Airport Road Improvements










APPENDICES ESR 2

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

N TECHNICAL ADVISORY COMMITTEE

Region of Peel
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Airport Road - 1.0 km north of Mayfield Rd to 0.6 km north of King St TAC Meeting 1		
Location	**Date**	**Time**
10 Peel Centre Drive Caledon/Brampton Room	March 13, 2013	9.30 am – 11:30 am
Attendees:	Chris King	Traffic Operations
	Sean Ballaro	Traffic Operations
	William Toy	Traffic Safety
	Seema Ansari	Traffic Safety
	Damian Jamroz	Traffic Development
	Mark Crawford	Road Operations
	Eric Chan	Transportation System Planning
	Joe Gallagher	Real Property Asset Management
	Kennedy Self	Development Planning
	Gary Kocialek	Transportation Planning
	Steve Ganesh	Transportation Program Planning
	Sally Rook	Transportation Program Planning
	Laverne Soodeen	Transportation Program Planning
	Kant Chawla	Town of Caledon
	Lalita Paray	Town Of Caledon
	Sharon Lingertat	TRCA
	Bob Stephenson	MTO
	Frank Pravitz	MTO
	Allan Ortlieb	IBI Group
CC Minutes:	Margie Chung	Transportation Demand Management
	Michael Fang	Traffic Signals
	Hashim Hamdani	Traffic Development
	Hillary Calavitta	Transportation System Planning
	Jennifer Maestre	Development Services
	Len Gardiner	Road Operations
	Bob Nieuwenhuysen	Roads Capital

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Airport Road Environmental Assessment TAC Meeting 1 Minutes

Technical Studies

There are 9 Technical Studies being completed for this project:

1. **Existing Natural Environment (Draft for review)**

   - **Wildlife and Wildlife Habitat**
     - No Environmentally Significant Areas (ESA), ANSI, or Provincially Significant Wetlands (PSW) within the study area
     - Natural areas of significance are primarily located in vicinity of Salt Creek crossings
     - Overall 18 wildlife species recorded, including 14 bird species
     - Two species classified as 'threatened' under Endangered Species Act (Eastern Meadowlark and Bobolink)
     - Barn Swallow nesting observed at Norris bridge crossing

   - **Vegetation and Vegetation Communities**
     - Vegetation communities were classified
     - 4 Ecological Land Classification types were identified
     - 69 Plant Species (including 35% identified as native)
     - Trees (19) within ROW (10 to 55 DBH), generally in good condition
     - No tree species are regulated under Endangered Species Act or Species at Risk
     - Detailed tree inventory to be completed based on preferred option

   - **Fisheries and Fish Habitat**
     - In total, 8 watercourses crossings have identified within the project limits for fisheries investigation
     - LGL completed aquatic survey Sept 2012 and Nov 2012, indicated:
     - 4 smaller crossings - no fish observed & not known if supports habitat;
     - 2 others – No fish observed but fish likely; and
     - 2 remaining – fish observed and therefore supports direct fish habitat.
     - Follow-up survey to be conducted in Spring 2013
     - Redside dace not known to occupy Salt Creek but MNR records indicate regulated as "recovery habitat". Whether smaller tributaries are regulated as well, needs to be confirmed.

2. **Geotechnical & Pavement Design (*Expected completion this Spring)***
   - Work being completed by Terraprobe Ltd. Drilling program complete for foundations and pavement design. Draft report expected to be available shortly.

3. **Drainage & Stormwater Management (*Existing Conditions completed in Draft)***
   - The three major culvert/bridge crossings have sufficient capacity to accommodate 100 year storm
   - Overtopping of the roadway would continue based on the Regional Storm conditions
     - Norris Creek bridge (10.7m span x 17.2m) – widening will be required
     - Deans culvert (6.5m x 2.5m x 19.4m) – extension will be required
     - Salt Creek culvert (7.15m x 2.3m x 22.4m) – extension will be required, unless flush median is eliminated
   - Most CSP culverts (typically 800mm) do not meet design criteria from a hydraulic perspective

- Fluvial Geomorphology study underway

4. **Archaeological & Built Heritage (*Draft completed)***
    - Draft Stage 1 Archaeological assessment and Cultural Heritage reports have completed by ASI
    - Heritage Assessment indicates that 11 Cultural Heritage landscapes and 14 Built Heritage resources exist within the study area, including the following 3 buildings designated under Ontario Heritage Act:
        - Kennedy/Breen House – located north/west quadrant of Old School Road
        - Masters House – located east side of Airport Road, south of King Street
        - North Peel Community Church – located on King Street, east of Airport Road
    - The Archaeological assessment indicates that the right-of-way is considered disturbed and no archaeological potential
    - Several area beyond existing ROW demonstrated archaeological potential
    - Stage 2 assessment will be required

5. **Structural Assessment and Design (To be finalized by end of April 2013*)***
    - Work being completed by IBI Group. Field review completed for the 3 major creek crossings: Norris Creek bridge, Deans culvert, and Salt Creek. Generally, all three structures remain in good condition.

6. **Noise Study (Expected completion prior to PIC 1)**
    - Work in these areas has been initiated and findings expected prior to PIC.

7. **Air Quality (Expected completion prior to PIC 1)**
    - Work in these areas has been initiated and findings expected prior to PIC.

8. **Contaminated Site Screening (Completed)**
    - Work being undertaken by Terraprobe Ltd. Draft report for the existing corridor completed to date.

Next Steps:

- Need to confirm with MNR if all tributaries of Salt Creek are also classified as 'Redside Dace Recovery Habitat'
- TRCA requested a confirmation of the number of crossings identified in the Drainage & Stormwater Management Report (10 were identified during site visit however report addresses only 9).
- TRCA also requested a copy of the report for review.
- Region to investigate option of reducing median width in order to avoid culvert extensions.

Traffic Study / Safety Report

Traffic Report:

- Recommends widening Airport Rd to a 4-Lane cross-section including intersection improvements (with the inclusion of a two-way left turn lane.
- Identifies sightline deficiencies at five properties along the study area, all due to changes in the vertical curvature of the road.
- Roundabout feasibility study confirms that roundabouts can function at all intersections.

Safety Report:

- Investigations are occurring to determine if/when the intersection of Old School / Healey Rd should be signalized as the intersection presents some challenges. Illumination is being investigated and likely will be installed in the interim.
- Installation of a 'Shoulder Rumble Strip' is recommended
- Implement improved snow fencing between Street A and Healey Rd
- Study Area is good candidate to pilot 'Safety Edge'. Safety edge is a process where the edge of the paved roadway is finished at 30° angle which can assist with the run-off-road type collisions by

eliminating pavement drop-off.

Next Steps:

- Traffic Operations to revise the Traffic Report to include the two-way left turn lane under the 4-lane widening recommendations
- Town of Caledon noted that the numbers shown on Slide 13 should be in line with the Town's numbers derived through a Growth Conformity Exercise. Eric Chan to review and confirm.
- Traffic Safety to provide specs for rumble strip.
- Follow up with Roads Capital regarding shoulder width.
- IBI Group to provide high-level roundabout design examples for both intersections prior to PIC # 1
- Town of Caledon noted that their preference for Old School / Healey Rd is a roundabout.
- Town of Caledon also noted that they have some reservations at Airport Rd / King St roundabout option. Region needs to consider Sandhill Land Use Study recommendations.

Active Transportation / Transit:

Recommendations:

- Paved shoulders from 1km North of Mayfield Rd to south limits of Sandhill Settlement Area.
- Off-street active transportation facilities within Sandhill Settlement area.

Next Steps:

- Town of Caledon to confirm is Transit requirement at Street 'A' considering Honeywell Site Application is currently under review.

Evaluation of Alternatives

- Table appears to be unclear - to be revised by the Region.
- IBI to provide examples of evaluation tables as well as 'disclaimers / assumptions.'
- **Preliminary Recommended Alternative is to "Widen Airport Rd with Intersection Improvements."**

Goods Movement & RCS

- Goods Movement Study and RCS Study will go to council in May 2013.
- PIC # 1 to be held after both studies have been endorsed by Council.

GTA-West

- Study area spans from the 400 to Guelph area.
- 170 m ROW for the corridor which includes:
    - New 400 series highway (110m ROW)
    - Transit corridor (60m ROW)
    - Truck priority
- Potential for a New Hydro corridor (additional 30m) – separate EA
- Stage 1 completed by the Transportation Planning branch
- Currently transitioning to Stage 2 to be completed by the Provincial Highway branch
- Stage 2 is expected to take approximately 5yrs to complete.
- Review period approximately 1year.
- Expect to have consultant selected by year end.

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TOUCHING LIVES FOR 40 YEARS

Minutes

Title: **Airport Road EA TAC Mtg#2**
Date: Tuesday October 7, 2014
Time: 1:30 p.m. – 3:30 p.m.
Place: 1st Floor, Conference Rm, 10 Peel Centre

Purpose: To discuss the Airport Road EA and the upcoming Public Information Centre #2

Present: **Public Works:** Sally Rook; Liz Brock; Steve Ganesh; Gary Kocialek; Mark Crawford; Carol Chaput; Imre Tot; Hashim Hamdani; John Nemeth; Tina Detaramani; Ramona Mirtorabi; Joe Gallagher; Seema Ansari;
Planning: Brock Criger; Jennifer Maestre;
Health: Kim McAdam; Lorenzo Mele
Consultant IBI: Allan Ortlieb; Rakesh Pandey; Muhammad Khan;
Town of Caledon: Tim Manley
MTO: Natalie Rouskov

Copy: **Public Works:** Eric Flora; Mahtab Tavana; Eric Chan; Margie Chung; Bob Nieuwenhuysen; Olek Garbos; Katya Seckar;
Health: Aimee Powell
MNR: Mark Heaton
TRCA: Sharon Lingertat
Hydro One: Steve Davey

#	DESCRIPTION	ACTION
1	Project Update provided by Sally – PIC#2 to be held November 27th	***None***
2	**Town of Caledon** - Tim Manley provided an update on Sandhill and gave a long-term planning vision for the study corridor. No new residential developments in Sandhill will be allowed. - The Town's Official Plan Amendment (OPA no. 233) has re-designated the lands at the intersection of Airport Road and King Street to Highway Commercial, and the lands south of the intersection to the south limit of Sandhill to Dry Industrial. Six property owners (appellants) have appealed OPA 233 and the implementing zoning by-law amendment. - Servicing constraints, i.e. no planned water upgrades, constrain land use. - Steve Ganesh asked Tim Manley if he felt the Sandhill appellants would appeal the Airport Road EA, i.e. a Part II Order. - Tim does not know the mindset of the Sandhill appellants with respect to their support or otherwise of the Airport Road EA, but noted the draft recommendation for roundabouts at Airport & King and Airport & Healey appear to provide opportunities for improved accesses within Sandhill; we'll know more about the opportunities when the Traffic Impact Study has been completed." - Town and Peel will review the Traffic Impact Study in October and begin discussions with the Sandhill appellants in November. The Hearing on OPA 233 is schedule to start in April 2015. - EA recommends sidewalks and on-street bike lanes. If future land use changes before construction AT plan may be revised in detailed design to	***Info***

	allow for multi-use trail with no on-street bike lanes. This possibility will be recorded in ESR. Structures will be built with sidewalks on both sides to accommodate possible future development. Cyclists can choose to use these sidewalks or continue "on road" using paved shoulder. - Town conducting broad land use visioning exercise for land located adjacent to proposed GTA West land swath. - Town is happy with the proposed study roundabouts. - Future EA study for Airport Road from King Street to Olde Base Line Road will start in 2017. - The Town and Peel are conducting a Caledon East by-pass study and the results will feed into the next EA study.	
3	**<u>Traffic Development</u>** - Within Sandhill accesses will be restricted and roundabout at King and possible second roundabout south of King will be used to give interconnectivity between properties on the east and west sides of Airport Road. - Possible roundabout (mid-block) suggested approximately half way between Sandhill south limits and Old School/Healey roundabout to allow south bound traffic to turn around and access business on the opposite side. Funding for the possible second roundabout would be secured from the developers and construction would be coordinated with the Region's widening work.	***Info***
4	**<u>Bridge replacements</u>** - 3 structures located on Salt Creek water crossings currently over top the road and need replacement. - Norris Bridge – proposed 14.64m X 3.35m arch culvert. - Deans Culvert and Salt Creek Culvert – proposed 10.67m X 2.13m rectangular concrete culvert – open footing. - Work will include meander belt channel improvements, low flow channel and benching improvement for wildlife and fish passage. - Permitting should be easier with advance agreement of TRCA and MNR about structure design. - Road improvements at the Norris Bridge would include raising road approximately 1m to improve deficient sag.	***Info***
5	**<u>Stormwater Design</u>** - Within Sandhill (urban section) using treatment train approach including oil/grit separator and enhanced bioswales. - In rural section south of Sandhill flat bottom bioswales – with perforated pipe and 1m sand column to provide enhanced quality, quantity and thermal mitigation of water. - Maintenance of the bioswales will be easier than for current ditches and there will be no ponding (which will help reduce breeding habit for West Nile Virus mosquito). - This is an improved treatment and will be evaluated for the long term to see if costs are less for maintenance as compared to current practice and permits are easier to obtain.	***Info***

6	**<u>Roundabout Design</u>** - Urbanized cross section. - Paved shoulder will merge in to roundabout sidewalk (3m+sidewalk+splash pad.) - Design has minimized property and access impacts. - 55m diameter will accommodate farm vehicles. - Centre of roundabout could be considered for LID and provide space for a feature if Airport Road designated as Veteran's Way – improvements or other signage features will be determined in detailed design. - Question asked if long combination vehicles can be accommodated in roundabout? IBI will run model to make sure it works. - Question asked about possible interchange location for GTA West on Airport Road – how will it impact function of roundabouts. - MTO will consider all possibilities as it reviews interchange locations. **<u>Roundabout Property Impacts</u>** - full property buyouts are those that are generally closer than 6m from the proposed new impact area - At the NW corner of King there are 2 properties located next to a development application which are shown as full buy-outs. - Developer at the NW corner of King/Airport may have interest in the 1st adjacent property marked for full buyout. Will know more after the information is made public on November 27th. - Sally and Joe will be approaching property owners who have major impacts in advance of the PIC. **<u>Education Programs and Services</u>** Imre will be contact at the PIC to answer questions and provide attendees with a handout that directs them to the Peel website: www.peelregion.ca/roundabouts	***Info*** ***Allan Ortlieb*** ***Info***
7	**<u>Carpool Lot</u>** - Transportation Planning conducted a carpool lot study that showed proposed locations in close proximity and within the study area - A question was asked if GTA West is planning for car pool lots and should a lot be included in the study? Natalie confirmed that carpool lots within the GTA West corridor are within the scope of the study. - Natalie responded that Ministry will not be obtaining property for a long time since it has no funding commitment yet. GTA West is not warranted until 2031. - MTO will work with Peel and the Town of Caledon to investigate potential partnership for a carpool lot in relation to the GTA West.	***Info***
8	**<u>MTO</u>** - Ministry will have a long list of possible interchange locations at upcoming meeting with Peel on November 7th. - long list is not intended to determine final locations but provide possible locations that will be taken forward for further review. - The preferred route will be presented late 2015/early 2016 with a preliminary design. - Natalie will give Peel an advanced update before Ministry's PIC so we are	***Natalie/Tina***

	able to answer questions at our PIC. - The first of the next round of PIC's for GTA West is scheduled November 27th in Halton.	
9	**<u>Review of PIC#2 Boards</u>** Suggested changes were noted and updates will be made to the boards.	***Info***

Notes from meeting with MNR re Structures on Airport Rd

September 9, 2014

Attendees: LGL, Shari Faulkenham, - Parish, Mark Heaton - MNR, Liz Brock, Sally Rook – Region of Peel, Allan Ortlieb, Rakesh Pandey - IBI

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1. **Background**

   - Study area is approx. 6kms – Airport Rd (1km north of Mayfield Rd to 500m north of King St
   - Salt creek crosses at 12 locations throughout the study area (3 major, 9 minor)
   - LGL has conducted aquatic resource mapping of Norris', Dean's and Salt Creek structures (3 major crossings)
   - Meander belt plus 30M MNR's preference
   - Entire watercourse recovery habitat for Redside Dace
   - Salt Creek overtops road at Norris' Bridge

   Propose replacement of 3 major structures:

   a) Norris' Bridge – replace with a 14.46m X3.66m conspan
   b) Dean's Culvert – replace with a 10.67m X2.13m/2.44m precast culvert
   c) Salt Creek Culvert – replace with a 10.67m X2.13m/2.44m precast culvert

   There is not much cover for Salt Creek and Dean's culverts. IBI feels a larger conspan bridge at these locations is not 'preferred' for the following reasons:

   - Watercourses are so close to each other that the catchment area is not changing
   - If larger structures are used the road profile would need to be raised +2ft creating much greater expense and impacts to nearby properties
   - Would require a lot of fill in the valley to accommodate

   Norris' will be replaced with conspan bridge. The catchment area at this structure is almost double what it is at the others.

   Mark asked to ensure that the ESR includes documentation of options that were considered and why the precast culverts were selected. Cost comparison to include the cost of raising profile of Airport Rd.

2. There are 9 smaller crossing culverts for tributaries along the study area that will all be replaced and upsized to 800mm culverts

   Urban Area (500m north of King St to south limits of Sandhill Settlement Area)
   Within the Sandhill Settlement Area (approx. 800-900m) the road cross section will be urban with a treatment train that includes curb & gutter, storm sewers with oil & grit separators and bioswales
   Treatment train approach for all SWM throughout the study area
   Enhanced infiltration techniques will provide water quality improvements and thermal mitigation

Rural Area (South limits of Sandhill Settlement Area to Street 'A')
In rural areas, to upgrade all existing 'V' ditches to flat bottom bioswales

3. **Permit Process**
   Document structure size alternatives re: species at risk – explain thinking for alternatives as MNR sees ultimate as best for the species i.e. meanderbelt + 30m. Create Cost and benefit review.

   - Look at recovery habitat
   - Removal of in-stream barriers, e.g. beaver dam
   - Water quality improvements
   - Private land stewardship
   - Channel naturalization

   MNR uses a point system to rate plans
   - i.e. sq/m of impact
   - catalogue of projects
   - look at what's achievable
   - create an overall benefit catalogue
   - incorporate LID wherever possible

   This information will be used in later stages of the project (60% detailed design) to complete the Avoidance of Alternatives Form (AAF)

4. **Roundabouts**
   LID proposed for roundabouts for rainfall storage
   Urban cross section to use LID bioswales – for enhanced retention
   Provide examples to MNR where will be designed

5. **Smaller tributaries**
   Proposed site visit (October/early November) to confirm 9 smaller water course crossing to determine how they contribute to habitat
   Will check out pools for water at Dean's culvert to see what fish species are present
   Look for Barnswallow nests on structures

6. **Overall Benefit**
   Create wildlife passage through Conspan structure(s) – benching + riverstone + granular B so mammals can move under structure. Mammals that would use include coyote, fox, skunk raccoon - and may accommodate deer on larger structures.

   Bankful width at Norris Bridge is 2m to 6 m along reach + low flow channel
   Create sinuosity as part of overall benefit

   Self-regulating registry process for Barnswallow. Example of benefit – nesting cups in new structure.
   Document in ESR the requirement of a Barnswallow study before starting structure replacements.

   Make sure screening is complete for all species at risk. Obtain final letter from MNR that it concurs with proposed mitigation and gives approval in principle.

Look at Region's road kill data to see what animals are turning up – see if there is anything out of the usual.

Look at use of wildlife fences in meander belt to funnel wildlife to crossings e.g. Sandalwood Parkway and Creditview at Mississauga Road projects