Appendix A1:

Public Consultation

Appendix A1: Public Consultation Materials

Notices
Public Information Centre #1
Public Information Centre #2
Newsletters & Social Media
Public Correspondence
Councillors
CWG
Petition & Regional Council Minutes
Other Correspondence

Notices

Public Notice

Region of Peel
working with you

NOTICE OF STUDY COMMENCEMENT

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

The Study

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



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

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

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

The Process

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

Public Consultation

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

Contact

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

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

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

This Notice first issued on September 7, 2017

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

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

Region of Peel
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Public Works

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

peelregion.ca

September 6, 2017
Project No. 16-4360

Name/Address

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

Attention: [Name, Title]

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

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

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

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

Sincerely,

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

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

encls: Notice of Study Commencement
Contact Information Form

Region of Peel
working with you

Public Works

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

peelregion.ca

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

Contact Information Form

Name of Organization: _____

Contact Person: _____

Title: _____

Address: _____

_____

_____

Phone: _____

Email: _____

Do you wish to attend the TAC meetings? _____

What are your areas of interest in this study?

_____

_____

_____

_____

_____

_____

_____

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

Region of Peel
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Public Works

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

peelregion.ca

September 6, 2017
Project No. 16-4360

Name/Address

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

Attention: [Name, Title]

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

A key component of this study is public consultation and the Project Team welcomes your comments and invites you to participate in the study through two planned Public Information Centres as the study progresses. Details of the location and time of these public meetings will be advertised in the Caledon Enterprise newspaper and a notice will be mailed to you separately.

As part of the public consultation for this study, a Community Working Group (CWG) is also being established to help identify issues and opportunities and provide important input on the study. The CWG will consist of a cross section of residents, local businesses and other interest groups. If you are interested in participating as a member of the CWG, please review the CWG Roles and Responsibilities on the Region's website at: http://peelregion.ca/airport-road-ea and return a completed copy of the attached Expression of Interest form to Asha Saddi by mail, fax or email by **Friday, October 6, 2017**.

The Project Team looks forward to your participation in this study. In the meantime if you have any questions or comments please do not hesitate to contact Asha Saddi or myself.

Sincerely,

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

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

encls: Notice of Study Commencement
Community Working Group – Expression of Interest Form

Region of Peel
working with you

Public Works

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

peelregion.ca

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

Community Working Group – Expression of Interest

A Community Working Group will be formed as part of this Environmental Assessment to provide a balance of perspectives representing:

- new/longtime residents,
- local business,
- special interests, such as organizations or associations, and
- those that work in or close to the study area.

The Community Working Group will be used as an enhanced level of consultation to help the Project Team develop a solution for the study area that meets the needs of all stakeholders.

The Project Team would like to learn about your interest in the study. If you would like to participate as a member of the Community Working Group, please complete the attached form and submit to Asha Saddi (contact information below).

The Community Working Group members will be chosen to provide:

- a cross section of interests,
- various knowledge, and
- broad set of skills

Please submit your completed form by **Friday, October 6, 2017** to:

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

Region of Peel
working with you

Public Works

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

peelregion.ca

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

Community Working Group – Expression of Interest Form

Title: Mr./Mrs./Ms./Dr. _____

First Name: _____

Last Name: _____

Address: _____

_____

_____

Phone: **Home:**_____ **Cell:**_____

Email: _____

Are you a resident in the study area? _____

Which organization/association do you represent?

_____

Provide information about yourself and why you are interested in becoming a member of the Community Working Group:

_____

_____

_____

_____

_____

_____

_____

_____

Please submit your completed form by Friday October 6, 2017 to Asha Saddi (contact information on reverse).

Public Notice

Region of Peel
working with you

NOTICE OF PUBLIC INFORMATION CENTRE NO.1

AIRPORT ROAD FROM KING STREET TO HUNTSMILL DRIVE, TOWN OF CALEDON
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY

The Study

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

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

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



The Process

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

Public Consultation

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

PUBLIC INFORMATION CENTRE NO. 1

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

Your opinion matters and we welcome your participation.

Please forward your comments by Tuesday, June 19, 2018

For information on this Study, updates on the Community Working Group meetings and the online Comment Form for this Public Information Centre, visit our website at:
http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm

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

Sonya Bubas, MCIP, RPP
Project Manager
Region of Peel
10 Peel Centre Drive, Suite B, 4th Floor
Brampton, ON L6T 4B9
Tel: 905-791-7800 ext. 7801
Fax: 905-791-1442
Email: sonya.bubas@peelregion.ca

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

This Notice first issued on May 24, 2018

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

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

Region of Peel
working with you

Public Works

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

peelregion.ca

May 23, 2018
Project No. 16-4360

[redacted]

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

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

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

Monday, June 4, 2018
6:00 p.m. - 8:00 p.m.
Caledon East Community Centre, Hall A, 6215 Old Church Road, Caledon

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

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

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

Sincerely,

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

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

c: Asha Saddi, Technical Analyst, Region of Peel

Region of Peel
working with you

Public Works

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

peelregion.ca

Comment Sheet

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

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

PLEASE PRINT

Name: _____

Date: _____

E-mail: _____

Number & Street: _____

City: _____

Postal Code: _____

Comments:

_____

_____

_____

_____

_____

_____

_____

_____

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

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

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

Public Notice

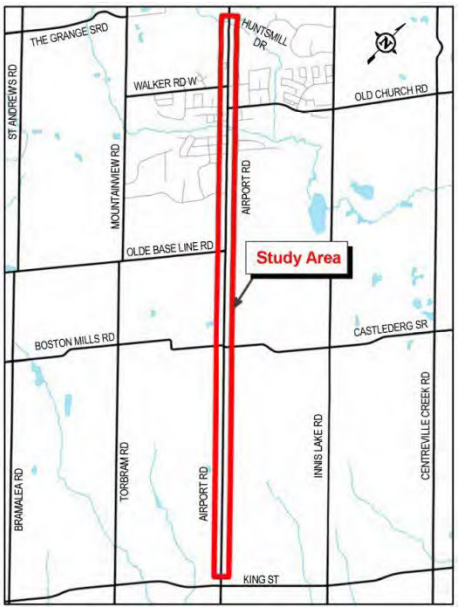
Region of Peel
working with you

NOTICE OF PUBLIC INFORMATION CENTRE NO. 2

AIRPORT ROAD FROM KING STREET TO HUNTSMILL DRIVE, TOWN OF CALEDON
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY

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

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



The Study is being conducted in compliance with Schedule 'C' of the Municipal Class Environmental Assessment (Municipal Engineers Association, as amended in 2015), which is approved under the *Ontario Environmental Assessment Act*.

PUBLIC INFORMATION CENTRE NO. 2

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

To have questions answered and provide input/comments you can:

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

The Project Team will review and consider the feedback received at the PIC and confirm the recommended preliminary design. An Environmental Study Report (ESR) will be prepared to document the planning, consultation and design process. The ESR will be made available for public review for a minimum of 30 calendar days.

If you have any questions or comments on the Study, please contact either of the following Project Team members:

Sonya Bubas, MCIP, RPP
Project Manager
Region of Peel
10 Peel Centre Drive, Suite B, 4th Floor
Brampton, ON L6T 4B9
Tel: 905-791-7800 ext. 7801
Email: sonya.bubas@peelregion.ca

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

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

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

Construction statement regarding COVID-19

Critical infrastructure construction is an essential service. We're keeping employees, contractors and the community safe by complying with provincial guidelines, physical distancing, using personal protective equipment, and adjusting work schedules and shifts.

Construction project updates can be found at peelregion.ca/construction

Follow Peel Public Works on Twitter for service updates and changes.

This notice was first issued on September 10, 2020

Region of Peel
working with you

Public Works

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

peelregion.ca

September 22, 2020
Project No. 16-4360

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

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

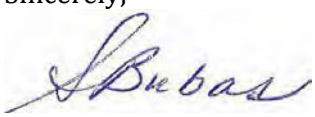
Due to the current COVID-19 guidelines, the second PIC will be held in an online format to present the evaluation of alternative design concepts and recommended preliminary design.

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

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

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

Sincerely,



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

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

cc: Asha Saddi, Technical Analyst, Region of Peel

Comment Sheet

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

PLEASE PRINT

Public Information Centre No.2
Wednesday, September 23, 2020

Name: _____

Date: _____

E-mail: _____

Number & Street _____

City _____

Postal Code _____

Comments:

Please send your comments by **Wednesday, October 14, 2020** to:

Asha Saddi, BA(Hons), PMP
Technical Analyst
Region of Peel
Tel: 905-791-7800 x7794
Email: asha.saddi@peelregion.ca

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

Public Notice

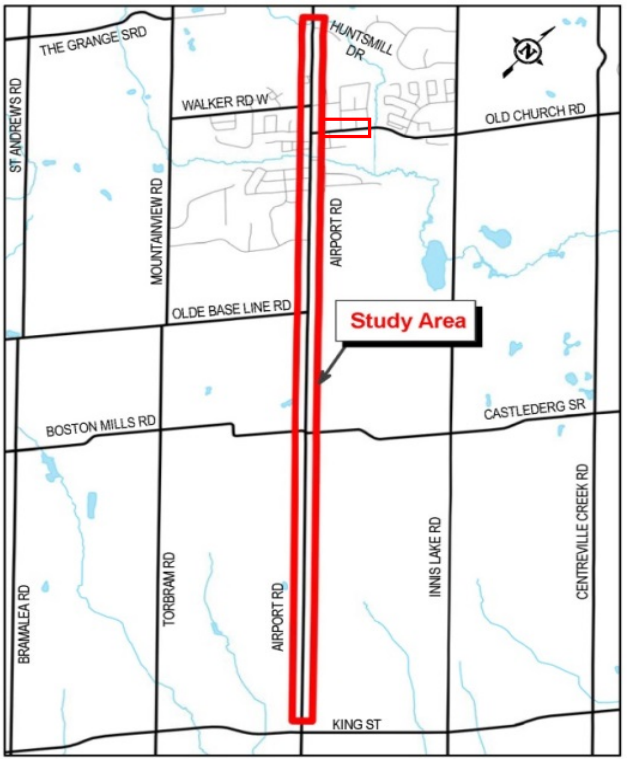
Region of Peel
working with you

NOTICE OF STUDY COMPLETION

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY
AIRPORT ROAD FROM KING STREET TO HUNTSMILL DRIVE, TOWN OF CALEDON

The Study

The Region of Peel has completed a Class Environmental Assessment (Class EA) Study for Airport Road from 100m north of King Street to 300m north of Huntsmill Drive in the Town of Caledon. The Study examined alternative solutions and design concepts to address long term issues related to planned future growth, enhance the safety of the Airport Road corridor, and promote infrastructure improvements that facilitate walking and cycling.



The Study was conducted according to the requirements for a Schedule "C" project in the Municipal Engineers Association document titled Municipal Class Environmental Assessment (October 2000, as amended in 2007, 2011 and 2015). Key recommendations include:

- Reduced lane widths throughout most of the Study corridor
- Roundabouts at Castlederg Side Road-Boston Mills Road and Cranston Drive
- Layby parking with streetscaping from Caledon Trailway to Walker Road
- Combination of multi-use paths and sidewalks in urban areas and paved shoulders in rural areas
- Improved cycling and pedestrian crossings at intersections
- Improved sidewalk on the north side and new multi-use path on the south side of Old Church Road from Airport Road to Marilyn Street

The Town of Caledon is initiating an urban design study of the Caledon East Village core along the Airport Road corridor. The purpose of this study is to provide an urban design vision and guidance on area character to assist the Town with its site plan and development requirements. Through this separate study, the Region of Peel will work with the Town of Caledon on possible future private access options to address safety concerns associated with the west leg of the Airport Road and Old Church Road intersection.

Environmental Study Report - Review Period

The Environmental Study Report documents the planning, public and agency consultations, preliminary design and decision-making process undertaken for the project and will be available for review for 33 calendar days starting September 23, 2021 and ending on October 25, 2021.

The Environmental Study Report can be reviewed on the Region's website at:
https://peelregion.ca/pw/transportation/construction/environmental-assessment/airport-road-caledon.asp

Comments

Please provide written comments to the Project Manager listed below within the 33-day review period. A request may be made to the Minister of the Environment, Conservation and Parks for an Order requiring a higher level of study (i.e. requiring an individual/comprehensive EA approval before being able to proceed), or that conditions be imposed (e.g. require further studies), only on the grounds that the requested Order may prevent, mitigate or remedy adverse impacts on constitutionally protected Aboriginal and treaty rights. Requests on other grounds will not be considered. Requests should include the requester contact information and full name.

Requests should specify what kind of Order is being requested (request for conditions or a request for an individual/comprehensive environmental assessment), how an order may prevent, mitigate or remedy potential adverse impacts on Aboriginal and treaty rights, and any information in support of the statements in the request. This will ensure that the Ministry is able to efficiently begin reviewing the request. The request should be sent within the 33-day review period, in writing or by email to:

Minister of the Environment, Conservation and Parks, Ministry of the Environment, Conservation and Parks
777 Bay Street, 5th Floor, Toronto, Ontario M7A 2J3, or, email at minister mecp@ontario.ca, and to

Director, Environmental Assessment Branch, Ministry of Environment, Conservation and Parks
135 St. Clair Avenue West, 1st Floor, Toronto, Ontario M4V 1P5, or, email at EABDirector@ontario.ca

A copy of the Order request must also be emailed or mailed to:

Sonya Bubas, MCIP, RPP
Project Manager, Infrastructure Programming and Studies
10 Peel Centre Drive, Suite B, 4th Floor
Brampton, ON L6T 4B9
Tel: 905-791-7800 ext. 7801
Email: sonya.bubas@peelregion.ca

Please visit the Ministry's website for more information on requests for Orders under section 16 of the Environmental Assessment Act at: https://www.ontario.ca/page/class-environmental-assessments-part-ii-order

All personal information included in your request – such as name, address, telephone number and property location – is collected, under the authority of section 30 of the Environmental Assessment Act and is collected and maintained for the purpose of creating a record that is available to the general public. As this information is collected for the purpose of a public record, the protection of personal information provided in the Freedom of Information and Protection of Privacy Act (FIPPA) does not apply (s.37). Personal information you submit will become part of a public record that is available to the general public unless you request that your personal information remain confidential.

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 review the study documents.

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

Construction statement regarding COVID-19
Critical infrastructure construction is an essential service. We're keeping employees, contractors and the community safe by complying with provincial guidelines, physical distancing, using personal protective equipment, and adjusting work schedules and shifts.

Construction project updates can be found at peelregion.ca/construction .
Follow Peel Public Works on Twitter for service updates and changes.

This notice was first issued on September 23, 2021

Public Information Centre #1

Public Notice

Region of Peel
working with you

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

The Study

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

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



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

The Process

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

Public Consultation

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

Public Information Centre No. 1
Monday, June 4, 2018 – 6 p.m. to 8 p.m.
Caledon East Community Complex, Hall A
6215 Old Church Road, Caledon

Your opinion matters and we welcome your participation.

Please forward your comments by Tuesday, June, 19 2018

For information on this Study, updates on the Community Working Group meetings and the online Comment Form for this Public Information Centre, visit our website at:
http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm

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

Sonya Bubas, MCIP, RPP
Project Manager
Region of Peel
10 Peel Centre Drive, Suite B, 4th Floor
Brampton, ON L6T 4B9
Tel: 905-791-7800 ext. 7801
Fax: 905-791-1442
Email: sonya.bubas@peelregion.ca

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

This Notice first issued on May 24, 2018

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

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PHOTO: JASEN OBERMEYER

THE STROUTHER MANSION The flower and plant garden outside the entrance to Saint John Paul II Catholic Elementary School. Dubbed a Community Garden, it provides not only a beautiful entrance for those going to the school, but keeps the school eco-friendly.

Local Catholic school unveils brand new community garden

Written By **JASEN OBERMEYER**

Saint John Paul II Catholic Elementary School recently hosted a "Rooted in Community" event to celebrate the unveiling of the school's garden.

The event took place on Saturday (May 5), and saw several member of Caledon council attend, along with the local band Highway 50 provide music. There were also activities for the school's kids such as creating their own bird feeders, crafts, and face painting.

"It looks a whole lot different now," said one of the school's teachers, Shana Farquhar, when describing how the garden provides a better aesthetic to the school's entrance.

Families from the school came to plant perennials and pollinating wildflower seeds.

Ms. Farquhar said that being an eco-school, they are given a bronze, silver, or gold ranking, thus leading to the creation of the garden. "We have been a gold eco-school for six years now."

She added that, "Every year we have to have something brand new, a new project to tackle."

Ms. Farquhar said the plants require little water and maintenance, and help attract pollinators, "so that it's beneficial to the environment."

She added that the students were extremely excited about this, and have been very involved. "Our eco-team, here at the school, the kids, they're outstanding. There's stuff going on all the time for eco."

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LEASE FROM $169† at 3.25% APR
bi-weekly for 60 months, with $2,795 down. Excludes HST.

GT model shown

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Includes $1,000 Lease Cash

GT model shown with available roof rack and Thule cargo box accessories
2018 CX-3 GS
WITH AUTOMATIC TRANSMISSION
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All-in from $24,339. Excludes HST.
Includes $500 Finance Cash

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Caledon & Palgrave Rotary unveil new park name & playground

Written By JASEN OBERMEYER



PHOTO: JASEN OBERMEYER

NEW PLAYGROUND: Residents, members of Caledon Council and Palgrave's Rotary Club unveiling the new park sign at the newly named Norma Bangay Park. Also unveiled was the playground's new play structure and fully accessible play area.

Caledon and the Rotary Club of Palgrave have unveiled the new playground equipment at the newly renamed Norma Bangay Park in Palgrave, which makes it accessible for everyone to enjoy.

The unveiling ceremony took place this past Monday (May 28) and saw nearly 100 people, including several members of Caledon council, the Rotary Club, and 30 kids, enjoy the beautiful weather and take part in the unveiling of the playground's new play structures.

"The Town is extremely happy about this project and partnership with Palgrave Rotary Club - these renovations will make it easier for all visitors and residents to use the park and its facilities," said Mayor Allan Thompson. "It's new projects like this, partnering with organizations and groups who have been part of Caledon's growth for many years that makes the town an open, inclusive and accessible place to live."

A partnership between the rotary and the town, the park is fully inclusive and accessible gathering place for seniors, families and individuals with special needs. It represents an $85,000 investment for which the Town of Caledon is contributing $45,000 and Palgrave Rotary Club is contributing $40,000. The park was named after Norma Bangay, a former Palgrave elementary school teacher who passed away in 2012.

Several new features and renovations include: upgrades to playground equipment and surfacing; adding an accessible concrete path from the existing asphalt path to the playground equipment; two accessible swing seats to the existing swing sets; an additional two benches and two tables for seating; and two new park signs.

Derek Clark, the rotary club's director of community service, thanked everyone for attending and those involved with the project, which started two years ago. "Today we are here to celebrate three very important milestones," which are renaming the park, completion of the new park upgrades, and the kickoff of national accessibility week.

"The goal of this $85,000 project was to retrofit the existing park to make it fully inclusive, and an accessible play and gathering place for the entire community," he added.

"It's a lot better when we collaborate and make something," commented Mayor Thompson.

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Book launch this weekend on local's WW1 experience

Written By JASEN OBERMEYER

Rick Law, a math professor and resident of Bolton for over 30 years, will be at Forster's Book Garden for his book launch on his novel dealing with his great uncle's experiences in the Canadian Army during World War One.

The launch will be on Saturday June 2nd from 1:00 p.m. to 4:00 p.m. The book, Flowers of the Forest, is a historical fiction based on Farquhar McLennan, his great uncle's experience in the 58th Battalion, Canadian Expeditionary Force during the Great War.

"I never started out thinking I was going to write a book," said Mr. Law when speaking to the Citizen. "It started out as a project to learn about him, and find out all I could."

His great uncle's experiences were based on facts gleaned from historical records. In the book, two friends he goes overseas with are fictional.

"It just hit me like a brick one day that there's a really good story here," he said, and added that he is very excited on the book signing.

"It's support for the community," commented Donna Kamiel-Forster, co-owner of Forster's Book Garden. She added it's great for history enthusiasts, as the bookstore recently has book launches through a variety of genres.

There will be a second launch on Sunday, June 10th from 3:00 p.m. to 4:00 p.m. at Fort York Armory in Toronto where the 58th Battalion is perpetuated with the Royal Regiment of Canada. The battalion will celebrate the Battle of Mt. Sorrel, the battle where Mr. Law's great uncle died in June 1916.

Buried in Flanders Fields, Mr. Law has been there to visit his grave. "It's amazing to see, and it's very enlightening."



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Public Notice
Region of Peel
working with you

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

The Study
The Region of Peel is conducting a Class Environmental Assessment Study for Airport Road from 100m north of King Street to 300m north of Huntsmill Drive in the Town of Caledon (see map). The purpose of the Study is to:
- Address long term issues related to planned future growth
- Enhance the safety of Airport Road by examining intersection improvements, potential for roundabouts, and traffic calming measures for truck and other vehicular traffic through Caledon East
- Promote healthy living by examining infrastructure improvements for walking and cycling

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



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

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

Public Information Centre No. 1
Monday, June 4, 2018 – 6 p.m. to 8 p.m.
Caledon East Community Complex, Hall A
6215 Old Church Road, Caledon

Your opinion matters and we welcome your participation.
Please forward your comments by Tuesday, June, 19 2018

For information on this Study, updates on the Community Working Group meetings and the online Comment Form for this Public Information Centre, visit our website at:
http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm

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

Sonya Bubas, MCIP, RPP
Project Manager
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Tel: 905-791-7800 ext. 7801
Fax: 905-791-1442
Email: sonya.bubas@peelregion.ca

Asha Saddi, BA(Hons), PMP
Technical Analyst
Region of Peel
10 Peel Centre Drive, Suite B, 4th Floor
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Tel: 905-791-7800 ext. 7794
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Welcome

Environmental Assessment
Airport Road from King Street to Huntsmill Drive





Public Information Centre No. 1
June 4, 2018

Please sign in…

Purpose

Why are we here?

- ❑ To provide an update on the Environmental Assessment Study for Airport Road in Caledon
- ❑ To hear your comments on the Study, including:
  - Existing conditions within the Study Area
  - Problems and opportunities within the corridor
  - Options to resolve problems and address opportunities

How can you participate?



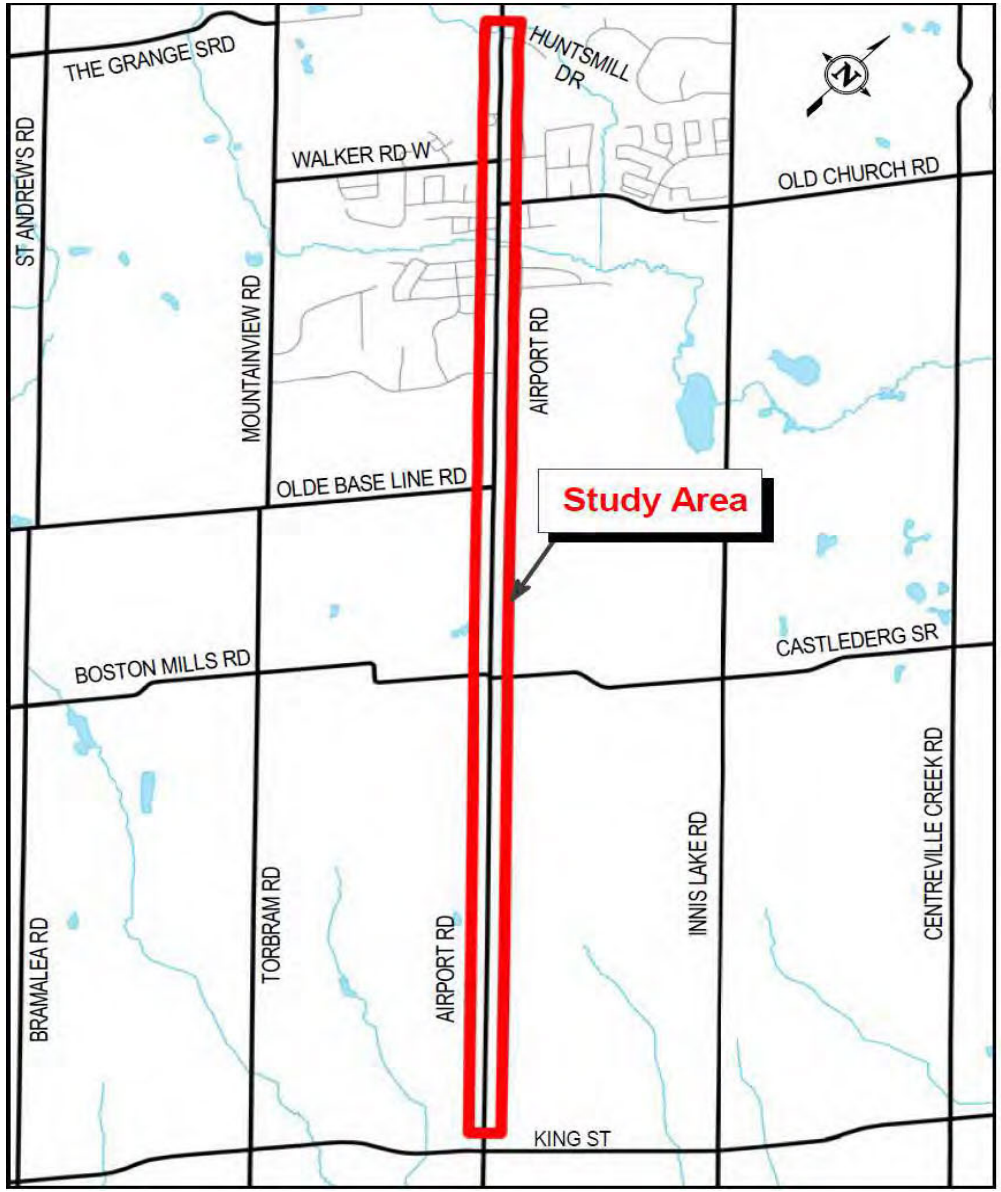
- ❑ View project information on display
- ❑ Ask questions and discuss issues with the Project Team
- ❑ Fill out a comment sheet
  - Drop off your comment sheet in the comment box, or
  - Mail your comment sheet to the contact and address shown by June 19, 2018

Study Area

- Airport Road from
  100m north of King Street to
  300m north of Huntsmill Drive in
  Caledon

- Approximately 7.5km

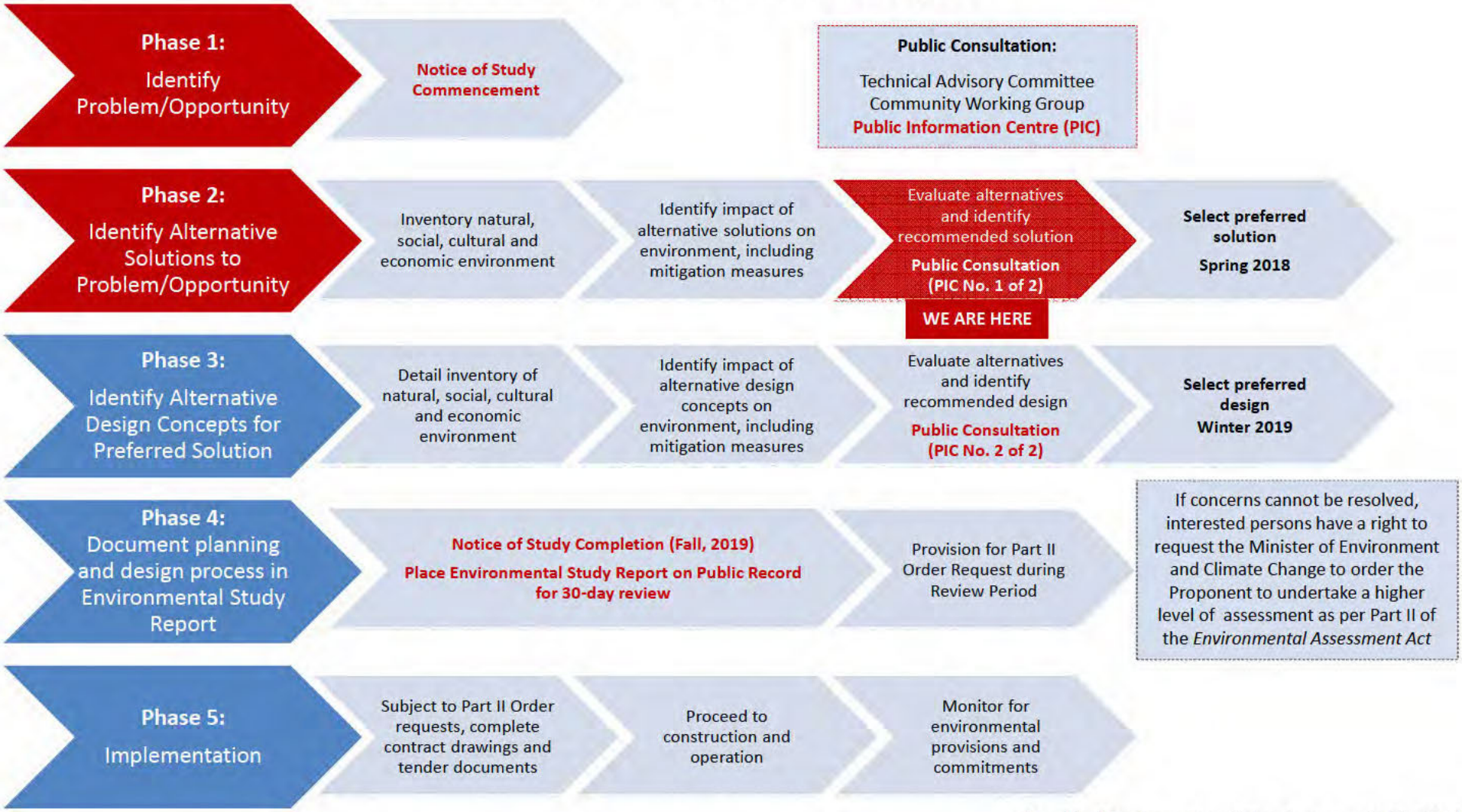
- 2-lane Major Regional Road serving local, through and truck traffic



Environmental Assessment Process

This Study will follow Phases 1 to 4 of the

Municipal Class Environmental Assessment for **Schedule C** projects:



(Municipal Engineers Association, last amended in 2015)

Consultation Process

Consultation Plan

Public and Indigenous Communities
- Input at key stages of the Study:
  - Notices in *Caledon Enterprise, Citizen* and/or mail
  - **Public Information Centres**
  - Study Website: **peelregion.ca/airport-road-ea**
  - Region of Peel on Twitter: **twitter.com/peelpublicworks**
  - Public Review Period for Environmental Study Report

Community Working Group
- Represent cross-section of interests in Study:
  - Property owners and residents
  - Business owners
  - Road users (pedestrians, cyclists and drivers)
  - Special interest groups (seniors, visitors)

Technical Advisory Committee
- Review and advise on technical aspects of the Study:
  - Credit Valley Conservation
  - Ministry of Natural Resources and Forestry
  - Niagara Escarpment Commission
  - Region of Peel
  - Toronto and Region Conservation Authority
  - Town of Caledon
  - Utilities

Comments To Date

Sharing the Road
- Opposition to improvements for additional traffic capacity
- Interest in practical traffic calming measures

Driving on Airport Road
- Concerns for traffic safety, including:
  - High speed
  - Increased truck traffic
  - Lack of parking
  - Poor visibility when turning left and right onto Airport Road
  - Safely turning left off Airport Road

Cycling on Airport Road
- Interest in:
  - Active Transportation
  - Safe crossings for cyclists

Walking within the Airport Road Corridor
- Interest in:
  - Safe Pedestrian Crossings
  - Safe Sidewalk Conditions

Environmental Considerations
- Concern for sediment in Centreville Creek
- Interest in:
  - Economic Development in Caledon East
  - Tree planting
  - Urbanization

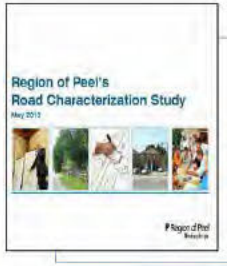
Phase 1: Identifying Problem and Opportunity

Planning Context

This project will not be considering road widening for additional through traffic lanes along Airport Road



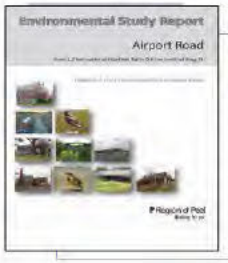
Long Range Transportation Plan Update, Region of Peel, 2012
- Widen Airport Road from King Street to South of Caledon East to 4 lanes by 2021
- Improve Active Transportation







Caledon East Community Improvement Plan, Town of Caledon, 2014
- Encourage revitalization
- Support public realm improvements

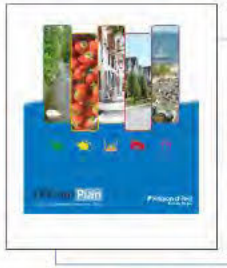


Airport Road Environmental Assessment, Region of Peel, 2015
- Widen Airport Road from Mayfield Road to King Street to 5 lanes
- Add 2-lane roundabout at King and at Old School
- Pave shoulders in rural area for Active Transportation





Goods Movement Strategic Plan, Caledon East Feasibility Studies, Region of Peel, 2015
- Maintain Airport Road as designated goods movement corridor
- Maintain (not widen) 2 lanes on Airport Road north of King Street
- Add traffic calming through Caledon East



Region of Peel Official Plan, 2016 Consolidation
- Airport Road identified as Major Regional Road
- High-level inter-municipal transportation capacity
- Designated mid-block right-of-way from 20 to 45m



Town of Caledon Official Plan, 2016 Consolidation
- Land uses designated agricultural, rural and residential
- Corridor through Mono Road and Caledon East Settlement Areas (Caledon East Secondary Plan)
- Conceptual pedestrian linkages

Sustainable Transportation Strategy, Region of Peel, 2018



Phase 1: Identifying Problem and Opportunity

Active Transportation

Existing Conditions and Challenges

- Where sidewalks exist, they are not always in good condition
- Incomplete pedestrian network between communities
- Major recreational trail crossing the study limits (Caledon Trailway)
- Lack of cycling facilities along Airport Road
- Constrained corridor through Caledon East, particularly south of Caledon Trailway to Foodland

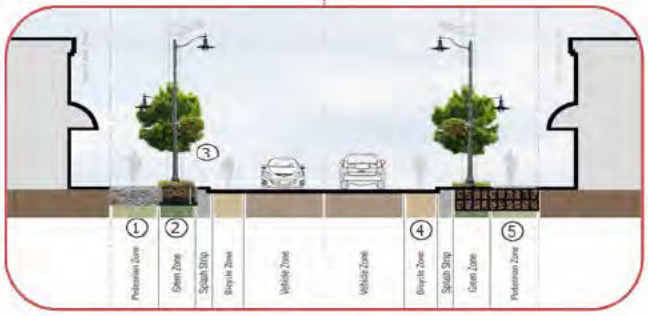






Opportunities

- Desire for enhanced active transportation facilities supported by Caledon East Community Improvement Plan
- Support for downtown pedestrian priority corridor improvements and planned cycling facilities through Peel Sustainable Transportation Strategy
- Opportunities to provide enhanced streetscaping identified through the Region of Peel Streetscaping Toolbox Update (2017)



Phase 1: Identifying Problem and Opportunity

Pedestrian and Cycling Considerations

Improving the pedestrian and cycling environment is a key consideration in the Environmental Assessment

Pedestrian Environment



Airport Road from Hilltop Drive to Walker Road

Pedestrian considerations include:

- Boulevard width
- Corner radius at intersections
- Crossing distance at intersections
- Crosswalk treatments
- Motor vehicle traffic volume
- Operating speed
- Presence of on-street parking
- Sidewalk width
- Signal phasing and timing

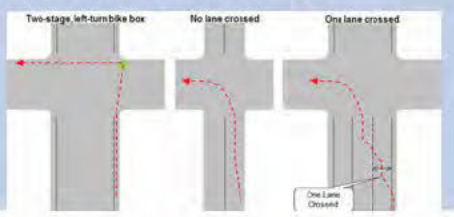
Cycling Environment



Airport Road from Hilltop Drive to Walker Road

Cycling considerations include:

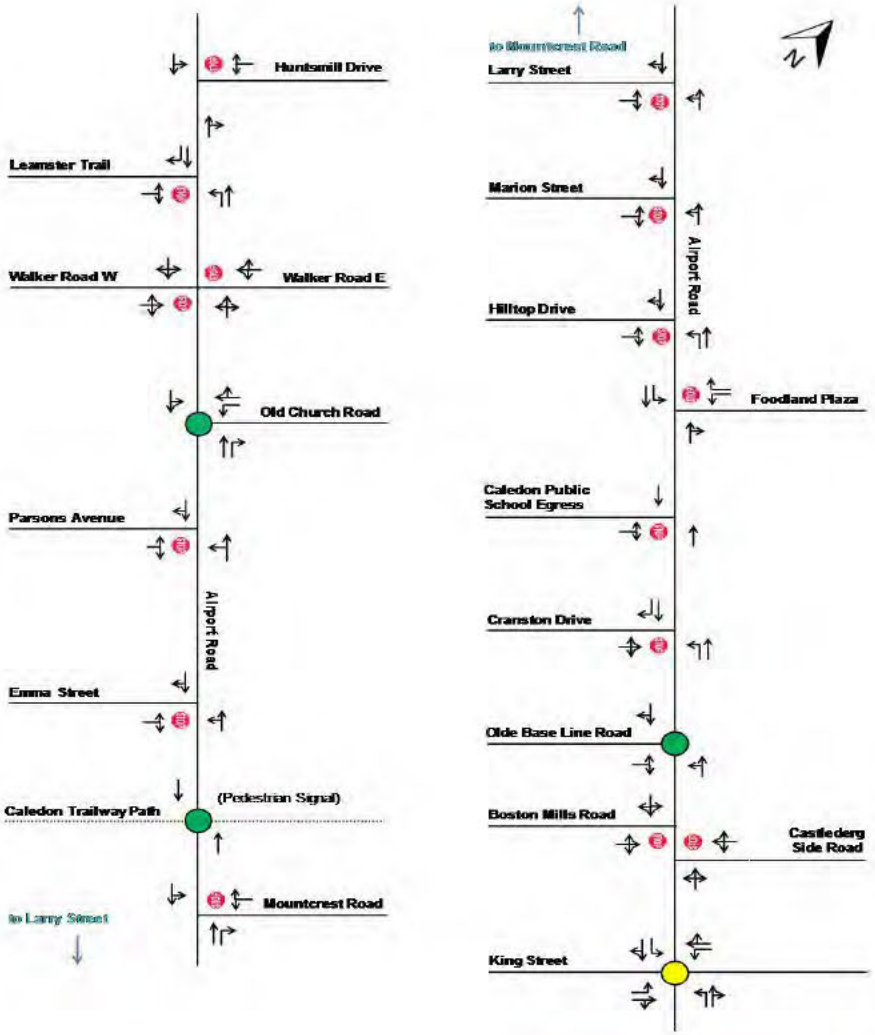
- Availability of bicycle lanes/facilities
- Number of travel lanes
- Operating speed
- Right turn lanes
- Motorist turning speed
- Cyclists left turn movements



Phase 1: Identifying Problem and Opportunity

Existing Traffic Conditions

Level-of-Service (LOS) Map (afternoon peak hour)



What is Level-of-Service?

Level-of-service is a measure of performance based on average delay at each intersection:

- LOS 'A' means drivers experience little or no delay
- LOS 'E' or 'F' signifies long delays, which can be in excess of 1 minute

Existing Traffic Operations

- Airport Road currently operates well overall
- Some delay is incurred for traffic turning onto Airport Road during busy periods
- No locations with collisions that are of high-frequency or common type
- Heavy trucks frequently use Airport Road

Map Legend:

Overall LOS of signalized intersections:

LOS A or B | LOS C or D | LOS E or F

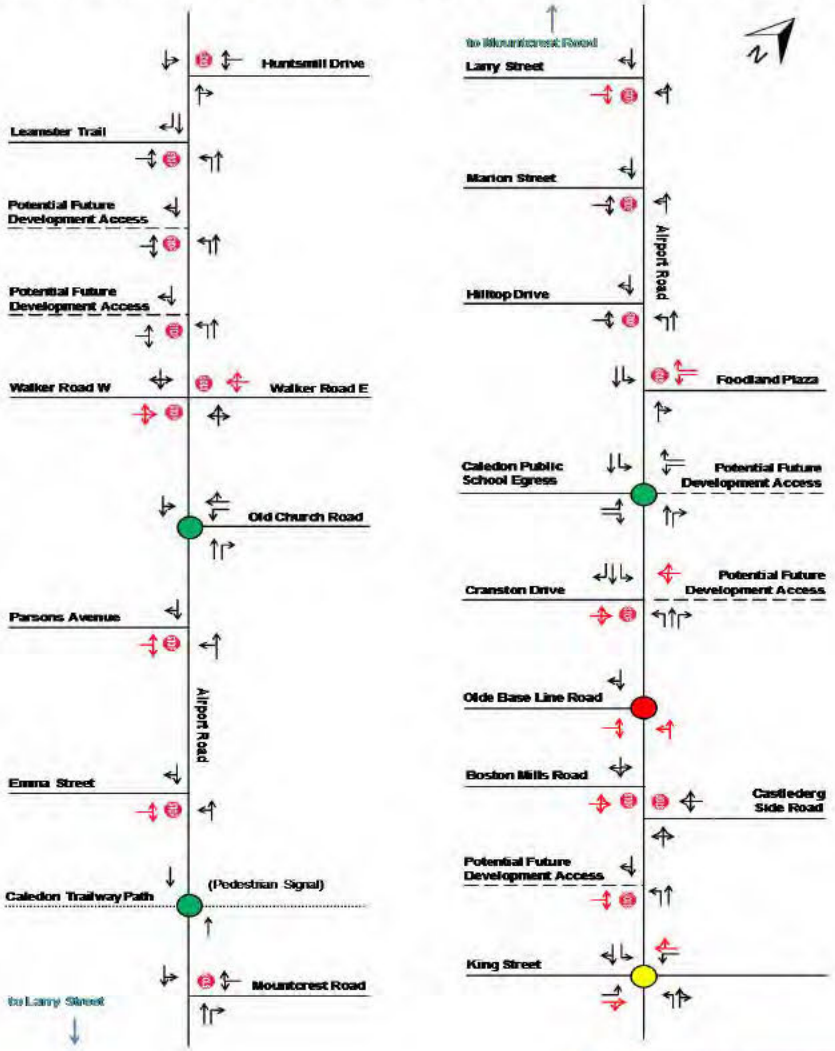
LOS of intersection movements:

LOS D or better | LOS E or F

Phase 1: Identifying Problem and Opportunity

Future Traffic Conditions to 2041

Level of Service (LOS) Map (afternoon peak hour)



Future Constraints

Traffic growth will introduce new operational constraints:

- Turning left and right onto Airport Road incurs long delays in the peak hours:
  - Walker Road
  - Parsons Avenue
  - Emma Street
  - Larry Street
  - Foodland Plaza
  - Cranston Drive
  - Olde Base Line Road
  - Boston Mills Road
- Some intersections may warrant improvements, signals or a roundabout:
  - Walker Road
  - Cranston Drive
  - Olde Base Line Road
  - Boston Mills Road / Castlederg Side Road

Map Legend:

Overall LOS of signalized intersections:

LOS A or B | LOS C or D | LOS E or F

LOS of intersection movements:

LOS D or better | LOS E or F

Phase 1: Identifying Problem and Opportunity

Problem and Opportunity

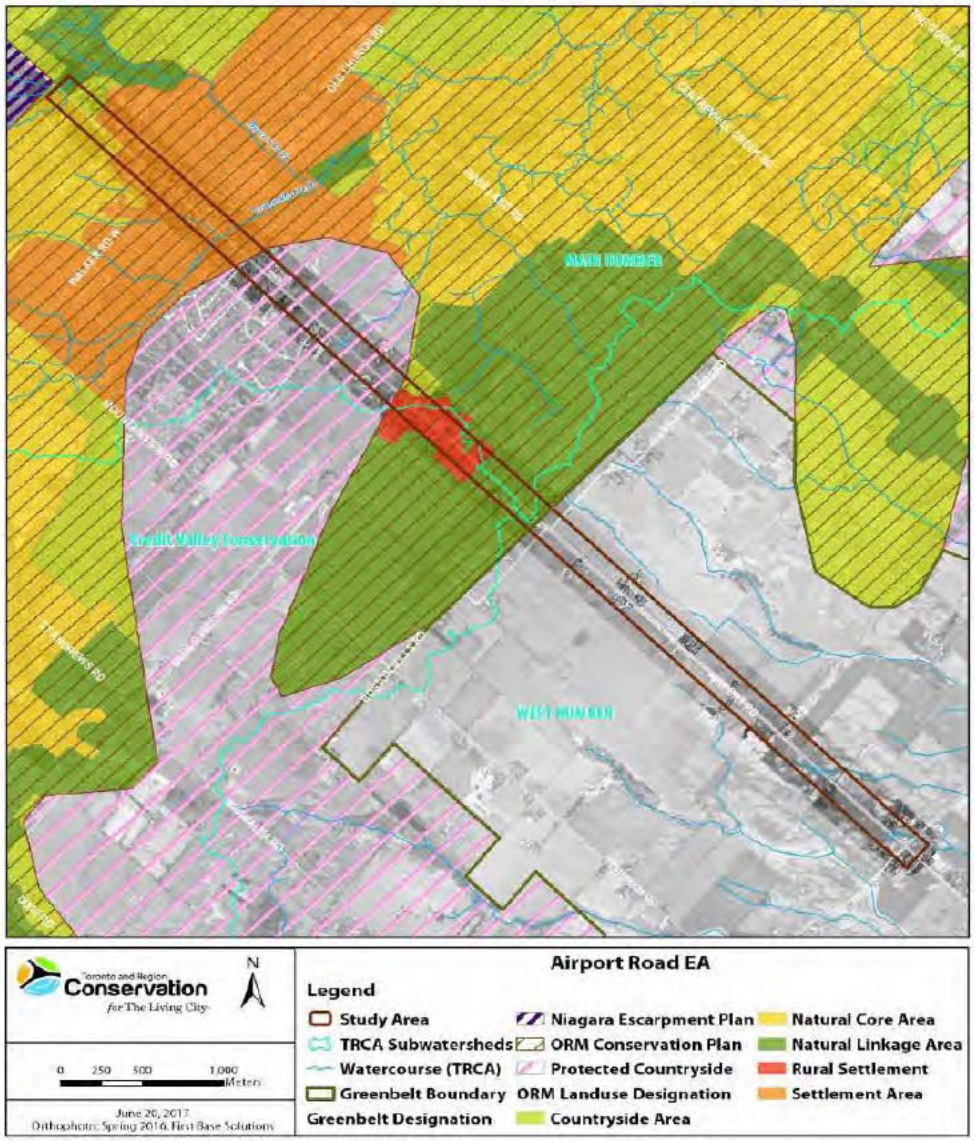
Airport Road between King Street and Huntsmill Drive is a busy Regional arterial road serving through traffic and goods movement, while also providing access to the communities of Caledon East and Mono Road.

Residents and business owners have expressed concerns with through traffic, heavy trucks and high traffic speeds in the communities.

Traffic volumes are expected to increase due to growth and local developments. Limited space is available for road widening.

Improvements are required to better accommodate all uses in the corridor such as vehicular traffic, goods movement, walking and cycling, to improve safety and support the local communities.

Environmental Policies



TRCA - Toronto and Region Conservation Authority
ORM - Oak Ridges Moraine
EA - Environmental Assessment

Sections of Airport Road fall within:

Greenbelt Plan,
Ministry of Municipal Affairs, 2017

- Protects agricultural land
- Protects ecological and hydrological features and functions

Oak Ridges Moraine Conservation Plan,
Ministry of Municipal Affairs, 2017

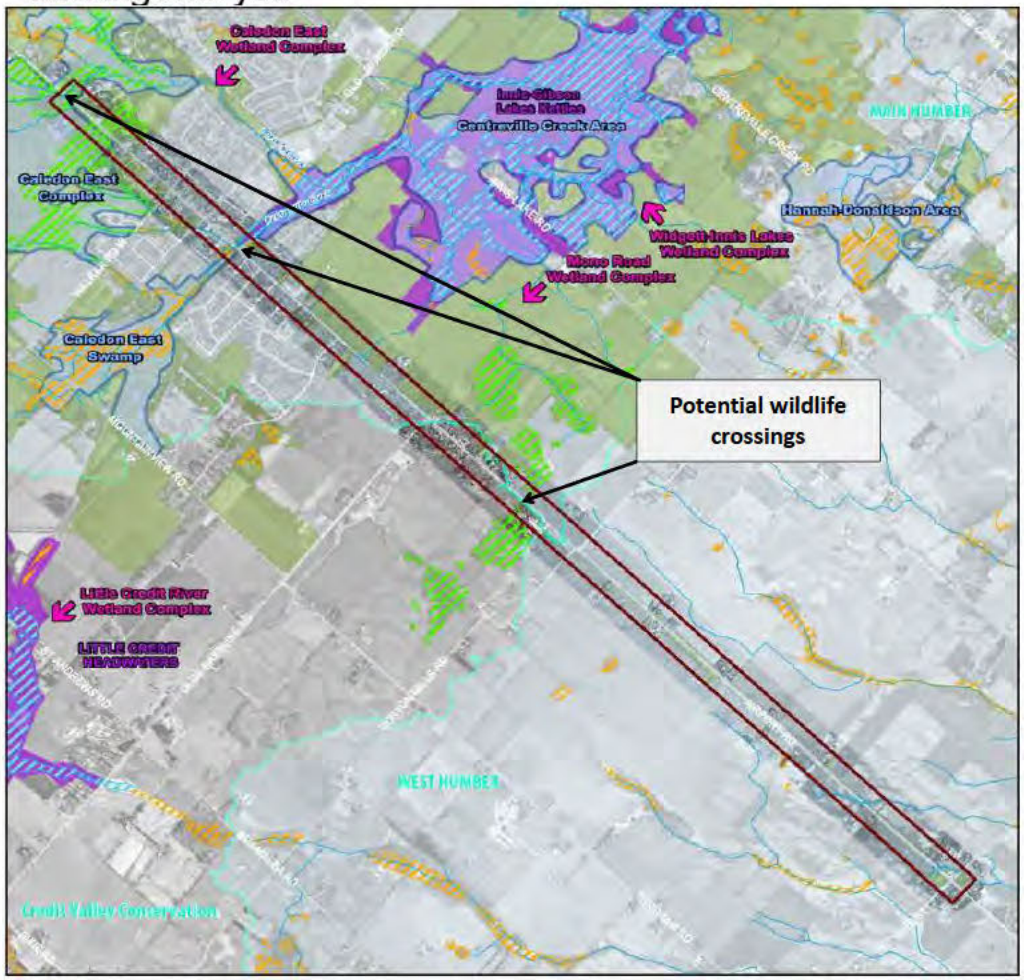
- Protects ecological and hydrological features and functions of irregular landform from Trent River to Niagara Escarpment

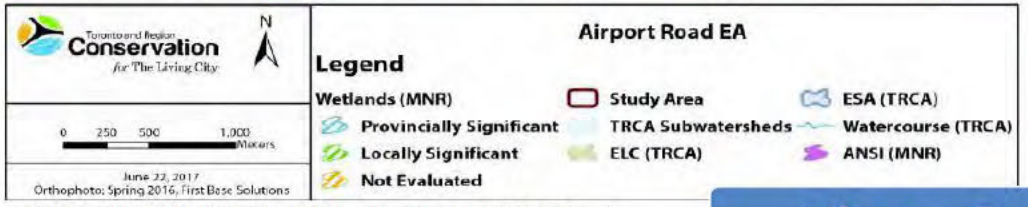
Niagara Escarpment Plan,
Niagara Escarpment Commission, 2017

- Protects geological feature from Niagara River to Bruce Peninsula

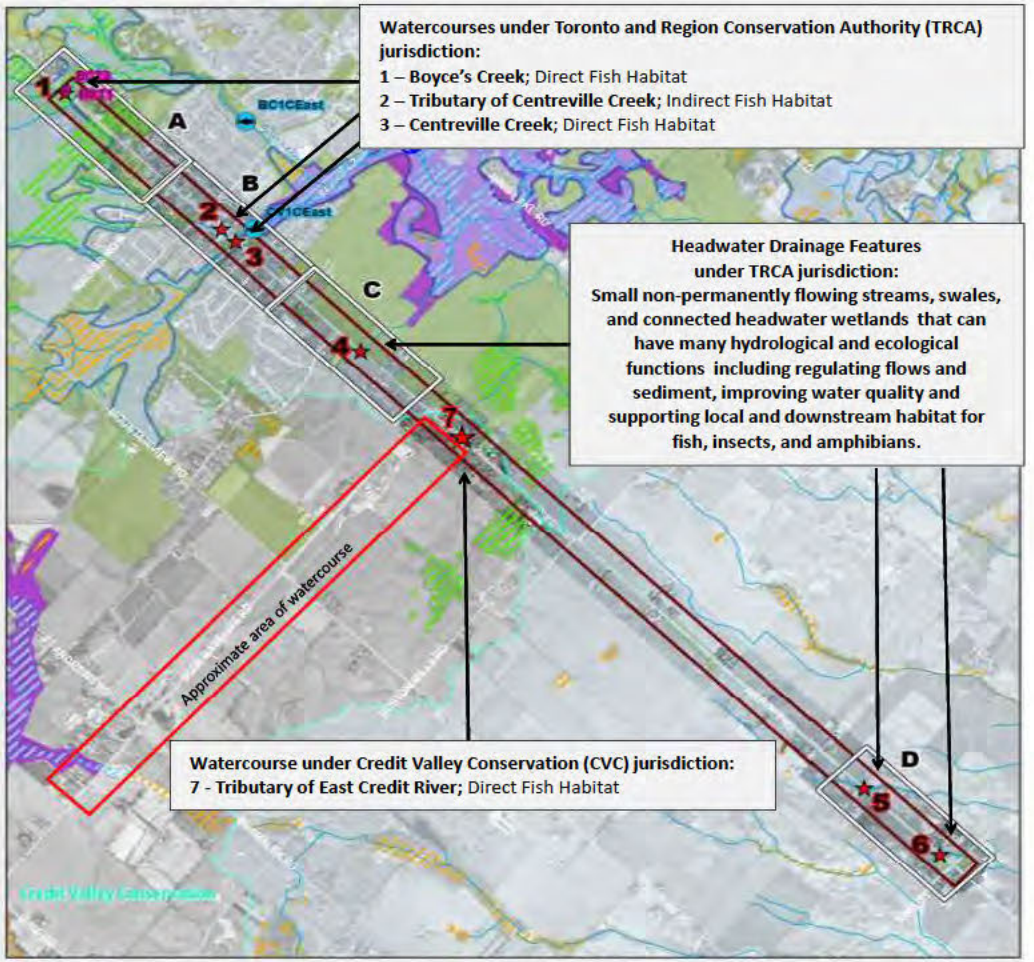
Phase 2: Environmental Inventory of Study Area

Natural Environment





MNR/MNRF – Ministry of Natural Resources and Forestry
ELC – Ecological Land Classification
ESA – Environmentally Significant Area
ANSI – Area of Natural and Scientific Interest
RWMP – Regional Watershed Monitoring Program

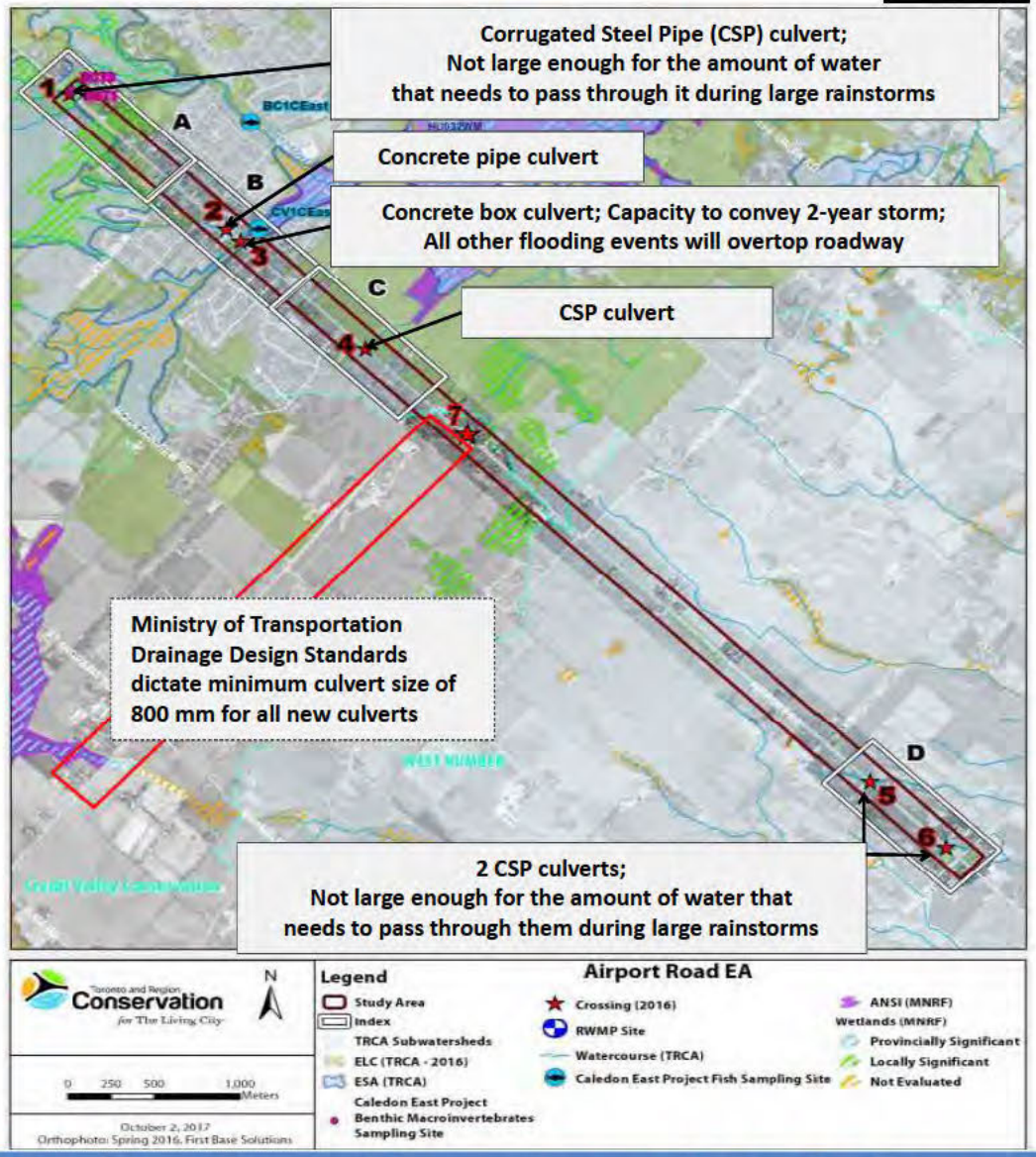




Phase 2: Environmental Inventory of Study Area

Drainage and Stormwater Management

- 7 culverts allow creeks to pass underneath Airport Road within the Study Area
- Roadside ditches currently receive road runoff. Ditches may assist to mitigate the impacts associated with runoff quantity and quality before being discharged to receiving watercourses
- Storm sewers collect rainwater runoff just south of Walker Road to approximately 60m north of Hilltop Drive and discharge it to Centreville Creek
- There are 7 low points in the roadway that drain rainwater runoff to creeks or ditches



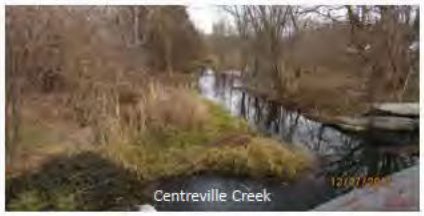
Phase 2: Environmental Inventory of Study Area

Social, Cultural and Economic Environment

- Communities of Mono Road and Caledon East
- Mix of residential, commercial, institutional, and agricultural land uses
- 52 heritage resources within Study Area
  - 39 built heritage resources
    - 23 residences
    - 8 commercial structures
    - 5 residences and drive sheds
    - 1 commercial/former residence and drive shed
    - 1 barn
    - 1 church
  - 13 cultural heritage landscapes
    - 11 farmscapes
    - 1 heritage character area
    - 1 tributary of the Humber River (Centreville Creek)
- 2 registered archaeological sites within Study Area
- Goods movement corridor



Built heritage designated under *Ontario Heritage Act*



Canadian Heritage River

Phase 2: Environmental Inventory of Study Area

Alternative Solutions

1. **Do nothing**
   No improvements to Airport Road
2. **Manage travel demand**
   Reduce vehicle trips through programs and policies that encourage walking, cycling, carpooling, and teleworking
3. **Improve traffic operations**
   Add traffic calming measures, traffic signals/roundabouts, turning lanes; Realign intersections; and Improve road geometrics
4. **Limit growth**
   No future developments within the Study Area
5. **Provide for active transportation**
   Add or enhance facilities that accommodate walking and cycling
6. **Widen road for additional capacity**
   Widen road for additional through traffic lanes to accommodate growth
7. **Divert traffic to other roads**
   Encourage goods movement and other vehicular traffic travelling northwest to use alternatives to Airport Road through Caledon East

Preliminary Evaluation Criteria

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

Preliminary Evaluation of Alternative Solutions

Alternatives	Assessment		Evaluation
	Positive Impacts	Negative Impacts	
Do nothing	+No environmental impacts +No implementation cost	- Does not improve conditions for road users - Not consistent with Regional growth management policies, Caledon East Community Improvement Plan (CIP) and Peel Sustainable Transportation Strategy (STS)	▪Does not address problem/opportunity ✓**Carried forward as benchmark to compare alternatives**
Limit growth	+No environmental impacts +No implementation cost	- Not consistent with Regional growth management policies and planned future land uses	▪Does not address problem/opportunity
Manage travel demand	+Region-wide policies and initiatives to encourage alternative transportation ongoing +No immediate environmental impacts	- No existing/planned transit within corridor	▪Has potential to address part of problem/opportunity ▪Implemented at Region-wide level, therefore removed from list of alternatives
Provide for active transportation	+Encourages walking and cycling per Peel STS +Opportunities for Low Impact Development (LID) (e.g., rainwater retention) in Stormwater Management (SWM) +Consistent with Caledon East CIP +Active transportation can contribute to improved public health	- Possible encroachment into natural/cultural areas - Possible property requirements - Potential conflicting uses (e.g., trucks and active transportation) - Possible loss of parking to accommodate active transportation - Distance between communities not practical for commuter cyclist - Moderate implementation cost	▪Does address part of problem/opportunity ▪Negative impacts can be avoided/mitigated ✓**Carried forward as part of solution**
Improve traffic operations	+Focuses on operational constraints rather than encouraging more traffic to use the corridor +Opportunities for LID (e.g. rainwater retention) in SWM +Consistent with Peel growth management policies	- Possible encroachment into natural/cultural areas - Possible property requirements - Moderate implementation cost	▪Does address part of problem/opportunity ▪Negative impacts can be avoided/mitigated ✓**Carried forward as part of solution**
Widen road for additional capacity	+2015 Caledon East Feasibility Studies indicated sufficient capacity on Airport Road	- Significant property requirements due to existing, constrained right-of-way	▪Does not address problem/opportunity
Divert traffic to other roads	+Goods movement and other vehicular traffic travelling north on Airport Road could turn onto east–west truck routes (e.g., King Street to connect with Hurontario Street or Highway 50) before entering Caledon East +Consistent with Peel Goods Movement Strategic Network	- Airport Road is a truck route per the Peel Goods Movement Strategic Network, therefore diverting all truck traffic is not feasible - May contribute to increased traffic noise and emissions on other routes	▪Does address part of problem/opportunity ▪Negative impacts can be avoided/mitigated ▪The Region of Peel will assess the feasibility of Olde Base Line Road as a Primary Truck Route in conjunction with the Environmental Assessment Study for Airport Road ✓**Carried forward as part of solution**

Preliminary Recommended Solution

Based on the assessment of alternatives and subject to public comments, the preliminary recommended solution **to better accommodate all uses in the corridor, to improve safety and support local communities**, is a combination of:

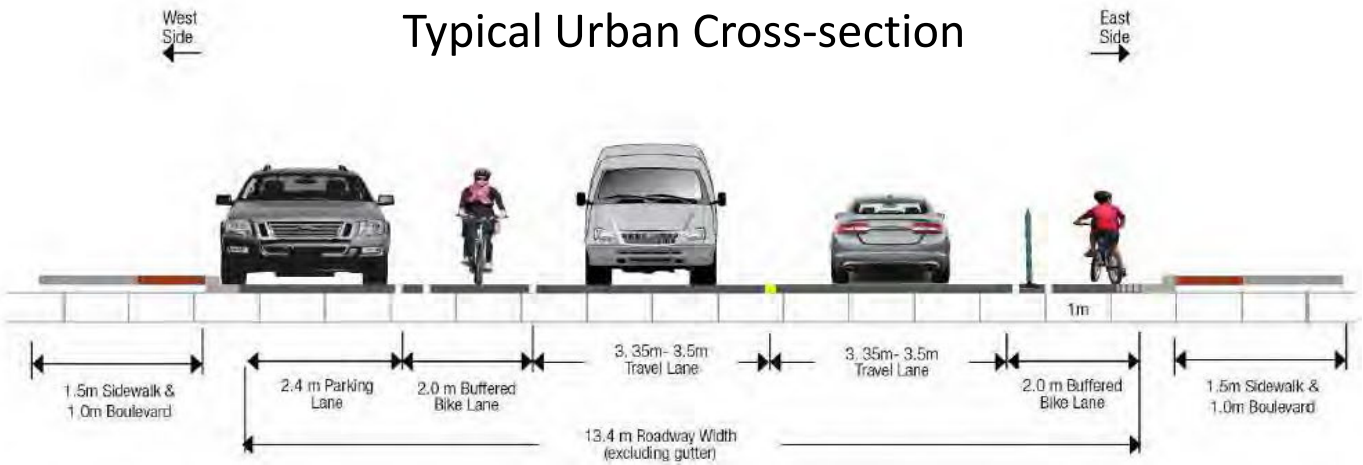
- **Providing for active transportation** by adding or enhancing facilities that accommodate walking and cycling
- **Improving traffic operations** by adding traffic calming measures, traffic signals or roundabouts, and turning lanes; realigning intersections; and/or improving road geometrics

  Improvements at and/or near intersections will require minor road widening
- **Diverting traffic to other roads** by encouraging goods movement and other vehicular traffic travelling northwest to use alternatives to Airport Road through Caledon East

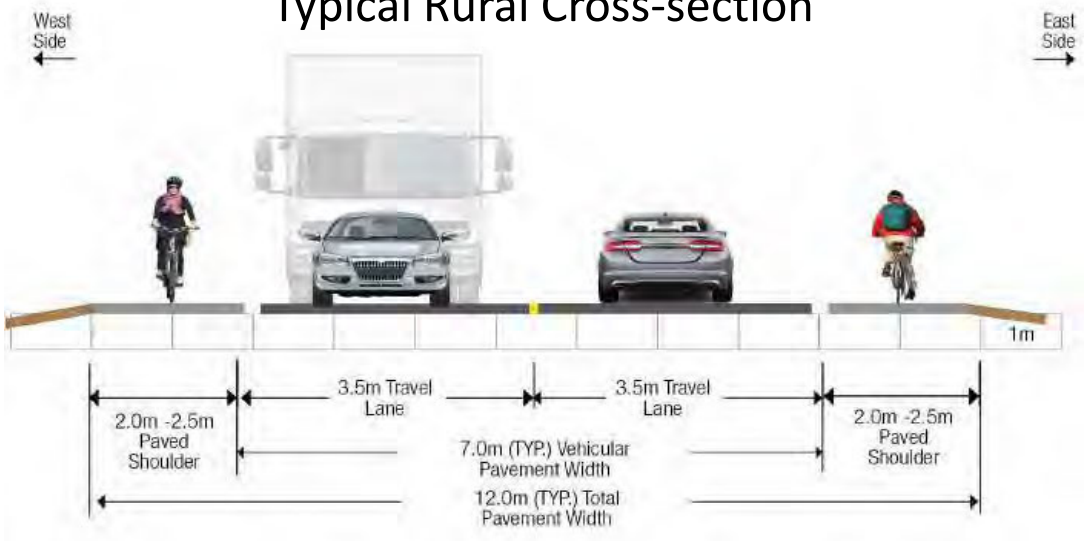
Typical Cross Sections

Examples of typical cross sections that will be considered during this study are shown below. Feel free to indicate your preference by adding a dot beside the option you like.

Typical Urban Cross-section



Typical Rural Cross-section



Active Transportation in Caledon East

Several options for enhancing the accommodation of pedestrians and cyclists through downtown Caledon East will be considered in subsequent stages of the Environmental Assessment. Feel free to indicate your preference by adding a dot below the option you like.

	Widen sidewalks and provide enhanced streetscaping between parking lay-bys	**Add bike lanes within the roadway; improve sidewalks and add streetscaping between parking lay-bys** *(Potential need to use local roads for bike lanes to bypass Airport Road from Hilltop Drive to Mountcrest Road)*	**Reconstruct the boulevard to provide cycle tracks and new sidewalks, with streetscaping between parking lay-bys**
Pedestrian Impacts	•Provides enhanced pedestrian environment	•Provides enhanced pedestrian environment •Pedestrians separated from vehicles by bike lanes	•Provides enhanced pedestrian environment •Potential for conflicts between cyclists and pedestrians who may wander onto the cycle track or cross the cycle track to/from parked cars
Cycling Impacts	•Does not address the needs of cyclists	•Provides cycling facilities through Caledon East, but may not be comfortable for all ages and abilities	•Provides protected cycling facilities through downtown Caledon East
Parking Impacts	•Minimal impact	•Requires the loss of on-street parking on one side of the street	•Requires the loss of on-street parking on one or both sides of the street
Construction Impacts	•Requires full reconstruction of boulevards and potential modifications to drainage	•Requires reconstruction of existing curbs only where parking lay-bys will be built	•Requires full reconstruction of boulevards and potential modifications to drainage and utilities
Alignment with Regional Plans & Policies	•Does not address planned cycling infrastructure in the Peel Sustainable Transportation Strategy •Inconsistent with Peel Road Characterization Study	•Consistent with recommendations of the Peel Sustainable Transportation Strategy and Road Characterization Study	•Consistent/exceeds recommendations of the Peel Sustainable Transportation Strategy and Road Characterization Study
Indicate your preference:			



Paved Shoulders



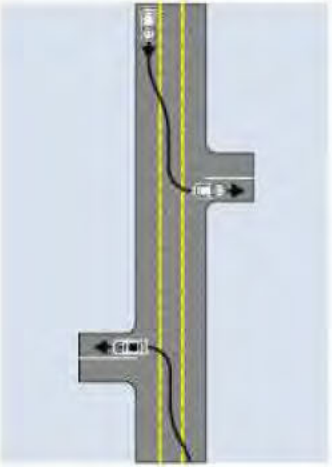
Bike Lanes



Cycle Tracks

Parking in Caledon East

- Improvements to Airport Road in Caledon East may require removal of on-street parking. Improvements under consideration include:
  - Bicycle lanes or cycle tracks
  - Two-way left turn lane
- Either option would require removal of parking on one side of the road
  - Implementing both would require removal of parking on both sides of the road



Benefits of bicycle lanes
- Improved safety
- Can encourage cycling
- Improved aesthetic of road

Benefits of two-way left turn lane
- Can improve safety
- Improved traffic operations

- There are approximately 19 parking spaces on each side of Airport Road, or 38 total



Signalized Intersection and Roundabout

Several options for improving traffic operations and safety at intersections will be considered in subsequent stages of the Environmental Assessment. Feel free to indicate your preference by adding a dot below the option you like.

	Signalized Intersection	Roundabout
Options	 Olde Base Line Road and Airport Road	 Dixie Road and Olde Base Line Road Region of Peel practice is to assess roundabouts where traffic signals are warranted A two-lane roundabout is proposed at King Street under a separate Environmental Assessment for Airport Road (Mayfield Road to King Street)
Advantages	•Pedestrians enter a signalized crossing zone •Greater opportunity to accommodate accessibility needs (e.g., accessible pedestrian signals in addition to ground surface indicators) •No property access restrictions	•Facilitates lower speeds •Reduces traffic delay due to continuous movement of vehicles •Less severe collisions due to fewer conflict points with other vehicles and less chance for rear-end or head-on collisions •Less vehicle idling due to less stopping •May serve as a community gateway feature (e.g., Caledon East) •May have more space in the centre for landscaping and low impact development (i.e., space to retain rainwater that can be used to maintain landscaping)
Disadvantages	•Vehicle idling while stopped at intersections may contribute to poor air quality and/or greenhouse gas emissions •Wait time for vehicles may increase on side street due to main street accommodation •Pedestrians may have greater crossing distance •Cyclists turning left must wait for gap in on-coming traffic •Requires space for large vehicles (e.g., trucks, farm vehicles, school buses and emergency vehicles) •Requires property (possibly less than for roundabout) •Greater maintenance cost	•Pedestrians must yield to traffic before entering crossing zone •Requires public education on driving, cycling and crossing in roundabouts •Requires space for large vehicles (e.g., trucks, farm vehicles, school buses and emergency vehicles) •Requires property (possibly more than for signalized intersection) •Greater construction cost
Indicate your preference:		

Old Church Road and Airport Road

Several options to address safety and operational concerns at Airport Road and Old Church Road will be considered in subsequent stages of the Environmental Assessment. Feel free to indicate your preference by adding a dot below the option you like.

Options	Connect Old Church Road to Ivan Avenue	Maintain and Signalize Driveway	Convert Driveway Access to Right-in/Right-out
Advantages	• Resolves sightline, safety, and operational constraints for long term • Provides opportunity for neighbourhood to access Airport Road from Ivan Avenue, Parsons Avenue and Maple Street during peak hours • Limited risk of traffic infiltration/shortcutting through neighbourhood	• Retains building on private property • Lower cost than to extend Old Church Road	• Retains building on private property • Lower cost than to extend Old Church Road
Disadvantages	• May require removal or relocation of building on private property • More costly than Signalizing and Right-in/Right-out options	• Does not resolve sightline and safety constraints • Longer traffic delays for all movements due to traffic signals that phase in the green light for one direction at a time • Does not provide access to Airport Road for neighbourhood along Ivan Avenue, Parsons Avenue, Maple Street, etc.	• May not be feasible due to geometrics and requires further study/design • Creates issue with entering and exiting left turns • Does not resolve sightline and safety constraints • Does not provide access to Airport Road for neighbourhood along Ivan Avenue, Parsons Avenue, Maple Street, etc. • May impact deliveries and encourage traffic infiltration through neighbourhood
Indicate your preference:			

Next Steps

Following this Public Information Centre, we will:

- ❑ Review your comments, and confirm or refine:
  - Problem and Opportunity Statement
  - Alternative Solutions and Assessment
  - Selection of Preferred Solution
- ❑ Develop Alternative Design Concepts for the Preferred Solution:
  - Complete detailed investigations
  - Assess environmental impacts and evaluate alternatives, including mitigation
- ❑ Consult with the Public, including:
  - Technical Advisory Committee
  - Community Working Group
  - Public Information Centre No. 2 (Winter 2019)

Thank you for attending

Region of Peel
working with you

Comment Sheet

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

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

Public Works

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

peelregion.ca

PLEASE PR

Name: [redacted]

Date:

E-mail:

Number & S

City:

Postal Code

Comments:

A truck bypass would be great. Absent that any measure to slow truck traffic & improve traffic flow especially @ Airport Rd OLD Church is needed

- An advance area for southbound traffic is needed
- Flashing beacons signalize the Lodge intersection.
- Improve pedestrian safety there too? by Caledon East public School
- Safety issues heading South due to Intersection all by also a problem.

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

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

View the PIC No. 1 information online from June 5 at:
http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm. This Comment Sheet is also available for completion online

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

[redacted]

[redacted]

Please find attached response to your comments on the Airport Road Class Environmental Assessment (Class EA) Study and Public Information Centre (PIC) held on June 4, 2018. Feel free to contact me if you have any questions or additional comments. You may also visit the project website for updates on the Study and future PIC at http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies
Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca

ROP-email

[redacted]

Thank you for taking the time to attend the first Public Information Centre for the Airport Road Environmental Assessment and for providing your comments. Your comments have been forwarded to the project team.

The project team will consider your comments and get back to you. In the meantime, if you have any other comments or questions please don't hesitate to contact me.

Regards,

Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442

Region of Peel
working with you

October 31, 2018
Project No. 16-4360

[redacted]

Public Works

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

peelregion.ca

Re: Airport Road from King Street to Huntsmill Drive, Town of Caledon
Municipal Class Environmental Assessment (Class EA) Study
Public Information Centre No. 1 - Response to Comments

Thank you for your comments on the Airport Road Class EA Study and Public Information Centre (PIC) held on June 4, 2018. The project team has reviewed your comments and we offer the following response.

Comment: A truck bypass would be great, absent that any measures to slow truck traffic and improve traffic flow especially at Airport and Old Church is needed

Constructing a new bypass was considered in 2015 as part of the Region of Peel Goods Movement Strategic Plan (2012-2016). However, it was not carried forward due to significant impacts to the natural environment (portions located in the Greenbelt Area, Niagara Escarpment Plan and Oak Ridges Moraine Plan), significant property impacts, high cost, significant grade changes, urbanization and road widening.

The diversion of traffic by encouraging goods movement on other alternative truck routes is carried forward as part of the preliminary recommended solution. In addition, potential ways to incorporate traffic calming measures in the design are being examined with the intent of reducing vehicular speeds.

Comment: An advance green for southbound traffic is needed

If signalling is carried forward as the preferred option at Airport Road and Old Church Road, split phasing (with advance green) will likely be required given the skewed alignment of the driveway access under the current geometry.

Comment: Realign or signalize the LCBO intersection

Realigning or signalizing the driveway intersection at Airport Road and Old Church Road is an option being considered through this EA.

Comment: Improve pedestrian safety there too and by Caledon East Public School

Traffic calming measures are being considered to reduce speeds along the corridor and improve pedestrian safety. The need for facilities on Airport Road near the Caledon East Public School to improve pedestrian safety has been identified. This EA will consider options to improve pedestrian safety on Airport Road near the Caledon East Public School.

Region of Peel
working with you

Comment: Sight lines heading south due to retaining walls is also a problem

Sight line deficiencies are being considered in subsequent stages of the EA.

I trust this letter has addressed your comments. If you have any questions or additional comments, please feel free to contact me at 905-791-7800, extension 7801, or sonya.bubas@peelregion.ca.

You may also visit the project website for Study updates and upcoming PICs at http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm. I look forward to seeing you at the next PIC, tentatively scheduled in early 2019.

Sincerely,

Public Works

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

peelregion.ca

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

cc: Scott Johnston, IBI Group
Asha Saddi, Region of Peel

[redacted]

[redacted]

Attached is the Public Information Centre (PIC) No. 1 Notice together with a Comment Sheet. The PIC is being held on June 4th and further details can be found in the Notice.

We hope to see you at the PIC on June 4th.

Thank you

[redacted]

Region of Peel
working with you

Public Works

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

peelregion.ca

May 23, 2018
Project No. 16-4360

[redacted]

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

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

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

Monday, June 4, 2018
6:00 p.m. - 8:00 p.m.
Caledon East Community Centre, Hall A, 6215 Old Church Road, Caledon

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

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

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

Sincerely,

S Bubas

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

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

c: Asha Saddi, Technical Analyst, Region of Peel

Region of Peel
working with you

Public Works

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

peelregion.ca

Comment Sheet

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

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

PLEASE PRINT

Name: _____

Date: _____

E-mail: _____

Number & Street: _____

City: _____

Postal Code: _____

Comments:

_____

_____

_____

_____

_____

_____

_____

_____

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

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

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

Public Notice

Region of Peel
working with you

NOTICE OF PUBLIC INFORMATION CENTRE NO.1

AIRPORT ROAD FROM KING STREET TO HUNTSMILL DRIVE, TOWN OF CALEDON
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY

The Study

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

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

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



The Process

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

Public Consultation

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

PUBLIC INFORMATION CENTRE NO. 1

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

Your opinion matters and we welcome your participation.

Please forward your comments by Tuesday, June 19, 2018

For information on this Study, updates on the Community Working Group meetings and the online Comment Form for this Public Information Centre, visit our website at:
http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm

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

Sonya Bubas, MCIP, RPP
Project Manager
Region of Peel
10 Peel Centre Drive, Suite B, 4th Floor
Brampton, ON L6T 4B9
Tel: 905-791-7800 ext. 7801
Fax: 905-791-1442
Email: sonya.bubas@peelregion.ca

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

This Notice first issued on May 24, 2018

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

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

Region of Peel
working with you

Public Works

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

peelregion.ca

Comment Sheet

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

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

PLEASE PRIN

Name: [redacted]

Date:

E-mail:

Number & Stre

City:

Postal Code:

Comment [redacted]

Traffic studies / downtown parking / flood plain outcomes all done in past. No changes on this proposed presentation.

[redacted] was told 10yrs ago that sidewalks would be replaced to consistent / similar materials - interlock is beautiful - if maintained. None has changed. Sidewalks have heaving interlock / unmatched patches

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

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

View the PIC No. 1 information online from June 5 at: http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm. This Comment Sheet is also available for completion online

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

of stamped concrete that are incongruent & as a result has actually brought a few INJURED clients into my clinic (physiotherapy)!
Past discussion/approvals etc ~ Town/Region about working/updated lamping (lamppostz) on AirportA - no changes.
Businesses are struggling due to parking/access - though I believe strongly in biking - Region SHOULD NOT take away parking from business owners BUT instead augment.
Streetscape needs to be more inviting to ALLOW ALL Residentz to walk, run + ride.

Thanks

[redacted]

[redacted],

Please find attached response to your comments on the Airport Road Class Environmental Assessment (Class EA) Study and Public Information Centre (PIC) held on June 4, 2018. Feel free to contact me if you have any questions or additional comments. You may also visit the project website for updates on the Study and future PIC at http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies
Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca

ROP-email

[redacted]

Thank you for taking the time to attend the first Public Information Centre for the Airport Road Environmental Assessment and for providing your comments. Your comments have been forwarded to the project team.

The project team will consider your comments and get back to you. In the meantime, if you have any other comments or questions please don't hesitate to contact me.

Regards,

Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442

Region of Peel
working with you

October 31, 2018
Project No. 16-4360

[redacted]

Public Works

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

peelregion.ca

Re: Airport Road from King Street to Huntsmill Drive, Town of Caledon
Municipal Class Environmental Assessment (Class EA) Study
Public Information Centre No. 1 - Response to Comments

Thank you for your comments on the Airport Road Class EA Study and Public Information Centre (PIC) held on June 4, 2018. The project team has reviewed your comments and we offer the following response.

Comment: Sidewalks have heaving interlock/unmatched patches of stamped concrete that are incongruent

The Region of Peel has been monitoring Airport Road in Caledon East as part of an annual inspection program to identify and address sidewalk issues. The Region completed localized spot repairs in 2017 and will continue to monitor this corridor until construction of the improvements proposed by this EA.

Comment: Working updated lamping (lamp posts) on Airport Rd

The Region will consider removal and replacement of existing luminaires and poles, including banner poles and flower pots, along Airport Road.

Comment: Businesses are struggling due to parking/access – Region should not take away parking from business owners but instead augment

Opportunities to re-allocate on-street parking spaces to off-street parking lots will be considered when evaluating design options that affect on-street parking.

Comment: Streetscape needs to be more inviting to allow all residents to walk, run and ride

This EA will consider opportunities for incorporating elements of the Region of Peel's Streetscaping Toolbox Update (2017).

Comment: Please highly consider burying all of the hydro poles

The Region of Peel will consult with Utility Companies to confirm existing utility and proposed plans for utility within the study limits. The option of burying hydro poles will be reviewed in context of proposed utility plans and EA evaluation criteria.

Region of Peel
working with you

I trust this letter has addressed your comments. If you have any questions or additional comments, please feel free to contact me at 905-791-7800, extension 7801, or sonya.bubas@peelregion.ca.

You may also visit the project website for Study updates and upcoming PICs at http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm. I look forward to seeing you at the next PIC, tentatively scheduled in early 2019.

Sincerely,

Public Works

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

peelregion.ca

S Bubas

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

cc: Scott Johnston, IBI Group
Asha Saddi, Region of Peel

Region of Peel
working with you

Comment Sheet

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

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

Public Works

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

peelregion.ca

PLEASE P

Name:

Date:

E-mail:

Number &

City:

Postal Co

Comments: Ridiculous to even consider taking away parking in "downtown Caledon East". This would kill any commercial or retail opportunities. Already a disaster. Roundabouts are a great idea but drivers DO NOT understand how to drive through them. New roundabouts are downright dangerous here! Cyclists are wonderful but are a pain (over)

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

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

View the PIC No. 1 information online from June 5 at: http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm. This Comment Sheet is also available for completion online

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

just passing through. They rarely live in Caledon East.
This is about safety and need for all community members & people/residents of Caledon East.

Storm water management needs to be addressed ASAP!! Our backyard has flooded here this spring than in the past 4 years combined. No one at the Town seems to know why. TRCA checking into. Flooding has worsened & increased since "upgrading" & "improvements" was completed on West side of Airport Rd. A total waste of good money. Hopefully the left hand will begin to understand what the right hand is doing.

[redacted]

[redacted]

Please find attached response to your comments on the Airport Road Class Environmental Assessment (Class EA) Study and Public Information Centre (PIC) held on June 4, 2018. Feel free to contact me if you have any questions or additional comments. You may also visit the project website for updates on the Study and future PIC at http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies
Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca

ROP-email

From: Saddi, Asha

[redacted]

Thank you for providing your comments for the Airport Road Environmental Assessment Public Information Centre.

The project team will consider your comments and get back to you. In the meantime, if you have any other comments or questions please don't hesitate to contact me.

Regards,

Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca

Region of Peel
working with you

October 31, 2018
Project No. 16-4360

[redacted]

Public Works

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

peelregion.ca

Re: Airport Road from King Street to Huntsmill Drive, Town of Caledon
Municipal Class Environmental Assessment (Class EA) Study
Public Information Centre No. 1 - Response to Comments

Thank you for your comments on the Airport Road Class EA Study and Public Information Centre (PIC) held on June 4, 2018. The project team has reviewed your comments and we offer the following response.

Comment: [Taking away parking in "downtown Caledon East"] would kill any commercial or retail opportunities

Opportunities to re-allocate on-street parking spaces to off-street parking lots will be considered when evaluating design options that affect on-street parking.

Comment: Roundabouts are a great idea but drivers do not understand how to drive through them. New roundabouts are downright dangerous here. Cyclists are wonderful but are often just passing through. They rarely live in Caledon East. This is about safety and ease of use for all community members.

Public education programs will be provided if roundabouts are implemented. The programs will focus on informing the public on safely using the roundabouts and the accommodation of all modes, including drivers, cyclists and pedestrians. Studies have found that there are lower traffic speeds and less severe collisions with roundabouts than signalized intersections.

Comment: Stormwater management needs to be addressed ASAP

An analysis of stormwater management is being conducted as part of this EA. The analysis has identified the need for improvements to existing stormwater management facilities. Improvements to stormwater management facilities will be designed to meet all applicable requirements.

I trust this letter has addressed your comments. If you have any questions or additional comments, please feel free to contact me at 905-791-7800, extension 7801, or sonya.bubas@peelregion.ca.

Region of Peel
working with you

You may also visit the project website for Study updates and upcoming PICs at http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm. I look forward to seeing you at the next PIC, tentatively scheduled in early 2019.

Sincerely,

Public Works

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

peelregion.ca

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

cc: Scott Johnston, IBI Group
Asha Saddi, Region of Peel

Region of Peel
working with you

COPY

October 31, 2018
Project No. 16-4360

[redacted]

Public Works

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

peelregion.ca

Airport Road from King Street to Huntsmill Drive, Town of Caledon
Municipal Class Environmental Assessment (Class EA) Study
Public Information Centre No. 1 - Response to Comments

Thank you for your comments on the Airport Road Class EA Study and Public Information Centre (PIC) held on June 4, 2018. The project team has reviewed your comments, which you forwarded on behalf of [redacted] We offer the following response to your comments.

Comment: Airport Road should be widened to 4 lanes north of King Road.

The Region of Peel's Long Range Transportation Plan identified the segment on Airport Road from King Street to Olde Base Line Road as a potential candidate for road widening and the Region has been protecting the corridor for this purpose. North of Olde Base Line Road, sections exist where widening is not feasible without significant impacts to adjacent property. It was determined that road widening for additional traffic lanes was not required within the study area and instead localized widening may take place at intersections to accommodate intersection improvements.

I trust this letter has addressed your comments. If you have any questions or additional comments, please feel free to contact me at 905-791-7800, extension 7801, or sonya.bubas@peelregion.ca.

You may also visit the project website for Study updates and upcoming PICs at http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm. I look forward to seeing you at the next PIC, tentatively scheduled in early 2019.

Sincerely,

S Bubas

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

cc: [redacted]
Asha Saddi, Region of Peel
Scott Johnston, IBI Group

Region of Peel
working with you

COPY

October 31, 2018
Project No. 16-4360

[redacted]

Public Works

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

peelregion.ca

Re: Airport Road from King Street to Huntsmill Drive, Town of Caledon Municipal Class Environmental Assessment (Class EA) Study Public Information Centre No. 1 - Response to Comments

Thank you for your comments on the Airport Road Class EA Study and Public Information Centre (PIC) held on June 4, 2018. The project team has reviewed your comments and we offer the following response.

Comment - For ease of reference, we have summarized your comments regarding truck traffic as follows:

- **There is way too much truck traffic in the designated study area**
- **There are areas and intersections requiring greater safety mechanisms**
- **[Ensure] that vacancies in commercial plazas are addressed, speed limits are further reduced and truck traffic is limited if not outright eliminated within the study area**
- **[Reduce] the number of Industrial and Commercial trucks driving through a smaller Village at the speeds currently permitted**

Airport Road is a designated goods movement corridor, and goods movement is vital to the economy of the Region of Peel; therefore restricting trucks on Airport Road is not planned. However, encouraging trucks to use other truck routes (e.g. Highway 10) is an objective, along with improving safety and speed limit compliance. Traffic calming measures are being investigated with the intent of reducing speeds.

Comment - For ease of reference, we have summarized your comments regarding beautification as follows:

- **[Maintain] a quaint, picturesque and bustling Caledon East**
- **Beautify the village**
- **[Work] with commercial enterprise to inject investment including building upkeep and renovations to maintain the picturesque and historic look of Caledon East**

Your comments regarding beautification within the corridor will be considered during the assessment of design options. In addition, this EA will consider opportunities to support the Caledon East Community Improvement Plan (2014) and to incorporate elements of the Region of Peel's Streetscaping Toolbox Update (2017).

Region of Peel
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Public Works

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

peelregion.ca

Comment: The corner of Airport Road and Old Church needs to be more traffic and pedestrian-friendly including on account of the awkward intersection and access way to the commercial building where the LCBO is situated

The study has identified significant geometry, safety and operational issues with the intersection of Old Church Road and Airport Road, which would be resolved through the option of an extension from Old Church Road to Ivan Avenue. Benefits and drawbacks will be further considered through the evaluation process in subsequent stages of the EA.

Comment: Sidewalks and cycling lanes are also issues requiring attention

Providing for active transportation (walking and cycling) is carried forward as part of the preliminary recommended solution.

I trust this letter has addressed your comments. If you have any questions or additional comments, please feel free to contact me at 905-791-7800, extension 7801, or sonya.bubas@peelregion.ca.

You may also visit the project website for Study updates and upcoming PICs at http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm. I look forward to seeing you at the next PIC, tentatively scheduled in early 2019.

Sincerely,

S Bubas

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

cc: [redacted]

Region of Peel
working with you

Public Works

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

peelregion.ca

Comment Sheet

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

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

PLEASE PRINT

Name: [redacted]

Date:

E-mail:

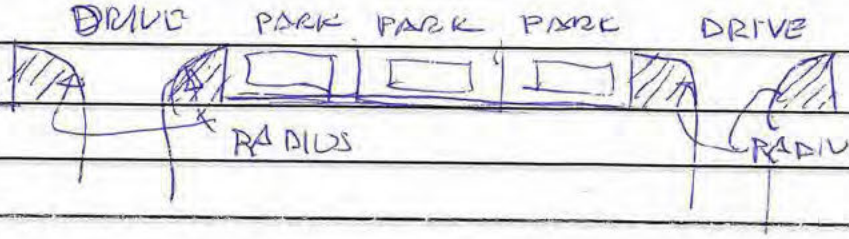
Number &

City:

Postal Co

Comments: (THIS CAN BE DONE NOW!)

PLEASE REPAINT THE PARKING SPACES/ DRIVE ENTRANCES ALONG AIRPORT FROM THE TRAILWAY TO WALKERS ROAD. THEY DON'T MAKE SENSE!



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

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

View the PIC No. 1 information online from June 5 at: http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm. This Comment Sheet is also available for completion online

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

[redacted]

[redacted]

Please find attached response to your comments on the Airport Road Class Environmental Assessment (Class EA) Study and Public Information Centre (PIC) held on June 4, 2018. Feel free to contact me if you have any questions or additional comments. You may also visit the project website for updates on the Study and future PIC at http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies
Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca

ROP-email [redacted]

[redacted]

Thank you for taking the time to attend the first Public Information Centre for the Airport Road Environmental Assessment and for providing your comments. Your comments have been forwarded to the project team.

The project team will consider your comments and get back to you. In the meantime, if you have any other comments or questions please don't hesitate to contact me.

Regards,

Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442

Region of Peel
working with you

October 31, 2018
Project No. 16-4360

[redacted]

Public Works

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

peelregion.ca

Re: Airport Road from King Street to Huntsmill Drive, Town of Caledon
Municipal Class Environmental Assessment (Class EA) Study
Public Information Centre No. 1 - Response to Comments

Thank you for your comments on the Airport Road Class EA Study and Public Information Centre (PIC) held on June 4, 2018. The project team has reviewed your comments and we offer the following response.

Your suggestion for **repainting the parking spaces/drive entrances along Airport Road from the Trailway to Walkers Road** will be considered as an option for on-street parking facilities. A review of the existing on-street parking facilities' layout will be conducted as part of the EA.

I trust this letter has addressed your comments. If you have any questions or additional comments, please feel free to contact me at 905-791-7800, extension 7801, or sonya.bubas@peelregion.ca.

You may also visit the project website for Study updates and upcoming PICs at http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm. I look forward to seeing you at the next PIC, tentatively scheduled in early 2019.

Sincerely,

S Bubas

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

cc: Scott Johnston, IBI Group
Asha Saddi, Region of Peel

Region of Peel
working with you

Public Works

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

peelregion.ca

Comment Sheet

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

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

PLEASE P

Name: [redacted]

Date: [redacted]

E-mail: [redacted]

Number & [redacted]

City: [redacted]

Postal Cod [redacted]

Comments:

(1) STARTING AT PATTERSON SIDE RD GOING SOUTH THE SPEED LIMIT SHOULD BE CHANGED TO 60KL TO HUNTSMILL

(2) STARTING AT BOSTON MILLS (CASTLEDERG RD) THE SPEED LIMIT SHOULD START AT 60KL GOING NORTH.

BOTH RECOMMENDATIONS WOULD HELP TO AVOID ACCIDENTS

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

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

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

Region of Peel
working with you

May 18, 2018
Project No. 16-4360

[redacted]

[redacted]

Public Works

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

peelregion.ca

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

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

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

Monday, June 4, 2018
6:00 p.m. - 8:00 p.m.
Caledon East Community Centre, Hall A, 6215 Old Church Road, Caledon

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

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

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

Sincerely,

S Bubas

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

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

c: Asha Saddi, Technical Analyst, Region of Peel

[redacted]

[redacted]

Please find attached response to your comments on the Airport Road Class Environmental Assessment (Class EA) Study and Public Information Centre (PIC) held on June 4, 2018. Feel free to contact me if you have any questions or additional comments. You may also visit the project website for updates on the Study and future PIC at http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies
Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca

ROP-email [redacted]

[redacted]

Thank you for taking the time to attend the first Public Information Centre for the Airport Road Environmental Assessment and for providing your comments. Your comments have been forwarded to the project team.

The project team will consider your comments and get back to you. In the meantime, if you have any other comments or questions please don't hesitate to contact me.

Regards,

Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442

Region of Peel
working with you

October 31, 2018
Project No. 16-4360

[redacted]

Re: Airport Road from King Street to Huntsmill Drive, Town of Caledon
Municipal Class Environmental Assessment (Class EA) Study
Public Information Centre No. 1 - Response to Comments

Public Works

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

peelregion.ca

Thank you for your comments on the Airport Road Class EA Study and Public Information Centre (PIC) held on June 4, 2018. The project team has reviewed your comments and we offer the following response.

Comment: Starting at Patterson Side Rd going south the speed limit should be changed to 60km to Huntsmill

Airport Road beyond 300m north of Huntsmill Drive is outside the study area for this EA. However, the Region will complete a separate speed limit review for the above area. The review will be completed following conclusion of the EA, so that the recommended improvements within the north study limit at Huntsmill Drive can be factored into the review. We note that reducing the posted speed limit is typically ineffective at changing operating speeds as physical road characteristics have a much larger impact on driver behaviour.

Comment: Starting at Boston Mills (Castlederg Rd) the speed limit should start at 60km going north

As noted above, reducing the posted speed limit is typically ineffective at changing operating speeds since physical road characteristics have an impact on driver behaviour. Traffic calming measures are being investigated with the intent of reducing vehicular speeds.

I trust this letter has addressed your comments. If you have any questions or additional comments, please feel free to contact me at 905-791-7800, extension 7801, or sonya.bubas@peelregion.ca.

You may also visit the project website for updates on the Study and upcoming PICs at http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm. I look forward to seeing you at the next PIC, tentatively scheduled in early 2019.

Sincerely,

S Bubas

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

cc: Scott Johnston, IBI Group
Asha Saddi, Region of Peel

[redacted]

[redacted]

Attached is the Public Information Centre (PIC) No. 1 Notice together with a Comment Sheet. The PIC is being held on June 4th and further details can be found in the Notice.

We hope to see you at the PIC on June4th.

Thank you

Kelly (Ashwantie) Maraj, CAP
Administrative Assistant to the Manager
Infrastructure Programming & Studies
Public Works, Transportation
Phone: 905-791-7800 ext. 7831
Fax: 905-791-1442
ROP-email
[redacted]

Region of Peel
working with you

Public Works

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

peelregion.ca

May 23, 2018
Project No. 16-4360

[redacted]

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

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

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

Monday, June 4, 2018
6:00 p.m. - 8:00 p.m.
Caledon East Community Centre, Hall A, 6215 Old Church Road, Caledon

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

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

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

Sincerely,

S Bubas

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

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

c: Asha Saddi, Technical Analyst, Region of Peel

Region of Peel
working with you

Public Works

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

peelregion.ca

Comment Sheet

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

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

PLEASE PRINT

Name: _____

Date: _____

E-mail: _____

Number & Street: _____

City: _____

Postal Code: _____

Comments:

_____

_____

_____

_____

_____

_____

_____

_____

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

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

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

Public Notice

Region of Peel
working with you

NOTICE OF PUBLIC INFORMATION CENTRE NO.1

AIRPORT ROAD FROM KING STREET TO HUNTSMILL DRIVE, TOWN OF CALEDON
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY

The Study

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

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

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



The Process

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

Public Consultation

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

PUBLIC INFORMATION CENTRE NO. 1

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

Your opinion matters and we welcome your participation.

Please forward your comments by Tuesday, June 19, 2018

For information on this Study, updates on the Community Working Group meetings and the online Comment Form for this Public Information Centre, visit our website at:
http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm

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

Sonya Bubas, MCIP, RPP
Project Manager
Region of Peel
10 Peel Centre Drive, Suite B, 4th Floor
Brampton, ON L6T 4B9
Tel: 905-791-7800 ext. 7801
Fax: 905-791-1442
Email: sonya.bubas@peelregion.ca

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

This Notice first issued on May 24, 2018

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

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

[redacted]

See attached.

Regards,

[redacted]

Region of Peel
working with you

Public Works

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

peelregion.ca

Comment Sheet

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

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

PLEASE PRI

Name: [redacted]

Date:

E-mail:

Number & Str

City:

Postal Code:

Comments:

[redacted]

AIRPORT ROAD SHOULD BE WIDENED TO 4 LANES NORTH OF KING ROAD AIRPORT ROAD IS A MAIN THROUGHFARE FOR NORTH-SOUTH TRUCK AND CAR TRAFFIC FOR NORTHERN DESTINATIONS. PLUS WITH ALL THE NEW RESIDENTIAL DEVELOPMENT TO BE BUILT IN CALEDON EAST THE TRAFFIC WILL INCREASE SUBSTANTIALLY ON AIRPORT ROAD

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

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

View the PIC No. 1 information online from June 5 at:
http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm. **This Comment Sheet is also available for completion online**

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

Region of Peel
working with you

June 20, 2018
Project No. 16-4360

[redacted]

[redacted]

Public Works

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

peelregion.ca

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

Dear Property Owner,

Thank you for the attached comments for the Airport Road Environmental Assessment Public Information Centre which we received from [redacted]

[redacted]

The project team will consider these comments and get back to you. In the meantime, if you have any other comments or questions please do not hesitate to contact me.

Yours sincerely,

Asha Saddi

Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca

[redacted]

C: Sonya Bubas, Project Manager, Region of Peel

[redacted]

[redacted]

Please find attached response to your comments on the Airport Road Class Environmental Assessment (Class EA) Study and Public Information Centre (PIC) held on June 4, 2018. Feel free to contact me if you have any questions or additional comments. You may also visit the project website for updates on the Study and future PIC at http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm.

We note that you represent the owners of [redacted] and have copied our response to the owners, for information.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies
Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca

ROP-email [redacted]

From: Saddi, Asha

[redacted]

Thank you for providing comments for the Airport Road Environmental Assessment Public Information Centre. We note that you represent the owners of [redacted] and have copied your comments to the owners, for information.

The project team will consider your comments and will get back to you. In the meantime , if you have any questions please don't hesitate to contact me.

Regards,

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

Region of Peel
working with you

October 31, 2018
Project No. 16-4360

[redacted]

Public Works

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

peelregion.ca

Airport Road from King Street to Huntsmill Drive, Town of Caledon
Municipal Class Environmental Assessment (Class EA) Study
Public Information Centre No. 1 - Response to Comments

Thank you for your comments on the Airport Road Class EA Study and Public Information Centre (PIC) held on June 4, 2018. The project team has reviewed your comments, which you forwarded on behalf of the property owners at [redacted] We offer the following response to your comments.

Comment: Airport Road should be widened to 4 lanes north of King Road.

The Region of Peel's Long Range Transportation Plan identified the segment on Airport Road from King Street to Olde Base Line Road as a potential candidate for road widening and the Region has been protecting the corridor for this purpose. North of Olde Base Line Road, sections exist where widening is not feasible without significant impacts to adjacent property. It was determined that road widening for additional traffic lanes was not required within the study area and instead localized widening may take place at intersections to accommodate intersection improvements.

I trust this letter has addressed your comments. If you have any questions or additional comments, please feel free to contact me at 905-791-7800, extension 7801, or sonya.bubas@peelregion.ca.

You may also visit the project website for Study updates and upcoming PICs at http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm. I look forward to seeing you at the next PIC, tentatively scheduled in early 2019.

Sincerely,

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

[redacted]

From: Maraj, Ashwantie (Kelly) [redacted]

[redacted]

Attached is the Public Information Centre (PIC) No. 1 Notice together with a Comment Sheet. The PIC is being held on June 4th and further details can be found in the Notice.

We hope to see you at the PIC on June4th.

Thank you

[redacted]

Region of Peel
working with you

Public Works

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

peelregion.ca

May 23, 2018
Project No. 16-4360

[redacted]

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

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

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

Monday, June 4, 2018
6:00 p.m. - 8:00 p.m.
Caledon East Community Centre, Hall A, 6215 Old Church Road, Caledon

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

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

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

Sincerely,

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

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

c: Asha Saddi, Technical Analyst, Region of Peel

Region of Peel
working with you

Public Works

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

peelregion.ca

Comment Sheet

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

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

PLEASE PRINT

Name: _____

Date: _____

E-mail: _____

Number & Street: _____

City: _____

Postal Code: _____

Comments:

_____

_____

_____

_____

_____

_____

_____

_____

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

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

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

Public Notice

Region of Peel
working with you

NOTICE OF PUBLIC INFORMATION CENTRE NO.1

AIRPORT ROAD FROM KING STREET TO HUNTSMILL DRIVE, TOWN OF CALEDON
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY

The Study

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

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

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



The Process

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

Public Consultation

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

PUBLIC INFORMATION CENTRE NO. 1

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

Your opinion matters and we welcome your participation.

Please forward your comments by Tuesday, June 19, 2018

For information on this Study, updates on the Community Working Group meetings and the online Comment Form for this Public Information Centre, visit our website at:
http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm

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

Sonya Bubas, MCIP, RPP
Project Manager
Region of Peel
10 Peel Centre Drive, Suite B, 4th Floor
Brampton, ON L6T 4B9
Tel: 905-791-7800 ext. 7801
Fax: 905-791-1442
Email: sonya.bubas@peelregion.ca

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

This Notice first issued on May 24, 2018

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

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Public Works

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

peelregion.ca

Comment Sheet

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

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

PLEASE

Name: [redacted]

Date:

E-mail:

Number &

City:

Postal Co

Comments:

Positives ① Potential Wildlife Crossings are indicated (so prepare a wildlife crossing for them) ② Knowledge of box (concrete) culvert + definite possible overtop roadway flood events

My concerns: ① Recent culvert blockages + beaver dams increased sudden + ↑ volumes of water on our properties. Increased surface run-off with ↑ development + ↑ sudden rainstorms ↑ flooding. Caledon East has not yet addressed these serious concerns. →

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

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

View the PIC No. 1 information online from June 5 at: http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm. This Comment Sheet is also available for completion online

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

Concerns continued: The Region of Peel Goods Movement Strategy does not plan to change truck traffic movement going through Caledon East. That is disturbing. Every day, ↑ soot ↑ pollutants ↑ noise — So I would like one of the alternatives mentioned at the open house — Limit growth within the Study Area, and reduce traffic to 40 km. within Caledon East.

Concern The 2015 Caledon East feasibility study indicates sufficient capacity on Airport Road for road widening, not at this time, but possibly in the future. Caledon East's rural character is NO longer existent, and ↑ truck traffic or the status quo will never bring it back. I want truck traffic diverted. At the very least reduce speeds to 40 km.

[redacted]

[redacted]

Please find attached response to your comments on the Airport Road Class Environmental Assessment (Class EA) Study and Public Information Centre (PIC) held on June 4, 2018. Feel free to contact me if you have any questions or additional comments. You may also visit the project website for updates on the Study and future PIC at http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies
Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca

ROP-email [redacted]

[redacted]

Thank you for taking the time to attend the first Public Information Centre for the Airport Road Environmental Assessment and for providing your comments. Your comments have been forwarded to the project team.

The project team will consider your comments and get back to you. In the meantime, if you have any other comments or questions please don't hesitate to contact me.

Regards,

Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442

Region of Peel
working with you

Public Works

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

peelregion.ca

October 31, 2018
Project No. 16-4360

[redacted]

Airport Road from King Street to Huntsmill Drive, Town of Caledon
Municipal Class Environmental Assessment (Class EA) Study
Public Information Centre No. 1 - Response to Comments

Thank you for your comments on the Airport Road Class EA Study and Public Information Centre (PIC) held on June 4, 2018. The project team has reviewed your comments and we offer the following response.

Comment: Potential wildlife crossings are indicated (so prepare a wildlife crossing for them)

The project team will consider wildlife (deer and/or amphibian) passage during the development of alternative design concepts for corridor improvements at culvert or structural crossings.

Comment: Recent culvert blockages [and] beaver dams increased [sudden volumes] of water on our properties. Increased surface run-off with [increased] development [and increased] sudden rainstorms [increases] flooding.

An analysis of stormwater management is being conducted as part of this EA. The analysis has identified the need for the replacement of some culverts in the study area. These needs will be addressed in subsequent stages of the EA.

Comment: The Region of Peel Goods Movement Strategy does not plan to change truck traffic movement going through Caledon East. That is disturbing. Every day, [increased] soot, [increased] pollutants, [increased] noise. Limit growth within the Study Area, and reduce traffic to 40km within Caledon East

Airport Road is a designated goods movement corridor and goods movement is vital to the economy of the Region of Peel; therefore restricting trucks on Airport Road is not planned. However, encouraging trucks to use other truck routes (e.g. Highway 10) is an objective of the EA study, along with improving safety and speed limit compliance. Growth in this area is already limited by established urban boundaries and the Greenbelt, however these limits do allow growth as currently planned (e.g.

Region of Peel
working with you

current developments). Prohibiting or restricting current developments is not consistent with Regional / Town plans or policies.

Comment: The 2015 Caledon East feasibility study indicates sufficient capacity on Airport Road for road widening, not at this time, but possibly in the future. Caledon East's rural character is no longer existent, and [increased] truck traffic or the status quo will never bring it back. I want truck traffic diverted.

The 2015 Caledon East (Network) Study identified that there is sufficient capacity along Airport Road (the existing condition) to accommodate demand within a 20 year horizon, although with localized congestion. There are sections where widening is not feasible without significant impacts to adjacent property. In keeping with the Caledon East Community Improvement Plan, passive measures such as traffic calming, and encouraging traffic to use other routes, will be considered within this EA. Improving traffic operations through passive methods and road geometry changes, along with traffic diversion were included as part of the preliminary recommended solution.

I trust this letter has addressed your comments. If you have any questions or additional comments, please feel free to contact me at 905-791-7800, extension 7801, or sonya.bubas@peelregion.ca.

You may also visit the project website for Study updates and upcoming PICs at http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm. I look forward to seeing you at the next PIC, tentatively scheduled in early 2019.

Sincerely,

S Bubas

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

cc: Scott Johnston, IBI Group
Asha Saddi, Region of Peel

Public Works

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

peelregion.ca

[redacted]

[redacted]

Attached is the Public Information Centre (PIC) No. 1 Notice together with a Comment Sheet. The PIC is being held on June 4th and further details can be found in the Notice.

We hope to see you at the PIC on June 4th.

Thank you

[redacted]

Region of Peel
working with you

Public Works

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

peelregion.ca

May 23, 2018
Project No. 16-4360

[redacted]

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

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

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

Monday, June 4, 2018
6:00 p.m. - 8:00 p.m.
Caledon East Community Centre, Hall A, 6215 Old Church Road, Caledon

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

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

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

Sincerely,

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

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

c: Asha Saddi, Technical Analyst, Region of Peel

Region of Peel
working with you

Public Works

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

peelregion.ca

Comment Sheet

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

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

PLEASE PRINT

Name: _____

Date: _____

E-mail: _____

Number & Street: _____

City: _____

Postal Code: _____

Comments:

_____

_____

_____

_____

_____

_____

_____

_____

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

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

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Public Notice

Region of Peel
working with you

NOTICE OF PUBLIC INFORMATION CENTRE NO.1

AIRPORT ROAD FROM KING STREET TO HUNTSMILL DRIVE, TOWN OF CALEDON
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY

The Study

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

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

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



The Process

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

Public Consultation

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

PUBLIC INFORMATION CENTRE NO. 1

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

Your opinion matters and we welcome your participation.

Please forward your comments by Tuesday, June 19, 2018

For information on this Study, updates on the Community Working Group meetings and the online Comment Form for this Public Information Centre, visit our website at:
http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm

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

Sonya Bubas, MCIP, RPP
Project Manager
Region of Peel
10 Peel Centre Drive, Suite B, 4th Floor
Brampton, ON L6T 4B9
Tel: 905-791-7800 ext. 7801
Fax: 905-791-1442
Email: sonya.bubas@peelregion.ca

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

This Notice first issued on May 24, 2018

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

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

[redacted]

The following was submitted through the Region of Peel's Website - Tue Jun 5 12:34:13 2018:

Field Name	Value Entered
Title	[redacted]
First Name	[redacted]
Last Name	[redacted]
Address	[redacted]
city	[redacted]
Email	[redacted]
Are you a resident in the study area	Yes
comments	I have concern in regards to the bike lanes being implemented along Airport Road and the removal of on-street parking. Please do NOT take the parking away as we have a shortage of this. I would like to see trees planted along Airport for beautification and to provide a healthy downtown core in Caledon East. As well, it is very important to note that a directional traffic light is need at the intersection of Old Church and Airport Rd immediately; I don't think a study needs to be done in this regard. Lastly, the main issue I have is with the large transport trucks barreling through our village. We need to slow them down or divert them or put in a weigh scale north of the village or south to detract them from using the artery. We need traffic calming measures on Walker Road West as well. Thank you

For assistance, please contact the [redacted]

[redacted]

[redacted]

Please find attached response to your comments on the Airport Road Class Environmental Assessment (Class EA) Study and Public Information Centre (PIC) held on June 4, 2018. Feel free to contact me if you have any questions or additional comments. You may also visit the project website for updates on the Study and future PIC at http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm.

Further to our response, please note that later this year the Town of Caledon is planning to launch a Traffic Calming Strategy to assess existing tools and explore new measures/technology to slow down vehicles with excessive speed on neighbourhood streets.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies
Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca

ROP-email [redacted]

[redacted]

Thank you for taking the time to attend the first Public Information Centre for the Airport Road Environmental Assessment and for providing your comments. Your comments have been forwarded to the project team.

The project team will consider your comments and get back to you. In the meantime, if you have any other comments or questions please don't hesitate to contact me.

Regards,

Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division

Region of Peel
working with you

October 31, 2018
Project No. 16-4360

[redacted]

Public Works

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

peelregion.ca

Re: Airport Road from King Street to Huntsmill Drive, Town of Caledon
Municipal Class Environmental Assessment (Class EA) Study
Public Information Centre No. 1 - Response to Comments

Thank you for your comments on the Airport Road Class EA Study and Public Information Centre (PIC) held on June 4, 2018. The project team has reviewed your comments and we offer the following response.

Comment: Concern in regards to the bike lanes being implemented along Airport Road and the removal of on-street parking. Please do not take the parking away as we have a shortage of this.

Opportunities to re-allocate on-street parking spaces to off-street parking lots will be considered when evaluating design options that affect on-street parking.

Comment: Trees planted along Airport for beautification and to provide a healthy downtown core in Caledon East

A tree inventory will be completed for areas potentially affected by this EA with recommendations for tree re-planting. In addition, this EA will consider opportunities to support the Caledon East Community Improvement Plan (2014) and to incorporate other elements from the Region of Peel's Streetscaping Toolbox Update (2017).

Comment: A directional traffic light is [needed] at the intersection of Old Church and Airport Rd immediately

Signalizing the intersection is one of the options under consideration in this EA.

Comment: Large transport trucks barreling through our village. We need to slow them down or divert them or put in a weigh scale north of the village or south to detract them from using the artery.

The diversion of traffic by encouraging goods movement on other alternative truck routes is carried forward as part of the preliminary recommended solution. In addition, potential ways to incorporate traffic calming measures in the road design are being examined with the intent of reducing speeds.

Region of Peel
working with you

Comment: We need traffic calming measures on Walker Road West

Walker Road is under the jurisdiction of the Town of Caledon, and the section of road beyond 300m east and west of Airport Road is outside the study area for this EA. We will forward your comments to the Town of Caledon for consideration.

I trust this letter has addressed your comments. If you have any questions or additional comments, please feel free to contact me at 905-791-7800, extension 7801, or sonya.bubas@peelregion.ca.

You may also visit the project website for Study updates and upcoming PICs at http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm. I look forward to seeing you at the next PIC, tentatively scheduled in early 2019.

Sincerely,

Public Works

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

peelregion.ca

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

cc: Scott Johnston, IBI Group
Asha Saddi, Region of Peel

[redacted]

The following was submitted through the Region of Peel's Website - Wed Jun 6 16:18:45 2018:

Field Name	Value Entered
Title	[redacted]
First Name	
Last Name	
Address	
city	
Email	
Are you a resident in the study area	Yes
comments	If there are to be bike lanes in Caledon East, the lost parking spaces must be created in a parking lot or lots. This is important for both shoppers and businesses. Most people who use these shops depend on cars to get to the shops. The people who use their bicycles and might also shop are the ones living close by. I think now would be the time to bury the overhead wires.

For assistance, please contact the [redacted]

[redacted]

[redacted]

Please find attached response to your comments on the Airport Road Class Environmental Assessment (Class EA) Study and Public Information Centre (PIC) held on June 4, 2018. Feel free to contact me if you have any questions or additional comments. You may also visit the project website for updates on the Study and future PIC at http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies
Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca

ROP-email [redacted]

[redacted]

Thank you for providing your comments for the Airport Road Environmental Assessment Public Information Centre.

The project team will consider your comments and get back to you. In the meantime, if you have any other comments or questions please don't hesitate to contact me.

Regards,

Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca

Region of Peel
working with you

October 31, 2018
Project No. 16-4360

[redacted]

Public Works

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

peelregion.ca

Re: Airport Road from King Street to Huntsmill Drive, Town of Caledon Municipal Class Environmental Assessment (Class EA) Study Public Information Centre No. 1 - Response to Comments

Thank you for your comments on the Airport Road Class EA Study and Public Information Centre (PIC) held on June 4, 2018. The project team has reviewed your comments and we offer the following response.

Comment: If there are to be bike lanes in Caledon East, the lost parking spaces must be created in a parking lot or lots.

Opportunities to re-allocate on-street parking spaces to off-street parking lots will be considered when evaluating design options that affect on-street parking.

Comment: Now would be the time to bury the overhead wires

The Region of Peel will consult with Utility Companies to confirm existing utility and proposed plans for utility within the study limits. The option of burying hydro poles will be reviewed in the context of proposed utility plans and EA criteria.

I trust this letter has addressed your comments. If you have any questions or additional comments, please feel free to contact me at 905-791-7800, extension 7801, or sonya.bubas@peelregion.ca.

You may also visit the project website for Study updates and upcoming PICs at http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm. I look forward to seeing you at the next PIC, tentatively scheduled in early 2019.

Sincerely,

S Bubas

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

cc: Scott Johnston, IBI Group
Asha Saddi, Region of Peel

[redacted]

[redacted]

Attached is the Public Information Centre (PIC) No. 1 Notice together with a Comment Sheet. The PIC is being held on June 4th and further details can be found in the Notice.
We hope to see you at the PIC on June 4th.

[redacted]

Region of Peel
working with you

Public Works

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

peelregion.ca

May 23, 2018
Project No. 16-4360

[redacted]

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

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

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

Monday, June 4, 2018
6:00 p.m. - 8:00 p.m.
Caledon East Community Centre, Hall A, 6215 Old Church Road, Caledon

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

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

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

Sincerely,

S Bubas

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

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

c: Asha Saddi, Technical Analyst, Region of Peel

Region of Peel
working with you

Public Works

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

peelregion.ca

Comment Sheet

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

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

PLEASE PRINT

Name: _____

Date: _____

E-mail: _____

Number & Street: _____

City: _____

Postal Code: _____

Comments:

_____

_____

_____

_____

_____

_____

_____

_____

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

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

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

Public Notice

Region of Peel
working with you

NOTICE OF PUBLIC INFORMATION CENTRE NO.1

AIRPORT ROAD FROM KING STREET TO HUNTSMILL DRIVE, TOWN OF CALEDON
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY

The Study

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

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

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



The Process

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

Public Consultation

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

PUBLIC INFORMATION CENTRE NO. 1

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

Your opinion matters and we welcome your participation.

Please forward your comments by Tuesday, June 19, 2018

For information on this Study, updates on the Community Working Group meetings and the online Comment Form for this Public Information Centre, visit our website at:
http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm

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

Sonya Bubas, MCIP, RPP
Project Manager
Region of Peel
10 Peel Centre Drive, Suite B, 4th Floor
Brampton, ON L6T 4B9
Tel: 905-791-7800 ext. 7801
Fax: 905-791-1442
Email: sonya.bubas@peelregion.ca

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

This Notice first issued on May 24, 2018

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

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

Region of Peel
working with you

Comment Sheet

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

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

PLEASE PRINT

Name: [redacted]

Date:

E-mail:

Number & St

City:

Postal Code:

Comments:

* I agree ~~c~~ option to redirect {faster traffic. trucks to #10 for #50. Make it "Local Traffic Only" Use Airport/Kalida East.

* I agree with plan for bike lanes + improved sidewalks.

* I do NOT support a roundabout at Airport Rd + Walker. I support LIGHTS to permit safer pedestrian traffic. Please note that proposed access off of Walker Rd. West →

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

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

View the PIC No. 1 information online from June 5 at: http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm. This Comment Sheet is also available for completion online

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

Public Works

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

peelregion.ca

→ is much too close to Airport Road, especially for traffic turning west onto Walker Rd west from southbound Airport.

I do not support putting a road through the LCBO into a residential area. Why??

If parking ~~is~~ on 1 side of the street only, please put a small parking area on the other side to assist these stores.

* Please note that there will be increased density of seniors and they cannot move as quickly across an intersection.

Thank you for an opportunity to comment.

[redacted]

[redacted]

Please find attached response to your comments on the Airport Road Class Environmental Assessment (Class EA) Study and Public Information Centre (PIC) held on June 4, 2018. Feel free to contact me if you have any questions or additional comments. You may also visit the project website for updates on the Study and future PIC at http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies
Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca

ROP-email [redacted]

[redacted]

Thank you for providing your comments for the Airport Road Environmental Assessment Public Information Centre.

The project team will consider your comments and get back to you. In the meantime, if you have any other comments or questions please don't hesitate to contact me.

Regards,

Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca

Region of Peel
working with you

Public Works

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

peelregion.ca

October 31, 2018
Project No. 16-4360

[redacted]

Re: Airport Road from King Street to Huntsmill Drive, Town of Caledon Municipal Class Environmental Assessment (Class EA) Study Public Information Centre No. 1 - Response to Comments

Thank you for your comments on the Airport Road Class EA Study and Public Information Centre (PIC) held on June 4, 2018. The project team has reviewed your comments and we offer the following response.

Comment: Agree [with] option to redirect trucks to #10 or #50. Make it 'Local Traffic Only" [through] Caledon East

Diversion of traffic by encouraging goods movement on other alternative goods movement routes is carried forward as part of the preliminary recommended solution. The Region of Peel is undertaking a feasibility study in conjunction with this EA to consider whether Olde Base Line Road from Airport Road to Hurontario Street/Highway 10 can be upgraded to a truck route. The feasibility study is ongoing and the results will inform this EA.

Comment: Agree with plan for bike lanes [and] improved sidewalks

Your comment has been noted.

Comment: Do not support a roundabout at Airport Rd [and] Walker; Support lights to permit safer pedestrian traffic; Please note that proposed access off of Walker Rd West is much too close to Airport Road, especially for traffic turning west onto Walker Rd West from southbound Airport Road

Your comments regarding the options of a roundabout or traffic lights at Walker Road and Airport Road have been noted and will be considered during subsequent stages of the EA.

The Region of Peel applies a signal warrant, which considers traffic, pedestrians and safety. Traffic signals are not installed if not warranted.

Please note that the proposed access off of Walker Road West is not within the scope of this study, however your comments regarding traffic turning west onto Walker Road from southbound Airport Road will be reviewed during subsequent stages of the EA.

Region of Peel
working with you

Public Works

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

peelregion.ca

Comment: Do not support putting a road through the LCBO into a residential area. Why?

The option of an extension from Old Church Road to Ivan Avenue is being considered to resolve significant geometry, safety and operational issues with the intersection of Old Church Road and Airport Road. Benefits and drawbacks will be further considered through the evaluation process in subsequent stages of the EA.

Comment: If parking on [one] side of the street only, please put a small parking area on the other side to assist these stores

Opportunities to re-allocate on-street parking spaces to off-street parking lots will be considered when evaluating design options that affect on-street parking.

Comment: Please note that there will be increased density of seniors and they cannot move as quickly across an intersection.

Traffic calming measures are being considered to reduce speeds along the corridor and improve pedestrian safety.

I trust this letter has addressed your comments. If you have any questions or additional comments, please feel free to contact me at 905-791-7800, extension 7801, or sonya.bubas@peelregion.ca.

You may also visit the project website for Study updates and upcoming PICs at http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm. I look forward to seeing you at the next PIC, tentatively scheduled in early 2019.

Sincerely,

S Bubas

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

cc: Scott Johnston, IBI Group
Asha Saddi, Region of Peel

[redacted]

The following was submitted through the Region of Peel's Website - Tue Jun 5 09:09:30 2018:

Field Name	Value Entered
Title	[redacted]
First Name	
Last Name	
Address	
city	
Email	
Are you a resident in the study area	Yes
comments	Airport road already has speeding vehicles including large trucks on a regular basis as a single lane and adding a two more lanes will only encourage speed to incline to mirror Hwy 10. Seeing that it is a growing community the dynamics are changing to young families with young children and therefore would be more dangerous and only increase deaths, accidents, etc. I propose to keep the lanes within town to 1 lane only. As for allowing Old Church to road thru to Ivan Ave would not be beneficial. As the homes were placed on Walker the amount of speeding cars coming down Ivan has increased significantly and in the past we have asked for speed bumps which we were denied. Speed posted signs were put in place and made no difference to speeders. I propose that extension does not occur and in addition to resolving the issue that occurs today with speeders speed bumps be put in. The proposed benefits would not be of a significance change to warrant its implementation.

For assistance, please contact the [redacted]

[redacted]

[redacted]

Please find attached response to your comments on the Airport Road Class Environmental Assessment (Class EA) Study and Public Information Centre (PIC) held on June 4, 2018. Feel free to contact me if you have any questions or additional comments. You may also visit the project website for updates on the Study and future PIC at http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm.

Further to our response, please note that later this year the Town of Caledon is planning to launch a Traffic Calming Strategy to assess existing tools and explore new measures/technology to slow down vehicles with excessive speed on neighbourhood streets.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies
Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca

ROP-email
[redacted]

[redacted]

Thank you for taking the time to attend the first Public Information Centre for the Airport Road Environmental Assessment and for providing your comments. Your comments have been forwarded to the project team.

The project team will consider your comments and get back to you. In the meantime, if you have any other comments or questions please don't hesitate to contact me.

Regards,

Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division

Region of Peel
working with you

October 31, 2018
Project No. 16-4360

[redacted]

Public Works

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

peelregion.ca

Re: Airport Road from King Street to Huntsmill Drive, Town of Caledon
Municipal Class Environmental Assessment (Class EA) Study
Public Information Centre No. 1 - Response to Comments

Thank you for your comments on the Airport Road Class EA Study and Public Information Centre (PIC) held on June 4, 2018. The project team has reviewed your comments and we offer the following response.

Comment: Airport Road already has speeding vehicles including large trucks on a regular basis as a single lane and adding two more lanes will only encourage speed to incline to mirror Hwy 10

The preliminary recommended solution does not include road widening for additional through traffic lanes. Due to the nature of the corridor, there is limited space available for road widening. However, some road widening will be required at and/or near intersections to improve traffic operations.

Comments: Allowing Old Church Road [through] to Ivan Ave would not be beneficial. As the homes were placed on Walker the amount of speeding cars coming down Ivan has increased significantly and in the past we have asked for speed bumps which we were denied.

The option of an extension from Old Church Road to Ivan Avenue is being considered to resolve significant geometry, safety and operational issues with the intersection of Old Church Road and Airport Road. Benefits and drawbacks will be further considered through the evaluation process in subsequent stages of the EA.

Ivan Avenue is under the jurisdiction of the Town of Caledon and traffic calming on Ivan Avenue is not part of this EA study. Your comments regarding traffic calming on Ivan Avenue will be forwarded to the Town of Caledon for consideration.

I trust this letter has addressed your comments. If you have any questions or additional comments, please feel free to contact me at 905-791-7800, extension 7801, or sonya.bubas@peelregion.ca.

Region of Peel
working with you

You may also visit the project website for Study updates and upcoming PICs at http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm. I look forward to seeing you at the next PIC, tentatively scheduled in early 2019.

Sincerely,

S Bubas

Public Works

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

peelregion.ca

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

cc: Scott Johnston, IBI Group
Asha Saddi, Region of Peel

Region of Peel
working with you

October 31, 2018
Project No. 16-4360

[redacted]

[redacted],

Re: Airport Road from King Street to Huntsmill Drive, Town of Caledon
Municipal Class Environmental Assessment (Class EA) Study
Public Information Centre No. 1 - Response to Comments

Thank you for your comments on the Airport Road Class EA Study and Public Information Centre (PIC) held on June 4, 2018. The project team has reviewed your comments and we offer the following response.

Comment: Airport Road already has speeding vehicles including large trucks on a regular basis as a single lane and adding two more lanes will only encourage speed to incline to mirror Hwy 10

The preliminary recommended solution does not include road widening for additional through traffic lanes. Due to the nature of the corridor, there is limited space available for road widening. However, some road widening will be required at and/or near intersections to improve traffic operations.

Comments: Allowing Old Church Road [through] to Ivan Ave would not be beneficial. As the homes were placed on Walker the amount of speeding cars coming down Ivan has increased significantly and in the past we have asked for speed bumps which we were denied.

The option of an extension from Old Church Road to Ivan Avenue is being considered to resolve significant geometry, safety and operational issues with the intersection of Old Church Road and Airport Road. Benefits and drawbacks will be further considered through the evaluation process in subsequent stages of the EA.

Ivan Avenue is under the jurisdiction of the Town of Caledon and traffic calming on Ivan Avenue is not part of this EA study. Your comments regarding traffic calming on Ivan Avenue will be forwarded to the Town of Caledon for consideration.

I trust this letter has addressed your comments. If you have any questions or additional comments, please feel free to contact me at 905-791-7800, extension 7801, or sonya.bubas@peelregion.ca.

Public Works

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Brampton, ON
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peelregion.ca

Region of Peel
working with you

You may also visit the project website for Study updates and upcoming PICs at http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm. I look forward to seeing you at the next PIC, tentatively scheduled in early 2019.

Sincerely,

S Bubas

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

cc: Scott Johnston, IBI Group
Asha Saddi, Region of Peel

Public Works

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

peelregion.ca

[redacted]

[redacted]

Attached is the Public Information Centre (PIC) No. 1 Notice together with a Comment Sheet. The PIC is being held on June 4th and further details can be found in the Notice.

We hope to see you at the PIC on June 4th.

Thank you

[redacted]

Region of Peel
working with you

Public Works

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

peelregion.ca

May 23, 2018
Project No. 16-4360

[redacted]

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

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

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

Monday, June 4, 2018
6:00 p.m. - 8:00 p.m.
Caledon East Community Centre, Hall A, 6215 Old Church Road, Caledon

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

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

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

Sincerely,

S Bubas

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

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

c: Asha Saddi, Technical Analyst, Region of Peel

Region of Peel
working with you

Public Works

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

peelregion.ca

Comment Sheet

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

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

PLEASE PRINT

Name: _____

Date: _____

E-mail: _____

Number & Street: _____

City: _____

Postal Code: _____

Comments:

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_____

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

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

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

Public Notice

Region of Peel
working with you

NOTICE OF PUBLIC INFORMATION CENTRE NO.1

AIRPORT ROAD FROM KING STREET TO HUNTSMILL DRIVE, TOWN OF CALEDON
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY

The Study

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

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

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



The Process

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

Public Consultation

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

PUBLIC INFORMATION CENTRE NO. 1

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

Your opinion matters and we welcome your participation.

Please forward your comments by Tuesday, June 19, 2018

For information on this Study, updates on the Community Working Group meetings and the online Comment Form for this Public Information Centre, visit our website at:
http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm

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

Sonya Bubas, MCIP, RPP
Project Manager
Region of Peel
10 Peel Centre Drive, Suite B, 4th Floor
Brampton, ON L6T 4B9
Tel: 905-791-7800 ext. 7801
Fax: 905-791-1442
Email: sonya.bubas@peelregion.ca

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Tel: 905-791-7800 ext. 7794
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Email: asha.saddi@peelregion.ca

This Notice first issued on May 24, 2018

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[redacted]

[redacted]

Attached is the Public Information Centre (PIC) No. 1 Notice together with a Comment Sheet. The PIC is being held on June 4th and further details can be found in the Notice.

We hope to see you at the PIC on June 4th.

Thank you

[redacted]

Region of Peel
working with you

Public Works

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

peelregion.ca

May 23, 2018
Project No. 16-4360

[redacted]

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

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

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

Monday, June 4, 2018
6:00 p.m. - 8:00 p.m.
Caledon East Community Centre, Hall A, 6215 Old Church Road, Caledon

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

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

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

Sincerely,

S Bubas

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

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

c: Asha Saddi, Technical Analyst, Region of Peel

Region of Peel
working with you

Public Works

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

peelregion.ca

Comment Sheet

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

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

PLEASE PRINT

Name: _____

Date: _____

E-mail: _____

Number & Street: _____

City: _____

Postal Code: _____

Comments:

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Public Notice

Region of Peel
working with you

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MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY

The Study

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- Promote healthy living by examining infrastructure improvements for walking and cycling

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



The Process

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Public Consultation

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PUBLIC INFORMATION CENTRE NO. 1

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

Your opinion matters and we welcome your participation.

Please forward your comments by Tuesday, June 19, 2018

For information on this Study, updates on the Community Working Group meetings and the online Comment Form for this Public Information Centre, visit our website at:
http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm

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

Sonya Bubas, MCIP, RPP
Project Manager
Region of Peel
10 Peel Centre Drive, Suite B, 4th Floor
Brampton, ON L6T 4B9
Tel: 905-791-7800 ext. 7801
Fax: 905-791-1442
Email: sonya.bubas@peelregion.ca

Asha Saddi, BA(Hons), PMP
Technical Analyst
Region of Peel
10 Peel Centre Drive, Suite B, 4th Floor
Brampton, ON L6T 4B9
Tel: 905-791-7800 ext. 7794
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Information will be collected in accordance with the *Municipal Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

[redacted]

[redacted]

Thank you for taking the time to provide your comments for the Airport Road Environmental Assessment. Although you were unable to attend the Public Information Centre (PIC) last week, the PIC information is available for view on our project website at: http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm

You mention that your wife is also interested in receiving notices for the study. Please confirm your wife's email address so that we can include it in our mailing list.

In the meantime, the project team will consider your comments and get back to you and if you have any other comments or questions please don't hesitate to contact me.

Regards,

Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca

WWY logo

[redacted]

[redacted]

[redacted]

Please find attached response to your comments on the Airport Road Class Environmental Assessment (Class EA) Study and Public Information Centre (PIC) held on June 4, 2018. Feel free to contact me if you have any questions or additional comments. You may also visit the project website for updates on the Study and future PIC at http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm.

Regards,
Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies
Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca

ROP-email [redacted]

[redacted]

Firstly, I wish to thank you for your email below (and enclosures thereto). Unfortunately, I was unable to attend the PIC on June 4th due to work-related commitments. I have copied my wife [redacted] who is also interested in receiving notices and/or information as same is available with respect to this matter and the study within the designated area. If we can be of any assistance by way of offering more substantive comments beyond those indicated below, kindly let us know.

I write to express my support for maintaining a quaint, picturesque and bustling (i.e., from an economic and visitor perspective) Caledon East. While I support growth and expect traffic

irrespective of geography here in the Province of Ontario, I am not sure how heavy and noisy truck traffic works to maintain the picturesque and small town village feel of Caledon East. Moreover, given the expansive residential growth in the study area (just south of Foodland and north of Old Church by Walker), I am not sure how heavy truck traffic will reconcile with the inherent increased traffic on account of the new residents.

My wife and I have [redacted] We regularly walk from our home [redacted] along Airport Road and therefore have a sense of some salient issues for consideration, including the volume and nature of vehicular traffic; conditions of sidewalks, roads and intersections including access ways to the various commercial plazas (we are around the corner from Old Church and Airport); and the state of commercial and community activity generally. As a cyclist (the designated area attracting a high volume of cyclists especially on weekends), I also have a sense of matters from that perspective.

In a nutshell, there is way too much truck traffic in the designated study area (which truck traffic is also extremely noisy for such a quaint village) and there are areas and intersections requiring greater safety mechanisms (e.g., for residents picking up their mail from postal boxes off Airport Road as heavy and speedy truck traffic passes by). Also, more effort should be devoted to beautifying the village and considering commercial plaza access ways and parameters which will only work to attract more business and commercial enterprise.

Regarding traffic, I wish to point out that Islington is a Regional Road and the town of Kleinburg is flanked by major routes including Highway 27 and Major MacKenzie, however the town of Kleinburg has maintained a very pedestrian-friendly, picturesque, small-town feel, with successful commercial businesses situated in the Kleinburg village. No trucks pass through that route, the speed limit is very low and the route is full of bustling business including restaurants and coffee shops. In our case and as regards the study area, walking or cycling to the Caledon Inn, for example, from Old Church and Airport is simply not an option.

Other examples, include but are not limited to Unionville. I do not suggest that the Town of Caledon is the equivalent of the City of Vaughan or Town of Markham. Nor do I suggest that Caledon East ought to emulate another setting including either the village of Kleinburg or the village of Unionville. However, I do suggest that Caledon East and the Region of Peel need to more seriously look into, among other things, ensuring that vacancies in commercial plazas are addressed, speed limits are further reduced and truck traffic is limited if not outright eliminated within the study area (e.g., use of roundabouts forcing trucks to go east or west at Highway 9 or at King Street). This is especially important in a community with a few quaint family bakeries and an ice parlour for kids in the designated study area.

The corner of Airport Road and Old Church needs to be more traffic and pedestrian-friendly including on account of the awkward intersection and access way to the commercial building where the LCBO is situated. More aggressive traffic-related mechanisms need to be explored to reduce the number of Industrial and Commercial trucks driving through a smaller Village at the speeds currently permitted. With new (and quite large) subdivisions planned and forthcoming, now is the time to be strategic and decisive. Sidewalks and cycling lanes are also issues requiring attention.

There are simply way too many commercial vacancies in the village within the designated study area and mechanisms need to be explored to beautify the village including flowers and urns placed in the village during the various seasons and more lighting during holiday seasons and evening hours. I ask that the Region work more collaboratively, systemically and

aggressively with commercial enterprise to inject investment including building upkeep and renovations to maintain the picturesque and historic look of Caledon East.

Thank you.

[redacted]

[redacted]

Attached is the Public Information Centre (PIC) No. 1 Notice together with a Comment Sheet.
The PIC is being held on June 4th and further details can be found in the Notice.
We hope to see you at the PIC on June 4th.
Thank you

[redacted]

Region of Peel
working with you

October 31, 2018
Project No. 16-4360

[redacted]

Public Works

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

peelregion.ca

Re: Airport Road from King Street to Huntsmill Drive, Town of Caledon
Municipal Class Environmental Assessment (Class EA) Study
Public Information Centre No. 1 - Response to Comments

Thank you for your comments on the Airport Road Class EA Study and Public Information Centre (PIC) held on June 4, 2018. The project team has reviewed your comments and we offer the following response.

Comment - For ease of reference, we have summarized your comments regarding truck traffic as follows:

- **There is way too much truck traffic in the designated study area**
- **There are areas and intersections requiring greater safety mechanisms**
- **[Ensure] that vacancies in commercial plazas are addressed, speed limits are further reduced and truck traffic is limited if not outright eliminated within the study area**
- **[Reduce] the number of Industrial and Commercial trucks driving through a smaller Village at the speeds currently permitted**

Airport Road is a designated goods movement corridor, and goods movement is vital to the economy of the Region of Peel; therefore restricting trucks on Airport Road is not planned. However, encouraging trucks to use other truck routes (e.g. Highway 10) is an objective, along with improving safety and speed limit compliance. Traffic calming measures are being investigated with the intent of reducing speeds.

Comment - For ease of reference, we have summarized your comments regarding beautification as follows:

- **[Maintain] a quaint, picturesque and bustling Caledon East**
- **Beautify the village**
- **[Work] with commercial enterprise to inject investment including building upkeep and renovations to maintain the picturesque and historic look of Caledon East**

Your comments regarding beautification within the corridor will be considered during the assessment of design options. In addition, this EA will consider opportunities to support the Caledon East Community Improvement Plan (2014) and to incorporate elements of the Region of Peel's Streetscaping Toolbox Update (2017).

Region of Peel
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Public Works

10 Peel Centre Dr
Suite B
Brampton, ON
L6T 4B9
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peelregion.ca

Comment: The corner of Airport Road and Old Church needs to be more traffic and pedestrian-friendly including on account of the awkward intersection and access way to the commercial building where the LCBO is situated

The study has identified significant geometry, safety and operational issues with the intersection of Old Church Road and Airport Road, which would be resolved through the option of an extension from Old Church Road to Ivan Avenue. Benefits and drawbacks will be further considered through the evaluation process in subsequent stages of the EA.

Comment: Sidewalks and cycling lanes are also issues requiring attention

Providing for active transportation (walking and cycling) is carried forward as part of the preliminary recommended solution.

I trust this letter has addressed your comments. If you have any questions or additional comments, please feel free to contact me at 905-791-7800, extension 7801, or sonya.bubas@peelregion.ca.

You may also visit the project website for Study updates and upcoming PICs at http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm. I look forward to seeing you at the next PIC, tentatively scheduled in early 2019.

Sincerely,

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

[redacted]

Scott Johnston, IBI Group
Asha Saddi, Region of Peel

Region of Peel
working with you

Public Works

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

peelregion.ca

May 23, 2018
Project No. 16-4360

[redacted]

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

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

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Monday, June 4, 2018
6:00 p.m. - 8:00 p.m.
Caledon East Community Centre, Hall A, 6215 Old Church Road, Caledon

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

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

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

Sincerely,

S Bubas

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

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

c: Asha Saddi, Technical Analyst, Region of Peel

Region of Peel
working with you

Public Works

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

peelregion.ca

Comment Sheet

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

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

PLEASE PRINT

Name: [redacted]

Date:

E-mail:

Number & Street:

City:

Postal Code:

Comments:

Hello I am directly affected by any road changes due to my residence being right across [redacted] My concerns are wildlife, my wetland property water issue as well and the landscape of the environment. Years ago, there was a massive sing hole right in front of my driveway. I do not want to enter a round about to get in and out of my home I pay heavy taxes. With trucks driving aggressively not wanting to even slow down when I am turning left in my driveway of Airport. Personally, I think some truck diversion should also be investigated. I have lived here for 40 yrs and the changes are not pleasing with the new developments 3 story townhomes do not fit with the landscape they are ugly. The people fought it and lost unfortunately not a lot of faith in the town listening to the residences. No trust in the town.

Caledon east is known for the green lush environment and small town feel and a lot of long time residences are not happy. I hope that the town takes in consideration how people feel and not the all mighty dollars of their wallets. Please advise when The next meeting will be and hopefully your team will have some answers.

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

Asha Saddi, BA(Hons), PMP
Technical Analyst, Region of Peel
10 Peel Centre Drive, Suite B, 4th floor Brampton, Ontario L6T 4B9
Phone: 905-791-7800 ext. 7794
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Public Notice

Region of Peel
working with you

NOTICE OF PUBLIC INFORMATION CENTRE NO.1

AIRPORT ROAD FROM KING STREET TO HUNTSMILL DRIVE, TOWN OF CALEDON
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY

The Study

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The Process

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Public Consultation

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Project Manager
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[redacted]

[redacted]

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Regards,

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

ROP-email [redacted]

[redacted]

Thank you for taking the time to attend the first Public Information Centre for the Airport Road Environmental Assessment and for providing your comments. Your comments have been forwarded to the project team.

The project team will consider your comments and get back to you. In the meantime, if you have any other comments or questions please don't hesitate to contact me.

Regards,

Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442

Region of Peel
working with you

October 31, 2018
Project No. 16-4360

[redacted]

Public Works

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

peelregion.ca

Airport Road from King Street to Huntsmill Drive, Town of Caledon
Municipal Class Environmental Assessment (Class EA) Study
Public Information Centre No. 1 - Response to Comments

Thank you for your comments on the Airport Road Class EA Study and Public Information Centre (PIC) held on June 4, 2018. The project team has reviewed your comments and we offer the following response.

Comment: Directly affected by any road changes due to my residence being right across [redacted] Concerns are wildlife, my wetland property water issues as well and the landscape of the environment; Years ago, there was a massive sink hole right in front of my driveway

The project team will consider the potential for wildlife passage at culvert crossings, impacts on provincially significant wetlands adjacent to the roadway, and compatibility with existing and proposed land uses when evaluating design options during subsequent stages of the EA. Geotechnical investigations will be completed within the study corridor right-of-way to determine the structure of pavement and type of subgrade soil.

Comment: Do not want to enter a roundabout to get in and out of my home; With trucks driving aggressively not wanting to even slow down when I am turning left in my driveway [off] Airport

A roundabout is being evaluated as a design option in subsequent stages of the EA. Proper safety measures will be considered in the design concept, such as a flared entry to provide a traffic calming effect for vehicles approaching the roundabout. If a roundabout is implemented, a public education program will be provided to inform the public on safe and efficient use.

Comment: Some truck diversion should also be investigated

Diversion of traffic by encouraging goods movement on other alternative truck routes is carried forward as part of the preliminary recommended solution. The Region of Peel is undertaking a feasibility study in conjunction with this EA to consider whether Olde Base Line Road from Airport Road to Hurontario Street/Highway 10 can be

Region of Peel
working with you

upgraded to a truck route. The feasibility study is ongoing and the results will inform this EA.

Comment: Caledon East is known for the green lush environment and small town feel

Comments supporting a green lush environment and small town feel will be taken into consideration during the development and assessment of alternative design concepts.

I trust this letter has addressed your comments. If you have any questions or additional comments, please feel free to contact me at 905-791-7800, extension 7801, or sonya.bubas@peelregion.ca.

You may also visit the project website for Study updates and upcoming PICs at http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm. I look forward to seeing you at the next PIC, tentatively scheduled in early 2019.

Sincerely,

S Bubas

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

cc: Scott Johnston, IBI Group
Asha Saddi, Region of Peel

Public Works

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

peelregion.ca

[redacted]

The following was submitted through the Region of Peel's Website - Mon Jun 18 09:38:48 2018:

Field Name	Value Entered
Title	[redacted]
First Name	
Last Name	
Address	
city	
Email	
Are you a resident in the study area	Yes
comments	The new homes built in Caledon East have resulted in an intensification of traffic on Airport Road. Turning left or right onto Airport Road is difficult during the morning rush, the evening rush and on weekends. It's not a nice feeling to drive out onto Airport Road with your children in the car knowing that you are taking a potential risk but the small break in traffic that you are taking advantage of is the best that you can find. Simularly, turning into Larry street from airport road blocks traffic during peak times and I'm just waiting for the time when a driver is not paying attention and rams into me because I'm stopped on such a busy road. It is especially scary when it is a large truck behind me. This could be deadly. There are too many noisy trucks on airport road. They are noisy. They are scary. I limit my walks in airport road but when I do you cannot hear what your family member is saying because when they drive by. Between hilltop and the pathway there is only a small buffer of grass between the sidewalk and the busy trucks barrelling by. It's not a pleasant place to be. It doesn't feel like a caring community to have so many cars and trucks pass through our community.

For assistance, please contact the [redacted]

[redacted]

[redacted]

Thank you for providing your comments for the Airport Road Environmental Assessment Public Information Centre.

The project team will consider your comments and get back to you. In the meantime, if you have any other comments or questions please don't hesitate to contact me.

Regards,

Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca

WWY logo

[redacted]

[redacted]

[redacted]

Please find attached response to your comments on the Airport Road Class Environmental Assessment (Class EA) Study and Public Information Centre (PIC) held on June 4, 2018. Feel free to contact me if you have any questions or additional comments. You may also visit the project website for updates on the Study and future PIC at http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca

ROP-email
[redacted]

Region of Peel
working with you

October 31, 2018
Project No. 16-4360

[redacted]

Public Works

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

peelregion.ca

Re: Airport Road from King Street to Huntsmill Drive, Town of Caledon Municipal Class Environmental Assessment (Class EA) Study Public Information Centre No. 1 - Response to Comments

Thank you for your comments on the Airport Road Class EA Study and Public Information Centre (PIC) held on June 4, 2018. The project team has reviewed your comments and offers the following response.

Comment: The new homes built in Caledon East have resulted in an intensification of traffic on Airport Road. Turning left or right onto Airport Road is difficult during the morning rush, the evening rush and on weekend; Similarly, turning into Larry Street from Airport Road blocks traffic during peak times

The intersections of Walker Road, Cranston Drive, Olde Base Line Road and Boston Mills Road/Castlederg Side Road have been identified as intersections that may warrant improvements, including adding signals or a roundabout.

The gradient and lack of turning lanes at Larry Street has been identified as a safety concern. However, lack of space within the available right-of-way restricts opportunities for improvements such as left turn lanes. At Cranston Drive and Airport Road, the options of signalizing or converting the intersection to a roundabout could provide an alternative path to Larry Street.

Comment: There are too many noisy trucks on Airport Road

Diversion of traffic by encouraging goods movement on other alternative truck routes was carried forward as part of the preliminary recommended solution.

Comment: Between hilltop and the pathway there is only a small buffer of grass between the sidewalk and the busy trucks barrelling by

Between Hilltop Drive and the pathway, right-of-way constraints and existing retaining walls present a challenge for active transportation and other road improvements. Practical traffic calming measures throughout the study corridor are being considered with the intent of reducing vehicular speeds.

Region of Peel
working with you

I trust this letter has addressed your comments. If you have any questions or additional comments, please feel free to contact me at 905-791-7800, extension 7801, or sonya.bubas@peelregion.ca.

You may also visit the project website for Study updates and upcoming PICs at http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm. I look forward to seeing you at the next PIC, tentatively scheduled in early 2019.

Sincerely,

Public Works

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

peelregion.ca

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

cc: Scott Johnston, IBI Group
Asha Saddi, Region of Peel

[redacted]

[redacted]

Attached is the Public Information Centre (PIC) No. 1 Notice together with a Comment Sheet. The PIC is being held on June 4th and further details can be found in the Notice.

We hope to see you at the PIC on June 4th.

Thank you

Kelly (Ashwantie) Maraj, CAP
Administrative Assistant to the Manager
Infrastructure Programming & Studies
Public Works, Transportation
Phone: 905-791-7800 ext. 7831
Fax: 905-791-1442
ROP-email
[redacted]

Region of Peel
working with you

Public Works

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

peelregion.ca

May 23, 2018
Project No. 16-4360

[redacted]

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

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

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

Monday, June 4, 2018
6:00 p.m. - 8:00 p.m.
Caledon East Community Centre, Hall A, 6215 Old Church Road, Caledon

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

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

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

Sincerely,

S Bubas

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

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

c: Asha Saddi, Technical Analyst, Region of Peel

Region of Peel
working with you

Public Works

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

peelregion.ca

Comment Sheet

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

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

PLEASE PRINT

Name: _____

Date: _____

E-mail: _____

Number & Street: _____

City: _____

Postal Code: _____

Comments:

_____

_____

_____

_____

_____

_____

_____

_____

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

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

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

Public Notice

Region of Peel
working with you

NOTICE OF PUBLIC INFORMATION CENTRE NO.1

AIRPORT ROAD FROM KING STREET TO HUNTSMILL DRIVE, TOWN OF CALEDON
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY

The Study

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

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

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



The Process

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

Public Consultation

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

PUBLIC INFORMATION CENTRE NO. 1

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

Your opinion matters and we welcome your participation.

Please forward your comments by Tuesday, June 19, 2018

For information on this Study, updates on the Community Working Group meetings and the online Comment Form for this Public Information Centre, visit our website at:
http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm

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

Sonya Bubas, MCIP, RPP
Project Manager
Region of Peel
10 Peel Centre Drive, Suite B, 4th Floor
Brampton, ON L6T 4B9
Tel: 905-791-7800 ext. 7801
Fax: 905-791-1442
Email: sonya.bubas@peelregion.ca

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

This Notice first issued on May 24, 2018

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

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

Region of Peel
working with you

Comment Sheet

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

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

PLEASE PRINT

Name: [redacted]

Date:

E-mail:

Number &

City:

Postal Co

Comments:

- LOCATION OF ROUNDABOUT IN MONO ROAD WILL NOT FIT WITH CURRENT ROAD LAYOUT
- WHEN I PURCHASED THE PROPERTY THE CURRENT ROAD, OLDE BASE LINE WAS A NO TRUCK ROUTE AND 50 KM/HR, NOW IT WILL HAVE TRUCK TRAFFIC.
- TRUCK TRAFFIC WILL INCREASE NOISE LEVELS, POLLUTION
- WILL THERE BE STREET LIGHTING?
- THIS PLAN ONLY HELPS THE TRUCKING INDUSTRY, WHAT ABOUT THE RESIDENCE?
- RELOCATE TRUCK ROUTE NORTH OR SOUTH OF MONO ROAD

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

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

View the PIC No. 1 information online from June 5 at: http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm. This Comment Sheet is also available for completion online

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

Public Works

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

peelregion.ca

[redacted]

[redacted]

Please find attached response to your comments on the Airport Road Class Environmental Assessment (Class EA) Study and Public Information Centre (PIC) held on June 4, 2018. Feel free to contact me if you have any questions or additional comments. You may also visit the project website for updates on the Study and future PIC at http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm.

Regards,
Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies
Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca

ROP-email [redacted]

From: Saddi, Asha [redacted]

Thank you for taking the time to attend the first Public Information Centre for the Airport Road Environmental Assessment and for providing your comments. Your comments have been forwarded to the project team.

The project team will consider your comments and get back to you. In the meantime, if you have any other comments or questions please don't hesitate to contact me.

Regards,

Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442

Region of Peel
working with you

October 31, 2018
Project No. 16-4360

[redacted]

Public Works

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

peelregion.ca

Airport Road from King Street to Huntsmill Drive, Town of Caledon
Municipal Class Environmental Assessment (Class EA) Study
Public Information Centre No. 1 - Response to Comments

Thank you for your comments on the Airport Road Class EA Study and Public Information Centre (PIC) held on June 4, 2018. The project team has reviewed your comments and we offer the following response.

Comment: Location of roundabout in Mono Road will not fit with current road layout

A roundabout is being evaluated as a design option for intersection improvements at Olde Base Line Road and Airport Road. Some road widening at the intersection will be required for the two options under consideration (signalizing or roundabout). Potential property impacts associated with the location and size of a roundabout will be considered in the evaluation.

Comment: When I purchased the property the current road, Olde Base Line was a no truck route and 50km/hr. Now it will have truck traffic.

The 2015 Caledon East Feasibility Study identified Olde Base Line Road as a potential alternative east-west route for a portion of trucks travelling northwest on Airport Road through Caledon East and via Charleston Side Road. The Region of Peel is undertaking a feasibility study in conjunction with this EA to consider whether Olde Base Line Road from Airport Road to Hurontario Street/Highway 10 can be upgraded to a truck route. The feasibility study is ongoing and the results will inform this EA.

Comment: Truck traffic will increase noise levels, pollution

Assessments are being completed to determine whether improvements to Airport Road will have an impact on noise levels and air quality, and if measures are required to reduce potential impact.

Comment: Will there be street lighting?

Options for streetscaping enhancements on Airport Road, including pedestrian scale lighting, will be considered in subsequent stages of the EA.

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Public Works

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

peelregion.ca

Comment: This plan only helps the trucking industry. What about the residence?

Airport Road is a designated goods movement corridor and goods movement is vital to the economy of the Region of Peel; therefore restricting trucks on Airport Road is not planned. However, encouraging trucks to use other truck routes (e.g. Highway 10) is an objective of the EA study, along with improving safety and speed limit compliance. Traffic calming measures are being considered to reduce speeds along the corridor and improve pedestrian safety.

Comment: Relocate truck route north or south of Mono Road

Potential ways to incorporate traffic calming measures in the road design are being examined with the intent of reducing speeds and encouraging some goods movement to use alternative east-west truck routes. Alternative east-west truck routes south of Mono Road and Caledon East, such as King Street, are encouraged for trucks travelling west to Hurontario Street or east to Emil Kolb Parkway.

I trust this letter has addressed your comments. If you have any questions or additional comments, please feel free to contact me at 905-791-7800, extension 7801, or sonya.bubas@peelregion.ca.

You may also visit the project website for Study updates and upcoming PICs at http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm. I look forward to seeing you at the next PIC, tentatively scheduled in early 2019.

Sincerely,

S Bubas

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

cc: Scott Johnston, IBI Group
Asha Saddi, Region of Peel

Region of Peel
working with you

Public Works

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

peelregion.ca

Comment Sheet

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

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

PLEASE PRINT

Name: [redacted]

Date:

E-mail:

Number

City:

Postal Co

Comments:

BYE PASS MONO RD
COMMUNITY

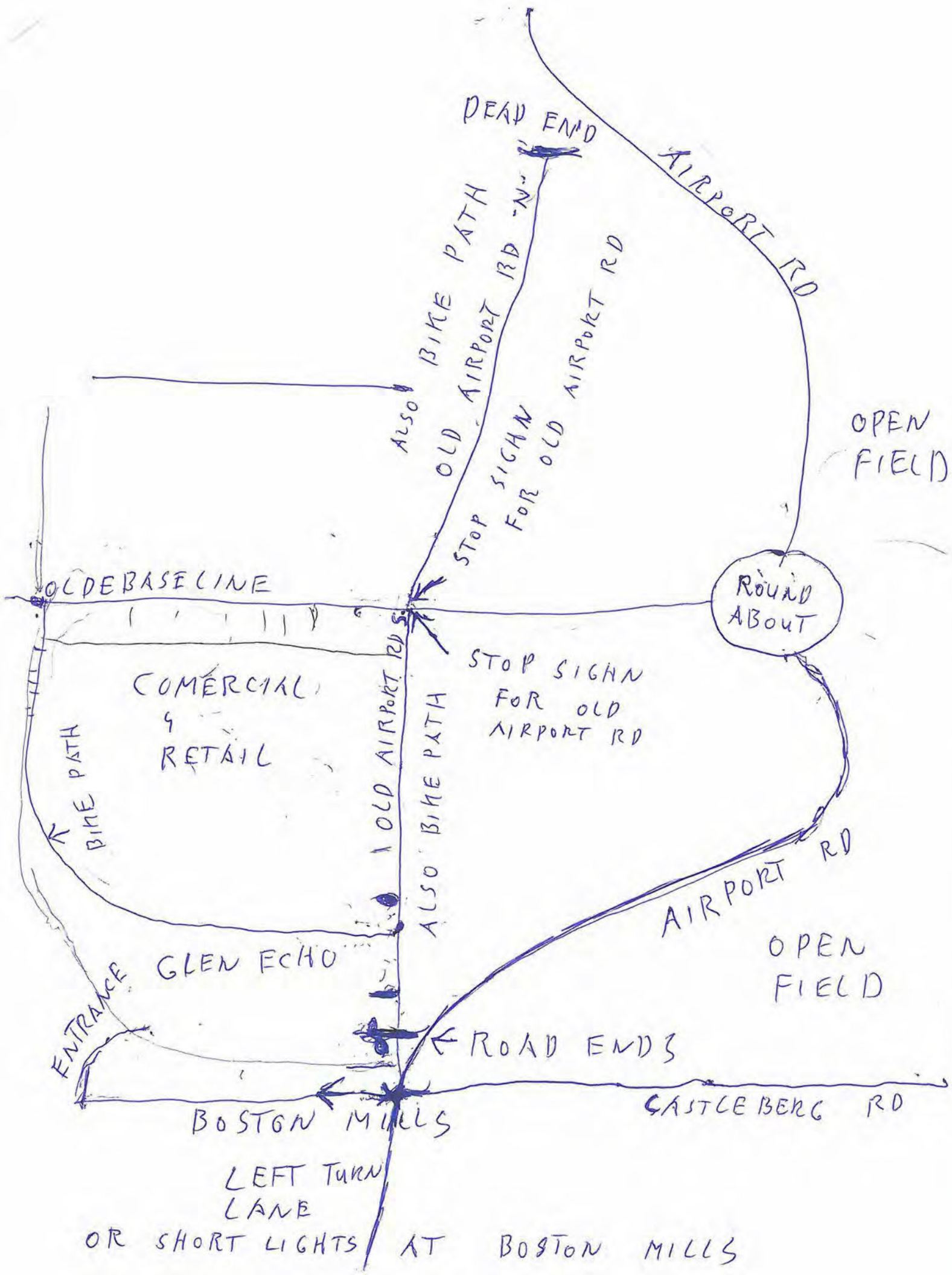
[redacted]

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

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

View the PIC No. 1 information online from June 5 at: http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm. This Comment Sheet is also available for completion online

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


DEAD END
AIRPORT RD
ALSO BIKE PATH
OLD AIRPORT RD -N-
STOP SIGN FOR OLD AIRPORT RD
OPEN FIELD
OLDE BASELINE
ROUND ABOUT
STOP SIGN FOR OLD AIRPORT RD
COMERCIAL & RETAIL
BIKE PATH
OLD AIRPORT RD
ALSO BIKE PATH
AIRPORT RD
OPEN FIELD
ENTRANCE GLEN ECHO
ROAD ENDS
BOSTON MILLS
CASTLE BERG RD
LEFT TURN LANE OR SHORT LIGHTS AT BOSTON MILLS

[redacted]

[redacted]

Thank you for taking the time to attend the first Public Information Centre for the Airport Road Environmental Assessment and for providing your comments. Your comments have been forwarded to the project team.

The project team will consider your comments and get back to you. In the meantime, if you have any other comments or questions please don't hesitate to contact me.

Regards,

Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca

WWY logo

[redacted]

[redacted]

[redacted]

Please find attached response to your comments on the Airport Road Class Environmental Assessment (Class EA) Study and Public Information Centre (PIC) held on June 4, 2018. Feel free to contact me if you have any questions or additional comments. You may also visit the project website for updates on the Study and future PIC at http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm.

Regards,
Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies
Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca

ROP-email [redacted]

From: Saddi, Asha

[redacted]

Further to my phone call last week, thank you for getting back to confirm your email address.

Thank you also for taking the time to attend the first Public Information Centre for the Airport Road Environmental Assessment. Your Comment Sheet and voicemail messages left on June 14 and today have been forwarded to the project team.

The project team will consider your comments and get back to you. In the meantime, if you have any further comments or questions please don't hesitate to contact me.

Regards,

Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division

Region of Peel
working with you

October 31, 2018
Project No. 16-4360

[redacted]

Airport Road from King Street to Huntsmill Drive, Town of Caledon
Municipal Class Environmental Assessment (Class EA) Study
Public Information Centre No. 1 - Response to Comments

Public Works

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

peelregion.ca

Thank you for your comments on the Airport Road Class EA Study and Public Information Centre (PIC) held on June 4, 2018. The project team has reviewed your comments and we offer the following response.

Comment: [By-pass] Mono Rd community

Construction of the suggested bypass as shown on your Comment Sheet will require significant construction costs. Airport Road is a designated goods movement corridor and a Regional Road intended to serve longer distance, higher volume traffic. Given that the construction of a bypass for the entirety of Caledon East (which has significantly more population/employment) was not carried forward as an option, the benefits of having a bypass that serves a small population is currently difficult to justify. In addition, the suggested roundabout location as shown on your Comment Sheet is in the Oak Ridges Moraine Plan area, which restricts land use. As an alternative to this suggestion, diversion of traffic by encouraging goods movement on other alternative truck routes is carried forward as part of the preliminary recommended solution.

I trust this letter has addressed your comments. If you have any questions or additional comments, please feel free to contact me at 905-791-7800, extension 7801, or sonya.bubas@peelregion.ca.

You may also visit the project website for Study updates and upcoming PICs at http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm. I look forward to seeing you at the next PIC, tentatively scheduled in early 2019.

Sincerely,

S Bubas

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

cc: Scott Johnston, IBI Group
Asha Saddi, Region of Peel

[redacted]

[redacted]

Further to our telephone conversation yesterday, the information that was on display at the Public Information Centre for Airport Road on June 4 can be viewed at https://www.peelregion.ca/pw/transportation/environ-assess/pdf-airport-road/pic-boards.pdf. You can also visit the project website for updates on the study at https://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm. For questions related to separate planning matters (such as rezoning), you may contact Casey Blakely, Manager of Development, at the Town of Caledon who will help direct your call. She is carbon copied on this email and can be reached at 905-584-2272 ext. 4202.

Best regards,

Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca

ROP-email

[redacted]

[redacted]

[redacted]

Thank you for attending the Public Information Centre (PIC) for the Airport Road Environmental Assessment yesterday evening. Attached is the link to the project website where you'll find the PIC boards and the online Comment Form.

http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm

Please let me know if you have any problems with accessing the website.

Regards,

Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca

WWY logo

[redacted]

Region of Peel
working with you

[redacted]

May 18, 2018
oject No. 16-4360

Public Works

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

peelregion.ca

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

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

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

Monday, June 4, 2018
6:00 p.m. - 8:00 p.m.
Caledon East Community Centre, Hall A, 6215 Old Church Road, Caledon

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

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

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

Sincerely,

S Bubas

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

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

c: Asha Saddi, Technical Analyst, Region of Peel

[redacted]

[redacted]

Could you update the mailing list per the attached?
Thanks,
Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies
Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca

ROP-email
[redacted]

[redacted]

Hi Sonya

The attached mailing was sent to the wrong address. Regrettably this caused us to miss PIC June 4th. Kindly update your records as shown on the scanned copy of the letter attached.

Thank you

[redacted]

[redacted]

[redacted]

Thank you for the mailing address. We will update the study mailing list.
The information that was on display at the Public Information Centre on June 4 can be viewed on the Region's website at https://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm.
Please feel free to reply or give me a call if you have any questions or comments on the study.
Regards,
Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies
Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca

ROP-email
[redacted]

[redacted]

Hi Sonya

The attached mailing was sent to the wrong address. Regrettably this caused us to miss PIC June 4th.
Kindly update your records as shown on the scanned copy of the letter attached.
Thank you

[redacted]

Public Information Centre #2

Public Notice

Region of Peel
working with you

NOTICE OF PUBLIC INFORMATION CENTRE NO. 2

AIRPORT ROAD FROM KING STREET TO HUNTSMILL DRIVE, TOWN OF CALEDON MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY

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

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



The Study is being conducted in compliance with Schedule 'C' of the Municipal Class Environmental Assessment (Municipal Engineers Association, as amended in 2015), which is approved under the *Ontario Environmental Assessment Act.*

PUBLIC INFORMATION CENTRE NO. 2

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

To have questions answered and provide input/comments you can:

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

The Project Team will review and consider the feedback received at the PIC and confirm the recommended preliminary design. An Environmental Study Report (ESR) will be prepared to document the planning, consultation and design process. The ESR will be made available for public review for a minimum of 30 calendar days.

If you have any questions or comments on the Study, please contact either of the following Project Team members:

Sonya Bubas, MCIP, RPP
Project Manager
Region of Peel
10 Peel Centre Drive, Suite B, 4th Floor
Brampton, ON L6T 4B9
Tel: 905-791-7800 ext. 7801
Email: sonya.bubas@peelregion.ca

Asha Saddi, BA(Hons), PMP
Technical Analyst
Region of Peel
10 Peel Centre Drive, Suite B, 4th Floor
Brampton, ON L6T 4B9
Email: asha.saddi@peelregion.ca

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

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

Construction statement regarding COVID-19
Critical infrastructure construction is an essential service. We're keeping employees, contractors and the community safe by complying with provincial guidelines, physical distancing, using personal protective equipment, and adjusting work schedules and shifts.

Construction project updates can be found at peelregion.ca/construction.
Follow Peel Public Works on Twitter for service updates and changes.

This notice was first issued on September 10, 2020.



Peter Wm. Richardson photo
The Badlands in Caledon finally reopened earlier this week.

BADLANDS AND BELFOUNTAIN PARKS OPEN AFTER COVID-19 CLOSURES

HERE'S WHAT YOU NEED TO KNOW TO BEFORE YOU VISIT CALEDON'S FAMOUS NATURAL PLAYGROUNDS

KAREN MARTIN-ROBBINS
kmartinrobbins@metroland.com

The unique red shale landscape of the Cheltenham Badlands in Caledon has been closed to the public through the COVID-19 pandemic.

Credit Valley Conservation announced the provincially significant park — along with Belfountain Conservation Area — has finally reopened.

During fall colours, the Caledon parks attract thousands of visits.

While the Badlands are known for their unique landscape — first formed at the base of an ancient sea over 400 million years ago and exposed in the early 1900s — Belfountain Conservation Area is a 32-acre property featuring a suspension bridge that spans a waterfall, a fountain and other historic features.

But visiting the parks this fall will look a little different.

Here's what you need to know about the parks reopening:

- Entry will be by reservation only.
- Reservation time slots are available between 8 a.m. and 7 p.m. daily and may be made up to two weeks in advance at www.cvcparks.ca.
- Visitor and parking capacity limits are in effect to ensure physical distancing.
- Don't even think about parking illegal — CVC said it will be enforced with fines and towing for violators.
- Visitors will be asked to wear a mask when physical distancing is not possible.
- You must stay on trails, stepping off only to allow others to pass.
- Follow provincial social circle guidelines. Groups of 10 or fewer people are permitted to be together and don't have to physically distance if from the same social circle.
- Pets must be kept on leash.
- Consider bringing your own hand sanitizer as there are limited handwashing facilities available.
- Cost is $8.85 on weekdays, $13.27 weekends and holidays for 1.5 hour time slot. Conservation Parks members will receive free entry.

Badlands Conservation Area is located at 1739 Olde Base Line Rd.; Belfountain Conservation Area is located at 10 Credit St., Belfountain.

Public Notice

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This notice was first issued on September 10, 2020.



Sebastian Riedelsheimer photo
The patio at the newly opened Caledon Hills Brewing Co. at the former Church Pub.

BREWER RESURRECTS POPULAR CHURCH PUB

KAREN MARTIN-ROBBINS
kmartinrobbins@metroland.com

Residents in Palgrave and the surrounding community were crushed when the popular Church Pub restaurant closed its doors.

The former owner served the last supper there in 2019 — having converted the historic building into a restaurant in 2014.

Local family and craft brewers Monica and Stefan Riedelsheimer are set to resurrect the place.

It will be newly reborn as The Caledon Hills Brewing Company.

"We know the community was so disappointed to lose the restaurant there. We are hoping to change that," said Monica.

The couple, with the help of their sons, started up Caledon's first brewery and helped establish the local craft beverage market.

Buying the former pub gave them an opportunity to take the brewery to the next level.

They will set up a brewing system in the back of the building and have fridges where customers can purchase their small batch beers.

Monica said the new restaurant will have a simple, affordable menu with a German flair as a nod to her husband's heritage and will be open for lunch and dinner.

They will serve Caledon Hills beers as well as a selection of wines.

During the COVID-19 pandemic, they will open with just the patio this fall. Monica said they have set up tables with plenty of space between them for physical distancing.

Meanwhile, they are working to renovate the inside of the building to fit with their vision, which they hope to have open when the weather starts to turn in late October.

"We were so lucky to find this spot," Monica said.

THE NEED TO KNOW

Caledon Hills Brewing Company17219 Highway 50
Open on the patio 12 to 7 p.m. from Thursday to Saturday; 12 to 4 p.m. on Sunday
info@caledonhillsbrewing.com

NEWBIZ
LEARN ABOUT NEW BUSINESSES IN YOUR COMMUNITY.
CALEDONENTERPRISE.COM



Peel Public Works
@PeelPublicWorks

Check out the Airport Road EA Public Information Centre 2 online tomorrow from 6-8pm:
bddy.me/2ZWofEX

4:00 PM · Sep 22, 2020 · Salesforce - Social Studio



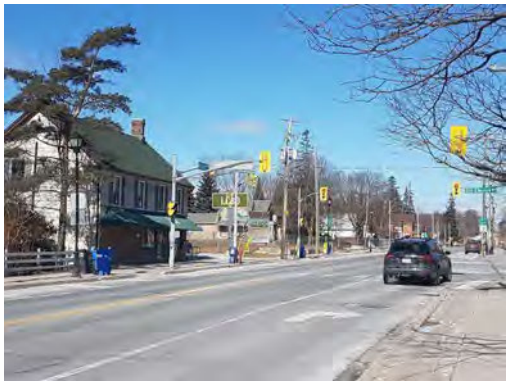
Peel Public Works
@PeelPublicWorks

Check out the Airport Road EA Public Information Centre 2 online tonight from 6-8pm: bddy.me/2FXPoAq

9:30 AM · Sep 23, 2020 · Salesforce - Social Studio

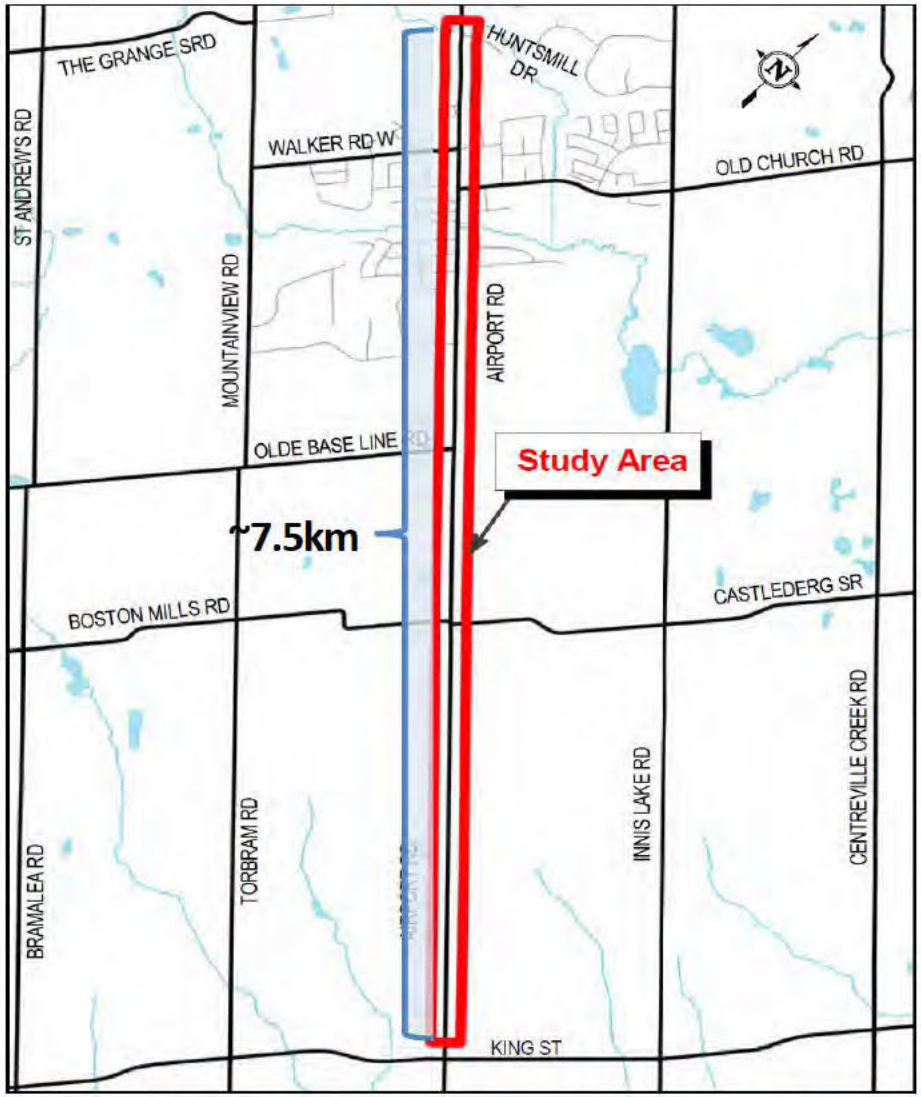
1 Like

Environmental Assessment
Airport Road from King Street to Huntsmill Drive

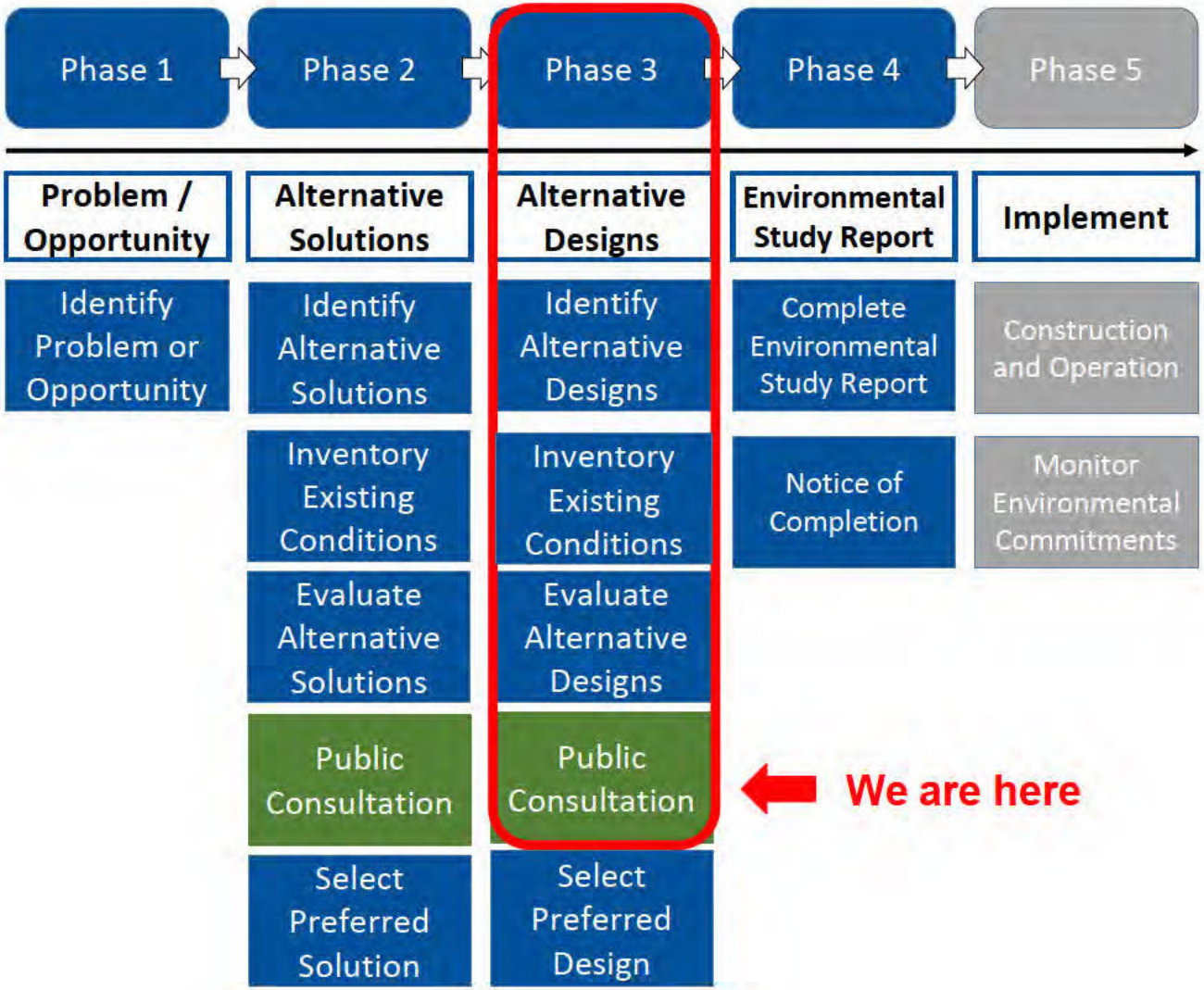

Public Information Centre (PIC) No. 2
Live Online Presentation
September 23, 2020

Study Area



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

Environmental Assessment

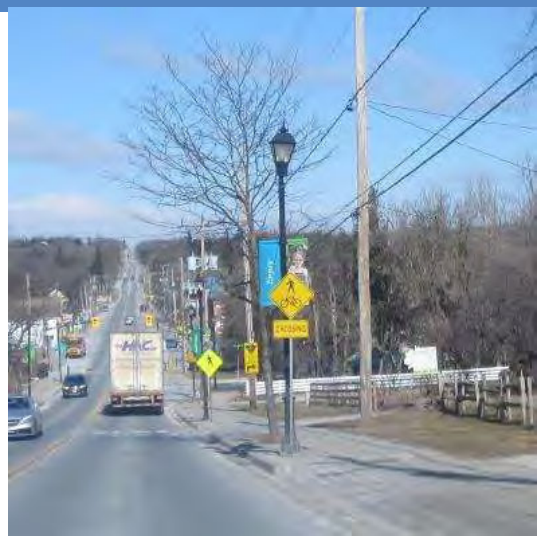


(Municipal Engineers Association, last amended in 2015)

Summary of Phase 1 and 2

Problem and Opportunity:

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



Preferred Solution:

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



What we heard…

Concerns:	Suggestions:
➢ Additional Traffic Capacity	➢ Support Economic Development
➢ Increased Truck Traffic	➢ Consider Small Town Feel
➢ High Speeds	➢ Beautify Caledon East
➢ Difficult Turning to and from Airport Road	➢ Consider Wildlife Passage and Wetlands
➢ Lack of Parking in Caledon East	➢ Widen from King Street to Olde Base Line Road
➢ Roundabouts (Space and Access)	➢ Bypass Mono Road Community
➢ Pedestrian and Cyclist Safety	➢ Improve Sidewalk Conditions
➢ Property Impacts	
➢ Flooding Issues	
➢ Noise and Air Pollution	

Community Working Group Walking Audit (2018):



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



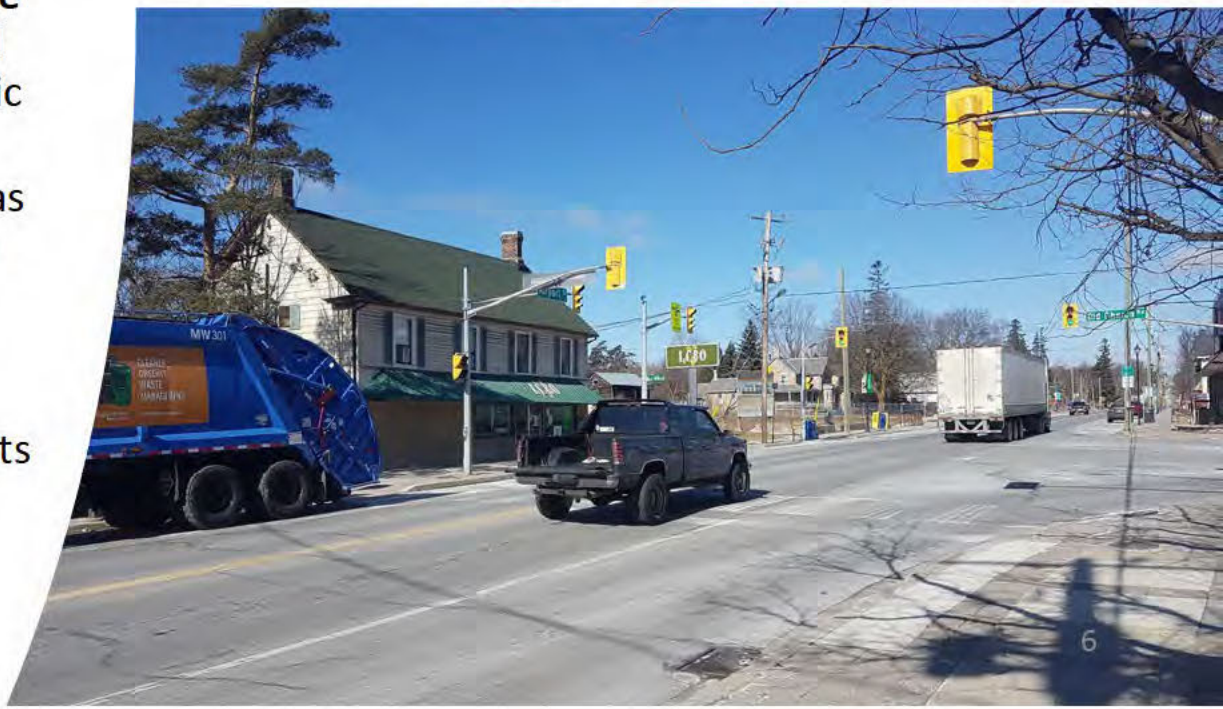
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What we did…

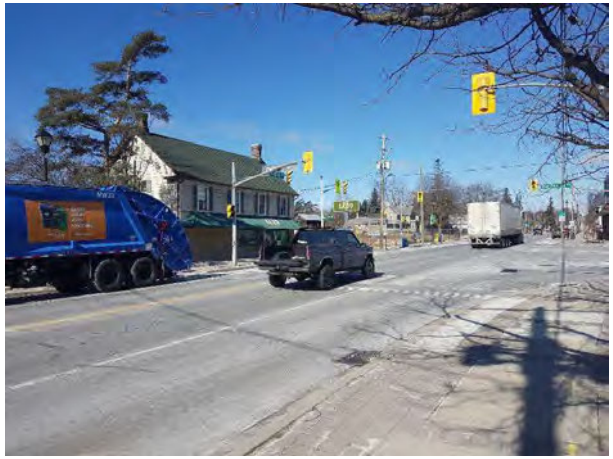
- Requested Provincial **Mobile Inspection Unit** to weigh and examine trucks on Airport Road between Olde Base Line and Old Church Road (1 day in February, 2020)
- Assessed the **feasibility of upgrading Olde Base Line Road** between Highway 10 and Airport Road to accommodate truck traffic
- Monitored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

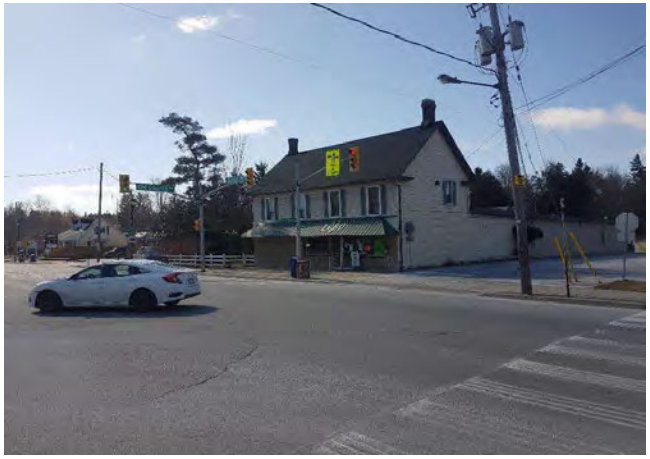


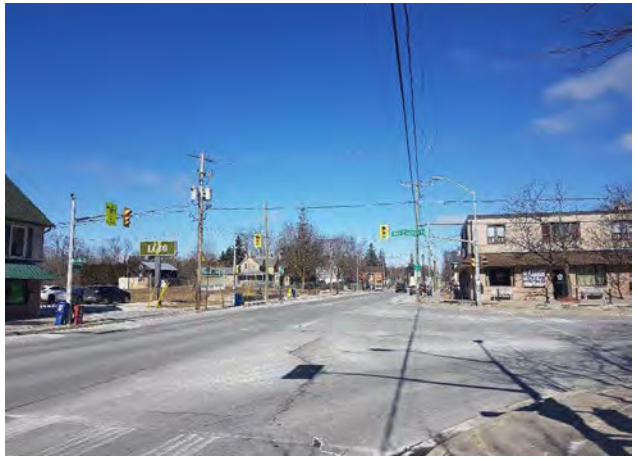


Old Church Road Intersection

Sightline, safety and operational concerns…







…Opportunity to provide signalized access to Airport Road for West Neighbourhood

Old Church Road Intersection

Alternatives		Evaluation Summary	Recommendation
Do Nothing	No improvements	Does not address problem & opportunity	Not carried forward
Modify Driveway Access	Restrict Access to Right-In and Right-Out	Not geometrically feasible with raised curb and not effective through signage alone	Not carried forward
	Restrict Access to One-Way	Not preferred due to potential traffic and economic impacts	Not Preferred
	Close Access (without land acquisition)	Not preferred due to potential traffic and economic impacts	Not Preferred
	Close Access (with land acquisition)	Not preferred due to limited benefits to road network	Not Preferred
	Relocate Access to the North (on adjacent properties)	Not preferred due to potential access restrictions and land development constraints	Not Preferred
	Signalize Driveway Access with Split Phasing	Not preferred due to increase in traffic delay / congestion at intersection	Not Preferred
Extend Old Church Road & Relocate/Remove Building at 16000 Airport Road	Extend Old Church Road to Ivan Avenue and Relocate Building	Transportation and safety benefits with heritage preservation through built heritage relocation at higher cost than removal	Carried Forward (heritage mitigation subject to further analysis)
	Extend Old Church Road to Ivan Avenue and Remove Building	Transportation and safety benefits with heritage preservation primarily through re-use and/or record-keeping of heritage features at lower cost than relocation	

Extend Old Church Road to Ivan Avenue



16000 Airport Road



- Retains cultural heritage value (eligible for designation)
- Realignment of proposed extension to avoid heritage attributes not technically feasible

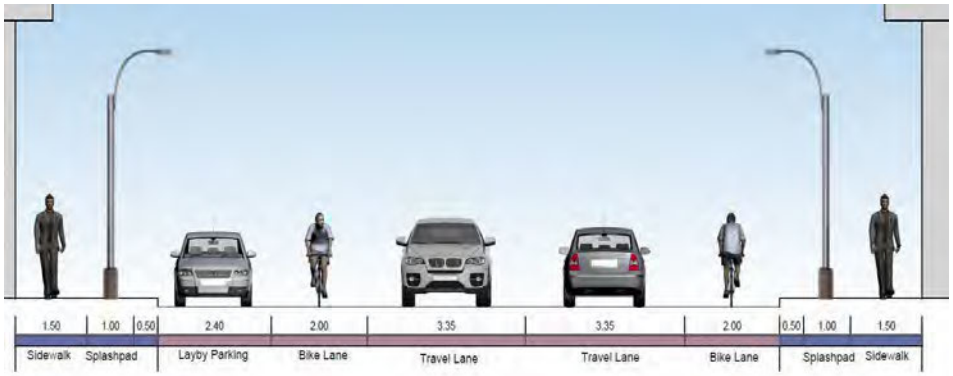
Options to mitigate heritage impact:

1. Relocate structure, or
2. Remove building, and
   i. Salvage or document heritage attributes
   ii. Consider a commemorative plaque nearby

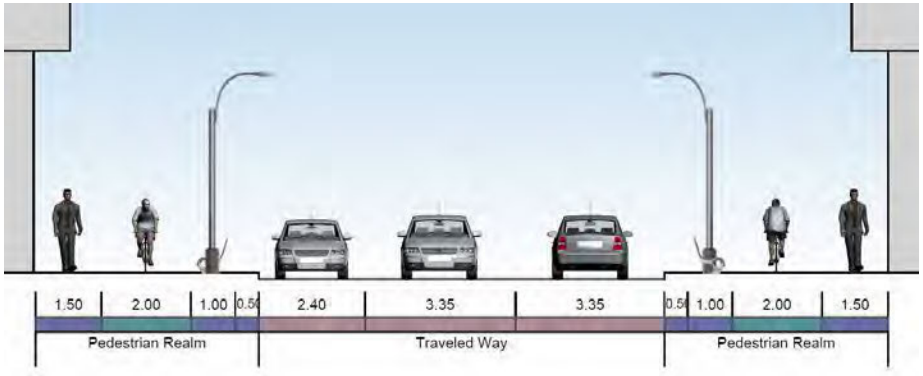


Caledon Trailway to Walker Road
Active Transportation Alternatives

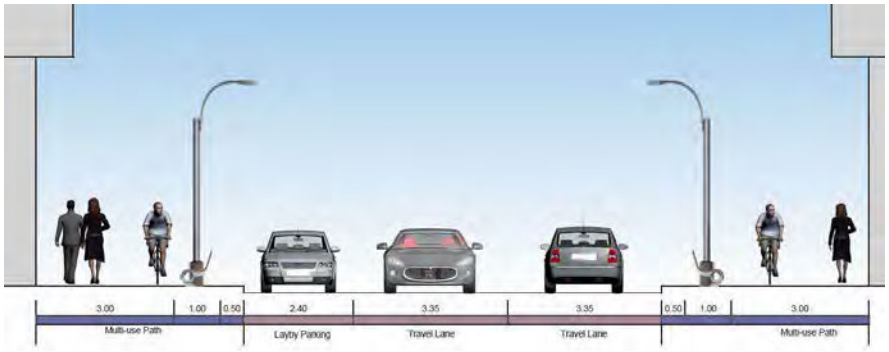
Buffered Bike Lanes and Sidewalks



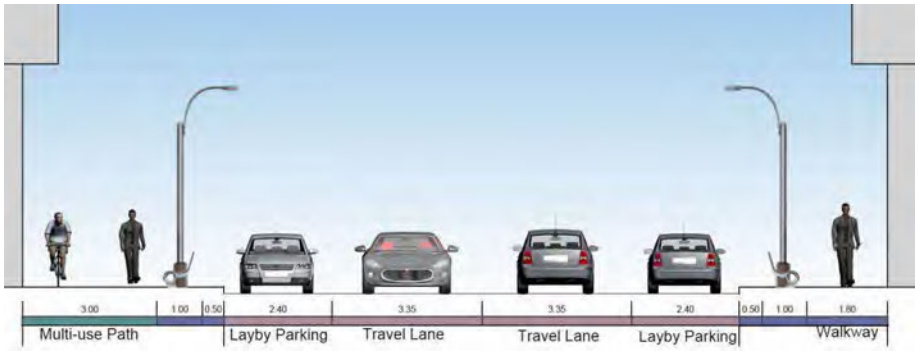
Cycle Tracks and Sidewalks



Multi-use Paths



Multi-use Path and Sidewalk



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Parking Study

Findings:

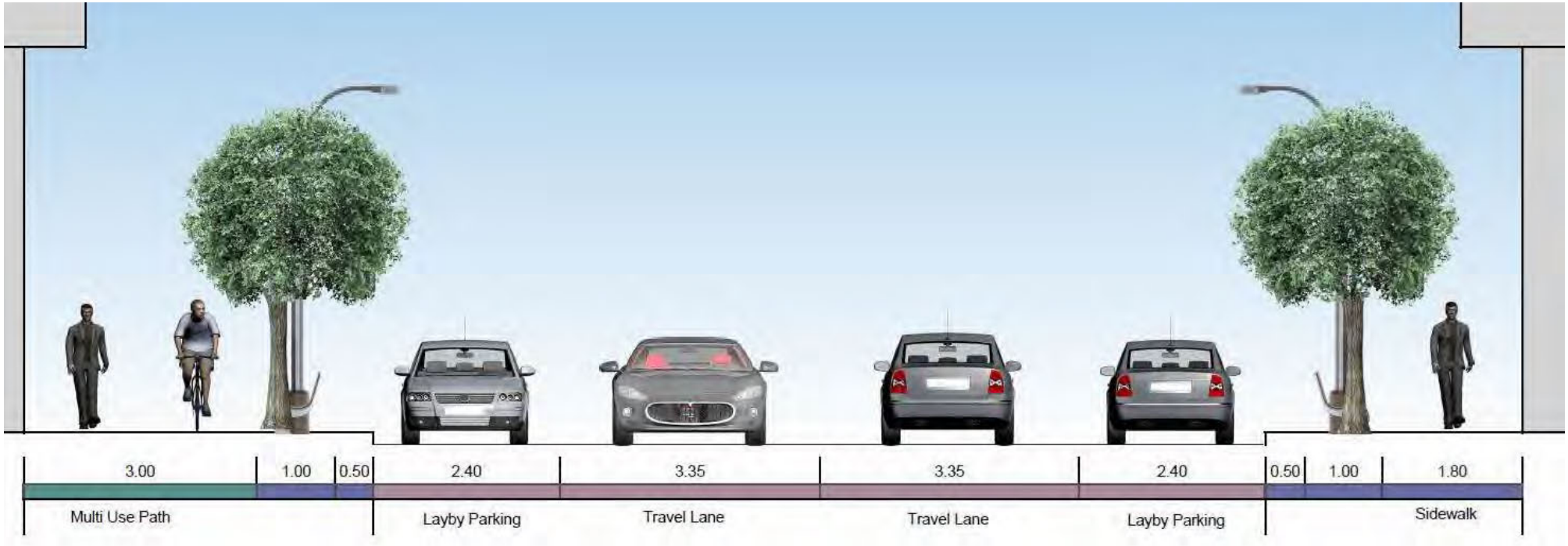
- On weekdays, on-street parking on east side is fully used while parking on west side is regularly used with slight oversupply
- On weekends, on-street parking on east and west side is under-used
- On a net basis, on-street parking is under-used
- Most on-street parking is convenience-based:
  - Mapping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



Caledon Trailway to Walker Road

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

Designated Right-of-Way: 26m



Rest area benches within the right-of-way in Caledon East, where possible.

South of Hilltop Drive to Caledon Trailway

Signed bike route through East Neighbourhood south of Caledon Trailway

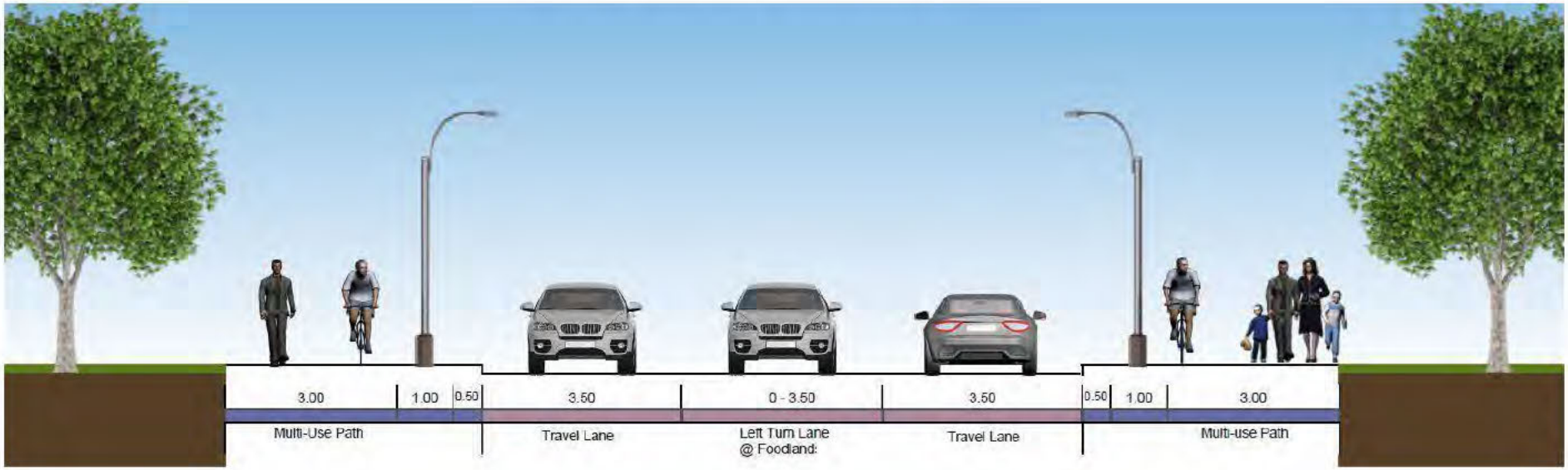


Provides connectivity, bypassing narrow portion of corridor

Cranston Drive to South of Hilltop Drive

Reduced Lane Widths with Multi-Use Paths

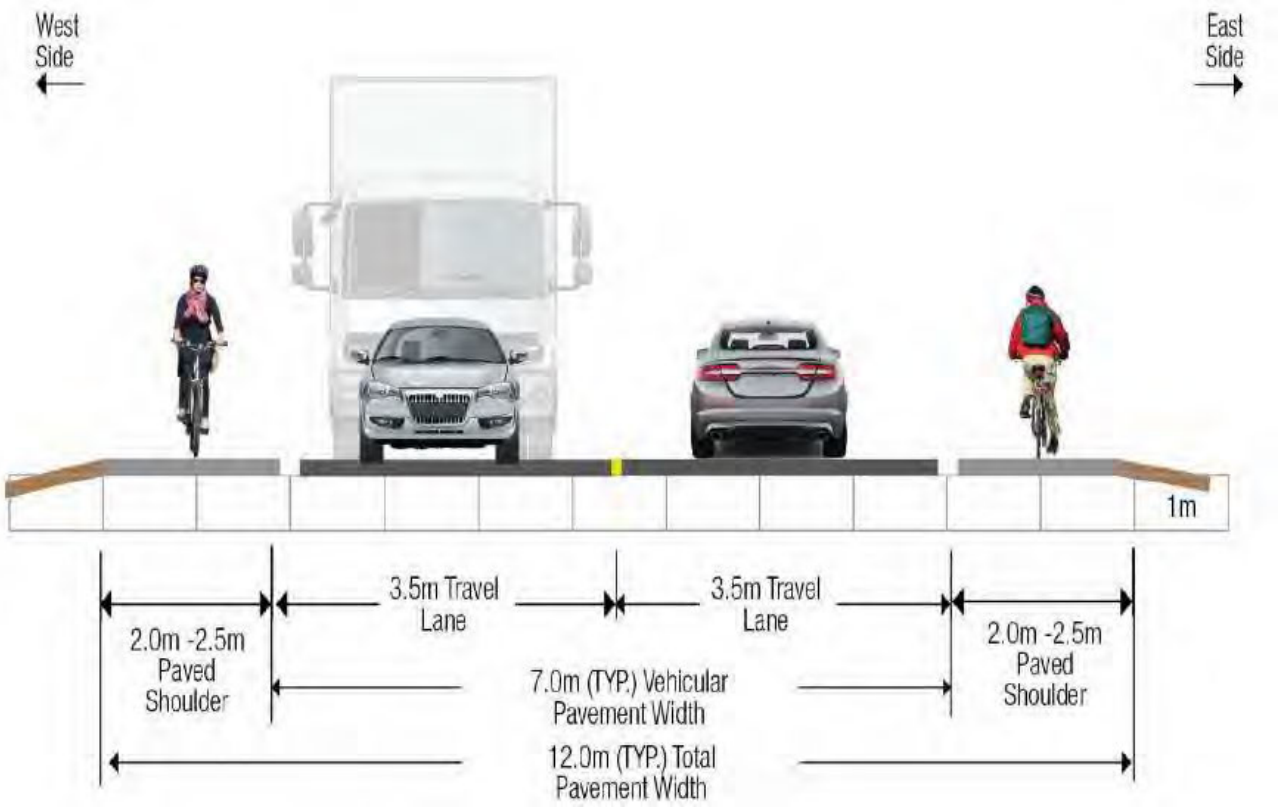
Designated Right-of-Way: 45m



Rural Area

Reduced Lane Widths and Paved Shoulders with Rumble Strips

Designated Right-of-Way: 45m

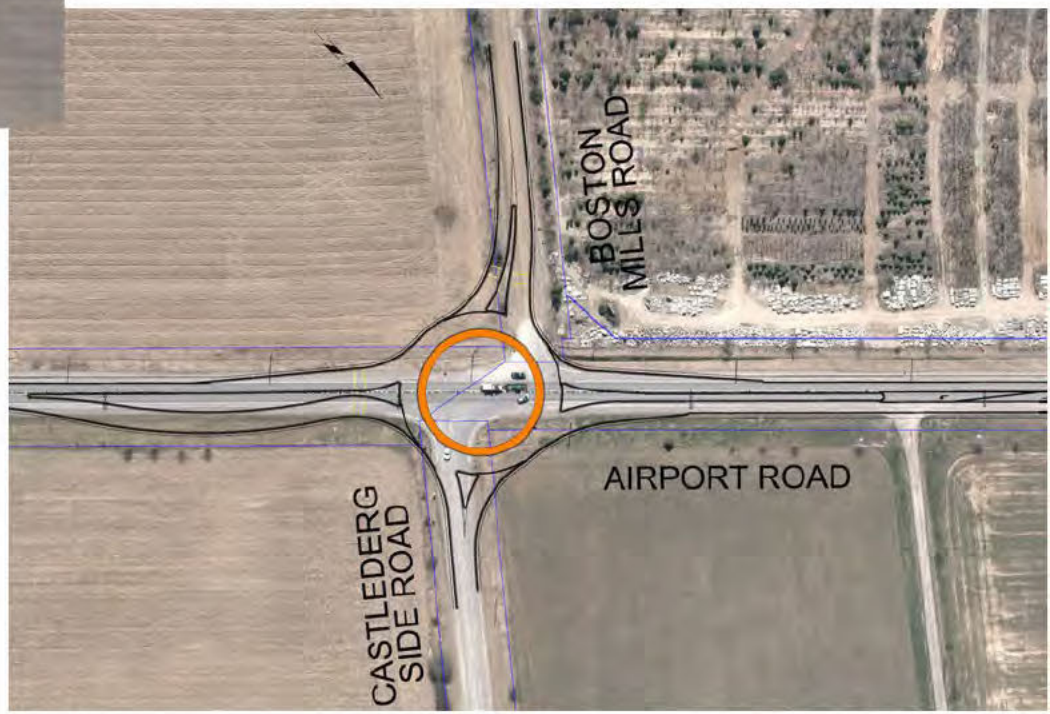


(King Street to Cranston Drive and Leamster Trail to Huntsmill Drive)

Roundabouts



- Opportunity for gateway feature at Cranston Drive
- Combined with pedestrian crossing to the north of Cranston Drive
- Eliminates offset intersection at Castlederg / Boston Mills Side Road

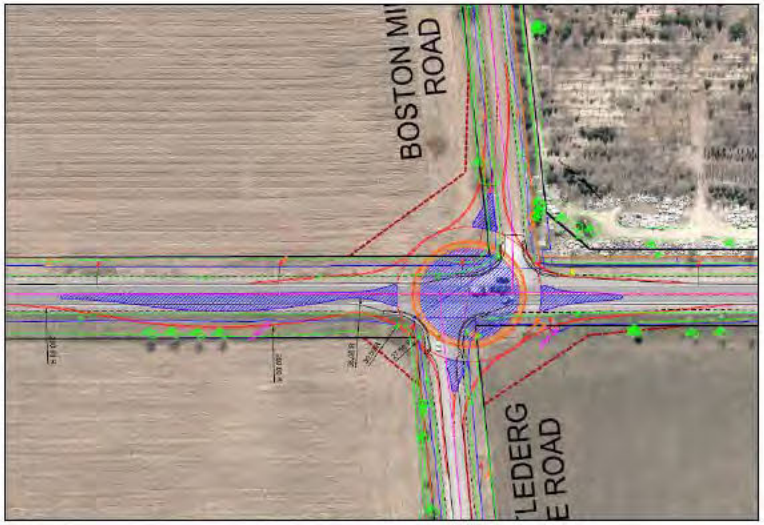


- Encourages slower traffic speeds
- Reduces severity of collisions, although may increase non-fatal collisions
- May require roundabout driver education

Roundabout Design Peer Review

Boston Mills Road / Castlederg Side Road

- Offset intersection incorporated into design to address safety
- Fastest path optimized to encourage slow speeds
- Design to accommodate trucks on Airport Road

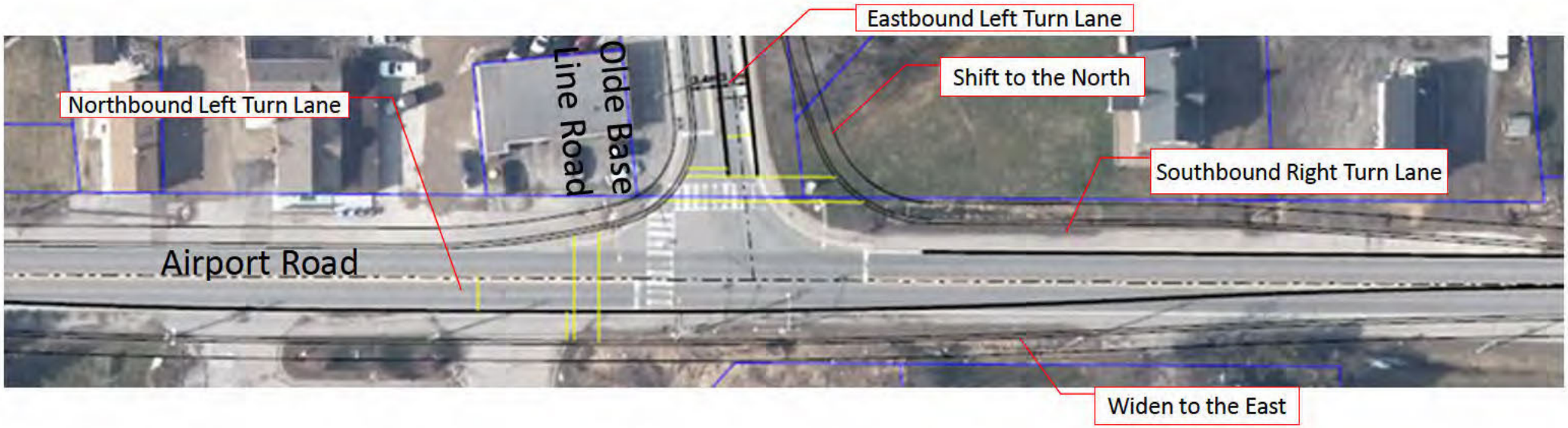


Cranston Drive

- Design to minimize property impact on west side
- Incorporates north/south bypass lane to provide for long term traffic growth
- Fastest path optimized to encourage slower traffic speed in Caledon East



Intersections

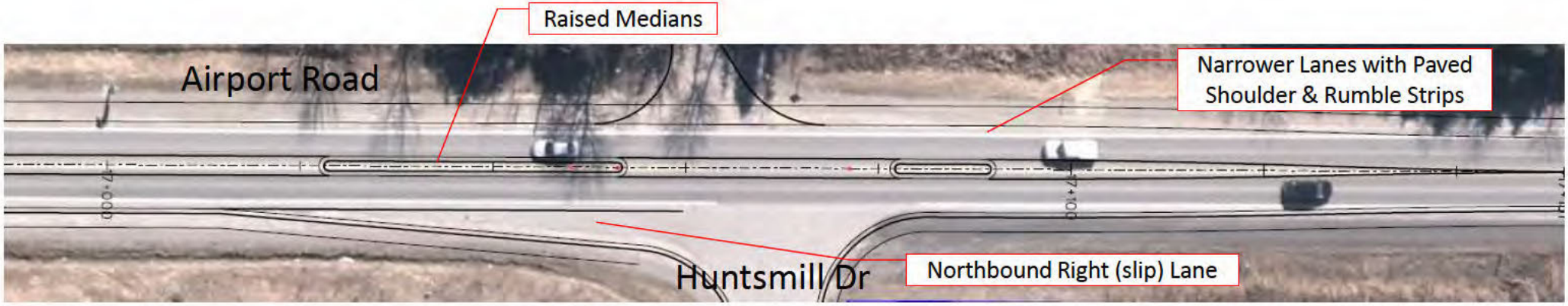


Accessibility features at intersections, such as:

- Tactile walking surface indicators to warn people with visual disabilities at intersections and crosswalks.
- Accessible Signal Control at crosswalks with tactile directional arrows, high contrast push buttons, letterings and pictogram.
- Audible and vibro-tactile walk indicators at crosswalks.

Intersections





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Traffic Calming Measures

- Raised centre medians at Huntsmill Drive and north of Walker Road
- Layby parking with streetscaping from Walker Road to Caledon Trailway
- Roundabouts at Cranston Drive and Castlederg / Boston Mills Side Road
- Reduced lane widths throughout corridor

Other Improvements

- Multi-use path on Old Church Road from Airport Road to Marilyn Street
- Additional turn lanes north of Boston Mills Road
- Improved storm sewers and water crossings throughout



Old Church Road

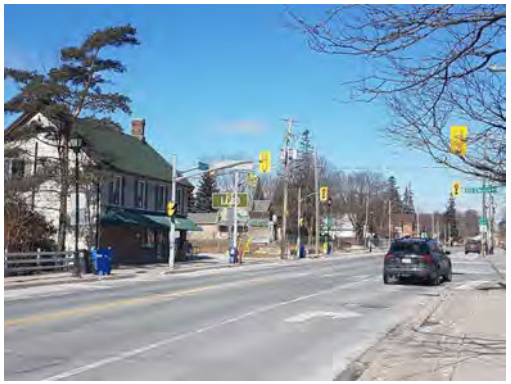
Next Steps

- ❑ On-line Review Package (September 17 to October 14)
  - Summary of Community Input
  - Summary of Technical Study Findings
  - Summary of Olde Base Line Road Feasibility Study
  - Preliminary Assessment of Alternative Design Concepts
  - Preliminary Preferred Design
  - Survey and Comment Sheet
- ❑ Live Presentation (September 23)
- ❑ Review and address comments
- ❑ Select Preferred Design Concept
- ❑ Prepare Environmental Study Report for minimum 30-day public review period



…Thank you

Environmental Assessment
Airport Road from King Street to Huntsmill Drive


Public Information Centre (PIC) No. 2
Olde Base Line Road Feasibility Study
September 17, 2020

Olde Base Line Road Feasibility Study

Objectives:

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

- With some upgrades, Olde Base Line Road is considered generally suitable to accommodate some additional truck traffic (approximately 20% of the existing truck traffic on Airport Road)

Work Included:

- Identification of design options to accommodate truck traffic on Olde Base Line Road
  - Considerations for all road users including cyclists and farm equipment operators

- Determined constraints to be addressed (environmental, property, intersection design, culverts and water crossings, heritage, etc.) with design options

- Consulted with agencies including Regional departments, Town of Caledon, Conservation Authority, Ministry of Transportation

- Make recommendations for next steps and future consultation

Overview of Issues and Opportunities

- Significant concerns with growing truck traffic through Caledon East along Airport Road. Impacts to pedestrian safety and experience, health, community character.



- Goal is to divert 20% of trucks along Olde Base Line Road to reduce impact on Caledon East.

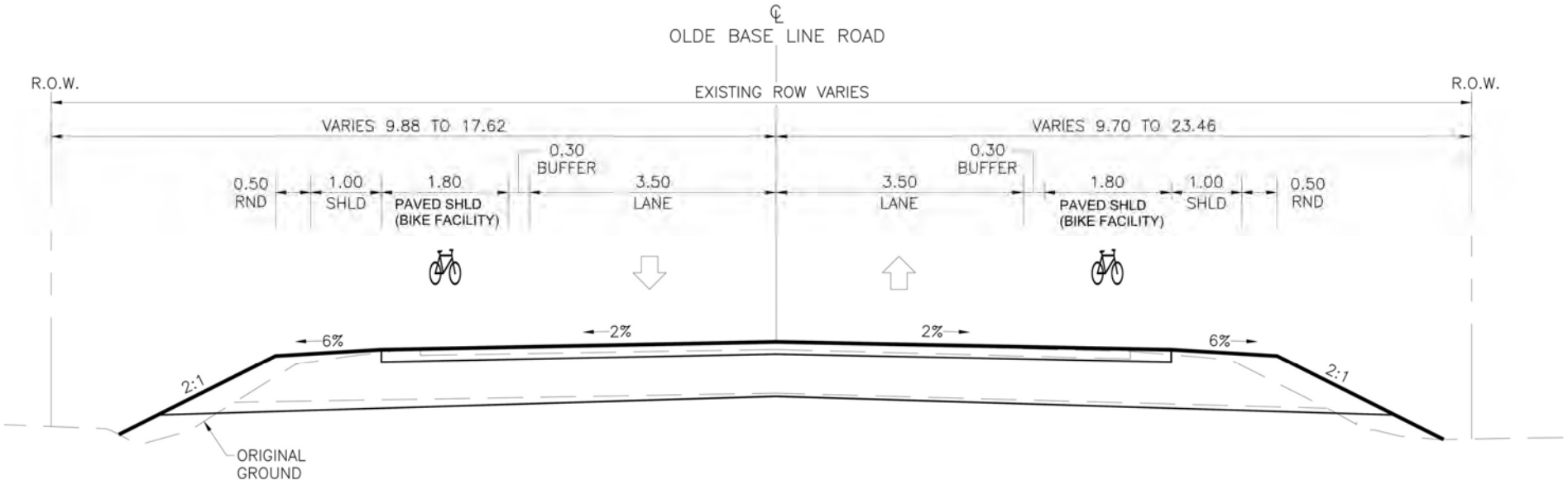
- Olde Base Line Road provides an important east-west recreational cycling connection in the Region that needs to be protected.

- Ensure that design options do not impact access to existing properties or movement of farm equipment through the area.

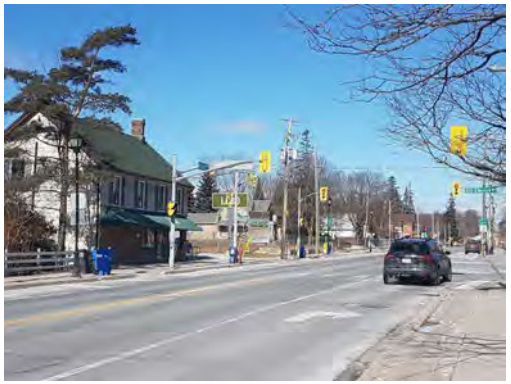
Preliminary Recommendation

- Considered multiple design options that ranged from increasing the right of way to provide more space to multiple road users to doing nothing and repaving the road as is to accommodate trucks.

- Recommend repaving the road and increasing the paved shoulder space (staying within the current property limits). Outcome: reduces truck activity through Caledon East, has limited property impacts, maintains cycling connection, maintains farm equipment operation, limits natural environment and heritage impacts.

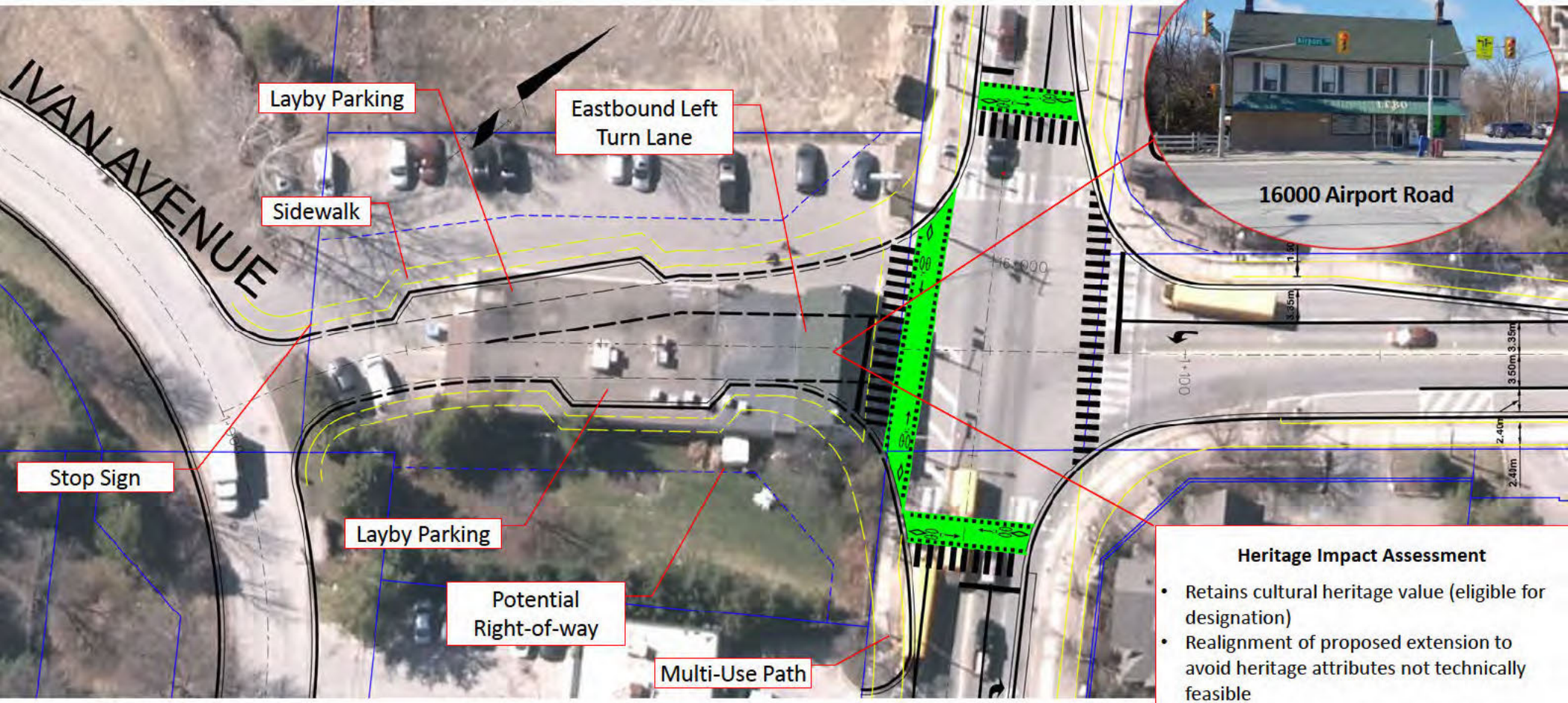


Environmental Assessment
Airport Road from King Street to Huntsmill Drive


Public Information Centre (PIC) No. 2
Preliminary Preferred Design at Old Church Road
September 17 to October 14, 2020

Extend Old Church Road to Ivan Avenue



Heritage Impact Assessment

- Retains cultural heritage value (eligible for designation)
- Realignment of proposed extension to avoid heritage attributes not technically feasible

Options to mitigate heritage impact:

1. Relocate structure, or
2. Remove building, and
   i. Salvage or document heritage attributes
   ii. Consider a commemorative plaque nearby

Environmental Assessment
Airport Road from King Street to Huntsmill Drive

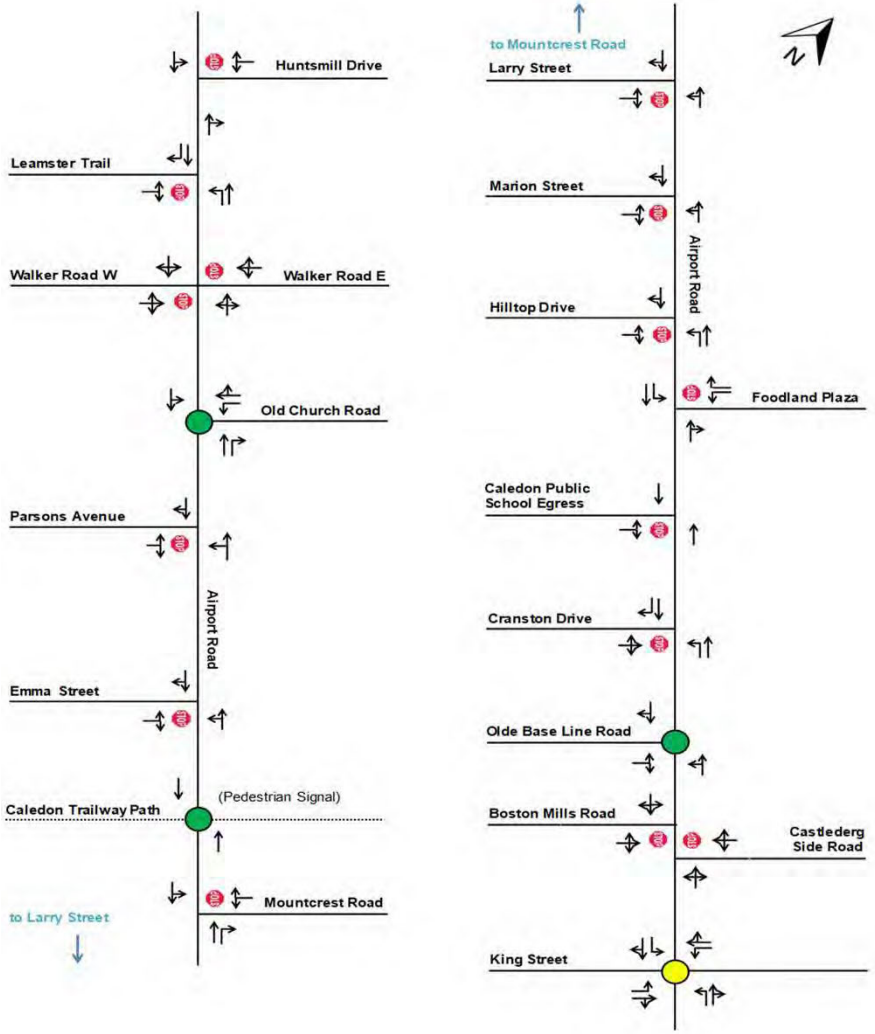




Public Information Centre No. 2
Summary of Technical Study Findings
September 17 to October 14, 2020

Existing Traffic Conditions

Level-of-Service (LOS) Map (afternoon peak hour)



What is Level-of-Service?

Level-of-service is a measure of performance based on average delay at each intersection:

- LOS 'A' means drivers experience little or no delay
- LOS 'E' or 'F' signifies long delays, which can be in excess of 1 minute

Existing Traffic Operations

- Airport Road currently operates well overall
- Some delay is incurred for traffic turning onto Airport Road during busy periods
- No locations with collisions that are of high-frequency or common type
- Heavy trucks frequently use Airport Road

Map Legend:

Overall LOS of signalized intersections:

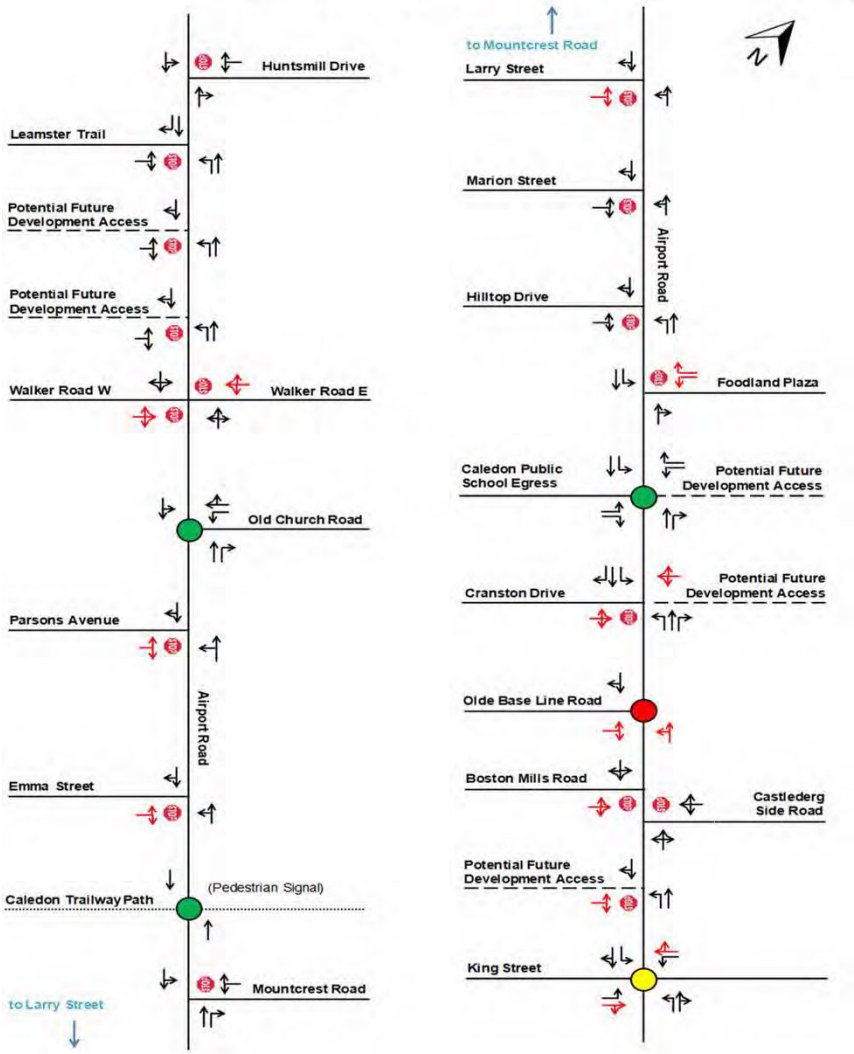
LOS A or B LOS C or D LOS E or F

LOS of intersection movements:

LOS D or better LOS E or F

Future Traffic Conditions to 2041

Level of Service (LOS) Map (afternoon peak hour)



Future Constraints

Traffic growth will introduce new operational constraints:

- Turning left and right onto Airport Road incurs long delays in the peak hours:
  - Walker Road
  - Parsons Avenue
  - Emma Street
  - Larry Street
  - Foodland Plaza
  - Cranston Drive
  - Olde Base Line Road
  - Boston Mills Road
- Some intersections may warrant improvements, signals or a roundabout:
  - Walker Road
  - Cranston Drive
  - Olde Base Line Road
  - Boston Mills Road / Castlederg Side Road

Map Legend:

Overall LOS of signalized intersections:

LOS A or B LOS C or D LOS E or F

LOS of intersection movements:

LOS D or better LOS E or F

Active Transportation

Existing Conditions and Challenges

- Where sidewalks exist, they are not always in good condition
- Incomplete pedestrian network between communities
- Major recreational trail crossing the study limits (Caledon Trailway)
- Lack of cycling facilities along Airport Road
- Constrained corridor through Caledon East, particularly south of Caledon Trailway to Foodland

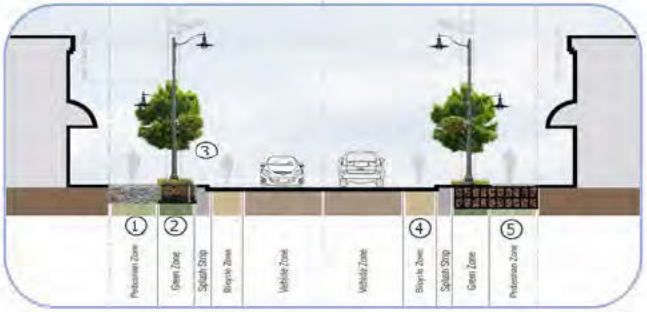






Opportunities

- Desire for enhanced active transportation facilities supported by Caledon East Community Improvement Plan
- Support for downtown pedestrian priority corridor improvements and planned cycling facilities through Peel Sustainable Transportation Strategy
- Opportunities to provide enhanced streetscaping identified through the Region of Peel Streetscaping Toolbox Update (2017)



Parking Study

Findings:

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



Natural Environment & Tree Inventory

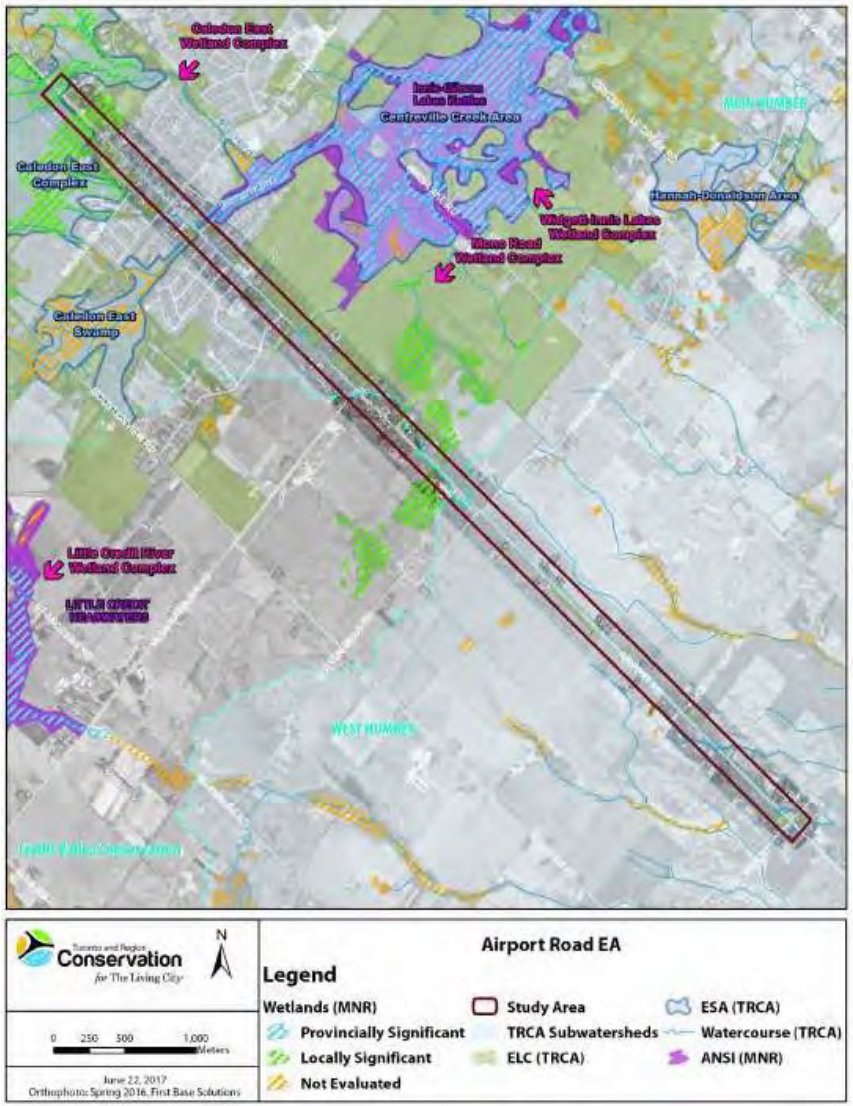
Significant Wetlands (3):
- Widgett-Innis Lakes, Caledon East and Mono Road Wetland Complex
- No direct impacts anticipated
- Erosion and sediment control measures recommended during construction

Environmentally Significant Areas (ESAs) (2):
- Caledon East Complex and Caledon East Swamp
- No direct impacts anticipated

Area of Natural or Scientific Interest (ANSI) (1):
- Innis-Gibson Lakes Kettles
- No direct impacts anticipated

Species at Risk
- Barn Swallow and Bobolink (Threatened)
- 3 bat species (Endangered)
- No direct impacts anticipated
- Nesting surveys to be completed during detail design
- Tree removal to take place outside roosting season

Trees
- 649 trees inventoried, 38 total species
  - 1 Butternut (Endangered) to be retained
  - Butternut health assessment to be carried out during detail design
- 92 tees to be removed
  - Replacement ration to be determined during detail design
- Tree protection fencing to be applied during construction
- Vegetation removal to take place outside of breeding bird nesting times



MNR – Ministry of Natural Resources
TRCA – Toronto and Region Conservation Authority

Archaeological & Cultural Heritage

Archaeology

A Stage 1 assessment was conducted and found:

- Parts of the study area will require a Stage 2 assessment during detail design.
- Two previously registered sites within the study area:

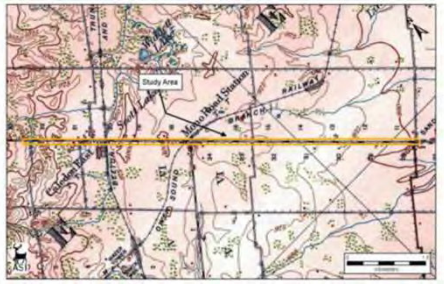
  Tarbox Site
  - Retains Cultural Heritage Value or Interest.
  - If impacted, the site will require a Stage 3 assessment prior to any proposed development.

  Yeoman Site
  - Retains Cultural Heritage Value or Interest.
  - If impacted, the site will require Stage 4 mitigation, prior to any proposed development.

Cultural Heritage

A Cultural Heritage Resource Assessment was conducted and found:

- 63 cultural heritage resources are located within the study area.
- A Heritage Impact Assessment (HIA) should be conducted during detail design for any potentially impacted cultural heritage resources.
- A HIA was completed for 16000 Airport Road, which determined that the building retains Cultural Heritage Value or Interest.



Study area overlaid on 1919 Bolton National Topographic System (NTS) map



Photograph of the property at 16000 Airport Road, circa 1900

Heritage Impact Assessment

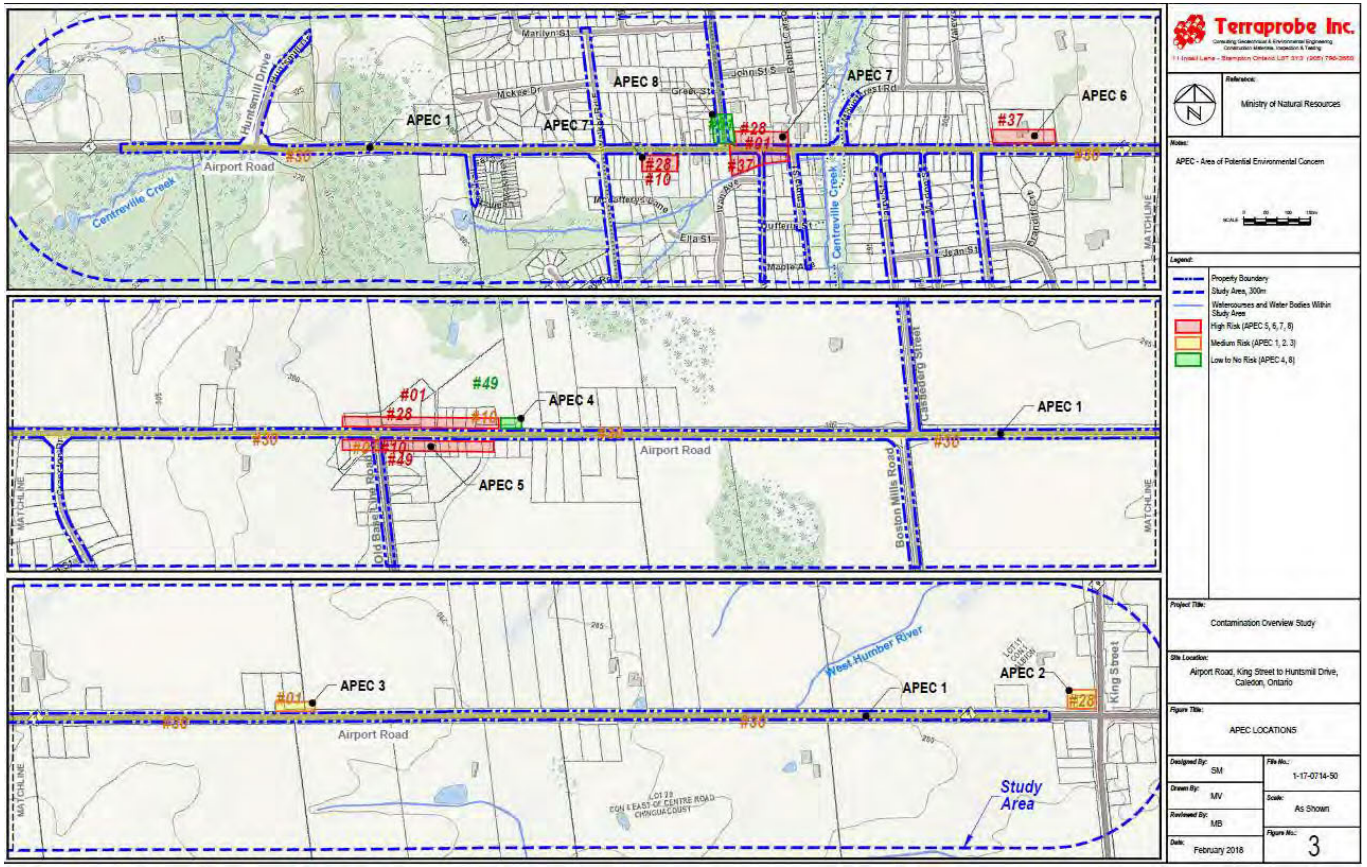


16000 Airport Road

- Retains cultural heritage value (eligible for designation)
- Realignment of proposed extension to avoid heritage attributes not technically feasible
- Options to mitigate heritage impact:
  1. Relocate structure, or
  2. Remove building, and
     i. Salvage or document heritage attributes
     ii. Consider a commemorative plaque nearby

Contamination Overview

- 19 Potentially Contaminating Activities identified at site specific locations (1 identified at various locations)
- 12 Areas of Potential Environmental Concern identified at site specific locations (1 identified at various locations)
- Environmental Site Assessments including soils and ground water investigation may be required to investigate potential impacts caused by surrounding land uses
- Potential for soil and ground water disposal implications when completing the replacement of culverts or other roadway works. Mitigation measures to minimize impacts should be applied.



Air Quality & Noise

Air Quality

An Air Quality Impact Assessment was conducted. The study examined Future-Build and No-Build scenarios. The study found:

- Future-Build scenario results in slightly higher concentrations than No-Build scenario.
- The maximum contaminant concentrations are less than current respective thresholds for both the Future No-Build and Future-Build scenarios.
- Overall, the proposed project has similar air quality impacts as the Future No-Build scenario.



Noise

A Noise Impact Assessment was conducted. The study found:

- For both operational and construction sound levels, the project results in small sound level changes.
- Future sound levels are predicted to exceed 60 dBA at some receptors.
- Noise barriers were investigated for seven receptors, five of which are technically feasible.



Drainage & Stormwater Management

In the proposed condition:

- Ditches will continue to provide water quality control.
- Underground infiltration chambers proposed along the corridor will provide storage volumes and reduce the quantity and rate of runoff leaving the site
- Proposed Oil Grit Separators (OGS), infiltration chambers and Jellyfish Filters will enhance water quality protection prior to discharge

Culverts:

- All culverts will be replaced, with the exception of C2 and C5.
  - C1, C3, C4, C7, C8 and C9 will be replaced due to inadequate hydraulic capacity.
  - C6 will be replaced to improve structural integrity.
- C1, C3 and C7 to be replaced with Concrete Box Culverts
- **C3 / Centreville Creek in Caledon East is considered a major replacement (~12 m wide culvert).**
- C4, C6, C8, C9 to be replaced with Concrete Pipes.

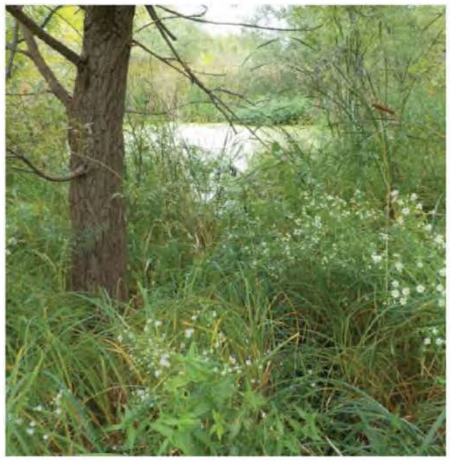




C3 / Centreville Creek

Fluvial Geomorphology

- A fluvial geomorphological assessment was completed for 4 regulated watercourse crossings (1, 2, 3 and 7).
- Boyce's Creek has a meander belt width of 15.1 m. Recommended culvert replacement span is 3.67 m.
- Centreville Creek has a meander belt width of 20 m. Recommended culvert replacement span is 10.35 m.
- The meander belt width of Centreville Creek Tributary (Crossing 2) was not determined since there is no open channel within the road allowance, and the likelihood of daylighting the creek within the road allowance is low.
- The meander belt width of East Credit River Tributary (Crossing 7) was not determined as the culvert inlet was located in a private property well outside of the road allowance.





Ongoing Studies

- **Geotechnical Investigation** to:
  - Assess pavement condition and explore subsurface conditions
  - Recommend pavement rehabilitation techniques
- **Hydrogeological Investigation** to:
  - Determine water well and aquifer impacts
  - Recommend mitigation measures

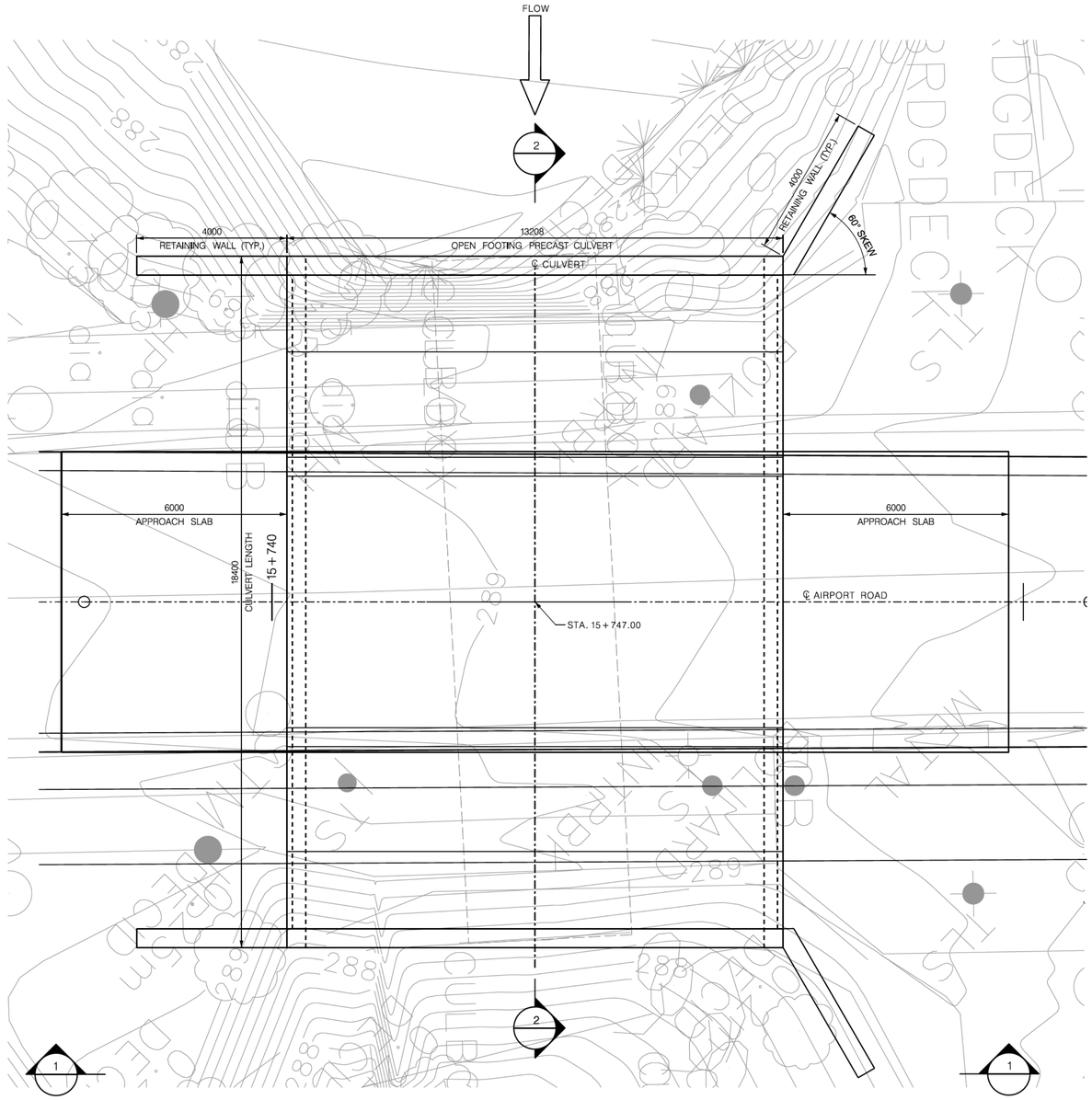


1:53:50 PM 2019-10-31 USER:zoid.ol-qaysi **conegst.ibigroup.com\J*TO*109535_AirportRd_EA*5.9 Drawings*59bridge*03-GA_STA 15+747 Bridge.dgn

METRIC

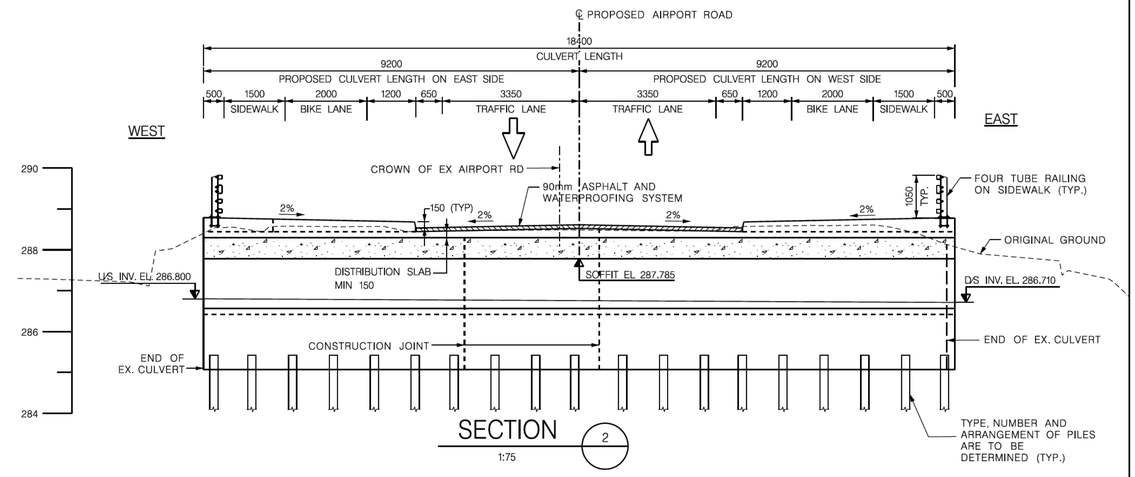
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AND/OR MILLIMETRES
UNLESS OTHERWISE SHOWN

REVISIONS		
DATE	DETAILS	INIT.

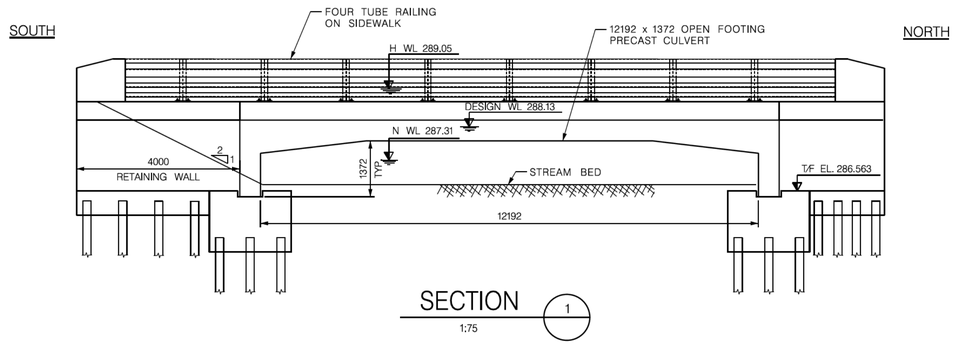


PLAN
1:75

construction north



SECTION
1:75
2



SECTION
1:75
1

DRAWING NOT TO BE SCALED
100mm ON ORIGINAL DRAWING

IBI Group
100-175 Galaxy Boulevard
Toronto ON M9W 0C9 Canada

Designed by

Approved by

Region of Peel
Working for you

AIRPORT ROAD

CULVERT AT STA 15+747 (C3)
PRELIMINARY GENERAL ARRANGEMENT
CENTERVILLE CREEK BRIDGE

CAD Area		Area	Project No.
Checked by	R.W.	Drawn by	J.S.
Date	OCT. 2019	Sheet	3 of 4
			Plan No.

From: Bubas, Sonya
To: [redacted]
[redacted] Saddi, Asha
Subject: RE: Airport Road improvements- Old Church Road
Date: February 18, 2021 9:53:36 AM
Attachments: image001.png

Dear [redacted],

Thank you for providing your comments on the Airport Road Environmental Assessment (EA). The project team has carefully considered your comments and we offer the following response:

The option to extend Old Church Road to Ivan Avenue has been re-evaluated based on consultation with the Public and Town of Caledon. New alternatives were considered in the EA evaluation and a new preliminary preferred plan was identified. Under the new plan, Old Church Road will not be connected at Ivan Avenue. The Town of Caledon will undertake a separate urban design review for the broader area. The Region will continue to work with the Town through this Review on possible future private access options at the intersection. Public consultation and heritage mitigation is included in the scope of this future urban design review.

We will be updating the EA documentation to explain that the ultimate solution for the west leg of the Airport Road and Old Church Road intersection is subject to the Town of Caledon Urban Design Review. We will also document that Old Church Road will not be connected at Ivan Avenue. We will keep you informed of next steps in the EA and look forward to hearing your thoughts throughout the process.
Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

84BE9F13

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From: Jennifer Innis <jennifer.innis@caledon.ca>
Sent: October 8, 2020 11:08 AM
To: [redacted] Bubas, Sonya <sonya.bubas@peelregion.ca>
Subject: Re: Airport Road improvements- Old Church Road

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

Thank you [redacted] for your email regarding the Region of Peel's Environmental Assessment of Airport Road through the Village of Caledon East.

I greatly appreciate you taking the time to share your thoughts and concerns regarding the potential options for the Airport Road and Old Church Road Intersection and the subsequent impacts to the surrounding village as a result of these options. I have copied Ms. Sonya Bubas, Project Manager for this Project from the Region of Peel so that your input can be included in the study and so that you may get future notifications as this process moves forward.

Again, thank you for taking the time to share your thoughts and concerns.

Best regards,
Jennifer

Jennifer Innis

Regional Councillor Wards 3/4

Town of Caledon

From: [redacted]
Sent: Tuesday, October 6, 2020 4:46 PM
To: Jennifer Innis <jennifer.innis@caledon.ca>
Cc: Nick DeBoer <nick.deboer@caledon.ca>
Subject: Airport Road improvements- Old Church Road

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

Good afternoon Jen and Nick,

I hope all is well.

I understand you have been hearing from some of my neighbours regarding our concerns about the proposal to extend Old Church Road and have it connect to Ivan Ave.

I voiced those concerns through my feedback to the Region, but felt it was important to let you both know that I and many of my neighbours are also opposed to this idea.

As you are aware, there are no sidewalks on Ivan Ave or Oliver Lane and these roads are well used by pedestrians and cyclists- exactly the kind of uses the Region is looking to increase with the redesign of Airport Road. Encouraging more traffic to use Ivan and Oliver's Lane will actively discourage cycling and walking in our neighborhood.

Further, it will encourage more people to use these roads to avoid Walker Road, which is built to handle higher volumes of through traffic.

I implore you both to support us and reject the idea of connecting Old Church to Ivan and instead have it terminate - perhaps in a cul de sac on the LCBO property with connections leading to the plaza on the south side of the LCBO property and the future plaza on the north side.

If you would like to chat further about this, please feel free to reach out.

Regards,

[redacted]

Sent from my iPhone

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From: Saddi, Asha
To: [redacted]
Cc: Bubas, Sonya; Lee, Arthur; sjohnston@IBIGroup.com
Subject: FW: Airport Road Environmental Assessment - PIC2 Comment Sheet
Date: January 13, 2021 12:54:00 PM
Attachments: image001.gif
[redacted]

Hello [redacted],
Thank you for your Comment Sheet. The project team has carefully considered your comments and attached is a response to your comments.

Regards,

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

-

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From: Saddi, Asha
Sent: October 29, 2020 8:56 AM
To: [redacted]
Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>
Subject: Airport Road Environmental Assessment - PIC2 Comment Sheet

Hello [redacted]
We acknowledge receipt of your Comment Sheet for the Airport Road Environmental Assessment. The project team will consider your comments and get back to you.

In the meantime, please acknowledge receipt of this email as we want to ensure we have your correct email address and if you have any further comments or questions, we also look forward to hearing from you again.

Regards,

Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies

Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Asha.Saddi@peelregion.ca

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Region of Peel
working with you

Date: January 13, 2021
Project No. 16-4360

[redacted]

Public Works

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

peelregion.ca

Dear [redacted],

RE: Airport Road Environmental Assessment (100m north of King Street to 300m north of Huntsmill Drive)

Thank you for providing your comments for the second Airport Road Environmental Assessment (EA) Public Information Centre. The project team has carefully considered your comments and provide the following response.

Your comments indicate concern for high traffic, trucks and speeding on Airport Road, and no development downtown.

Airport Road is an arterial Regional Road and part of the goods movement corridor. Goods movement is a key component for economic development through Caledon and the Region of Peel. One of the objectives of this EA is to slow traffic along Airport Road through speed reduction measures, which can discourage some trucks from using Airport Road. In conjunction with this EA, the Region has also examined the potential to upgrade Olde Base Line Road to accommodate trucks.

The proposed corridor improvements through Caledon East support the revitalization and beautification of the village by providing:

- enhanced streetscaping, .
- vegetation in the boulevard,
- improved sidewalks,
- opportunities for gateway features at the proposed roundabout at Cranston Drive and on the proposed raised median north of Walker Road,
- streetlighting for the rural area south of the Foodland plaza, and
- rest areas along the corridor.

I trust this response has addressed your comments. If you have any questions or further comments, please feel free to contact me at 905-791-7800 extension 7801 or email me at sonya.bubas@peelregion.ca

Region of Peel
working with you

Sincerely,



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

cc: Asha Saddi, Region of Peel
Arthur Lee, Region of Peel
Scott Johnston, IBI Group

Public Works

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

peelregion.ca

From: [redacted]
To: Saddi, Asha
Subject: Re: FW: Airport Road Environmental Assessment - PIC2 Comment Sheet
Date: January 13, 2021 4:22:23 PM
Attachments: image001.gif

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Thank you for your reply ,looking forward to the improvements, a small roundabout at Old School road and Torbram , easy to do and good sight lines , works in any weather , when thinking about stop signs , think roundabout !!!!!!!!!. keeps traffic moving .

[redacted]

On Wed, Jan 13, 2021 at 12:54 PM Saddi, Asha <asha.saddi@peelregion.ca> wrote:

> Hello [redacted]
>
> Thank you for your Comment Sheet. The project team has carefully considered your comments and attached is a response to your comments.
>
> ***Regards,***
>
> ***Asha Saddi, BA(Hons), PMP***
>
> ***Technical Analyst, Infrastructure Programming & Studies***
>
> ***Transportation Division***
>
> ***Public Works, Region of Peel***
>
> ***Asha.Saddi@peelregion.ca***
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recipient or have received this e-mail in error, please notify the sender via return email and permanently delete all copies of the email. Thank you.

From: Saddi, Asha
Sent: October 29, 2020 8:56 AM
To: [redacted]
Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>
Subject: Airport Road Environmental Assessment - PIC2 Comment Sheet

Hello [redacted]

We acknowledge receipt of your Comment Sheet for the Airport Road Environmental Assessment. The project team will consider your comments and get back to you.

In the meantime, please acknowledge receipt of this email as we want to ensure we have your correct email address and if you have any further comments or questions, we also look forward to hearing from you again.

Regards,

Asha Saddi, BA(Hons), PMP

Technical Analyst, Infrastructure Programming & Studies

Transportation Division

Public Works, Region of Peel

Tel: 905-791-7800 x7794

Asha.Saddi@peelregion.ca

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recipient or have received this e-mail in error, please notify the sender via return email and permanently delete all copies of the email. Thank you.

From: Andrew Pearce
To: [redacted]; Innis, Jennifer
Cc: Deboer, Nick; Jurrius, Stephanie; Rook, Sally; Lee, Arthur; Bubas, Sonya; Saddi, Asha; [redacted] Sylvia Kirkwood; Arash Olia
Subject: RE: FW: Airport Road EA, Caledon East
Date: February 10, 2021 3:01:58 PM
Attachments: image001.png
image002.gif

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Hi [redacted]

It was nice talking with you today.

As discussed, the Town's Planning Department will be leading the Urban Design Focus Area Study for the commercial lands west of the intersection of Airport Road and Old Church Road. It is my understanding that the terms of reference for the study are being finalized now with the objective of having a consultant on board in the next few weeks. I have copied Sylvia Kirkwood, Chief Planner/Director of Planning who is leading the study team.

Again, thank you for your expression of interest to participate in the study. Public engagement is a key component of any urban design/planning study so we will be in touch with you shortly once the details of the study work plan are finalized.

In the interim, if you have any questions please don't hesitate to call me on my cell.

Thanks,

Andrew Pearce,
Director, Engineering Services
Engineering Services Department

Office: 905.584.2272, Ext 4003
Cell: 416.347.4881
Email: andrew.pearce@caledon.ca

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

Please consider the environment before printing.

From: [redacted]>
Sent: Tuesday, February 2, 2021 10:51 AM
To: Jennifer Innis <jennifer.innis@caledon.ca>
Cc: Nick DeBoer <nick.deboer@caledon.ca>; Andrew Pearce <Andrew.Pearce@caledon.ca>; stephanie.jurrius@peelregion.ca; sally.rook@peelregion.ca; Lee, Arthur <arthur.lee@peelregion.ca>;

Bubas, Sonya <sonya.bubas@peelregion.ca>; Saddi, Asha <asha.saddi@peelregion.ca>;
[redacted]

Subject: Re: FW: Airport Road EA, Caledon East

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

Good morning Councillor Innis,

RE: Class EA study for Airport Road and Town of Caledon Urban Design Review:

As you are aware, I have been actively involved (with [redacted]) in educating local residents on the entire Airport Road EA process, and in particular the intersection of Airport Road and Old Church. We are pleased to learn that the Region has listened to the feedback from the residents, and are now abandoning the Old Church extension onto Ivan Avenue. A big thank you to Sonya and her team for listening to the residents!

I understand that the TOC planning department and the Region of Peel will work together in a partnership to complete an urban design study of this intersection. And if so, I believe this study will involve participants at the table including business owners and public involvement. As part of a group of residents residing immediately to the west of this airport Road and Old Church intersection, I would request that we have one or two from our group participate in the Urban Design Study and be part of any committee that is formed.

As a result of the new preliminary preferred plan where Old Church will no longer extend into Ivan Avenue, [redacted] has advised Sonya that our request to delegate to the Region can be put aside at this time. We would however be happy to delegate to the Town of Caledon if required and as the Urban Design process proceeds.

Please let me know how we can be involved in this process from an urban design standpoint where use of lands around this intersection are discussed. I look forward to your response and next steps.

Thank you.
[redacted].

[redacted]
c: [redacted]

On Wed, Jan 27, 2021 at 6:01 [redacted] wrote:

> Please see attached. Can we follow up this weekend?
> [redacted]

Sent from my Galaxy

-------- Original message --------
From: "Bubas, Sonya" <sonya.bubas@peelregion.ca>
Date: 2021-01-27 5:25 PM (GMT-05:00)
To: [redacted]
Cc: "Lee, Arthur" <arthur.lee@peelregion.ca>, "Jurrius, Stephanie" <stephanie.jurrius@peelregion.ca>, "Rook, Sally" <sally.rook@peelregion.ca>, "Saddi, Asha" <asha.saddi@peelregion.ca>
Subject: Airport Road EA, Caledon East

Hi [redacted]

I am writing to provide you with an update on the Class EA Study for Airport Road.

The option to extend Old Church Road to Ivan Avenue has been re-evaluated based on consultation with the Public and Town of Caledon. New alternatives were considered in the EA evaluation and a new preliminary preferred plan was identified. Under the new plan, Old Church Road will not be connected at Ivan Avenue. The Town of Caledon will undertake a separate urban design review for the broader area. The Region will continue to work with the Town through this Review on possible future private access options at the intersection. Public consultation and heritage mitigation is included in the scope of this future urban design review.

We will be updating the EA documentation to explain that the ultimate solution for the west leg of the Airport Road and Old Church Road intersection is subject to the Town of Caledon Urban Design Review. We will also document that Old Church Road will not be connected at Ivan Avenue. We will keep you informed of next steps in the EA and look forward to hearing your thoughts throughout the process.

Please feel free to contact me if you have any questions or concerns.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

84BE9F13

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From: Bubas, Sonya
Sent: January 18, 2021 12:01 PM
To: [redacted]
Cc: Lee, Arthur <arthur.lee@peelregion.ca>; Jurrius, Stephanie <Stephanie.Jurrius@peelregion.ca>; Rook, Sally <Sally.Rook@peelregion.ca>
Subject: RE: Petition Submission - Airport Road EA, Caledon East

Hi [redacted]

This is to confirm that the Region will not file the EA until we have completed the analysis and discussion regarding the new alternative to not connect Old Church Road at Ivan Avenue. I hope to provide you with an update well in advance of February 1.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

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From: Jurrius, Stephanie <stephanie.jurrius@peelregion.ca>
Sent: January 7, 2021 1:32 PM
To: Bubas, Sonya <sonya.bubas@peelregion.ca>; Rook, Sally <sally.rook@peelregion.ca>
Cc: [redacted]; Lee, Arthur <arthur.lee@peelregion.ca>
Subject: RE: Petition Submission - Airport Road EA, Caledon East

Hi to all,

Please submit the original petition to the Office of the Regional Clerk at this address. Upon receipt, the Clerk's assistant or myself will acknowledge receipt of the original petition via email.

Aretha Adams
Deputy Regional Clerk and Acting Director of Clerk's
Office of the Regional Clerk
Regional Municipality of Peel
10 Peel Centre Drive, Suite A, 5th Floor
Brampton ON L6T 4B9

Petitions will be placed on the appropriate Council or committee agenda for receipt, unless otherwise specified by Council or committee. In this case the petition will be presented to Regional Council.

Any one who wishes to appear before a Council meeting may request by notifying the Clerk's office. Delegation requests must be in writing or by completing the Request for Delegation Form at least one week prior to the Council meeting for the purpose of listing your name and the topic on the appropriate agenda. We request that the preferred Council meeting date be noted on the form, otherwise it will be listed on the next appropriate agenda. Please refer to the Guide for Delegations and the Procedure-By-law (Delegations section) for additional information.

Delegations to Regional Council is limited to 5 minutes. Delegations may only appear once on the same matter within a one-year period, unless a recommendation pertaining to the same matter is included on the agenda within the one-year period and only to provide additional or new information.

Due to COVID restrictions, Regional Council meetings are held virtually. Limited public attendance at meetings will be permitted by pre-registration only (email: regional.clerk@peelregion.ca to pre-register).

Upcoming regular Regional Council (RC) meeting dates with corresponding deadlines are as follows:

Regular Regional Council Meeting	Deadlines (Main/Original Agenda)	Deadlines (Revised Agenda)
January 14th	January 6th	January 11th – before 10:00 a.m.
February 11th	February 1st	February 8th – before 10:00 a.m.
February 25th	February 17th	February 22nd – before 10:00 a.m.

For other meeting dates, please check the 2021 RC Meeting Schedule.

If the written notice requesting listing as a delegation is received by the Regional Clerk less than 72 hours prior to the time of the Council meeting, and

a. relates to an item already listed on the draft agenda, the delegation will be added to the agenda only upon the approval of Council at the meeting
b. does not relate to an item already listed on the draft agenda, the delegation shall be added to the agenda at the next following appropriate meeting.

The email below indicates possible delegation(s) from the residents in February. Taking into consideration the deadlines noted and to give everyone time to consider next steps, the petition and potential delegations will be listed on the February 11th agenda.

Hope this helps clarify the process.

Please let me know if you have any questions.

Regards,

STEPHANIE JURRIUS
Legislative Specialist | Clerk's Division
stephanie.jurrius@peelregion.ca | 905.791.7800 ext. 4502

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From: Bubas, Sonya <sonya.bubas@peelregion.ca>
Sent: January 6, 2021 5:03 PM
To: Jurrius, Stephanie <stephanie.jurrius@peelregion.ca>; Rook, Sally <sally.rook@peelregion.ca>
Cc: [redacted] Lee, Arthur <arthur.lee@peelregion.ca>
Subject: Petition Submission - Airport Road EA, Caledon East

Hi Stephanie and Sally,

I touched base with [redacted] this afternoon regarding the petition concerning the Airport Road EA. [redacted] is copied on this email because she had a couple of questions for the Regional Clerk, and I thought this would help summarize our discussion.

I acknowledged that both the Regional Clerk and Project Team are in receipt of the petition and

that the Team is looking into the issues raised. I offered to continue communication with [redacted] and provide updates on the issues as they become available.

Question #1: Does Regional Clerk need the original signatures or a hardcopy of the petition?

I also asked for clarification on the community's interest to delegate Council, and whether a delegation would be necessary if the Region tried to resolve the issues before the EA is completed. The community wants to be proactive in sharing their input so that their concerns are considered before decisions are made. They are not satisfied with the EA responses to date regarding the need for an extension of Old Church Road to Ivan Avenue, and want to be sure their concerns have been communicated to all parties involved in the project (Council, management, project manager, project team, etc.).

I explained that the Team is carefully reviewing the suggested option to not connect Old Church Road at Ivan Avenue. I let [redacted] know that we have included this new alternative with a concept sketch in the evaluation matrix, and will be reviewing the evaluation with the Town and Agencies. I reiterated the two main objectives of the extension was to address safety at the intersection and provide the neighbourhood with a signalized access to Airport Road. I let [redacted] know that the petition offered some new information to me, in that it appears to represent interest of the larger neighbourhood, based on the streets canvassed.

We hope to complete our review of this new alternative in January and [redacted] understood that I could not provide an answer at this time. I offered to share the results with [redacted] before the final EA recommendation, so that the community would have the opportunity to delegate Council if they felt their issues were not resolved. This could bring them to a delegation to Council in February (before the EA is filed).

Question #2: Can the Regional Clerk confirm that a delegation can be requested on a future Council agenda? [What is the deadline for the February agenda?]

We talked about the EA as a self-regulated process and that the Region does not formally report to Council on the EA recommendation. However, I explained that Council is aware of the project through approval of the capital program and the local Councillors are kept well informed of the project with updates in advance of public consultation. I also confirmed that the local Councillor has communicated the community's concerns to the Team and to my immediate supervisor who provides guidance to me and the Team.

[redacted] has my Regional cell phone number should she have further questions or concerns.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

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From: Saddi, Asha
To: [redacted]
Cc: Bubas, Sonya; Lee, Arthur
Subject: RE: Environmental Assessment Study for Airport Road
Date: October 8, 2020 12:03:00 PM
Attachments: image001.gif

Hello [redacted],
Thank you for your email. I am responding to your email in Sonya's absence and can inform you that the anticipated construction date for Airport Road is 2024.

Regards,

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

WWY logo

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From: [redacted]
Sent: October 7, 2020 9:30 AM
To: Bubas, Sonya <sonya.bubas@peelregion.ca>
Cc: Saddi, Asha <asha.saddi@peelregion.ca>
Subject: Environmental Assessment Study for Airport Road

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

Good morning Sonya,

I'm currently working on a Transportation Impact Study on Airport Road between Old Church Road and Walker Road. Can you please advise when the road improvements, as detailed in the "Environmental Assessment Airport Road from King Street to Huntsmill Drive" will be implemented, so I can update my traffic study accordingly?

Thanks,

[redacted]

COVID UPDATE: Please be advised that we continue to service our clients to the fullest extent possible, albeit in a modified office environment, as such a reply may be slightly delayed. Thank you and keep well!

From: Rook, Sally
To: [redacted]
Cc: ZZG-PWCustomerService; Lobo, Magdalene; Saddi, Asha
Subject: FW: SR# 3482220 FW: Roundabouts on Airport Road south of Caledon East - North of Sandhill
Date: October 26, 2020 8:57:48 AM

Hi [redacted]
As you've noted, in the last Airport Rd EA (Mayfield to King), roundabouts were recommended at Airport/King and at Airport/Old School-Healy intersections. That project is now in the 'Detailed Design' phase and Peel is working with the GTA West team at MTO to ensure the Airport/Old School-Healy roundabout will work with the highway.
The link below will take you to the more recent Airport Road EA (north of King Street to Huntsmill Drive). You will note in the materials that there is a roundabout recommended for Airport Rd/Boston Mills-Castlederg and at Airport/Cranston Drive. As per Region policy, any intersection that warrants signalization is considered for a roundabout. Airport/Olde Base Line Rd was reviewed but due to various reasons, described in the materials below, will not be a roundabout.
https://peelregion.ca/pw/transportation/construction/environmental-assessment/airport-road-caledon.asp
Hope you find this helpful. Let me know if you have any additional questions.
Thanks,
Sally Rook C.Tech, PMP
Manager, Transportation
Infrastructure, Programming & Studies
Region of Peel
sally.rook@peelregion.ca

From: ZZG-PWCustomerService <zzg-pwcustomerservice@peelregion.ca>
Sent: October 26, 2020 7:23 AM
To: Lobo, Magdalene <magdalene.lobo@peelregion.ca>
Cc: ZZG-PWCustomerService <zzg-pwcustomerservice@peelregion.ca>
Subject: SR# 3482220 FW: Roundabouts on Airport Road south of Caledon East - North of Sandhill

Good morning,
The attached email was received in the Public Works Customer Service shared mailbox. Please follow up directly with the customer/client and copy ZZG-PWCustomerService on your reply. We will file a copy of all replies for six months for future reference if required.
Thank you,
Customer Service, Operations Support, PW

From: [redacted]
Sent: October 25, 2020 1:30 PM
To: ZZG-TrafficInquiry <zzg-trafficinquiry@peelregion.ca>
Cc: ZZG-PWCustomerService <zzg-pwcustomerservice@peelregion.ca>
Subject: Roundabouts on Airport Road south of Caledon East - North of Sandhill

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

Dear Sir,

I checked this old study, https://www.peelregion.ca/pw/transportation/environ-assess/pdf/ApendixD.pdf re the Old School Road roundabout south of Sandhill, but could not find a link to the proposed roundabout for Mono Road village at Olde Base Line Road and Airport Road. Please advise if there are any particulars online.

Has the Old School roundabout been updated in view of the proposed 413 east-west corridor proposed nearby?

Thank you for your assistance in this matter.

Sincerely,

[redacted]

Saddi, Asha

From: Bubas, Sonya
Sent: February 18, 2021 8:49 AM
To: Innis, Jennifer
Cc: Saddi, Asha
Subject: Airport Rd EA - Carbon Copy Message

Good morning Councillor Innis,

Please accept this email as a carbon copy of the message we are sending to residents who reached out to you in October regarding their concerns for the extension of Old Church Road. I am copying you by way of this email due to the volume of replies (approximately 20). To respect privacy, we are sending individual replies to the comments that you forwarded to the EA team for consideration. Note that the same message has already been communicated to the Public and stakeholders; and this next communication is to ensure all comments received under the EA process have been addressed and responded to.

Common message:

"The option to extend Old Church Road to Ivan Avenue has been re-evaluated based on consultation with the Public and Town of Caledon. New alternatives were considered in the EA evaluation and a new preliminary preferred plan was identified. Under the new plan, Old Church Road will not be connected at Ivan Avenue. The Town of Caledon will undertake a separate urban design review for the broader area. The Region will continue to work with the Town through this Review on possible future private access options at the intersection. Public consultation and heritage mitigation is included in the scope of this future urban design review.

We will be updating the EA documentation to explain that the ultimate solution for the west leg of the Airport Road and Old Church Road intersection is subject to the Town of Caledon Urban Design Review. We will also document that Old Church Road will not be connected at Ivan Avenue. We will keep you informed of next steps in the EA and look forward to hearing your thoughts throughout the process."

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

Region of Peel
working with you

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From: Bubas, Sonya
To: [redacted]
Cc: Saddi, Asha
Subject: RE: Please do not make Ivan Avenue a thoroughfare!
Date: February 18, 2021 10:01:00 AM
Attachments: image001.png

Dear [redacted]

Thank you for providing your comments on the Airport Road Environmental Assessment. The project team has carefully considered your comments and we offer the following response:

The option to extend Old Church Road to Ivan Avenue has been re-evaluated based on consultation with the Public and Town of Caledon. New alternatives were considered in the EA evaluation and a new preliminary preferred plan was identified. Under the new plan, Old Church Road will not be connected at Ivan Avenue. The Town of Caledon will undertake a separate urban design review for the broader area. The Region will continue to work with the Town through this Review on possible future private access options at the intersection. Public consultation and heritage mitigation is included in the scope of this future urban design review.

We will be updating the EA documentation to explain that the ultimate solution for the west leg of the Airport Road and Old Church Road intersection is subject to the Town of Caledon Urban Design Review. We will also document that Old Church Road will not be connected at Ivan Avenue. We will keep you informed of next steps in the EA and look forward to hearing your thoughts throughout the process.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

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From: Jennifer Innis <jennifer.innis@caledon.ca>
Sent: October 13, 2020 10:23 AM
To: [redacted]; Bubas, Sonya <sonya.bubas@peelregion.ca>
Subject: Re: Please do not make Ivan Avenue a thoroughfare!

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

Thank you [redacted] for your email regarding the Region of Peel's Environmental Assessment of Airport Road through the Village of Caledon East.

I greatly appreciate you taking the time to share your thoughts and concerns regarding the potential options for the Airport Road and Old Church Road Intersection and the subsequent impacts to the surrounding village as a result of these options. I have copied Ms. Sonya Bubas, Project Manager for this Project from the Region of Peel so that your input can be included in the study and so that you may get future notifications as this process moves forward.

Again, thank you for taking the time to share your thoughts and concerns.

Best regards,
Jennifer

Jennifer Innis

Regional Councillor Wards 3/4

Town of Caledon

From: [redacted]>
Sent: Tuesday, October 6, 2020 8:27 AM
To: Jennifer Innis <jennifer.innis@caledon.ca>; Nick DeBoer <nick.deboer@caledon.ca>
Subject: Please do not make Ivan Avenue a thoroughfare!

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

I am a resident of Caledon East and travel along Ivan Avenue, Oliver's Lane, Colleen Cres, Ella Crt, Parsons Ave, Emma St and Maple Ave.

I understand that the Region is making changes to Airport Road, and in particular the intersection at Old Church. I/we understand that this will make this intersection safer, which is good news. But I/we do not want this intersection to extend onto Ivan Avenue. There is no need for this. When that intersection at Airport Road is revamped, simply open it up to Ivan Avenue, but stop it there. Simply eliminate that access. It is not necessary. I am concerned that if you open Old Church onto Ivan Avenue, there will be increased traffic along these streets (in particular Ivan and Olivers) and that noise and traffic levels will increase. I am also very concerned the increased traffic will jeopardize the safety of the children who walk and bicycle along these streets. People will use this as a shortcut.

When the Walker's Road subdivision of over 200 homes are built, a traffic-controlled intersection at Airport Road may be a great idea. Please keep that in mind!

Thank you,

[redacted]

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From: [redacted]
Sent: March 19, 2021 4:23 PM
To: Bubas, Sonya <sonya.bubas@peelregion.ca>
Subject: Re: Airport Road EA (100m north of King Street to 300m north of Huntsmill Drive)

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

Hello Sonya

I very much appreciate your overview of how the proposed changes will address the concerns that I have expressed in previous communications.

I am encouraged that the proposals will have a positive impact on safety and the environment in the community and look forward to implementation.

I remain concerned that the somewhat unique characteristics of the 'constrained corridor' zone between Mountcrest and Hilltop will remain problematic as many of the traffic calming measures cannot be implemented in that area.

This 300 meter stretch will continue to allow, or encourage, many drivers to increase speed because of a lack of obstacles to deter such behaviour. I expect that ASE technology will have an impact, however I am concerned that its effectiveness will be lessened as it will not be in place for long periods of time as the equipment rotates between six sites.
Noise generated by loaded and overloaded heavy transports and speeding vehicles continues to be a serious concern. The southbound trucks accelerate to climb the hill and about ten percent of northbound trucks employ engine braking. The frequency of such transports is increasing to six days a week and throughout the day and most of the night. With the rapid growth in warehousing to the south this problem will only increase. The efforts to divert such traffic may have some effect but that is certainly an unknown.

It is clear that the MTO will not be employing the resources to monitor load weights.

A move to a 40 Kmh limit throughout the town is certainly needed to address traffic and environmental concerns along the entire length of the study area.

In summary; the proposals are welcome but a review of the effectiveness of the measures should included.
May I suggest a review in two years after completion.

Again, thank you for your work and for effective communication,

sincerely,

[redacted]

Sent from my iPad

On Mar 19, 2021, at 12:18 PM, Bubas, Sonya <sonya.bubas@peelregion.ca> wrote:

Hi [redacted]

Recently we provided you with updates regarding the Old Church Road intersection and the Region's ASE program. I am following up to ensure we have addressed all the comments in your correspondence dated October 11 and December 13.

The EA Study recommends a combination of improved active transportation infrastructure and intersection improvements throughout the corridor. Measures are proposed to encourage reduced speeds and to encourage some truck traffic to use alternative truck routes to Airport Road in Caledon East. These measures include roundabouts at Cranston Drive and Boston Mills Road – Castlederg Side Road.

The proposed roundabout design at Boston Mills Road - Castlederg Side Road and Cranston Drive ensures that motorists driving straight along Airport Road would be required to decelerate to maneuver around the roundabout regardless of traffic volumes. Vehicles leaving the roundabout would be travelling at significantly reduced speeds compared to the existing conditions.

Other proposed measures to reduce speeds through the corridor include raised centre medians north of Walker Road and at Huntsmill Drive. The horizontal deflection from the medians will encourage southbound vehicles to slow down as they travel towards Caledon East.

Additionally, motorists approaching Caledon East from both ends of the corridor would be able to see that they are entering a different urbanized environment, signaling the need to slow down. Other proposed speed reduction measures include the reduced travel lane widths and bulb-out raised curbs in the Caledon East core.

The potential for noise impacts of the proposed Airport Road improvements has been assessed. Both operational and construction sound levels have been considered. Changes in future sound levels resulting from this project are expected to be small. Noise mitigation measures at some locations were investigated in accordance with the Region of Peel and Town of Caledon guidelines.

With respect to speed enforcement, Airport Road from Cranston Drive to Huntsmill Drive is one of six selected sites for the Region of Peel Automated Speed Enforcement (ASE) Program. One ASE camera will be rotated between the six sites (one site at a time). The timeframe for Airport Road has not yet been determined. Updates on the ASE program will be provided on the Region's website at: https://www.peelregion.ca/pw/transportation/residents/automated-speed-enforcement-program.asp.

I trust this email has addressed your comments. If you have any questions or further comments, please feel free to contact me at 905-791-7800 extension 7801 or email me at sonya.bubas@peelregion.ca.

Sincerely,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

<image001.png>

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From: Bubas, Sonya
To: [redacted]
Cc: Saddi, Asha
Subject: RE: Airport road/ Old Church intersection
Date: February 18, 2021 10:08:13 AM
Attachments: image001.png

Dear [redacted],

Thank you for providing your comments on the Airport Road Environmental Assessment. The project team has carefully considered your comments and we offer the following response:

The option to extend Old Church Road to Ivan Avenue has been re-evaluated based on consultation with the Public and Town of Caledon. New alternatives were considered in the EA evaluation and a new preliminary preferred plan was identified. Under the new plan, Old Church Road will not be connected at Ivan Avenue. The Town of Caledon will undertake a separate urban design review for the broader area. The Region will continue to work with the Town through this Review on possible future private access options at the intersection. Public consultation and heritage mitigation is included in the scope of this future urban design review.

We will be updating the EA documentation to explain that the ultimate solution for the west leg of the Airport Road and Old Church Road intersection is subject to the Town of Caledon Urban Design Review. We will also document that Old Church Road will not be connected at Ivan Avenue. We will keep you informed of next steps in the EA and look forward to hearing your thoughts throughout the process.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

84BE9F13

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From: Jennifer Innis <jennifer.innis@caledon.ca>
Sent: October 8, 2020 10:52 AM
To: [redacted] Bubas, Sonya <sonya.bubas@peelregion.ca>
Subject: Re: Airport road/ Old Church intersection

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

Thank you [redacted] for your email regarding the Region of Peel's Environmental Assessment of Airport Road through the Village of Caledon East.

I greatly appreciate you taking the time to share your thoughts and concerns regarding the potential options for the Airport Road and Old Church Road Intersection and the subsequent impacts to the surrounding village as a result of these options. I have copied Ms. Sonya Bubas, Project Manager for this Project from the Region of Peel so that your input can be included in the study and so that you may get future notifications as this process moves forward.

Again, thank you for taking the time to share your thoughts and concerns.

Best regards,
Jennifer

Jennifer Innis

Regional Councillor Wards 3/4

Town of Caledon

From: [redacted]
Sent: Wednesday, October 7, 2020 6:28 AM
To: Nick DeBoer <nick.deboer@caledon.ca>; Jennifer Innis <jennifer.innis@caledon.ca>
Cc: [redacted]
Subject: Airport road/ Old Church intersection

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

Good morning,

I am a resident of Caledon East and travel along Ivan Avenue, Oliver's Lane, Colleen Cres, Ella Crt, Parsons Ave, Emma St and Maple Ave.
I understand that the Region is making changes to Airport Road, and in particular the intersection at Old Church. I/we understand that this will make this intersection safer, which is good news. But I/we do not want this intersection to extend onto Ivan Avenue. There is no need for this. When that intersection at Airport Road is revamped, simply open it up to Ivan Avenue, but stop it there. Simply eliminate that access. It is not necessary. I am concerned that if you open Old Church onto Ivan Avenue, there will be increased traffic along these streets (in particular Ivan and Olivers) and that noise and traffic levels will increase. I am also very concerned the increased traffic will jeopardize the safety of the children who walk and bicycle along these streets. People will use this as a shortcut. When the Walker's Road subdivision of over 200 homes are built, a traffic-controlled intersection at Airport Road may be a great idea. Please keep that in mind!

[redacted]

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From: Saddi, Asha
To: [redacted]
Cc: Bubas, Sonya; "Jennifer Innis"; Lee, Arthur; sjohnston@IBIGroup.com
Subject: FW: Airport Road Environmental Assessment Study
Date: January 13, 2021 11:50:00 AM
Attachments: image001.gif

Hello [redacted],
Thank you for providing your comments for the second Airport Road Environmental Assessment (EA) Public Information Centre. The project team has carefully considered your comments and offer the following response.

Your comments suggest that the EA study should embrace a wider horizon, including diverting all through traffic around the community on bypass routes or considering that traffic be reduced to local residents and service only.

In 2015, the Region assessed the feasibility of a new bypass around Caledon East as part of the Goods Movement Strategic Plan. Constructing a new bypass was not carried forward primarily due to significant impacts on property, natural environment, and cost. As an alternative, Olde Base Line Road was identified as a potential east-west route for a portion of trucks travelling northwest via Airport Road and Charleston Side Road. Speed reduction measures such as signage and roundabouts were recommended to slow traffic and encourage some of the truck traffic to use other existing routes (e.g., King Street and Highway 10).

The current EA study is looking to slow traffic on Airport Road through Caledon East. In conjunction with the EA, the Region has also examined the potential to upgrade Olde Base Line Road to accommodate trucks. Several other measures are proposed that support the village character of Caledon East while maintaining the current arterial function of Airport Road, such as improved sidewalk and multi-use path, pedestrian crossing and/or cross-rides at intersections, and layby parking with streetscaping.

I trust this response has addressed your comments. If you have any questions or further comments, please feel free to contact me again.

Regards,

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

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From: Saddi, Asha
Sent: October 8, 2020 8:50 AM
To [redacted]
Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>; Innis, Jennifer <jennifer.innis@caledon.ca>
Subject: FW: Airport Road Environmental Assessment Study

Good Morning [redacted]
Thank you for your email. The project team will consider your comments and get back to you. In the meantime, if you have any other comments or questions please do not hesitate to contact me.

Regards,

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

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From: [redacted]
Sent: September 18, 2020 3:35 PM
To: Bubas, Sonya <sonya.bubas@peelregion.ca>; Saddi, Asha <asha.saddi@peelregion.ca>
Cc: Innis, Jennifer <jennifer.innis@caledon.ca>
Subject: Airport Road Environmental Assessment Study

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

Ladies and Gentleman.

This study should embrace a wider horizon including diverting all through traffic around the community on bypass routes.

Traffic travelling through Caledon East has become far too great reaching levels seriously affecting the well being of those living in this pleasant small community.
It includes danger, noise, fumes, parking and as well as difficulty entering Airport Road from estates on either side.
The situation is almost unbearable.
A serious concern is that without a plan to combat such, Caledon East would become similar to the community of Caledon which has been decimated by the busy Hwy. 10.
Caledon is no longer a viable village, it is solely a collection of homes, with no center and no peace.
In conclusion divert traffic on a bye pass or, bye pass routes, around Caledon East, or suffer consequences later.
Sincerely.
[redacted]
Resident, Caledon East for 40 years.
PS.
I would expect that your planning departments have taken a serious look at Britain and Europe's towns and villages.
Most now with peaceful traffic free, pleasant pedestrianized areas where roads were once.
Time has come for us to consider similar, at least in ensuring that traffic be reduced to local residents and service only.
I note that those in planning in this instant, are from Brampton Peel, – oh dear.
Surely that does not bode well, for the beautiful, hilly, wooded, farming country township of Caledon?
I repeat, I reiterate, I emphasize! Time now to Take Action on behalf of the citizens of Caledon East.
PPS.
Dear Jennifer, please forward as you see fit.
Thank you
[redacted]

From: [redacted]
Sent: March 19, 2021 4:30 PM
To: Bubas, Sonya <sonya.bubas@peelregion.ca>
Subject: Re: Airport Rd EA - Response to Comments

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

Sonya,

Thank You

I know it is difficult balancing all the community wants, and needs. Thank you for hard work, although I still believe there is a need for lights at Walkers Road, I trust your expertise, and experience to make the right decision.

Respectfully

[redacted]

On Friday, March 19, 2021, 11:31:30 AM EDT, Bubas, Sonya <sonya.bubas@peelregion.ca> wrote:

Hi [redacted]

Councillor Innis forwarded your email dated October 7, 2020 for consideration by the Project Team. Since that time, we provided you with updates regarding the Old Church Road intersection. I am following up to ensure we have addressed all the comments in your original email.

Old Church Road Extension to Ivan Avenue

With reference to my email on Jan 27 to the Community Working Group, the option to extend Old Church Road to Ivan Avenue has been re-evaluated following the public feedback received from PIC 2. Old Church Road will not be connected at Ivan Avenue and the Town will be undertaking an urban design review for the area. The Region will continue to work with the Town through this review on possible future private access options at the intersection. Public consultation is part of the scope of the review.

Addition of Controlled Lights at Airport Road and Walker Road

Traffic signals are not warranted from an operational or safety perspective at the Walker Road intersection. A pedestrian crossing is proposed at the Walker Road intersection, however the type of controlled crossing (PXO or IPS) will be determined during detailed design in consultation with the Town of Caledon. To assist in identifying the appropriate controlled crossing type, the Region will continue to monitor pedestrian and vehicular activities at this intersection as a result of anticipated development in the area.

A southbound right turn lane was initially proposed as it may provide a safety benefit to southbound traffic. Following consultation, the right turn lane was removed from the EA to reduce the crossing distance for pedestrians and encourage slower speeds.

Additionally, horizontal deflections from the proposed raised medians north of Walker Road would raise awareness for southbound drivers to slow down as they enter Caledon East. The opportunity for a gateway feature on top of the medians would also help inform southbound drivers that they are entering a pedestrian friendly environment.

I trust this response has addressed your comments. If you have any questions or further comments, please feel free to contact me.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

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From: Jennifer Innis <jennifer.innis@caledon.ca>
Sent: October 8, 2020 10:46 AM
To: Bubas, Sonya <sonya.bubas@peelregion.ca>
Subject: Fw: Old Church to run west through Airport Rd and onto Ivan Ave

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

Jennifer Innis
Regional Councillor Wards 3/4
Town of Caledon

From [redacted]
Sent: Wednesday, October 7, 2020 2:54 PM
To: [redacted] Jennifer Innis <jennifer.innis@caledon.ca>; Nick DeBoer <nick.deboer@caledon.ca>
Subject: Re: Old Church to run west through Airport Rd and onto Ivan Ave

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

Thanks for taking the time to listen to our neighbourhood residents, and [redacted] for engaging everyone.
I love to see area residents engaged, as this is what defines a community, and makes this town different from others.

I concur with [redacted] safety concerns if Old Church Road were to be extended to Ivan Avenue.

Old Church Extension to Ivan:

I have heard the Regions explanation at the CWG meetings, and the Public Information Sessions for making this a through street.
The Region advised by new signage, and urban landscape design they would make the extension not appear to be a continuation of a Regional Road.
They also advised that they didn't believe that this would be a short cut to the Castles Development as Walkers Road would be more direct.
Even the slightest increase in traffic would cause increased risk to the area residents, and to area children.
The bend in the road just North of Parsons Ave. is hazardous, particularly in the winter time, with the current lighting as [redacted] explained in a previous email.

The addition of sidewalks would minimize this risk, but the addition of an extended Road will add to it. Only residents who drive, walk, and bike on this Road would understand this.

Addition of Controlled Lights at Airport Road and Walkers Road:

Both my daughters accident in 2003, and [redacted] accident in 2012 could have been prevented if both involved drivers were driving the speed limit. It is a major contributing factor in most fatalities.
The intersection at Walkers Road, and Airport Road is still a major concern to me if no traffic lights are installed.

The benefits of having a controlled intersection would be as follows:

- It would cause traffic to slow down prior to entering the core of the town. Transitioning from rural to urban roads.
- It would make a safer crossing with the new designated cross walks.
- It would allow bikers to cross the Road, as Walkers is now a designated bike route
- It would allow residents to exit safely onto Airport Road, as Parsons Avenue has become undesirable. (due to increased traffic congestion, and parked cars and trucks obstructing view)
- With two new southbound turn lanes being installed at the intersection this intersection has become more fluid, but more dangerous for pedestrians. ([redacted] can explain this)

I know Jennifer you have lobbied for this, and I applaud you. I also hear you pushed for the start of the project to commence at the north of the project which is the smartest plan of action.

Its amazing how quickly lights can be installed for the Amazon plant in Bolton. I know business drives the economy, but in my opinion the safety concerns expressed by most residents in Caledon East should be a priority. I was a bit disillusioned by the process, but through [redacted] efforts, and Jennifer, and Nick your engagement I am very optimistic now. The Region overall has done a great job in planning, they just need a push(big big push) to the finish line with a few tweeks.

Respectfully Submitted

[redacted]

On Monday, October 5, 2020, 07:57:43 PM GMT-4, [redacted] > wrote:

Good evening neighbours,

Many of you may already know that the Region of Peel will eventually be moving/demolishing the LCBO in Caledon East. It will likely stay in Caledon East, but just not at its current location. Once the LCBO is moved, the Region is also indicating their preference to redesign the intersection of Old Church Road westbound at Airport Road. This preferred design, with Old Church running westbound through the LCBO (once it is removed/demolished), is straight onto Ivan Avenue. See the Region's drawing attached below.

Although this may "clean up" the intersection of Airport Rd at Old Church, is it necessary. Are you opposed to opening up a Regional Road at Ivan Avenue? Do you want to see increased traffic flow through this quiet neighborhood? Will the children who walk these streets (Ivan Avenue, Oliver's Lane, Colleen Crescent, Ella Court, Parsons Ave, Emma St and Maple Ave) still be safe to walk/bike along Ivan Avenue and to the north end of Olivers Lane? What happens when the new Walker's Road subdivision gets completed and the new traffic from 200+ homes flows along and down Ivan Avenue as a shortcut to Airport Road (instead of Walkers to Airport)?

Our Regional Councillor Jennifer Innis (ward 3 and 4) and Area Councillor Nick DeBoer (ward 3 and 4) are cc'd on this email. I spoke to them and they really WANT to hear from you!

I am sending this email and information to those who may live or have family along the following streets in downtown Caledon East - Ivan Avenue, Oliver's Lane, Colleen Cres, Ella Crt, Parsons Ave, Emma St and Maple Ave. If you like, please forward to anyone you know that may want to have their voice heard. The deadline for feedback to your Councillors who will then forward to the Region of Peel is **the week of October 14th.**

If you are in favor of blocking off Ivan Avenue in the next few years when the Airport Road corridor gets updated, simply cut/paste the information below, and send a quick email to Jennifer Innis and Nick DeBoer. We really don't need a Regional Road running through and onto a quiet neighborhood.

Our Councillors were both kind enough to speak with me this afternoon in a video call and are anxiously awaiting feedback from their ward 3 and 4 residents!

To make it easy, just cut/paste the following or use it as a sample of what they require, but feel free to change/add whatever you like:

I am a resident of Caledon East and travel along Ivan Avenue, Oliver's Lane, Colleen Cres, Ella Crt, Parsons Ave, Emma St and Maple Ave.
I understand that the Region is making changes to Airport Road, and in particular the intersection at Old Church. I/we understand that this will make this intersection safer, which is good news. But I/we do not want this intersection to extend onto Ivan Avenue. There is no need for this. When that intersection at Airport Road is revamped, simply open it up to Ivan Avenue, but stop it there. Simply eliminate that access. It is not necessary. I am concerned that if you open Old Church onto Ivan Avenue, there will be increased traffic along these streets (in particular Ivan and Olivers) and that noise and traffic levels will increase. I am also very concerned the increased traffic will jeopardize the safety of the children who walk and bicycle along these streets. People will use this as a shortcut.
When the Walker's Road subdivision of over 200 homes are built, a traffic-controlled intersection at Airport Road may be a great idea. Please keep that in mind!

There you go folks. I have attached the above sample email below in a word document for those who prefer. Please see the attachments. You don't need to cc me, but feel free to reach out to me via email or call me anytime. **But you really do need to email your Councillors! Just cut/paste and take 5 minutes out of your busy schedules to send them an email. They want to hear from you!**

Thank you.
[redacted].

[redacted]

Note: thanks to [redacted] for many of the email addresses he has gathered over the years. If you no longer want to receive any updates related to these concerns, please respond to me and I'll immediately remove your name from my list.

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From: [redacted]
To: Bubas, Sonya
Cc: Saddi, Asha; Lee, Arthur
Subject: RE: Intersection of Old Church and Airport Road
Date: February 18, 2021 4:37:09 PM
Attachments: image001.png

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Thank you so much, Sonya,

I am greatly relieved! One further suggestion, as a short-term interim solution:

Make the access to the LCBO off Airport into "Entrance Only," with the exit being onto Ivan, then to Parsons. The sight-lines exiting onto Airport are so problematic!

Best regards,

[redacted]

From: Bubas, Sonya [mailto:sonya.bubas@peelregion.ca]
Sent: February 18, 2021 1:51 PM
To: [redacted]
Cc: Saddi, Asha <asha.saddi@peelregion.ca>; Lee, Arthur <arthur.lee@peelregion.ca>
Subject: RE: Intersection of Old Church and Airport Road

Dear [redacted],

Thank you for providing your comments on the Airport Road Environmental Assessment (EA). The project team has carefully considered your comments and offer the following response:

The option to extend Old Church Road to Ivan Avenue has been re-evaluated based on consultation with the Public and Town of Caledon. New alternatives were considered in the EA evaluation and a new preliminary preferred plan was identified. Under the new plan, Old Church Road will not be connected at Ivan Avenue. The Town of Caledon will undertake a separate urban design review for the broader area. The Region will continue to work with the Town through this Review on possible future private access options at the intersection. Public consultation and heritage mitigation is included in the scope of this future urban design review.

The project team will be updating the EA documentation to explain that the ultimate solution for the west leg of the Airport Road and Old Church Road intersection is subject to the Town of Caledon Urban Design Review. We will also document that Old Church Road will not be connected at Ivan Avenue.

We note your suggestions to improve Walker Road to handle increased traffic and to install lights at Walker Road and Airport Road. This EA recommends an east-west controlled pedestrian crossing (with pushbuttons) at Walker Road and Airport Road. Improvements to the Walker Road corridor beyond the intersection are outside the scope of this EA. Comments concerning Walker Road will be forwarded to the Town of Caledon for information.

We will keep you informed of next steps in the EA and look forward to hearing your thoughts throughout the process.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

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From: Jennifer Innis [mailto:jennifer.innis@caledon.ca]
Sent: October 8, 2020 11:05 AM
To: [redacted]; Bubas, Sonya <sonya.bubas@peelregion.ca>
Subject: Re: Intersection of Old Church and Airport Road

Thank you [redacted] for your email regarding the Region of Peel's Environmental Assessment of Airport Road through the Village of Caledon East.

I greatly appreciate you taking the time to share your thoughts and concerns regarding the potential options for the Airport Road and Old Church Road Intersection and the subsequent impacts to the surrounding village as a result of these options. I have copied Ms. Sonya Bubas, Project Manager for this Project from the Region of Peel so that your input can be included in the study and so that you may get future notifications as this process moves forward.

Again, thank you for taking the time to share your thoughts and concerns.

Best regards,
Jennifer

Jennifer Innis

Regional Councillor Wards 3/4

Town of Caledon

From: [redacted]
Sent: Tuesday, October 6, 2020 8:43 PM
To: Jennifer Innis <jennifer.innis@caledon.ca>; Nick DeBoer <nick.deboer@caledon.ca>
Subject: Intersection of Old Church and Airport Road

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

Dear Jennifer and Nick,

As a resident of Caledon East living on Colleen Crescent, I strongly oppose the Region's plan to extend Old Church Road to Ivan Avenue. The current entrance to the LCBO should be completely eliminated and the intersection become a true "T" intersection, with the ability to go north or south, but NOT west! Many pedestrians use Ivan and Oliver's Lane to access their homes; Ivan should not become an alternate access to Walkers Road, particularly given that a new sub-division is about to be constructed at Walkers & Mountainview. Improve Walkers Road to handle the increased traffic and install traffic lights at Walkers & Airport, but do not disrupt the current neighbourhood!

A new entrance to the LCBO could be created a safe distance north of Old Church (assuming the building remains) in conjunction with the development of the land to the north. I realize that land is under a different ownership, but surely something could be negotiated.

Thanks for passing this along.

[redacted]

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From: Saddi, Asha
To: Jennifer Innis
Cc: Bubas, Sonya; Lee, Arthur; Maraj, Kelly
Subject: Airport Road Environmental Assessment - PIC 2 comments
Date: January 15, 2021 1:09:00 PM
Attachments: [redacted]

Good Afternoon,

Please find attached for your information a letter to [redacted] which is being mailed out today.

Regards,

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

-

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Region of Peel
working with you

Date: January 15, 2021
Project No. 16-4360

[redacted]

Public Works

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

peelregion.ca

Dear [redacted],

RE: Airport Road Environmental Assessment Public Information Centre No.2 – Comment Responses

Thank you for your Comment Sheet for the second Airport Road Environmental Assessment (EA) Public Information Centre. This was forwarded to the project team by Councillor Innis for consideration.

Following the public comments received, the project team is currently examining the option of not connecting the Old Church Road extension at Ivan Avenue. We are working with both our Consultant and the Town of Caledon to assess and compare this option to the other alternatives considered.

We will be in touch with you again when we have examined this option and alternatives. In the meantime, if you have any questions or further comments, please feel free to contact me at 905-791-7800 extension 7794.

Sincerely,

Asha Saddi

Asha Saddi, BA(Hons), PMP
Technical Analyst
Infrastructure Programming and Studies
Transportation Division, Public Works

cc: Sonya Bubas, Region of Peel
Arthur Lee, Region of Peel
Councillor Jennifer Innis

From: Bubas, Sonya
To: [redacted]
Cc: Saddi, Asha
Subject: RE: Old Church to run west through Airport Rd and onto Ivan Ave? Email your Councilors ASAP! Deadline fast approaching.
Date: February 18, 2021 10:12:52 AM
Attachments: image001.png
image002.png

Dear [redacted]

Thank you for providing your comments on the Airport Road Environmental Assessment. The project team has carefully considered your comments and we offer the following response:

The option to extend Old Church Road to Ivan Avenue has been re-evaluated based on consultation with the Public and Town of Caledon. New alternatives were considered in the EA evaluation and a new preliminary preferred plan was identified. Under the new plan, Old Church Road will not be connected at Ivan Avenue. The Town of Caledon will undertake a separate urban design review for the broader area. The Region will continue to work with the Town through this Review on possible future private access options at the intersection. Public consultation and heritage mitigation is included in the scope of this future urban design review.

We will be updating the EA documentation to explain that the ultimate solution for the west leg of the Airport Road and Old Church Road intersection is subject to the Town of Caledon Urban Design Review. We will also document that Old Church Road will not be connected at Ivan Avenue. We will keep you informed of next steps in the EA and look forward to hearing your thoughts throughout the process.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

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From: Jennifer Innis <jennifer.innis@caledon.ca>

Sent: October 8, 2020 10:57 AM
To: [redacted] Bubas, Sonya <sonya.bubas@peelregion.ca>
Subject: Re: Old Church to run west through Airport Rd and onto Ivan Ave? Email your Councilors ASAP! Deadline fast approaching.

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

Thank you [redacted] for your email regarding the Region of Peel's Environmental Assessment of Airport Road through the Village of Caledon East.

I greatly appreciate you taking the time to share your thoughts and concerns regarding the potential options for the Airport Road and Old Church Road Intersection and the subsequent impacts to the surrounding village as a result of these options. I have copied Ms. Sonya Bubas, Project Manager for this Project from the Region of Peel so that your input can be included in the study and so that you may get future notifications as this process moves forward.

Again, thank you for taking the time to share your thoughts and concerns.

Best regards,
Jennifer

Jennifer Innis

Regional Councillor Wards 3/4

Town of Caledon

From: [redacted]
Sent: Tuesday, October 6, 2020 9:27 PM
To: Jennifer Innis <jennifer.innis@caledon.ca>; Nick DeBoer <nick.deboer@caledon.ca>
Cc: [redacted]
Subject: RE: Old Church to run west through Airport Rd and onto Ivan Ave? Email your Councilors ASAP! Deadline fast approaching.

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

Good Evening Ms. Jennifer Innis and Mr. Nick DeBoer,

My husband and I purchased our home in Caledon East 20 years ago. We purchased [redacted] *. and have enjoyed bringing up our children in this lovely neighbourhood. One of our main concerns when looking for a home, was the safety of our family and the proximity to schools, parks and recreation. Our home is located in a neighbourhood that is safe for children, pets and people of all ages. Our children currently live with us and we often take a walk around this neighbourhood as a family with our pets. It is still a safe neighbourhood and we are still able to walk our dogs at night due to the lack of heavy traffic.*
I understand that the Region is making changes to Airport Road, and in particular the intersection at Old Church. We understand that this will make this intersection safer, which is good news. But we do not want this intersection to extend onto Ivan Avenue. There is no need for hazardous intervention. If this revision is allowed, the end result will be a thoroughfare from Airport Road to Ivan, *making it very unsafe for all citizens of this community.*
When the intersection at Airport Road is revamped, we would urge you to cut off access to any traffic trying to cut through to Ivan Avenue. Simply eliminate that access. It is not necessary.

We are concerned that if you continue Old Church to Ivan Avenue, there will be increased traffic along these streets (in particular Ivan and Olivers) and that noise and traffic levels will increase. I am also very concerned the increased traffic will jeopardize the safety of the children who walk and bicycle along these streets, people that walk their pets during the day and night…and to the wildlife that currently live in these areas.

When the Walker's Road subdivision of over 200 homes are built, a traffic-controlled intersection at Airport Road may be a great idea. Please keep that in mind!

Sincerely,

[redacted]

[redacted]

[redacted]

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Region of Peel
working with you

Date: February 22, 2021
Project No. 16-4360

[redacted]

Public Works

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

peelregion.ca

Dear [redacted]

RE: Airport Road Environmental Assessment (100m north of King Street to 300m north of Huntsmill Drive)

Thank you for providing your Comment Sheet for the second Airport Road Environmental Assessment (EA) Public Information Centre. The project team has carefully considered your comments and we offer the following response:

The option to extend Old Church Road to Ivan Avenue has been re-evaluated based on consultation with the Public and Town of Caledon. New alternatives were considered in the EA evaluation and a new preliminary preferred plan was identified. Under the new plan, Old Church Road will not be connected at Ivan Avenue. The Town of Caledon will undertake a separate urban design review for the broader area. The Region will continue to work with the Town through this Review on possible future private access options at the intersection. Public consultation and heritage mitigation is included in the scope of this future urban design review.

We will be updating the EA documentation to explain that the ultimate solution for the west leg of the Airport Road and Old Church Road intersection is subject to the Town of Caledon Urban Design Review. We will also document that Old Church Road will not be connected at Ivan Avenue. We will keep you informed of next steps in the EA and look forward to hearing your thoughts throughout the process.

I trust this letter has addressed your comments. If you have any questions or further comments, please feel free to contact me at 905-791-7800 extension 7801 or email me at sonya.bubas@peelregion.ca.

Sincerely,

S Bubas

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

/1

Region of Peel
working with you

cc: Jennifer Innis, Regional Councillor, Ward 3 and 4
Asha Saddi, Region of Peel
Arthur Lee, Region of Peel

Public Works

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

peelregion.ca

From: Bubas, Sonya
To: [redacted]
Cc: Lee, Arthur; Jurrius, Stephanie; Rook, Sally; Saddi, Asha
Subject: Airport Road EA, Caledon East
Date: January 27, 2021 5:25:34 PM
Attachments: image001.png
image002.gif

Hi [redacted]

I am writing to provide you with an update on the Class EA Study for Airport Road.

The option to extend Old Church Road to Ivan Avenue has been re-evaluated based on consultation with the Public and Town of Caledon. New alternatives were considered in the EA evaluation and a new preliminary preferred plan was identified. Under the new plan, Old Church Road will not be connected at Ivan Avenue. The Town of Caledon will undertake a separate urban design review for the broader area. The Region will continue to work with the Town through this Review on possible future private access options at the intersection. Public consultation and heritage mitigation is included in the scope of this future urban design review.

We will be updating the EA documentation to explain that the ultimate solution for the west leg of the Airport Road and Old Church Road intersection is subject to the Town of Caledon Urban Design Review. We will also document that Old Church Road will not be connected at Ivan Avenue. We will keep you informed of next steps in the EA and look forward to hearing your thoughts throughout the process.

Please feel free to contact me if you have any questions or concerns.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

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From: Bubas, Sonya
Sent: January 18, 2021 12:01 PM
To: [redacted]
Cc: Lee, Arthur <arthur.lee@peelregion.ca>; Jurrius, Stephanie <Stephanie.Jurrius@peelregion.ca>; Rook, Sally <Sally.Rook@peelregion.ca>
Subject: RE: Petition Submission - Airport Road EA, Caledon East

Hi [redacted]

This is to confirm that the Region will not file the EA until we have completed the analysis and discussion regarding the new alternative to not connect Old Church Road at Ivan Avenue. I hope to provide you with an update well in advance of February 1.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

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From: Jurrius, Stephanie <stephanie.jurrius@peelregion.ca>
Sent: January 7, 2021 1:32 PM
To: Bubas, Sonya <sonya.bubas@peelregion.ca>; Rook, Sally <sally.rook@peelregion.ca>
Cc: [redacted]; Lee, Arthur <arthur.lee@peelregion.ca>
Subject: RE: Petition Submission - Airport Road EA, Caledon East

Hi to all,

Please submit the original petition to the Office of the Regional Clerk at this address. Upon receipt, the Clerk's assistant or myself will acknowledge receipt of the original petition via email.

Aretha Adams
Deputy Regional Clerk and Acting Director of Clerk's
Office of the Regional Clerk

Regional Municipality of Peel
10 Peel Centre Drive, Suite A, 5th Floor
Brampton ON L6T 4B9

Petitions will be placed on the appropriate Council or committee agenda for receipt, unless otherwise specified by Council or committee. In this case the petition will be presented to Regional Council.

Any one who wishes to appear before a Council meeting may request by notifying the Clerk's office. Delegation requests must be in writing or by completing the Request for Delegation Form at least one week prior to the Council meeting for the purpose of listing your name and the topic on the appropriate agenda. We request that the preferred Council meeting date be noted on the form, otherwise it will be listed on the next appropriate agenda. Please refer to the Guide for Delegations and the Procedure-By-law (Delegations section) for additional information.

Delegations to Regional Council is limited to 5 minutes. Delegations may only appear once on the same matter within a one-year period, unless a recommendation pertaining to the same matter is included on the agenda within the one-year period and only to provide additional or new information.

Due to COVID restrictions, Regional Council meetings are held virtually. Limited public attendance at meetings will be permitted by pre-registration only (email: regional.clerk@peelregion.ca to pre-register).

Upcoming regular Regional Council (RC) meeting dates with corresponding deadlines are as follows:

Regular Regional Council Meeting	Deadlines (Main/Original Agenda)	Deadlines (Revised Agenda)
January 14th	January 6th	January 11th – before 10:00 a.m.
February 11th	February 1st	February 8th – before 10:00 a.m.
February 25th	February 17th	February 22nd – before 10:00 a.m.

For other meeting dates, please check the 2021 RC Meeting Schedule.

If the written notice requesting listing as a delegation is received by the Regional Clerk less than 72 hours prior to the time of the Council meeting, and

a. relates to an item already listed on the draft agenda, the delegation will be added to the agenda only upon the approval of Council at the meeting
b. does not relate to an item already listed on the draft agenda, the delegation shall be added to the agenda at the next following appropriate meeting.

The email below indicates possible delegation(s) from the residents in February. Taking into consideration the deadlines noted and to give everyone time to consider next steps, the petition and potential delegations will be listed on the February 11th agenda.

Hope this helps clarify the process.

Please let me know if you have any questions.

Regards,

STEPHANIE JURRIUS
Legislative Specialist | Clerk's Division
stephanie.jurrius@peelregion.ca | 905.791.7800 ext. 4502

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From: Bubas, Sonya <sonya.bubas@peelregion.ca>
Sent: January 6, 2021 5:03 PM
To: Jurrius, Stephanie <stephanie.jurrius@peelregion.ca>; Rook, Sally <sally.rook@peelregion.ca>
Cc: [redacted] Lee, Arthur <arthur.lee@peelregion.ca>
Subject: Petition Submission - Airport Road EA, Caledon East

Hi Stephanie and Sally,

I touched base with [redacted] this afternoon regarding the petition concerning the Airport Road EA. [redacted] is copied on this email because she had a couple of questions for the Regional Clerk, and I thought this would help summarize our discussion.

I acknowledged that both the Regional Clerk and Project Team are in receipt of the petition and that the Team is looking into the issues raised. I offered to continue communication with [redacted] and provide updates on the issues as they become available.

Question #1: Does Regional Clerk need the original signatures or a hardcopy of the petition?

I also asked for clarification on the community's interest to delegate Council, and whether a delegation would be necessary if the Region tried to resolve the issues before the EA is completed. The community wants to be proactive in sharing their input so that their concerns are considered before decisions are made. They are not satisfied with the EA responses to date regarding the need for an extension of Old Church Road to Ivan Avenue, and want to be sure their concerns have been communicated to all parties involved in the project (Council, management, project manager, project team, etc.).

I explained that the Team is carefully reviewing the suggested option to not connect Old Church Road at Ivan Avenue. I let [redacted] know that we have included this new alternative with a concept sketch in the evaluation matrix, and will be reviewing the evaluation with the Town and Agencies. I reiterated the two main objectives of the extension was to address safety at the intersection and provide the neighbourhood with a signalized access to Airport Road. I let [redacted] know that the petition offered some new information to me, in that it appears to represent interest of the larger neighbourhood, based on the streets canvassed.

We hope to complete our review of this new alternative in January and [redacted] understood that I could not provide an answer at this time. I offered to share the results with [redacted] before the final EA recommendation, so that the community would have the opportunity to delegate Council if they felt their issues were not resolved. This could bring them to a delegation to Council in February (before the EA is filed).

Question #2: Can the Regional Clerk confirm that a delegation can be requested on a future Council agenda? [What is the deadline for the February agenda?]

We talked about the EA as a self-regulated process and that the Region does not formally report to Council on the EA recommendation. However, I explained that Council is aware of the project through approval of the capital program and the local Councillors are kept well informed of the project with updates in advance of public consultation. I also confirmed that the local Councillor has communicated the community's concerns to the Team and to my immediate supervisor who provides guidance to me and the Team.

[redacted] has my Regional cell phone number should she have further questions or concerns.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

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From: Bubas, Sonya
To: [redacted]
Cc: Saddi, Asha
Subject: RE: Airport Road Public meeting Sept 23/20?
Date: September 16, 2020 7:30:46 AM
Attachments: image001.png

Hi [redacted]
Thank you for contacting me. Additional materials will be posted to the Project Website on Thursday (September 17) for public review. A link to join the live meeting will be posted to the Website on September 23 (the instruction will be to click on the link to join the meeting). All materials posted will be available for review until October 14.
We welcome and look forward to your comments,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

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From: [redacted]
Sent: September 14, 2020 6:14 PM
To: Bubas, Sonya <sonya.bubas@peelregion.ca>
Subject: Airport Road Public meeting Sept 23/20?

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

Hi Sonya:

I followed the instruction on a letter received under your signature regarding the Airport Road PIC. I read all the documents associated in the link provided on your letter, but there was no information that I could see that outlined how I could attend this virtual

meeting scheduled for Sept 23 from 6 - 8pm (although your letter noted that instructions on how to join the meeting would be on the site for the link provided)

Please let me know how I can attend this very important public meeting please.

Thank you,

[redacted]

From: Bubas, Sonya
To: [redacted]
Cc: Saddi, Asha; Innis, Jennifer
Subject: FW: Caledon east (opening old church)
Date: February 18, 2021 12:40:17 PM
Attachments: image001.png

Dear [redacted]

Councillor Innis kindly forwarded your comments on Old Church Road and Airport Road for consideration in the Environmental Assessment (EA) Study. The project team has carefully considered your comments and we offer the following response:

The option to extend Old Church Road to Ivan Avenue has been re-evaluated based on consultation with the Public and Town of Caledon. New alternatives were considered in the EA evaluation and a new preliminary preferred plan was identified. Under the new plan, Old Church Road will not be connected at Ivan Avenue. The Town of Caledon will undertake a separate urban design review for the broader area. The Region will continue to work with the Town through this Review on possible future private access options at the intersection. Public consultation and heritage mitigation is included in the scope of this future urban design review.

We will be updating the EA documentation to explain that the ultimate solution for the west leg of the Airport Road and Old Church Road intersection is subject to the Town of Caledon Urban Design Review. We will also document that Old Church Road will not be connected at Ivan Avenue. We will keep you informed of next steps in the EA and look forward to hearing your thoughts throughout the process.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

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From: Jennifer Innis <jennifer.innis@caledon.ca>

Sent: November 2, 2020 5:25 PM
To: Bubas, Sonya <sonya.bubas@peelregion.ca>
Subject: Fw: Caledon east (opening old church)

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Jennifer Innis

Regional Councillor Wards 3/4

Town of Caledon

From: [redacted]
Sent: Saturday, October 31, 2020 7:38 AM
To: Jennifer Innis <jennifer.innis@caledon.ca>; Nick DeBoer <nick.deboer@caledon.ca>
Subject: Caledon east (opening old church)

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I am a resident of Caledon East and travel along Ivan Avenue, Oliver's Lane, Colleen Cres, Ella Crt, Parsons Ave, Emma St and Maple Ave.

I understand that the Region is making changes to Airport Road, and in particular the intersection at Old Church. I/we understand that this will make this intersection safer, which is good news. But we do not want this intersection to extend onto Ivan Avenue. There is no need for this. When that intersection at Airport Road is revamped, run Old Church Road W/B up to Ivan Avenue, but stop it there. Eliminate that access to Ivan Avenue. It is not necessary.

I am concerned that if you open Old Church onto Ivan Avenue, there will be increased traffic along these quiet residential streets and that noise and traffic levels will increase. I am also very concerned the increased traffic will jeopardize the safety of the children who walk and bicycle along these streets. People will use this as a shortcut. The value of our homes will be negatively impacted.

When the Walker's Road subdivision of over 200 homes are built, a traffic-controlled intersection at Airport Road may be a great idea. Please keep that in mind!

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From: Saddi, Asha
To: [redacted]
Cc: Bubas, Sonya; Lee, Arthur; sjohnston@IBIGroup.com
Subject: FW: Traffic on Airport Road in Caledon East
Date: January 13, 2021 12:52:00 PM
Attachments: [redacted]

Hello [redacted],
Thank you for your Comment Sheet. The project team has carefully considered your comments and attached is a response to your comments.

Regards,

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

-

WWY logo

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From: Saddi, Asha
Sent: October 22, 2020 9:19 AM
To: [redacted]
Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>
Subject: RE: Traffic on Airport Road in Caledon East

Hello [redacted]
We acknowledge receipt of your completed Comment Sheet. If you have any further comments or questions, please do not hesitate to contact us again.

Regards,

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

Asha.Saddi@peelregion.ca

-



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From: [redacted]
Sent: October 6, 2020 12:32 PM
To: Saddi, Asha <asha.saddi@peelregion.ca>; Bubas, Sonya <sonya.bubas@peelregion.ca>
Subject: Traffic on Airport Road in Caledon East

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Please see attached my feedback form

[redacted]

[redacted]

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Region of Peel
working with you

Public Works

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

peelregion.ca

Date: January 13, 2021
Project No. 16-4360

[redacted]

Dear [redacted]

RE: Airport Road Environmental Assessment (100m north of King Street to 300m north of Huntsmill Drive)

Thank you for providing your comments for the second Airport Road Environmental Assessment (EA) Public Information Centre. The project team has carefully considered your comments and offer the following response.

Your comments suggest a roundabout at Olde Base Line Road and Airport Road, and a roundabout at Old Church Road and Airport Road. Your comments also indicate many accidents happen at the Old Church Road intersection, especially with traffic from the LCBO.

The design of roundabouts on Airport Road would need to accommodate all traffic, including trucks and/or farm vehicles, resulting in a relatively large footprint. A roundabout at Olde Base Line Road and Airport Road was not carried forward primarily due to significant property impacts. Similarly, a roundabout at Old Church Road and Airport Road would have major property impacts compared to the alternatives considered.

Roundabouts are proposed at Castlederg/Boston Mills Side Road and Cranston Drive to encourage northbound traffic to slow down before entering Caledon East. Additional measures are proposed to encourage southbound traffic to slow down on approach to Caledon East, such as raised centre medians at Huntsmill Drive and north of Walker Road. Reduced lane widths are also proposed to encourage slower speeds throughout the corridor.

I trust this letter has addressed your comments. If you have any questions or further comments, please feel free to contact me at 905-791-7800 extension 7801 or email me at sonya.bubas@peelregion.ca

Sincerely,

S Bubas

Sonya Bubas, MCIP, RPP

/1

Region of Peel
working with you

Project Manager
Infrastructure Programming and Studies
Transportation Division, Public Works

cc: Asha Saddi, Region of Peel
Arthur Lee, Region of Peel
Scott Johnston, IBI Group

Public Works

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

peelregion.ca

From: Bubas, Sonya
To: [redacted]
Cc: Saddi, Asha; Lee, Arthur; Garbos, Olek
Subject: RE: Airport Rd EA - Update
Date: January 8, 2021 2:32:59 PM
Attachments: image001.png
image002.png

Hi [redacted]
I reviewed your message of November 10 with the Project Team and can offer some clarification regarding the proposed improvements between King Street and Castlederg Side Road.
The proposed plan would maintain the existing number of lanes on Airport Road (one northbound and one southbound) from north of King Street to Castlederg Side Road. The existing gravel shoulders would be upgraded to paved shoulders through this section.
The proposed improvements would tie into the future two-lane roundabout at King Street. The roundabout at King Street was recommended in a separate EA study for Airport Road between King Street and Mayfield Road. Together, the future roundabout at King Street and the proposed roundabout at Boston Mills/Castlederg Side Road is expected to bring speed reduction benefits for both northbound and southbound traffic along Airport Road.
If you have any questions or further comments, please feel free to reply or contact me at 905-791-7800 extension 7801.
Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

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From: [redacted]
Sent: November 10, 2020 6:18 PM
To: Bubas, Sonya <sonya.bubas@peelregion.ca>
Subject: RE: Airport Rd EA - Update

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

Hi Sonya,
I live on [redacted] between [redacted] and the traffic in front of my house is so rough and crazy, that adding two lanes there will be even more dangerous. I had a car lose control and come into my fence a few years ago. I have pictures of the incident. I would say...if you are having

two lanes please do not go north of King road. It is dangerous for us and for our children.
Thanks.

[redacted]

[redacted] our environment before printing this email.

From: Saddi, Asha
To: [redacted]
Cc: Bubas, Sonya; Lee, Arthur; sjohnston@IBIGroup.com
Subject: FW: Airport road environmental assessment
Date: January 13, 2021 12:55:00 PM
Attachments: [redacted]

Hi [redacted]
Thank you for email dated September 14, 2020. The project team has carefully considered your comments and attached is a response to your questions.

Regards,

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

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From: Saddi, Asha
Sent: September 22, 2020 2:47 PM
To: [redacted]
Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>
Subject: RE: Airport road environmental assessment

Hi [redacted]
Thank you for your email. It may be helpful to you to attend our second Public Information Center (PIC) for the Airport Road EA. This will be a live event and is being held tomorrow evening from 6-8pm. The project team will be going through the work completed so far on the EA and you will have an opportunity to ask questions online.

The PIC2 materials can also be reviewed on the project website at:
https://peelregion.ca/pw/transportation/construction/environmental-assessment/airport-road-caledon.asp
where you will find:

- A summary of community input received
- Summary of technical study findings
- Details on the Olde Base Line Road feasibility study

- The preliminary assessment of alternative design concepts, and,
- The preliminary preferred design

A Comment Sheet and Survey is also available for you to provide your input and feedback. Please note that the link to the September 23 live PIC2 will be available on the project website from 12 noon on September 23.

Regards,

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

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From: [redacted]
Sent: September 14, 2020 8:48 PM
To: Saddi, Asha <asha.saddi@peelregion.ca>
Subject: Fw: Airport road environmental assessment

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> Hello
> I [redacted] resident of [redacted] would like to know more about you plans at the intersecrion of cranston drive and airport road .. i had a corner house on airport road .. i also would like to know more details about how is city planning on the intersection.. is any of my property will be affecred or city has any interest in .. a detail description will be required for better understanding on the project ..
> i had gone through the link on the website but it didnt eloborate much other than stating that around 25 properties will be affected
> Further about the environmental effect.. all the contributions around the intersection must be put on hold for minimal impact on environment

Thanks

[redacted]

Sent from Yahoo Mail on Android

Region of Peel
working with you

Date: January 13, 2021
Project No. 16-4360

[redacted]

Public Works

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

peelregion.ca

Dear [redacted]

RE: Airport Road Environmental Assessment (100m north of King Street to 300m north of Huntsmill Drive)

Thank you for your comments on the Airport Road Environmental Assessment (EA). Further to your correspondence with Asha Saddi and the online Public Information Centre in September, we offer the following response to your questions regarding plans at the intersection of Cranston Drive and Airport Road.

A flared two-lane entry roundabout is proposed at the Cranston Drive and Airport Road intersection to encourage slower speeds. The roundabout will provide a location for a gateway feature so that northbound drivers would become aware that they are entering the Caledon East community. The proposed location of the roundabout is shown on the project website at https://www.peelregion.ca/pw/transportation/construction/environmental-assessment/pdf/Preliminary-Preferred-Design.pdf,

We do not anticipate the need for property on the west side of Airport Road at Cranston Drive. The roundabout will be constructed with a multi-use trail along the Region of Peel property line, which will result in the removal of trees within the right-of-way at the southwest corner of Airport Road and Cranston Drive. A landscape plan will be developed during detailed design for tree replacements within the study corridor.

The natural environment assessment and tree inventory for this project will be included in the Environmental Study Report for public review, tentatively scheduled in Winter 2021. The review period will be announced on the project website at https://www.peelregion.ca/pw/transportation/construction/environmental-assessment/airport-road-caledon.asp.

I trust this letter has addressed your comments. If you have any questions or further comments, please feel free to contact me at 905-791-7800 extension 7801 or email me at sonya.bubas@peelregion.ca

Region of Peel
working with you

Sincerely,



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

cc: Asha Saddi, Region of Peel
Arthur Lee, Region of Peel
Scott Johnston, IBI Group

Public Works

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

peelregion.ca

From: Bubas, Sonya
To: [redacted]
Cc: Saddi, Asha
Subject: RE: Ivan Ave
Date: February 18, 2021 10:17:13 AM
Attachments: image001.png

Dear [redacted],

Thank you for providing your comments on the Airport Road Environmental Assessment. The project team has carefully considered your comments and we offer the following response:

The option to extend Old Church Road to Ivan Avenue has been re-evaluated based on consultation with the Public and Town of Caledon. New alternatives were considered in the EA evaluation and a new preliminary preferred plan was identified. Under the new plan, Old Church Road will not be connected at Ivan Avenue. The Town of Caledon will undertake a separate urban design review for the broader area. The Region will continue to work with the Town through this Review on possible future private access options at the intersection. Public consultation and heritage mitigation is included in the scope of this future urban design review.

We will be updating the EA documentation to explain that the ultimate solution for the west leg of the Airport Road and Old Church Road intersection is subject to the Town of Caledon Urban Design Review. We will also document that Old Church Road will not be connected at Ivan Avenue. We will keep you informed of next steps in the EA and look forward to hearing your thoughts throughout the process.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

84BE9F13

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From: Jennifer Innis <jennifer.innis@caledon.ca>
Sent: October 20, 2020 10:06 AM

To: [redacted] Bubas, Sonya <sonya.bubas@peelregion.ca>
Subject: Re: Ivan Ave

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

Thank you [redacted] for your email regarding the Region of Peel's Environmental Assessment of Airport Road through the Village of Caledon East.

I greatly appreciate you taking the time to share your thoughts and concerns regarding the potential options for the Airport Road and Old Church Road Intersection and the subsequent impacts to the surrounding village as a result of these options. I have copied Ms. Sonya Bubas, Project Manager for this Project from the Region of Peel so that your input can be included in the study and so that you may get future notifications as this process moves forward.

Again, thank you for taking the time to share your thoughts and concerns.

Best regards,
Jennifer

Jennifer Innis

Regional Councillor Wards 3/4

Town of Caledon

From: [redacted]
Sent: Monday, October 19, 2020 11:46 AM
To: Jennifer Innis <jennifer.innis@caledon.ca>
Subject: Ivan Ave

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

I am a resident of Caledon East and travel along Ivan Avenue, Oliver's Lane, Colleen Cres, Ella Crt, Parsons Ave, Emma St and Maple Ave.

I understand that the Region is making changes to Airport Road, and in particular the intersection at OldChurch. I/we understand that this will make this intersection safer, which is good news. But we do not want this intersection to extend onto Ivan Avenue. There is no

need for this. When that intersection at Airport Road is revamped, run Old Church Road W/B up to Ivan Avenue, but stop it there. Eliminate that access to Ivan Avenue. It is not necessary.

I am concerned that if you open OldChurch onto Ivan Avenue, there will be increased traffic along these quiet residential streets and that noise and traffic levels will increase. I am also very concerned the increased traffic will jeopardize the safety of the children who walk and bicycle along these streets. People will use this as a shortcut. The value of our homes will be negatively impacted.

When the Walker's Road subdivision of over 200 homes are built, a traffic-controlled intersection at Airport Road may be a great idea. Please keep that in mind!

Thanks,

[redacted]

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From: Bubas, Sonya
To: [redacted]
Cc: Saddi, Asha; Innis, Jennifer
Subject: FW: Ivan Ave Caledon East
Date: February 18, 2021 12:49:06 PM
Attachments: image001.png

Dear [redacted]

Councillor Innis kindly forwarded your comments on Old Church Road and Airport Road for consideration in the Environmental Assessment (EA) Study. The project team has carefully considered your comments and we offer the following response:

The option to extend Old Church Road to Ivan Avenue has been re-evaluated based on consultation with the Public and Town of Caledon. New alternatives were considered in the EA evaluation and a new preliminary preferred plan was identified. Under the new plan, Old Church Road will not be connected at Ivan Avenue. The Town of Caledon will undertake a separate urban design review for the broader area. The Region will continue to work with the Town through this Review on possible future private access options at the intersection. Public consultation and heritage mitigation is included in the scope of this future urban design review.

We will be updating the EA documentation to explain that the ultimate solution for the west leg of the Airport Road and Old Church Road intersection is subject to the Town of Caledon Urban Design Review. We will also document that Old Church Road will not be connected at Ivan Avenue. We will keep you informed of next steps in the EA and look forward to hearing your thoughts throughout the process.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

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From: Jennifer Innis <jennifer.innis@caledon.ca>

Sent: October 8, 2020 10:45 AM
To: Bubas, Sonya <sonya.bubas@peelregion.ca>
Subject: Fw: Ivan Ave Caledon East

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Jennifer Innis

Regional Councillor Wards 3/4

Town of Caledon

From: [redacted]
Sent: Wednesday, October 7, 2020 12:44 PM
To: Jennifer Innis <jennifer.innis@caledon.ca>; Nick DeBoer <nick.deboer@caledon.ca>
Subject: Ivan Ave Caledon East

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

Hello,

I am a resident of Caledon East (Ella Court) and have seen the amount of traffic increase to a almost regional road amount of cars when 25 years ago you would be surprised if you heard a car go by after 10pm.

I understand the Region is making changes to Airport Road and in particular the intersection at Old Church. We understand that this will make the intersection safer, but we DO NOT want this intersection to extend onto Ivan Ave. There is no need for this. When that intersection at Airport Road is revamped, please simply open it up to Ivan Ave, but STOP it there! The town must eliminate that access.

I walk my dog in my neighborhood and my Mother is at an advanced age. As it is, as mentioned, the amount of traffic is already at a high level. There is a stop sign at Colleen and the cars fly by so fast after that (if they stop at all) that they actually have to put on their breaks for the curve at the LCBO driveway. You do NOT have to put your breaks on if you are going 40 kms. Many times a week I actually yell at drivers to slow down.

I am very concerned that if you open Old Church onto Ivan, there will be increased traffic in our neighborhood that will jeopardize the safety of the residents and families and children that walk and ride their bikes along these streets.

Also, when the Walker's Road subdivision of over 200 homes are built, I see this as becoming even more of a risk.

Thanks for the opportunity to voice my opinion.

Sincerely,

[redacted]

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From: Saddi, Asha
Sent: January 14, 2021 9:55 AM
To: [redacted]
Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>; Lee, Arthur <arthur.lee@peelregion.ca>; Dang-williams, Denise <Denise.Dang@peelregion.ca>; sjohnston@IBIGroup.com
Subject: FW: Airport Road EA - Notice of PIC 2

Hi [redacted] and [redacted],
Thank you for providing your comments for the Airport Road Environmental Assessment Public Information Centre No. 2. The project team has carefully considered your comments.

Please find attached a response to your comments.

Regards,

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

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From: [redacted]
Sent: October 15, 2020 4:06 PM
To: Saddi, Asha <asha.saddi@peelregion.ca>
Subject: Re: Airport Road EA - Notice of PIC 2

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Hello Asha,

All we ask is that are concerns and comments are taken seriously. I hope due to us be the only driveway that it does not effect the choices.
As far as I understand the Region is trying to control speeds, control truck movement all in front of our driveway. When actually history of accidents is about a mile to 2 miles north of Huntsmill.

Regards,

[redacted]

Sent from my iPad

On Oct 15, 2020, at 12:24 PM, Saddi, Asha <asha.saddi@peelregion.ca> wrote:

Hi [redacted] and [redacted],

Thank you for your email and attached Comment Sheet. The project team will consider your comments and get back to you. In the meantime, if you have any other comments or questions please do not hesitate to contact me.

Regards,

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

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the email. Thank you.

From: [redacted]
Sent: October 12, 2020 7:46 PM
To: Saddi, Asha <asha.saddi@peelregion.ca>; Maraj, Kelly <ashwantiekelly.maraj@peelregion.ca>
Subject: Fwd: Airport Road EA - Notice of PIC 2

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From: [redacted]
Sent: Monday, October 12, 2020 7:44:47 PM
To: [redacted]
Subject: Re: Airport Road EA - Notice of PIC 2

<image001.gif>
<Airport Road EA - Notice of PIC 2.pdf>

Sent from my iPad

On Oct 12, 2020, at 6:05 PM, [redacted] > wrote:

Get Outlook for iOS

From: Maraj, Kelly <ashwantiekelly.maraj@peelregion.ca>
Sent: Monday, September 21, 2020 10:10:08 AM
To: [redacted]
Subject: Airport Road EA - Notice of PIC 2

Good morning

Please find attached Notice of Public Information Centre (PIC) No. 2 for the Environmental Assessment (EA) on Airport Road from King Street to Huntsmill Drive. The PIC is being held as a live online event on Wednesday, September 23 from 6-8pm. The attached notice provides additional information on how you can provide your input and how you will be able to join the live event.

We look forward to meeting with you online on September 23.

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9

Kelly (Ashwantie) Maraj, CAP, OM
Administrative Assistant to the Manager
Infrastructure Programming & Studies
Transportation
Region of Peel
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<Airport Road EA - Notice of PIC 2.pdf>

Region of Peel
working with you

Date: January 14, 2021
Project No. 16-4360

[redacted]

Public Works

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

peelregion.ca

Dear [redacted],

RE: Airport Road Environmental Assessment (100m north of King Street to 300m north of Huntsmill Drive)

Thank you for providing your comments for the second Airport Road Environmental Assessment (EA) Public Information Centre. The project team has carefully considered your comments and offer the following response.

Your comments indicate an interest in the noise and natural environment assessments for the EA study, particularly at Huntsmill Drive.

Overall, changes in future sound levels as a result of this project are expected to be small. Mitigation measures (i.e., noise walls) are not recommended in the vicinity of Huntsmill Drive. Rumble strips are proposed along the travel lane to deter vehicles from crossing over to the shoulder. No direct impacts to the wetland communities in the vicinity of Huntsmill Drive are anticipated as a result of the proposed improvements to Airport Road. The proposed improvements at Airport Road and Huntsmill Drive are located within the existing road right-of-way.

Details of the noise and natural environment assessments will be included in the Environmental Study Report for public review toward the end of the EA study process, tentatively scheduled in Winter 2021. The review period will be announced on the project website at https://www.peelregion.ca/pw/transportation/construction/environmental-assessment/airport-road-caledon.asp.

Your comments suggest that the speed limit at Huntsmill Drive should start further north, speeds should be reduced sooner than Huntsville Drive, and warning signage should be provided further north with a flashing light at Huntsmill Drive.

One of the EA objectives is to encourage slower traffic speeds on Airport Road within the study limits. The raised centre medians and reduced lane widths proposed at Airport Road and Huntsmill Drive will provide southbound

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Public Works

10 Peel Centre Dr.
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L6T 4B9
tel: 905-791-7800

peelregion.ca

drivers with a visual cue to slow down before crossing the intersection into Caledon East.

The northern limit for this EA is 300m north of Huntsmill Drive. In response to public comments, the Region will complete a separate speed limit review for a section of Airport Road to the north of this limit. The review will be completed following conclusion of the EA so that the recommended improvements at Huntsmill Drive can be factored into the review. Your suggestion for warning signage with flashing light will be forwarded to Regional Staff for further consideration during this review.

I trust this letter has addressed your comments. If you have any questions or further comments, please feel free to contact me at 905-791-7800 extension 7801 or email me at sonya.bubas@peelregion.ca

Sincerely,



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

cc: Asha Saddi, Region of Peel
Arthur Lee, Region of Peel
Denise Dang, Region of Peel
Scott Johnston, IBI Group

From: Saddi, Asha
To: [redacted]
Cc: Bubas, Sonya; Lee, Arthur; sjohnston@IBIGroup.com
Subject: FW: Comments on Airport Road Environmental Assessment
Date: January 13, 2021 12:57:00 PM
Attachments: image001.gif
[redacted]

Hi [redacted]
Thank you for providing your comments for the Airport Road Environmental Assessment Public Information Centre No. 2. The project team has carefully considered your comments and attached is a response to your questions.

Regards,

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

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From: Saddi, Asha
Sent: September 22, 2020 2:49 PM
To: [redacted]
Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>
Subject: RE: Comments on Airport Road Environmental Assessment

Hi [redacted]
Thank you for providing your comments for the Airport Road EA. We have noted your comments and will get back to you.

In the meantime I'm attaching the link to the project website where you will find the PIC2 materials: https://peelregion.ca/pw/transportation/construction/environmental-assessment/airport-road-caledon.asp
Here, you'll be able to review:

- A summary of community input received
- Summary of technical study findings
- Details on the Olde Base Line Road feasibility study
- The preliminary assessment of alternative design concepts, and,

- The preliminary preferred design

A Comment Sheet and Survey is also available for you to provide additional input and feedback. Please note that the link to the September 23 live PIC2 will be available on the project website from 12 noon on September 23.

Regards,

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

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From: [redacted]
Sent: September 17, 2020 12:32 PM
To: Saddi, Asha <asha.saddi@peelregion.ca>
Subject: Comments on Airport Road Environmental Assessment

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

[redacted]

[redacted]

Asha,
I wanted to provide my comments on the Airport Road Environmental Assessment that is underway and provide my comments. I would have done so within the survey however I could not assess the survey or the project website provided within the communication that was mailed to my home. I also do not have a way to scan over the document provided. Hopefully you can accept my written comments over email.

My comments are as follows:
Traffic within the study area is a concern for the residents of Caledon East. In particular the number of large trucks (tractor trailers and dump trucks) that travel

along this route and through the town core. To note is that there is a noticeable increase along Airport Road (southbound) when the Inspection Station on Hwy 10 (north of King) is open. Since the study area is localized to Airport Road, what measures will be put into place (if any) to direct truck traffic onto Hwy 10 which is a more suited for trucks (4 lanes +)?
If roundabouts and traffic calming measures are put into place, what measures can be put into place so that trucks and vehicles don't bypass Airport Road and move to the adjacent north/south town roads that can not handle the increased traffic and more importantly the increased weight that is already degrading these roads?
Currently as they are not scheduled for replacement/repaving for several more years, will their improvements be rescheduled by the Town of Caledon to be completed sooner using materials more suited to high traffic?

Region of Peel
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Public Works

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

peelregion.ca

Date: January 13, 2021
Project No. 16-4360

[redacted]

Dear [redacted]

RE: Airport Road Environmental Assessment (100m north of King Street to 300m north of Huntsmill Drive)

Thank you for providing your comments for the second Airport Road Environmental Assessment (EA) Public Information Centre. The project team has carefully considered your comments and offer the following response to your questions.

What measures will be put into place (if any) to direct truck traffic onto Hwy 10 which is more suited for trucks (4 lanes +)?

One of the objectives of this EA is to slow traffic on Airport Road, which may encourage some of the truck traffic to use other existing routes (e.g., King Street and Highway 10). Roundabouts are proposed at Castlederg/Boston Mills Side Road and Cranston Drive to encourage northbound traffic to slow down before entering Caledon East.

Additional measures are proposed to encourage southbound traffic to slow down on approach to Caledon East, such as raised centre medians at Huntsmill Drive and north of Walker Road. Reduced lane widths are also proposed to encourage slower speeds throughout the corridor.

In conjunction with this EA, the Region examined the potential to upgrade Olde Base Line Road to accommodate trucks. Olde Base Line Road was previously identified as a potential east-west route for a portion of trucks travelling northwest via Airport Road and Charleston Side Road to Highway 10. With some upgrades, Olde Base Line Road is considered generally suitable to accommodate approximately 20% of the existing truck traffic on Airport Road.

If roundabouts and traffic calming measures are put into place, what measures can be put into place so that trucks and vehicles don't bypass Airport Road and move to the adjacent north/south town roads that cannot handle the increased traffic and more importantly the increased weight that is already degrading these roads?

The proposed improvements on Airport Road are not expected to increase traffic on north-south roads that are owned and maintained by the Town of

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Public Works

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

peelregion.ca

Caledon. With the exception of Horseshoe Hill Road, these local roads do not accommodate for truck movements and generally have truck restriction signs at the intersections.

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

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

I trust this letter has addressed your comments. If you have any questions or further comments, please feel free to contact me at 905-791-7800 extension 7801 or email me at sonya.bubas@peelregion.ca

Sincerely,



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

cc: Asha Saddi, Region of Peel
Arthur Lee, Region of Peel
Scott Johnston, IBI Group

From: Bubas, Sonya
To: [redacted]
Cc: Saddi, Asha; Lee, Arthur
Subject: RE: Airport Road : Region of Peel Class Environmental Assessment
Date: February 18, 2021 2:09:25 PM
Attachments: image002.png
image004.png

Dear [redacted]

Thank you for providing your comments on the Airport Road Environmental Assessment (EA). The project team has carefully considered your comments and provide the following response:

Your comments suggest a cross walk or set of lights to help cross Airport Road at the top of the hill near the Foodland Plaza. The EA recommends multi-use paths on both sides of Airport Road between the Foodland Plaza and Cranston Drive. A controlled pedestrian crossing (with pushbuttons) is also recommended north of the school exit between the Plaza and Cranston Drive. This will assist pedestrians and cyclists in safely crossing the road.

Your comments also raise a concern with the proposal of having Old Church Road continue through to Ivan Avenue. The option to extend Old Church Road to Ivan Avenue has been re-evaluated based on consultation with the Public and Town of Caledon. New alternatives were considered in the EA evaluation and a new preliminary preferred plan was identified. Under the new plan, Old Church Road will not be connected at Ivan Avenue. The Town of Caledon will undertake a separate urban design review for the broader area. The Region will continue to work with the Town through this Review on possible future private access options at the intersection. Public consultation and heritage mitigation is included in the scope of this future urban design review.

We will be updating the EA documentation to explain that the ultimate solution for the west leg of the Airport Road and Old Church Road intersection is subject to the Town of Caledon Urban Design Review. We will also document that Old Church Road will not be connected at Ivan Avenue. We will keep you informed of next steps in the EA and look forward to hearing your thoughts throughout the process.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

84BE9F13

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From: Jennifer Innis <jennifer.innis@caledon.ca>
Sent: October 14, 2020 4:42 PM
To: [redacted] Bubas, Sonya <sonya.bubas@peelregion.ca>
Subject: Re: Airport Road : Region of Peel Class Environmental Assessment

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

Thank you [redacted] for your email regarding the Region of Peel's Environmental Assessment of Airport Road through the Village of Caledon East.

I greatly appreciate you taking the time to share your thoughts and concerns regarding the potential options for the Airport Road and Old Church Road Intersection and the subsequent impacts to the surrounding village as a result of these options. I have copied Ms. Sonya Bubas, Project Manager for this Project from the Region of Peel so that your input can be included in the study and so that you may get future notifications as this process moves forward.

Again, thank you for taking the time to share your thoughts and concerns.

Best regards,
Jennifer

Jennifer Innis

Regional Councillor Wards 3/4

Town of Caledon

From: [redacted]
Sent: Wednesday, October 14, 2020 9:42 AM
To: Jennifer Innis <jennifer.innis@caledon.ca>; Nick DeBoer <nick.deboer@caledon.ca>
Subject: Airport Road : Region of Peel Class Environmental Assessment

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

Hi Nick and Jennifer,

Please see my attached letter regarding the study being conducted for Airport Road .

Have a Good and Safe Day.

Regards,

[redacted]

This email may contain confidential and/or privileged information for the sole use of the intended recipient. Any review or distribution by others is strictly prohibited. Please advise the sender immediately if you have received this email in error or if you do not wish for the sender to continue to send you emails in accordance with Canada's anti-spam legislation (July 1, 2014).
"This message (and any associated files) is intended only for the use of the individual or entity to which it is addressed. The content of the message is the property of the Corporation of the Town of Caledon. The message may contain information that is privileged, confidential, subject to copyright and exempt from disclosure under applicable law. If the reader of this message is not the intended recipient, you are notified that any dissemination, distribution, copying, or modification of this message is strictly prohibited. If you have received this message in error, please notify the sender immediately, advising of the error and delete this message without making a copy. (Information related to this email is automatically monitored and recorded and the content may be required to be disclosed by the Town to a third party in certain circumstances). Thank you."

Dear Jennifer and Nick, October 14, 2020

I am a long time resident of Caledon East and I feel it is important that we plan properly and make sure we address all of the issues for the future of our hamlet. I have already completed the 20 questions for the on line Survey. I am quite pleased with many of the recommendations as the Region seems to understand the importance of keeping traffic flowing SAFELY through our community and at the same time we need to respect both pedestrian and bike traffic. I have always walked and biked through our streets, but since the onset of Covid-19 I am now walking 5-7 days a week. It is amazing at what you can see when you walk our towns streets.

I have two areas which I feel need to be addressed further and although I added them to the comments section in the survey I thought I should also send you along an additional email. When you're walking on the west side of Airport Road near the Foodland Plaza it is very difficult to safely cross the road. I feel a Cross Walk or a set of lights similar to the ones helping you cross at the Trans Canada Trail are necessary at the top of the hill.

My other concern is with the proposal of having Old Church continue through to Ivan Avenue. I understand and agree that this intersection needs to be changed, but having a major road lead into a residential subdivision is not the solution.

The only people who should be in this area should be the residents who live on Ivan Avenue, Oliver's Lane, Colleen Cres, Ella Crt, Parsons Ave, Emma St and Maple Ave. If the road were to go straight through then everybody who lives in the Walker Road area and the new Castles of Caledon Subdivision would be using this as a shortcut.

I am concerned that if you open Old Church onto Ivan Avenue, there will be increased traffic along these streets (in particular Ivan and Olivers) and that noise and traffic levels will increase. I am also very concerned the increased traffic will jeopardize the safety of the children who walk and bicycle along these streets and also for my own personal safety.

I am not a traffic expert, but I feel there is a better solution then the one the Region is currently looking at. Our Town needs your help. Please call or email me if you would like to discuss this further or if there is anything I can do to help. Caledon East is a gem that needs some serious polishing and a well thought out plan will go a long way to help our Town recognize its potential.

Regards,

[redacted]

-----Original Message-----
From: Rook, Sally
Sent: March 31, 2021 3:07 PM
To: [redacted]
Cc: 'Mayor@caledon.ca' <Mayor@caledon.ca>
Subject: FW: Airport Road - Caledon East

H[redacted]

Thank you for your inquiry. The Mayor's office asked us to respond to your directly as the Region of Peel has jurisdiction of Airport Road. The reduction of lane widths on Airport Road have been recommended as studies do show that reduced lane widths increase road safety.

Road safety is a high priority in the Region of Peel and as such, the Region has adopted Vision Zero where "no loss of life is acceptable on our roads" with the goal of "10% reduction in fatal and injury collisions by 2022". Through the Vision Zero process staff are striving to improve road safety to eliminate motor vehicle collisions causing injury and death. Aggressive driving is one of the emphasis areas of the Vision Zero Road Safety Strategy Plan. One of the identified countermeasures under aggressive driving includes reduced lane widths. The advantage of reducing the lane width through the corridor is it decreases the operating speed of the vehicles as the drivers perceive the roadway to be less comfortable at higher speed, which leads to reduced severity of collisions. Additional benefits to reduced travel lanes widths include having shorter distances for pedestrians to cross the road.

Additionally, according to the Transportation Association of Canada - Geometric Design Guide for Canadian Roads 2017, a number of recent research projects have looked into the relationship between lane width and safety on urban and suburban arterials and indicated that narrowing lane widths do not increase collision frequencies. Lane widths affect driver speeds and researches have consistently found a reduction in speed with decreases in lane width and vice versa.

This is all considered in our recommendation to reduce lane widths through Caledon East with the full support of our Traffic and the Town of Caledon's Traffic experts. Please let me know if you have any further questions about this, or any other elements of the Airport Road EA.

Thanks,

Sally Rook (she/her) C.Tech, PMP
Manager, Transportation
Infrastructure, Programming & Studies
Region of Peel
sally.rook@peelregion.ca

-----Original Message-----
From [redacted]
Sent: Friday, March 26, 2021 12:19 PM
To: Mayors Office <Mayor@caledon.ca>
Subject: Airport Road - Caledon East

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

Hi Mayor Thompson, I've read about the proposed changes to Airport Road in Caledon East. I'm concerned about narrowering the current width of the traffic lanes. I would think that this would result in more accidents. I'm not sure if

there are any studies on the number of accidents in various traffic lane widths, but wider would seem safer. I have no objection to having bike lanes, but not at the expense of more hazardous driving conditions.

You have expressed your concern for ensuring that roundabouts are large enough to accommodate large vehicles. The same thoughts should apply to the width of traffic lanes.

The road through Caledon East is a necessary route for many travelers, so please ensure their safety is not compromised. Ensure that future plans maintain the current road widths.

Thanks.

From: Bubas, Sonya
To: [redacted]
Cc: Saddi, Asha
Subject: RE: Old Church to run west through Airport Rd and onto Ivan Ave? Email your Councilors ASAP! Deadline fast approaching.
Date: February 18, 2021 10:33:16 AM
Attachments: image001.png

Dear [redacted]

Thank you for providing your comments on the Airport Road Environmental Assessment. The project team has carefully considered your comments and we offer the following response:

The option to extend Old Church Road to Ivan Avenue has been re-evaluated based on consultation with the Public and Town of Caledon. New alternatives were considered in the EA evaluation and a new preliminary preferred plan was identified. Under the new plan, Old Church Road will not be connected at Ivan Avenue. The Town of Caledon will undertake a separate urban design review for the broader area. The Region will continue to work with the Town through this Review on possible future private access options at the intersection. Public consultation and heritage mitigation is included in the scope of this future urban design review.

We will be updating the EA documentation to explain that the ultimate solution for the west leg of the Airport Road and Old Church Road intersection is subject to the Town of Caledon Urban Design Review. We will also document that Old Church Road will not be connected at Ivan Avenue. We will keep you informed of next steps in the EA and look forward to hearing your thoughts throughout the process.

Please note that Improvements to local roads are outside the scope of this EA. Your comment regarding sidewalks will be forwarded to the Town of Caledon for information.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

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From: Jennifer Innis <jennifer.innis@caledon.ca>
Sent: October 8, 2020 10:58 AM
To: [redacted] Bubas, Sonya <sonya.bubas@peelregion.ca>
Subject: Re: Old Church to run west through Airport Rd and onto Ivan Ave? Email your Councilors ASAP! Deadline fast approaching.

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

Thank you [redacted] for your email regarding the Region of Peel's Environmental Assessment of Airport Road through the Village of Caledon East.

I greatly appreciate you taking the time to share your thoughts and concerns regarding the potential options for the Airport Road and Old Church Road Intersection and the subsequent impacts to the surrounding village as a result of these options. I have copied Ms. Sonya Bubas, Project Manager for this Project from the Region of Peel so that your input can be included in the study and so that you may get future notifications as this process moves forward.

Again, thank you for taking the time to share your thoughts and concerns.

Best regards,
Jennifer

Jennifer Innis

Regional Councillor Wards 3/4

Town of Caledon

From: [redacted]>
Sent: Tuesday, October 6, 2020 8:11 PM
To: [redacted]
Cc: [redacted]

[redacted] Jennifer Innis <jennifer.innis@caledon.ca>; Nick DeBoer <nick.deboer@caledon.ca>
Subject: Re: Old Church to run west through Airport Rd and onto Ivan Ave? Email your Councilors ASAP! Deadline fast approaching.

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

Hi [redacted] - my 2 cents.
I feel that intersection is dangerous (at the liquor store) and I also feel that our street (at the bend by the post boxes) is dangerous already.
I think that if they add sidewalks, we will be in better shape than we are now. Night time walking is really treacherous on our street.

On Mon, Oct 5, 2020 at 7:57 PM [redacted] > wrote:

> Good evening neighbours,
>
> Many of you may already know that the Region of Peel will eventually be moving/demolishing the LCBO in Caledon East. It will likely stay in Caledon East, but just not at its current location. Once the LCBO is moved, the Region is also indicating their preference to redesign the intersection of Old Church Road westbound at Airport Road. This preferred design, with Old Church running westbound through the LCBO (once it is removed/demolished), is straight onto Ivan Avenue. See the Region's drawing attached below.
>
> Although this may "clean up" the intersection of Airport Rd at Old Church, is it necessary. Are you opposed to opening up a Regional Road at Ivan Avenue? Do you want to see increased traffic flow through this quiet neighborhood? Will the children who walk these streets (Ivan Avenue, Oliver's Lane, Colleen Crescent, Ella Court, Parsons Ave, Emma St and Maple Ave) still be safe to walk/bike along Ivan Avenue and to the north end of Olivers Lane? What happens when the new Walker's Road subdivision gets completed and the new traffic from 200+ homes flows along and down Ivan Avenue as a shortcut to

Airport Road (instead of Walkers to Airport)?

Our Regional Councillor Jennifer Innis (ward 3 and 4) and Area Councillor Nick DeBoer (ward 3 and 4) are cc'd on this email. I spoke to them and they really WANT to hear from you!

I am sending this email and information to those who may live or have family along the following streets in downtown Caledon East - Ivan Avenue, Oliver's Lane, Colleen Cres, Ella Crt, Parsons Ave, Emma St and Maple Ave. If you like, please forward to anyone you know that may want to have their voice heard. The deadline for feedback to your Councillors who will then forward to the Region of Peel is **the week of October 14th.**

If you are in favor of blocking off Ivan Avenue in the next few years when the Airport Road corridor gets updated, simply cut/paste the information below, and send a quick email to Jennifer Innis and Nick DeBoer. We really don't need a Regional Road running through and onto a quiet neighborhood.

Our Councillors were both kind enough to speak with me this afternoon in a video call and are anxiously awaiting feedback from their ward 3 and 4 residents!

To make it easy, just cut/paste the following or use it as a sample of what they require, but feel free to change/add whatever you like:

I am a resident of Caledon East and travel along Ivan Avenue, Oliver's Lane, Colleen Cres, Ella Crt, Parsons Ave, Emma St and Maple Ave.
I understand that the Region is making changes to Airport Road, and in particular the intersection at Old Church. I/we understand that this will make this intersection safer, which is good news. But I/we do not want this intersection to extend onto Ivan Avenue. There is no need for this. When that intersection at Airport Road is revamped, simply open it up to Ivan Avenue, but stop it there. Simply eliminate that access. It is not necessary. I am concerned that if you open Old Church onto Ivan Avenue, there will be increased traffic along these streets (in particular Ivan and Olivers) and that noise and traffic levels will increase. I am also very concerned the increased traffic will jeopardize the safety of the children who walk and bicycle along these streets. People will use this as a shortcut.
When the Walker's Road subdivision of over 200 homes are built, a traffic-controlled intersection at Airport Road may be a great idea. Please keep that in mind!

There you go folks. I have attached the above sample email below in a word document for those who prefer. Please see the attachments. You don't need to cc me, but feel free to reach out to me via email or call me anytime. **But you really do need to email your Councillors! Just cut/paste and take 5 minutes out of your busy schedules to send them an email. They want to hear from you!**

Thank you.

[redacted]

[redacted]

> *Note: thanks to* [redacted] *for many of the email addresses* **he has gathered over the years**. *If you no longer want to receive* **any** *updates* **related to these concerns**, *please respond to me and I'll* **immediately** *remove your name from my list.*

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From: Bubas, Sonya
To: [redacted]
Cc: Saddi, Asha
Subject: RE: Old Church to run west through Airport Rd and onto Ivan Ave
Date: February 18, 2021 10:40:05 AM
Attachments: image001.png

Dear [redacted],

Thank you for providing your comments on the Airport Road Environmental Assessment. The project team has carefully considered the comments in your comment sheet and email below. We offer the following response:

The option to extend Old Church Road to Ivan Avenue has been re-evaluated based on consultation with the Public and Town of Caledon. New alternatives were considered in the EA evaluation and a new preliminary preferred plan was identified. Under the new plan, Old Church Road will not be connected at Ivan Avenue. The Town of Caledon will undertake a separate urban design review for the broader area. The Region will continue to work with the Town through this Review on possible future private access options at the intersection. Public consultation and heritage mitigation is included in the scope of this future urban design review.

We will be updating the EA documentation to explain that the ultimate solution for the west leg of the Airport Road and Old Church Road intersection is subject to the Town of Caledon Urban Design Review. We will also document that Old Church Road will not be connected at Ivan Avenue. We will keep you informed of next steps in the EA and look forward to hearing your thoughts throughout the process.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

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From: Jennifer Innis <jennifer.innis@caledon.ca>

Sent: October 8, 2020 10:50 AM
To: [redacted] Bubas, Sonya <sonya.bubas@peelregion.ca>
Subject: Re: Old Church to run west through Airport Rd and onto Ivan Ave

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

Thank you [redacted] for your email regarding the Region of Peel's Environmental Assessment of Airport Road through the Village of Caledon East.

I greatly appreciate you taking the time to share your thoughts and concerns regarding the potential options for the Airport Road and Old Church Road Intersection and the subsequent impacts to the surrounding village as a result of these options. I have copied Ms. Sonya Bubas, Project Manager for this Project from the Region of Peel so that your input can be included in the study and so that you may get future notifications as this process moves forward.

Again, thank you for taking the time to share your thoughts and concerns.

Best regards,
Jennifer

Jennifer Innis

Regional Councillor Wards 3/4

Town of Caledon

From: [redacted]
Sent: Wednesday, October 7, 2020 9:16 AM
To: Jennifer Innis <jennifer.innis@caledon.ca>; Nick DeBoer <nick.deboer@caledon.ca>
Cc: [redacted]
Subject: Old Church to run west through Airport Rd and onto Ivan Ave

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Ms. Innis & Mr. Deboer:

My husband and I have lived at [redacted] in Caledon East for the past 22 years. We have

raised our children here and have many friends in the neighbourhood.

We have reviewed the proposal for the intersection of Old Church Road and Airport Road by the Region. We are in favour of beautifying the town and bringing more businesses to that area but we have the following comments:

1. I understand that there are concerns regarding safety as a result of the present configuration of the intersection of Old Church Road & Airport Road. I am not sure which safety concerns that the Region and/or Town has since, as a long time resident, I do not see safety issues that would be solved by extending Old Church Road right into Ivan Avenue. If you wish to make it safer, I would think that installing lights for the persons coming out of the parking lot would solve those issues.

2. Ivan Avenue is a residential neighbourhood. It is full of children playing, families walking with their dogs, people jogging and bicycling and heading towards the entrance to the trail off of Oliver's Lane. There are no sidewalks on Ivan Avenue or Oliver's Lane so these activities take place on the street. The region's proposal would mean that vehicles coming from a regional road (Old Church) would drive straight into a residential road (Ivan Avenue). The increased traffic would have a significant affect on safety particularly on Ivan and consequently Oliver's Lane. As it is, when both sides of Walkers was developed, there was an increase in vehicular traffic from residents of the new neighbourhoods coming south on Olivers Lane to Ivan and east on to Parsons.

3. From a financial perspective, our neighbourhood has high property values particularly because of its quality of homes, beauty, and in particular, its lack of significant vehicular traffic. Your proposal would negatively affect property values which is an additional significant issue to all property owners in our area.

We would strongly urge you to take the concerns of the residents of our neighbourhood into consideration before proceeding with the proposal. We submit that through access to Ivan Avenue from Old Church as proposed not be permitted. As it is, many persons use the parking lot to drive straight through to Ivan instead of going around. This behaviour was reduced when speed bumps were installed in the liquor store parking lot.

Thank you for your time and consideration.

[redacted]

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From: Bubas, Sonya
To: [redacted]
Cc: Saddi, Asha
Subject: Re: Ivan road changes
Date: February 18, 2021 10:44:32 AM
Attachments: image001.png

Dear [redacted]

Thank you for providing your comments on the Airport Road Environmental Assessment. The project team has carefully considered your comments and we offer the following response:

The option to extend Old Church Road to Ivan Avenue has been re-evaluated based on consultation with the Public and Town of Caledon. New alternatives were considered in the EA evaluation and a new preliminary preferred plan was identified. Under the new plan, Old Church Road will not be connected at Ivan Avenue. The Town of Caledon will undertake a separate urban design review for the broader area. The Region will continue to work with the Town through this Review on possible future private access options at the intersection. Public consultation and heritage mitigation is included in the scope of this future urban design review.

We will be updating the EA documentation to explain that the ultimate solution for the west leg of the Airport Road and Old Church Road intersection is subject to the Town of Caledon Urban Design Review. We will also document that Old Church Road will not be connected at Ivan Avenue. We will keep you informed of next steps in the EA and look forward to hearing your thoughts throughout the process.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

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From: Jennifer Innis <jennifer.innis@caledon.ca>
Sent: Thursday, October 8, 2020 10:38 AM
To: [redacted]
Cc: Nick DeBoer <nick.deboer@caledon.ca>
Subject: Re: Ivan road changes

Thank you [redacted] for your email regarding the Region of Peel's Environmental Assessment of Airport Road through the Village of Caledon East.

I greatly appreciate you taking the time to share your thoughts and concerns regarding the potential options for the Airport Road and Old Church Road Intersection and the subsequent impacts to the surrounding village as a result of these options. I have copied Ms. Sonya Bubas, Project Manager for this Project from the Region of Peel so that your input can be included in the study and so that you may get future notifications as this process moves forward.

Again, thank you for taking the time to share your thoughts and concerns.

Best regards,
Jennifer

Jennifer Innis

Regional Councillor Wards 3/4

Town of Caledon

From: [redacted]
Sent: Wednesday, October 7, 2020 8:59 PM
To: Jennifer Innis <jennifer.innis@caledon.ca>
Cc: Nick DeBoer <nick.deboer@caledon.ca>
Subject: Ivan road changes

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

I am a resident of Caledon East and travel along Ivan Avenue, Oliver's Lane, Colleen Cres, Ella Crt, Parsons Ave, Emma St and Maple Ave.
I understand that the Region is making changes to Airport Road, and in particular the intersection at Old Church. I/we understand that this will make

this intersection safer, which is good news. But I/we do not want this intersection to extend onto Ivan Avenue. There is no need for this. When that intersection at Airport Road is revamped, simply open it up to Ivan Avenue, but stop it there. Simply eliminate that access. It is not necessary. I am concerned that if you open Old Church onto Ivan Avenue, there will be increased traffic along these streets (in particular Ivan and Olivers) and that noise and traffic levels will increase. I am also very concerned the increased traffic will jeopardize the safety of the children who walk and bicycle along these streets. People will use this as a shortcut.
When the Walker's Road subdivision of over 200 homes are built, a traffic-controlled intersection at Airport Road may be a great idea. Please keep that in mind!

Thank you,

[redacted]

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From: Bubas, Sonya
To: [redacted]
Cc: Saddi, Asha
Subject: RE: Proposed Airport Rd/Old Church Rd intersection plan
Date: February 18, 2021 10:48:12 AM
Attachments: image001.png

Dear [redacted]

Thank you for providing your comments on the Airport Road Environmental Assessment. The project team has carefully considered your comments and we offer the following response:

The option to extend Old Church Road to Ivan Avenue has been re-evaluated based on consultation with the Public and Town of Caledon. New alternatives were considered in the EA evaluation and a new preliminary preferred plan was identified. Under the new plan, Old Church Road will not be connected at Ivan Avenue. The Town of Caledon will undertake a separate urban design review for the broader area. The Region will continue to work with the Town through this Review on possible future private access options at the intersection. Public consultation and heritage mitigation is included in the scope of this future urban design review.

We will be updating the EA documentation to explain that the ultimate solution for the west leg of the Airport Road and Old Church Road intersection is subject to the Town of Caledon Urban Design Review. We will also document that Old Church Road will not be connected at Ivan Avenue. We will keep you informed of next steps in the EA and look forward to hearing your thoughts throughout the process.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

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From: Jennifer Innis <jennifer.innis@caledon.ca>
Sent: October 14, 2020 4:40 PM

To: [redacted] Bubas, Sonya <sonya.bubas@peelregion.ca>
Subject: Re: Proposed Airport Rd/Old Church Rd intersection plan

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

Thank you [redacted] for your email regarding the Region of Peel's Environmental Assessment of Airport Road through the Village of Caledon East.

I greatly appreciate you taking the time to share your thoughts and concerns regarding the potential options for the Airport Road and Old Church Road Intersection and the subsequent impacts to the surrounding village as a result of these options. I have copied Ms. Sonya Bubas, Project Manager for this Project from the Region of Peel so that your input can be included in the study and so that you may get future notifications as this process moves forward.

Again, thank you for taking the time to share your thoughts and concerns.

Best regards,
Jennifer

Jennifer Innis

Regional Councillor Wards 3/4

Town of Caledon

From: [redacted]>
Sent: Wednesday, October 14, 2020 1:09 PM
To: Jennifer Innis <jennifer.innis@caledon.ca>; Nick DeBoer <nick.deboer@caledon.ca>
Cc: [redacted]
Subject: Proposed Airport Rd/Old Church Rd intersection plan

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

I am a resident of Caledon East and live on Ivan Avenue.

I understand that the Region is making several changes to Airport Road, including the intersection at Old Church Rd. I am aware that this intersection currently presents safety challenges, and I welcome the Region's effort to make it safer. However, I strongly oppose to this intersection extending directly onto Ivan Avenue.

I was delighted when we found our home on Ivan Avenue a year ago – a perfect home in a quiet location, with local traffic only, where children can play and ride their bicycles safely. Or they can safely walk to school or a friend's house in the neighbourhood.

The currently favoured solution will make Ivan Ave, that is now nestled away from major roads, an extension of a major regional road (Old Church Rd). Noise and traffic levels will increase, safety will be impacted, and it will reduce the value of our home. It will change the whole neighbourhood's feel. Had we known this intersection was planned we would not have purchased our home.

There is no need to open Old Church Rd onto Ivan Ave. Local residents do not want or need this access. When the current intersection is revamped, Old Church Rd should simply end at Ivan Ave.

This solution both ensures this intersection's safety, access to the future development on the field north of the current LCBO, and at the same time does not compromise the safety and privacy of the residents of our neighbourhood (Ivan Avenue, Oliver's Lane, Colleen Crescent, Ella Court, Parsons Ave, Emma St and Maple Ave).

Kind regards,

[redacted]

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From: Bubas, Sonya
To: [redacted]
Cc: Saddi, Asha
Subject: RE: Recent PIC - Old Church to Ivan Avenue
Date: February 18, 2021 10:55:26 AM
Attachments: image001.png
image002.gif

Dear [redacted]

The project team has carefully considered your comments on the Airport Road Environmental Assessment, and we offer the following response:

The option to extend Old Church Road to Ivan Avenue has been re-evaluated based on consultation with the Public and Town of Caledon. New alternatives were considered in the EA evaluation and a new preliminary preferred plan was identified. Under the new plan, Old Church Road will not be connected at Ivan Avenue. The Town of Caledon will undertake a separate urban design review for the broader area. The Region will continue to work with the Town through this Review on possible future private access options at the intersection. Public consultation and heritage mitigation is included in the scope of this future urban design review.

We will be updating the EA documentation to explain that the ultimate solution for the west leg of the Airport Road and Old Church Road intersection is subject to the Town of Caledon Urban Design Review. We will also document that Old Church Road will not be connected at Ivan Avenue. We will keep you informed of next steps in the EA and look forward to hearing your thoughts throughout the process.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

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

Sent: December 17, 2020 1:30 PM
To: [redacted]
Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>; Lee, Arthur <arthur.lee@peelregion.ca>
Subject: FW: Recent PIC - Old Church to Ivan Avenue

Hi [redacted]

Following the PIC 2 public comments received by the project team we are currently examining the option of not connecting the Old Church Road extension at Ivan Avenue. We are working with both our Consultant and the Town of Caledon to assess and compare this option to the other alternatives considered.

Last week we included a project update to our project website which can be viewed at: https://peelregion.ca/pw/transportation/construction/environmental-assessment/airport-road-caledon.asp

We will get back to you again in the New Year when we have examined this option and alternatives.

Regards,

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

WWY logo

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From: Bubas, Sonya <sonya.bubas@peelregion.ca>
Sent: October 21, 2020 2:01 PM
To: [redacted]
Cc: 'Kant Chawla' <Kant.Chawla@caledon.ca>; Saddi, Asha <asha.saddi@peelregion.ca>
Subject: RE: Recent PIC - Old Church to Ivan Avenue

Hi [redacted]

Thank you for reaching out to us.

There may be a few websites for different sections of Airport Road. I thought it may be helpful to first confirm the project website address for the section of Airport Road between King Street and Huntsmill Drive: https://www.peelregion.ca/pw/transportation/construction/environmental-assessment/airport-road-caledon.asp.

You can visit the Website in Internet Explorer or Google Chrome. A couple of notes in case you encounter any problems:

- In Internet Explorer, you may need to right-click on the link that you would like to view and open in a new tab or window.
- In Google Chrome, the information should open automatically when you click on the link.

The following PIC materials are available on the Website (included for your convenience are the direct website links to information most relevant to Old Church Road):

- **Live Online Presentation Slides** https://www.peelregion.ca/pw/transportation/construction/environmental-assessment/pdf/live-online-presentation.pdf
- **Summary of Questions, Comments and Responses to the Live Online Presentation**
- Materials in addition to the presentation slides:
    - Summary of community input
    - Summary of technical study findings
    - Update on the separate Olde Base Line Rd Feasibility Study
    - Preliminary Assessment of Alternative Design Concepts (see **Preliminary Assessment – Old Church Road Intersection:** https://www.peelregion.ca/pw/transportation/construction/environmental-assessment/pdf/preliminary-assessment-old-church-road-intersection.pdf)
    - Preliminary Preferred Design (including **preliminary preferred design at Old Church Rd:** https://www.peelregion.ca/pw/transportation/construction/environmental-assessment/pdf/Preliminary-Preferred-Design-Old-Church-Road.pdf)
- Project Feedback Survey
- PIC 2 Comment Sheet.

Please feel free to contact me if you have any questions or would like to submit comments on this project. In the meantime, I will share your comment below with the Project Team.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

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From: [redacted]
Sent: October 19, 2020 12:32 PM
To: Bubas, Sonya <sonya.bubas@peelregion.ca>
Cc: 'Kant Chawla' <Kant.Chawla@caledon.ca>
Subject: RE: Recent PIC - Old Church to Ivan Avenue

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Thanks Kant.

Sonya, I have checked the Region's website and can't locate the handouts from the recent PIC. Could you please forward to me.
I have concerns with the stop sign I see at the end of Old Church Road and then allowing access onto Ivan Avenue. This is a quiet subdivision and makes no sense to bring traffic through. My neighbours are concerned with this and I'm sorry I missed the PIC.
Look forward to hearing from you.

[redacted]

From: Kant Chawla <Kant.Chawla@caledon.ca>
Sent: October 19, 2020 10:34 AM
To: [redacted]
Cc: Bubas, Sonya (sonya.bubas@peelregion.ca) <sonya.bubas@peelregion.ca>
Subject: RE: Recent PIC - Old Church to Ivan Avenue
Importance: High

Hello [redacted], good to hear from you. I sincerely hope you are enjoying your retirement. I am happy, you are engaged in community planning and development.

The materials with regard to Ivan Avenue should be on the Regional website under Airport Road EA Study. I will also check for you and provide you with the requested materials. However, I suggest that you contact Sonya Bubas at her email sonya.bubas@peelregion.ca

She will definitely be able to assist you with all your questions and also provide you with the most

recent information/PIC materials. She is extremely good, helpful and knowledgeable. I am copying her on this email thread.

Best Regards [redacted] ,
Kant

From: [redacted]
Sent: Sunday, October 18, 2020 10:41 AM
To: Kant Chawla <Kant.Chawla@caledon.ca>
Subject: Recent PIC - Old Church to Ivan Avenue

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https://peelregion.ca/pw/transportation/construction/environmental-assessment/pdf/Preliminary-Preferred-Design-Old-Church-Road.pdf

Hi Kant, do you know if there was a handout from the recent PIC the Region held. I live on Ivan Avenue and am not happy about traffic from Old Church Rd coming into our subdivision. I'd like to find out more before I respond to the Councillors. I couldn't find anything on the Region's website.

Thanks.
[redacted]

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From: Bubas, Sonya
To: [redacted]
Cc: Saddi, Asha
Subject: Airport Rd EA - Update
Date: February 18, 2021 11:00:34 AM
Attachments: image001.png

Dear [redacted],

Thank you for providing your comments on the Airport Road Environmental Assessment. The project team has carefully considered your comments and we offer the following response:

The option to extend Old Church Road to Ivan Avenue has been re-evaluated based on consultation with the Public and Town of Caledon. New alternatives were considered in the EA evaluation and a new preliminary preferred plan was identified. Under the new plan, Old Church Road will not be connected at Ivan Avenue. The Town of Caledon will undertake a separate urban design review for the broader area. The Region will continue to work with the Town through this Review on possible future private access options at the intersection. Public consultation and heritage mitigation is included in the scope of this future urban design review.

We will be updating the EA documentation to explain that the ultimate solution for the west leg of the Airport Road and Old Church Road intersection is subject to the Town of Caledon Urban Design Review. We will also document that Old Church Road will not be connected at Ivan Avenue. We will keep you informed of next steps in the EA and look forward to hearing your thoughts throughout the process.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

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From: Jennifer Innis <jennifer.innis@caledon.ca>
Sent: October 8, 2020 10:47 AM

To: [redacted] Bubas, Sonya <sonya.bubas@peelregion.ca>
Subject: Re: Planning lunacy.

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

Thank you [redacted] for your email regarding the Region of Peel's Environmental Assessment of Airport Road through the Village of Caledon East.

I greatly appreciate you taking the time to share your thoughts and concerns regarding the potential options for the Airport Road and Old Church Road Intersection and the subsequent impacts to the surrounding village as a result of these options. I have copied Ms. Sonya Bubas, Project Manager for this Project from the Region of Peel so that your input can be included in the study and so that you may get future notifications as this process moves forward.

Again, thank you for taking the time to share your thoughts and concerns.

Best regards,
Jennifer

Jennifer Innis

Regional Councillor Wards 3/4

Town of Caledon

From: [redacted]
Sent: Wednesday, October 7, 2020 12:17 PM
To: Jennifer Innis <jennifer.innis@caledon.ca>
Subject: Planning lunacy.

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

Jennifer, I am one of the unfortunate residents of Ivan Avenue, [redacted] to be exact.
Some years ago I discussed this issue with the former councilor Mr. Richard Whitehead. The answer then, as now, is simple. Block off Ivan Avenue.
Running Church Street into Ivan is irresponsible, illogical, and represents clear and present danger to residents.

At present Ivan is a race track, to most drivers our stop signs do not exist. Recently I have noticed an increase in heavy truck traffic. If Peel gives West bound trucks the opportunity of a shortcut along Ivan, they will take it!
However, given Peel's track record I really do not hold out hope of common sense prevailing.
[redacted] (concerned seniors)

Sent from my iPhone
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From: Bubas, Sonya
To: [redacted]
Cc: Saddi, Asha
Subject: RE: Ivan road changes
Date: February 18, 2021 11:05:15 AM
Attachments: image001.png

Dear [redacted]

Thank you for providing your comments on the Airport Road Environmental Assessment. The project team has carefully considered your comments and we offer the following response:

The option to extend Old Church Road to Ivan Avenue has been re-evaluated based on consultation with the Public and Town of Caledon. New alternatives were considered in the EA evaluation and a new preliminary preferred plan was identified. Under the new plan, Old Church Road will not be connected at Ivan Avenue. The Town of Caledon will undertake a separate urban design review for the broader area. The Region will continue to work with the Town through this Review on possible future private access options at the intersection. Public consultation and heritage mitigation is included in the scope of this future urban design review.

We will be updating the EA documentation to explain that the ultimate solution for the west leg of the Airport Road and Old Church Road intersection is subject to the Town of Caledon Urban Design Review. We will also document that Old Church Road will not be connected at Ivan Avenue. We will keep you informed of next steps in the EA and look forward to hearing your thoughts throughout the process.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

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From: Jennifer Innis <jennifer.innis@caledon.ca>
Sent: October 8, 2020 10:45 AM

To: [redacted] Bubas, Sonya <sonya.bubas@peelregion.ca>
Subject: Re: Ivan road changes

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

Thank you [redacted] for your email regarding the Region of Peel's Environmental Assessment of Airport Road through the Village of Caledon East.

I greatly appreciate you taking the time to share your thoughts and concerns regarding the potential options for the Airport Road and Old Church Road Intersection and the subsequent impacts to the surrounding village as a result of these options. I have copied Ms. Sonya Bubas, Project Manager for this Project from the Region of Peel so that your input can be included in the study and so that you may get future notifications as this process moves forward.

Again, thank you for taking the time to share your thoughts and concerns.

Best regards,
Jennifer

Jennifer Innis

Regional Councillor Wards 3/4

Town of Caledon

From: [redacted]
Sent: Wednesday, October 7, 2020 12:40 PM
To: Nick DeBoer <nick.deboer@caledon.ca>; Jennifer Innis <jennifer.innis@caledon.ca>
Subject: Ivan road changes

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

I am a resident of Caledon East and travel along Ivan Avenue, Oliver's Lane, Colleen Cres, Ella Crt, Parsons Ave, Emma St and Maple Ave.
I understand that the Region is making changes to Airport Road, and in particular the intersection at Old Church. I/we understand that this will make this intersection safer, which is good news. But I/we do not want this intersection to extend onto Ivan Avenue. There is

no need for this. When that intersection at Airport Road is revamped, simply open it up to Ivan Avenue, but stop it there. Simply eliminate that access. It is not necessary. I am concerned that if you open Old Church onto Ivan Avenue, there will be increased traffic along these streets (in particular Ivan and Olivers) and that noise and traffic levels will increase. I am also very concerned the increased traffic will jeopardize the safety of the children who walk and bicycle along these streets. People will use this as a shortcut. When the Walker's Road subdivision of over 200 homes are built, a traffic-controlled intersection at Airport Road may be a great idea. Please keep that in mind!

Thank you,

[redacted]

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From: Bubas, Sonya
To: [redacted]
Cc: Saddi, Asha
Subject: RE: Airport Road/Ivan Avenue
Date: February 18, 2021 11:13:54 AM
Attachments: image001.png

Dear [redacted]

Thank you for providing your comments on the Airport Road Environmental Assessment. The project team has carefully considered your comments and we offer the following response:

The option to extend Old Church Road to Ivan Avenue has been re-evaluated based on consultation with the Public and Town of Caledon. New alternatives were considered in the EA evaluation and a new preliminary preferred plan was identified. Under the new plan, Old Church Road will not be connected at Ivan Avenue. The Town of Caledon will undertake a separate urban design review for the broader area. The Region will continue to work with the Town through this Review on possible future private access options at the intersection. Public consultation and heritage mitigation is included in the scope of this future urban design review.

We will be updating the EA documentation to explain that the ultimate solution for the west leg of the Airport Road and Old Church Road intersection is subject to the Town of Caledon Urban Design Review. We will also document that Old Church Road will not be connected at Ivan Avenue. We will keep you informed of next steps in the EA and look forward to hearing your thoughts throughout the process.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

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From: Jennifer Innis <jennifer.innis@caledon.ca>
Sent: October 17, 2020 9:02 AM

To: [redacted] Bubas, Sonya <sonya.bubas@peelregion.ca>
Subject: Re: Airport Road/Ivan Avenue

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

Thank you [redacted] for your email regarding the Region of Peel's Environmental Assessment of Airport Road through the Village of Caledon East.

I greatly appreciate you taking the time to share your thoughts and concerns regarding the potential options for the Airport Road and Old Church Road Intersection and the subsequent impacts to the surrounding village as a result of these options. I have copied Ms. Sonya Bubas, Project Manager for this Project from the Region of Peel so that your input can be included in the study and so that you may get future notifications as this process moves forward.

There are a few options available. Many of your neighbours have supported the realignment of the intersection but requested that old church be dead ended (no access to Ivan). Would be happy to discuss if you would like further. Let me know the best number to reach you at.

Again, thank you for taking the time to share your thoughts and concerns.

Best regards,
Jennifer

Jennifer Innis

Regional Councillor Wards 3/4

Town of Caledon

From: [redacted]
Sent: Friday, October 16, 2020 9:58 AM
To: Jennifer Innis <jennifer.innis@caledon.ca>
Subject: Airport Road/Ivan Avenue

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From: [redacted]
Sent: October 16, 2020 9:54 AM
To: Jennifer Innis <jennifer.innis@caledon.ca
Subject: Airport Road/Ivan Avenue

I have been told by my neighbours that there is a proposal to extend Old Church Road to Ivan Ave and that this is a proposal that was the best proposal for future plans in downtown Caledon East. I certainly hope that this is not true or just a joke. If not; then I would like a full explanation as to why this would not have been communicated to all residents in the affected area in order to have input.

In the public notice distributed by the Region of Peel relating to a class environment assessment study there was no indication that residential areas such as ours would be affected. This is a serious matter and could have devastating consequences for the future of the town. Your response will be appreciated at your earliest convenience.

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From: [redacted]
To: Innis, Jennifer
Cc: Deboer, Nick; Andrew Pearce; Jurrius, Stephanie; Rook, Sally; Lee, Arthur; Bubas, Sonya; Saddi, Asha; [redacted]
Subject: Re: FW: Airport Road EA, Caledon East
Date: February 2, 2021 10:51:33 AM
Attachments: image001.png
image002.gif
image001.png

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

Good morning Councillor Innis,

RE: Class EA study for Airport Road and Town of Caledon Urban Design Review:

As you are aware, I have been actively involved (with [redacted]) in educating local residents on the entire Airport Road EA process, and in particular the intersection of Airport Road and Old Church. We are pleased to learn that the Region has listened to the feedback from the residents, and are now abandoning the Old Church extension onto Ivan Avenue. A big thank you to Sonya and her team for listening to the residents!

I understand that the TOC planning department and the Region of Peel will work together in a partnership to complete an urban design study of this intersection. And if so, I believe this study will involve participants at the table including business owners and public involvement. As part of a group of residents residing immediately to the west of this airport Road and Old Church intersection, I would request that we have one or two from our group participate in the Urban Design Study and be part of any committee that is formed.

As a result of the new preliminary preferred plan where Old Church will no longer extend into Ivan Avenue, [redacted] has advised Sonya that our request to delegate to the Region can be put aside at this time. We would however be happy to delegate to the Town of Caledon if required and as the Urban Design process proceeds.

Please let me know how we can be involved in this process from an urban design standpoint where use of lands around this intersection are discussed. I look forward to your response and next steps.

Thank you.
[redacted]

[redacted]

On Wed, Jan 27, 2021 at 6:01 PM [redacted] wrote:

> Please see attached. Can we follow up this weekend?
> [redacted].
>
> Sent from my Galaxy
>
> -------- Original message --------
> From: "Bubas, Sonya" <sonya.bubas@peelregion.ca>
> Date: 2021-01-27 5:25 PM (GMT-05:00)
> To: [redacted]
> Cc: "Lee, Arthur" <arthur.lee@peelregion.ca>, "Jurrius, Stephanie" <stephanie.jurrius@peelregion.ca>, "Rook, Sally" <sally.rook@peelregion.ca>, "Saddi, Asha" <asha.saddi@peelregion.ca>
> Subject: Airport Road EA, Caledon East
>
> Hi [redacted]
>
> I am writing to provide you with an update on the Class EA Study for Airport Road.
>
> The option to extend Old Church Road to Ivan Avenue has been re-evaluated based on consultation with the Public and Town of Caledon. New alternatives were considered in the EA evaluation and a new preliminary preferred plan was identified. Under the new plan, Old Church Road will not be connected at Ivan Avenue. The Town of Caledon will undertake a separate urban design review for the broader area. The Region will continue to work with the Town through this Review on possible future private access options at the intersection. Public consultation and heritage mitigation is included in the scope of this future urban design review.
>
> We will be updating the EA documentation to explain that the ultimate solution for the west leg of the Airport Road and Old Church Road intersection is subject to the Town of Caledon Urban Design Review. We will also document that Old Church Road will not be connected at Ivan Avenue. We will keep you informed of next steps in the EA and look forward to hearing your thoughts throughout the process.
>
> Please feel free to contact me if you have any questions or concerns.

Regards,

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

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

Brampton, ON L6T 4B9

905-791-7800 ext. 7801

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From: Bubas, Sonya
Sent: January 18, 2021 12:01 PM
To: [redacted].ca>; Jurrius, Stephanie <Stephanie.Jurrius@peelregion.ca>; Rook, Sally <Sally.Rook@peelregion.ca>
Subject: RE: Petition Submission - Airport Road EA, Caledon East

Hi [redacted]

This is to confirm that the Region will not file the EA until we have completed the analysis and discussion regarding the new alternative to not connect Old Church Road at Ivan Avenue. I hope to provide you with an update well in advance of February 1.

Regards,

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

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

Brampton, ON L6T 4B9

905-791-7800 ext. 7801

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From: Jurrius, Stephanie <stephanie.jurrius@peelregion.ca>
Sent: January 7, 2021 1:32 PM
To: Bubas, Sonya <sonya.bubas@peelregion.ca>; Rook, Sally <sally.rook@peelregion.ca>
Cc: [redacted] Lee, Arthur <arthur.lee@peelregion.ca>
Subject: RE: Petition Submission - Airport Road EA, Caledon East

Hi to all,

Please submit the original petition to the Office of the Regional Clerk at this address. Upon receipt, the Clerk's assistant or myself will acknowledge receipt of the original petition via email.

Aretha Adams

Deputy Regional Clerk and Acting Director of Clerk's

Office of the Regional Clerk
Regional Municipality of Peel
10 Peel Centre Drive, Suite A, 5th Floor
Brampton ON L6T 4B9

Petitions will be placed on the appropriate Council or committee agenda for receipt, unless otherwise specified by Council or committee. In this case the petition will be presented to Regional Council.

Any one who wishes to appear before a Council meeting may request by notifying the Clerk's office. Delegation requests must be in writing or by completing the Request for Delegation Form at least one week prior to the Council meeting for the purpose of listing your name and the topic on the appropriate agenda. We request that the preferred Council meeting date be noted on the form, otherwise it will be listed on the next appropriate agenda. Please refer to the Guide for Delegations and the Procedure-By-law (Delegations section) for additional information.

Delegations to Regional Council is limited to 5 minutes. Delegations may only appear once on the same matter within a one-year period, unless a recommendation pertaining to the same matter is included on the agenda within the one-year period and only to provide additional or new information.

Due to COVID restrictions, Regional Council meetings are held virtually. Limited public attendance at meetings will be permitted by pre-registration only (email: regional.clerk@peelregion.ca to pre-register).

Upcoming regular Regional Council (RC) meeting dates with corresponding deadlines are as follows:

Regular Regional Council Meeting	Deadlines (Main/Original Agenda)	Deadlines (Revised Agenda)
January 14th	January 6th	January 11th – before 10:00 a.m.
February 11th	February 1st	February 8th – before 10:00 a.m.

February 25th	February 17th	February 22nd – before 10:00 a.m.

For other meeting dates, please check the 2021 RC Meeting Schedule.

If the written notice requesting listing as a delegation is received by the Regional Clerk less than 72 hours prior to the time of the Council meeting, and

a. relates to an item already listed on the draft agenda, the delegation will be added to the agenda only upon the approval of Council at the meeting
b. does not relate to an item already listed on the draft agenda, the delegation shall be added to the agenda at the next following appropriate meeting.

The email below indicates possible delegation(s) from the residents in February. Taking into consideration the deadlines noted and to give everyone time to consider next steps, the petition and potential delegations will be listed on the February 11th agenda.

Hope this helps clarify the process.

Please let me know if you have any questions.

Regards,

STEPHANIE JURRIUS
Legislative Specialist | Clerk's Division

stephanie.jurrius@peelregion.ca | 905.791.7800 ext. 4502

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From: Bubas, Sonya <sonya.bubas@peelregion.ca>
Sent: January 6, 2021 5:03 PM
To: Jurrius, Stephanie <stephanie.jurrius@peelregion.ca>; Rook, Sally <sally.rook@peelregion.ca>
Cc: [redacted] Lee, Arthur <arthur.lee@peelregion.ca>
Subject: Petition Submission - Airport Road EA, Caledon East

Hi Stephanie and Sally,

I touched base with [redacted] this afternoon regarding the petition concerning the Airport Road EA. [redacted] is copied on this email because she had a couple of questions for the Regional Clerk, and I thought this would help summarize our discussion.

I acknowledged that both the Regional Clerk and Project Team are in receipt of the petition and that the Team is looking into the issues raised. I offered to continue communication with [redacted] and provide updates on the issues as they become available.

Question #1: Does Regional Clerk need the original signatures or a hardcopy of the petition?

I also asked for clarification on the community's interest to delegate Council, and whether a delegation would be necessary if the Region tried to resolve the issues before the EA is completed. The community wants to be proactive in sharing their input so that their concerns are considered before decisions are made. They are not satisfied with the EA responses to date regarding the need for an extension of Old Church Road to Ivan Avenue, and want to be sure their concerns have been communicated to all parties involved in the project (Council, management, project manager, project team, etc.).

I explained that the Team is carefully reviewing the suggested option to not connect Old Church Road at Ivan Avenue. I let [redacted] know that we have included this new alternative with a concept sketch in the evaluation matrix, and will be reviewing the evaluation with the Town and Agencies. I reiterated the two main objectives of the extension was to address safety at the intersection and provide the neighbourhood with a signalized access to Airport Road. I let [redacted] know that the petition offered some new information to me, in that it appears to represent interest of the larger neighbourhood, based on the streets canvassed.

We hope to complete our review of this new alternative in January and [redacted] understood that I could not provide an answer at this time. I offered to share the results with [redacted] before the final EA recommendation, so that the community would have the opportunity to delegate Council if they felt their issues were not resolved. This could bring them to a delegation to Council in February (before the EA is filed).

Question #2: Can the Regional Clerk confirm that a delegation can be requested on a future Council agenda? [What is the deadline for the February agenda?]

We talked about the EA as a self-regulated process and that the Region does not formally report to Council on the EA recommendation. However, I explained that Council is aware of the project through approval of the capital program and the local Councillors are kept well informed of the project with updates in advance of public consultation. I also confirmed that the local Councillor has communicated the community's concerns to the Team and to my immediate supervisor who provides guidance to me and the Team.

[redacted] has my Regional cell phone number should she have further questions or concerns.

Regards,

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

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

Brampton, ON L6T 4B9

905-791-7800 ext. 7801

84BE9F13

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From: [redacted]
To: Saddi, Asha
Cc: Bubas, Sonya; developments@oskargroup.com
Subject: RE: Airport Road EA Study
Date: November 4, 2020 4:04:48 PM
Attachments: image001.gif
image002.png
image003.jpg

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Thanks again, Asha.

[redacted]

From: Saddi, Asha <asha.saddi@peelregion.ca>
Sent: Wednesday, November 4, 2020 3:59 PM
To: [redacted]
Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>
Subject: RE: Airport Road EA Study

Hi [redacted]

This is to confirm that your email address [redacted] has been replaced with [redacted] for future project mailings.

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

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From: [redacted]
Sent: November 4, 2020 9:10 AM
To: Saddi, Asha <asha.saddi@peelregion.ca>
Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>
Subject: RE: Airport Road EA Study

CAUTION: EXTERNAL MAIL. DO NOT CLICK ON LINKS OR OPEN ATTACHMENTS [redacted]

YOU DO NOT TRUST.

Thanks, Asha.
Can you actually remove my email but add [redacted] instead?
Regards,
[redacted]

From: Saddi, Asha <asha.saddi@peelregion.ca>
Sent: Wednesday, November 4, 2020 8:38 AM
To: [redacted]
Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>
Subject: RE: Airport Road EA Study

Hi [redacted]
Your email address is added to our mailing list and you will receive the notice at this email address.
The project website is also available at:
https://peelregion.ca/pw/transportation/construction/environmental-assessment/airport-road-caledon.asp

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

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From: Bubas, Sonya <sonya.bubas@peelregion.ca>
Sent: November 4, 2020 8:09 AM
To: [redacted]
Cc: Saddi, Asha <asha.saddi@peelregion.ca>
Subject: RE: Airport Road EA Study

Hi [redacted]
By copy of this email, I kindly ask Asha to confirm if you have been added to the mailing list to receive notice when the Environmental Study Report is available for public review. This notice will also be posted to the project website and so you may wish to visit the website periodically for updates.
Regards,
Sonya Bubas, MCIP, RPP

Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801
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From: [redacted]
Sent: November 3, 2020 5:04 PM
To: Bubas, Sonya <sonya.bubas@peelregion.ca>
Cc: Saddi, Asha <asha.saddi@peelregion.ca>
Subject: RE: Airport Road EA Study

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

Hi Sonya,
Is there a way to subscribe to update regarding the EA for Airport Road? As discussed, a Report is planned for the public review in Winter 2020/2021.
Regards,
[redacted]

From: Bubas, Sonya <sonya.bubas@peelregion.ca>
Sent: Tuesday, September 29, 2020 8:38 AM
To: [redacted]
Cc: Saddi, Asha <asha.saddi@peelregion.ca>
Subject: RE: Airport Road EA Study
Hi [redacted],
The Environmental Study Report will be completed after the Project Team has reviewed all Public comments received during the current Public Information Centre. Review materials for the Public Information Centre are available on the Project Website for Public review and comment until October 14.
Subject to the Public comments received, we anticipate having a Report ready for Public review in Winter 2020/2021. The Region plans to implement road improvements through Caledon East from Castlederg / Boston Mills Side Road to Huntsmill Drive in 2024, with the remainder of the corridor improvements in 2026. However, this timing is subject to completion of the Environmental Assessment Study and annual approval of the Region's Capital Program.

Please feel free to contact me if you have any further questions.
Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

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From: [redacted]
Sent: September 25, 2020 2:59 PM
To: Bubas, Sonya <sonya.bubas@peelregion.ca>; Saddi, Asha <asha.saddi@peelregion.ca>
Subject: Airport Road EA Study

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

Good afternoon,
We are reaching out to confirm a few items regarding the above-noted study, as we are local stakeholders in the area:

- When will the Environmental Study Report be completed for the public's review?
- When does the Region plan to implement these road improvements?

We appreciate your timely assistance on this matter.
Regards,

[redacted]

From:	Bubas, Sonya
To:	[redacted]
Cc:	Saddi, Asha; Lee, Arthur
Subject:	RE: Old Church to run west through Airport Rd and onto Ivan Ave? Email your Councilors ASAP! Deadline fast approaching.
Date:	February 18, 2021 3:08:38 PM
Attachments:	image001.png

Dear [redacted],

Thank you for providing your comments on the Airport Road Environmental Assessment (EA). The project team has carefully considered the comments in your comment sheet and email below. We offer the following response:

Your comments indicate support for upgrading the intersection of Old Church Road and Airport Road as proposed at the Public Information Centre (PIC). The option to extend Old Church Road to Ivan Avenue has been re-evaluated based on consultation with the Public and Town of Caledon. New alternatives were considered in the EA evaluation and a new preliminary preferred plan was identified.

Under the new plan, Old Church Road will not be connected at Ivan Avenue. The Town of Caledon will undertake a separate urban design review for the broader area. The Region will continue to work with the Town through this Review on possible future private access options at the intersection. Public consultation and heritage mitigation is included in the scope of this future urban design review.

Your comments suggest adding sidewalks to local roads, installing lights opposite the LCBO exit at the intersection, and adding a set of lights at Mountainview Road and Walker Road when a future subdivision is put in place. The EA considered the option of signalizing the driveway access at the Old Church Road and Airport Road intersection with split phasing. This option would have some operational issues, such as longer traffic delays due to traffic signals that phase in the green light for one direction at a time. This option alone would not resolve sightline and related safety constraints.

Consideration for sidewalks on local roads and lights at Mountainview Road and Walker Road are outside the scope of this EA. These comments will be forwarded to the Town of Caledon for information.

We will keep you informed of the EA and look forward to hearing your thoughts throughout the process.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

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From: Jennifer Innis <jennifer.innis@caledon.ca>
Sent: October 8, 2020 11:00 AM
To: [redacted] Bubas, Sonya <sonya.bubas@peelregion.ca>
Subject: Re: Old Church to run west through Airport Rd and onto Ivan Ave? Email your Councilors ASAP! Deadline fast approaching.

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

Thank you [redacted] for your email regarding the Region of Peel's Environmental Assessment of Airport Road through the Village of Caledon East.

I greatly appreciate you taking the time to share your thoughts and concerns regarding the potential options for the Airport Road and Old Church Road Intersection and the subsequent impacts to the surrounding village as a result of these options. I have copied Ms. Sonya Bubas, Project Manager for this Project from the Region of Peel so that your input can be included in the study and so that you may get future notifications as this process moves forward.

Again, thank you for taking the time to share your thoughts and concerns.

Best regards,
Jennifer

Jennifer Innis

Regional Councillor Wards 3/4

Town of Caledon

From: [redacted]
Sent: Tuesday, October 6, 2020 2:53 PM
To: Jennifer Innis <jennifer.innis@caledon.ca>; Nick DeBoer <nick.deboer@caledon.ca>
Cc: [redacted]
Subject: Re: Old Church to run west through Airport Rd and onto Ivan Ave? Email your Councilors ASAP! Deadline fast approaching.

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

Thank you for soliciting responses from the neighbourhood.

I have a couple of thoughts but **I do not fully endorse** the email below. We definitely need to update the intersection at Airport and Church. As it stands currently there is too much ambiguity when eating the LCBO parking lot onto Airport. The first priority should be to install lights opposite the LCBO exit to prevent accident/personal injury.

Second, we cannot stop progress. The LCBO lot is already used as a bypass. Making changes is an opportunity to enhance that. If proper sidewalks are added when the flow through happens, walking safety will be addressed.
I also think that when the new subdivision is put in that a set of lights at Mountainview and Walkers could be a viable option as well.

Sincerely,
[redacted]

On Oct 5, 2020, at 7:56 PM, [redacted] > wrote:

Good evening neighbours,

Many of you may already know that the Region of Peel will eventually be moving/demolishing the LCBO in Caledon East. It will likely stay in Caledon East, but just not at its current location. Once the LCBO is moved, the Region is also indicating their preference to redesign the intersection of Old Church Road westbound at Airport Road. This preferred design, with Old Church running westbound through the LCBO (once it is removed/demolished), is straight onto Ivan Avenue. See the Region's drawing attached below.

Although this may "clean up" the intersection of Airport Rd at Old Church, is it necessary. Are you opposed to opening up a Regional Road at Ivan Avenue? Do you want to see increased traffic flow through this quiet neighborhood? Will the children who walk these streets (Ivan Avenue, Oliver's Lane, Colleen Crescent, Ella Court, Parsons Ave, Emma St and Maple Ave) still be safe to walk/bike along Ivan Avenue and to the north end of Olivers Lane? What happens when the new Walker's Road subdivision gets completed and the new traffic from 200+ homes flows along and down Ivan Avenue as a shortcut to Airport Road (instead of Walkers to Airport)?

Our Regional Councillor Jennifer Innis (ward 3 and 4) and Area Councillor Nick DeBoer (ward 3 and 4) are cc'd on this email. I spoke to them and they really WANT to hear from you!

I am sending this email and information to those who may live or have family along the following streets in downtown Caledon East - Ivan Avenue, Oliver's Lane, Colleen Cres, Ella Crt, Parsons Ave, Emma St and Maple Ave. If you like, please forward to anyone you know that may want to have their voice heard. The deadline for feedback to your Councillors who will then forward to the Region of Peel is **the week of October 14th.**

If you are in favor of blocking off Ivan Avenue in the next few years when the Airport Road corridor gets updated, simply cut/paste the information below, and send a quick email to Jennifer Innis and Nick DeBoer. We really don't need a Regional Road running through and onto a quiet neighborhood.

Our Councillors were both kind enough to speak with me this afternoon in a video call and are anxiously awaiting feedback from their ward 3 and 4 residents!

To make it easy, just cut/paste the following or use it as a sample of what they require, but feel free to change/add whatever you like:

I am a resident of Caledon East and travel along Ivan Avenue, Oliver's Lane, Colleen Cres, Ella Crt, Parsons Ave, Emma St and Maple Ave.
I understand that the Region is making changes to Airport Road, and in particular the intersection at Old Church. I/we understand that this will make this intersection safer, which is good news. But I/we do not want this intersection to extend onto Ivan Avenue. There is no need for this. When that intersection at Airport Road is revamped, simply open it up to Ivan Avenue, but stop it there. Simply eliminate that access. It is not necessary. I am concerned that if you open Old Church onto Ivan Avenue, there will be increased traffic along these streets (in particular Ivan and Olivers) and that noise and traffic levels will increase. I am also very concerned the increased traffic will jeopardize the safety of the children who walk and bicycle along these streets. People will use this as a shortcut.
When the Walker's Road subdivision of over 200 homes are built, a traffic-controlled intersection at Airport Road may be a great idea. Please keep that in mind!

There you go folks. I have attached the above sample email below in a word document for those who prefer. Please see the attachments. You don't need to cc me, but feel free to reach out to me via email or call me anytime. **But you really do need to email your Councillors! Just cut/paste and take 5 minutes out of your busy schedules to send them an email. They want to hear from you!**

Thank you.

[redacted]

[redacted]

Note: thanks to [redacted] *for many of the email addresses* **he has gathered over the years.** *If you no longer want to receive* **any** *updates* **related to these concerns,** *please respond to me and I'll* **immediately** *remove your name from my list.*

<Old Church extension through Ivan Ave_recommendation.JPG><I am a resident of Caledon East and travel along Ivan Avenue ....docx>

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From: Bubas, Sonya
To: [redacted]
Cc: Saddi, Asha
Subject: RE: regarding Airpot Road Environmental Assessment PIC No 2
Date: February 18, 2021 11:19:33 AM
Attachments: image001.png

Dear [redacted],

Thank you for providing your comments on the Airport Road Environmental Assessment. The project team has carefully considered your comments and we offer the following response:

The option to extend Old Church Road to Ivan Avenue has been re-evaluated based on consultation with the Public and Town of Caledon. New alternatives were considered in the EA evaluation and a new preliminary preferred plan was identified. Under the new plan, Old Church Road will not be connected at Ivan Avenue. The Town of Caledon will undertake a separate urban design review for the broader area. The Region will continue to work with the Town through this Review on possible future private access options at the intersection. Public consultation and heritage mitigation is included in the scope of this future urban design review.

We will be updating the EA documentation to explain that the ultimate solution for the west leg of the Airport Road and Old Church Road intersection is subject to the Town of Caledon Urban Design Review. We will also document that Old Church Road will not be connected at Ivan Avenue. We will keep you informed of next steps in the EA and look forward to hearing your thoughts throughout the process.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

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From: Jennifer Innis <jennifer.innis@caledon.ca>
Sent: October 20, 2020 10:03 AM

To: [redacted] Deboer, Nick <nick.deboer@caledon.ca>; Bubas, Sonya <sonya.bubas@peelregion.ca>
Subject: Re: regarding Airpot Road Environmental Assessment PIC No 2

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

Thank you [redacted] for your email regarding the Region of Peel's Environmental Assessment of Airport Road through the Village of Caledon East.

I greatly appreciate you taking the time to share your thoughts and concerns regarding the potential options for the Airport Road and Old Church Road Intersection and the subsequent impacts to the surrounding village as a result of these options. I have copied Ms. Sonya Bubas, Project Manager for this Project from the Region of Peel so that your input can be included in the study and so that you may get future notifications as this process moves forward.

Again, thank you for taking the time to share your thoughts and concerns.

Best regards,
Jennifer

Jennifer Innis

Regional Councillor Wards 3/4

Town of Caledon

From: [redacted]
Sent: Monday, October 19, 2020 5:18 PM
To: Jennifer Innis <jennifer.innis@caledon.ca>; Nick DeBoer <nick.deboer@caledon.ca>
Subject: regarding Airpot Road Environmental Assessment PIC No 2

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Hello Counsellors,

I wanted to email you both to express sincere concerns on the proposed changes for Caledon East, specifically the extension of Old Church toward Ivan Ave. Being a resident of Caledon East, living in these streets - I strongly feel this is going to be a major disruption to the lives of the street residents of Ivan Avenue, Parsons Ave, Oliver's Lane, Colleen Cres, Ella Court, Emma St, and Maple Ave.

Currently, these streets make a quiet, friendly, minimal traffic neighborhood. Extension of Old Church to come through the current LCBO parking lot towards Ivan Avenue is not something the residents here want. There are several safety and noise issues with this. Residents include young children, teenagers, and elderly. Children play on the streets; including teens and adults riding bikes and doing other activities like basketball/skating/hockey; several elderly walk the streets on a daily basis. Residents use Oliver's Lane and Emma to access the trails. Having more cars on these roads will be a major hinderance and diminish these activities and make them unsafe.

These streets are tucked aside from airport road - and opening up the street this way is going to disrupt that - creating more noise and traffic. Moreover, the benefit of traffic coming on Ivan Ave is not there. The traffic has nowhere to exit except towards walker road , walker road is already attached to airport road. Hence, another reason, this extension towards Ivan Ave makes no sense.

There is more construction happening on Walker Road with new build homes - If anything - city needs to review perhaps walker road to have more lanes to alleviate traffic burden or to improve intersection of Airport Road and Walker Road. This is just a suggestion - I'm sure more study would be required to see even if this is a good idea.

As a resident here, I strongly oppose this extension towards our streets. If the city must move the LCBO, (which I think is unnecessary as well - given its in the perfect town location - boosting other businesses around it as people go to the LCBO and neighboring spots while they are there) then add a wall/fence before any traffic hits Ivan Avenue. Please DONOT extend towards our streets.

Sincere thank you for considering our concerns

[redacted]
Resident of Caledon East

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From:	Bubas, Sonya
To:	"Caroline Mugo"
Cc:	Suzanne.Bevan@trca.ca; Lee, Arthur; Saddi, Asha
Subject:	RE: CFN 55778. - Region of Peel - Airport Road EA (King Street to Huntsmill Drive) PIC #2 Boards - TRCA comments
Date:	February 18, 2021 7:30:58 AM
Attachments:	image001.png image003.png

Hi Caroline,

I am writing in response to your comments on PIC 2 for the Airport Rd EA. I understand this file has been transferred to Suzanne Bevan who is copied on this email.

1. **Are there opportunities for the transitional area Walker Road to Leamster Trail to only implement the multiuse trail? If there is a multiuse trail on the west side it seems redundant to have paved shoulders on the east side for cyclists as they could use the multiuse trail. Would reducing paving on the east side reduce the environmental impact for the preferred option?**

   The multiuse path on the west side would provide cyclists with continuity and direct connectivity to the Leamster Trail community, while the paved shoulder on the east side would provide continuity toward the Huntsmill Drive community. The existing gravel shoulder and the proposed paved shoulder on the east side have similar horizontal footprints and the environmental impacts are expected to be minimal.

2. **There may be watercourse crossing issues with extending Old Church Road to Ivan Avenue. It is staff's understanding that the watercourse is slightly below the paved area in a CSP culvert and the excavation for the road base will likely have impacts on the watercourse. Please advise.**

   As per our update to TAC on January 27, Old Church Road will not be connected at Ivan Avenue. The ultimate solution for the west leg of the Airport Road and Old Church Road intersection is subject to the Town of Caledon Urban Design Review. Public consultation is included in the scope of this future urban design review.

3. **TRCA staff looks forward to potential amphibian crossing north of Mountcrest Road.**

   This comment has been noted. For your information, the proposed culvert dimensions at the Centreville Creek crossing are consistent with the recommendations for amphibian crossing structures as outlined in the CVC's Fish and Wildlife Crossing Guidelines.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

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the email. Thank you.

From: Caroline Mugo <Caroline.Mugo@trca.ca>
Sent: October 15, 2020 5:10 PM
To: Bubas, Sonya <sonya.bubas@peelregion.ca>
Cc: Saddi, Asha <asha.saddi@peelregion.ca>
Subject: CFN 55778. - Region of Peel - Airport Road EA (King Street to Huntsmill Drive) PIC #2 Boards - TRCA comments

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Hi Sonya,

Thank you for the opportunity to comment on the 2nd PIC boards for the Boards for the Region of Peel Municipal Class Environmental Assessment (EA) for improvements to Airport Road from 100 metres north of King Street to 300 metres north of Huntsmill Drive in the Town of Caledon.
Staff understands that this study will address long term issues related to planned growth, enhance the safety of Airport Road by examining, intersection improvements, the potential for roundabouts, traffic calming measures for truck and other vehicular traffic through Caledon East, support the Caledon East Community Improvement Plan including streetscaping and promote healthy living by examining infrastructure improvements for walking and cycling.
In addition to the comments staff provided for the Draft drainage report and the draft Natural Environment Impact Report associated with this EA, TRCA staff has completed the review of the PIC #2 and has the following comments to offer:

1. Are there opportunities for the transitional area Walker Road to Leamster Trail to only implement the multiuse trail? If there is a multiuse trail on the west side it seems redundant to have paved shoulders on the east side for cyclists as they could use the multiuse trail. Would reducing paving on the east side reduce the environmental impact for the preferred option?
2. There may be watercourse crossing issues with extending Old Church Road to Ivan Avenue. It is staff's understanding that the watercourse is slightly below the paved area in a CSP culvert and the excavation for the road base will likely have impacts on the watercourse. Please advise.
3. TRCA staff looks forward to potential amphibian crossing north of Mountcrest Road.

Should you have any questions, please do contact me.
Thanks,

Caroline Mugo, Ph.D
Planner, Infrastructure Planning and Permits
Development and Engineering Services Division

T: (416) 661-6600 ext. 5689
E: caroline.mugo@trca.ca
A: 101 Exchange Avenue, Vaughan, ON, L4K 5R6 | trca.ca

From: Bubas, Sonya
Sent: February 24, 2021 1:47 PM
To: [redacted]
Cc: [redacted] Lee, Arthur <arthur.lee@peelregion.ca>; Kol, Rani <Rani.Kol@peelregion.ca>; Koethe, Wayne <Wayne.Koethe@peelregion.ca>; sjohnston@IBIGroup.com; Saddi, Asha <Asha.Saddi@peelregion.ca>
Subject: RE: Region of Peel - Airport Road Municipal Class EA Study - King Street to Huntsmill Drive, Town of Caledon

Hi [redacted]

Please find attached response to your comments on the Airport Road Class EA.

Feel free to contact me if you have any questions.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

Region of Peel
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From: Saddi, Asha <asha.saddi@peelregion.ca>
Sent: November 6, 2020 10:39 AM
To: [redacted]
Cc: [redacted] Bubas, Sonya <sonya.bubas@peelregion.ca>
Subject: FW: Region of Peel - Airport Road Municipal Class EA Study - King Street to Huntsmill Drive, Town of Caledon

Hello [redacted]
Thank you for your email and attached letter dated November 5, 2020. The project team will consider your comments and get back to you.

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

Regards,

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

Asha.Saddi@peelregion.ca

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From [redacted]
Sent: November 5, 2020 1:00 PM
To: Saddi, Asha <asha.saddi@peelregion.ca>
Cc [redacted] Bubas, Sonya <sonya.bubas@peelregion.ca>
Subject: Region of Peel - Airport Road Municipal Class EA Study - King Street to Huntsmill Drive, Town of Caledon

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

Hello Asha,
Please find attached our correspondence with comments on the above noted EA Study.
We would appreciate confirmation of receipt of this email and attachment.
Thanks,
[redacted]

--
[redacted]

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Public Works

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

peelregion.ca

February 24, 2021
Project No. 16-4360

[redacted]

Dear [redacted],

RE: Airport Road Environmental Assessment (100m north of King Street to 300m north of Huntsmill Drive)

Thank you for your letter dated November 5, 2020 in which you provide comments on the Airport Road Environmental Assessment (EA) on behalf of your client, the owner of [redacted] in the Town of Caledon. The project team has carefully considered your comments and offer the following response.

Comment: On the Preliminary Preferred Design, the proposed Street A connection within the Subject Land, just south of Foodland (at the Caleodn East Public School Exit) is not shown.

The connection to Street A was not shown to the Public because this access had not been approved through the development planning process at the time of the Public Information Centre for Airport Road.

Comment: Consideration of proposed roads (and at least roads/intersections/conceptual vehicle connections, shown on the Secondary Plan) should be a component of the EA study.

The proposed connections as per the Secondary Plan and active development application were considered in the EA study, however the northern connection was removed from public display due to the ongoing status of development review and approval.

Comment: The roundabout and the proposed southern connection on the subject land, to Airport Road (at Cranston Drive) is shown; why is there a difference in the information on the Preliminary Preferred Design between Street A north intersection and Street A south intersection?

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tel: 905-791-7800

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The proposed design incorporated the southern connection at Cranston Drive as per the Secondary Plan and active development application. Since the design complexity for a roundabout is significantly greater than for a traditional intersection, it was important to confirm at the EA stage that the proposed connection to tie into future development is feasible.

Comment: The proposed Airport Road ROW widening (as requested by the Region through the submitted applications by the landowner) is NOT indicated across the subject land frontage; also, that should be indicated as the "new" limit of the ROW in the EA study.

The EA study does not recommend a change to the ultimate ROW width on Airport Road. The reduced ultimate ROW width between Cranston Drive and Hilltop Drive was developed under a special provision of the Official Plan and was therefore outside the scope of the EA. If approved, the new protected ROW width can be shown on the final preferred plan for the EA.

Comment: Slide 13 in the presentation does show a cycling pathway coming south on Mountcrest Road, into the proposed subdivision and exiting to Airport Road at the Caledon East Public School Exit location.

Due to the constrained right-of-way and steep grade between Mountcrest Road and Hilltop Drive, the EA considered alternative bypass routes for cyclists. This bypass route is shown as subject to potential future development.

Comment: Slide 14 indicates the section from Cranston Drive to south of Hilltop Drive as a 45m wide section with multi use paths, turning lanes and through lanes, this does not appear to be consistent with the site specific discussions and comments for the applications on the subject land.

The site-specific discussions were in regards to the protection of the ultimate right-of-way under the Official Plan and were outside the scope of the EA. Notwithstanding, the proposed EA improvements to Airport Road from Cranston Drive to Hilltop Drive generally fall within the reduced ultimate right-of-way.

Within this section of Airport Road, the ultimate right-of-way would accommodate a future 2-lane roundabout at Cranston Drive and 4-lane cross-section at mid-block near the roundabout (the ultimate ROW reduces north towards Caledon East). The EA recommends a flared two-lane entry roundabout at Cranston Drive and a 2-lane cross-section at mid-block as an interim condition until the ultimate condition is needed.

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Public Works

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

peelregion.ca

Comment: Slide 16 does show some roundabout detail at the Street A/Cranston Drive intersection and does appear to show some of the linework consistent with the latest proposed draft plan of subdivision.

The flared two-lane entry roundabout has a similar footprint to the ultimate two-lane roundabout.

Comment: In the section and slides on Intersections, there does not seem to be any mention of the northern Street A/Caledon East Public School Exit intersection.

The EA recommends a controlled pedestrian crossing at the school exit in combination with the roundabout at Cranston Drive. The proposed configuration for the Street A intersection will be reviewed as part of the development planning process.

Comment: The section of road from Old Base Line Road to Hilltop Drive should not be classified as a "transitional area" as the Village of Caledon East begins just south of the intersection with Cranston Drive, as indicated within the Caledon East Secondary Plan.

The section between Olde Base Line Road and Hilltop Drive was labelled as a transitional area for the purpose of evaluating alternative road designs that transition from rural to urban. This label can be reconsidered so that it is not confused with other planning terms or designations.

Comment: Concerns with the proposed two lane roundabout shown at the Cranston Drive and Conceptual Vehicle Connection while a single lane cross section is currently proposed.

The EA recommends a flared two-lane entry roundabout design to accommodate traffic capacity while at the same time encourage slower traffic speeds.

Comment: There appears to be a discrepancy in the EA presentation materials at the Airport Road / School Driveway & Street A intersection

The EA does not recommend a full signalized intersection at the school exit. The controlled pedestrian crossing is proposed to provide a crossing alternative for pedestrians at the roundabout.

The traffic study for the EA included a review of area developments, which were factored into the background traffic growth. However, it was later clarified that the alternative solutions and designs would incorporate only approved development at the time the EA was being completed.

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

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Comment: Concerns have been raised through the respective development applications for [redacted], that a signalized intersection at the School Driveway / Street A would restrict north/south traffic flow on Airport Road, which will have a negative impact on the vehicle access to/from the Foodland Plaza, however, we believe that this proposed pedestrian signal in the EA process, will have the exact same effect. We would request clarity on this apparent discrepancy.

The controlled pedestrian crossing may not be as restrictive to traffic flow as a full signalized intersection due to the potential for signals being activated only on demand.

I trust this letter has addressed your comments. If you have any questions or further comments, please feel free to contact me at 905-791-7800 extension 7801 or email me at sonya.bubas@peelregion.ca.

Sincerely,



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

cc: Asha Saddi, Region of Peel
Arthur Lee, Region of Peel
Rani Kol, Region of Peel
Wayne Koethe, Region of Peel
Scott Johnston, IBI Group

[redacted]

Asha Saddi
Technical Analyst
Region of Peel
10 Peel Centre Drive, Suite B, 4th Floor
Brampton, ON L6T 4B9

By Email: asha.saddi@peelregion.ca

Thursday November 5th, 2020

[redacted]

RE: Airport Road Environmental Assessment
100m North of King Street to 300m North of Huntsmill Drive
Town of Caledon
[redacted]

We are pleased to submit this correspondence to you on behalf of our client, who is the owner of land within the Town of Caledon, in Caledon Village, municipally known as [redacted] and [redacted] ("The Subject Land"). The Subject Land is approximately 72ha (177ac) in size and is located on the [redacted], within the [redacted], and within the EA Study Area.

Our client, [redacted] is currently working through development applications for the above noted property to permit a [redacted] with associated land uses. Applications have been submitted for Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision Approval, and these applications have all been appealed to the Local Planning Appeal Tribunal for the Town of Caledon's failure to make a decision within the prescribed timeframe.

We have reviewed the Project Website at the Region of Peel's Environmental Assessments Page (located at https://peelregion.ca/pw/transportation/construction/environmental-assessment/airport-road-caledon.asp) and have the following comments to offer.

The first thing we observed is that on the Preliminary Preferred Design (Page 3 covering the above noted ownership area and as shown on the attached), the proposed Street A connection within the Subject Land, just south of Foodland (at the Caledon East Public School Exit) is not shown. We have some concerns with this as follows:

- complete applications have been submitted and under consideration since June 2017, well before this EA process even started, so consideration of proposed roads (and at least roads/intersections/conceptual vehicle connections, shown on the Secondary Plan) should be a component of the EA study;
- the roundabout and the proposed southern connection on the subject land, to Airport Road (at Cranston Drive) is shown; why is there a difference in the information on the Preliminary Preferred Design between Street A north intersection and Street A south intersection?
- the proposed Airport Road ROW widening (as requested by the Region through the submitted applications by the landowner) is NOT indicated across the subject land frontage; even if the Region is of the opinion/position that this EA process is not to evaluate all intersections and accesses, there should be an evaluation of road widths and lane configurations within that width, including improvements, ie. roundabouts, and widenings; also, since there have been discussions with the Region of Peel through the development approval process, and the draft plan of subdivision has been updated to reflect the requested widening by the Region, that should be indicated as the "new" limit of the ROW in the EA study.
- Slide 13 in the presentation does show a cycling pathway coming south on Mountcrest Road, into the proposed subdivision (Street B - proposed Mountcrest Road extension), then turning west on proposed Street A and exiting to Airport Road at the Caledon East Public School Exit location (in the same location of the proposed intersection on the subject land);
- Slide 14 indicates the section from Cranston Drive to south of Hilltop Drive as a 45m wide section with multi use paths, turning lanes and through lanes, this does not appear to be consistent with the site specific discussions and comments for the applications on the subject land;
- slide 16 does show some roundabout detail at the Street A/Cranston Drive intersection and does appear to show some of the linework consistent with the latest proposed draft plan of subdivision;
- In the section and slides on Intersections, there does not seem to be any mention of the northern Street A/Caledon East Public School Exit intersection;

In addition, the section of road from Old Base Line Road to Hilltop Drive should not be classified as a “transitional area” as the Village of Caledon East begins just south of the intersection with Cranston Drive, as indicated within the Caledon East Secondary Plan, and is also reinforced with a “Gateway Feature” symbol on the Secondary Plan Map (Schedule “D” - Caledon East Land Use Plan).

There are also concerns with the proposed two lane roundabout shown at the Cranston Drive and Conceptual Vehicle Connection while a single lane cross section is currently proposed.

Further, at the Caledon East Public School vehicle exit (labelled as “School Exit” on the Preliminary Preferred Design), we believe that there will be students crossing Airport Road to access the school and homes (respectively on the west side and east side of Airport Road) within our client’s proposed residential development. As such, it is our client’s intention (which has been clearly conveyed to the Town and Region through the proposed development applications and supporting material) to signalize this intersection to provide safe pedestrian crossing of Airport Road. There appears to be a discrepancy in the EA presentation materials at the Airport Road / School Driveway & Street A intersection. The Preliminary Preferred Concept identifies a “proposed pedestrian overhead crossing”, but does not show a full signalized intersection; the Summary Technical Study Findings identifies this intersection as signalized in the 2041 horizon year LOS Map; and the live online question and answer presentation document states: "This crosswalk would include either

signals or flashing lights to alert traffic to stop.", in response to a question about the crosswalk which would provide pedestrian access between the Caledon East Public School and the new development (our client's proposal) east of Airport Road. In addition, specific concerns have been raised through the respective development applications for [redacted], that a signalized intersection at the School Driveway / Street A would restrict north/south traffic flow on Airport Road, which will have a negative impact on the vehicle access to/from the Foodland Plaza, however, we believe that this proposed pedestrian signal in the EA process, will have the exact same effect, yet through the EA process it is somehow determined to be acceptable. We would request clarity on this apparent discrepancy. We would also note that it is the public who are desirous of a full signalized intersection to provide adequate pedestrian safety crossing Airport Road, and in this respect, we concur.

We would be happy to discuss the above comments with the Region in greater detail, and we believe that the EA Study should reflect the latest position of the Region on the section of Airport Road in front of the Subject Property, and address the specifics of the proposed connections through the subject applications by our client

Should you have any questions please do not hesitate to contact the undersigned.

Sincerely,

[redacted]

[redacted]

[redacted]

[redacted]

Cc. [redacted]

Ms. S. Bubas, Project Manager, Infrastructure Programming & Studies, Region of Peel (sonya.bubas@peelregion.ca)

[redacted]

From: Bubas, Sonya
To: [redacted]
Cc: Saddi, Asha
Subject: RE: Project No. 16-4360 Status
Date: April 8, 2021 7:38:28 AM
Attachments: image001.png

Hi [redacted]
The Project Team is preparing the Environmental Study Report for agency and public review. Future updates and public notices will be posted to the project website at https://www.peelregion.ca/pw/transportation/construction/environmental-assessment/airport-road-caledon.asp.
Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

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From: [redacted]
Sent: April 5, 2021 5:57 PM
To: Bubas, Sonya <sonya.bubas@peelregion.ca>
Subject: Project No. 16-4360 Status

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Hi Sonya,
Please provide an update on the proposed Airport rd. corridor assessment.
Thank you
[redacted]

Get Outlook for iOS

From: [redacted]
To: Bubas, Sonya
Cc: Saddi, Asha
Subject: Re: FW: Airport Road and LCBO changes - [redacted] Resident of Oliver"s Lane.
Date: February 18, 2021 10:56:56 AM
Attachments: image001.png

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Thank you Sonya - that is excellent news.

[redacted]

On Thu, Feb 18, 2021 at 10:22 AM Bubas, Sonya <sonya.bubas@peelregion.ca> wrote:

> Dear [redacted]
>
> Thank you for providing your comments on the Airport Road Environmental Assessment. The project team has carefully considered your comments and we offer the following response:
>
> The option to extend Old Church Road to Ivan Avenue has been re-evaluated based on consultation with the Public and Town of Caledon. New alternatives were considered in the EA evaluation and a new preliminary preferred plan was identified. Under the new plan, Old Church Road will not be connected at Ivan Avenue. The Town of Caledon will undertake a separate urban design review for the broader area. The Region will continue to work with the Town through this Review on possible future private access options at the intersection. Public consultation and heritage mitigation is included in the scope of this future urban design review.
>
> We will be updating the EA documentation to explain that the ultimate solution for the west

leg of the Airport Road and Old Church Road intersection is subject to the Town of Caledon Urban Design Review. We will also document that Old Church Road will not be connected at Ivan Avenue. We will keep you informed of next steps in the EA and look forward to hearing your thoughts throughout the process.

Regards,

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

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

Brampton, ON L6T 4B9

905-791-7800 ext. 7801

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From: Jennifer Innis <jennifer.innis@caledon.ca>
Sent: Saturday, October 17, 2020 9:18 AM
To: [redacted]
Subject: Re: Airport Road and LCBO changes - [redacted] Resident of Oliver's Lane.

Thank you [redacted] for your email regarding the Region of Peel's Environmental Assessment of Airport Road through the Village of Caledon East.

I greatly appreciate you taking the time to share your thoughts and concerns regarding the potential options for the Airport Road and Old Church Road Intersection and the subsequent impacts to the surrounding village as a result of these options. I have copied Ms. Sonya Bubas, Project Manager for this Project from the Region of Peel so that your input can be included in the study and so that you may get future notifications as this process moves forward.

Again, thank you for taking the time to share your thoughts and concerns.

Best regards,

Jennifer

Jennifer Innis

Regional Councillor Wards 3/4

Town of Caledon

From: [redacted]
Sent: Thursday, October 15, 2020 1:42 PM
To: Jennifer Innis <jennifer.innis@caledon.ca>; Nick DeBoer <nick.deboer@caledon.ca>
Subject: Airport Road and LCBO changes - [redacted] Resident of Oliver's Lane.

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Jennifer and Nick,

Our family have been residents of Caledon East since 2005 and live at [redacted] and our children attend [redacted] Public School.

I understand that the Region is making changes to the intersection at Airport Road and Old Church with the intention to make it safer, which is great.

What I do not understand is why extending Old Church Road to Ivan Avenue as a thoroughfare is being considered as an option.

Once the intersection is revamped and traffic lights have been put in for all ways, why would you flow traffic into a subdivision off of a regional road? Why would you change a driveway into a road. Why would the town offer a short cut for traffic where there are families who regularly walk these roads with their children and pets and to access the trail system.

Children walk and bicycle to school on these roads as there are no sidewalks. We have been complaining for years about the excessive speeding on Oliver's Lane that currently happens and have never been given speed humps.

The study says that opening it up should not affect traffic flow significantly, well I feel that any increase is too much of an increase for the residents in this subdivision.

We moved to Caledon East for the quiet small-town charm which is going away with every housing development created and now we are being potentially exposed to more traffic on our residential street. I do not understand why a new route is being offered for traffic flow unless the town is trying to encourage traffic through our subdivision.

The new Walker's Road subdivision will have over 200 homes built, this means 200-400 cars will have another access route to go through our neighbourhood. I completely understand that people can still go through the neighbourhood using Parsons Avenue, but why give the convenience of coming directly off Old Church Road to cut through - I can see no value to our residents.

The study is to create a safer intersection at Old Chuch and Airport Road but it is sacrificing the safety of the residents who walk the roads on Ivan Avenue and Oliver's Lane.

Our family is 100% opposed to this decision.

If you would like to discuss further I can be reached at the number below.

Thank you for your support on this matter.

[redacted].

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

****

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****

From: Bubas, Sonya
To: [redacted]
Cc: Saddi, Asha
Subject: FW: Airport Road and LCBO changes - [redacted] Resident of Oliver"s Lane.
Date: February 18, 2021 10:22:07 AM
Attachments: image001.png

Dear [redacted],

Thank you for providing your comments on the Airport Road Environmental Assessment. The project team has carefully considered your comments and we offer the following response:

The option to extend Old Church Road to Ivan Avenue has been re-evaluated based on consultation with the Public and Town of Caledon. New alternatives were considered in the EA evaluation and a new preliminary preferred plan was identified. Under the new plan, Old Church Road will not be connected at Ivan Avenue. The Town of Caledon will undertake a separate urban design review for the broader area. The Region will continue to work with the Town through this Review on possible future private access options at the intersection. Public consultation and heritage mitigation is included in the scope of this future urban design review.

We will be updating the EA documentation to explain that the ultimate solution for the west leg of the Airport Road and Old Church Road intersection is subject to the Town of Caledon Urban Design Review. We will also document that Old Church Road will not be connected at Ivan Avenue. We will keep you informed of next steps in the EA and look forward to hearing your thoughts throughout the process.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

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From: Jennifer Innis <jennifer.innis@caledon.ca>
Sent: Saturday, October 17, 2020 9:18 AM
To: [redacted]
Subject: Re: Airport Road and LCBO changes - [redacted] Resident of Oliver's Lane.

Thank you [redacted] for your email regarding the Region of Peel's Environmental Assessment of Airport Road through the Village of Caledon East.

I greatly appreciate you taking the time to share your thoughts and concerns regarding the potential options for the Airport Road and Old Church Road Intersection and the subsequent impacts to the surrounding village as a result of these options. I have copied Ms. Sonya Bubas, Project Manager for this Project from the Region of Peel so that your input can be included in the study and so that you may get future notifications as this process moves forward.

Again, thank you for taking the time to share your thoughts and concerns.

Best regards,
Jennifer

Jennifer Innis

Regional Councillor Wards 3/4

Town of Caledon

From: [redacted]
Sent: Thursday, October 15, 2020 1:42 PM
To: Jennifer Innis <jennifer.innis@caledon.ca>; Nick DeBoer <nick.deboer@caledon.ca>
Subject: Airport Road and LCBO changes - [redacted] Resident of Oliver's Lane.

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Jennifer and Nick,

Our family have been residents of Caledon East since 2005 and live at [redacted] and our children attend [redacted] Public School.

I understand that the Region is making changes to the intersection at Airport Road and Old Church with the intention to make it safer, which is great.

What I do not understand is why extending Old Church Road to Ivan Avenue as a thoroughfare is being considered as an option.

Once the intersection is revamped and traffic lights have been put in for all ways, why would you flow traffic into a subdivision off of a regional road? Why would you change a driveway into a road. Why would the town offer a short cut for traffic where there are families who regularly walk these roads with their children and pets and to access the trail system.

Children walk and bicycle to school on these roads as there are no sidewalks. We have been complaining for years about the excessive speeding on Oliver's Lane that currently happens and have never been given speed humps.

The study says that opening it up should not affect traffic flow significantly, well I feel that any increase is too much of an increase for the residents in this subdivision.

We moved to Caledon East for the quiet small-town charm which is going away with every housing development created and now we are being potentially exposed to more traffic on our residential street. I do not understand why a new route is being offered for traffic flow unless the town is trying to encourage traffic through our subdivision.

The new Walker's Road subdivision will have over 200 homes built, this means 200-400 cars will have another access route to go through our neighbourhood. I completely understand that people can still go through the neighbourhood using Parsons Avenue, but why give the convenience of coming directly off Old Church Road to cut through - I can see no value to our residents.

The study is to create a safer intersection at Old Chuch and Airport Road but it is sacrificing the safety of the residents who walk the roads on Ivan Avenue and Oliver's Lane.

Our family is 100% opposed to this decision.

If you would like to discuss further I can be reached at the number below.

Thank you for your support on this matter.

[redacted]

[redacted]

[redacted]

[redacted]

****
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disclosed by the Town to a third party in certain circumstances). Thank you."

From: Bubas, Sonya
To: [redacted]
Cc: [redacted]; Saddi, Asha
Subject: RE: OLD CHURCH and Airport
Date: February 18, 2021 9:57:05 AM
Attachments: image001.png

Dear [redacted] and [redacted],

Thank you for providing your comments on the Airport Road Environmental Assessment. The project team has carefully considered your comments and we offer the following response:

The option to extend Old Church Road to Ivan Avenue has been re-evaluated based on consultation with the Public and Town of Caledon. New alternatives were considered in the EA evaluation and a new preliminary preferred plan was identified. Under the new plan, Old Church Road will not be connected at Ivan Avenue. The Town of Caledon will undertake a separate urban design review for the broader area. The Region will continue to work with the Town through this Review on possible future private access options at the intersection. Public consultation and heritage mitigation is included in the scope of this future urban design review.

We will be updating the EA documentation to explain that the ultimate solution for the west leg of the Airport Road and Old Church Road intersection is subject to the Town of Caledon Urban Design Review. We will also document that Old Church Road will not be connected at Ivan Avenue. We will keep you informed of next steps in the EA and look forward to hearing your thoughts throughout the process.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

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From: Jennifer Innis <jennifer.innis@caledon.ca>
Sent: October 13, 2020 10:28 AM
To: Deboer, Nick <nick.deboer@caledon.ca>; [redacted] Bubas, Sonya <sonya.bubas@peelregion.ca>
Cc: [redacted]
Subject: Re: OLD CHURCH and Airport

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YOU DO NOT TRUST.

Thank you [redacted] and [redacted] for your email regarding the Region of Peel's Environmental Assessment of Airport Road through the Village of Caledon East.
I greatly appreciate you taking the time to share your thoughts and concerns regarding the potential options for the Airport Road and Old Church Road Intersection and the subsequent impacts to the surrounding village as a result of these options. I have copied Ms. Sonya Bubas, Project Manager for this Project from the Region of Peel so that your input can be included in the study and so that you may get future notifications as this process moves forward.
Again, thank you for taking the time to share your thoughts and concerns.
Best regards,
Jennifer

Jennifer Innis

Regional Councillor Wards 3/4

Town of Caledon

From: [redacted]
Sent: Thursday, October 8, 2020 2:59 PM
To: Jennifer Innis <jennifer.innis@caledon.ca>; Nick DeBoer <nick.deboer@caledon.ca>
Cc: [redacted]
Subject: OLD CHURCH and Airport

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Jennifer and Nick
I will add my voice and strength beyond the note below. Seems like an easy one to squash!
I am a resident of Caledon East and travel along Ivan Avenue, Oliver's Lane, Colleen Cres, Ella Crt, Parsons Ave, Emma St and Maple Ave.
I understand that the Region is making changes to Airport Road, and in particular the intersection at Old Church. I/we understand that this will make this intersection safer, which is good news. But I/we do not want this intersection to extend onto Ivan Avenue. There is no need for this. When that intersection at Airport Road is revamped, simply open it up to Ivan Avenue, but stop it there. Simply eliminate that access. It is not necessary. I am concerned that if you open Old Church onto Ivan Avenue, there will be increased traffic along these streets (in particular Ivan and Olivers) and that noise and traffic levels will increase. I am also very concerned the increased traffic will jeopardize the safety of the children who walk and bicycle along these streets. People will use this as a shortcut.
When the Walker's Road subdivision of over 200 homes are built, a traffic-controlled intersection at Airport Road may be a great idea. Please keep that in mind!
Thanks and please let me know if there is anything that I can do to help you stop this expansion.
Thanks
[redacted]

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Criteria for Identification and Evaluation of Alternative Design Concepts

Transportation Criteria

Criteria	Indicators
Maintains ability to address problem and opportunity	**Improves traffic operations** • Accommodates existing capacity for vehicular traffic • Accommodates future (2041) capacity for vehicular traffic
	Improves traffic safety • Facilitates lower traffic speeds • Reduces potential for and/or severity of collisions among road users
	Encourages some trucks to use other truck routes • Introduces measures to encourage trucks travelling northwest to use alternative truck routes in advance of Caledon East
	Improves road geometrics • Improves road alignment
	Maintains emergency response time • Avoids or limits barriers to emergency routes • Accommodates emergency vehicles in road design
	Conforms to transportation planning policies and plans: • Consistent with Region of Peel Long Range Transportation Plan (2019) • Consistent with Region of Peel Sustainable Transportation Strategy (2018) • Consistent with Region of Peel Vision Zero Road Safety Strategic Plan (2018 - 2022) • Consistent with Town of Caledon Transportation Planning Study (2014)

Natural Environment Criteria

Criteria	Indicators
Complies with Provincial environmental planning policies	• Adheres to Oak Ridges Moraine Conservation Plan (2017) • Adheres to Greenbelt Plan (2017) • Adheres to Niagara Escarpment Plan (2017)

Avoids or reduces negative impacts on natural heritage features and wildlife and wildlife habitat	• Environmentally sensitive land affected:
	  • Local environmentally significant areas,
	  • Locally, provincially and unevaluated significant wetlands, and
	  • Provincial areas of natural and scientific interest
	• Trees to be removed or replaced
	• Potential impact on watercourse crossings
	• Potential impact on plant, wildlife and aquatic species and habitat
	• Potential impact on plant, wildlife and aquatic species at risk and habitat

Introduces opportunity to protect or enhance natural heritage features and wildlife and wildlife habitat	• Potential for wildlife crossings
Maintains or reduces risk for natural hazards (e.g., erosion and flooding)	• Potential extent of sediment erosion • Area of impervious surface contributing to storm water runoff • Hydraulic capacity of crossing culverts • Potential treatment of storm water runoff before entering creeks
Protects sources of drinking water	• Wellhead Protection Area affected
Provides opportunity to adapt to or mitigate the effects of climate change	• Potential for Low Impact Development in storm water management • Potential to reduce greenhouse gas emissions

Healthy Communities and Social, Cultural and Economic Criteria

Criteria	Indicators
Provides for active transportation	• Adds or enhances infrastructure for walking and cycling
Promotes healthy, age-friendly and accessible environments	• Reduces risk of chronic conditions through active transportation • Supports age-friendly and accessible living • Reduces risk of respiratory and cardiovascular outcomes associated with exposure to traffic related air pollution • Avoids or reduces noise impacts
Conforms to Municipal planning policies and community plans	• Consistent with Region of Peel Official Plan (2016) and growth management policies • Consistent with Town of Caledon Official Plan (2018) and Caledon East Community Improvement Plan (2014)
Compatible with existing and planned future land uses	• Maintains the function of existing and planned future land uses
Avoids or reduces property impacts (including cultural heritage and economic impacts)	• Private properties impacted • Buildings or structures displaced • Property accesses affected (removed, consolidated or modified) • Avoids or reduces negative impacts on cultural heritage and archaeological features • Supports local economic sustainability
Supports goods movement	• Consistent with Region of Peel Goods Movement Strategic Network (2017) • Accommodates transport trucks in road design
Reduces complexity of construction	• Avoids major conflict with utilities and municipal infrastructure • Potential impacts of staging required • Construction cost (including design, permits, utility, property, staging, construction, monitoring) • Operations and maintenance cost

Alternatives / Criteria	Do Nothing	Conventional Intersection	Roundabout
Transportation			
Improves traffic operations	• Does not improve intersection operations	• Acceptable traffic operations where signals are warranted (Olde Base Line Road)	• Not warranted where traffic signals are not warranted (Castlederg Side Road / Boston Mills Road, Cranston Drive, Walker Road, Huntsmill Drive)
Improves traffic safety	• No change to traffic safety	• Effectiveness of roundabout versus intersection may decrease with one versus two lane roundabout, and/or transition from single lane roundabout to multi-lane roundabout or conventional intersection	• May encourage slower traffic speeds and therefore considered for traffic calming at Castlederg Side Road / Boston Mills Road, Olde Base Line Road, Cranston Drive, Walker Road and Huntsmill Drive
		• Greater chance for severe collisions compared to roundabout	• Reduces severity of collisions, however may increase likelihood of non-fatal collisions
		• Motorists are familiar with intersection configuration	• Motorists may not be familiar with unique roundabout treatment and will require enhanced driver education
		• May improve perceptions of safety for pedestrians and cyclists, improving comfort for crossing busy intersections	• Pedestrians and cyclists crossing a busy roundabout may prefer other nearby crossing locations where available
Encourages some trucks to use other truck routes	• No change to truck traffic	• Frequent stops may encourage truck diversion	• Slower traffic speeds may encourage truck diversion
Improves road geometrics	• No change to road alignment	• Opportunity to realign offset intersection at Castlederg Side Road / Boston Mills Road	• Eliminates offset intersection at Castlederg Side Road / Boston Mills Road Flared two-lane entry geometry to maximize capacity is unique in North American context and adds risk that capacity is constrained
Conforms to transportation planning policies and plans	• Not consistent with transportation planning policies and plans	• Consistent with transportation planning policies and plans	• Consistent with transportation planning policies and plans
Maintains emergency response time	• No change to emergency response time	• No change to emergency response time	• No change to emergency response time
		• Design will accommodate emergency vehicles	• Design will accommodate emergency vehicles
Natural Environment			
Complies with Provincial environmental planning policies	• Located within Oak Ridges Moraine (Olde Base Line Road, Walker Road, and Huntsmill Drive)	• Consistent with Oak Ridges Moraine Conservation Plan (Olde Base Line Road, Walker Road, and Huntsmill Drive within Oak Ridges Moraine)	• Consistent with Oak Ridges Moraine Conservation Plan (Olde Base Line Road, Walker Road, and Huntsmill Drive within Oak Ridges Moraine)
	• Located within Greenbelt Plan Area (Cranston Drive)	• Consistent with Greenbelt Plan (Cranston Drive within Greenbelt Plan Area)	• Consistent with Greenbelt Plan (Cranston Drive within Greenbelt Plan Area)

Alternatives / Criteria	Do Nothing	Conventional Intersection	Roundabout
Avoids or reduces negative impacts on natural heritage features and wildlife and wildlife habitat	• Avoids negative impacts on natural heritage features and wildlife and wildlife habitat	• Moderate negative impact on natural heritage features and wildlife and wildlife habitat:	• Moderate to high negative impact on natural heritage features and wildlife and wildlife habitat:
		• Minor to moderate tree removals	• Moderate to high tree removals
		• Minor loss of roadside and agricultural field communities at Castlederg Side Road / Boston Mills Road	• Moderate loss of agricultural field communities at Castlederg Side Road / Boston Mills Road and Cranston Drive
		• Minor loss of wildlife (birds) habitat at Walker Road	• Minor loss of wildlife (birds) habitat at Walker Road
		• Minor encroachment into minimum protection zone of locally significant wetland and Area of Natural and Scientific Interest at Huntsmill Drive	• Significant encroachment into locally significant wetland and minimum protection zone and Area of Natural and Scientific Interest at Huntsmill Drive
		• Minor encroachment into habitat for species of regional concern at Huntsmill Drive	• Loss of habitat for species of regional concern at Huntsmill Drive
		• No impact on species at risk and their habitat	• No impact on species at risk and their habitat
Introduces opportunity to protect and/or enhance natural heritage features and wildlife and wildlife habitat	• No opportunity to enhance natural heritage features and wildlife and wildlife habitat	• Topography limits opportunity to install new crossings to facilitate wildlife crossings	• Topography limits opportunity to install new crossings to facilitate wildlife crossings • Opportunity for additional culverts to increase passage of amphibians and small mammals under roadway between adjacent wetlands at Huntsmill Drive
Maintains or reduces risk for natural hazards	• No opportunity to reduce risk for natural hazards	• Increased impervious area contributing to stormwater runoff	• Increased impervious area contributing to stormwater runoff
		• Potential treatment for stormwater runoff	• Potential treatment for stormwater runoff
		• Sediment and erosion control plan will be applied during construction	• Sediment and erosion control plan will be applied during construction
Protects sources of drinking water	• Located within Wellhead Protection Area	• Part of corridor is located within Wellhead Protection Area	• Part of corridor is located within Wellhead Protection Area
	• Majority of corridor is within Highly Vulnerable Aquifer area	• Majority of corridor is within Highly Vulnerable Aquifer Area	• Majority of corridor is within Highly Vulnerable Aquifer Area
	• Sections of corridor are within Significant Groundwater Recharge Areas	• Sections of corridor are within Significant Groundwater Recharge Areas	• Sections of corridor are within Significant Groundwater Recharge Areas
Provides opportunity to adapt to or mitigate the effects of climate change	• No opportunity to adapt to or mitigate the effects of climate change	• Potential for low impact development may be restricted in wellhead protection areas	• Potential for low impact development may be restricted in wellhead protection areas
		• Vehicles continue to idle at all approaches of signalized intersections	• Less vehicles idle at roundabouts compared to conventional intersection

Criteria \ Alternatives	Do Nothing	Conventional Intersection	Roundabout
Healthy Communities			
Promotes healthy, age-friendly and accessible environments			
Provides for active transportation	• Limited pedestrian crossing facilities	• Controlled crossing with crosswalks and/or cross rides may facilitate pedestrian and cyclist crossings	• Shared crossing for pedestrians and cyclists, although cyclists may need to dismount and walk their bikes at the roundabout
Reduces risk of chronic conditions through active transportation	• Limited active transportation facilities	• Continuous facility crossing for pedestrians and cyclists is dependent on corridor alternatives	• Continuous facility crossing for pedestrians and cyclists is dependent on corridor alternatives
		• Crosswalks and Crossrides may not provide wide separation between pedestrians and cyclists	• Crossings do not provide separation between pedestrians and cyclists
		• Reduced lane widths to cross	• Lane widths become slightly larger at roundabout (overall walking distance to cross intersection is greater)
		• Opportunity for flared sidewalks	
		• No refuge median or pedestrian islands, although may not be necessary for two-lane intersection	• Refuge median or pedestrian island
Supports age friendly and accessible living	• No opportunities to promote healthy, age-friendly and accessible environments	• Complies with Accessibility for Ontarians with Disabilities Act	• May be challenging to cross for pedestrians with visual impairments with different auditory or tactile cues than signalized intersections
Reduces risk of respiratory and cardiovascular outcomes associated with exposure to traffic related air pollution	• Avoids air quality impacts	• Air quality impacts are similar to air quality impacts of future no-build scenario	• Air quality impacts are similar to air quality impacts of future no-build scenario
		• Increased dust during construction will be controlled by an Emissions Management Plan	• Increased dust during construction will be controlled by an Emissions Management Plan
Avoids or reduces noise impacts	• Avoids noise impacts	• Future sound levels are predicated to exceed threshold (60dba) at some sensitive receptors • Noise barriers will be implemented where warranted	• Future sound levels are predicated to exceed threshold (60dba) at some sensitive receptors • Noise barriers will be implemented where warranted
		• Increased noise during construction will be controlled by Construction Code of Practice	• Increased noise during construction will be controlled by Construction Code of Practice
Social, Cultural and Economic Environment			
Conforms to Municipal planning policies and community plans	• Not consistent with Municipal planning policies and community plans	• Consistent with Municipal planning policies and community plans	• Consistent with Municipal planning policies and community plans
Compatible with existing and planned future land uses	• No impact on existing and planned future land uses	• Compatible with existing and planned future land uses	• Compatible with existing and planned future land uses
Avoids or reduces property impacts	• Avoids property impacts	• Moderate to high property impacts	• High property impacts

Alternatives / Criteria	Do Nothing	Conventional Intersection	Roundabout
Avoids or reduces negative impacts on cultural heritage features	• Avoids negative impacts on cultural heritage features	• Most major intersections adjacent to identified cultural heritage resources (2 designated under Part IV of the Ontario Heritage Act)	• Most major intersections adjacent to identified cultural heritage resources (2 designated under Part IV of the Ontario Heritage Act)
		• Stage 2 Archaeological Assessment required in areas beyond disturbed right-of-way	• Stage 2 Archaeological Assessment required in areas beyond disturbed right-of-way
Supports goods movement	• Airport Road is a goods movement corridor	• Airport Road will remain as a goods movement corridor	• Airport Road will remain as a goods movement corridor
		• Design will accommodate transport trucks	• Design will accommodate transport trucks
Supports local economic sustainability	• No opportunity to improve local economic sustainability	• No impact on customer access	• Potential impact on customer access to business frontages at Olde Base Line Road
	• Avoids impacts to on-street parking	• Minor to moderate parking loss:	• Moderate to high parking loss:
		• No loss of parking spaces at Olde Base Line Road	• Potential for loss of parking spaces at Olde Base Line Road
		• Loss of side street parking at Walker Road	• Loss of side street parking at Walker Road
	• No opportunity to improve streetscape and aesthetics	• Potential for improvement to streetscape and aesthetics	• Potential gateway features at Cranston Drive and Walker Road
	• Sections between north of King Street and north of Boston Mills Road, and south of Cranston Drive and Hilltop Drive are located within Prime Agricultural Area	• No impact on Prime Agricultural Areas	• Encroaches into Prime Agricultural Area at Castlederg Side Road / Boston Mills Road and Cranston Drive
		• Design will accommodate commercial trucks and farm vehicles	• Design will accommodate commercial trucks and farm vehicles
Reduces complexity of construction	• No conflicts with utilities and municipal infrastructure	• Potential utility relocation or impacts	• Utility relocation
	• No construction staging	• Minimal and temporary traffic impacts due to construction staging	• Temporary road detours may be required for staging
	• No construction cost	• Significantly less cost to construct than roundabout due to less staging, complexity and property impacts	• Significantly greater cost to construct than conventional intersection due to temporary road detours and property impacts
	• No change to operations and maintenance cost	• Greater ongoing cost to operate and maintain than roundabout	• Less ongoing cost to operate and maintain than conventional intersection
Evaluation			
	Not Carried Forward	**Preferred at Olde Base Line Road, Walker Road & Huntsmill Drive**	**Preferred at Castlederg / Boston Mills Side Road & Cranston Drive**

Alternatives / Criteria	Do Nothing	Conventional Intersection	Roundabout
Summary	Does not address problem and opportunity (included for comparison)	Effective in improving operations. Property is a constraint for roundabouts.	Provides traffic calming corridor in combination with roundabouts south of Study Area, slowing northbound traffic toward Caledon East. Roundabout eliminates offset intersection at Castlederg / Boston Mills Side Road and provides opportunity for gateway feature at Cranston Drive.

Alternatives / Criteria	Do Nothing	Modify Driveway Access						Extend Old Church Road and Relocate/Remove Building at 16000 Airport Road	
		Restrict Access to Right-In and Right-Out	Restrict Access to One-Way	Close Access (without land acquisition)	Close Access (with land acquisition)	Relocate Access to the North (on adjacent properties)	Signalize Driveway Access with Split Phasing	Extend Old Church Road to Ivan Avenue and Relocate Building	Extend Old Church Road to Ivan Avenue and Remove Building
Transportation									
Improves traffic operations	• Constrained traffic operations in 2041, however carried forward for comparison purposes.	• Could only be implemented through signage. A raised curb / median is not geometrically feasible given driveway location or configuration. • With signage this option is unlikely to be effective, will experience violators, is difficult to enforce, will experience additional driver confusion, thus does not address safety issues. • Does not provide a signalized egress to Airport Road for west neighbourhood.	• Inbound entrance on Airport Road may be implemented through narrow entry, raised medians. Traffic exiting the property uses Ivan Avenue, then Parsons Avenue, to access Airport Road. • Potential for infiltration is low as Ivan Avenue does not lead to major destinations. • Traffic diverted to Parsons Avenue and Airport Road does not operate well during peak times. • Does not provide access to Airport Road for west neighbourhood.	• The affected property would only have a rear access to Ivan Avenue, and traffic to the property would need to turn onto Parsons Avenue, then Ivan Avenue, to access the site. • Potential for infiltration is low as Ivan Avenue does not lead to major destinations. • Traffic operations at the Parsons Avenue and Airport Road unsignalized intersection are poor during peak times and will deteriorate further over time with traffic growth. • Does not provide access to Airport Road for west neighbourhood.	• The affected property would only have a rear access to Ivan Avenue, however land acquisition could lead to less traffic to the property subject to future land use or redevelopment opportunities. • Potential for infiltration is low as Ivan Avenue does not lead to major destinations and land acquisition could lead to less traffic to the property subject to future land use or redevelopment opportunities. • Traffic operations at the Parsons Avenue and Airport Road unsignalized intersection are poor during peak times and will deteriorate further over time with traffic growth. • Does not provide access to Airport Road for west neighbourhood.	• The access would be relocated approximately 70m to the north of the intersection with a driveway leading to the existing location of parking and building. • Access on Ivan Avenue would not be affected. • Does not provide a signalized egress to Airport Road for west neighbourhood.	• Reduces capacity compared to current conditions resulting in notable increase in congestion. Likely to experience complaints with concerns regarding negative impact to road function for through traffic. • A minor benefit is some potential to divert through traffic away from Airport Road due to congestion. • Longer traffic delays for all movements due to traffic signals that phase in green light for one direction at a time. • Does not provide access to Airport Road for west neighbourhood.	• Improves traffic operations at intersection and for west neighbourhood. • Analysis indicates potential for infiltration is low as Ivan Avenue does not lead to major destinations. • Provides the neighbourhood to the west and the CIBC a signalized egress to Airport Road. This becomes important over time as it becomes difficult to access Airport Road from unsignalized accesses.	• improves traffic operations at intersection and for west neighbourhood. • Analysis indicates potential for infiltration is low as Ivan Avenue does not lead to major destinations. • Provides the neighbourhood to the west and the CIBC a signalized egress to Airport Road. This becomes important over time as it becomes difficult to access Airport Road from unsignalized accesses.
Improves traffic safety	• Poor safety performance (significant concerns with operation under current configuration), however carried forward for comparison purposes.	• Little to no benefit under signage plan. • Does not address sightline issue. Drivers turning right out of the parking lot will be looking left for oncoming vehicles. View of pedestrians walking north is blocked by the building.	• Notable benefit provided by removal of outbound traffic at driveway on Airport Road. • Drawback in safety due to some occurrence of violators (exiting onto Airport), non-standard intersection (one-way driveway), and increased traffic at Parsons Avenue.	• Improves safety performance at Old Church Road intersection. • Increase in traffic at unsignalized exit at Parsons Avenue may affect safety.	• Improves safety performance at Old Church Road intersection. • Increase in traffic at unsignalized exit at Parsons Avenue may affect safety, however land acquisition could lead to less traffic to the property subject to future land use or redevelopment opportunities.	• Resolves safety issue at driveway. • Resolves sightline and related safety constraints at intersection.	• Improves safety performance with signals for private driveway. • Does not resolve sightline and related safety constraints.	• Improves safety performance at Old Church Road intersection. • Resolves sightline and related safety constraints.	• Improves safety performance at Old Church Road intersection. • Full signalization would eliminate split phases and resolve sightline issue.
Improves road geometrics	• No change to road geometrics.	• Right-in and right-out raised curb is not geometrically feasible.	• Improves driveway geometrics.	• Trucks and large vehicles may not be able to manoeuvre in and out of the narrow parking lot.	• Trucks and large vehicles may not be able to manoeuvre in and out of the property in its current layout, however land acquisition could lead to less traffic to the property	• Geometrically feasible.	• Improves road geometrics for truck movements from westbound Old Church Road to northbound Airport Road.	• Significantly improves road geometrics.	• Significantly improves road geometrics.
Conforms to transportation planning policies and plans	• Does not support the goals of the Region of Peel Long Range Transportation Plan and Vision Zero; and Caledon East Community Improvement Plan (i.e., does not improve road network connectivity and safety performance).	• Not geometrically feasible with raised curb and not effective through signage alone, therefore screened from further assessment.	• Does not support the goals of the Long Range Transportation Plan, Vision Zero and Community Improvement Plan (i.e., does not improve road network connectivity and introduces potential safety issues).	• Does not support the goals of the Long Range Transportation Plan, Vision Zero and Community Improvement Plan (i.e., does not improve road network connectivity and introduces potential safety issue).	• Does not support the goals of the Long Range Transportation Plan and Community Improvement Plan (i.e., does not improve road network connectivity).	• Supports the goals of Vision Zero and Community Improvement Plan through resolved safety issues and constraints. Does not fully support the goals of the Long Range Transportation Plan (i.e., does not improve road network connectivity).	• Partially supports the goals of Vision Zero and Community Improvement Plan (i.e., improves safety performance and does not resolve sightline issue). Does not fully support the goals of the Long Range Transportation Plan (i.e., does not improve road network connectivity).	• Supports the goals of the Long Range Transportation Plan through improved road network connectivity; and Vision Zero and Community Improvement Plan through improved safety performance and resolution of sightline issue.	• Supports the goals of the Long Range Transportation Plan through improved road network connectivity; and Vision Zero and Community Improvement Plan through improved safety performance and resolution of sightline issue.
Natural Environment									
Complies with Provincial environmental planning policies	• Consistent with Oak Ridges Moraine Conservation Plan.	• Not geometrically feasible with raised curb and not effective through signage alone, therefore screened from further assessment.	• Consistent with Oak Ridges Moraine Conservation Plan.	• Consistent with Oak Ridges Moraine Conservation Plan.	• Consistent with Oak Ridges Moraine Conservation Plan.	• Consistent with Oak Ridges Moraine Conservation Plan.	• Consistent with Oak Ridges Moraine Conservation Plan.	• Less consistent with Oak Ridges Moraine Conservation Plan due to potential cultural heritage impacts. Potential heritage mitigation options under consideration.	• Less consistent with Oak Ridges Moraine Conservation Plan due to potential cultural heritage impacts. Potential heritage mitigation options under consideration.
Avoids or reduces negative impacts on natural heritage features and wildlife and wildlife habitat	• Avoids impact to natural heritage features and wildlife and wildlife habitat.	• Not geometrically feasible with raised curb and not effective through signage alone, therefore screened from further assessment.	• Avoids impact to natural heritage features and wildlife and wildlife habitat.	• Avoids impact to natural heritage features and wildlife and wildlife habitat.	• Avoids impact to natural heritage features and wildlife and wildlife habitat.	• Avoids impact to natural heritage features and wildlife and wildlife habitat.	• Avoids impact to natural heritage features and wildlife and wildlife habitat.	• No impacts to environmentally sensitive lands. • Potential loss of some mature trees. • No impact to watercourse crossings. • Minor encroachment into meadow community of urban concern. • Potential encroachment into buffer surrounding treed swamp community. • No impact to species at risk and their habitat.	• No impacts to environmentally sensitive lands. • Potential loss of some mature trees. • No impact to watercourse crossings. • Minor encroachment into meadow community of urban concern. • Potential encroachment into buffer surrounding treed swamp community. • No impact to species at risk and their habitat.
Introduces opportunity to protect or enhance natural heritage features and wildlife and wildlife habitat	• No opportunity to enhance natural heritage features and wildlife habitat.	• Not geometrically feasible with raised curb and not effective through signage alone, therefore screened from further assessment.	• No opportunity to enhance natural heritage features and wildlife habitat.	• No opportunity to enhance natural heritage features and wildlife habitat.	• No opportunity to enhance natural heritage features and wildlife habitat.	• No opportunity to enhance natural heritage features and wildlife habitat.	• No opportunities to improve wildlife crossing.	• Upgrades to existing culvert can provide increased passage of amphibians and small mammals under roadway to access adjacent swamp community.	• Upgrades to existing culvert can provide increased passage of amphibians and small mammals under roadway to access adjacent swamp community.
Maintains or reduces risk for natural hazards	• No impact to risk for natural hazards.	• Not geometrically feasible with raised curb and not effective through signage alone, therefore screened from further assessment.	• No impact to risk for natural hazards.	• No impact to risk for natural hazards.	• No impact to risk for natural hazards.	• Increased impervious area contributing to stormwater runoff. Potential treatment required for stormwater runoff before entering creeks. Sediment and erosion control plan will be applied during construction.	• Increased impervious area contributing to stormwater runoff. Potential treatment required for stormwater runoff before entering creeks. Sediment and erosion control plan will be applied during construction.	• Increased impervious area contributing to stormwater runoff. Potential treatment required for stormwater runoff before entering creeks. Sediment and erosion control plan will be applied during construction.	• Increased impervious area contributing to stormwater runoff. Potential treatment required for stormwater runoff before entering creeks. Sediment and erosion control plan will be applied during construction.

Alternatives / Criteria	Do Nothing	Modify Driveway Access						Extend Old Church Road and Relocate/Remove Building at 16000 Airport Road	
		Restrict Access to Right-In and Right-Out	Restrict Access to One-Way	Close Access (without land acquisition)	Close Access (with land acquisition)	Relocate Access to the North (on adjacent properties)	Signalize Driveway Access with Split Phasing	Extend Old Church Road to Ivan Avenue and Relocate Building	Extend Old Church Road to Ivan Avenue and Remove Building
						• Most of the land potentially affected by the driveway is within the flood plain with only a small portion on usable land, and therefore may not be feasible.			
Healthy Communities									
Provides for active transportation	• Does not provide for active transportation.	• Accommodates active transportation on Airport Road.	• Accommodates active transportation on Airport Road.	• Accommodates active transportation on Airport Road.	• Accommodates active transportation on Airport Road.	• Accommodates active transportation on Airport Road.	• Accommodates active transportation on Airport Road.	• Accommodates active transportation on Airport Road and Old Church Road.	• Accommodates active transportation on Airport Road and Old Church Road.
Promotes healthy, age-friendly and accessible environments	• No opportunities to promote healthy, age-friendly and accessible environments.	• Not geometrically feasible with raised curb and not effective through signage alone, therefore screened from further assessment.	• Intersection crossing that supports active travel is dependent on active transportation facility recommended in preferred road design concept for corridor. • Reduced lane widths to cross. • No refuge medians or pedestrian islands. • Opportunity for flaring of sidewalks at intersection (to be confirmed). • Upgrade will comply with Accessibility for Ontarians with Disabilities Act.	• Closed access crossing that supports active travel is dependent on active transportation facility recommended in preferred road design concept for corridor. • Reduced lane widths to cross. • No refuge medians or pedestrian islands. • Opportunity for flaring of sidewalks at intersection (to be confirmed). • Upgrade will comply with Accessibility for Ontarians with Disabilities Act.	• Closed access crossing that supports active travel is dependent on active transportation facility recommended in preferred road design concept for corridor. • Reduced lane widths to cross. • No refuge medians or pedestrian islands. • Opportunity for flaring of sidewalks at intersection (to be confirmed). • Upgrade will comply with Accessibility for Ontarians with Disabilities Act.	• Relocated access crossing that supports active travel is dependent on active transportation facility recommended in preferred road design concept for corridor. • Reduced lane widths to cross at Old Church Road intersection. • No refuge medians or pedestrian islands at Old Church Road intersection. • Opportunity for flaring of sidewalks at Old Church Road intersection (to be confirmed). • Upgrade at Old Church Road intersection will comply with Accessibility for Ontarians with Disabilities Act.	• Intersection crossing that supports active travel is dependent on active transportation facility recommended in preferred road design concept for corridor. • Reduced lane widths to cross. • No refuge medians or pedestrian islands. • Opportunity for flaring of sidewalks at intersection (to be confirmed). • Upgrade will comply with Accessibility for Ontarians with Disabilities Act.	• Intersection crossing(s) that support active travel is dependent on active transportation facility recommended in preferred road design concept for corridor. • Reduced lane widths to cross at intersection(s). • No refuge medians or pedestrian islands at intersection(s). • Opportunity for flaring of sidewalks at intersection(s) (to be confirmed). • Upgrade at intersection(s) will comply with Accessibility for Ontarians with Disabilities Act.	• Intersection crossing(s) that support active travel is dependent on active transportation facility recommended in preferred road design concept for corridor. • Reduced lane widths to cross at intersection(s). • No refuge medians or pedestrian islands at intersection(s). • Opportunity for flaring of sidewalks at intersection(s) (to be confirmed). • Upgrade at intersection(s) will comply with Accessibility for Ontarians with Disabilities Act.
Avoids or reduces negative impact on air quality	• No air quality impacts.	• Not geometrically feasible with raised curb and not effective through signage alone, therefore screened from further assessment.	• Similar air quality impacts as future no build scenario. • Increased dust during construction controlled by emissions management plan.	• Similar air quality impacts as future no build scenario. • Increased dust during construction controlled by emissions management plan.	• Similar air quality impacts as future no build scenario. • Increased dust during construction controlled by emissions management plan.	• Similar air quality impacts as future no build scenario. • Increased dust during construction controlled by emissions management plan.	• Similar air quality impacts as future no build scenario. • Increased dust during construction controlled by emissions management plan.	• Similar air quality impacts as future no build scenario. • Increased dust during construction controlled by emissions management plan.	• Similar air quality impacts as future no build scenario. • Increased dust during construction controlled by emissions management plan.
Avoids or reduces noise impacts	• Avoids noise impacts.	• Not geometrically feasible with raised curb and not effective through signage alone, therefore screened from further assessment.	• Changes in future sound levels are expected to be small. • Increased noise during construction will be controlled by Construction Code of Practice.	• Changes in future sound levels are expected to be small. • Increased noise during construction will be controlled by Construction Code of Practice.	• Changes in future sound levels are expected to be small. • Increased noise during construction will be controlled by Construction Code of Practice.	• Changes in future sound levels are expected to be small. • Increased noise during construction will be controlled by Construction Code of Practice.	• Changes in future sound levels are expected to be small. • Increased noise during construction will be controlled by Construction Code of Practice.	• Changes in future sound levels are expected to be small. • Increased noise during construction will be controlled by Construction Code of Practice.	• Changes in future sound levels are expected to be small. • Increased noise during construction will be controlled by Construction Code of Practice.
Social, Cultural and Economic Environment									
Conforms to Municipal planning policies	• Does not fully conform to Region of Peel and Town of Caledon Official Plans and Growth Management Policies.	• Not geometrically feasible with raised curb and not effective through signage alone, therefore screened from further assessment.	• Conforms to Region of Peel and Town of Caledon Official Plans and Growth Management Policies.	• Conforms to Region of Peel and Town of Caledon Official Plans and Growth Management Policies (subject to access requirements).	• Conforms to Region of Peel and Town of Caledon Official Plans and Growth Management Policies (subject to access requirements).	• Conforms to Region of Peel and Town of Caledon Official Plans and Growth Management Policies (subject to access requirements).	• Conforms to Region of Peel and Town of Caledon Official Plans and Growth Management Policies.	• Conforms to Region of Peel and Town of Caledon Official Plans and Growth Management Policies.	• Partially conforms to Region of Peel and Town of Caledon Official Plans and Growth Management Policies (i.e., removal of building and retaining/re-using materials is less supportive of the goal to conserve cultural heritage resources than relocating the building).
Compatible with existing and planned future land uses	• No impact to existing and planned future land uses.	• Not geometrically feasible with raised curb and not effective through signage alone, therefore screened from further assessment.	• No impact to existing land uses in addition to the impacts assessed under traffic operations and property. • No impact to future planned land uses (currently no active or approved development adjacent to the intersection). Potential for future redevelopment of adjacent properties may be subject to access restrictions on Airport Road due to proximity to the intersection.	• No impact to existing land uses in addition to the impacts assessed under property. • No impact to future planned land uses (currently no active or approved development adjacent to the intersection). Potential for future redevelopment of adjacent properties may be subject to access restrictions on Airport Road due to proximity to the intersection.	• No impact to existing land uses in addition to the impacts assessed under property. • No impact to future planned land uses (currently no active or approved development adjacent to the intersection). Potential for future redevelopment of adjacent properties may be subject to access restrictions on Airport Road due to proximity to the intersection.	• Reduces available land for redevelopment, which may limit the type of development (e.g., commercial to residential). • Currently no active or approved development adjacent to the intersection. Potential for future redevelopment of adjacent properties may be subject to access restrictions on Airport Road due to proximity to the intersection and shared driveway.	• No impact to existing and planned future land uses.	• Reduces available land for redevelopment, which may limit the type of development (e.g., commercial to residential).	• Could provide an alternative access to Old Church Road versus Airport Road for the adjacent property to the north.
	• Avoids property impacts.	• Not geometrically feasible with raised curb and not effective through signage alone, therefore screened from further assessment.	• Allows property to continue as existing. • Driveway currently functions as a full-movement access to property. Removal of access could increase property impact.	• Driveway currently functions as a full-movement access to property. Removal of access could increase property impact.	• Driveway currently functions as a full-movement access to property. Removal of access could increase property impact.	• Relocated access on Airport Road may not be acceptable given proximity (70m) to the Old Church Road intersection.	• No private properties required (low property impact). • No buildings or structures displaced.	• Various properties impacted (high property impact). • Major disruption to residential and business tenants due to relocation of building.	• One property displaced (major property impact). • One building displaced with major disruption to residential and business tenants.

Alternatives / Criteria	Do Nothing	Modify Driveway Access						Extend Old Church Road and Relocate/Remove Building at 16000 Airport Road	
		Restrict Access to Right-In and Right-Out	Restrict Access to One-Way	Close Access (without land acquisition)	Close Access (with land acquisition)	Relocate Access to the North (on adjacent properties)	Signalize Driveway Access with Split Phasing	Extend Old Church Road to Ivan Avenue and Relocate Building	Extend Old Church Road to Ivan Avenue and Remove Building
Avoids or reduces property impacts (including cultural heritage and local economic impacts)	• No impact to businesses. • No opportunity to improve streetscape or aesthetics.		• Property owner and/or commercial tenant may be concerned about inconvenience to customers. • Access to one business may be affected during construction. • No change to customer parking. • Limited opportunity to improve streetscape or aesthetics.	• Could become an inconvenient site for commercial uses potentially leading to an under utilized or vacant site. • Access to one business may be affected during construction. • No change to customer parking. • Limited opportunity to improve streetscape or aesthetics.	• Could become an inconvenient site for future commercial uses potentially leading to an under utilized or vacant site. • Impact to access to business is removed due to land acquisition. • Impact to customer parking is removed due to land acquisition. • Limited opportunity to improve streetscape or aesthetics.	• Property owner and/or commercial tenant may be concerned about inconvenience to customers. • Access to one business may be affected during construction. • No change to customer parking. • Limited opportunity to improve streetscape or aesthetics.	• Driveway access improved. • Improved driveway access may attract new patrons to business on-site. • Access to one business may be affected during construction. • No change to customer parking. • Limited opportunity to improve streetscape or aesthetics.	• Road extension with relocation of building to the north would provide a new access to the building (potential for revised site plan to provide rear parking and no access from Airport Road). • Temporary disruption to business due to relocation of building. • Access to one business may be affected during construction. • Opportunity for onstreet parking in Caledon East. • Opportunity to improve streetscape or aesthetics (e.g., street furniture near intersection(s)).	• Potential loss of business if it cannot be relocated within the Study Corridor. • Access to one business may be affected during construction. • Opportunity for onstreet parking in Caledon East. • Opportunity to improve streetscape or aesthetics (e.g., street furniture near intersection(s)).
	• Avoids negative impacts on cultural heritage features.	• Not geometrically feasible with raised curb and not effective through signage alone, therefore screened from further assessment.	• Avoids negative impacts on cultural heritage features. • Lands impacted are disturbed with no archaeological potential.	• Avoids negative impacts on cultural heritage features. • Lands impacted are disturbed with no archaeological potential.	• Avoids negative impacts on cultural heritage features, subject to future land use or redevelopment opportunities. • Lands impacted are disturbed with no archaeological potential.	• Avoids negative impacts on cultural heritage features. • Lands impacted are disturbed with no archaeological potential (to be confirmed for driveway location on adjacent properties).	• Avoids negative impacts on cultural heritage features. • Lands impacted are disturbed with no archaeological potential.	• One built heritage resource relocated (currently not designated under Ontario Heritage Act). • Lands impacted are disturbed with no archaeological potential.	• One built heritage resource displaced (currently not designated under Ontario Heritage Act). Heritage materials would be retained for record and/or re-use and a commemorative plaque considered near the former site. • Lands impacted are disturbed with no archaeological potential.
Supports Goods Movement	• No impact to goods movement corridors.	• Not geometrically feasible with raised curb and not effective through signage alone, therefore screened from further assessment.	• Airport Road and Old Church Road function as goods movement corridors. • Road design will maintain truck movements on Airport Road and east leg of Old Church Road.	• Minor delay to delivery of goods to commercial use at closed driveway. • Road design will maintain truck movements on Airport Road and east leg of Old Church Road.	• Impact to goods movement is removed through land acquisition. • Road design will maintain truck movements on Airport Road and east leg of Old Church Road.	• Airport Road and Old Church Road function as goods movement corridors. • Road design will maintain truck movements on Airport Road and east leg of Old Church Road.	• Airport Road and Old Church Road function as goods movement corridors. • Road design will maintain truck movements on Airport Road and east leg of Old Church Road.	• Airport Road and existing Old Church Road function as goods movement corridors. • Road design will maintain truck movements on Airport Road and east leg of Old Church Road.	• Airport Road and existing Old Church Road function as goods movement corridors. • Road design will maintain truck movements on Airport Road and east leg of Old Church Road.
Reduces complexity of construction	• No construction cost. • No change to road operations and maintenance costs. • No conflict with utilities and municipal infrastructure. • No construction staging.	• Not geometrically feasible with raised curb and not effective through signage alone, therefore screened from further assessment.	• Less cost to construct than road extension. • Minor increase in operations cost for extra traffic light. • No change to road maintenance cost. • No conflict with utilities and municipal infrastructure. • No construction staging impacts.	• Less cost to construct than road extension. • No change to road operations and maintenance costs. • No conflict with utilities and municipal infrastructure. • No construction staging impacts.	• Less cost to construct than road extension. • No change to road operations and maintenance costs, however increased cost to maintain property and heritage building. • No conflict with utilities and municipal infrastructure. • No construction staging impacts.	• Less cost to construct than road extension. • Road operations and maintenance impacts to be confirmed. • No conflict with utilities and municipal infrastructure. • No construction staging impacts.	• Less cost to construct than road extension. • Minor increase in operations cost for extra traffic light. • No change to road maintenance cost. • No conflict with utilities and municipal infrastructure. • No construction staging impacts.	• Greater cost to construct than intersection improvements. • High cost. Greater cost to construct than road extension with removal of building due to combined property and building relocation/reconstruction impacts. • Greater cost to operate and maintain than intersection. • Utilities and municipal infrastructure to be relocated. • Minimal construction staging and traffic impacts.	• Greater cost to construct than intersection improvements. • High cost. Less cost to construct than road extension with relocation of building due to less property and building relocation/reconstruction impacts. • Greater cost to operate and maintain than intersection • Utilities and municipal infrastructure to be relocated. • Minimal construction staging and traffic impacts.
Evaluation									
Summary	Does not address problem & opportunity.	Not geometrically feasible with raised curb and not effective through signage alone.	Not preferred due to potential traffic and economic impacts.	Not preferred due to potential traffic and economic impacts.	Preferred in comparison to alternatives under modifying driveway access due to improved safety with less negative impacts. Less preferred in comparison to alternatives under road extension due to less benefit to the road network.	Not preferred due to potential access restrictions and land development constraints.	Least preferred due to increase in traffic delay / congestion at intersection.	Second Preferred due to transportation and safety benefits with heritage preservation through built heritage relocation at higher cost than removal.	Preferred due to transportation and safety benefits with heritage preservation primarily through re-use and/or record-keeping of heritage features at lower cost than relocation.
	Not carried forward	Not carried forward	Not Preferred	Not Preferred	Not Preferred	Not Preferred	Not Preferred	2nd Preferred	1st Preferred

Detailed Evaluation of Alternative Design Concepts
Rural Area from North of King Street to Olde Base Line Road and from Leamster Trail to Huntsmill Drive

	Criteria / Alternatives	Do Nothing (Two Travel Lanes with Granular Shoulders)	Reduced Lane Widths with Paved Shoulders and Rumble Strips
	Transportation		
	Improves traffic operations	• No change to traffic operations	• Acceptable traffic operations
	Improves traffic safety	• No change to traffic safety	• Reduced lane widths to encourage slower traffic speeds
	Encourages some trucks to use other truck routes	• No change to truck traffic	• Slower traffic speeds as a result of reduced lane widths may encourage truck diversion
	Improves road geometrics	• No change to road alignment	• No change to road alignment
	Conforms to transportation planning policies and plans	• Not consistent with transportation planning policies and plans	• Generally consistent with transportation planning policies and plans
	Maintains emergency response time	• No change to emergency response time	• Two-way roads without median provide sufficient space for emergency vehicles • Design will accommodate emergency vehicles
	Natural Environment		
	Complies with Provincial environmental planning policies	• Located within Oak Ridges Moraine (Castlederg Side Road / Boston Mills Road to Huntsmill Drive)	• Consistent with Oak Ridges Moraine Plan
		• Located within Greenbelt Plan Area (Castlederg Side Road / Boston Mills Road to Huntsmill Drive)	• Consistent with Greenbelt Plan
	Avoids or reduces negative impacts on natural heritage features and wildlife and wildlife habitat	• No change to natural heritage features and wildlife and wildlife habitat	• Encroaches into minimum protection zones for locally significant wetlands and rare vegetation community. Unevaluated wetland community at Olde Base Line Road may experience direct loss • Minor extensions to culverts at watercourse crossings • No impacts anticipated to species at risk and their habitat
	Introduces opportunity to protect or enhance natural heritage features and wildlife and wildlife habitat	• No opportunity to enhance natural heritage features and wildlife and wildlife habitat	• Does not increase potential for vehicle-wildlife conflicts
	Maintains or reduces risk for natural hazards	• No opportunity to reduce risk for natural hazards	• Negligible change to impervious area, which contributes to stormwater runoff • No change to treatment (existing ditches) for stormwater runoff • Sediment and erosion control plan will be applied during construction
	Protects sources of drinking water	• Majority of corridor is within Highly Vulnerable Aquifer Area	• Majority of corridor is within Highly Vulnerable Aquifer Area
		• Sections of corridor are within Significant Groundwater Recharge Areas	• Sections of corridor are within Significant Groundwater Recharge Areas
	Provides opportunity to adapt to or mitigate the effects of climate change	• No opportunity to adapt to or mitigate the effects of climate change	• Low opportunity for low impact development in rural area • No significant impact on greenhouse gas emissions anticipated
	Healthy Communities		
	Provides for active transportation	• No active transportation facilities	• Paved shoulders to accommodate pedestrians and cyclists
Promotes Healthy, Age-Friendly and Accessible Environments	**Reduces risk of chronic conditions through active transportation**	• No opportunity to promote healthy (active) environments	• Continuity of pedestrian and cycling facilities between rural and urban areas is dependent on evaluation of alternative design concepts for Transitional Area (Rural to Urban) • No separation between pedestrians and cyclists • Buffer (separation) between pedestrians and roadway; Rumble strips deter vehicles from crossing over to shoulder • Paved shoulders improve surface accessibility compared to granular shoulders • Increased access to destinations within Study corridor by active means • No reduction in design speed within rural area • Limited potential for tree planting in rural cross-section
	Supports age friendly and accessible living	• No opportunity to support age friendly and accessible living	• Paved shoulders may not be comfortable for all pedestrians and cyclists
	Reduces risk of respiratory and cardiovascular outcomes associated with exposure to traffic related air pollution	• Avoids air quality impacts	• Air quality impacts are similar to air quality impacts of future no-build scenario • Increased dust during construction will be controlled by an Emissions Management Plan
	Avoids or reduces noise impacts	• Avoids noise impacts	• Future sound levels are predicted to exceed threshold (60 dba) in some areas of sensitive receptors • Noise barriers will be implemented where warranted • Increased noise during construction will be controlled by Construction Code of Practice
	Social, Cultural and Economic Environment		
	Conforms to Municipal planning policies and community plans	• Does not fully conform with Region of Peel and Town of Caledon Official Plans and Growth Management Policies	• Conforms with Region of Peel and Town of Caledon Official Plans and Growth Management Policies
	Compatible with existing and planned future land uses	• No impact to existing and planned future land uses	• Rural cross-sections are generally upgraded to urban within settlement areas, however the settlement area of Mono Road is outside the development area and will remain within a rural area
	Avoids or reduces property impacts (including cultural heritage and local economic impacts)	• Avoids property impacts	• No impacts to property, buildings/structures and property access outside intersection improvements
		• Avoids negative impacts on cultural heritage features	• Adjacent to approximately 22 cultural heritage resources between King Street and Olde Base Line Road and Leamster Trail and Huntsmill Drive (2 designated under Ontario Heritage Act) • Stage 2 Archaeological Assessment required in areas beyond disturbed right-of-way
		• No opportunity to improve local economic sustainability	• No impact on customer access to businesses • No impact on public and customer parking • No grading impact on farm land/entrances • Sufficient pavement width for farm vehicles and commercial trucks
	Supports goods movement	• Airport Road is a goods movement corridor	• Airport Road will remain as a goods movement corridor • Design will accommodate transport trucks
	Reduces complexity of construction	• No construction cost	• Low cost to construct
		• No change to operations and maintenance cost	• Similar ongoing cost to operate and maintain as do nothing

Criteria \ Alternatives	Do Nothing (Two Travel Lanes with Granular Shoulders)	Reduced Lane Widths with Paved Shoulders and Rumble Strips
	• No conflict with utility and municipal infrastructure	• No utility and municipal infrastructure impacts
	• No construction staging	• Minor temporary traffic impact due to construction staging
Evaluation		
Summary	Not Carried Forward	**Preferred**
	Does not address problem and opportunity	Will address problem and opportunity

Criteria \ Alternatives	Do Nothing	Reduced Lane Widths with Paved Shoulders and Rumble Strips	Reduced Lane Widths, Sidewalks and On-Street Buffered Bike Lanes	Reduced Lane Widths, Sidewalk on East Side and Multi-use Path on West Side	Reduced Lane Widths and Multi-Use Paths
Transportation					
Improves traffic operations	• No change to traffic operations	• Acceptable traffic operations	• Acceptable traffic operations	• Acceptable traffic operations	• Acceptable traffic operations
Improves traffic safety	• No change to traffic safety	• Reduced lane widths to encourage slower traffic speeds	• Reduced lane widths to encourage slower traffic speeds	• Reduced lane widths to encourage slower traffic speeds	• Reduced lane widths to encourage slower traffic speeds
Encourages some trucks to use other truck routes	• No change to truck traffic	• Slower traffic speeds as a result of reduced lane widths may encourage truck diversion	• Slower traffic speeds as a result of reduced lane widths may encourage truck diversion	• Slower traffic speeds as a result of reduced lane widths may encourage truck diversion	• Slower traffic speeds as a result of reduced lane widths may encourage truck diversion
Improves road geometrics	• No change to road alignment	• No change to road alignment	• Improvements to road geometry	• Improvements to road geometry	• Improvements to road geometry
Conforms to transportation planning policies and plans	• Not consistent with transportation planning policies and plans	• Generally consistent with transportation planning policies and plans	• Generally consistent with transportation planning policies and plans	• Generally consistent with transportation planning policies and plans	• Generally consistent with transportation planning policies and plans
Maintains emergency response time	• No change to emergency response time	• Design will accommodate emergency vehicles	• Design will accommodate emergency vehicles	• Design will accommodate emergency vehicles	• Design will accommodate emergency vehicles
Natural Environment					
Complies with Provincial environmental planning policies	• Located within Oak Ridges Moraine (south of Cranston Drive to Caledon Trailway)	• Consistent with policy 18.1a of the Oak Ridges Moraine Plan by providing active transportation facilities which contribute to a range of transportation options	• Consistent with policy 18.1a of the Oak Ridges Moraine Plan by providing active transportation facilities which contribute to a range of transportation options	• Consistent with policy 18.1a of the Oak Ridges Moraine Plan by providing active transportation facilities which contribute to a range of transportation options	• Consistent with policy 18.1a of the Oak Ridges Moraine Plan by providing active transportation facilities which contribute to a range of transportation options
	• Located within Greenbelt Plan Area (south of Cranston Drive to Caledon Trailway)	• Generally consistent with Greenbelt Plan with improved conditions for active transportation	• Provides active transportation facilities which contribute to a range of transportation options which is consistent with policies of the Greenbelt Plan. Caledon East is a Settlement Area under the Greenbelt Plan and the policies for settlement areas support complete communities (e.g., mixed-use neighbourhoods) that offer opportunities for people of all ages and abilities to conveniently access most necessities for daily living, including a mix of jobs, local stores and services, housing, transportation options and public service facilities.	• Provides active transportation facilities which contribute to a range of transportation options which is consistent with policies of the Greenbelt Plan. Caledon East is a Settlement Area under the Greenbelt Plan and the policies for settlement areas support complete communities (e.g., mixed-use neighbourhoods) that offer opportunities for people of all ages and abilities to conveniently access most necessities for daily living, including a mix of jobs, local stores and services, housing, transportation options and public service facilities.	• Provides active transportation facilities which contribute to a range of transportation options which is consistent with policies of the Greenbelt Plan. Caledon East is a Settlement Area under the Greenbelt Plan and the policies for settlement areas support complete communities (e.g., mixed-use neighbourhoods) that offer opportunities for people of all ages and abilities to conveniently access most necessities for daily living, including a mix of jobs, local stores and services, housing, transportation options and public service facilities.
Avoids or reduces negative impacts on natural heritage features and wildlife and wildlife habitat	• Avoids negative impacts on natural heritage features and wildlife and wildlife habitat	• Minimal impacts to natural heritage features	• Encroaches into locally significant wetlands and minimum protection zones; May result in a direct loss of an unevaluated wetland community • Moderate tree removal • Minor extension to culvert • No anticipated impacts to species at risk and their habitat	• Encroaches into locally significant wetlands and minimum protection zones; May result in a direct loss of an unevaluated wetland community • Moderate tree removal • Minor extension to culvert • No anticipated impacts to species at risk and their habitat	• Encroaches into locally significant wetlands and minimum protection zones; May result in a direct loss of an unevaluated wetland community • Moderate tree removal • Minor extension to culvert • No anticipated impacts to species at risk and their habitat
Introduces opportunity to protect and/or enhance natural heritage features and wildlife and wildlife habitat	• No opportunity to enhance natural heritage features and wildlife and wildlife habitat	• Does not increase potential for vehicle-wildlife conflicts	• No opportunity to enhance natural heritage features and wildlife and wildlife habitat	• No opportunity to enhance natural heritage features and wildlife and wildlife habitat	• No opportunity to enhance natural heritage features and wildlife and wildlife habitat
Maintains or reduces risk for natural hazards	• No opportunity to reduce risk for natural hazards	• Generally similar impervious area contributing to stormwater runoff as existing condition • No change to treatment (existing ditches) for stormwater runoff • Sediment and erosion control plan will be applied during construction	• Generally similar impervious area contributing to stormwater runoff as existing condition • Opportunity to treat stormwater runoff • Sediment and erosion control will be applied during construction	• Generally similar impervious area contributing to stormwater runoff as existing condition • Opportunity to treat stormwater runoff • Sediment and erosion control will be applied during construction	• Generally similar impervious area contributing to stormwater runoff as existing condition • Opportunity to treat stormwater runoff • Sediment and erosion control will be applied during construction
Protects sources of drinking water	• Located within Wellhead Protection Area	• Part of corridor is located within Wellhead Protection Area	• Part of corridor is located within Wellhead Protection Area	• Part of corridor is located within Wellhead Protection Area	• Part of corridor is located within Wellhead Protection Area
	• Majority of corridor is within Highly Vulnerable Aquifer Area	• Majority of corridor is within Highly Vulnerable Aquifer Area	• Majority of corridor is within Highly Vulnerable Aquifer Area	• Majority of corridor is within Highly Vulnerable Aquifer Area	• Majority of corridor is within Highly Vulnerable Aquifer Area
	• Sections of corridor are within Significant Groundwater Recharge Areas	• Sections of corridor are within Significant Groundwater Recharge Areas	• Sections of corridor are within Significant Groundwater Recharge Areas	• Sections of corridor are within Significant Groundwater Recharge Areas	• Sections of corridor are within Significant Groundwater Recharge Areas
Provides opportunity to adapt to or mitigate the effects of climate change	• No opportunity to adapt to or mitigate the effects of climate change	• Low opportunity for low impact development • No significant impact on greenhouse gas emissions anticipated	• Potential for low impact development may be restricted in wellhead protection areas • No significant impact on greenhouse gas emissions anticipated	• Potential for low impact development may be restricted in wellhead protection areas • No significant impact on greenhouse gas emissions anticipated	• Potential for low impact development may be restricted in wellhead protection areas • No significant impact on greenhouse gas emissions anticipated

	Criteria \ Alternatives	Do Nothing	Reduced Lane Widths with Paved Shoulders and Rumble Strips	Reduced Lane Widths, Sidewalks and On-Street Buffered Bike Lanes	Reduced Lane Widths, Sidewalk on East Side and Multi-use Path on West Side	Reduced Lane Widths and Multi-Use Paths
	Healthy Communities					
Promotes healthy, age-friendly and accessible environments	**Provides for active transportation**	• Sidewalk gap between Cranston Drive and Hilltop Drive	• Does not fill sidewalk gap between Cranston Drive and Hilltop Drive	• Fills sidewalk gap between Cranston Drive and south of Hilltop Drive; Provides active transportation link between Mono Road community and Caledon East	• Fills sidewalk gap between Cranston Drive and south of Hilltop Drive; Provides active transportation link between Mono Road community and Caledon East	• Fills sidewalk gap between Cranston Drive and south of Hilltop Drive; Provides active transportation link between Mono Road community and Caledon East
		• No active transportation facilities	• Paved shoulders to accommodate pedestrians and cyclists	• New sidewalks and bike lanes to accommodate pedestrians and cyclists Improved cycling facility; Possibly more desirable than multi-use path(s) for utilitarian cyclists (e.g., long-distance or commuter cyclists) and less for recreational cyclists	• Sidewalk and multi-use path to accommodate pedestrians and cyclists • Improved cycling facility; Possibly more desirable than bike lanes for recreational cyclists and less desirable than bike lanes for utilitarian cyclists	• Multi-use paths to accommodate pedestrians and cyclists • Improved cycling facility; Possibly more desirable than bike lanes for recreational cyclists and less desirable than bike lanes for utilitarian cyclists
	Reduces risk of chronic conditions through active transportation	• No opportunity to promote healthy (active) environments	• Continuous cycling facilities between paved shoulder in rural area and urban area • No separation between pedestrians and cyclists • Buffer (separation) between pedestrians and roadway; Rumble strips deter vehicles from crossing over to shoulder • Paved shoulders improve surface accessibility compared to granular shoulders • Increased access to destinations within Study corridor by active means • No reduction in design speed • Limited potential for tree planting in rural cross-section	• Continuous cycling facilities between paved shoulder in rural area and bike lane in urban area • Separated walking and cycling facility • Less physical separation between pedestrians (sidewalk) and roadway than alternatives with multi-use path(s); Cycling facility is designated on-road • Less comfort for recreational cyclists than alternatives with multi-use path(s); Little to no separation between cyclists and motorized traffic; Potential buffer between bike lane and travel lane is less than separation in alternatives with multi-use path(s) • Increased access to destinations within Study corridor by active means • No reduction in design speed • Number of trees within urban area will increase to extent possible, with consideration to provide shade for active transportation infrastructure	• Non-continuous pedestrian and cycling facilities between paved shoulder in rural area and sidewalk or multi-use path in urban area • Shared walking and cycling facility • More physical separation between pedestrians or cyclists (multi-use path) and the roadway than alternatives with bike lanes; Cycling facility is off-road • Less overall cyclist comfort than alternatives with bike lanes; Provides wide separation between cyclists and motorized traffic with no separation between cyclists and pedestrians • Increased access to destinations within Study corridor by active means • No reduction in design speed • Number of trees within urban area will increase to extent possible, with consideration to provide shade for active transportation infrastructure	• Non-continuous pedestrian and cycling facilities between paved shoulder in rural area and multi-use path in urban area • Shared walking and cycling facility • More physical separation between pedestrians or cyclists (multi-use paths) with the roadway than alternatives with bike lanes; Cycling facility is off-road • Less overall cyclist comfort than alternatives with bike lanes; Provides wide separation between cyclists and motorized traffic with no separation between cyclists and pedestrians • Increased access to destinations within Study corridor by active means • No reduction in design speed • Number of trees within urban area will increase to extent possible, with consideration to provide shade for active transportation infrastructure
	Supports age friendly and accessible living	• Not improved to standards of Accessibility for Ontarians with Disabilities Act	• Paved shoulders may not be comfortable for all pedestrians and cyclists	• Designed to standards of Accessibility for Ontarians with Disabilities Act	• Designed to standards of Accessibility for Ontarians with Disabilities Act	• Designed to standards of Accessibility for Ontarians with Disabilities Act
	Reduces risk of respiratory and cardiovascular outcomes associated with exposure to traffic related air pollution	• Avoids air quality impacts	• Air quality impacts are similar to air quality impacts of future no-build scenario • Increased dust during construction will be controlled by an Emissions Management Plan	• Air quality impacts are similar to air quality impacts of future no-build scenario • Increased dust during construction will be controlled by Emissions Management Plan	• Air quality impacts are similar to air quality impacts of future no-build scenario • Increased dust during construction will be controlled by Emissions Management Plan	• Air quality impacts are similar to air quality impacts of future no-build scenario • Increased dust during construction will be controlled by Emissions Management Plan
	Avoids or reduces noise impacts	• Avoids noise impacts	• Future sound levels are predicted to exceed threshold (60 dba) in some areas of sensitive receptors • Increased noise during construction will be controlled by Construction Code of Practice	• Future sound levels are predicted to exceed threshold (60 dba) in some areas of sensitive receptors, although noise barriers will be implemented where warranted • Increased noise during construction will be controlled by Construction Code of Practice	• Future sound levels are predicted to exceed threshold (60 dba) in some areas of sensitive receptors, although noise barriers will be implemented where warranted • Increased noise during construction will be controlled by Construction Code of Practice	• Future sound levels are predicted to exceed threshold (60 dba) in some areas of sensitive receptors, although noise barriers will be implemented where warranted • Increased noise during construction will be controlled by Construction Code of Practice
	Social, Cultural and Economic Environment					
	Conforms to Municipal planning policies and community plans	• Not consistent with Municipal planning policies and community plans	• Generally consistent with Region of Peel Official Plan • Generally consistent with Town of Caledon Official Plan and Caledon East Community Improvement Plan	• Generally consistent with Region of Peel Official Plan • Generally consistent with Town of Caledon Official Plan and Caledon East Community Improvement Plan	• Generally consistent with Region of Peel Official Plan • Generally consistent with Town of Caledon Official Plan and Caledon East Community Improvement Plan	• Generally consistent with Region of Peel Official Plan • Generally consistent with Town of Caledon Official Plan and Caledon East Community Improvement Plan
	Compatible with existing and planned future land uses	• No impact on existing and planned future land uses	• Rural cross-sections are generally upgraded to urban within settlement areas, however the settlement area of Mono Road is outside the development area and will remain within a rural area	• Urban cross-section is compatible with existing and planned future land uses between south of Cranston Drive to south of Hilltop Drive	• Urban cross-section is compatible with existing and planned future land uses between south of Cranston Drive to south of Hilltop Drive	• Urban cross-section is compatible with existing and planned future land uses between south of Cranston Drive to south of Hilltop Drive
	Avoids or reduces property impacts	• Avoids property impacts	• No impacts to property, buildings/structures and property access outside intersection improvements	• No impacts to property, buildings/structures and property access outside intersection improvements	• No impacts to property, buildings/structures and property access outside intersection improvements	• No impacts to property, buildings/structures and property access outside intersection improvements
	Avoids or reduces negative impacts on cultural heritage features	• Avoids negative impacts on cultural heritage features	• Adjacent to identified cultural heritage resources (7 listed on the built heritage resource inventory; one with high significance, and one potential built heritage resource) • Stage 2 Archaeological Assessment required in areas beyond disturbed right-of-way	• Adjacent to identified cultural heritage resources (7 listed on the built heritage resource inventory; one with high significance, and one potential built heritage resource) • Stage 2 Archaeological Assessment required in areas beyond disturbed right-of-way	• Adjacent to identified cultural heritage resources (7 listed on the built heritage resource inventory; one with high significance, and one potential built heritage resource) • Stage 2 Archaeological Assessment required in areas beyond disturbed right-of-way	• Adjacent to identified cultural heritage resources (7 listed on the built heritage resource inventory; one with high significance, and one potential built heritage resource) • Stage 2 Archaeological Assessment required in areas beyond disturbed right-of-way

Criteria \ Alternatives	Do Nothing	Reduced Lane Widths with Paved Shoulders and Rumble Strips	Reduced Lane Widths, Sidewalks and On-Street Buffered Bike Lanes	Reduced Lane Widths, Sidewalk on East Side and Multi-use Path on West Side	Reduced Lane Widths and Multi-Use Paths
Supports goods movement	• Airport Road is a goods movement corridor	• Airport Road will remain as a goods movement corridor • Design will accommodate transport and commercial trucks	• Airport Road will remain as a goods movement corridor • Design will accommodate transport and commercial trucks	• Airport Road will remain as a goods movement corridor • Design will accommodate transport and commercial trucks	• Airport Road will remain as a goods movement corridor • Design will accommodate transport and commercial trucks
Supports local economic sustainability	• No impact on customer access to business frontages	• No impact on customer access to businesses	• No impact on customer access to business frontages	• No impact on customer access to business frontages provided multi-use path is designed with some clearance to building frontage (e.g., 0.5-1.0m from building face)	• No impact on customer access to business frontages provided multi-use paths are designed with some clearance to building frontage (e.g., 0.5-1.0m from building face)
	• No impact to on-street parking	• No impact to on-street parking	• No impact to on-street parking	• No impact to on-street parking	• No impact to on-street parking
	• No impact to tourism potential	• No impact to tourism potential	• No impact to tourism potential	• No impact to tourism potential	• No impact to tourism potential
	• No opportunity to improve streetscape and aesthetics	• Limited potential for tree planting in rural cross-section	• Potential for improvements to streetscape and aesthetics, with potential to maintain or enhance treelined corridor to balance street form and function	• Potential for improvements to streetscape and aesthetics, with potential to maintain or enhance treelined corridor to balance street form and function	• Potential for improvements to streetscape and aesthetics, with potential to maintain or enhance treelined corridor to balance street form and function
	• South of Cranston Drive to Hilltop Drive is located within Prime Agricultural Area	• No impact on Prime Agricultural Area • Accommodates for farm vehicles	• No impact on Prime Agricultural Area • Designing for farm vehicles not ideal in urban area with raised curbs; Potential for farm vehicles to encroach onto bike lane	• No impact on Prime Agricultural Area • Designing for farm vehicles not ideal in urban area with raised curbs	• No impact on Prime Agricultural Area • Designing for farm vehicles not ideal in urban area with raised curbs
Reduces complexity of construction	• No conflict with utilities and municipal infrastructure	• No conflict with utilities and municipal infrastructure	• Minor utility and municipal infrastructure to be relocated or impacted	• Minor utility and municipal infrastructure to be relocated	• Utility and municipal infrastructure to be relocated
	• No construction staging	• Minor temporary traffic impact due to construction staging	• Moderate temporary traffic impact due to staging of storm sewers	• Moderate temporary traffic impact due to staging of storm sewers	• Moderate temporary traffic impact due to staging of storm sewers
		• Minor boulevard construction and grading improvements	• Full boulevard reconstruction and potential drainage modification	• Full boulevard reconstruction and potential drainage modification	• Full boulevard reconstruction and potential drainage modification
	• No construction cost	• Low cost to construct due to less drainage, street lighting and material costs compared to other alternatives	• High cost to construct due to full boulevard reconstruction with higher drainage, street lighting and material costs than other alternatives	• Moderate cost to construct due to full boulevard reconstruction with moderate drainage, street lighting and material costs compared to other alternatives	• Moderate cost to construct due to full boulevard reconstruction with moderate drainage, street lighting and material costs compared to other alternatives
	• No change to operations and maintenance cost	• Low operations and maintenance cost	• Moderate ongoing cost to operate and maintain	• Moderate ongoing cost to operate and maintain	• Moderate ongoing cost to operate and maintain
Evaluation					
	Not Carried Forward	**Preferred in EA for the rural section between Olde Base Line Road and Cranston Drive due to anticipated utilization and cost**	**Not Preferred in EA due to less separation between bike lane and travel lane**	**Not Preferred in EA due to less separation between bike and travel lanes on east side**	**Preferred in EA for the urban section between Cranston Drive and south of Hilltop Drive due to greatest separation between bike and travel lanes**
Summary	Does not address problem and opportunity (included for comparison)	Provides a functional cycling and walking facility adjacent to predominately agricultural land uses between Olde Base Line Road and Cranston Drive (provides improved conditions for cycling and walking in rural area compared to existing). Low cost to construct compared to other alternatives.	Continuous cycling facilities between rural and urban areas. However, separation between bike lane and travel lane is less compared to other alternatives; and bike lanes are anticipated to be less comfortable for recreational cyclists. The cost to construct is anticipated to be higher than other alternatives, with moderate ongoing cost to operate and maintain.	Non-continuous pedestrian and cycling facilities between rural and urban area, however more desirable than bike lanes for recreational cyclists with wide separation between cyclists and motorized traffic. Fills sidewalk gap between Cranston Drive and south of Hilltop Drive. Less cost to construct than bike lanes with moderate operations and maintenance costs compared to other alternatives. Less preferred than multi-use path on both sides due to less separation between bike and travel lanes on east side.	Non-continuous pedestrian and cycling facilities between rural and urban area, however more desirable than bike lanes for recreational cyclists with wide separation between cyclists and motorized traffic. Fills sidewalk gap between Cranston Drive and south of Hilltop Drive. Moderate cost to construct than bike lanes with moderate operations and maintenance costs compared to other alternatives.

Criteria \ Alternatives	Do Nothing	Reduced Lane Widths with Multi-Use Path on West Side and Paved Shoulder and Rumble Strip on East Side	Reduced Lane Widths with Multi-Use Path on West Side and New Sidewalk and Buffered Bike Lane on East Side
Transportation			
Improves traffic operations	• No change to traffic operations	• Acceptable traffic operations	• Acceptable traffic operations
Improves traffic safety	• No change to traffic safety	• Reduced lane widths to encourage slower traffic speeds	• Reduced lane widths to encourage slower traffic speeds
Encourages some trucks to use other truck routes	• No change to truck traffic	• Slower traffic speeds may encourage truck diversion	• Slower traffic speeds may encourage truck diversion
Improves road geometrics	• No change to road alignment	• No change to road alignment	• No change to road alignment
Conforms to transportation planning policies and plans	• Not consistent with transportation planning policies and plans	• Generally consistent with transportation planning policies and plans	• Generally consistent with transportation planning policies and plans
Maintains emergency response time	• No change to emergency response time	• Two-way roads with raised centre median provide less sufficient space for emergency vehicles	• Two-way roads without raised centre median provide sufficient space for emergency vehicles
		• Design will accommodate emergency vehicles	• Design will accommodate emergency vehicles
Natural Environment			
Complies with Provincial environmental planning policies	• Located within Oak Ridges Moraine	• Consistent with policy 18.1a of the Oak Ridges Moraine Plan by providing active transportation facilities which contribute to a range of transportation options	• Consistent with policy 18.1a of the Oak Ridges Moraine Plan by providing active transportation facilities which contribute to a range of transportation options
	• Located within Greenbelt Plan Area; Caledon East is a Settlement Area under the Greenbelt Plan	• Consistent with the Greenbelt Plan	• Consistent with the Greenbelt Plan
Avoids or reduces negative impacts on natural heritage features and wildlife and wildlife habitat	• No change to natural heritage features and wildlife and wildlife habitat	• Encroaches into minimum protection zones and rare vegetation community; Potential indirect impacts to Butternut Tree	• Encroaches into minimum protection zones and rare vegetation community; Potential indirect impacts to Butternut Tree
		• Moderate tree removal	• Minor tree removal
		• Moderate to minor extensions to culverts	• Moderate extensions to culverts
		• No impacts anticipated to species at risk and their habitat	• No impacts anticipated to species at risk and their habitat
Introduces opportunity to protect or enhance natural heritage features and wildlife and wildlife habitat	• No opportunity to enhance natural heritage features and wildlife and wildlife habitat	• Partially urbanizing corridor may increase potential for vehicle-wildlife conflicts	• Urbanizing corridor may increase potential for vehicle-wildlife conflicts
Maintains or reduces risk for natural hazards	• No opportunity to reduce risk for natural hazards	• Increased impervious area contributing to stormwater runoff	• Increased impervious area contributing to stormwater runoff
		• May require stormwater management on west side to treat runoff; No change to treatment (existing ditch) on east side for stormwater runoff	• May require stormwater management to treat stormwater runoff
		• Sediment and erosion control plan will be applied during construction	• Sediment and erosion control plan will be applied during construction
Protects sources of drinking water	• Majority of corridor is within Highly Vulnerable Aquifer Area • Sections of corridor are within Significant Groundwater Recharge Areas	• Majority of corridor is within Highly Vulnerable Aquifer Area • Sections of corridor are within Significant Groundwater Recharge Areas	• Majority of corridor is within Highly Vulnerable Aquifer Area • Sections of corridor are within Significant Groundwater Recharge Areas
Provides opportunity to adapt to or mitigate the effects of climate change	• No opportunity to adapt to or mitigate the effects of climate change	• Potential for low impact development	• Potential for low impact development
		• No significant impact on greenhouse gas emissions anticipated	• No significant impact on greenhouse gas emissions anticipated
Healthy Communities			
Provides for active transportation	• No active transportation facilities	• Multi-use path on west side for cyclists and pedestrians and paved shoulder on east side for cyclists going northbound	• Multi-use path on west side and paved shoulder and buffered bike lane on east side to accommodate pedestrians and cyclists
		• Continues to provide walkway between Walker Road and Leamster Trail	• Provides sidewalk on east side between Walker Road and Leamster Trail, however nearest crossing is at Walker Road
		• Compatible with design guidelines for roads with design speed greater than 50 km/h or designated for trucks	• Compatible with design guidelines for roads with design speed greater than 50 km/h or designated for trucks
Accessible Environments **Reduces risk of chronic conditions through active transportation**	• No opportunity to promote healthy (active) environments	• Non-continuous pedestrian and cycling facilities between rural and urban areas	• Continuity of paved buffered bike lane to paved shoulder on east side for cyclists entering rural area
		• Separation between pedestrians and cyclists	• No separation between pedestrians and cyclists
		• Wide separation between pedestrians and roadway on west side; Rumble strips deter vehicles from crossing over to shoulder on east side	• Wide separation between pedestrians and roadway on west side; Buffer (separation) between cyclists and travel lane on east side
		• Paved shoulders improve surface accessibility compared to granular shoulders	• Paved buffered bike lanes improve surface accessibility compared to granular shoulders
		• Increased access to destinations within Study corridor by active means	• Increased access to destinations within Study corridor by active means
		• No reduction in design speed	No reduction in design speed

Criteria \ Alternatives	Do Nothing	Reduced Lane Widths with Multi-Use Path on West Side and Paved Shoulder and Rumble Strip on East Side	Reduced Lane Widths with Multi-Use Path on West Side and New Sidewalk and Buffered Bike Lane on East Side
Promotes Healthy, Age-Friendly and A		• Potential for tree planting on west side	• Potential for tree planting on both sides
Supports age friendly and accessible living	• No opportunity to support age friendly and accessible living	• Paved shoulders may not be comfortable for all cyclists	• Multi-use path may not be comfortable for all pedestrians and cyclists
Reduces risk of respiratory and cardiovascular outcomes associated with exposure to traffic related air pollution	• Avoids air quality impacts	• Air quality impacts are similar to air quality impacts of future no-build scenario	• Air quality impacts are similar to air quality impacts of future no-build scenario
		• Increased dust during construction will be controlled by an Emissions Management Plan	• Increased dust during construction will be controlled by an Emissions Management Plan
Avoids or reduces noise impacts	• Avoids noise impacts	• Future sound levels are predicted to exceed threshold (60 dba) in some areas of sensitive receptors	• Future sound levels are predicted to exceed threshold (60 dba) in some areas of sensitive receptors
		• Noise barriers will be implemented where warranted	• Noise barriers will be implemented where warranted
		• Changes to future sound levels are expected to be small between Caledon Trailway and south of Walker Road	• Changes to future sound levels are expected to be small between Caledon Trailway and south of Walker Road
		• Increased noise during construction will be controlled by Construction Code of Practice	• Increased noise during construction will be controlled by Construction Code of Practice
Social, Cultural and Economic Environment			
Conforms to Municipal planning policies and community plans	• Does not fully conform with Region of Peel and Town of Caledon Official Plans and Growth Management Policies	• Conforms with Region of Peel and Town of Caledon Official Plans and Growth Management Policies	• Conforms with Region of Peel and Town of Caledon Official Plans and Growth Management Policies
Compatible with existing and planned future land uses	• No impact to existing and planned future land uses	• Rural cross-sections are generally upgraded to urban within settlement areas	• Rural cross-sections are generally upgraded to urban within settlement areas
Avoids or reduces property impacts (including cultural heritage and local economic impacts)	• Avoids property impacts	• No impacts to property, buildings/structures and property access outside intersection improvements	• No impacts to property, buildings/structures and property access outside intersection improvements
	• Avoids negative impacts on cultural heritage features	• Adjacent to identified cultural heritage resources (one designated under Part IV of the Ontario Heritage Act, one potential built heritage resource)	• Adjacent to identified cultural heritage resources (one designated under Part IV of the Ontario Heritage Act, one potential built heritage resource)
		• Stage 2 Archaeological Assessment required in areas beyond disturbed right-of-way	• Stage 2 Archaeological Assessment required in areas beyond disturbed right-of-way
	• No opportunity to improve local economic sustainability	• No impact on customer access to businesses	• No impact on customer access to businesses
		• No impact on public and customer parking	• No impact on public and customer parking
		• Potential for raised centre median with gateway feature between Walker Road and Leamster Trail	• No potential for raised centre median with gateway feature between Walker Road and Leamster Trail
		• No grading impact on farm land/entrances	• No grading impact on farm land/entrances
		• Sufficient pavement width for farm vehicles and commercial trucks	• Sufficient pavement width for farm vehicles and commercial trucks
Supports goods movement	• Airport Road is a goods movement corridor	• Airport Road will remain as a goods movement corridor	• Airport Road will remain as a goods movement corridor
		• Design will accommodate transport trucks	• Design will accommodate transport trucks
Reduces complexity of construction	• No conflict with utility and municipal infrastructure	• Utility and municipal infrastructure to be relocated	• Utility and municipal infrastructure to be relocated; May require additional street lighting
	• No construction staging	• Minor temporary traffic impact due to construction staging	• Moderate temporary traffic impact due to staging of storm sewers
	• No construction cost	• Moderate cost to construct due to drainage	• High cost to construct due to drainage, street lighting and material
	• No change to operations and maintenance cost	• Moderate cost to operate and maintain	• High cost to operate and maintain
Evaluation			
	Not Carried Forward	**Preferred**	**Not Preferred**
Summary	Does not address problem and opportunity	Suitable for transition from urban to rural area by retaining existing path on west side for northbound pedestrians and cyclists and improving existing conditions on east side with paved shoulders for cyclists, resulting in less cost to construct and operate/maintain than alternative with multi-use path, sidewalk and bike lanes	Higher cost to construct and operate/maintain than alternative with pathway and paved shoulders

Criteria \ Alternatives	Do Nothing	Two-Lane Urban Cross-Section with Reduced Lane Widths, Wider Sidewalk on Both Sides, Provisional Width for Future Designated Cycling Facility, and Streetscaping between Parking Lay-bys from Caledon Trailway to Walker Road	Two-Lane Urban Cross-Section with Reduced Lane Widths, Sidewalk on Both Sides, On-Street Buffered Bike Lanes on Both Sides, and Streetscaping between Parking Lay-bys on West Side from Caledon Trailway to Walker Road	Two-Lane Urban Cross-Section with Reduced Lane Widths, Improved Sidewalk on East Side, Multi-use Path on West Side, and Streetscaping between Parking Lay-bys from Caledon Trailway to Walker Road	Two-Lane Urban Cross-Section with Reduced Lane Widths, Multi-Use Path on Both Sides, and Streetscaping between Parking Lay-bys on West Side from Caledon Trailway to Walker Road	Two-Lane Urban Cross-Section with Reduced Lane Widths, Sidewalk and Cycle Track on Both Sides, and Streetscaping between Parking Lay-bys on West Side from Caledon Trailway to Walker Road
Transportation						
Improves traffic operations	◦ No change to traffic operations	• Acceptable traffic operations	• Acceptable traffic operations	• Acceptable traffic operations	• Acceptable traffic operations	• Acceptable traffic operations
Improves traffic safety	◦ No change to traffic safety	• Reduced lane widths to encourage slower traffic speeds	• Reduced lane widths to encourage slower traffic speeds	• Reduced lane widths to encourage slower traffic speeds	• Reduced lane widths to encourage slower traffic speeds	• Reduced lane widths to encourage slower traffic speeds
Encourages some trucks to use other truck routes	◦ No change to truck traffic	• Slower traffic speeds as a result of reduced lane widths may encourage truck diversion	• Slower traffic speeds as a result of reduced lane widths may encourage truck diversion	• Slower traffic speeds as a result of reduced lane widths may encourage truck diversion	• Slower traffic speeds as a result of reduced lane widths may encourage truck diversion	• Slower traffic speeds as a result of reduced lane widths may encourage truck diversion
Improves road geometrics	◦ No change to road alignment	• Improvements to road geometry	• Improvements to road geometry	• Improvements to road geometry	• Improvements to road geometry	• Improvements to road geometry
Conforms to transportation planning policies and plans	◦ Not consistent with transportation planning policies and plans	• Generally consistent with transportation planning policies and plans • Specific to vulnerable road users: • The Region of Peel Active Transportation Implementation Plan identifies bike lanes on Airport Road through Caledon East • The Region of Peel Sustainable Transportation Strategy adopts a complete streets policy where all modes of travel are considered in designing roads; A priority of the Strategy is providing comfortable, continuous cycling facilities • The Region of Peel is pursuing a Vision Zero target for vulnerable road users (relevant to high traffic and trucks through Caledon East, pointing to protected or designated infrastructure) • The Town of Caledon Transportation Master Plan shows Airport Road as a future bike lane and additional connections with east-west on-road cycling routes using Old Church Road and Walker Road	• Generally consistent with transportation planning policies and plans • Specific to vulnerable road users: • The Region of Peel Active Transportation Implementation Plan identifies bike lanes on Airport Road through Caledon East; Environmental Assessment Studies further assess and/or confirm policy recommendations based on local conditions • The Region of Peel Sustainable Transportation Strategy adopts a complete streets policy where all modes of travel are considered in designing roads; A priority of the Strategy is providing comfortable, continuous cycling facilities • The Region of Peel is pursuing a Vision Zero target for vulnerable road users (relevant to high traffic and trucks through Caledon East, pointing to protected or designated infrastructure) • The Town of Caledon Transportation Master Plan shows Airport Road as a future bike lane and additional connections with east-west on-road cycling routes using Old Church Road and Walker Road	• Generally consistent with transportation planning policies and plans • Specific to vulnerable road users: • Although cyclists are served by the multi-use path, the Region of Peel Active Transportation Implementation Plan identifies bike lanes on Airport Road through Caledon East; Environmental Assessment Studies further assess and/or confirm policy recommendations based on local conditions • The Region of Peel Sustainable Transportation Strategy adopts a complete streets policy where all modes of travel are considered in designing roads; A priority of the Strategy is providing comfortable, continuous cycling facilities • The Region of Peel is pursuing a Vision Zero target for vulnerable road users (relevant to high traffic and trucks through Caledon East, pointing to protected or designated infrastructure) • Although the Town of Caledon Transportation Master Plan shows Airport Road as a future bike lane route, the Town suggested consideration for (1) bike lanes that accommodate parking, and (2) a multi-use trail with appropriate crossing treatments at driveways and intersections; The Town's Master Plan shows additional connections with east-west on-road cycling routes using Old Church Road and Walker Road	• Generally consistent with transportation planning policies and plans • Specific to vulnerable road users: • Although cyclists are served by the multi-use paths, the Region of Peel Active Transportation Implementation Plan identifies bike lanes on Airport Road through Caledon East; Environmental Assessment Studies further assess and/or confirm policy recommendations based on local conditions • The Region of Peel Sustainable Transportation Strategy adopts a complete streets policy where all modes of travel are considered in designing roads; A priority of the Strategy is providing comfortable, continuous cycling facilities • The Region of Peel is pursuing a Vision Zero target for vulnerable road users (relevant to high traffic and trucks through Caledon East, pointing to protected or designated infrastructure) • The Town of Caledon Transportation Master Plan shows Airport Road as a future bike lane and additional connections with east-west on-road cycling routes using Old Church Road and Walker Road	• Generally consistent with transportation planning policies and plans • Specific to vulnerable road users: • The Region of Peel Active Transportation Implementation Plan identifies bike lanes on Airport Road through Caledon East; Environmental Assessment Studies further assess and/or confirm policy recommendations based on local conditions • The Region of Peel Sustainable Transportation Strategy adopts a complete streets policy where all modes of travel are considered in designing roads; A priority of the Strategy is providing comfortable, continuous cycling facilities • The Region of Peel is pursuing a Vision Zero target for vulnerable road users (relevant to high traffic and trucks through Caledon East, pointing to protected or designated infrastructure) • The Town of Caledon Transportation Master Plan shows Airport Road as a future bike lane and additional connections with east-west on-road cycling routes using Old Church Road and Walker Road
Maintains emergency response time	◦ No change to emergency response time	• No major barriers to emergency routes anticipated • Design will accommodate emergency vehicles	• No major barriers to emergency routes anticipated • Design will accommodate emergency vehicles	• Curb bulb-out designs may impact efficiency of emergency routes • Design will accommodate emergency vehicles	• Curb bulb-out designs may impact efficiency of emergency routes • Design will accommodate emergency vehicles	• Curb bulb-out designs may impact efficiency of emergency routes • Design will accommodate emergency vehicles
Natural Environment						
Complies with Provincial environmental planning policies	◦ Located within Oak Ridges Moraine (south of Cranston Drive to Caledon Trailway and north of Walker Road to Leamster Trail)	• Generally consistent with Oak Ridges Moraine (ORM) Conservation Plan	• Provides active transportation facilities which contribute to a range of transportation options which is consistent with policy 18.1a of the ORM Plan: "encouraging the development of communities that provide their residents with convenient access to an appropriate mix of employment, transportation options and local services and a full range of housing and public service facilities".	• Provides active transportation facilities which contribute to a range of transportation options which is consistent with policy 18.1a of the ORM Plan: "encouraging the development of communities that provide their residents with convenient access to an appropriate mix of employment, transportation options and local services and a full range of housing and public service facilities".	• Provides active transportation facilities which contribute to a range of transportation options which is consistent with policy 18.1a of the ORM Plan: "encouraging the development of communities that provide their residents with convenient access to an appropriate mix of employment, transportation options and local services and a full range of housing and public service facilities".	• Provides active transportation facilities which contribute to a range of transportation options which is consistent with policy 18.1a of the ORM Plan: "encouraging the development of communities that provide their residents with convenient access to an appropriate mix of employment, transportation options and local services and a full range of housing and public service facilities".
	◦ Located within Greenbelt Plan Area (south of Cranston Drive to Caledon Trailway)	• Generally consistent with Greenbelt Plan	• Provides active transportation facilities which contribute to a range of transportation options which is consistent with policies of the Greenbelt Plan. Caledon East is a Settlement Area under the Greenbelt Plan and the policies for settlement areas support complete communities (e.g., mixed-use neighbourhoods) that offer opportunities for people of all ages and abilities to conveniently access most necessities for daily living, including a mix of jobs, local stores and services, housing, transportation options and public service facilities.	• Provides active transportation facilities which contribute to a range of transportation options which is consistent with policies of the Greenbelt Plan. Caledon East is a Settlement Area under the Greenbelt Plan and the policies for settlement areas support complete communities (e.g., mixed-use neighbourhoods) that offer opportunities for people of all ages and abilities to conveniently access most necessities for daily living, including a mix of jobs, local stores and services, housing, transportation options and public service facilities.	• Provides active transportation facilities which contribute to a range of transportation options which is consistent with policies of the Greenbelt Plan. Caledon East is a Settlement Area under the Greenbelt Plan and the policies for settlement areas support complete communities (e.g., mixed-use neighbourhoods) that offer opportunities for people of all ages and abilities to conveniently access most necessities for daily living, including a mix of jobs, local stores and services, housing, transportation options and public service facilities.	• Provides active transportation facilities which contribute to a range of transportation options which is consistent with policies of the Greenbelt Plan. Caledon East is a Settlement Area under the Greenbelt Plan and the policies for settlement areas support complete communities (e.g., mixed-use neighbourhoods) that offer opportunities for people of all ages and abilities to conveniently access most necessities for daily living, including a mix of jobs, local stores and services, housing, transportation options and public service facilities.
Avoids or reduces negative impacts on natural heritage features and wildlife and wildlife habitat	◦ Avoids negative impacts on natural heritage features and wildlife and wildlife habitat	• Encroaches into provincially significant wetland; No impacts to locally significant wetland • Minor tree removal • Moderate extension to one culvert crossing • No anticipated impacts to species at risk and their habitat	• Encroaches into provincially significant wetland; No impacts to locally significant wetland • Minor tree removal • Moderate extension to one culvert crossing • No anticipated impacts to species at risk and their habitat	• Encroaches into provincially significant wetland; No impacts to locally significant wetland • Minor tree removal • Moderate extension to one culvert crossing • No anticipated impacts to species at risk and their habitat	• Encroaches into provincially significant wetland; No impacts to locally significant wetland • Minor tree removal • Moderate extension to one culvert crossing • No anticipated impacts to species at risk and their habitat	• Encroaches into provincially significant wetland; No impacts to locally significant wetland • Minor tree removal • Moderate extension to one culvert crossing • No anticipated impacts to species at risk and their habitat
Introduces opportunity to protect and/or enhance natural heritage features and wildlife and wildlife habitat	◦ No opportunity to enhance natural heritage features and wildlife and wildlife habitat	• No opportunity to enhance natural heritage features and wildlife and wildlife habitat	• No opportunity to enhance natural heritage features and wildlife and wildlife habitat	• No opportunity to enhance natural heritage features and wildlife and wildlife habitat	• No opportunity to enhance natural heritage features and wildlife and wildlife habitat	• No opportunity to enhance natural heritage features and wildlife and wildlife habitat
Maintains or reduces risk for natural hazards	◦ No opportunity to reduce risk for natural hazards	• Generally similar impervious area contributing to stormwater runoff as existing condition • Opportunity to treat stormwater runoff • Sediment and erosion control will be applied during construction	• Generally similar impervious area contributing to stormwater runoff as existing condition • Opportunity to treat stormwater runoff • Sediment and erosion control will be applied during construction	• Generally similar impervious area contributing to stormwater runoff as existing condition • Opportunity to treat stormwater runoff • Sediment and erosion control will be applied during construction	• Generally similar impervious area contributing to stormwater runoff as existing condition • Opportunity to treat stormwater runoff • Sediment and erosion control will be applied during construction	• Generally similar impervious area contributing to stormwater runoff as existing condition • Opportunity to treat stormwater runoff • Sediment and erosion control will be applied during construction
Protects sources of drinking water	◦ Located within Wellhead Protection Area	• Located within Wellhead Protection Area	• Located within Wellhead Protection Area	• Located within Wellhead Protection Area	• Located within Wellhead Protection Area	• Located within Wellhead Protection Area
	◦ Majority of corridor is within Highly Vulnerable Aquifer Area	• Majority of corridor is within Highly Vulnerable Aquifer Area	• Majority of corridor is within Highly Vulnerable Aquifer Area	• Majority of corridor is within Highly Vulnerable Aquifer Area	• Majority of corridor is within Highly Vulnerable Aquifer Area	• Majority of corridor is within Highly Vulnerable Aquifer Area
	◦ Sections of corridor are within Significant Groundwater Recharge Areas	• Sections of corridor are within Significant Groundwater Recharge Areas	• Sections of corridor are within Significant Groundwater Recharge Areas	• Sections of corridor are within Significant Groundwater Recharge Areas	• Sections of corridor are within Significant Groundwater Recharge Areas	• Sections of corridor are within Significant Groundwater Recharge Areas
Provides opportunity to adapt to or mitigate the effects of climate change	◦ No opportunity to adapt to or mitigate the effects of climate change	• Potential for low impact development may be restricted in wellhead protection areas • No significant impact on greenhouse gas emissions anticipated	• Potential for low impact development may be restricted in wellhead protection areas • No significant impact on greenhouse gas emissions anticipated	• Potential for low impact development may be restricted in wellhead protection areas • No significant impact on greenhouse gas emissions anticipated	• Potential for low impact development may be restricted in wellhead protection areas • No significant impact on greenhouse gas emissions anticipated	• Potential for low impact development may be restricted in wellhead protection areas • No significant impact on greenhouse gas emissions anticipated
Healthy Communities						
Provides for active transportation	◦ No active transportation facilities	• Wider sidewalks and provision for designated cycling facility (likely bike lanes due to available space) to accommodate pedestrians and cyclists	• New sidewalks and bike lanes to accommodate pedestrians and cyclists	• Sidewalk and multi-use path to accommodate pedestrians and cyclists	• Multi-use paths to accommodate pedestrians and cyclists	• Improved sidewalk and cycle tracks to accommodate pedestrians and cyclists, although insufficient space available for cycle tracks without major impacts to utilities
		• Long-term potential for improved cycling facility; If bike lanes, possibly more desirable than multi-use path(s) or cycle tracks for utilitarian cyclists (e.g., long-distance or commuter cyclists) and less for recreational cyclists	• Improved cycling facility; Possibly more desirable than multi-use path(s) or cycle tracks for utilitarian cyclists (e.g., long-distance or commuter cyclists) and less for recreational cyclists	• Poor cycling facility due to high pedestrian activity, direct business frontages, frequent driveways, and parking activity; Possibly more desirable than bike lanes for recreational cyclists and less desirable than bike lanes or cycle tracks for utilitarian cyclists	• Poor cycling facility with high pedestrian activity, direct business frontages, frequent driveways, and parking activity; Possibly more desirable than bike lanes for recreational cyclists and less desirable than bike lanes or cycle tracks for utilitarian cyclists	• Improved cycling facility; Possibly more desirable than bike lanes or multi-use path(s) for recreational cyclists and less desirable than bike lanes for utilitarian cyclists
		• Insufficient space between Hilltop Drive and Caledon Trailway for future cycling facility due to constraints of property and retaining walls (relocation of existing retaining walls within road right-of-way would impact hydro poles): • Can be mitigated by diverting cyclists to signed bike route through east neighbourhood	• Insufficient space between Hilltop Drive and Caledon Trailway for bike lanes due to constraints of property and retaining walls (relocation of existing retaining walls within road right-of-way would impact hydro poles): • Can be mitigated by diverting cyclists to signed bike route through east neighbourhood	• Insufficient space between Hilltop Drive and Caledon Trailway for multi-use path due to constraints of property and retaining walls (relocation of existing retaining walls within road right-of-way would impact hydro poles): • Can be mitigated by diverting cyclists to signed bike route through east neighbourhood	• Insufficient space between Hilltop Drive and Caledon Trailway for multi-use paths due to constraints of property and retaining walls (relocation of existing retaining walls within road right-of-way would impact hydro poles): • Can be mitigated by diverting cyclists to signed bike route through east neighbourhood	• Insufficient space between Hilltop Drive to Caledon Trailway for cycle tracks due to constraints of property and retaining walls (relocation of existing retaining walls within road right-of-way would impact hydro poles): • Can be mitigated by diverting cyclists to signed bike route through east neighbourhood

Criteria \ Alternatives	Do Nothing	Two-Lane Urban Cross-Section with Reduced Lane Widths, Wider Sidewalk on Both Sides, Provisional Width for Future Designated Cycling Facility, and Streetscaping between Parking Lay-bys from Caledon Trailway to Walker Road	Two-Lane Urban Cross-Section with Reduced Lane Widths, Sidewalk on Both Sides, On-Street Buffered Bike Lanes on Both Sides, and Streetscaping between Parking Lay-bys on West Side from Caledon Trailway to Walker Road	Two-Lane Urban Cross-Section with Reduced Lane Widths, Improved Sidewalk on East Side, Multi-use Path on West Side, and Streetscaping between Parking Lay-bys from Caledon Trailway to Walker Road	Two-Lane Urban Cross-Section with Reduced Lane Widths, Multi-Use Path on Both Sides, and Streetscaping between Parking Lay-bys on West Side from Caledon Trailway to Walker Road	Two-Lane Urban Cross-Section with Reduced Lane Widths, Sidewalk and Cycle Track on Both Sides, and Streetscaping between Parking Lay-bys on West Side from Caledon Trailway to Walker Road
		• Lack of cycling facilities along this section of Airport Road may deter potential cycling	• Lack of cycling facilities along this section of Airport Road may deter potential cycling	• Lack of cycling facilities along this section of Airport Road may deter potential cycling	• Lack of cycling facilities along this section of Airport Road may deter potential cycling	• Lack of cycling facilities along this section of Airport Road may deter potential cycling
		• If bike lanes, potential for greater sightlines for users exiting driveways and Caledon Trailway than provided in alternatives with multi-use path(s) or cycle tracks	• Greater sightlines for users exiting driveways and Caledon Trailway than provided in alternatives with multi-use path(s) or cycle tracks	• Less sightlines for users exiting driveways and Caledon Trailway than provided in alternatives with bike lanes or cycle tracks; Treatments at driveways with limited sightlines, such as speed bumps or mirrors, could be considered subject to property impacts	• Less sightlines for users exiting driveways and Caledon Trailway than provided in alternatives with bike lanes or cycle tracks; Treatments at driveways with limited sightlines, such as speed bumps or mirrors, could be considered subject to property impacts	• Less sightlines for users exiting driveways and Caledon Trailway than provided in alternatives with bike lanes; Treatments at driveways with limited sightlines, such as speed bumps or mirrors, could be considered subject to property impacts
	• Does not meet Region of Peel and Transportation Association of Canada (TAC) Guidelines for Active Transportation	• Bike Lanes are less preferred by design guidelines for roads with design speed greater than 50 km/h or designated for trucks	• Bike Lanes are less preferred by design guidelines for roads with design speed greater than 50 km/h or designated for trucks	• Compatible with design guidelines for roads with design speed greater than 50 km/h or designated for trucks	• Compatible with design guidelines for roads with design speed greater than 50 km/h or designated for trucks	• Compatible with design guidelines for roads with design speed greater than 50 km/h or designated for trucks
Promotes healthy, age-friendly and accessible environments						
Reduces risk of chronic conditions through active transportation	• No opportunity to promote healthy (active) environments	• Continuity of pedestrian and cycling facilities between rural and urban areas is dependent on evaluation of alternative design concepts for Transitional Area (Rural to Urban)	• Continuity of pedestrian and cycling facilities between rural and urban areas is dependent on evaluation of alternative design concepts for Transitional Area (Rural to Urban)	• Continuity of pedestrian and cycling facilities between rural and urban areas is dependent on evaluation of alternative design concepts for Transitional Area (Rural to Urban)	• Continuity of pedestrian and cycling facilities between rural and urban areas is dependent on evaluation of alternative design concepts for Transitional Area (Rural to Urban)	• Continuity of pedestrian and cycling facilities between rural and urban areas is dependent on evaluation of alternative design concepts for Transitional Area (Rural to Urban)
		• This segment of Airport Road provides direct access to the Caledon Trailway, a major cycling generator that is part of the Greenbelt Route and TransCanada Trail; There is a lack of parallel cycling routes crossing Centreville Creek	• This segment of Airport Road provides direct access to the Caledon Trailway, a major cycling generator that is part of the Greenbelt Route and TransCanada Trail; There is a lack of parallel routes crossing Centreville Creek	• This segment of Airport Road provides direct access to the Caledon Trailway, a major cycling generator that is part of the Greenbelt Route and TransCanada Trail; There is a lack of parallel routes crossing Centreville Creek	• This segment of Airport Road provides direct access to the Caledon Trailway, a major cycling generator that is part of the Greenbelt Route and TransCanada Trail; There is a lack of parallel routes crossing Centreville Creek	• This segment of Airport Road provides direct access to the Caledon Trailway, a major cycling generator that is part of the Greenbelt Route and TransCanada Trail; There is a lack of parallel routes crossing Centreville Creek
		• Potential for future separated walking and cycling facility, except for pedestrian only facility from south of Hilltop Drive to Caledon Trailway (which can be mitigated by diverting cyclists to signed bike route through east neighbourhood)	• Separated walking and cycling facility, except for pedestrian only facility from south of Hilltop Drive to Caledon Trailway (which can be mitigated by diverting cyclists to signed bike route through east neighbourhood)	• Shared walking and cycling facility, except for pedestrian only facility from south of Hilltop Drive to Caledon Trailway (which can be mitigated by diverting cyclists to signed bike route through east neighbourhood)	• Shared walking and cycling facility, except for pedestrian only facility from south of Hilltop Drive to Caledon Trailway (which can be mitigated by diverting cyclists to signed bike route through east neighbourhood)	• Separated walking and cycling facility, except pedestrian only facility from south of Hilltop Drive to Caledon Trailway (which can be mitigated by diverting cyclists to signed bike route through east neighbourhood)
		• If bike lanes, potentially less separation between pedestrians (sidewalk) and roadway than alternatives with multi-use path(s) or cycle tracks (pedestrians are separated from road by splash pad, layby parking and streetscaping; Cycling facility may be designated on-road)	• Less physical separation between pedestrians (sidewalk) and roadway than alternatives with multi-use path(s) or cycle tracks (pedestrians are separated from road by splash pad, layby parking and streetscaping; Cycling facility is designated on-road)	• Greater physical separation between pedestrians and cyclists (multi-use path) and roadway than alternatives with bike lanes (pedestrians are separated from road by splash pad, layby parking and streetscaping; Cycling facility is off-road)	• Greater physical separation between pedestrians and cyclists (multi-use paths) and roadway than alternatives with bike lanes (pedestrians are separated from road by splash pad, layby parking and streetscaping; Cycling facility is off-road)	• Greater physical separation between pedestrians (sidewalk) and roadway than in alternatives with bike lanes or multi-use path(s) (pedestrians are separated from road by splash pad, raised cycle track, layby parking and streetscaping)
		• If bike lanes, potential for less comfort for a wider variety of cyclists (e.g. recreational) than alternatives with multi-use path(s) or cycle tracks; Little or no separation anticipated between future or existing cyclists and motorized traffic; Potential future buffer between bike lane and travel lane is less than separation in alternatives with multi-use path(s) or cycle tracks; At parking layby locations, potential for future buffer to protect door zone of parked vehicles with less to no buffer between bike lane and travel lane	• Less comfortable for a wider variety of cyclists (e.g., recreational) than alternatives with multi-use path(s) or cycle tracks; Little to no separation between cyclists and motorized traffic; Potential buffer between bike lane and travel lane is less than separation in alternatives with multi-use path(s) or cycle tracks; At parking layby locations, potential for buffer to protect door zone of parked vehicles with less to no buffer between bike lane and travel lane	• Less overall cyclist comfort than alternatives with bike lanes or cycle tracks due to high pedestrian activity, direct business frontages, frequent driveways, and parking activity; Crosses numerous driveways in Caledon East, with potential for a bumpy ride and collisions at driveways; Provides wide separation between cyclists and motorized traffic with no separation between cyclists and pedestrians	• Less overall cyclist comfort than alternatives with bike lanes or cycle tracks due to high pedestrian activity, direct business frontages, frequent driveways, and parking activity; Crosses numerous driveways in Caledon East, with potential for a bumpy ride and collisions at driveways; Provides wide separation between cyclists and motorized traffic with no separation between cyclists and pedestrians	• Improved cyclist comfort due to vertical and horizontal separation between cyclists and motorized traffic (including splash pad); Curb extensions around parking provide more protection than bike lanes for cyclists near intersections
		• Increased access to destinations within Study corridor by active means, although with longer distance for future cyclists between south of Hilltop Drive and Caledon Trailway due to potential detour	• Increased access to destinations within Study corridor by active means, although with longer distance for cyclists between south of Hilltop Drive and Caledon Trailway due to potential detour	• Increased access to destinations within Study corridor by active means, although with longer distance for cyclists between south of Hilltop Drive and Caledon Trailway due to potential detour	• Increased access to destinations within Study corridor by active means, although with longer distance for cyclists between south of Hilltop Drive and Caledon Trailway due to potential detour	• Increased access to destinations within Study corridor by active means, although with longer distance for cyclists between south of Hilltop Drive and Caledon Trailway due to potential detour
		• No reduction in design speed within urban area	• No reduction in design speed within urban area	• No reduction in design speed within urban area	• No reduction in design speed within urban area	• No reduction in design speed within urban area
		• Limited opportunities to propose tree locations due to constrained right-of-way, however the Region intends to plant as many trees as possible within the urban area, with consideration to provide shade for active transportation infrastructure	• Limited opportunities to propose tree locations due to constrained right-of-way, however the Region intends to plant as many trees as possible within the urban area, with consideration to provide shade for active transportation infrastructure	• Number of trees within urban area may increase to extent possible, with consideration to provide shade for active transportation infrastructure	• Limited opportunities to propose tree locations due to constrained right-of-way, however the Region intends to plant as many trees as possible within the urban area, with consideration to provide shade for active transportation infrastructure	• Limited opportunities to propose tree locations due to constrained right-of-way, however the Region intends to plant as many trees as possible within the urban area, with consideration to provide shade for active transportation infrastructure
Supports age friendly and accessible living	• Not improved to standards of Accessibility for Ontarians with Disabilities Act	• Designed to standards of Accessibility for Ontarians with Disabilities Act	• Designed to standards of Accessibility for Ontarians with Disabilities Act	• Designed to standards of Accessibility for Ontarians with Disabilities Act	• Designed to standards of Accessibility for Ontarians with Disabilities Act	• Designed to standards of Accessibility for Ontarians with Disabilities Act
Reduces risk of respiratory and cardiovascular outcomes associated with exposure to traffic related air pollution	• Avoids air quality impacts	• Air quality impacts are similar to air quality impacts of future no-build scenario	• Air quality impacts are similar to air quality impacts of future no-build scenario	• Air quality impacts are similar to air quality impacts of future no-build scenario	• Air quality impacts are similar to air quality impacts of future no-build scenario	• Air quality impacts are similar to air quality impacts of future no-build scenario
		• Increased dust during construction will be controlled by Emissions Management Plan	• Increased dust during construction will be controlled by Emissions Management Plan	• Increased dust during construction will be controlled by Emissions Management Plan	• Increased dust during construction will be controlled by Emissions Management Plan	• Increased dust during construction will be controlled by Emissions Management Plan
Avoids or reduces noise impacts	• Avoids noise impacts	• Future sound levels are predicted to exceed threshold (60 dba) in some areas of sensitive receptors, although noise barriers will be implemented where warranted	• Future sound levels are predicted to exceed threshold (60 dba) in some areas of sensitive receptors, although noise barriers will be implemented where warranted	• Future sound levels are predicted to exceed threshold (60 dba) in some areas of sensitive receptors, although noise barriers will be implemented where warranted	• Future sound levels are predicted to exceed threshold (60 dba) in some areas of sensitive receptors, although noise barriers will be implemented where warranted	• Future sound levels are predicted to exceed threshold (60 dba) in some areas of sensitive receptors, although noise barriers will be implemented where warranted
		• Changes to future sound levels are expected to be small between Caledon Trailway and south of Walker Road	• Changes to future sound levels are expected to be small between Caledon Trailway and south of Walker Road	• Changes to future sound levels are expected to be small between Caledon Trailway and south of Walker Road	• Changes to future sound levels are expected to be small between Caledon Trailway and south of Walker Road	• Changes to future sound levels are expected to be small between Caledon Trailway and south of Walker Road
		• Increased noise during construction will be controlled by Construction Code of Practice	• Increased noise during construction will be controlled by Construction Code of Practice	• Increased noise during construction will be controlled by Construction Code of Practice	• Increased noise during construction will be controlled by Construction Code of Practice	• Increased noise during construction will be controlled by Construction Code of Practice
Social, Cultural and Economic Environment						
Conforms to Municipal planning policies and community plans	• Not consistent with Municipal planning policies and community plans	• Generally consistent with Region of Peel Official Plan	• Generally consistent with Region of Peel Official Plan	• Generally consistent with Region of Peel Official Plan	• Generally consistent with Region of Peel Official Plan	• Generally consistent with Region of Peel Official Plan
		• Generally consistent with Town of Caledon Official Plan	• Consistent with Policy 5.9.5.9.1 of the Town of Caledon Official Plan "The Town will encourage the development of a system of bicycle and pedestrian facilities to link major public open spaces, activity centres and the transportation network in a manner that enhances the quality of life for residents, businesses and visitors."	• Consistent with Policy 5.9.5.9.1 of the Town of Caledon Official Plan "The Town will encourage the development of a system of bicycle and pedestrian facilities to link major public open spaces, activity centres and the transportation network in a manner that enhances the quality of life for residents, businesses and visitors."	• Consistent with Policy 5.9.5.9.1 of the Town of Caledon Official Plan "The Town will encourage the development of a system of bicycle and pedestrian facilities to link major public open spaces, activity centres and the transportation network in a manner that enhances the quality of life for residents, businesses and visitors."	• Consistent with Policy 5.9.5.9.1 of the Town of Caledon Official Plan "The Town will encourage the development of a system of bicycle and pedestrian facilities to link major public open spaces, activity centres and the transportation network in a manner that enhances the quality of life for residents, businesses and visitors."
		• Generally consistent with Caledon East Community Improvement Plan	• Supports the Caledon East Community Improvement Plan, specifically "Maintaining and improving public space, pedestrian linkages, and active transportation, in consideration of the Healthy Development Index"	• Supports the Caledon East Community Improvement Plan, specifically "Maintaining and improving public space, pedestrian linkages, and active transportation, in consideration of the Healthy Development Index"	• Supports the Caledon East Community Improvement Plan, specifically "Maintaining and improving public space, pedestrian linkages, and active transportation, in consideration of the Healthy Development Index"	• Supports the Caledon East Community Improvement Plan, specifically "Maintaining and improving public space, pedestrian linkages, and active transportation, in consideration of the Healthy Development Index"
Compatible with existing and planned future land uses	• No impact on existing and planned future land uses	• Urban cross-section is compatible with existing and planned future land uses	• Urban cross-section is compatible with existing and planned future land uses	• Urban cross-section is compatible with existing and planned future land uses	• Urban cross-section is compatible with existing and planned future land uses	• Urban cross-section is compatible with existing and planned future land uses
Avoids or reduces property impacts	• Avoids property impacts	• No impacts to property, buildings/structures and property access outside intersection improvements	• No impacts to property, buildings/structures and property access outside intersection improvements	• No impacts to property, buildings/structures and property access outside intersection improvements	• No impacts to property, buildings/structures and property access outside intersection improvements	• No impacts to property, buildings/structures and property access outside intersection improvements, provided that utilities are buried underground to accommodate cycle tracks
Avoids or reduces negative impacts on cultural heritage features	• Avoids negative impacts on cultural heritage features	• Adjacent to approximately 15 cultural heritage resources, including 3 designated properties and 12 properties listed on the Built Heritage Register; Also adjacent to one Heritage Character Area; One Canadian Heritage River	• Adjacent to approximately 15 cultural heritage resources, including 3 designated properties and 12 properties listed on the Built Heritage Register; Also adjacent to one Heritage Character Area; One Canadian Heritage River	• Adjacent to approximately 15 cultural heritage resources, including 3 designated properties and 12 properties listed on the Built Heritage Register; Also adjacent to one Heritage Character Area; One Canadian Heritage River	• Adjacent to approximately 15 cultural heritage resources, including 3 designated properties and 12 properties listed on the Built Heritage Register; Also adjacent to one Heritage Character Area; One Canadian Heritage River	• Adjacent to approximately 15 cultural heritage resources, including 3 designated properties and 12 properties listed on the Built Heritage Register; Also adjacent to one Heritage Character Area; One Canadian Heritage River

Criteria \ Alternatives	Do Nothing	Two-Lane Urban Cross-Section with Reduced Lane Widths, Wider Sidewalk on Both Sides, Provisional Width for Future Designated Cycling Facility, and Streetscaping between Parking Lay-bys from Caledon Trailway to Walker Road	Two-Lane Urban Cross-Section with Reduced Lane Widths, Sidewalk on Both Sides, On-Street Buffered Bike Lanes on Both Sides, and Streetscaping between Parking Lay-bys on West Side from Caledon Trailway to Walker Road	Two-Lane Urban Cross-Section with Reduced Lane Widths, Improved Sidewalk on East Side, Multi-use Path on West Side, and Streetscaping between Parking Lay-bys from Caledon Trailway to Walker Road	Two-Lane Urban Cross-Section with Reduced Lane Widths, Multi-Use Path on Both Sides, and Streetscaping between Parking Lay-bys on West Side from Caledon Trailway to Walker Road	Two-Lane Urban Cross-Section with Reduced Lane Widths, Sidewalk and Cycle Track on Both Sides, and Streetscaping between Parking Lay-bys on West Side from Caledon Trailway to Walker Road
		• Stage 2 Archaeological Assessment required in areas beyond disturbed right-of-way; Three areas adjacent to the right-of-way require Stage 2 Archaeological Assessment	• Stage 2 Archaeological Assessment required in areas beyond disturbed right-of-way; Three areas adjacent to the right-of-way require Stage 2 Archaeological Assessment	• Stage 2 Archaeological Assessment required in areas beyond disturbed right-of-way; Three areas adjacent to the right-of-way require Stage 2 Archaeological Assessment	• Stage 2 Archaeological Assessment required in areas beyond disturbed right-of-way; Three areas adjacent to the right-of-way require Stage 2 Archaeological Assessment	• Stage 2 Archaeological Assessment required in areas beyond disturbed right-of-way; Three areas adjacent to the right-of-way require Stage 2 Archaeological Assessment
Supports goods movement	• Airport Road is a goods movement corridor	• Airport Road will remain as a goods movement corridor	• Airport Road will remain as a goods movement corridor	• Airport Road will remain as a goods movement corridor	• Airport Road will remain as a goods movement corridor	• Airport Road will remain as a goods movement corridor
		• Design will accommodate transport and commercial trucks	• Design will accommodate transport and commercial trucks	• Design will accommodate transport and commercial trucks	• Design will accommodate transport and commercial trucks	• Design will accommodate transport and commercial trucks
Supports local economic sustainability	• No impact on customer access to business frontages	• No impact on customer access to business frontages	• No impact on customer access to business frontages	• No impact on customer access to business frontages provided multi-use path is designed with some clearance to building frontage (e.g., 0.5-1.0m from building face)	• No impact on customer access to business frontages provided multi-use paths are designed with some clearance to building frontage (e.g., 0.5-1.0m from building face)	• No impact on customer access to business frontages
	• No impact to on-street parking	• If bike lanes, loss of on-street parking on east side of road with some loss on west side; If alternate cycling facility with less pedestrian path (larger width than sidewalk and smaller width than multi-use path), potential for less loss of parking than other alternatives • Parking study indicates: • On weekdays, on-street parking on the east side is fully used with regular use (slight oversupply) of parking on the west side • On weekends, on-street parking on the east and west side is under-used • Overall, on-street parking is under-used on a net basis • Most on-street parking is convenience-based; Mapping indicates off-street business-related parking is present, except one business with no off-street parking and one business with one parking space approximately 30m from Emma Street	• Loss of on-street parking on east side of road with some loss on west side • Parking study indicates: • On weekdays, on-street parking on the east side is fully used with regular use (slight oversupply) of parking on the west side • On weekends, on-street parking on the east and west side is under-used • Overall, on-street parking is under-used on a net basis • Most on-street parking is convenience-based; Mapping indicates off-street business-related parking is present, except one business with no off-street parking and one business with one parking space approximately 30m from Emma Street	• Less loss of on-street parking on east and west side compared to other alternatives	• Loss of on-street parking on east side of road with some loss on west side • Parking study indicates: • On weekdays, on-street parking on the east side is fully used with regular use (slight oversupply) of parking on the west side • On weekends, on-street parking on the east and west side is under-used • Overall, on-street parking is under-used on a net basis • Most on-street parking is convenience-based; Mapping indicates off-street business-related parking is present, except one business with no off-street parking and one business with one parking space approximately 30m from Emma Street	• Loss of on-street parking on east side of road with some loss on west side • Parking study indicates: • On weekdays, on-street parking on the east side is fully used with regular use (slight oversupply) of parking on the west side • On weekends, on-street parking on the east and west side is under-used • Overall, on-street parking is under-used on a net basis • Most on-street parking is convenience-based; Mapping indicates off-street business-related parking is present, except one business with no off-street parking and one business with one parking space approximately 30m from Emma Street
	• No impact to tourism potential	• Access to/from Caledon Trailway maximizes tourism potential of trail, encouraging cyclists and hikers to visit businesses and services	• Access to/from Caledon Trailway maximizes tourism potential of trail, encouraging cyclists and hikers to visit businesses and services	• Access to/from Caledon Trailway maximizes tourism potential of trail, encouraging cyclists and hikers to visit businesses and services	• Access to/from Caledon Trailway maximizes tourism potential of trail, encouraging cyclists and hikers to visit businesses and services	• Access to/from Caledon Trailway maximizes tourism potential of trail, encouraging cyclists and hikers to visit businesses and services
	• No opportunity to improve streetscape and aesthetics	• Potential for improvements to streetscape and aesthetics, with potential to maintain or enhance treelined corridor to balance street form and function	• Potential for improvements to streetscape and aesthetics, with potential to maintain or enhance treelined corridor to balance street form and function	• Potential for improvements to streetscape and aesthetics, with potential to maintain or enhance treelined corridor to balance street form and function	• Potential for improvements to streetscape and aesthetics, with potential to maintain or enhance treelined corridor to balance street form and function	• Potential for improvements to streetscape and aesthetics, with potential to maintain or enhance treelined corridor to balance street form and function
		• On-street parking in Caledon East is considered by the Town of Caledon as part of the Streetscape; Parking removal on one side may reduce streetscaping in this context	• On-street parking in Caledon East is considered by the Town of Caledon as part of the Streetscape; Parking removal on one side may reduce streetscaping in this context	• On-street parking in Caledon East is considered by the Town of Caledon as part of the Streetscape; Less parking removal would be preferred for streetscaping in this context	• On-street parking in Caledon East is considered by the Town of Caledon as part of the Streetscape; Parking removal on one side would reduce streetscaping in this context	• On-street parking in Caledon East is considered by the Town of Caledon as part of the Streetscape; Parking removal on one side would reduce streetscaping in this context
	• South of Cranston Drive to Hilltop Drive is located within Prime Agricultural Area	• No impact on Prime Agricultural Area	• No impact on Prime Agricultural Area	• No impact on Prime Agricultural Area	• No impact on Prime Agricultural Area	• No impact on Prime Agricultural Area
		• Designing for farm vehicles not ideal in urban area with raised curbs	• Designing for farm vehicles not ideal in urban area with raised curbs	• Designing for farm vehicles not ideal in urban area with raised curbs	• Designing for farm vehicles not ideal in urban area with raised curbs	• Designing for farm vehicles not ideal in urban area with raised curbs
Reduces complexity of construction	• No conflict with utilities and municipal infrastructure	• If bike lanes, utility and municipal infrastructure to be relocated or impacted Between Hilltop Drive and Caledon Trailway, future cycling facility on Airport Road versus signed cycling detour in east neighbourhood would impact hydro poles due to relocation of existing retaining walls within road right-of-way	• Utility and municipal infrastructure to be relocated or impacted; Between Hilltop Drive and Caledon Trailway, bike lanes on Airport Road versus signed cycling detour in east neighbourhood would impact hydro poles due to relocation of existing retaining walls within road right-of-way	• Utility and municipal infrastructure to be relocated; Between Hilltop Drive and Caledon Trailway, multi-use path on Airport Road versus signed cycling detour in east neighbourhood would impact hydro poles due to relocation of existing retaining walls within road right-of-way	• Utility and municipal infrastructure to be relocated or buried underground to accommodate multi-use path on both sides; Between Hilltop Drive and Caledon Trailway, multi-use paths on Airport Road versus signed cycling detour in east neighbourhood would impact hydro poles due to relocation of existing retaining walls within road right-of-way	• Utility and municipal infrastructure to be relocated or buried underground to accommodate cycle tracks; Between Hilltop Drive and Caledon Trailway, cycle tracks on Airport Road versus signed cycling detour in east neighbourhood would impact hydro poles due to relocation of existing retaining walls within road right-of-way
	• No construction staging	• Potential for moderate temporary traffic impact due to staging of storm sewers and bridge widening	• Significant temporary traffic impact due to staging of storm sewers, burying hydro poles and bridge widening	• Moderate temporary traffic impact due to staging of storm sewers and bridge widening	• Significant temporary traffic impact due to staging of storm sewers, burying hydro poles and bridge widening	• Significant temporary traffic impact due to staging of storm sewers, burying hydro poles and bridge widening
		• Full boulevard reconstruction and potential drainage modification	• Full boulevard reconstruction and potential drainage modification	• Full boulevard reconstruction and potential drainage modification	• Full boulevard reconstruction and potential drainage modification	• Full boulevard reconstruction and potential drainage modification
	• No construction cost	• Potential for high cost to construct due to full boulevard reconstruction with potential for moderate drainage, street lighting and material costs	• High cost to construct due to full boulevard reconstruction with moderate drainage, street lighting, burying hydro poles and material costs	• Moderate cost to construct due to full boulevard reconstruction with moderate drainage, street lighting and material costs	• High cost to construct due to full boulevard reconstruction with moderate drainage, street lighting, burying hydro poles and material costs	• High cost to construct due to full boulevard reconstruction with moderate drainage, street lighting and material costs plus associated cost of burying hydro utility
	• No change to operations and maintenance cost	• Similar ongoing cost to operate and maintain as do nothing	• Similar ongoing cost to operate and maintain as do nothing, however maintenance needs may increase if bollards or physical barrier is used in bike lane buffer	• Moderate ongoing cost to operate and maintain	• Moderate ongoing cost to operate and maintain	• Moderate ongoing cost to operate and maintain
Evaluation						
Summary	**Not Carried Forward**	**Not Preferred for existing and short-term conditions**	**Less Preferred in EA due to less separation between bike and travel lanes and loss of east side parking (Note preferred from cycling perspective)**	**Preferred in EA due to greater separation between bike and travel lanes and minimum loss of parking (Note not preferred from cycling perspective)**	**Less Preferred than multi-use path on one side due to loss of east side parking (Note not preferred from cycling perspective)**	**Less Preferred in EA due to construction complexity and loss of east side parking (Note preferred from cycling perspective if cost is acceptable)**
	Does not address problem and opportunity (included for comparison)	Provisional width of cross-section for long-term conditions does not fully support existing transportation policies or address existing opportunity for corridor improvements for vulnerable road users Provisional width of cross-section may limit type of active transportation facilities under long-term conditions	Buffered bike lanes are consistent with existing transportation policy and provide continuity with local east-west on-road cycling routes and the Caledon Trailway. However, separation between bike lane and travel lane is less compared to other alternatives. Further, the buffer between the bike lane and travel lane is removed to provide door zone buffer at locations of parking layby. Overall, on-street parking in Caledon East appears to be underutilized. However, full utilization on the east side is evident on weekdays. Presently there are minor opportunities for parking replacement in Caledon East. Further, the Town of Caledon and some of the Public have indicated a preference to maintain on-street parking to support businesses and road character. Although on-street parking appears to be utilized often as a convenient alternative to available off-street parking, it is considered by the Town of Caledon as part of the Caledon East streetscape.	Preferred if parking removal on east side is not acceptable or desired to accommodate improved active transportation facilities. Less preferred than cycle tracks due to less comfort for recreational and utilitarian cyclists from high pedestrian activity, direct business frontages, frequent driveways, and parking activity. Based on parking study results and comments by the Town of Caledon and Public to date, this alternative is shown as the preliminary preferred option for agency and Public feedback.	More preferred than bike lanes due to more separation between recreational cyclists and motorized traffic, and less preferred than cycle tracks due to less comfort for recreational and utilitarian cyclists from high pedestrian activity, direct business frontages, frequent driveways, and parking activity. Overall, on-street parking in Caledon East appears to be underutilized. However, full utilization on the east side is evident on weekdays. Presently there are minor opportunities for parking replacement in Caledon East. Further, the Town of Caledon and some of the Public have indicated a preference to maintain on-street parking to support businesses and road character. Although on-street parking appears to be utilized often as a convenient alternative to available off-street parking, it is considered by the Town of Caledon as part of the Caledon East streetscape.	Preferred over bike lanes and multi-use path(s) due to enhanced separation between all road users. However, construction complexity and cost of burying utilities is significantly higher than other alternatives. Overall, on-street parking in Caledon East appears to be underutilized. However, full utilization on the east side is evident on weekdays. Presently there are minor opportunities for parking replacement in Caledon East. Further, the Town of Caledon and some of the Public have indicated a preference to maintain on-street parking to support businesses and road character. Although on-street parking appears to be utilized often as a convenient alternative to available off-street parking, it is considered by the Town of Caledon as part of the Caledon East streetscape.

Summary Evaluation of Alternative Design Concepts
Rural Area from North of King Street to Olde Base Line Road and from Leamster Trail to Huntsmill Drive

Criteria \ Alternatives	Do Nothing (Two Travel Lanes with Granular Shoulders)	Reduced Lane Widths with Paved Shoulders and Rumble Strips
Transportation	**Not Preferred** • Not consistent with transportation planning policies and plans	**Preferred** • Generally consistent with transportation planning policies and plans. Reduced lane widths encourage slower traffic speeds, which in turn may encourage truck diversion.
Natural Environment	**Preferred** • No change to natural heritage features and wildlife and wildlife habitat	**Not Preferred** • Encroaches into minimum protection zones for locally significant wetlands and rare vegetation community. Unevaluated wetland community at Olde Base Line Road may experience direct loss. Minor extensions to culverts at watercourse crossings.
Healthy Communities	**Not Preferred** • No active transportation facilities which in turn does not provide an opportunity to promote a healthy (active), age friendly and accessible environment	**Preferred** • Paved shoulders accommodate pedestrians and cyclists within rural cross-section, however paved shoulders may not be comfortable for all pedestrians and cyclists
Social, Cultural and Economic Environment	**Preferred** • Does not fully conform with Region of Peel and Town of Caledon Official Plans and Growth Management Policies, however avoids negative impacts on cultural heritage features with no construction cost	**Preferred** • Conforms with Region of Peel and Town of Caledon Official Plans and Growth Management Policies, however with low construction cost and temporary traffic impact due to construction staging. Potential impacts to cultural heritage features can be avoided or mitigated.
Summary	Not carried forward Does not address problem and opportunity	**Preferred** **Will address problem and opportunity**

Summary Evaluation of Alternative Design Concepts
Transitional (Rural to Urban) Area from Olde Base Line Road to South of Hilltop Drive

Criteria \ Alternatives	Do Nothing	Reduced Lane Widths with Paved Shoulders and Rumble Strips	Reduced Lane Widths, Sidewalks and On-Street Buffered Bike Lanes	Reduced Lane Widths, Sidewalk on East Side and Multi-use Path on West Side	Reduced Lane Widths and Multi-Use Paths
Transportation	**Not Preferred** • No change to traffic operations • No change to road alignment	**Neutral** • Acceptable traffic operations with reduced lane widths to encourage slower traffic speeds, which in turn may encourage truck diversion • No change to road alignment	**Preferred** • Acceptable traffic operations with reduced lane widths to encourage slower traffic speeds, which in turn may encourage truck diversion • Improvements to road geometry	**Preferred** • Acceptable traffic operations with reduced lane widths to encourage slower traffic speeds, which in turn may encourage truck diversion • Improvements to road geometry	**Preferred** • Acceptable traffic operations with reduced lane widths to encourage slower traffic speeds, which in turn may encourage truck diversion • Improvements to road geometry
Natural Environment	**Neutral** • Avoids negative impacts on natural heritage features and wildlife and wildlife habitat • No opportunity to enhance natural heritage features and wildlife and wildlife habitat • No opportunity to reduce risk for natural hazards • No opportunity to adapt to or mitigate the effects of climate change	**Preferred** • Minimal impacts to natural heritage features • Does not increase potential for vehicle-wildlife conflicts • Generally similar impervious area contributing to stormwater runoff • No change to treatment (existing ditches) for stormwater runoff • Potential for low impact development	**Not Preferred** • Encroaches into locally significant wetlands and minimum protection zones; May result in a direct loss of an unevaluated wetland community • Moderate tree removal • Minor extension to culvert • No opportunity to enhance natural heritage features and wildlife and wildlife habitat • Generally similar impervious area contributing to stormwater runoff as existing condition • Opportunity to treat stormwater runoff • Potential for low impact development may be restricted in wellhead protection areas	**Not Preferred** • Encroaches into locally significant wetlands and minimum protection zones; May result in a direct loss of an unevaluated wetland community • Moderate tree removal • Minor extension to culvert • No opportunity to enhance natural heritage features and wildlife and wildlife habitat • Generally similar impervious area contributing to stormwater runoff as existing condition • Opportunity to treat stormwater runoff • Potential for low impact development may be restricted in wellhead protection areas	**Not Preferred** • Encroaches into locally significant wetlands and minimum protection zones; May result in a direct loss of an unevaluated wetland community • Moderate tree removal • Minor extension to culvert • No opportunity to enhance natural heritage features and wildlife and wildlife habitat • Generally similar impervious area contributing to stormwater runoff as existing condition • Opportunity to treat stormwater runoff • Potential for low impact development may be restricted in wellhead protection areas
Healthy Communities	**Not Preferred** • Sidewalk gap between Cranston Drive and Hilltop Drive • No opportunity to promote healthy (active) environments • Not improved to standards of Accessibility for Ontarians with Disabilities Act	**Not Preferred** • Does not fill sidewalk gap between Cranston Drive and Hilltop Drive • Improved surface conditions for cycling and walking • Continuous cycling facilities between paved shoulder in rural area and urban area • No separation between pedestrians and cyclists • Buffer (separation) between pedestrians and roadway; Rumble strips deter vehicles from crossing over to shoulder • Paved shoulders improve surface accessibility compared to granular shoulders • Limited potential for tree planting in rural cross-section • Paved shoulders may not be comfortable for all pedestrians and cyclists	**Neutral** • Fills sidewalk gap between Cranston Drive and south of Hilltop Drive; Provides active transportation link between Mono Road community and Caledon East • Improved cycling facility; Possibly more desirable than multi-use path(s) for utilitarian cyclists (e.g., long-distance or commuter cyclists) and less for recreational cyclists • Continuous cycling facilities between paved shoulder in rural area and bike lane in urban area • Separated walking and cycling facility • Less physical separation between pedestrians (sidewalk) and roadway than alternatives with multi-use path(s); Cycling facility is designated on-road • Less comfort for recreational cyclists than alternatives with multi-use path(s); Little to no separation between cyclists and motorized traffic; Potential buffer between bike lane and travel lane is less than separation in alternatives with multi-use path(s) • Number of trees within urban area will increase to extent possible, with consideration to provide shade for active transportation infrastructure • Designed to standards of Accessibility for Ontarians with Disabilities Act	**Neutral** • Fills sidewalk gap between Cranston Drive and south of Hilltop Drive; Provides active transportation link between Mono Road community and Caledon East • Improved cycling facility; Possibly more desirable than bike lanes for recreational cyclists and less desirable than bike lanes for utilitarian cyclists • Non-continuous pedestrian and cycling facilities between paved shoulder in rural area and sidewalk or multi-use path in urban area • Shared walking and cycling facility • More physical separation between pedestrians or cyclists (multi-use path) and the roadway than alternatives with bike lanes; Cycling facility is off-road • Less overall cyclist comfort than alternatives with bike lanes; Provides wide separation between cyclists and motorized traffic with no separation between cyclists and pedestrians • Number of trees within urban area will increase to extent possible, with consideration to provide shade for active transportation infrastructure • Designed to standards of Accessibility for Ontarians with Disabilities Act	**Neutral** • Fills sidewalk gap between Cranston Drive and south of Hilltop Drive; Provides active transportation link between Mono Road community and Caledon East • Improved cycling facility; Possibly more desirable than bike lanes for recreational cyclists and less desirable than bike lanes for utilitarian cyclists • Non-continuous pedestrian and cycling facilities between paved shoulder in rural area and multi-use path in urban area • Shared walking and cycling facility • More physical separation between pedestrians or cyclists (multi-use paths) with the roadway than alternatives with bike lanes; Cycling facility is off-road • Less overall cyclist comfort than alternatives with bike lanes; Provides wide separation between cyclists and motorized traffic with no separation between cyclists and pedestrians • Number of trees within urban area will increase to extent possible, with consideration to provide shade for active transportation infrastructure • Designed to standards of Accessibility for Ontarians with Disabilities Act
Social, Cultural and Economic Environment	**Neutral** • No impact on existing and planned future land uses • Avoids negative impacts on cultural heritage features • No opportunity to improve streetscape and aesthetics • South of Cranston Drive to Hilltop Drive is located within Prime Agricultural Area • No conflict with utilities and municipal infrastructure • No construction staging • No construction cost	**Preferred in Rural Area** • Rural cross-sections are generally upgraded to urban within settlement areas, however the settlement area of Mono Road is outside the development area and will remain within a rural area • Limited potential for tree planting in rural cross-section • Accommodates for farm vehicles • No conflict with utilities and municipal infrastructure • Minor temporary traffic impact due to construction staging • Minor boulevard construction and grading improvements • Low cost to construct due to less drainage, street lighting and material costs compared to other alternatives	**Not Preferred** • Urban cross-section is compatible with existing and planned future land uses between south of Cranston Drive to south of Hilltop Drive Impacts to cultural heritage features can be avoided or mitigated • Potential for improvements to streetscape and aesthetics, with potential to maintain or enhance treelined corridor to balance street form and function • Designing for farm vehicles not ideal in urban area with raised curbs; Potential for farm vehicles to encroach onto bike lane • Minor utility and municipal infrastructure to be relocated or impacted • Moderate temporary traffic impact due to staging of storm sewers • Full boulevard reconstruction and potential drainage modification • High cost to construct due to full boulevard reconstruction with higher drainage, street lighting and material costs than other alternatives	**Not Preferred** • Urban cross-section is compatible with existing and planned future land uses between south of Cranston Drive to south of Hilltop Drive • Potential for improvements to streetscape and aesthetics, with potential to maintain or enhance treelined corridor to balance street form and function • Designing for farm vehicles not ideal in urban area with raised curbs • Minor utility and municipal infrastructure to be relocated • Moderate temporary traffic impact due to staging of storm sewers • Full boulevard reconstruction and potential drainage modification • Moderate cost to construct due to full boulevard reconstruction with moderate drainage, street lighting and material costs compared to other alternatives	**Preferred in Urban Area** • Urban cross-section is compatible with existing and planned future land uses between south of Cranston Drive to south of Hilltop Drive • Potential for improvements to streetscape and aesthetics, with potential to maintain or enhance treelined corridor to balance street form and function • Designing for farm vehicles not ideal in urban area with raised curbs • Utility and municipal infrastructure to be relocated • Moderate temporary traffic impact due to staging of storm sewers • Full boulevard reconstruction and potential drainage modification • Moderate cost to construct due to full boulevard reconstruction with moderate drainage, street lighting and material costs compared to other alternatives

Summary Evaluation of Alternative Design Concepts
Transitional (Rural to Urban) Area from Olde Base Line Road to South of Hilltop Drive

Criteria \ Alternatives	Do Nothing	Reduced Lane Widths with Paved Shoulders and Rumble Strips	Reduced Lane Widths, Sidewalks and On-Street Buffered Bike Lanes	Reduced Lane Widths, Sidewalk on East Side and Multi-use Path on West Side	Reduced Lane Widths and Multi-Use Paths
	• No change to operations and maintenance cost	• Low operations and maintenance cost	• Moderate cost to operate and maintain	• Moderate ongoing cost to operate and maintain	• Moderate ongoing cost to operate and maintain
Summary	**Not Carried Forward**	**Preferred in EA for the rural section between Olde Base Line Road and Cranston Drive**	**Not Preferred in EA due to less separation between bike lane and travel lane**	**Not Preferred in EA due to less separation between bike and travel lanes on east side**	**Preferred in EA for the urban section between Cranston Drive and south of Hilltop Drive**
	Does not address problem and opportunity (included for comparison)	Provides a functional cycling and walking facility adjacent to predominately agricultural land uses between Olde Base Line Road and Cranston Drive (provides improved conditions for cycling and walking in rural area compared to existing). Low cost to construct compared to other alternatives.	Continuous with cycling facilities proposed in rural and urban areas. However, separation between bike lane and travel lane is less compared to other alternatives; and bike lanes are anticipated to be less comfortable for recreational cyclists. The cost to construct is anticipated to be higher than other alternatives, with moderate cost to operate and maintain.	Semi-continuous pedestrian and cycling facilities between rural and urban area, and fills sidewalk gap between Cranston Drive and south of Hilltop Drive. More desirable than bike lanes for recreational cyclists with wide separation between cyclists and motorized traffic. Less cost to construct than bike lanes with moderate operations and maintenance costs compared to other alternatives. Less preferred than multi-use path on both sides due to less separation between bike and travel lanes on east side.	Non-continuous pedestrian and cycling facilities between rural and urban area, however fills sidewalk gap between Cranston Drive and south of Hilltop Drive. More desirable than bike lanes for recreational cyclists with wide separation between cyclists and motorized traffic. Less cost to construct than bike lanes with moderate operations and maintenance costs compared to other urban alternatives.

Summary Evaluation of Alternative Design Concepts
Transitional (Rural to Urban) Area from Walker Road to Leamster Trail

Criteria \ Alternatives	Do Nothing	Reduced Lane Widths with Multi-Use Path on West Side and Paved Shoulder and Rumble Strip on East Side	Reduced Lane Widths with Multi-Use Path on West Side and New Sidewalk and Buffered Bike Lane on East Side
Transportation	**Not Preferred** • No change to traffic operations and safety • No change to emergency response time	**Preferred** • Acceptable traffic operations with reduced lane widths to encourage slower traffic speeds, which in turn may encourage truck diversion • Two-way roads with raised centre median provide less sufficient space for emergency vehicles	**Preferred** • Acceptable traffic operations with reduced lane widths to encourage slower traffic speeds, which in turn may encourage truck diversion • Two-way roads without raised centre median provide sufficient space for emergency vehicles
Natural Environment	**Neutral** • No change to natural heritage features and wildlife and wildlife habitat • No opportunity to enhance natural heritage features and wildlife and wildlife habitat	**Preferred** • Encroaches into minimum protection zones and rare vegetation community; Potential indirect impacts to Butternut Tree • Moderate to minor extensions to culverts • Partially urbanizing corridor may increase potential for vehicle-wildlife conflicts	**Not Preferred** • Encroaches into minimum protection zones and rare vegetation community; Potential indirect impacts to Butternut Tree • Moderate extensions to culverts • Urbanizing corridor may increase potential for vehicle-wildlife conflicts
Healthy Communities	**Not Preferred** • No opportunity to promote healthy (active) environments • No opportunity to support age friendly and accessible living	**Not Preferred** • Continues to provide walkway between Walker Road and Leamster Trail • Non-continuous pedestrian and cycling facilities between rural and urban areas • Separation between pedestrians and cyclists • Wide separation between pedestrians and roadway on west side; Rumble strips deter vehicles from crossing over to shoulder on east side • Paved shoulders may not be comfortable for all cyclists	**Preferred** • Provides sidewalk on east side between Walker Road and Leamster Trail, however nearest crossing is at Walker Road • Continuity of paved buffered bike lane to paved shoulder on east side for cyclists entering rural area • No separation between pedestrians and cyclists • Wide separation between pedestrians and roadway on west side; Buffer (separation) between cyclists and travel lane on east side • Multi-use path may not be comfortable for all pedestrians and cyclists
Social, Cultural and Economic Environment	**Neutral** • Avoids negative impacts on cultural heritage features • No opportunity to improve local economic sustainability • No conflict with utility and municipal infrastructure • No construction staging • No construction cost • No change to operations and maintenance cost	**Preferred** Impacts to cultural heritage features can be avoided or mitigated • Potential for raised centre median with gateway feature between Walker Road and Leamster Trail • Utility and municipal infrastructure to be relocated • Minor temporary traffic impact due to construction staging • Moderate cost to construct due to drainage • Moderate cost to operate and maintain	**Not Preferred** Impacts to cultural heritage features can be avoided or mitigated • No potential for raised centre median with gateway feature between Walker Road and Leamster Trail • Utility and municipal infrastructure to be relocated; May require additional street lighting • Moderate temporary traffic impact due to staging of storm sewers • High cost to construct due to drainage, street lighting and material • High cost to operate and maintain
Summary	**Not Carried Forward** Does not address problem and opportunity	**Preferred** Suitable for transition from urban to rural area by retaining existing path on west side for northbound pedestrians and cyclists, and improving existing conditions on east side with paved shoulders for cyclists, resulting in less cost to construct and operate/maintain than alternative with multi-use path, sidewalk and bike lanes	**Not Preferred** Higher cost to construct and operate/maintain than alternative with pathway and paved shoulders

Criteria \ Alternatives	Do Nothing	Two-Lane Urban Cross-Section with Reduced Lane Widths, Wider Sidewalk on Both Sides, Provisional Width for Future Designated Cycling Facility, and Streetscaping between Parking Lay-bys from Caledon Trailway to Walker Road	Two-Lane Urban Cross-Section with Reduced Lane Widths, Sidewalk and On-Street Buffered Bike Lanes on Both Sides, and Streetscaping between Parking Lay-bys on West Side from Caledon Trailway to Walker Road	Two-Lane Urban Cross-Section with Reduced Lane Widths, Improved Sidewalk on East Side, Multi-use Path on West Side, and Streetscaping between Parking Lay-bys from Caledon Trailway to Walker Road	Two-Lane Urban Cross-Section with Reduced Lane Widths, Multi-Use Path on Both Sides, and Streetscaping between Parking Lay-bys on West Side from Caledon Trailway to Walker Road	Two-Lane Urban Cross-Section with Reduced Lane Widths, Sidewalk and Cycle Track on Both Sides, and Streetscaping between Parking Lay-bys on West Side from Caledon Trailway to Walker Road
Transportation	**Not Preferred** • Not consistent with transportation planning policies and plans	**Preferred** • Acceptable traffic operations with reduced lane widths to encourage slower traffic speeds, which in turn may encourage truck diversion • Generally consistent with transportation planning policies and plans, most notably: • The Region of Peel is pursuing a Vision Zero target for vulnerable road users (relevant to high traffic and trucks through Caledon East, pointing to protected or designated infrastructure)	**Preferred** • Acceptable traffic operations with reduced lane widths to encourage slower traffic speeds, which in turn may encourage truck diversion • Generally consistent with transportation planning policies and plans, most notably: • The Region of Peel Active Transportation Implementation Plan identifies bike lanes on Airport Road through Caledon East • The Town of Caledon Transportation Master Plan shows Airport Road with a future bike lane and additional connections with east-west on-road cycling routes using Old Church Road and Walker Road	**Preferred** • Acceptable traffic operations with reduced lane widths to encourage slower traffic speeds, which in turn may encourage truck diversion • Generally consistent with transportation planning policies and plans, most notably: • A priority of the Region of Peel Sustainable Transportation Strategy is providing comfortable, continuous cycling facilities • Although the Town of Caledon Transportation Master Plan shows Airport Road with a future bike lane, the Town suggested consideration for (1) bike lanes that accommodate parking, and (2) a multi-use trail with appropriate crossing treatments at driveways and intersections • Curb bulb-out designs may impact efficiency of emergency routes, although road design will accommodate emergency vehicles	**Preferred** • Acceptable traffic operations with reduced lane widths to encourage slower traffic speeds, which in turn may encourage truck diversion. • Generally consistent with transportation planning policies and plans, most notably: • A priority of the Region of Peel Sustainable Transportation Strategy is providing comfortable, continuous cycling facilities • Although the Town of Caledon Transportation Master Plan shows Airport Road with a future bike lane, the Town suggested consideration for (1) bike lanes that accommodate parking, and (2) a multi-use trail with appropriate crossing treatments at driveways and intersections • Curb bulb-out designs may impact efficiency of emergency routes, although road design will accommodate emergency vehicles	**Preferred** • Acceptable traffic operations with reduced lane widths to encourage slower traffic speeds, which in turn may encourage truck diversion • Generally consistent with transportation planning policies and plans, most notably: • A priority of the Region of Peel Sustainable Transportation Strategy is providing comfortable, continuous cycling facilities • The Region of Peel is pursuing a Vision Zero target for vulnerable road users (relevant to high traffic and trucks through Caledon East, pointing to protected or designated infrastructure) • Curb bulb-out designs may impact efficiency of emergency routes, although road design will accommodate emergency vehicles
Natural Environment	**Preferred** • Avoids negative impacts on natural heritage features and wildlife and wildlife habitat	**Not Preferred** • Encroaches into provincially significant wetland with minor tree removal and moderate extension to one culvert crossing	**Not Preferred** • Encroaches into provincially significant wetland with minor tree removal and moderate extension to one culvert crossing	**Not Preferred** • Encroaches into provincially significant wetland with minor tree removal and moderate extension to one culvert crossing	**Not Preferred** • Encroaches into provincially significant wetland with minor tree removal and moderate extension to one culvert crossing	**Not Preferred** • Encroaches into provincially significant wetland with minor tree removal and moderate extension to one culvert crossing
Healthy Communities	**Not Preferred** • No active transportation facilities	**Not Preferred** • Long-term potential does not address short term needs for improved cycling facility	**Not Preferred** • Possibly more desirable than multi-use path(s) or cycle tracks for utilitarian cyclists (e.g., long-distance or commuter cyclists) and less for recreational cyclists due to difference in physical separation between on and off road users, and comfort • Bike lanes are less preferred by design guidelines for roads with design speed greater than 50 km/h or designated for trucks	**Not Preferred** • Greater physical separation between pedestrians or cyclists (multi-use path) and roadway than alternatives with bike lanes • Considered a poor cycling facility due to high pedestrian activity, direct business frontages, frequent driveways, and parking activity (which can affect overall cyclist comfort) • Less sightlines for users exiting driveways and Caledon Trailway than provided in alternatives with bike lanes or cycle tracks; However, treatments at driveways with limited sightlines, such as speed bumps or mirrors, could be considered subject to property impacts	**Not Preferred** • Greater physical separation between pedestrians or cyclists (multi-use path) and roadway than alternatives with bike lanes • Considered a poor cycling facility due to high pedestrian activity, direct business frontages, frequent driveways, and parking activity (which can affect overall cyclist comfort) • Less sightlines for users exiting driveways and Caledon Trailway than provided in alternatives with bike lanes or cycle tracks; However, treatments at driveways with limited sightlines, such as speed bumps or mirrors, could be considered subject to property impacts	**Preferred** • Improved cyclist comfort due to vertical and/or horizontal separation between pedestrians (sidewalk), cyclists and motorized traffic
		Due to insufficient space between Hilltop Drive and Caledon Trailway, cyclists will be diverted to signed bike route through east neighbourhood				
Social, Cultural and Economic Environment	**Neutral** • Avoids negative impacts and opportunities for improvements	**Neutral** • Potential loss of on-street parking, subject to future cycling facility	**Not Preferred** • Loss of on-street parking on east side of road with some loss on west side; Removal would affect parking utilization and streetscaping	**Preferred** • Less loss of on-street parking on east and west side compared to other alternatives • No impact on customer access to business frontages provided multi-use path is designed with some clearance to building frontage (e.g., 0.5-1.0m from building face)	**Not Preferred** • Loss of on-street parking on east side of road with some loss on west side; Removal would affect parking utilization and streetscaping	**Not Preferred** • Loss of on-street parking on east side of road with some loss on west side; Removal would affect parking utilization and streetscaping
		• Potential impacts to utilities and municipal infrastructure, subject to future cycling facility	• Utility and municipal infrastructure to be relocated or potentially impacted	• Utility and municipal infrastructure to be relocated	• Utility and municipal infrastructure to be relocated or buried underground to accommodate multi-use path on both sides	• Utility and municipal infrastructure to be relocated or buried underground to accommodate cycle tracks
		Between Hilltop Drive and Caledon Trailway, cycling facilities on Airport Road versus signed cycling detour in east neighbourhood would impact hydro poles due to relocation of existing retaining walls within road right-of-way				
		• Potential for moderate temporary traffic impact due to potential staging of storm sewers and bridge widening • Potential for high cost to construct due to full boulevard reconstruction with potential for moderate drainage, street lighting and material costs • Potential for similar ongoing cost to operate and maintain as do nothing	• Significant temporary traffic impact due to staging of storm sewers, burying hydro poles and bridge widening • High cost to construct due to full boulevard reconstruction with moderate drainage, street lighting, burying hydro poles and material costs • Similar cost to operate and maintain as do nothing, however maintenance needs may increase if bollards or physical barrier is used in bike lane buffer	• Moderate temporary traffic impact due to staging of storm sewers and bridge widening • Moderate cost to construct due to full boulevard reconstruction with moderate drainage, street lighting and material costs • Moderate ongoing cost to operate and maintain	• Significant temporary traffic impact due to staging of storm sewers, burying hydro poles and bridge widening • High cost to construct due to full boulevard reconstruction with moderate drainage, street lighting, burying hydro poles and material costs • Moderate ongoing cost to operate and maintain	• Significant temporary traffic impact due to staging of storm sewers, burying hydro poles and bridge widening • High cost to construct due to full boulevard reconstruction with moderate drainage, street lighting and material costs plus associated cost of burying hydro utility • Moderate ongoing cost to operate and maintain
		Impacts to cultural heritage features can be avoided or mitigated				
Summary	**Not Carried Forward** Does not address problem and opportunity (included for comparison)	**Not Preferred for existing and short-term conditions** Provisional width of cross-section for long-term conditions does not fully support existing transportation policies or address existing opportunity for corridor improvements for vulnerable road users	**Not Preferred in EA due to less separation between bike and travel lanes, and loss of east side parking (Note preferred from cycling perspective)** Buffered bike lanes are consistent with existing transportation policy and provide continuity with local east-west on-road cycling routes and the Caledon Trailway. However, separation between bike lane and travel lane is less compared to other alternatives. Further, the buffer between the bike lane and travel lane is removed to provide door zone buffer at locations of parking layby. Further, the Town of Caledon and some of the Public have indicated a preference to maintain on-street parking to support businesses and road character. Although on-street parking appears to be utilized often as a convenient alternative to available off-street parking, it is considered by the Town of Caledon as part of the Caledon East streetscape. Presently, there are minor opportunities for parking replacement in Caledon East.	**Preferred in EA due to greater separation between bike and travel lanes, and minimum loss of parking (Note not preferred from cycling perspective)** More preferred than bike lanes due to more separation between recreational cyclists and motorized traffic, and less preferred than cycle tracks due to less comfort for recreational and utilitarian cyclists from high pedestrian activity, direct business frontages, frequent driveways, and parking activity. This alternative is preferred if parking removal on east side is not desired to accommodate multi-use paths or cycle tracks on both sides, and due to moderate construction complexity and cost. The Town of Caledon and some of the Public have indicated a preference to maintain on-street parking to support businesses and road character. Although on-street parking appears to be utilized often as a convenient alternative to available off-street parking, it is considered by the Town of Caledon as part of the Caledon East streetscape. Presently, there are minor opportunities for parking replacement in Caledon East.	**Not Preferred in EA (less preferred than multi-use path on one side) due to loss of east side parking (Note not preferred from cycling perspective)** More preferred than bike lanes due to more separation between recreational cyclists and motorized traffic, and less preferred than cycle tracks due to less comfort for recreational and utilitarian cyclists from high pedestrian activity, direct business frontages, frequent driveways, and parking activity. This alternative is not preferred if parking removal on east side is not desired to accommodate multi-use paths on both sides. The Town of Caledon and some of the Public have indicated a preference to maintain on-street parking to support businesses and road character. Although on-street parking appears to be utilized often as a convenient alternative to available off-street parking, it is considered by the Town of Caledon as part of the Caledon East streetscape. Presently, there are minor opportunities for parking replacement in Caledon East.	**Not Preferred in EA due to construction complexity, and loss of east side parking (Note preferred from cycling perspective if cost is acceptable)** Preferred over bike lanes and multi-use path(s) due to enhanced separation between all road users. However, construction complexity and cost of burying utilities is significantly higher than other alternatives. Further, this alternative is not preferred if parking removal on east side is not desired to accommodate cycle tracks on both sides. The Town of Caledon and some of the Public have indicated a preference to maintain on-street parking to support businesses and road character. Although on-street parking appears to be utilized often as a convenient alternative to available off-street parking, it is considered by the Town of Caledon as part of the Caledon East streetscape. Presently, there are minor opportunities for parking replacement in Caledon East.

Airport Road (King Street to Huntsmill Drive) Class Environmental Assessment Study
Public Information Centre No. 2 (Live Online Session) - Wednesday, September 23, 2020 (6:00 pm to 8:00 pm)

Summary of Questions, Comments and Responses

Question	Response
Old Church Road Intersection	
Are the Landowners of the LCBO Building and the Vacant Land to the north of the LCBO involved in the Region of Peel proposal? Are they involved in cost sharing of the proposal?	At this time, the landowner has been consulted with and informed of the study and of the preliminary recommendations on the study. The landowner understands that this would imply that the building would be acquired by the Region. It is too early to discuss cost sharing in the planning stage.
Why not add a signal instead of affecting an entire neighbourhood?	The option of adding a signal was looked at closely through traffic safety and traffic engineering. The driveway is not directly aligned with Old Church Road on the other side of the street and that results in the signal requiring a split phase operation which would drastically change the capacity on Airport Road. More importantly, the signal option would not address the safety concern at the intersection because what would result is that traffic exiting the 16000 Airport Road parking lot would be facing a green signal and there would be no sightlines for traffic to see around the 16000 Airport Road corner. Traffic would be entering from a blind corner, which is not desirable from a safety perspective and would not address the safety needs for the intersection.
Is this layout in concern for the Tim's bid?	It was understood that "Tim's" referred to the Tim Hortons. No, this has not been a part of the evaluation
I am concerned about the added traffic on Ivan Ave. and the impact it would have on children and families in the area.	As part of the transportation study, the Project Team looked at the potential for additional traffic on Ivan Avenue. The road extension would provide an access to the vacant properties on Airport Road and that access would generate traffic that would use the extension of Old Church Road to access Airport Road, and potentially there could be some neighbourhood traffic that drive to those properties. The neighbourhood to the west of Airport Road would likely use this access. This has been considered as a positive in that the neighbourhood to the west would have a signalized access to Airport Road, including Emma and Parsons Avenue residents who can have difficulty in entering Airport Road, particularly with future traffic growth when left turns onto Airport Road can become busy. Having a signalized access would give a protected movement. This would be existing and not new traffic that would use this road extension. Another concern by the public that has been heard and that has been looked at by the team is the potential for cut through traffic. The neighbourhood to the west of Ivan Avenue does not provide a through route. Walker Road provides more of a through route function access to Mountainview. Completed travel time analysis for the fastest travel route for traffic from Mountainview or from the new development along [Walker] Road towards Airport Road and south towards Brampton, determined that Walker Road and Airport Road would continue to be a shorter travel time or faster than traffic short cutting through Ivan Avenue. There are several stop signs along Ivan Avenue and the shown road extension is proposed as a T-intersection with a stop sign. The finding is that as it is going to be a longer travel time to use the proposed extension to connect to Ivan Avenue compared to staying on Walker Road, the potential for short cutting traffic is quite low.
Was an option considered to remove or relocate the building and simply end Old Church at Airport as a 3-way intersection?	This relates to the options of closing the access which were evaluated. Closing the access would make the development less desirable from a commercial perspective. It would bring traffic to the back from Ivan Avenue and has some economic impacts. Other factors included adjacent properties would no longer have access to the Old Church Road extension. The proposed new access could bring traffic from those developments to the Old Church Road extension instead of directly onto Airport Road and would have some economic benefits. The "Close Access" options were not preferred.
How are we to access Airport Rd from Parsons? It is hard enough as it is.	This was one of the criteria that was looked at. It is understood that accessing Airport Road from Parsons Avenue can be a challenge and with the Old Church Road extension, the traffic on Parsons Avenue would be able to access the Old Church Road extension and have a signal onto Airport Road.
Are you looking at moving the LCBO to another place within Caledon East?	LCBO is a tenant of the property and the Region of Peel has no control over what happens to the LCBO. If the LCBO feel there is a business need in the community they will likely stay and look for another location in/near town. The Region of Peel would work with the property owner to notify the tenant and give them notice so they have an opportunity to look to relocate their business within Caledon East, if possible.
Is the land beside the LCBO still for sale and how will the changes effect the vendor options?	As part of the Old Church Road extension, we have identified a preferred access to the Old Church Road extension from the two properties that are to the north of the LCBO and the Region of Peel would have access jurisdiction over those properties. The opportunity is there for the properties to have access to Airport Road via the Old Church Road extension. There is no information available at present on the status of the land.
What about truck traffic on Ivan Ave? Moving on the way to Walker Road and then Mountainview?	The traffic on Airport Road that is accessing Walker Road and Mountainview does not have potential to short cutting from Airport Road to use the Olde Church Road extension to Ivan Avenue to Walker Road. Most traffic would find it faster to stay on Airport Road and use Walker Road to access Mountainview rather than going through the neighbourhood.
What are the economic impacts to making one way access to the LCBO?	The one-way access was looked at but was not preferred. Geometrically and operationally it is was not a good solution and it could also be an enforcement issue, looking forward. It is assumed that the economic impacts would be negative. Therefore, it was not carried forward as a solution.
Statements have been made that the land north of the LCBO is not stable enough to support future buildings which is why the current landowner is not building on this site. Is this true and if yes, is this a consideration in this planning?	The Region of Peel is not able to comment on the status of the lands and would have to refer to the Town of Caledon. The Town would be able to advise on the land use.

Airport Road (King Street to Huntsmill Drive) Class Environmental Assessment Study
Public Information Centre No. 2 (Live Online Session) - Wednesday, September 23, 2020 (6:00 pm to 8:00 pm)

Summary of Questions, Comments and Responses

Question	Response
Could there be a All Way Stop where the proposed extension of Old Church meets Ivan?	The Region of Peel has looked at this as a two way stop with the Old Church Road extension. The Project Team can take this back to the study and look at an all way stop.
Will you place calming measures on Ivan to mitigate possible increase in traffic?	No traffic calming measure have been recommended on Ivan Avenue. The study looked at travel times and determined that using Ivan Avenue would be longer than using Walker Road. The potential design could help to ensure that traffic is calm and not encouraging speed through the area with the road curvature and the stop sign at Ivan Avenue.
Sounds like Walker Road traffic is acceptable to you. Even with the changes made (e.g. 40 km signage) the western part of Walker is busy and speeders are evident still.	The traffic on Walker Road and Ivan Avenue is a concern and consideration of this study, although potential speeding along Walker Road has not been looked at in the study. The Project Team can forward this comment to the Town.
Isn't the issue regarding the ability to develop the properties north of the LCBO important to understand? Your picture implies there is a turn into those properties. Why would the Town of Caledon not participate with your EA?	The Town of Caledon has been part of the EA consultation process and the Town is on the technical advisory committee. The team is cognisant that the proposed design and improvements should fit with the village and Caledon East feel. The Project Team can take the question regarding potential development of the properties to the north back to the Town to confirm understanding of the land use for those properties.
Why move more traffic through a highly residential street...Ivan Ave?	Since Ivan Avenue is expected to be a slower route for through traffic compared to Walker Road. Any significant cut through traffic is not foreseen using Ivan Avenue with the Old Church Road extension. However, current neighbourhood traffic would use it to access the Old Church Road extension and the new developments along the road. The traffic would be of the existing residents.
What is gained by routing this traffic through Ivan Ave?	The trade-offs and the benefits of the extension were presented and the Project Team are still taking comments on this. The main benefits are it addresses the safety concern of the existing access, provides opportunity for access to adjacent properties and provides an egress onto Airport Road from the community to the west that is protected.
Can you add another opportunity for Public Consultation with the Region & Town specifically on the proposal for the LCBO Building?	The Region has noted this comment for consideration.
Will you place limitation on truck traffic on Ivan Ave as there are many children playing/cycling in this area, and no sidewalks? This area has been nestled away from the traffic, and this would change the feel of the neighbourhood, and decrease property values.	Ivan Avenue would remain a Town of Caledon road and trucks are not allowed on Town roads unless they have a destination on the address, so there should be no increase in truck traffic on the road.
If the main concern for the Old Church/Airport Road is safety, why not relocate the LCBO from this area and close the road to create a T intersection?	This was considered as part of the close driveway alternative. It was determined the other benefits of the preferred alternatives helped push it forward. The alternative to close the access would limit the development potential and access safety of the property itself and the properties to the north.
It is extremely dangerous. I can elaborate. Ivan should not be the solution.	Noted.
How will the speed on Ivan Ave be controlled once it's opened up as there is already a speeding issue that isn't being addressed now. Is there possibility of speed bumps?	Speed bumps were not considered on Ivan Avenue due to the limits of the environmental assessment and Ivan Avenue is not a Regional Road. The potential curvature of the Old Church Road extension and stop sign at Ivan Avenue could help to encourage slower speed through the area. The possibility of implementing speed bump may be something for the Town of Caledon to consider especially if speeding issues currently exist along Ivan Avenue.
I don't agree with his response to Ivan Ave. Already being used as a cut through to Walker Road.	Noted.
Airport Road – Huntsmill Drive to King Street	
Have any studies been completed on how much bike traffic is utilizing Airport Road?	Cyclists are very important users of Airport Road. The number of cyclists is not a defining factor for the EA because cyclists may feel unsafe on Airport Road. It is not good to plan for cycling facilities only where there are a high numbers of cyclists because the objective is to make Airport Road safer for cyclists regardless.
Heavy truck traffic on Airport Road going through the village of Caledon East is out of control. This is our Town's BIGGEST problem. Why doesn't the Region of Peel change designation of Airport Road going through the village of Caledon East to a "non" goods movement corridor and force transport truck traffic to the highways on either side of Airport Road (Hwy. 10 & Hwy. 50)?	Airport Road is an arterial Regional Road and part of the goods movement corridor. Goods movement is a key component for economic development through Caledon and Peel Region. One of the objectives of the EA is to slow traffic on Airport Road through traffic calming measures, which can discourage some trucks form using Airport Road. In conjunction with the EA, the Region is also examining the potential to upgrade Olde Base Line Road to accommodate trucks.

Airport Road (King Street to Huntsmill Drive) Class Environmental Assessment Study
Public Information Centre No. 2 (Live Online Session) - Wednesday, September 23, 2020 (6:00 pm to 8:00 pm)

Summary of Questions, Comments and Responses

Question	Response
Is there any talk of a bypass for Caledon East with all the truck traffic going through the main downtown area?	This EA has not been looking at a potential by-pass around Caledon East. However, the Region of Peel undertook a separate study of a potential by-pass around Caledon East. The study found it would be an enormous high impact undertaking at high cost with significant property and environmental impacts. The separate study screened out the by-pass idea and recommended that the Region of Peel first look at slowing traffic on Airport Road through traffic calming measures and consider upgrading Olde Base Line Road to accommodate trucks, which is partly why this EA was initiated. Truck traffic through Caledon East and the concerns that the community has about trucks has been important for the EA. The EA has been looking at slow and calm traffic through Caledon East and Mono Road. Airport Road is a Regional Road and designated as a truck route to carry trucks. Truck restriction on Airport Road is not a consideration but the EA is considering the slowing of traffic and discouraging some trucks from using Airport Road.
Why can't the road designation be changed to disallow trucks? Trucks and a small community simply will not be able to safely co-live together.	Airport Road is a Regional Road that serves a Regional function. The reason why there are more trucks on Airport Road is because it is a Regional Road. The potential to download the road to make it a Town of Caledon road is unlikely to happen because there would be a gap in the Regional Road network. Airport Road will remain as a goods movement corridor. All uses in the corridor have to be balanced and traffic calming is being proposed to slow traffic and discourage trucks from using Airport Road that would otherwise have used King Street and Highway 10. A truck restriction on Airport Road is not possible as the economic impact has also to be considered. Goods movement is a key component for economic development through Caledon and Peel Region.
Why have you not looked at a bypass or force trucks to Olde Base Line to Hwy 10 or Hwy 50?	Forcing trucks means a restriction and a by-law has to be passed and that is not under consideration as Airport Road is an arterial Regional Road and part of the goods movement corridor.
Have there been studies in the amount of traffic? If yes, and the numbers are increasing what measures are being taken to reduce traffic on Airport Road?	Traffic numbers are increasing caused by background growth such as through traffic on Airport Road from the north and local developments within Caledon East and within Peel Region. The EA has determined that Airport Road does not warrant to be widened to four lanes through Caledon East or to the south. Modal shifts from vehicles to active transportation are also being considered. When planning for future traffic demands, ways to improve multi-modal uses through the corridor are also considered.
Just because it is now designated as a regional road from history does not mean it can't be re-thought and changed as it is no longer appropriate. Please comment.	Airport Road is also a goods movement corridor. The EA is considering measures to slow traffic on Airport Road and discourage some trucks from using Airport Road.
This truck restriction should be put into action immediately - no truck traffic on Airport Road from Olde Base Line to Hwy 24. The Region of Peel has lack of foresight in this issue and should be re-examined immediately.	As a goods movement corridor, Airport Road cannot restrict trucks. Through the EA, the Region is examining measures to slow traffic and encourage some trucks to use other truck routes.
Large truck parking on west side of Airport Road and Parsons creates a huge safety issue blocking visibility of oncoming traffic from north Airport Road and those making a left on Old Church Road. What's being done about this?	Layby parking has been looked at closely. The Study is accommodating for this. There is a bulb-out. Vehicles have an opportunity to come out further into the intersection when leaving Parsons Avenue to see clearly how the southbound traffic is coming before completing this turn.
What is the general timing of these changes? How long from today until this EA is complete until final approval to actual work underway? How many years in the future is this?	Improvements to Airport Road between Castlederg / Boston Mills Side Road and Huntsmill Drive is currently scheduled in 2024 and the remainder of the corridor is scheduled in 2026, subject to completion of the EA in Winter 2020/2021 and annual approval of the Region's Capital Program.
Roundabouts - Airport Road at Cranston Drive	
On the corner of Airport Road and Cranston Drive, is [the Region] planning on moving closer to the property line. If yes. then how close?	The roundabout will not be impacting the property on the west side of the Cranston Drive intersection. At this preliminary design stage, there is no impact to the property on the west side.
The transportation consultant for the subdivision developer is proposing a stop sign intersection at Cranston/Airport Road. Has the Region taken a position on what is to be installed?	This relates to the development plan on the east side. The developer is planning on the basis of existing conditions.
How many lanes are proposed there at the intersection?	The roundabout at the Cranston intersection is a two-lane flared intersection where single lanes split into two and merge back into one past the North and South end of the intersection to accommodate for greater through and turning volumes at the intersection while ensuring traffic calming.
I believe the roundabouts proposed are a good solution, however still concerned about trucks. I support the roundabouts.	Noted.

Summary of Questions, Comments and Responses

Question	Response
I believe it is more efficient to have a 4 way traffic light at Cranston and new subdivision, not a roundabout.	Peel Region policy is to select roundabouts where viable, as they have operational and safety benefits compared to signals.
And finally the traffic lights and environment issues related to it.	The change in character of the area will require urbanization of the road, including upgrading of lighting to meet Regional safety standards.
Why are lights important at the roundabout at Cranston? The roundabout at Olde Base Line and Dixie Road is not lit.	It is a standard for roundabouts to have street lighting. Heavy snow or fog could make it dangerous for drivers to know that there is a roundabout.
Is there any potential consideration for a pedestrian/bicycle tunnel under Airport Rd. [south] of Cranston at the natural drainage ditch that now exists? This would potentially create a safe connection of the future development on the east side of Airport to the School and bike/walking paths on the west side.	A tunnel was not studied as they are difficult to justify due to high cost. Part of the goals of the EA are to reduce speeds, improve safety, and provide pedestrian crossings.
Since you are proposing a roundabout at the new subdivision and one at Cranston, my question is, how will you control the traffic congestion that already builds up at Airport and Olde Base?	The proposed changes at Airport Road and Olde Base Line Road intersection include dedicated turning lanes. The turning would have a significant change in the capacity of the intersection. With the northbound left turning lane, the northbound traffic will not be delayed by left turning traffic. The traffic study determined that these changes will improve the operations at the intersection. In the area of Cranston Drive, there is only one roundabout and the other roundabout is at Boston Mills and Castlederg.
That is not true....relative to what he is saying.	Noted.
Have emergency services (fire/police/paramedic) services in Caledon East been consulted on the changes being proposed?	Emergency services are on the notification list for this Study and the Region of Peel will follow-up with them. The intersections allow for turning of large vehicles such as fire trucks.
Traffic lights instead of a roundabout will be a more better option with reduced speed signs along the roadway [to reduce impact on property at Cranston].	The sidewalk and the multi-use-path is within the right-of-way. Property is not being impacted. Vegetation and trees may be impacted. This may change in detailed design.
Please don't underestimate the impact of too many roundabouts for the delay of emergency vehicles. Delays already experienced because of time for volunteer firefighters to get to stations and we don't have a resident ambulance will be worse.	Noted.
With new development in mind on east side of Airport Road in front of Cranston Drive ... builder is planning about 500 plus houses and keeping that in mind a roundabout is not a feasible option in rush hrs .. leads to more congestion and chaos .. as your study projects Airport Road as main feed line for the north and south bound traffic.	The EA included a traffic study that identified the roundabout as a viable option and would provide acceptable traffic operations. The study included consideration of the development on the east side of Airport Road.
Airport Road - Hilltop Drive to Cranston Drive	
Re: the idea of the bike path from the school exit to the east, how would bikers cross Airport Road? Would there be lights or a crosswalk?	Currently cyclists may dismount to utilize the pedestrian crossing north of the school exit to continue traveling on the multi use paths. If demand for significant cycling increases, the crossing could easily be upgraded to a separated crossride similar to the Caledon Trailway further north. This will be a signalled crossing for pedestrians and cyclists.
What solutions have you developed to get the kids in the new development (east of Airport Road) to Caledon East Public School?	There is a proposed pedestrian crossing north of Cranston Drive. This will be a signalled pedestrian overhead crossing and will allow pedestrians to cross east and west. There is also a multi-use trail.
What type of pedestrian crossing are you proposing for north of Cranston by the school? Will it be a crosswalk with lights or will it just be a crossing with no indicators, as this is a school zone and with the new subdivision will there not be a safety issue for children crossing Airport Road?	This is an area where we have received comments. We will be introducing accessibility features for Walker Road and will include a signal controlled crosswalk with tactile directional arrows to ensure drivers are aware of the pedestrians that are crossing.
With the pedestrian crossing at the top of the hill, are there concerns with regards to sightlines for vehicles heading south, up the hill? If people are speeding through the town, is there sufficient stopping space as drivers crest the hill, if pedestrians are crossing?	This location was looked at carefully. The pedestrian crossing is further south of Hilltop Drive. The high point of the alignment is closer to Hilltop Drive which is north of the Foodland exit. The concern is whether vehicles coming out of that steep hill can see the drivers of oncoming traffic. The team has looked at sightlines and they are appropriate at that location.

Airport Road (King Street to Huntsmill Drive) Class Environmental Assessment Study
Public Information Centre No. 2 (Live Online Session) - Wednesday, September 23, 2020 (6:00 pm to 8:00 pm)

Summary of Questions, Comments and Responses

Question	Response
A signaled controlled crosswalk is not sufficient. The trucks will not stop in adequate time. I have witness this. You should have traffic lights for sure.	The crosswalk would include either signals or flashing lights to alert traffic to stop.
Pedestrian cross overs are not sufficient.	Noted.
He mentioned Walker Road and Caledon East Public School (CEPS). Walker Road is not at the School. Can you clarify the crossing by CEPS across Airport Road?	There will be 2 overhead pedestrian crossings: one at Walker Road and the other outside of the school exist. Both crossings will be Accessibility for Ontarians with Disabilities Act (AODA) compliant.
Has it been considered reducing the speed after the base of hill before Huntsmill, and speed bump on Airport Road?	Speed bumps are not considered for Airport Road. They are more effective for residential roads. By implementing raised medians, narrower lanes with rumble strips and paved shoulders on both sides, this makes vehicles more aware when coming into Airport Road.
Has the EA taken into consideration the proposed plan of subdivision southeast of the Foodland?	Yes. As part of the EA, the Project Team has been looking at the development plans for the area, south as well as behind the Foodland, on the east side of Airport Road. A large development is proposed there.
Intersections - Airport Road at Olde Base Line Road	
Was a Roundabout considered at Olde Base?	This was looked at extensively. The soil, utility and property impacts made this not feasible.
Have you considered the impact to the property owners at the intersection of Olde Base Line and Airport?	One of the Region of Peel's main concerns is to minimize impacts to private property while accommodating for future traffic volumes.
Specifically the economic impact due to loss of property and increased truck traffic along Olde Base Line.	Any private land required by the Region of Peel will be compensated for at market value
Speaking to the designated turning lane on Old Base Line and Airport Rd. Going south, how safe will this be for traffic entering and leaving the repair shop on the corner especially with tow trucks dropping off vehicles? It's already a blind spot!	The existing condition of the intersection does not accommodate for pedestrians and safe proper truck turning movement thus it would be dangerous for vehicles leaving the north entrance and large turning eastbound right at the Olde Baseline intersection. The proposed design shifts the edge of the pavement further north of the intersection away from the garage property in order to accommodate for proper truck right turning movement for the intersection. Shifting the Olde Baseline alignment further North would also benefit the garage entrance sightlines as vehicles exiting would have improved visibility of vehicles heading East. In addition to that, the proposed design also accommodates for pedestrian crossing. Since the proposed design shifts the edge of pavement is further north of the current intersection, the existing utility pole would not be affected and the intersection would have beveled curbs to ensure that vehicles maintain existing access into this property while providing a physical separation between motorists and the boulevard. There would be a formal paved shoulder walkway on the other side of the beveled curb to allow pedestrian walkway as opposed to existing conditions. The proposed plan introduces a formal eastbound left turn lane and eastbound right turn lane that would ensure that vehicles would no longer squeeze by and make their own right turn lane as it is currently experiencing today.
Has the economic impact due to loss of property and increased truck traffic along Olde Base Line been considered for the homeowners?	Truck traffic was considered on Old Base Line Road. That was considered as part of a feasibility study to feed into this EA. The feasibility study was to confirm if Old Base Line could accommodate trucks and there would be future assessment and consultation for that. There would then be a future EA for Olde Base Line Road.
What plans are in place to slow Traffic down going southbound on Airport Road from Olde Base Line? Exiting those businesses along Airport Road and Olde Base is already tricky with the blind spot.	The proposed plans include roundabouts north and south of the nearest intersections along Airport Road which will significantly reduce the travel speeds of drivers passing the intersection into Olde Baseline Road. Other additional traffic calming strategies such as transverse pavement marking and speed radars are considered for the locations closer to the intersection of Olde Baseline Road on Airport Road.
Re: Olde Base Line economic impact, based on your diagram there is a significant amount of property loss on both the house on Airport Road and the first house on Olde Base Line which would devalue the property dramatically. How is that being considered?	The goal of the Region of Peel is to limit private property impacts while meeting the needs of the vehicular and pedestrian users of this intersection. The design process, which will take place over the next few years, will strive to limit impacts to private properties. If land is required to meet the needs of the intersection the Region will meet with the owners and discuss options based on their specific situations.
Intersections - Airport Road at Walker Road	
Is there any chance of traffic lights at Walker Road and Airport as this is a very busy intersection?	This is will be a pedestrian cross over which may have a flashing beacon.
Shouldn't there be a roundabout at Airport Road and Walker Road to calm truck traffic which will hopefully encourage trucks to take another route?	This was another location considered for a roundabout. The church property on the south-west corner would be impacted as well as the ice cream store.

Airport Road (King Street to Huntsmill Drive) Class Environmental Assessment Study
Public Information Centre No. 2 (Live Online Session) - Wednesday, September 23, 2020 (6:00 pm to 8:00 pm)

Summary of Questions, Comments and Responses

Question	Response
Is the right turn lane from Airport approved to go through or is it still in the consultation phase?	We are still in the consultation process and no final decisions have been made so all comments will be considered. The right-turn lane from Olde Base Line was determined to be appropriate through the transportation study.
New subdivision for Walker Road and Borland area. Why not a stop light at Walker and Airport because of this increase in traffic?	The increase in traffic due to developments was part of the study and the increase in background traffic was considered and fed into the recommendations.
Intersections - Airport Road at Huntsmill Drive	
At Huntsmill Drive, placing a raised medium is a concern limiting access during winter months. Rumble strips are also a concern as they would generate ongoing noise. Has a noise study been done with rumble strips? I already hear constant air brakes from trucks.	Rumble strips do create some sound. This is a deterrent for drivers who do not drive consistently. The Project Team can note this for the noise report.
Airport Road - Noise	
If noise levels in future exceeds more than 60dba, what is your plan to curb on that?	A noise study was conducted and the Region of Peel is upgrading existing noise walls to Regional noise walls. There are also significantly damaged noise walls that the Region of Peel would like to replace as part of this EA.
Just north of Walker Road, will there be a noise buffer at the north end of town to quieten truck brake traffic coming into Caledon East?	Yes, noise walls are recommended on the east side of Airport Road, north of Walker Road.
The noise from truck brakes and clunky old trucks coming from the north into Caledon East is really LOUD and it goes on all day and all night, Does the Region have a plan to install noise walls in front of the community of Leamster Trail/McKinley?	There will be a section on the southeast corner of Leamster Trail that will have a noise wall replacement. Specific noise wall replacements will be detailed in the final report for the EA.
Will the noise walls that are being proposed, particularly within the village, be aesthetically pleasing or will they be what we see on the 400 series highways?	They will not be of the Highway 400 series. The Project Team can provide a specification sheet on the height and materials of the noise wall.
Don't we need dramatic noise walls in Caledon East if truck traffic remains to travel through Caledon East? Coming from the north Airport Road you can hear the trucks coming down the hills all day and from the north through Caledon East.	This was looked into as part of the noise study. The Region will be upgrading some private noise walls. There are two locations north of Walker Road on both sides of Airport Road where the Region of Peel will be upgrading existing private noise walls into Regional noise walls, and the Region will be maintaining them going forward.
What about the community north of Walkers Road on Airport Road, there is no existing fences/walls? Will the Region be installing on west side north of Walkers Road?	Noise walls are recommended on the west side of Airport Road, about 100 to 200 metres north of Walker Road.
Airport Road - Online Session	
Is there anyone from the Town of Caledon on this call?	Town of Caledon staff are not presenting today but there may be some Town staff attending as part of the audience.
Great wrap up and summary commentary. Thank you.	Noted.
This session is excellent. It would be great if the Town of Caledon would attend these sort of meetings so that citizens can get all the answers at one time.	Noted.
An excellent session. I personally believe a web session such as this is much better than in person. Much more accessible for citizens. Another learning benefit from the pandemic! I like the Q&A process as well. Very professional work. Thanks to the presenters ... well done.	Noted.
Thanks for addressing all the concerns.	Noted.

Environmental Assessment
Airport Road from King Street to Huntsmill Drive





Public Information Centre No. 2
Summary of Community Input
September 17 to October 14, 2020

Summary of Public Comments

Concerns	Considerations in Environmental Assessment
Additional Traffic Capacity	• The Study identified the need to improve traffic operations at intersections
Increased Truck Traffic .	• The feasibility of upgrading Olde Base Line Road between Highway 10 and Airport Road to accommodate truck traffic was assessed • The Ministry of Transportation Ontario (MTO) set up a Mobile Inspection Unit to weigh and examine trucks driving on Airport Road (between Old Church and Olde Base Line Road) for one day in February, 2020. Details are not available at this time; however, the Region will continue to advocate for increased enforcement on this stretch of Airport Road, including the use of Mobile Inspection Units whenever appropriate.
High Speeds	• Roundabouts and reduced lane widths were considered to reduce speeds
Difficult Turning To and From Airport Road	• Additional turning lanes or roundabouts were considered at major intersections
Lack of Parking in Caledon East	• On-street parking was assessed to determine potential impacts of road design concepts
Roundabouts (Space and Access)	• Roundabouts were assessed at intersections where considered feasible • Property impacts associated with roundabouts were considered in the assessment of design options • A public education program will be considered with the implementation of roundabouts
Pedestrian and Cyclist Safety	• The safety of all road users, including pedestrians and cyclists, is a key objective of the Study • Safe pedestrian and cyclist crossings were considered in the preliminary preferred design
Property Impacts	• Existing and planned future land uses were considered in the assessment of road design concepts
Flooding Issues	• A stormwater management study identified the need for improvements to stormwater facilities
Noise and Air Pollution	• Noise and air quality assessments determined if measures are required to reduce impacts

Summary of Public Comments (continued)

Suggestions	Considerations in Environmental Assessment
Support Economic Development	• Potential business impacts were considered in the assessment of road design concepts
Consider Small Town Feel	• 3D renderings were developed to visualize road design concepts in the context of the surrounding community and environment
Beautify Caledon East (plant trees, landscape, streetscape)	• A tree inventory was completed with recommendations for replacements. The Region will maximize opportunities for tree planting to the extent possible • Right-of-way constraints and existing retaining walls from Hilltop Drive to Caledon Trailway present a challenge for incorporating a grass buffer between the sidewalk and roadway • Streetscaping enhancements, including pedestrian scale lighting, will be considered during detailed design
Consider Wildlife Passage and Wetlands	• Wildlife (amphibian) passage was considered at culvert/structural crossings • Potential impacts to wetlands were considered in the assessment of road design concepts
Widen Airport Road from King Street to Olde Base Line Road	• The 2019 update to the Region's Long Range Transportation Plan did not identify the need for widening Airport Road between King Street and Olde Base Line Road • The current Study on Airport Road identified the need to improve traffic operations at intersections
Bypass Mono Road Community	• Parts of the Study Area are within the Oak Ridges Moraine Plan area, which restricts land use; and building a by-pass requires high construction cost. As an alternative, diversion of traffic by encouraging some goods movement on other truck routes, such as King Street and Highway 10, was considered.
Improve Sidewalk Conditions	• Airport Road in Caledon East has been part of an annual inspection program to identify and address sidewalk issues. Spot repairs were completed in 2017. Monitoring will continue until construction of the proposed corridor improvements.

Walking Audit by Community Working Group

In 2018, Peel Public Health facilitated a walking audit on Airport Road with the Community Working Group (CWG). The CWG was established at the onset of the Study to provide input to the planning and design process. The CWG includes 14 members representing a cross-section of local community interests.

The audit involved a walk-about over 3 km along Airport Road from Emma Street to Walker Road, and on Old Church Road from Airport Road to the Caledon Community Centre Complex. A workshop with a mapping exercise and facilitated discussion followed the walk-about. The results of the walking audit indicated Airport Road through Caledon East is walkable, though some improvements could be made.

Notable walkability features:	Considerations in Environmental Assessment:
Sidewalks with curb ramps	• Accessibility at intersections were considered in the preliminary preferred design
Sidewalks on both sides of the street	• Pedestrian facilities on both sides of the street were considered in the development and assessment of road design concepts
Notable areas for improvement:	**Considerations in Environmental Assessment:**
Distance between intersections	• The option of a roundabout at Cranston Drive was examined with a pedestrian crossing to the north
Sidewalks with uneven pavement	• Uneven pavement will be addressed during construction of improvements to Airport Road. In the interim, Airport Road in Caledon East is part of an annual inspection program to identify and address sidewalk issues
Sidewalks in close proximity to street traffic	• Separation between the roadway and pedestrians were considered in the assessment of road design concepts
Presence of snow on walkways	• Design concepts with splash pad may provide more space for snow storage

IBI GROUP
7th Floor – 55 St. Clair Avenue West
Toronto ON M4V 2Y7 Canada
tel 416 596 1930 fax 416 596 0644
ibigroup.com

Memorandum

To/Attention	Sonya Bubas	**Date**	November 10, 2020
From	Scott Johnston	**Project No**	109535
cc	Asha Saddi		
Subject	**Public Information Centre #2 - Survey Results**		

A public survey was created to obtain feedback on the materials presented as part of the second Public Information Centre (PIC) for Airport Road. The survey was hosted on SurveyMonkey and was available on desktop and mobile devices. The public was notified of the survey through the Notice of PIC that was mailed to property owners and emailed to stakeholders. There was also a link to the survey on the project website (https://peelregion.ca/pw/transportation/construction/environmental-assessment/airport-road-caledon.asp)

The survey began on September 18, 2020, and was open until October 28, 2020. Below is a summary of the overall statistics.

- 50 survey responses were received.
- The survey had a completion rate of 76%.
- The average time spent completing the survey was 16 minutes and 17 seconds.
- The most skipped question was Question 20 (“Do you have any other comments to share with the project team”).

Understanding the Participants

Based on the responses received, all participants (100%) drive along Airport Road and the vast majority live in the area (96%).

Most participants had reviewed materials posted on the public website prior to completing the survey. Of the materials reviewed:

- Preliminary preferred design (66.67%)
- Assessment of alternatives (53.33%)
- Summary of community input (51.11%)
- Summary of technical study findings (46.67%)

20% of participants completed the survey without viewing materials on the project website.

Of the participants, 10 indicated that they had attended the live PIC session held Wednesday, September 23. However, 7 survey responses were received prior to the live PIC session, meaning that participants may have attended the PIC session after completing the survey.

Sonya Bubas – November 10, 2020

Feedback on the Preliminary Design

Overall, participants generally agreed with the preliminary preferred design along the Airport Road corridor. The one exception was the recommended improvements at the intersection of Old Church Road and Airport Road (29.73 agreed, 70.27 disagreed). Below is a summary of the feedback received on the recommended improvements for the Old Church Road intersection:

- Concern regarding potential increase in traffic on residential streets
- Concern that the improvements will decrease property values
- Concern that the improvements will change the character of the neighbourhood
- Concern for pedestrian safety due to lack of sidewalk on Ivan Avenue and Oliver's Lane
- Suggestion to avoid impacting the cultural heritage resource at 16000 Airport Road
- Request for information on potential locations the LCBO may be relocated to
- Concern regarding potential increase in noise
- Request for more information

Some of the feedback included suggestions on alternate options. These suggestions included:

- Close the Airport Road access at 16000 Airport Road and maintain Ivan Avenue access
- Close the Ivan Avenue access at 16000 Airport Road and maintain Airport Road access
- Install a four-phase traffic signal at the intersection
- Signalize the intersection of Walker Road and Airport Road

Outside of Old Church Road, agree rates were high and ranged from 72.97% to 88.89%. Of the improvements proposed, participants most agreed with the intersection improvements at Huntsmill Drive (88.89% agreed, 11.11% disagreed).

More information on the responses to the preliminary design can be found in **Appendix A** and **Appendix B**.

Appendix A outlines the responses received by each survey question. The following information is provided:

- Number of participants that answered the question
- Number of participants that skipped the question
- The answer choices
- Percentage of participants that selected each answer choice
- Number of participants that selected each answer choice
- Total respondents

Appendix B outlines the responses received by participant. The following information is provided:

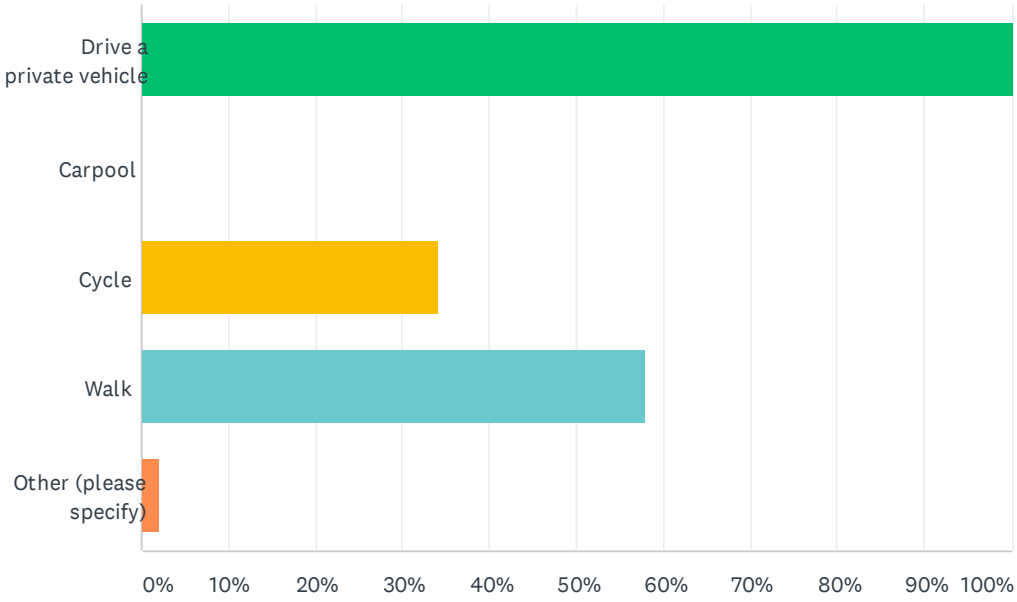
- Time the survey was started

Sonya Bubas – November 10, 2020

- Time the survey was last modified
- Total time spent completing survey
- [redacted]
- Response provided / if a question was skipped

Q1 How do you travel along Airport Road? (Select all that apply)

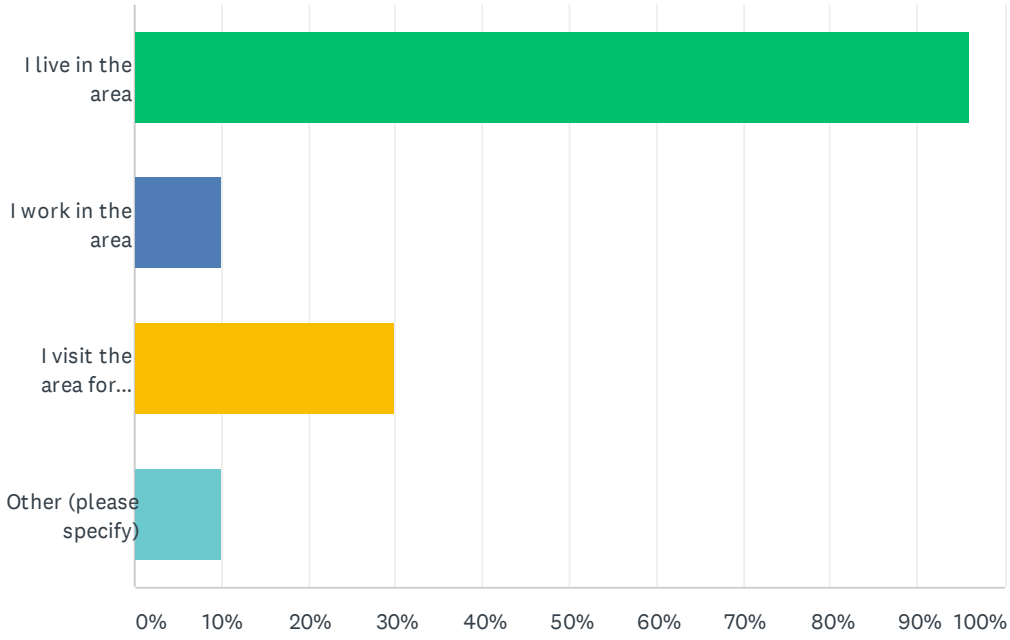
Answered: 50 Skipped: 0



ANSWER CHOICES	RESPONSES	
Drive a private vehicle	100.00%	50
Carpool	0.00%	0
Cycle	34.00%	17
Walk	58.00%	29
Other (please specify)	2.00%	1
Total Respondents: 50		

Q2 Why do you travel along Airport Road? (Select all that apply)

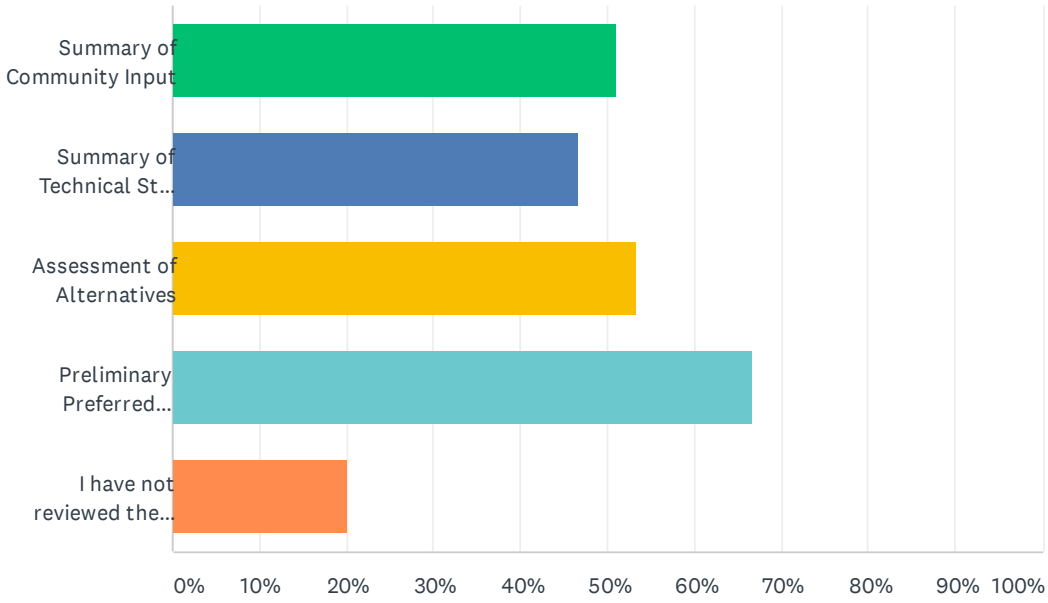
Answered: 50 Skipped: 0



ANSWER CHOICES	RESPONSES	
I live in the area	96.00%	48
I work in the area	10.00%	5
I visit the area for shopping or recreation	30.00%	15
Other (please specify)	10.00%	5
Total Respondents: 50		

Q3 Have you visited the Project Website to review the project materials? Please indicate all materials that you reviewed:

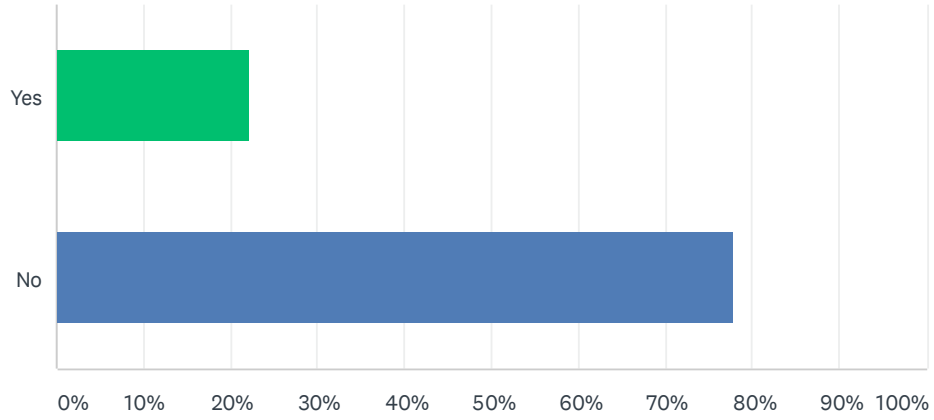
Answered: 45 Skipped: 5



ANSWER CHOICES	RESPONSES	
Summary of Community Input	51.11%	23
Summary of Technical Study Findings	46.67%	21
Assessment of Alternatives	53.33%	24
Preliminary Preferred Design	66.67%	30
I have not reviewed the PIC material on the project website	20.00%	9
Total Respondents: 45		

Q4 Did you attend the live PIC 2 session on Wednesday, September 23rd?

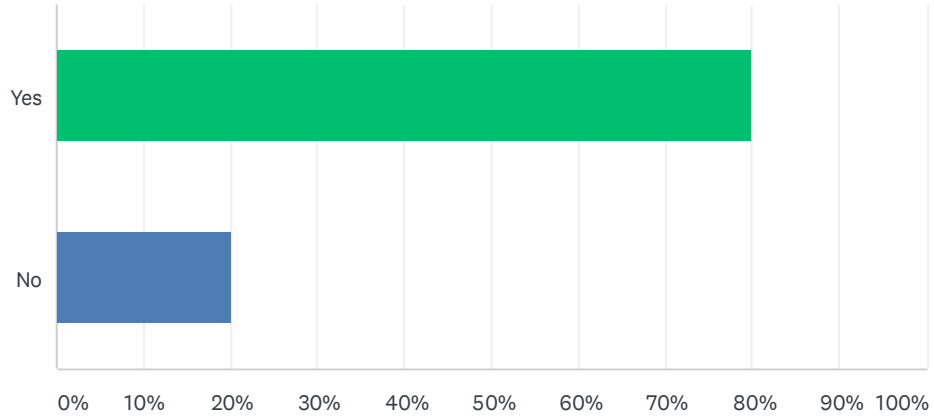
Answered: 45 Skipped: 5



ANSWER CHOICES	RESPONSES	
Yes	22.22%	10
No	77.78%	35
TOTAL		45

Q5 Do you agree with the recommendation? If not, please explain why.

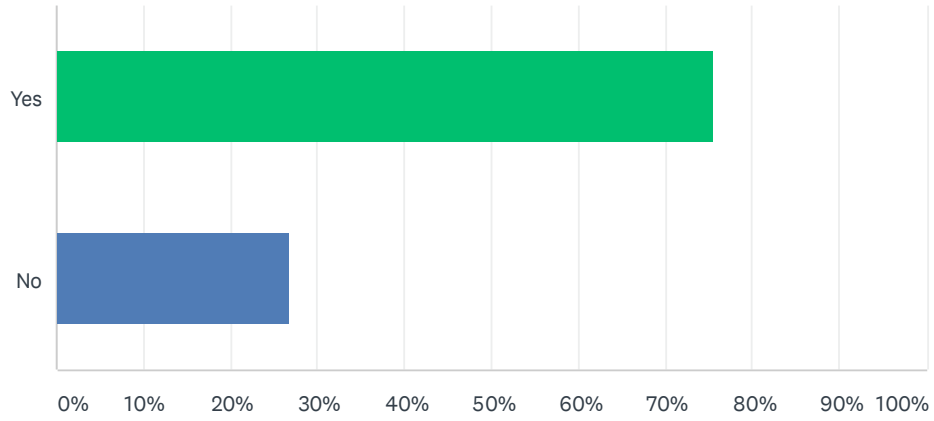
Answered: 40 Skipped: 10



ANSWER CHOICES	RESPONSES	
Yes	80.00%	32
No	20.00%	8
Total Respondents: 40		

Q6 Do you agree with the proposed roundabout at Castlederg / Boston Mills Side Road? If not, please explain why.

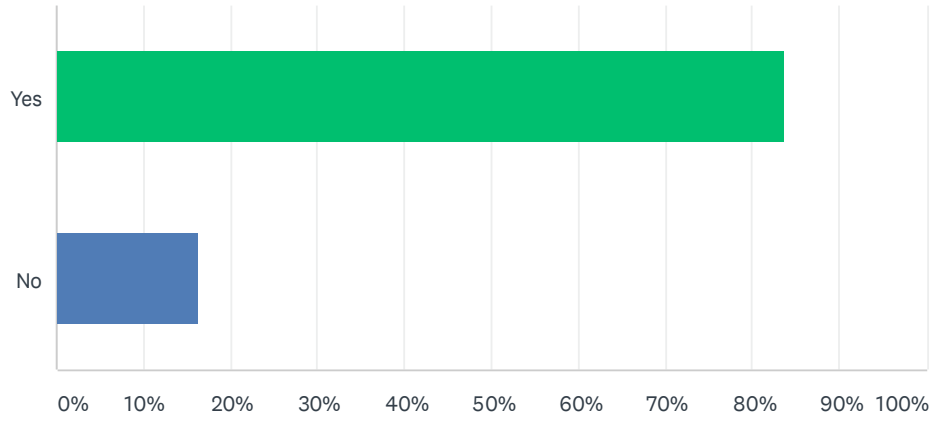
Answered: 41 Skipped: 9



ANSWER CHOICES	RESPONSES	
Yes	75.61%	31
No	26.83%	11
Total Respondents: 41		

Q7 Do you agree with the proposed intersection improvements at Olde Base Line Road? If not, please explain why.

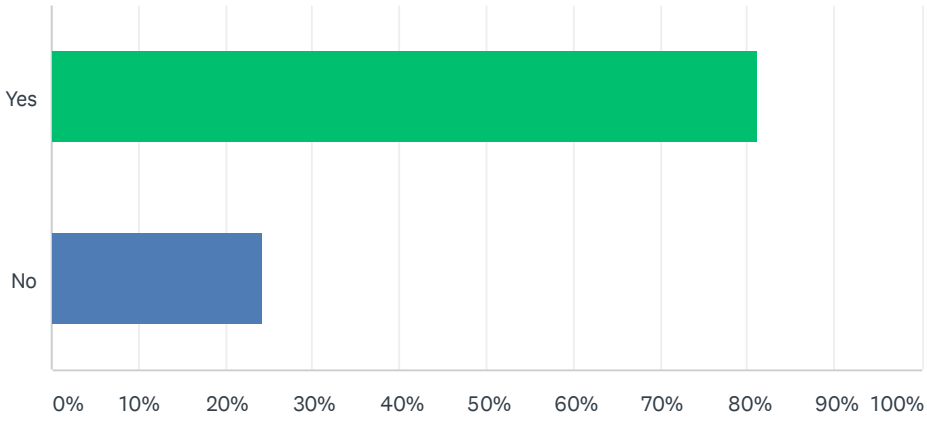
Answered: 37 Skipped: 13



ANSWER CHOICES	RESPONSES	
Yes	83.78%	31
No	16.22%	6
Total Respondents: 37		

Q8 Do you agree with the paved shoulders proposed between Olde Base Line Road and Cranston Drive? If not, please explain why.

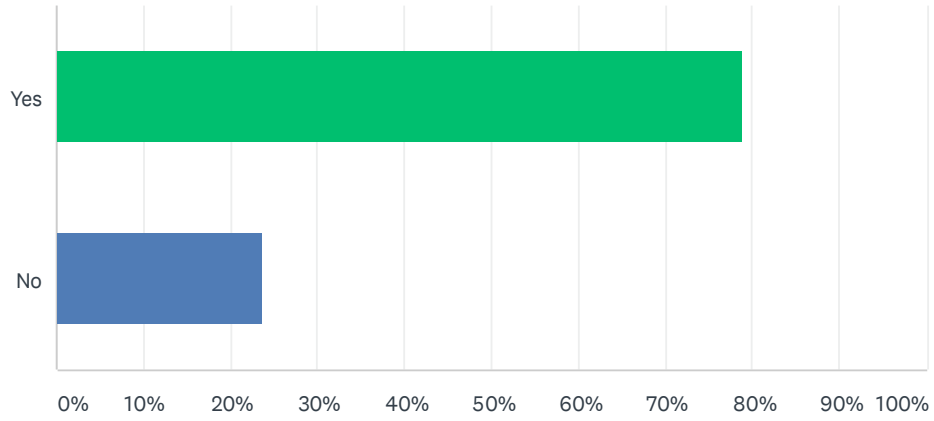
Answered: 37 Skipped: 13



ANSWER CHOICES	RESPONSES	
Yes	81.08%	30
No	24.32%	9
Total Respondents: 37		

Q9 Do you agree with the proposed roundabout at Cranston Drive? If not, please explain why.

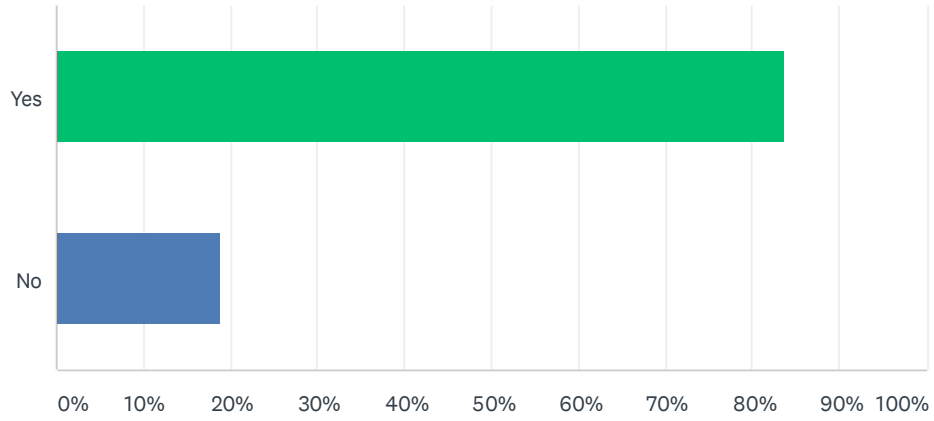
Answered: 38 Skipped: 12



ANSWER CHOICES	RESPONSES	
Yes	78.95%	30
No	23.68%	9
Total Respondents: 38		

Q10 Do you agree with the proposed multi-use paths between Cranston Drive and Hilltop Drive? If not, please explain why.

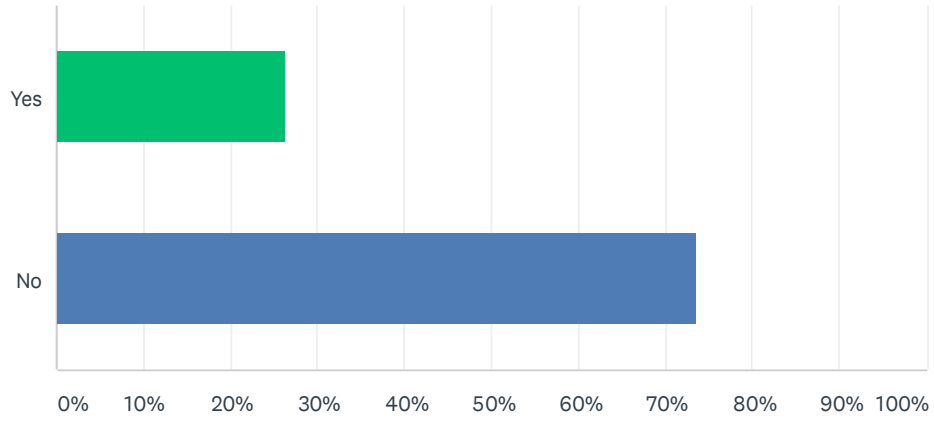
Answered: 37 Skipped: 13



ANSWER CHOICES	RESPONSES	
Yes	83.78%	31
No	18.92%	7
Total Respondents: 37		

Q11 Do you walk or cycle between Mono Road and Caledon East? If yes, how often?

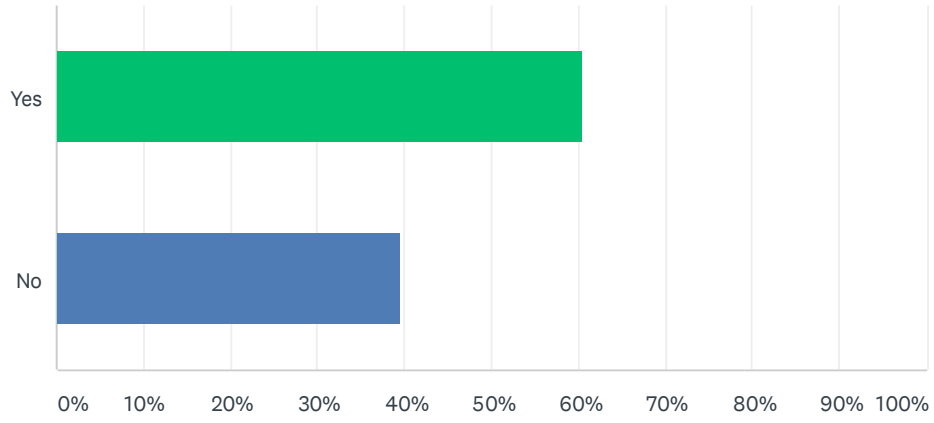
Answered: 38 Skipped: 12



ANSWER CHOICES	RESPONSES	
Yes	26.32%	10
No	73.68%	28
Total Respondents: 38		

Q12 Would the recommended design encourage you to walk or cycle more often between these communities?

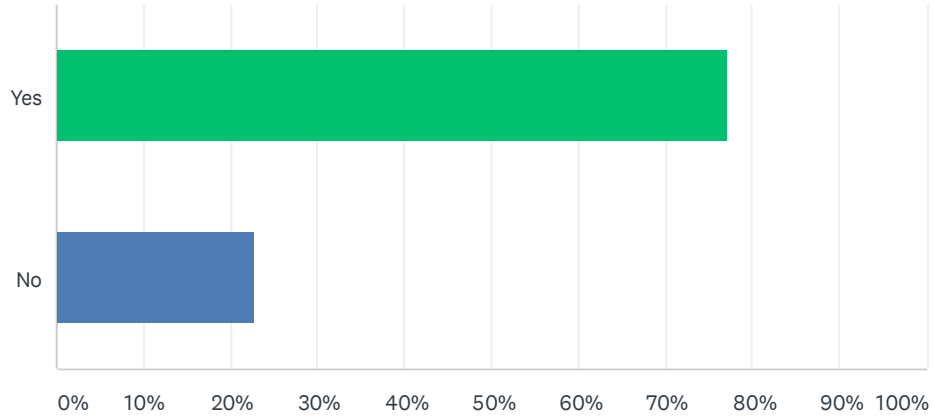
Answered: 38 Skipped: 12



ANSWER CHOICES	RESPONSES	
Yes	60.53%	23
No	39.47%	15
TOTAL		38

Q13 Do you agree with the recommendation? If not, please explain why.

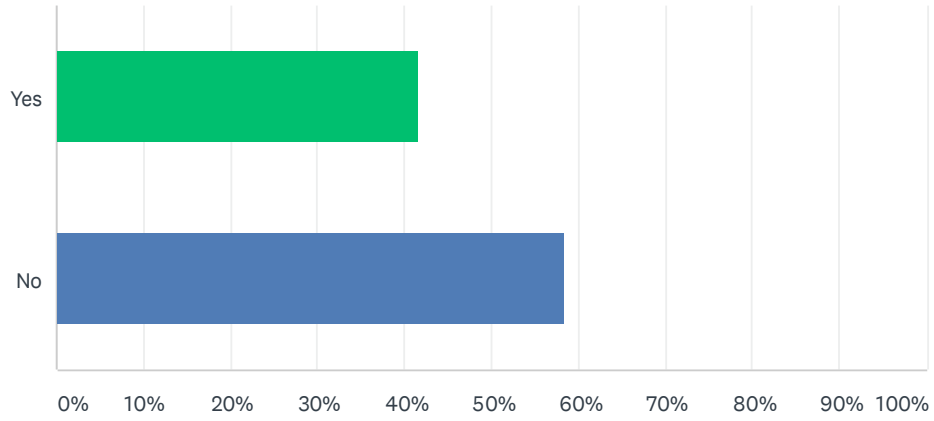
Answered: 35 Skipped: 15



ANSWER CHOICES	RESPONSES	
Yes	77.14%	27
No	22.86%	8
Total Respondents: 35		

Q14 Do you cycle on Airport Road in Caledon East? If yes, how often? If not, why?

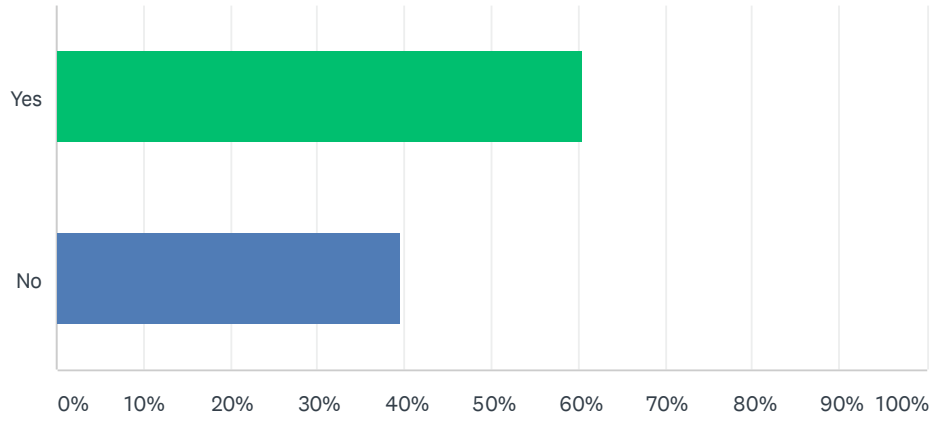
Answered: 36 Skipped: 14



ANSWER CHOICES	RESPONSES	
Yes	41.67%	15
No	58.33%	21
Total Respondents: 36		

Q15 Do you use on-street parking on Airport Road in Caledon East? If yes, how often and for how long do you typically park?

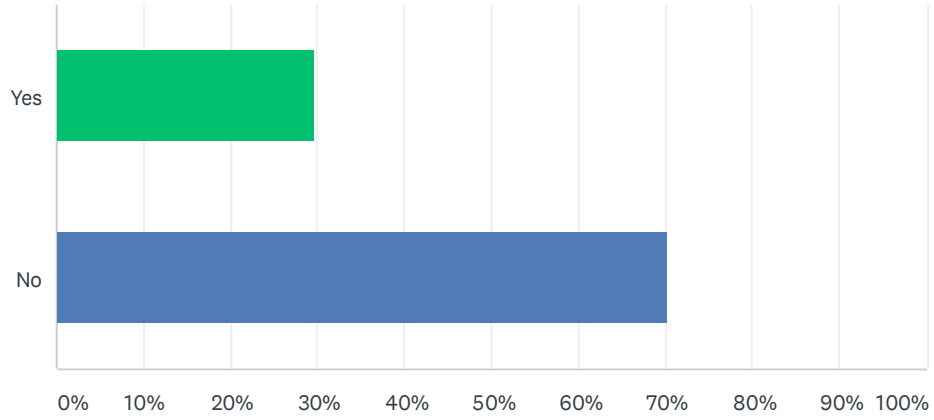
Answered: 38 Skipped: 12



ANSWER CHOICES	RESPONSES	
Yes	60.53%	23
No	39.47%	15
Total Respondents: 38		

Q16 Do you agree with the recommendation? If not, please explain why.

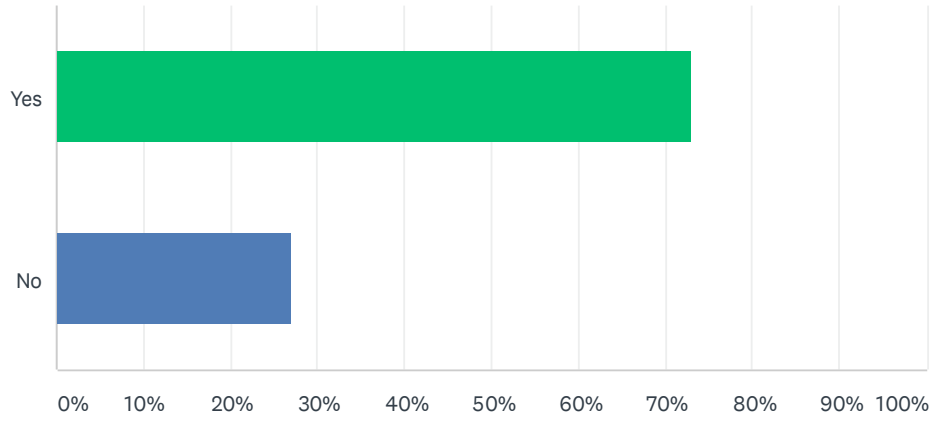
Answered: 37 Skipped: 13



ANSWER CHOICES	RESPONSES	
Yes	29.73%	11
No	70.27%	26
Total Respondents: 37		

Q17 Do you agree with the proposed intersection improvements at Walker Road? If not, please explain why.

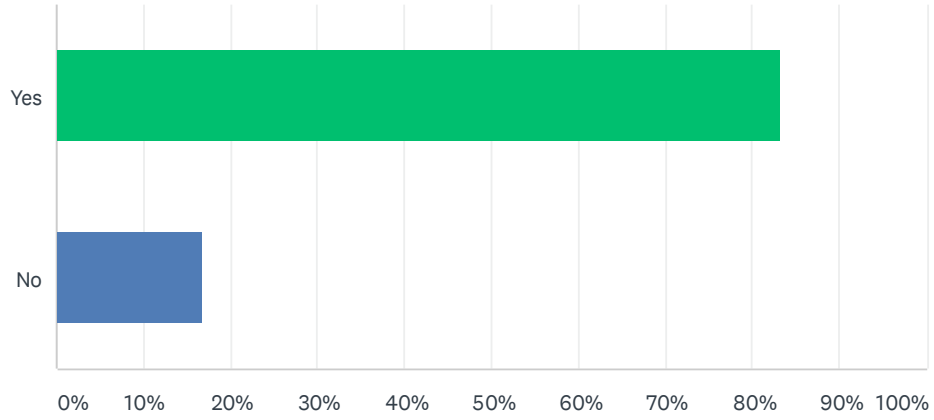
Answered: 37 Skipped: 13



ANSWER CHOICES	RESPONSES	
Yes	72.97%	27
No	27.03%	10
Total Respondents: 37		

Q18 Do you agree with the recommendation? If not, please explain why.

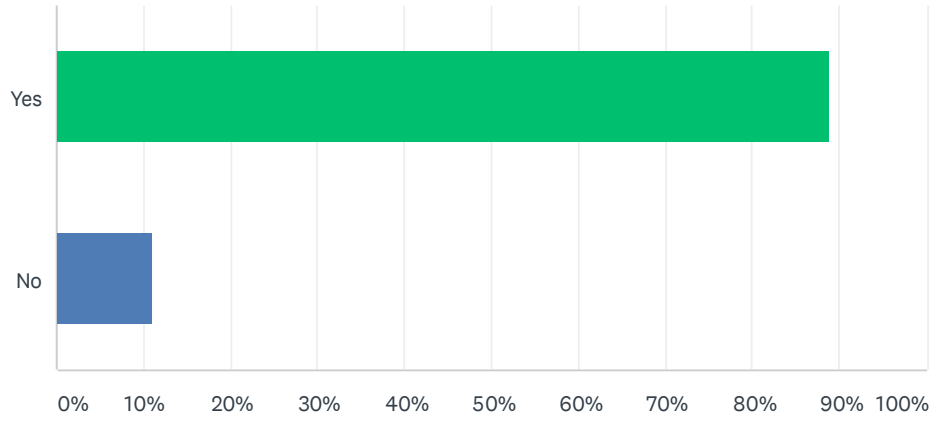
Answered: 36 Skipped: 14



ANSWER CHOICES	RESPONSES	
Yes	83.33%	30
No	16.67%	6
Total Respondents: 36		

Q19 Do you agree with the proposed intersection improvements at Huntsmill Drive? If not, please explain why.

Answered: 36 Skipped: 14



ANSWER CHOICES	RESPONSES	
Yes	88.89%	32
No	11.11%	4
Total Respondents: 36		

Q20 Do you have any other comments to share with the project team?

Answered: 29 Skipped: 21

[redacted]

[redacted]

We acknowledge receipt of your Comment Sheet for the Airport Road Environmental Assessment. The project team will consider your comments and get back to you.

In the meantime, please acknowledge receipt of this email as we want to ensure we have your correct email address and if you have any further comments or questions, we also look forward to hearing from you again.

Regards,

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

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[redacted]

[redacted]

Thank you for your email with attached comments. The project team will consider your comments and get back to you. In the meantime, if you have any other comments or questions please do not hesitate to contact me.

Thanks,

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

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-----Original Message-----
[redacted]

[redacted]

[redacted]

October 11th, 2020

Assessment Study for Airport Rd, Through Caledon East

To:

asha.Saddi@peelregion.ca
Sonya.Bubas@peelregion.ca
Mayor Allan Thompson

The public component of this study included meetings of a Citizen's Working Group, composed of volunteers from the community, and the recent on-line presentation of the proposals to the public. I was one of the participants in the CWG. Peel Region has now requested community feedback on the proposals.

The Summary of Public Comments from the initial meetings of the CWG in 2017 included the following list of concerns about the conditions in Caledon East at that time;

* PROMOTE ECONOMIC DEVELOPMENT THROUGH IMPROVED INFRASTRUCTURE
* THE PROBLEM OF INCREASING TRUCK TRAFFIC
* SPEEDING
* THE SAFETY OF PEDESTRIANS AND CYCLISTS
* SAFE VEHICLE ACCESS TO AIRPORT ROAD FROM SIDE STREETS
* NOISE
* AIR POLLUTION
* PROBLEMATIC INTERSECTIONS WITH INADEQUATE INFRASTRUCTURE

In my opinion the proposals that have been put forward do little to address many of the concerns that were important to the members of the CWG that pertain to the quality of life for the residents of Caledon East. It appears clearly that the flow of traffic was the priority in most of the design.

The Proposals improve traffic flow and safety with the addition of some turning lanes. They improve sidewalks and add bike lanes for cyclists. The promised addition of two pedestrian controlled crosswalks at Walkers Rd. and adjacent to Caledon Public School are much needed improvements to pedestrian safety. Trees will be added to replace those taken down five years ago. All of these works will visually improve the streetscape.

The proposals express the hope that the traffic calming effects of sidewalks and bike lanes and possible future improvements to Old Base Line MAY lead to the diversion of some truck traffic from using Airport Rd. Crosswalks and a Traffic Circle at Cranston may have some impact on some of the concerns raised.

There are no measures to effect increasing truck traffic beyond efforts to encourage the Ministry of Transportation to consider future Vehicle Inspection efforts.
Vehicle volumes and vehicle speeds are not mentioned. Again no data has been provided.
There are no measures to address serious speeding concerns through this route in an effective manner, especially during periods of low vehicle volume when speeding is a greater issue.

No mention is made of the serious issue of noise made worse by aggregate transport.

2.

A key section of Airport Rd. that faces many of problems has been left abandoned in these proposals. The documents describe the stretch from Hilltop Dr. to the Trailway as a “CONSTRAINED CORRIDOR”. With that designation this corridor is left untouched with the exception of repair to cracks in the sidewalks.

Let us rename this Constrained Corridor with a more appropriate and less technical term, THE CALEDON EAST CHUTE.

After passing through the signalled intersection at Old Church Rd. vehicles facing this section face only the pedestrian controlled crosswalk at the Trailway before a hill. As a result many cars and trucks increase speed at Emma St. to accelerate up the hill. The sound of fully loaded heavy trucks produce unacceptable noise levels throughout the day and night and pose a threat to pedestrian and vehicle safety. No noise data is provided in the proposals nor are there goals for noise reduction.

Vehicles approaching this stretch from the south crest the hill before Hilltop Dr. and see two lights 250 metres away and a downward slope. Many speeding drivers will accelerate down the hill and many trucks will engage engine brakes. The results are noise levels that are not acceptable throughout the night and day. Speeds put pedestrians and vehicles entering from uncontrolled side streets in danger.

Methods to address these problems of speed, safety, noise and pollution are limited in this ‘Constrained Corridor’. That does not mean that efforts cannot be made to address the problems. Infrastructure changes such as speed bumps and rumble strips are clearly out of the question on a hill. The addition of more or larger S L O W lettering will have very little long term impact. All that is left are effective measures to reduce speeds. Speed limit enforcement is needed, however OPP officers have told me that the corridor does not have locations where traditional speed monitoring can be done.

A Community Safety Zone should be established.
Automated Speed Enforcement should be introduced quickly because only speed enforcement can reduce speeding when traffic volumes are low, which is much of every 24 hour period. The Photo Radar needs to be used aggressively to be effective.

The Region of Peel staff have conducted successful CWG meetings during the past three years. They have been professional in every way in their dealings with the committee. Their mandate however is clearly Transportation - the safe and efficient moving of vehicles. As a result the needs of the citizens who live and work along Airport Rd. have too often remained as less of a priority. Only that situation explains why the most important artery of this growing town will still faced fully loaded heavy trucks and speeding cars roaring through town.

I hope that the promise of Crosswalks and Traffic Circles have a more significant impact than can be easily imagined. As I have written above, the early use of ASE technology holds some promise. I expect that the key problem of heavy truck traffic will need to be addressed as the town grows in population.

[redacted]

[redacted]

[redacted]

[redacted]

Thank you for your email. The project team will consider your comments and get back to you. In the meantime, if you have any other comments or questions please do not hesitate to contact me.

Regards,

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

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[redacted]

Thanks,

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Ladies and Gentleman.
This study should embrace a wider horizon including diverting all through traffic around the community on bypass routes.
Traffic travelling through Caledon East has become far too great reaching levels seriously affecting the well being of those living in this pleasant small community.
It includes danger, noise, fumes, parking and as well as difficulty entering Airport Road from estates on either side.
The situation is almost unbearable.
A serious concern is that without a plan to combat such, Caledon East would become similar to the community of Caledon which has been decimated by the busy Hwy. 10.
Caledon is no longer a viable village, it is solely a collection of homes, with no center and no peace.
In conclusion divert traffic on a bye pass or, bye pass routes, around Caledon East, or suffer consequences later.
Sincerely,

[redacted]

PS.
I would expect that your planning departments have taken a serious look at Britain and Europe's towns and villages.
Most now with peaceful traffic free, pleasant pedestrianized areas where roads were once.
Time has come for us to consider similar, at least in ensuring that traffic be reduced to local residents and service only.

I note that those in planning in this instant, are from Brampton Peel, – oh dear.
Surely that does not bode well, for the beautiful, hilly, wooded, farming country township of Caledon?
I repeat, I reiterate, I emphasize! Time now to Take Action on behalf of the citizens of Caledon East.
PPS.
[redacted] please forward as you see fit.
Thank you
[redacted]

[redacted]

[redacted]
Thank you for your email. It seems you attached your resume in error.

To provide your input for the survey you can complete and submit this online. You can provide additional feedback by completing the Comment Sheet which is also available on the project website. The completed Comment Sheet can be emailed to me when completed.

Link to the project website is: https://peelregion.ca/pw/transportation/construction/environmental-assessment/airport-road-caledon.asp

Regards,

Asha Saddi, BA(Hons), PMP
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[redacted]

From: Saddi, Asha [redacted]

[redacted]

Thank you for your email. The project team will consider your comments and get back to you. In the meantime, if you have any other comments or questions please do not hesitate to contact me again.

Regards,

Thanks,

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Comment Sheet

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

Public Information Centre No.2
Wednesday, September 23, 2020

PLEASE PRINT

Name:

Date:

E-mail:

Number & Street

City

Postal Code

[redacted]

Comments:

I support upgrading the intersection of Old Church and Airport laid out in the proposal.

The only thing that I would add is sidewalks from Airport road, along Ivan through to Olivers Lane, and then to Walkers Road.

People are already using Ivan as a thoroughfare. Making it safer for *pedestrians* should be a priority.

Please send your comments by **Wednesday, October 14, 2020** to:

Asha Saddi, BA(Hons), PMP
Technical Analyst
Region of Peel
Tel: 905-791-7800 x7794
Email: asha.saddi@peelregion.ca

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

[redacted]

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Please see attached my feedback form

[redacted]

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Comment Sheet

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

PLEASE PRINT

Public Information Centre No.2
Wednesday, September 23, 2020

Name: [redacted]
Date:
E-mail:
Number & Street
City
Postal Code

Comments:

- Roundabout at Olde Baseline and Air Rd.

- Roundabout at Old Church & Airport Many accidents happen here. Especially traffic from LCBO

Please send your comments by **Wednesday, October 14, 2020** to:

Asha Saddi, BA(Hons), PMP
Technical Analyst
Region of Peel
Tel: 905-791-7800 x7794
Email: asha.saddi@peelregion.ca

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[redacted]

[redacted]

Thank you for your email and attached Comment Sheet. The project team will consider your comments and get back to you. In the meantime, if you have any other comments or questions please do not hesitate to contact me.

Regards,

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

-

WWY logo [redacted]

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Get Outlook for iOS

[redacted]

Region of Peel
working with you

Public Works

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

peelregion.ca

September 21, 2020
Project No. 16-4360

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

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

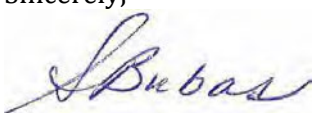
Due to the current COVID-19 guidelines, the second PIC will be held in an online format to present the evaluation of alternative design concepts and recommended preliminary design.

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

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

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

Sincerely,



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

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

cc: Asha Saddi, Technical Analyst, Region of Peel

Comment Sheet

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

PLEASE PRINT

Public Information Centre No.2
Wednesday, September 23, 2020

Name: _____

Date: _____

E-mail: _____

Number & Street _____

City _____

Postal Code _____

Comments:

Please send your comments by **Wednesday, October 14, 2020** to:

Asha Saddi, BA(Hons), PMP
Technical Analyst
Region of Peel
Tel: 905-791-7800 x7794
Email: asha.saddi@peelregion.ca

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Public Notice

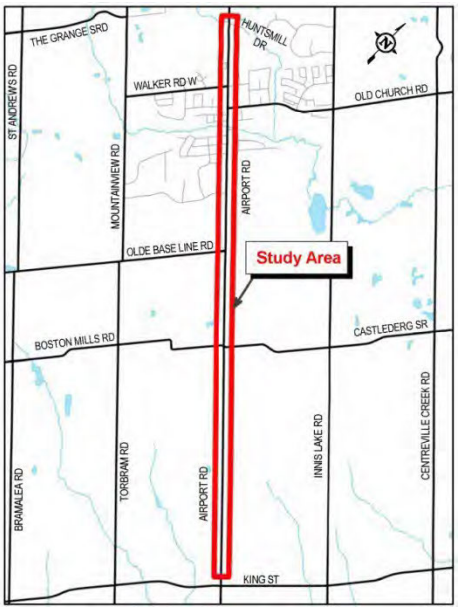
Region of Peel
working with you

NOTICE OF PUBLIC INFORMATION CENTRE NO. 2

AIRPORT ROAD FROM KING STREET TO HUNTSMILL DRIVE, TOWN OF CALEDON
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY

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

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



The Study is being conducted in compliance with Schedule 'C' of the Municipal Class Environmental Assessment (Municipal Engineers Association, as amended in 2015), which is approved under the *Ontario Environmental Assessment Act*.

PUBLIC INFORMATION CENTRE NO. 2

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

To have questions answered and provide input/comments you can:

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

The Project Team will review and consider the feedback received at the PIC and confirm the recommended preliminary design. An Environmental Study Report (ESR) will be prepared to document the planning, consultation and design process. The ESR will be made available for public review for a minimum of 30 calendar days.

If you have any questions or comments on the Study, please contact either of the following Project Team members:

Sonya Bubas, MCIP, RPP
Project Manager
Region of Peel
10 Peel Centre Drive, Suite B, 4th Floor
Brampton, ON L6T 4B9
Tel: 905-791-7800 ext. 7801
Email: sonya.bubas@peelregion.ca

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

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

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

Construction statement regarding COVID-19

Critical infrastructure construction is an essential service. We're keeping employees, contractors and the community safe by complying with provincial guidelines, physical distancing, using personal protective equipment, and adjusting work schedules and shifts.

Construction project updates can be found at peelregion.ca/construction.
Follow Peel Public Works on Twitter for service updates and changes.

This notice was first issued on September 10, 2020

[redacted]

September 16, 2020
Project No. 16-4360

[redacted]

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

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

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

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

Sincerely,

S Bubas

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

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

cc: Asha Saddi, Technical Analyst, Region of Peel

Comment Sheet

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

Public Information Centre No.2
Wednesday, September 23, 2020

PLEASE PRINT

Name: _____

Date: _____

E-mail: _____

Number & Street _____

City _____

Postal Code _____

Comments:

_____

_____

_____

_____

_____

_____

_____

_____

Please send your comments by **Wednesday, October 14, 2020** to:

Asha Saddi, BA(Hons), PMP
Technical Analyst
Region of Peel
Tel: 905-791-7800 x7794
Email: asha.saddi@peelregion.ca

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Public Notice

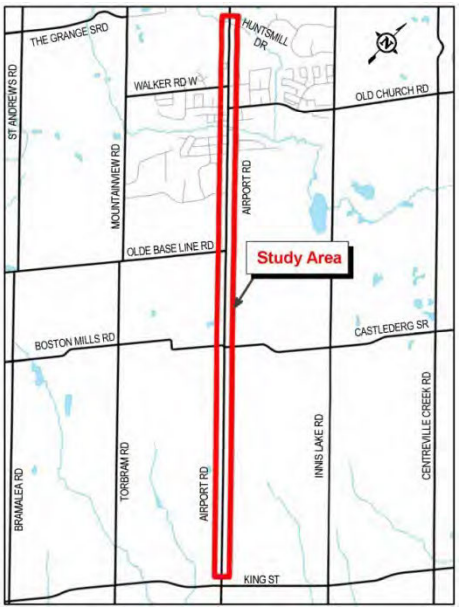
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working with you

NOTICE OF PUBLIC INFORMATION CENTRE NO. 2

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MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY

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If you have any questions or comments on the Study, please contact either of the following Project Team members:

Sonya Bubas, MCIP, RPP
Project Manager
Region of Peel
10 Peel Centre Drive, Suite B, 4th Floor
Brampton, ON L6T 4B9
Tel: 905-791-7800 ext. 7801
Email: sonya.bubas@peelregion.ca

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

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Construction project updates can be found at peelregion.ca/construction.
Follow Peel Public Works on Twitter for service updates and changes.

This notice was first issued on September 10, 2020

[redacted]

[redacted]

Thank you for your email and attached Comment Sheet. The project team will consider your comments and get back to you. In the meantime, if you have any other comments or questions please do not hesitate to contact me.

Thanks,

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

-

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[redacted]

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Hi Asha.

Please see attached comment form.

Thank you.

Region of Peel
working with you

Comment Sheet

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

Public Information Centre No.2
Wednesday, September 23, 2020

PLEASE PRI

Name: [redacted]
Date:
E-mail:
Number &
City
Postal Cod

Comments:

We have reviewed the proposal for the intersection of Old Church Road and Airport Road by the Region. We are in favour of beautifying the town and bringing more businesses to that area but we have the following comments:

1. I understand that there are concerns regarding safety as a result of the present configuration of the intersection of Old Church Road & Airport Road. I am not sure which safety concerns that the Region and/or Town has since, as a long time resident, I do not see safety issues that would be solved by extending Old Church Road right into Ivan Avenue. If you wish to make it safer, I would think that installing lights for the persons coming out of the parking lot would solve those issues.

2. Ivan Avenue is a residential neighbourhood. It is full of children playing, families walking with their dogs, people jogging and bicycling and heading towards the entrance to the trail off of Oliver's Lane. There are no sidewalks on Ivan Avenue or Oliver's Lane so these activities take place on the street. The region's proposal would mean that vehicles coming from a regional road (Old Church) would drive straight into a residential road (Ivan Avenue). The increased traffic would have a significant affect on safety particularly on Ivan and consequently Oliver's Lane. As it is, when both

sides of Walkers was developed, there was an increase in vehicular traffic from residents of the new neighbourhoods coming south on Olivers Lane to Ivan and east on to Parsons.

3. From a financial perspective, our neighbourhood has high property values particularly because of its quality of homes, beauty, and in particular, its lack of significant vehicular traffic. Your proposal would negatively affect property values which is an additional significant issue to all property owners in our area.

We would strongly urge you to take the concerns of the residents of our neighbourhood into consideration before proceeding with the proposal. We submit that through access to Ivan Avenue from Old Church as proposed not be permitted. As it is, many persons use the parking lot to drive straight through to Ivan instead of going around. This behaviour was reduced when speed bumps were installed in the liquor store parking lot

Please send your comments by **Wednesday, October 14, 2020** to:

Asha Saddi, BA(Hons), PMP
Technical Analyst
Region of Peel
Tel: 905-791-7800 x7794
Email: asha.saddi@peelregion.ca

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[redacted]

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Thank you[redacted]. I have copied Sonya, the Project Lead from Peel Region.

Best regards,

[redacted]

Please see attached an [redacted] dropped this off at my home. He does not email. Please see that this gets passed along to the Region with respect to the Airport Road development project. This is another resident not in favour of extending Old Church Rd through Ivan Avenue.
Thank you.

[redacted]

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Region of Peel
working with you

Comment Sheet

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

Public Information Centre No.2
Wednesday, September 23, 2020

PLEASE PRINT

Name: [redacted]
Date:
E-mail:
Number & Stree
City
Postal Code

Comments:

We are opposed to the extension of Old Church to Ivan Ave. We don't agree that the potential for infiltration is low, as Ivan Ave. and Olivers Lane are already used frequently as a short cut to access Walker Ave. We feel traffic volume would increase through neighbourhoods which have heavy pedestrian traffic, which do not have sidewalks.

Please send your comments by **Wednesday, October 14, 2020** to:

Asha Saddi, BA(Hons), PMP
Technical Analyst
Region of Peel
Tel: 905-791-7800 x7794
Email: asha.saddi@peelregion.ca

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[redacted]

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

[redacted]
Sonya, the feedback form for [redacted] is attached.

Thank you.
[redacted]

[redacted]

[redacted] I have copied Sonya, Project Lead at Peel Region.

Best regards,
[redacted]

[redacted]

[redacted]

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unless you recognize the sender and know the contents to be safe.

[redacted]

Please see attached retired gentleman who asked me to forward to you. He does not email. Please see that this gets passed along to the Region with respect to the Airport Road development project. This is another resident not in favour of extending Old Church Rd through Ivan Avenue.
Thank you.
[redacted]

[redacted]

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working with you

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

Public Information Centre No.2
Wednesday, September 23, 2020

PLEASE PRINT

Name: [redacted]
Date:
E-mail:
Number & Street
City
Postal Code

Comments:

(PLEASE) "NO"

EXTENSION OF CHURCH ST THRU TO IVAN AVE
A STOP SIGN WOULD NOT RESOLVE ISSUES,
THAT WOULD RESULT IN TRAFFIC GOING
THROUGH A RESIDENTIAL AREA

THANK YOU

Please send your comments by **Wednesday, October 14, 2020** to:

Asha Saddi, BA(Hons), PMP
Technical Analyst
Region of Peel
Tel: 905-791-7800 x7794
Email: asha.saddi@peelregion.ca

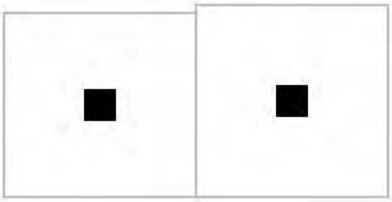
Information will be collected in accordance with the *Municipal Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

[redacted]

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Thanks for the acknowledgement Asha.

[redacted]



On Fri, Nov 6, 2020 at 10:39 AM Saddi, Asha <asha.saddi@peelregion.ca> wrote:

> [redacted]
>
> Thank you for your email and attached letter dated November 5, 2020. The project team will consider your comments and get back to you.
>
> In the meantime, if you have any other comments or questions please do not hesitate to contact me again.
>
> ***Regards,***

Asha Saddi, BA(Hons), PMP

Technical Analyst, Infrastructure Programming & Studies

Transportation Division

Public Works, Region of Peel

Tel: 905-791-7800 x7794

Asha.Saddi@peelregion.ca

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[redacted]

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

Hello Asha,

Please find attached our correspondence with comments on the above noted EA Study.

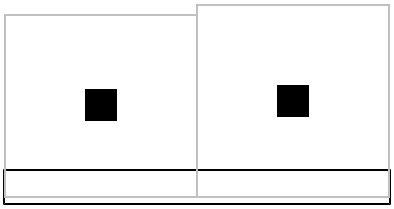
We would appreciate confirmation of receipt of this email and attachment.

Thanks,

[redacted]

--

[redacted]



[redacted]

Asha Saddi
Technical Analyst
Region of Peel
10 Peel Centre Drive, Suite B, 4th Floor
Brampton, ON L6T 4B9

By Email: asha.saddi@peelregion.ca

Thursday November 5th, 2020

[redacted]

RE: Airport Road Environmental Assessment
100m North of King Street to 300m North of Huntsmill Drive
[redacted]

We are pleased to submit this correspondence to you on behalf of [redacted]

[redacted]

We have reviewed the Project Website at the Region of Peel's Environmental Assessments Page (located at https://peelregion.ca/pw/transportation/construction/environmental-assessment/airport-road-caledon.asp) and have the following comments to offer.

[redacted]

The first thing we observed is that on the Preliminary Preferred Design [redacted] the proposed Street A connection [redacted], just south of Foodland (at the Caledon East Public School Exit) is not shown. We have some concerns with this as follows:

- complete applications have been submitted and under consideration since June 2017, well before this EA process even started, so consideration of proposed roads (and at least roads/intersections/conceptual vehicle connections, shown on the Secondary Plan) should be a component of the EA study;
- the roundabout and the proposed southern connection on the subject land, to Airport Road (at Cranston Drive) is shown; why is there a difference in the information on the Preliminary Preferred Design between Street A north intersection and Street A south intersection?
- the proposed Airport Road ROW widening (as requested by the Region through the submitted applications by the landowner) is NOT indicated across the subject land frontage; even if the Region is of the opinion/position that this EA process is not to evaluate all intersections and accesses, there should be an evaluation of road widths and lane configurations within that width, including improvements, ie. roundabouts, and widenings; also, since there have been discussions with the Region of Peel through the development approval process, and the draft plan of subdivision has been updated to reflect the requested widening by the Region, that should be indicated as the "new" limit of the ROW in the EA study.
- Slide 13 in the presentation does show a cycling pathway coming south on Mountcrest Road, into the proposed subdivision (Street B - proposed Mountcrest Road extension), then turning west on proposed Street A and exiting to Airport Road at the Caledon East Public School Exit location (in the same location of the proposed intersection on the subject land);
- Slide 14 indicates the section from Cranston Drive to south of Hilltop Drive as a 45m wide section with multi use paths, turning lanes and through lanes, this does not appear to be consistent with the site specific discussions and comments for the applications on the subject land;
- slide 16 does show some roundabout detail at the Street A/Cranston Drive intersection and does appear to show some of the linework consistent with the latest proposed draft plan of subdivision;
- In the section and slides on Intersections, there does not seem to be any mention of the northern Street A/Caledon East Public School Exit intersection;

In addition, the section of road from Old Base Line Road to Hilltop Drive should not be classified as a “transitional area” as the Village of Caledon East begins just south of the intersection with Cranston Drive, as indicated within the Caledon East Secondary Plan, and is also reinforced with a “Gateway Feature” symbol on the Secondary Plan Map (Schedule “D” - Caledon East Land Use Plan).

There are also concerns with the proposed two lane roundabout shown at the Cranston Drive and Conceptual Vehicle Connection while a single lane cross section is currently proposed.

Further, at the Caledon East Public School vehicle exit (labelled as “School Exit” on the Preliminary Preferred Design), we believe that there will be students crossing Airport Road to access the school and homes (respectively on the west side and east side of Airport Road) within our client’s proposed residential development. As such, it is our client’s intention (which has been clearly conveyed to the Town and Region through the proposed development applications and supporting material) to signalize this intersection to provide safe pedestrian crossing of Airport Road. There appears to be a discrepancy in the EA presentation materials at the Airport Road / School Driveway & Street A intersection. The Preliminary Preferred Concept identifies a “proposed pedestrian overhead crossing”, but does not show a full signalized intersection; the Summary Technical Study Findings identifies this intersection as signalized in the 2041 horizon year LOS Map; and the live online question and answer presentation document states: "This crosswalk would include either

signals or flashing lights to alert traffic to stop.", in response to a question about the crosswalk which would provide pedestrian access between the Caledon East Public School and the new development (our client's proposal) east of Airport Road. In addition, specific concerns have been raised through the respective development applications for [redacted], that a signalized intersection at the School Driveway / Street A would restrict north/south traffic flow on Airport Road, which will have a negative impact on the vehicle access to/from the Foodland Plaza, however, we believe that this proposed pedestrian signal in the EA process, will have the exact same effect, yet through the EA process it is somehow determined to be acceptable. We would request clarity on this apparent discrepancy. We would also note that it is the public who are desirous of a full signalized intersection to provide adequate pedestrian safety crossing Airport Road, and in this respect, we concur.

We would be happy to discuss the above comments with the Region in greater detail, and we believe that the EA Study should reflect the latest position of the Region on the section of Airport Road in front of [redacted] and address the specifics of the proposed connections through the subject applications by our client

Should you have any questions please do not hesitate to contact the undersigned.

Sincerely,

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

Thank you for your email. The project team will consider your comments and get back to you. In the meantime, please don't hesitate to contact us again with any further comments or questions.

Regards,

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

-

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[redacted]

[redacted] LICK ON LINKS OR OPEN ATTACHMENTS YOU DO NOT TRUST.

Good afternoon,

Asha and Sonya, thank you for your previous and continued communication which commenced in January 2020. From this email string you may recall [redacted] When we spoke early this year, I indicated that I had spoken with just a few neighbours once I learned of a possible Old Church Road extension

onto Ivan Avenue. None of them were in favour of an Old Church extension onto Ivan Avenue at that time, and none of the many I have spoken to are in favour of it now. The reasons are listed below.

Sonya, thank you for forwarding the Region links 2 weeks ago. Since the PIC I was able to review the Regions website, in particular the extension of Old Church Road and the relocation/removal of the LCBO at 16000 Airport Road on the project's links. I have read the live presentation questions and answers (see attached). With respect to this intersection and access onto Ivan Avenue, there were obviously several concerns from Ivan Avenue neighbourhood residents.

I spoke to our ward 3 and 4 councillors, Jennifer Innis and Nick DeBoer. I have cc'd them on this email. They took the time to speak with me and they wanted to hear from the residents. I have recently spent considerable time updating the residents of Ivan Avenue, Oliver's Lane, Colleen Crescent and Ella Court of the Region's progress to date. I do not want to see Old Church extend onto a quiet residential street, Ivan Avenue. My thoughts and concerns are as follows.

- I am in favour of a revamped intersection (Old Church and Ivan Ave) once the LCBO building was relocated/removed. Safety at this intersection is a concern and every resident I spoke to understands this.
- increased traffic will occur. I do not agreed with the Region's comments (attached) that neighbours to the west (Walker Rd et al) would not be using Oliver's Lane and Ivan Avenue as a shortcut. This response is not accurate. Traffic will definately increase. The Regions comments state *"the potential for shortcutting traffic is quite low"*, and also that *"any cut through traffic is not foreseen using Ivan Avenue with the Old Church Road extension. However, current neighbourhood traffic would use it to access the Old Church Road and the new developments along the road. The traffic would be of the existing residents.".* Again, absolutely none of the residents I have spoken to agree with these statements and neither do I. Interestingly, if the Region's response is that the "tr*affic would be of the existing residents*" then please understand what the residents are saying to Councillors Innis and DeBoer. The existing residents that I have spoken to do NOT want the extension onto Ivan Avenue and do NOT agree with the above comments.
- increased noise will occur. Oliver's Lane and Ivan Avenue (as well as the side streets) are quiet residential streets. Increased traffic flow will increase the amount of noise in this quiet community. Simple math.
- LCBO - residents that live to the west of the intersection of Walkers and Oliver's Lane already use the back entrance of the LCBO as a shortcut to and from the LCBO and to Airport Road. It is simply a shortcut and the rear lot entrance/exit at the LCBO allows this. (Note: [redacted] the only reason the rear lot was opened up onto Ivan Avenue was to allow truck deliveries. It was not intended to be used as a shortcut [redacted] Otherwise there would not be access to the rear of the LCBO lot and Ivan Avenue would be closed anyway).
- Safety - this is the number 1 area of concern. The street lighting is marginal, and there are no sidewalks. There does not need to be sidewalks as the streets are quiet

and residents I spoke to are in agreement to leave it like this. Children walk and ride bikes along these streets all the time because they are relatively safe. This is a quiet neighbourhood. Although traffic routinely "rolls" through the stop signs, opening up Old Church at Ivan will increase when traffic increases and safety will be an even greater concern.

- neighbourhood property value - with increased traffic on these quiet residential streets, less children walking safe streets, it will have a negative impact on home values. Residents do not want to have this.
- Intersection - If Old Church extends and is blocked off at Ivan Avenue, residents and businesses in the area will be satisfied. With the Region's proposal, this intersection would not be "T" shaped as Ivan Avenue bends where you want Old Church to meet it. I have never seen an intersection that is not "T" shaped.

Solution: my wife and I along with 100% of the residents I spoke to agreed and suggested that once Old Church Road is extended west through Airport Road, and 70M to 80M to Ivan Avenue, simply stop it there. Make it a dead end. But at the same time allow access to the retail (Howards, Subway ect) on the south side of the Old Church Road extension and allow access to future retail that will eventually be developed in the currently vacant fields on the north side of the Old Church extension. With this suggested improvement, the problem with the Old Church Road extension at Airport Road is resolved as is the access to retail (and future retail development) access.

Councillors Innis and DeBoer understand the proposed solution and the residents are clearly in favour of this small change. It makes sense. It will work. And this is what the residents desire.

Thank you for your time and please feel free to contact me at your convenience should you wish to discuss further.

Thank you.

[redacted]

[redacted]

On Thu, Oct 15, 2020 at 8:12 AM Saddi, Asha <asha.saddi@peelregion.ca> wrote:

> [redacted]
>
> Further to Sonya's email below, a summary of the questions, comments and responses is available on the project website at: https://peelregion.ca/pw/transportation/construction/environmental-assessment/airport-road-caledon.asp
>
> If you have any questions or comments please do not hesitate to contact us again.

Regards,

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

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recipient or have received this e-mail in error, please notify the sender via return email and permanently delete all copies of
the email. Thank you.

[redacted]

Thank you for your message on Friday. I was away on Friday and apologize for the delay in my response.

The presentation slides are available at the following link: https://www.peelregion.ca/pw/transportation/construction/environmental-assessment/pdf/live-online-presentation.pdf.
A summary of all Questions and Answers (Q&As) received during the presentation will be posted to the Website: https://www.peelregion.ca/pw/transportation/construction/environmental-assessment/airport-road-caledon.asp.
By copy of this email, I kindly ask our Moderator (Asha Saddi) to let you know when the summary has been posted.
Best regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor

Brampton, ON L6T 4B9
905-791-7800 ext. 7801

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[redacted]

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Good morning Sonya,

Unfortunately I was up north on Wednesday evening and was not able to watch the live online info session as there was no wi-fi/data available. Is there a recording for this I can view? I looked on the Region's website and did not see anything?

[redacted]

[redacted]

> Thank you for contacting me. We have scheduled an online presentation this Wednesday at 6pm. A live link will be posted to the Project Website on Wednesday to join the presentation. You can also visit the Website to review information in advance and following the presentation until October 14:
>
> https://www.peelregion.ca/pw/transportation/construction/environmental-

assessment/airport-road-caledon.asp

I will follow-up to confirm you are on the mailing list to receive notices. The notice for the upcoming presentation is available on the website at https://www.peelregion.ca/pw/transportation/construction/environmental-assessment/_media/PIC-2-notice.pdf.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

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[redacted]

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[redacted]

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Hi Sonya,

Thank you for your response earlier this year. When I spoke to you in November you indicated that a traffic study had been conducted and that there were no market changes indicated to the traffic flow if old Church Road westbound was opened up onto Ivan Avenue.

Since your email in this starting sent to me February 19, 2020 has there been any further PIC's? I understand there is one this week on Tuesday? If so, I would like to participate if possible.

Thank you.
[redacted]

On Feb 19, 2020, at 2:25 PM, Bubas, Sonya <sonya.bubas@peelregion.ca> wrote:

[redacted]

The noise study is in progress and the results will be presented at the next PIC. We will keep you informed of the PIC date.

Thanks,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

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[redacted]

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Hi Sonya,

Thank you for your email.

Has the noise study been completed? If so can I attend the Region office and pick up a copy or can this be emailed to me?

When the date is known, please advise when the first PIC will take place.

[redacted]

[redacted]

On Tue, Jan 28, 2020 at 7:47 AM Bubas, Sonya <sonya.bubas@peelregion.ca> wrote:

[redacted]

Thank you for contacting me with your questions regarding Old Church and Airport Road.

In response to your questions:

- The options presented at the first Public Information Centre for the Old Church and Airport Road intersection are being assessed in detail.
- We are planning for a Public Information Centre in the coming months and will keep you informed of the date.
- We keep the Regional Councillors and Town Mayor informed of the EA. We also notify the Town Councillors of public meetings.
- The noise study is ongoing and the results will be presented at the next Public Information Centre. The noise report will be appended to the Environmental Study Report for public review at the conclusion of the EA Study.

I look forward to seeing you at the next Public Information Centre where members of the Project Team will be present to discuss the project. In the meantime, please feel free to contact me if you have any further questions.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

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[redacted]

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Hi Sonya,

On November 12, 2019 I attended the Region office planning department to make inquiries on the options the planning department is reviewing with respect to the intersection of Airport Road and Old Church Road, Caledon East. You and I also spoke November 20th. I have a few questions for you Sonya:

1. have the options changed since this attached document was created?
2. is there a public meeting in the near future?
3. are the Regional and Area Councillors (Jennifer Innis and Nick deBoer) as well as the Mayor aware of the attached options?
4. can I get a copy of the noise study that was conducted?

If there is any other information you can share, please let me know.

Cheers.

[redacted]

[redacted]

We acknowledge receipt of your completed Comment Sheet. If you have any further comments or questions, please do not hesitate to contact us again.

Regards,

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

-

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[redacted]

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Please see attached my feedback form

[redacted]



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Comment Sheet

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

PLEASE PRINT

Public Information Centre No.2
Wednesday, September 23, 2020

Name: [redacted]
Date:
E-mail:
Number & St
City
Postal Code

Comments:

TOO MUCH TRAFFIC / TRUCKS SHOULD BE ON HIO, NO GRAVEL TRUCKS, SPEEDING, NO DEVELAMETA DOWN TOWN, EMTEY LOT'S, WHEN ARE WE GOING TO SEE A PRIDE IN THE TOWN

Please send your comments by **Wednesday, October 14, 2020** to:

Asha Saddi, BA(Hons), PMP
Technical Analyst
Region of Peel
Tel: 905-791-7800 x7794
Email: asha.saddi@peelregion.ca

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

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The Region of Peel serves residents and businesses in Brampton, Caledon and Mississauga. Please call 905-791-7800 for service and information requests.

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2

Region of Peel @regionofpeel · 16h
Visit peelregion.ca/airport-road-ea for project updates & to participate as a member of our Community Working Group @johanna_downey @JenniInnis



3 2

Region of Peel @regionofpeel · 17h
watersmartirrigationprofessional.ca

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Project Information

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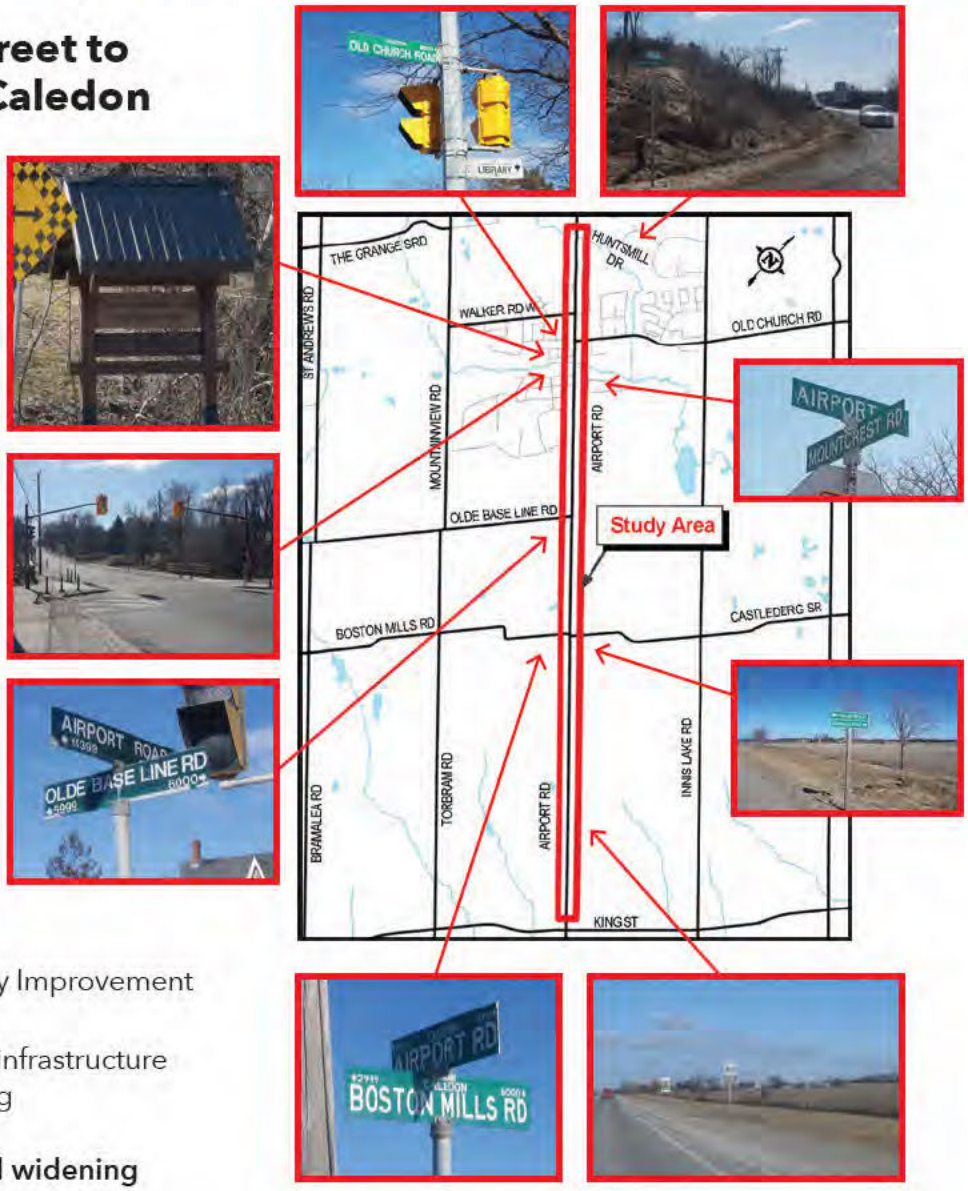
Environmental Assessment

April 2017

Airport Road from King Street to Huntsmill Drive, Town of Caledon

The Region of Peel has initiated a Schedule "C" Municipal Class Environmental Assessment for improvements to Airport Road from King Street to Huntsmill Drive.

Airport Road is a north-south arterial road under the jurisdiction of the Region of Peel and situated in the Town of Caledon.



What is this project about?

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

This project will not be considering road widening for additional traffic along Airport Road.

Thank you

To all residents who gave the Toronto and Region Conservation Authority (TRCA) permission to enter their property to gather data last year. The TRCA has been gathering important information on the existing natural environment to assist with the assessment and design of improvements along Airport Road. TRCA will be returning to the study area this Spring to collect further details.

A Community for Life

The Region of Peel is working with you to create a healthy, safe and connected community.

Living. Thriving. Leading.

Project Information

Region of Peel
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Environmental Assessment

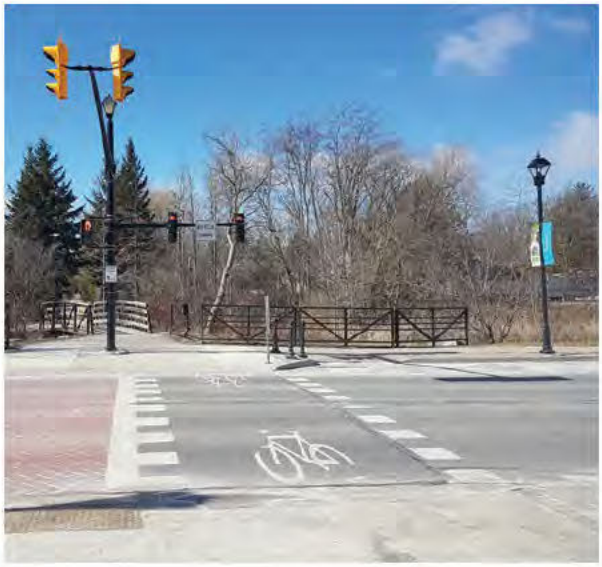






We want to hear from you

We are looking for community members that represent a broad section of interests, skills and knowledge within this study area to comprise a Community Working Group that will provide input in developing a solution for the study area. Contact Asha Saddi for more information on how to become a member of the Community Working Group (see contact information below).



Stay updated with us

- Newsletters
- Public Information Centres
- ***Coming Soon*** – Region of Peel project website for this study site
- ***Follow us*** on Twitter (@peelpublicworks) as we provide upcoming notifications of study events.

Look out for a Notice of Study Commencement which will be mailed to all property owners within the study area and advertised in the Caledon Enterprise. It will provide further details on this study and how you can participate as a Community Working Group member by providing your feedback.

Contact Us:

Sonya Bubas, MCIP, RPP
Project Manager
Region of Peel
10 Peel Centre Drive, Suite B
Brampton, ON L6T 4B9
Tel: 905-791-7800 ext. 7801
Email: sonya.bubas@peelregion.ca

Asha Saddi
Technical Analyst
Region of Peel
10 Peel Centre Drive, Suite B
Brampton, ON L6T 4B9
Tel: 905-791-7800 ext. 7794
Email: asha.saddi@peelregion.ca

TRA-0129 17/03

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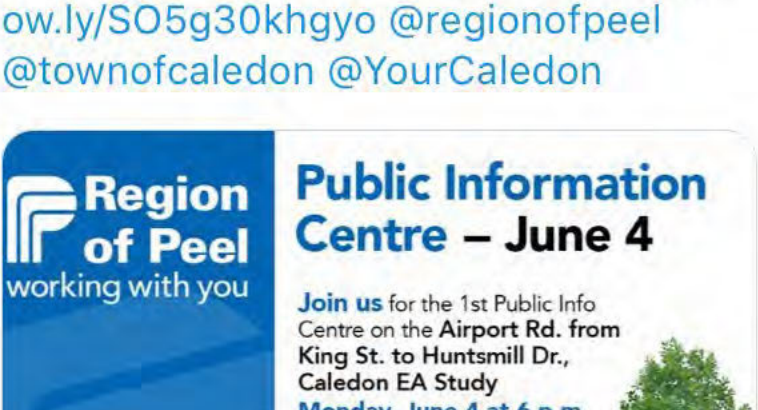
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peelregion.ca/pw

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JOIN US on Mon. June 4 for the 1st Public Info Centre on the Airport Rd. from King St. to Huntsmill Dr., Caledon EA Study. We welcome your participation! Doors open at 6 pm at Caledon East Community Centre Hall A ow.ly/SO5g30khgyo @regionofpeel @townofcaledon @YourCaledon



You Retweeted

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working with you

Public Information Centre – June 4

Reminder: The 1st Public Info Centre on the **Airport Rd. from King St. to Huntsmill Dr., Caledon EA Study** will be held **TONIGHT at 6 p.m.**

Join us to learn more about the opportunities and challenges within this corridor.

Caledon East Community Complex
Hall A, 6215 Old Church Rd.

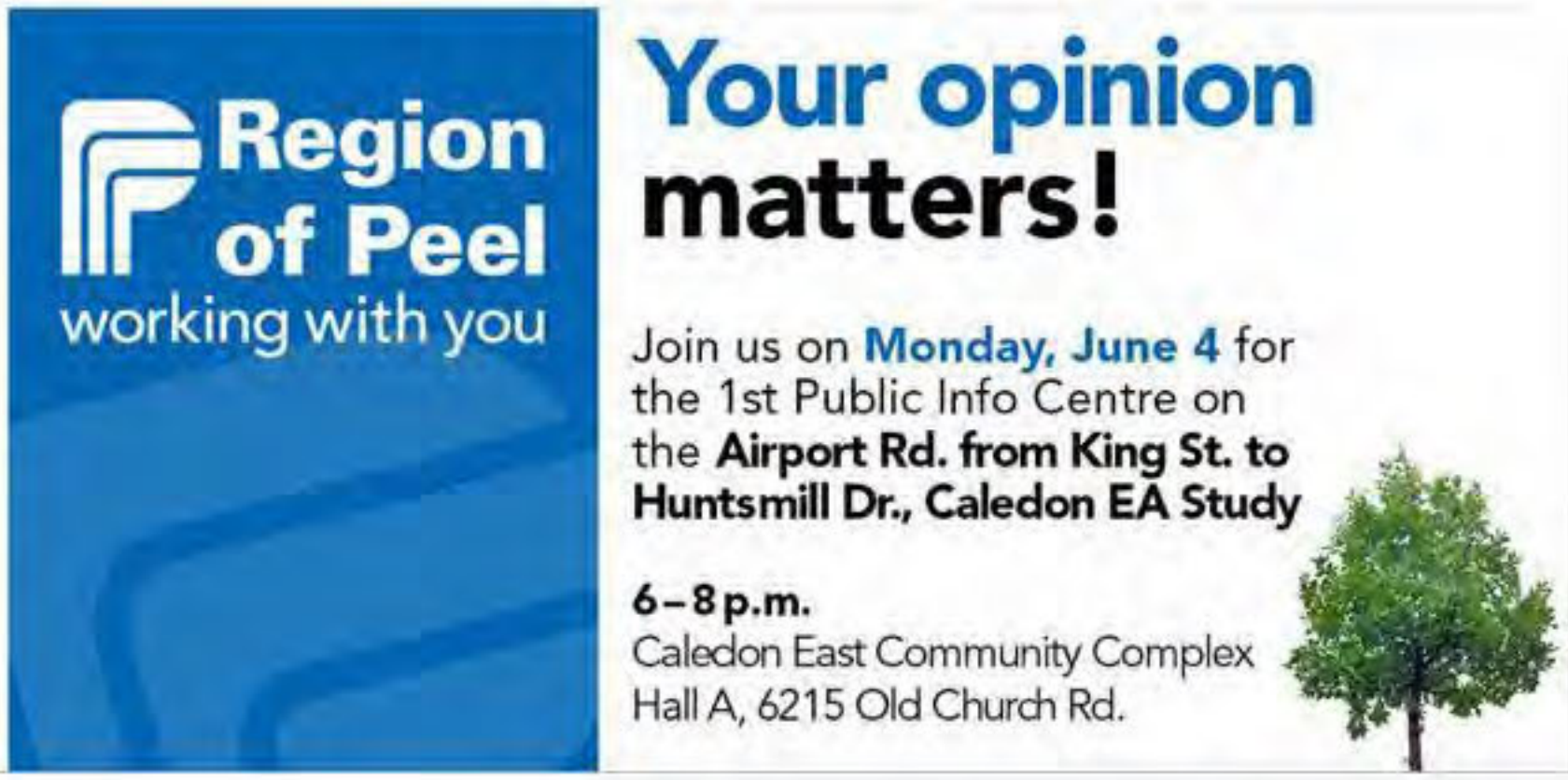


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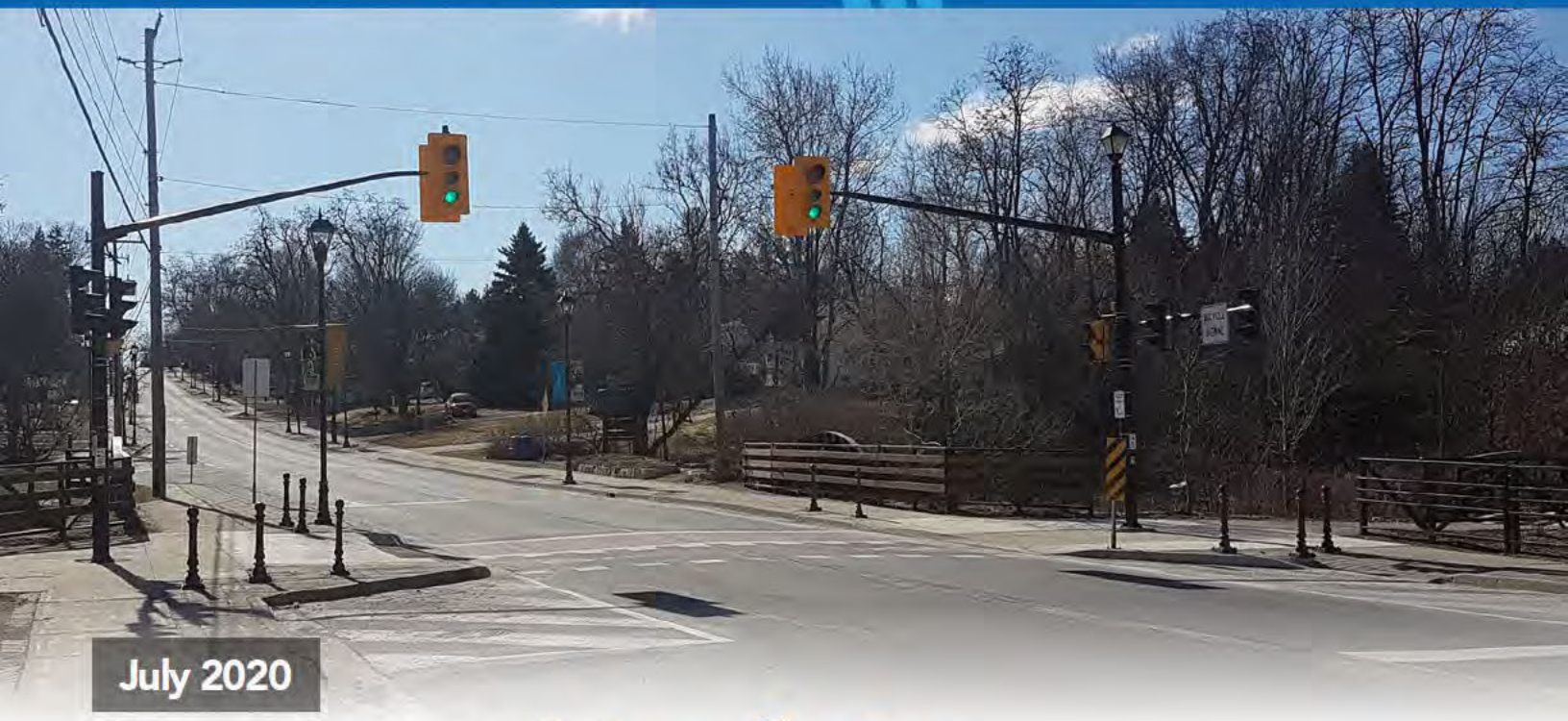
Your opinion matters! JOIN US on June 4 for the 1st Public Info Centre on the Airport Rd. from King St. to Huntsmill Dr., Caledon EA Study. 6 - 8 pm at Caledon East Community Complex Hall A ow.ly/yUUd30khfYX @yourcaledon @townofCaledon @regionofpeel



Add another Tweet

Public Notice

Region of Peel
working with you



July 2020

Project Update

Airport Road Environmental Assessment from 100m north of King Street to 300m north of Huntsmill Drive, Town of Caledon

What we've done so far

The project team has been completing the following technical and environmental studies:

- Natural Environment
- Stage 1 Archaeological Assessment
- Cultural and Built Heritage Assessment
- Drainage and Stormwater Management
- Noise Impact Assessment
- Air Quality Assessment
- Contamination Overview Study

We have also been consulting with technical agencies on the technical studies, as well as considering feedback received from agencies, Community Working Group and the public.

Community Involvement - Community Working Group (CWG)

- Our CWG members have had an important role on the EA and have been the link between the Project Team and the community.
- They have attended meetings involving in-depth discussions and the feedback received from members has been valuable to the project team.
- CWG members have helped identify opportunities and issues for the EA.
- We thank the CWG members for their participation and contributing their time to attend project meetings, including the Neighbourhood Walk in November 2018.

Public Notice

Region of Peel
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CWG neighbourhood walk

Study Timeline

- Notice of Commencement
- CWG Orientation
- Technical Advisory Committee (TAC) Meeting No. 1
- CWG Meeting
- Public Information Centre No. 1
- CWG Neighborhood Walk
- **We are here** — Completion of technical studies and preliminary assessment of alternative designs
- TAC Meeting No. 2
- CWG Feedback
- Public Information Centre No. 2
- Environmental Study Report

What's Next?

Due to the current COVID-19 conditions, the project team is planning to hold the second PIC online when the public will be able to call in to the session at a specified date and time. Participants will be able to ask questions or provide their comments to the project team members in an online format.

At PIC No. 2 the public will be able to review:

- CWG, Public and Agency feedback
- the findings of the technical studies and assessments
- the technical evaluation of alternative design concepts, and
- the preliminary preferred design concept.



Stay Tuned

More information on the second PIC will be provided nearer the time on the Region of Peel project website, in a mail out to all property owners within the study area as well as advertised in the Caledon Enterprise and Caledon Citizen.

Click to visit the project website

Contact Us

Sonya Bubas, MCIP, RPP
Project Manager
Region of Peel
10 Peel Centre Drive, Suite B
Brampton, ON L6T 4B9
Tel: **905-791-7800** ext. **7801**
sonya.bubas@peelregion.ca

Asha Saddi, BA (Hons), PMP
Technical Analyst
Region of Peel
10 Peel Centre Drive
Suite B
Brampton, ON L6T 4B9
asha.saddi@peelregion.ca

Construction statement regarding COVID-19

Critical infrastructure construction is an essential service. We're keeping employees, contractors and the community safe by complying with provincial guidelines, physical distancing, using personal protective equipment, and adjusting work schedules and shifts.

Follow Peel Public Works on Twitter for service updates and changes.

TPL-0250 2020/07/30



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@PeelPublicWorks

Check out the Airport Road EA Public Information Centre 2 online tomorrow from 6-8pm:
bddy.me/2ZWofEX

4:00 PM · Sep 22, 2020 · Salesforce - Social Studio



Peel Public Works
@PeelPublicWorks

Check out the Airport Road EA Public Information Centre 2 online tonight from 6-8pm: bddy.me/2FXPoAq

9:30 AM · Sep 23, 2020 · Salesforce - Social Studio

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Project Update

January 2021

The option to extend Old Church Road to Ivan Avenue has been re-evaluated based on consultation with the Public and Town of Caledon. New alternatives were considered in the EA evaluation and a new preliminary preferred plan was identified. Under the new plan, Old Church Road will not be connected at Ivan Avenue. The Town of Caledon will undertake a separate urban design review for the broader area. The Region will continue to work with the Town through this Review on possible future private access options at the intersection. Public consultation and heritage mitigation is included in the scope of this future urban design review.

We will be updating the EA documentation to explain that the ultimate solution for the west leg of the Airport Road and Old Church Road intersection is subject to the Town of Caledon Urban Design Review. We will also document that Old Church Road will not be connected at Ivan Avenue. We will keep you informed of next steps in the EA and look forward to hearing your thoughts throughout the process.

December 2020

Thank you for your comments on the Airport Road Class EA. The Project Team is currently examining the publicly suggested option of not connecting the Old Church Road extension at Ivan Avenue. Given the public interest, we are working with our Consultant and the Town of Caledon to assess and compare this option to the other alternatives considered. We will keep you informed of this review through future updates on this website, and we welcome your comments at any point during this EA process.

Public Correspondence

[redacted]

[redacted]

I received the following voice mail message today (recorded on Saturday). Could you update the mailing list with a note that explains this request? I could not understand [redacted] and forwarded her voice mail message to you to ask if you can hear it clearly – let me know. Thanks.

Saturday [September 26], 3:10pm
Received September 29, early am
[redacted]
This is not a big thing but it [could] maybe just save a dollar or two.
[redacted]
I received the public notice of Centre No 2, Airport Road from King Street to Huntsmill Drive.
I received it twice.
[redacted]
. If you could delete that one from your mailing list for this property and just leave the correct one, I would very much appreciate it.
Thank you very much."

Thanks,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

84BE9F13
[redacted]

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Call back to Residents and Business owners – October 13 [redacted]

[redacted]

The resident along Huntsmill drive requested a verbal description of the work that is proposed along the North limits of the corridor closest to their property. I've described the improvements such as fully paved shoulders, rumble strips, raised center median and a right turn lane. The resident provided no further questions or comments.

[redacted]

The business owner expressed concerns for the added lane on Olde Baseline Road and believes it would significantly increase the volume and speeds at which vehicles turning right which would impact the access of his property along Airport Road.

The Region's traffic operations team, design team, development team and active transportation team came together to discuss the concerns raised by the [redacted] The team reviewed the database and records to see the total number of 10 recorded collisions at the intersection from 2015 to 2019. All of the collisions were property damages or non-fatal injury.

Although the Region understands that the existing property may be constrained at its location, it is important that the vehicles leaving the property do not reverse out onto Airport Road. A three point turn performed within the property is strongly recommended to ensure drivers leaving the property can safely merge onto the Regional Road. Section 139 of the Highway Traffic Act states that the Right of Way on entering highway from a private road; the driver entering a highway shall yield to the right of way to all traffic approaching on the highway. The traffic department from the Region strongly discourages reversing onto a roadway such as Airport Road.

[redacted]

The business owner of [redacted] was inquiring on why their computer was not able to access the following site but their contacts were able to access the site. Unfortunately I was not able to provide any technical assistance but I checked the Region's Public Information Centre site with my private desktop and phone and both was functional at the time. The business owner stated that he would have to contact his IT staff or ask the contacts for a copy of the information offline. I mentioned that he is free to contact the Region again if the problem persisted and had not received any further calls since.

[redacted]

Dear Resident,
Thank you for your comments following PIC 2 for the Airport Road Environmental Assessment. Your comments were forwarded to the project team by Councillor Innis for consideration.

Following the public comments received, the project team is currently examining the option of not connecting the Old Church Road extension at Ivan Avenue. We are working with both our Consultant and the Town of Caledon to assess and compare this option to the other alternatives considered.

Last week we included a project update to our project website which can be viewed at: https://peelregion.ca/pw/transportation/construction/environmental-assessment/airport-road-caledon.asp

We will be in touch with you again in the New Year when we have examined this option and alternatives.

Regards,

Arthur Lee, P.Eng
Senior Designer
Infrastructure Programming and Studies, Transportation
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800, ext. 7872

[redacted]

[redacted]

I am writing to acknowledge receipt of your comments regarding the Airport Road Class EA. Your concerns regarding the left turn from Airport Road to Castlederg Side Road will be reviewed by the Project Team. We will keep you informed of future public meetings where you will have an opportunity to discuss your concerns with members of the Project Team.

Best regards,

Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies
Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca

ROP-email [redacted]

From: [redacted]

Thank you for the email regarding the environmental assessment to be conducted along Airport Road.

However, the issue that I have, as well as other Caledon East residents, is the dangerous driving conditions that exist with the increase in semi-trailer traffic and the lack of a left turning lane from Airport Road onto Castlederg.

There have been numerous occasions where a vehicle is making a left hand turn onto Castlederg only to have dump trucks and 18 wheelers barrelling down on them.

This is a situation that is getting worse with the increase in dwellings and also the projected housing development south of Foodland.

As a long time resident and taxing paying resident of the Peel Region, I would like to know what is going to be done in the interim to curtail this dangerous driving condition that exists along this road especially during the morning and evening rush hours.

[redacted]

Sent from my iPad

[redacted]

[redacted]

Attached for your information is the Notice of Study Commencement for the Airport Road Environmental Assessment and information on the Community Working Group. If you have any questions or concerns please do not hesitate to contact me.

Regards,

Asha Saddi
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca

<image003.jpg>

[redacted]

[redacted]

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

Ladies and Gentleman.
This study should embrace a wider horizon including diverting all through traffic around the community on bypass routes.
Traffic travelling through Caledon East has become far too great reaching levels seriously affecting the well being of those living in this pleasant small community.
It includes danger, noise, fumes, parking and as well as difficulty entering Airport Road from estates on either side.
The situation is almost unbearable.
A serious concern is that without a plan to combat such, Caledon East would become similar to the community of Caledon which has been decimated by the busy Hwy. 10.
Caledon is no longer a viable village, it is solely a collection of homes, with no center and no peace.
In conclusion divert traffic on a bye pass or, bye pass routes, around Caledon East, or suffer consequences later.
Sincerely.
[redacted]
PS.
I would expect that your planning departments have taken a serious look at Britain and Europe's towns and villages.
Most now with peaceful traffic free, pleasant pedestrianized areas where roads were once.
Time has come for us to consider similar, at least in ensuring that traffic be reduced to local residents and service only.
I note that those in planning in this instant, are from Brampton Peel, – oh dear.
Surely that does not bode well, for the beautiful, hilly, wooded, farming country township of Caledon?
I repeat, I reiterate, I emphasize! Time now to Take Action on behalf of the citizens of Caledon East.
PPS.
Dear [redacted] please forward as you see fit.
Thank you

[redacted]

[redacted]

Thank you for your message regarding the Environmental Assessment (EA) Study for Airport Road in Caledon. We invite you to visit the project website regularly for updates on the Study and opportunities for public input. The Study is in its early stages and we plan to host the first of two Public Information Centres (PICs) in early 2018. The first PIC will present information on transportation issues within the study area, and alternative planning solutions for the issues identified. We will add your contact information to the mailing list to receive notice of future public meetings.

Please feel free to contact me if you have any further questions or comments on this Study.

Best regards,

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

Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca

[redacted]

Hi Asha,
See response below for the Airport Rd EA (16-4360). The original message from [redacted] is attached, along with correspondence that led to this response.
Thanks,
Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies
Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca
ROP-email
[redacted]

[redacted]

Your message regarding the Airport Rd and Old Church Rd intersection was forwarded to me for consideration in an Environmental Assessment (EA) Study for improvements to Airport Rd. The Study will look at improvements for pedestrians along Airport Rd through Caledon East, including this intersection. Additional details regarding the EA Study are provided in the attached pamphlet.
Your suggestions for a crosswalk signal and better signage or additional traffic lights at the intersection will be reviewed during the EA Study. In the meantime, we can provide you with a summary of enhancements that have been made to the intersection over the last couple of years:

- Painted ladder crosswalks and longer pedestrian crossing time at the Airport Rd and Old Church Rd intersection,
- New set of "stop" and "watch for pedestrians" signs were replaced on the LCBO access. Additional set of "stop" and "watch for pedestrians" signs were installed on the left side of the access. Stop bar was painted on the LCBO driveway to enhance the stop condition at Airport Rd,
- "Pedestrian ahead" signs with "Seniors" tab were installed for three inbound lanes of the intersection at Airport Rd and Old Church Rd,
- Installed pedestrian railing to minimize the surprise factor and increase visibility of pedestrians walking out from the blind corner in front of cars exiting the driveway, and
- Pavement markings to remind drivers to "Look" for pedestrians when exiting the driveway and to "Caution" pedestrians of "Cars Existing" at the LCBO access.

Please let me know if you would like to be added to the mailing list for updates on the EA Study. Kindly reply with your mailing address if interested.

Feel free to contact me if you have any further questions or comments.
Best regards,
Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca
ROP-email


Intersection

Hi councillor, we'll follow-up

Sent from my iPhone

[redacted]

> Thank you [redacted] for forwarding your email to me. I will e sure that it gets sent to the appropriate staff at the Region of Peel. Over the years you may have noticed increased signage, pavement markings and pedestrian safety railings at the LCBO in an effort to make this intersection safer.
>
> The Region is currently conducting an Environmental Assessment Study along Airport Road through the Village of Caledon East. I will ensure that your comments and suggestions are included for consideration.
>
> Once again, thank you for your email.
>
> Best regards,
> [redacted]
>
> [redacted]
>
> *It's about people*
>
> [redacted]
>
> > [redacted]
> >
> > I thought I'd send along the correspondence below your way, since you are our Regional Councillor. I wasn't sure if my concern would get lost in the shuffle from the forward below to the Region of Peel. Hoping you might be able to help raise this issue regarding my concern

over the Airport Road/Old Church intersection.

[redacted]

---------- Forwarded message ---------

From: **Public Works**

[redacted]

Good day and thank you for contacting Infrastructure Services.

You're email has been forward to Region of Peel for their response, as Airport Rd is a Regional road.

If we can be of further help, please contact us at public.works@caledon.ca.

[redacted]

Good morning,
I was out for a walk with my family last night and as we were walking on the sidewalk right in

front of the LCBO on Airport Road in Caledon East, a car drove straight from Old Church into the LCBO parking lot. We were lucky that no one got hit but quickly realized that this happened because there is no walk/stop signal for pedestrians on the sidewalk. Is there any way you can install a crosswalk signal there? Many people, especially children don't necessarily realize it's an intersection when they are crossing, they treat it as a normal driveway.
It's a very confusing intersection, not just for pedestrians but also for cars coming out of the parking lot as a lot of people don't know when to proceed straight. If it's possible to have better signage or add lights to the East side that might help the confusion.
Thanks for your consideration,
[redacted]

Origin:
http://www.caledon.ca/en/townhall/roads.asp

This email was sent to you by [redacted] through http://www.caledon.ca/.

_____
__

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[redacted]

Subject: FW: Airport Rd and Old Church Rd Intersection

From: Bubas, Sonya <sonya.bubas@peelregion.ca>
Sent: August 18, 2017 4:34 PM
To: Saddi, Asha <asha.saddi@peelregion.ca>
Subject: FW: Airport Rd and Old Church Rd Intersection

Hi Asha – could you add [redacted] to our mailing list?

Thanks,

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

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

Region of Peel
working with you

[redacted] 18, 2017 4:16 PM
To: Bubas, Sonya
Subject: Re: Airport Rd and Old Church Rd Intersection

Thank you very much Sonya for getting back to me and providing the info. I'm relatively new to the area so that's helpful what you mention below. Yes that would be great if I can be added to the mailing list please.

Here is my info:
[redacted]

[redacted]

Have a nice weekend,
[redacted]

Sent from my Samsung device

-------- Original message --------
[redacted]>

[redacted]

Dear [redacted]

Your message regarding the Airport Rd and Old Church Rd intersection was forwarded to me for consideration in an Environmental Assessment (EA) Study for improvements to Airport Rd. The Study will look at improvements for pedestrians along Airport Rd through Caledon East, including this intersection. Additional details regarding the EA Study are provided in the attached pamphlet.

Your suggestions for a crosswalk signal and better signage or additional traffic lights at the intersection will be reviewed during the EA Study. In the meantime, we can provide you with a summary of enhancements that have been made to the intersection over the last couple of years:

- Painted ladder crosswalks and longer pedestrian crossing time at the Airport Rd and Old Church Rd intersection,
- New set of "stop" and "watch for pedestrians" signs were replaced on the LCBO access. Additional set of "stop" and "watch for pedestrians" signs were installed on the left side of the access. Stop bar was painted on the LCBO driveway to enhance the stop condition at Airport Rd,
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- Installed pedestrian railing to minimize the surprise factor and increase visibility of pedestrians walking out from the blind corner in front of cars exiting the driveway, and
- Pavement markings to remind drivers to "Look" for pedestrians when exiting the driveway and to "Caution" pedestrians of "Cars Existing" at the LCBO access.

Please let me know if you would like to be added to the mailing list for updates on the EA Study. Kindly reply with your mailing address if interested.

Feel free to contact me if you have any further questions or comments.

Best regards,

Sonya Bubas, MCIP, RPP

Project Manager

Transportation, Infrastructure Programming and Studies

Region of Peel

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

Brampton, ON L6T 4B9

Tel: 905-791-7800, ext. 7801

Toll Free: 1-888-919-7800

Email: sonya.bubas@peelregion.ca



[redacted]

Subject: FW: Airport Rd EA - Update

[redacted]

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

Hi Sonya,

I live on [redacted] and the traffic in front of my house is so rough and crazy, that adding two lanes there will be even more dangerous. I had a car lose control and come into my fence a few years ago. I have pictures of the incident. I would say...if you are having two lanes please do not go north of King road. It is dangerous for us and for our children.

Thanks.

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

FYI

Sent from my iPhone

Begin forwarded message:

From: "Avsec, Joe" <joe.avsec@peelregion.ca>

[redacted]

Hi councillor, we'll follow-up

Sent from my iPhone

[redacted]

Thank you [redacted] for forwarding your email to me. I will e sure that it gets sent to the appropriate staff at the Region of Peel. Over the years you may have noticed increased signage, pavement markings and pedestrian safety railings at the LCBO in an effort to make this intersection safer.

The Region is currently conducting an Environmental Assessment Study along Airport Road through the Village of Caledon East. I will ensure that your comments and suggestions are included for consideration.

Once again, thank you for your email.

Best regards,

[redacted]

[redacted]

It's about people

[redacted]

[redacted]

[redacted]

I thought I'd send along the correspondence below your way, since you are our Regional Councillor. I wasn't sure if my concern would get lost in the shuffle from the forward below to the Region of Peel. Hoping you might be able to help raise this issue regarding my concern over the Airport Road/Old Church intersection.

Thanks in advance,
[redacted]

---------- Forwarded message ----------
[redacted]

Good day and thank you for contacting Infrastructure Services.

You're email has been forward to Region of Peel for their response, as Airport Rd is a Regional road.

If we can be of further help, please contact us at public.works@caledon.ca.

With regards,
[redacted]

[redacted]

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

Good morning,
I was out for a walk with my family last night and as we were walking on the sidewalk right in front of the LCBO on Airport Road in Caledon East, a car drove straight from Old Church into the LCBO parking lot. We were lucky that no one got hit but quickly realized that this happened because there is no walk/stop signal for pedestrians on the sidewalk. Is there any way you can install a crosswalk signal there? Many people, especially children don't necessarily realize it's an intersection when they are crossing, they treat it as a normal driveway.
It's a very confusing intersection, not just for pedestrians but also

for cars coming out of the parking lot as a lot of people don't know when to proceed straight. If it's possible to have better signage or add lights to the East side that might help the confusion.
Thanks for your consideration,
[redacted]

Origin: http://www.caledon.ca/en/townhall/roads.asp

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[redacted]

Subject: FW: It's a given: HIGH SPEED TRAFFIC KILLS PEOPLE. MONO ROAD village needs its pedestrians, bicycles and school buses to be safe.

[redacted]

Your email was forwarded to me because I am currently working on an Environmental Assessment (EA) Study for improvements to Airport Road from King Street to Huntsmill Drive. The EA Study is looking at ways to encourage lower speeds through the Study corridor, such as reducing lane widths and adding roundabouts where feasible. We can add your contact information to our mailing list to receive future notices on the Study and opportunities to comment. In the meantime, feel free to visit the project website for background on the Study: https://peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

Region of Peel
working with you

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[redacted]>;

ZZG-PWCustomerService <zzg-pwcustomerservice@peelregion.ca>; Innis, Jennifer <jennifer.innis@caledon.ca>; Zare, [redacted]

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

Dear Mayor Thompson,

I have completed the Traffic Calming Request Form including many of the comments below. A similar form from my neighbours will follow asap. It's encouraging that the Town is focused on these challenging issues.

There are no unknowns about the consequences of high speed traffic. Our lives depend on the Town of Caledon taking action now to install **municipal speed limit camera(s)** both as a deterrent and visible evidence of the stunt driving and high speed trucks and motorcycles in the **Village of Mono Road**. To convict the careless drivers the Courts need the evidence of municipal speed limit camera(s), otherwise they get day parole after a couple of years in jail as a consequence of killing our citizens. Totally unconscionable.

Palgrave, a similar environment, has a multitude of deterrents to deal with the high speed traffic problem, none of which are installed in Mono Road Village.

In Palgrave there are:

1. Pedestrian X-walks that stops the traffic when pedestrians are ready to cross the road. (Vertical Centerlines).
   There's communication between the pedestrians and the traffic.
2. Sidewalks on both sides of the road, clearly separating the pedestrians from the traffic.
3. Right and left turn lanes to improve the traffic exiting the main highway.
4. Warnings re "COMMUNITY SAFETY ZONES FINES INCREASED". Our Village needs this
   designation.
5. Warning re "ROAD WATCH".
6. More than 6 signs indicating "MAXIMUM 50 KPH".
7. Signs indicating " 40 KM/h WHEN FLASHING" in the school areas. We have school buses stopping for children.
8. Warning " Your Speed ____ SLOW DOWN". (Speed Displays).
9. Warning "NO PASSING".
10. Warnings/Icon - "PEDESTRIANS AHEAD".

There are multiple times where the Palgrave traffic must communicate with the pedestrians to ensure their safety. In Mono Road village the High Speed Traffic has no time to communicate with pedestrians, or groups of bicycles or school buses.

The High speed traffic has no time to communicate with other traffic exiting and entering Airport Road in Mono Road village where there are 8 businesses, 5 of which serve the auto/truck industries.

The RED light in Mono Road village is RED for less than 25 seconds. Hardly a useful deterrent.

1. The Toronto Star reports that **42 pedestrians** in Toronto were killed in 2019, and that a Toronto road safety plan calls "**for lower speed limits**, comprehensive traffic enforcement and a provincial law to protect road users by enforcing serious consequences for drivers who kill pedestrians".

2. The Toronto Star reports also that " **Fifteen motorists, six motorcyclists and one cyclist** have also been killed on Toronto streets in 2019..... At least 25 of those pedestrians (some were never identified) were over the age of 60....."

4. The Toronto Star reports that "Friends and Families for Safe Streets" have commented that "comprehensive road redesign is needed, as well as **lower speed limits**. Measures such as narrowing lanes for motor vehicle traffic, adding traffic calming measures and putting physical protection between vehicles and vulnerable road users such as **pedestrians** would save lives".

5. The Toronto Star article "How not to hit a Pedestrian in Toronto", dated Dec. 17, 2019, describes a variety of distractions (phones, auto touch screens, making up for lost time, bad driving habits, **lack of communications** with the Pedestrians and Cyclists that does not end well.

6. The same Star report

(a) quotes [redacted] head of epidemiology at the U of T's Dalla Lana School of Public Health saying:

"Post-2012, you get a profound increase in fatalities" on Toronto streets; At the same time "police-issued tickets dropped like a rock."

(b) City data shows that collisions rose steadily in the past seven years, with 2018 marking the highest total since the early 2000s.

(c) Last year (2018) also saw the most **pedestrians and cyclists** killed in the city since at least 2005.

(d) Safety advocates who have for years pushed Toronto to be more aggressive in protecting pedestrians and cyclists, lobbying for changes including redesigned roads — a top priority — tougher laws and **more aggressive traffic enforcement**, are shocked by [redacted] findings.

I wrote to Ms. Zare at the Peel Region on June 12 last that the criteria that created a "Community Safety Zone" in Belfountain of similar size, but minor truck traffic, should be applicable also to Mono Road Village, if that is preliminary to getting municipal speed limit camera(s). The municipal speed limit cameras collect evidence 24/7 that is vital to our Court systems.

And the criteria that reduced the traffic speeds in the Grange equestrian neighbourhood to 30 km/h in proximity to horse riders should be applicable also to the pedestrians and school buses on Airport Road in Mono Road Village where there are no sidewalks, but lots of ditches.

The latest stunt driving occurred last Thursday, June 25, on Olde Baseline Road, half km west of Airport Road where I observed a tow truck driver and a Police Officer overseeing the removal a vehicle from our roads.

Thank you for your early attention to this matter.

Sincerely,

[redacted]

[redacted]

Subject: FW: Please do not make Ivan Avenue a thoroughfare!

[redacted]

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

Thank you [redacted] for your email regarding the Region of Peel's Environmental Assessment of Airport Road through the Village of Caledon East.

I greatly appreciate you taking the time to share your thoughts and concerns regarding the potential options for the Airport Road and Old Church Road Intersection and the subsequent impacts to the surrounding village as a result of these options. I have copied Ms. Sonya Bubas, Project Manager for this Project from the Region of Peel so that your input can be included in the study and so that you may get future notifications as this process moves forward.

Again, thank you for taking the time to share your thoughts and concerns.

Best regards,
[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

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

I am a resident of Caledon East and travel along Ivan Avenue, Oliver's Lane, Colleen Cres, Ella Crt, Parsons Ave, Emma St and Maple Ave.

I understand that the Region is making changes to Airport Road, and in particular the intersection at Old Church. I/we understand that this will make this intersection safer, which is good news. But I/we do not want this intersection to extend onto Ivan Avenue. There is no need for this. When that intersection at Airport Road is revamped, simply open it up to Ivan Avenue, but stop it there. Simply eliminate that access. It is not necessary. I am concerned that if you open Old Church onto Ivan Avenue, there will be increased traffic along these streets (in particular Ivan and Olivers) and that noise and traffic levels will increase. I am also very concerned the increased traffic will jeopardize the safety of the children who walk and bicycle along these streets. People will use this as a shortcut.

When the Walker's Road subdivision of over 200 homes are built, a traffic-controlled intersection at Airport Road may be a great idea. Please keep that in mind!

[redacted]

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[redacted]

Subject: FW: Planning lunacy.

[redacted]

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[redacted] for your email regarding the Region of Peel's Environmental Assessment of Airport Road through the Village of Caledon East.

I greatly appreciate you taking the time to share your thoughts and concerns regarding the potential options for the Airport Road and Old Church Road Intersection and the subsequent impacts to the surrounding village as a result of these options. I have copied Ms. Sonya Bubas, Project Manager for this Project from the Region of Peel so that your input can be included in the study and so that you may get future notifications as this process moves forward.

Again, thank you for taking the time to share your thoughts and concerns.

Best regards,
[redacted]

[redacted]

[redacted]

[redacted]

From: [redacted]
Sent: Wednesday, October 7, 2020 12:17 PM
To: Jennifer Innis <jennifer.innis@caledon.ca>
Subject: Planning lunacy.

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

[redacted]

Jennifer, I am one of the unfortunate residents of Ivan Avenue, [redacted] to be exact.
Some years ago I discussed this issue with the former councilor Mr. Richard Whitehead. The answer then, as now, is simple. Block off Ivan Avenue.
Running Church Street into Ivan is irresponsible, illogical, and represents clear and present danger to residents.
At present Ivan is a race track, to most drivers our stop signs do not exist. Recently I have noticed an increase in heavy truck traffic. If Peel gives West bound trucks the opportunity of a shortcut along Ivan, they will take it!
However, given Peel's track record I really do not hold out hope of common sense prevailing.
[redacted]

Sent from my iPhone
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[redacted]

Subject: FW: Proposed Airport Rd/Old Church Rd intersection plan

[redacted]

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Thank you [redacted] your email regarding the Region of Peel's Environmental Assessment of Airport Road through the Village of Caledon East.

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Again, thank you for taking the time to share your thoughts and concerns.

Best regards,
[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

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

I am a resident of Caledon East and live on Ivan Avenue.

I understand that the Region is making several changes to Airport Road, including the intersection at Old Church Rd. I am aware that this intersection currently presents safety challenges, and I welcome the Region's effort to make it safer. However, I strongly oppose to this intersection extending directly onto Ivan Avenue.

I was delighted when we found our home on Ivan Avenue a year ago – a perfect home in a quiet location, with local traffic only, where children can play and ride their bicycles safely. Or they can safely walk to school or a friend's house in the neighbourhood.

The currently favoured solution will make Ivan Ave, that is now nestled away from major roads, an extension of a major regional road (Old Church Rd). Noise and traffic levels will increase, safety will be impacted, and it will reduce the value of our home. It will change the whole neighbourhood's feel. Had we known this intersection was planned we would not have purchased our home.

There is no need to open Old Church Rd onto Ivan Ave. Local residents do not want or need this access. When the current intersection is revamped, Old Church Rd should simply end at Ivan Ave.

This solution both ensures this intersection's safety, access to the future development on the field north of the current LCBO, and at the same time does not compromise the safety and privacy of the residents of our neighbourhood (Ivan Avenue, Oliver's Lane, Colleen Crescent, Ella Court, Parsons Ave, Emma St and Maple Ave).

Kind regards,

[redacted]

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[redacted]

Subject: FW: Seniors Crossing Old Church and Airport

[redacted]

Hi Sonya,

FYR

Talked to [redacted]

He would like to be added in the contact/mailing list related to the EA project [redacted]

Thanks,

[redacted]

[redacted]

[redacted]

Called [redacted] on April 28, 2017 at 8:53am and left a voice message acknowledging him that his requests and concerns will be reviewed as part of the EA.

We will include him on the mailing list for any updates or status of the project.

[redacted]

[redacted]

[redacted]

Hi Sonya,

I think this concern should be review as part of Airport Road EA.

Regards,

[redacted]

[redacted]

[redacted]

Hi Denise,

I think you're mostly involved in this area, Can you handle the below. Please acknowledge the inquiry.

Thanks DAJ

Kind Regards,

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

I spoke to [redacted] from Caledon East [redacted] in response to the concern brought to our attention from Mayor Thompson and he feels that there should be an additional signal of some sort along the corridor in Caledon East to accommodate the traffic from the future subdivisions that are being built, slow down the traffic that is currently not adhering to the speed limits and create a safer crossing area for the Seniors group that he belongs to. They don't feel safe when crossing at Old Church and Airport Road as it currently sits. He states that it is like taking their life in their hands.

If you could have one of your staff complete speed and signal warrant studies on Airport Road south and north of Old Church Road. Can you see if there is a possibility for a pedestrian signal similar to the trail crossing that is already implemented or full signals along that stretch. The three subdivisions he is concerned with are the two on Old Church Road and the one on Walkers Road. He and the members of his seniors group feel the traffic generated from those subdivisions will increase the danger for the seniors in the area.

Thanks,

[redacted]

[redacted]

Hi [redacted]
Can you follow up as per the email below.

Thanks

[redacted]

10 Peel Centre Drive
Suite B, 4th Floor
Brampton, Ontario
L6T 4B9

[redacted]

[redacted]

[redacted]

[redacted] this is in respect to crossing time per my discussion with the Mayor a couple weeks ago. [redacted]

[redacted] no surprises if it is not already there

[redacted]

Hi [redacted]

The Seniors are:

[redacted]

Thanks, [redacted]

[redacted]

[redacted]

Sent from my iPhone

[redacted]

[redacted]

Hi Mayor Thompson,

Were you able to find the contact we could reach out to

thanks

[redacted]

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[redacted]

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[redacted]

[redacted]

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I greatly appreciate you taking the time to share your thoughts and concerns regarding the potential options for the Airport Road and Old Church Road Intersection and the subsequent impacts to the surrounding village as a result of these options. I have copied Ms. Sonya Bubas, Project Manager for this Project from the Region of Peel so that your input can be included in the study and so that you may get future notifications as this process moves forward.

Again, thank you for taking the time to share your thoughts and concerns.

Best regards,
[redacted]

[redacted]

[redacted]

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you recognize the [redacted]

Our family have been residents of Caledon East since 2005 and live at [redacted] and our children attend [redacted]

I understand that the Region is making changes to the intersection at Airport Road and Old Church with the intention to make it safer, which is great.
What I do not understand is why extending Old Church Road to Ivan Avenue as a thoroughfare is being considered as an option.

Once the intersection is revamped and traffic lights have been put in for all ways, why would you flow traffic into a subdivision off of a regional road? Why would you change a driveway into a road. Why would the town offer a short cut for traffic where there are families who regularly walk these roads with their children and pets and to access the trail system.

Children walk and bicycle to school on these roads as there are no sidewalks. We have been complaining for years about the excessive speeding on Oliver's Lane that currently happens and have never been given speed humps.

The study says that opening it up should not affect traffic flow significantly, well I feel that any increase is too much of an increase for the residents in this subdivision.
We moved to Caledon East for the quiet small-town charm which is going away with every housing development created and now we are being potentially exposed to more traffic on our residential street. I do not understand why a new route is being offered for traffic flow unless the town is trying to encourage traffic through our subdivision.

The new Walker's Road subdivision will have over 200 homes built, this means 200-400 cars will have another access route to go through our neighbourhood. I completely understand that people can still go through the neighbourhood using Parsons Avenue, but why give the convenience of coming directly off Old Church Road to cut through - I can see no value to our residents.

The study is to create a safer intersection at Old Chuch and Airport Road but it is sacrificing the safety of the residents who walk the roads on Ivan Avenue and Oliver's Lane.
Our family is 100% opposed to this decision.

If you would like to discuss further I can be reached at the number below.

Thank you for your support on this matter.

[redacted]



****
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If you or your employer do not consent to Internet e-mail for messages of this kind, please advise the sender.
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[redacted]

[redacted]

[redacted]

[redacted]

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Again, thank you for taking the time to share your thoughts and concerns.

Best regards,

[redacted]

[redacted]

[redacted]

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[redacted]

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Our family is 100% opposed to this decision.

If you would like to discuss further I can be reached at the number below.

Thank you for your support on this matter.

[redacted]



****
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[redacted]

[redacted]

Thank you for your interest in the Class EA Study on Airport Road in Caledon. The Project Team will review your comments during the EA and add your contact information to the mailing list to receive future updates on the Study. We will also consider your message as an Expression of Interest to participate on the Community Working Group.

Please feel free to contact me if you have any further questions or comments on the Study.

Best regards,

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

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

<image001.gif>

[redacted]

Dear Project Team,

I'm a long term resident of Caledon East and live in proximity to Airport Road. I am very interested in participating in this Class EA. Please add me to the project mailing list and keep me posted on progress. I have over 30 years experience in municipal engineering (development and transportation) and would be happy to participate on the Community Working Group.

Generally, I'm certainly very supportive of the introduction of walking and cycling facilities on Airport Road together with the southerly extension of the urbanized road cross-section to Old Base Line. I'm also supportive of the application of practical traffic calming measures.

These improvements should be completed in conjunction with the planned residential development on the east of Airport Road.

I am, however, strongly opposed to capacity improvements (i.e., additional through lanes and right turn lanes at intersections) along Airport Road north of Old Base Line as it will make it more attractive as a truck route, promote higher speeds, increase noise, increase the risk of vehicle/pedestrian conflicts, and significantly impact the social, natural and cultural environments within the village. I'd be happy to discuss these issues/concerns with you further through the process of the EA and CWG.

Thanks, and I look forward to participating in this important study.

Regards,



[redacted]

Kelly (Ashwantie) Maraj, CAP, OM
Administrative Assistant to the Manager
Infrastructure Programming & Studies
Transportation
[redacted]

[redacted]

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Thanks!
[redacted]

Sent from my iPhone

On Sep 22, 2020, at 11:05 AM, Maraj, Kelly <ashwantiekelly.maraj@peelregion.ca> wrote:

> Hello[redacted]
>
> A link to the live event will be available on the project website from 12 noon on September 23. You can access the project website via: https://peelregion.ca/pw/transportation/construction/environmental-assessment/airport-road-caledon.asp where you will also find PIC 2 materials that you can review beforehand, and, provide your feedback by completing the Comment Sheet and survey.
>
> Thank you
>
> **Kelly (Ashwantie) Maraj, CAP, OM**
> Administrative Assistant to the Manager
> Infrastructure Programming & Studies
> Transportation
> <image001.jpg>

[redacted]

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

Thanks for your email. I'm not seeing the link info for the online meeting. Sorry if I missed it but could you send it to me?
Thanks
[redacted]

Sent from my iPhone

On Sep 22, 2020, at 9:49 AM, Maraj, Kelly <ashwantiekelly.maraj@peelregion.ca> wrote:

> Good morning
>
> Please find attached Notice of Public Information Centre (PIC) No. 2 for the Environmental Assessment (EA) on Airport Road from King Street to Huntsmill Drive. The PIC is being held as a live online event on Wednesday, September 23 from 6-8pm. The attached notice provides additional information on how you can provide your input and how you will be able to join the live event.
>
> We look forward to meeting with you online on September 23.
>
> **Sonya Bubas, MCIP, RPP**
> Project Manager
> Infrastructure Programming & Studies
> Region of Peel
> 10 Peel Centre Dr., Suite B, 4th Floor
> Brampton, ON L6T 4B9
>
> **Kelly (Ashwantie) Maraj, CAP, OM**
> Administrative Assistant to the Manager
> Infrastructure Programming & Studies
> Transportation
> <image001.jpg>

<Notice of PIC 2 - Airport Road EA.pdf>

[redacted]

Thank you for your email and your interest in joining the September 23 live event. A link to the live event will be available on the project website from 12 noon on September 23. You can access the project website via: https://peelregion.ca/pw/transportation/construction/environmental-assessment/airport-road-caledon.asp where you will also find PIC2 materials that you can review beforehand, and, provide your feedback by completing the Comment Sheet and survey.

We look forward to you joining us online for PIC2 on Wednesday, September 23 at 6p.m.

Regards,

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

-

WWY logo [redacted]

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[redacted]

Good morning thanks for the information but I have looked through the document and am unable to find the number or what to click to join the on line presentation for September 23.

Thanks.

[redacted]

Get Outlook for iOS

[redacted]

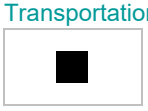
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We look forward to meeting with you online on September 23.

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9

Kelly (Ashwantie) Maraj, CAP, OM
Administrative Assistant to the Manager
Infrastructure Programming & Studies
Transportation



[redacted]

Dear Resident,
Thank you for your comments following PIC 2 for the Airport Road Environmental Assessment.

Following the public comments received, the project team is currently examining the option of not connecting the Old Church Road extension at Ivan Avenue. We are working with both our Consultant and the Town of Caledon to assess and compare this option to the other alternatives considered.

Last week we included a project update to our project website which can be viewed at: https://peelregion.ca/pw/transportation/construction/environmental-assessment/airport-road-caledon.asp

We will be in touch with you again in the New Year when we have examined this option and alternatives.

Regards,

Arthur Lee, P.Eng
Senior Designer
Infrastructure Programming and Studies, Transportation
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800, ext. 7872

[redacted]

[redacted]

[redacted]

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I am a resident of Caledon East and travel along Ivan Avenue, Oliver's Lane, Colleen Cres, Ella Crt, Parsons Ave, Emma St and Maple Ave.

I understand that the Region is making changes to Airport Road, and in particular the intersection at Old Church. I/we understand that this will make this intersection safer, which is good news. But we do not want this intersection to extend onto Ivan Avenue. There is no need for this. When that intersection at Airport Road is revamped, run Old Church Road W/B up to Ivan Avenue, but stop it there. Eliminate that access to Ivan Avenue. It is not necessary.

I am concerned that if you open Old Church onto Ivan Avenue, there will be increased traffic along these quiet residential streets and that noise and traffic levels will increase. I am also very concerned the increased traffic will jeopardize the safety of the children who walk and bicycle along these streets. People will use this as a shortcut. The value of our homes will be negatively impacted.

When the Walker's Road subdivision of over 200 homes are built, a traffic-controlled intersection at Airport Road may be a great idea. Please keep that in mind!

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[redacted]

[redacted]

[redacted]

As discussed on the phone this morning, below is a link to the Agendas of previous Council meetings. The Report you may find of interest is under section 8.4 of the June 23, 2016 agenda linked below:
http://www.peelregion.ca/council/agendas/2016/2016-06-23-rc-agenda.pdf
Upon review, you will note that the Study concluded that building a by-pass for Caledon East is not reasonable at this time and that there isn't another existing N-S alternate route that could be used. It also determined that with some intersection improvements, Airport Road from King Street to Caledon East does not need widening to 4/5 lanes as we have planned for the section to the south, from Mayfield Rd to King St.
The Feasibility Study you recently received a notice about will look at the needs of the corridor and will include:

- Intersection improvements for all intersections within the corridor (roundabout feasibility for Boston Mills-Castlederg, Olde Base Line Rd, Cranston, and/or Huntsmill)
- Traffic calming in the village of Caledon East
- Improvements to active transportation infrastructure with a mind to support the recently completed Community Improvement Plan for Caledon East:
    - 'connect' the village of Mono Road with the village of Caledon East
    - fill existing 'gaps' within Caledon East (west side of Airport Rd between Cranston Dr and the entrance to the Public School comes to mind)
- Roadway stormwater/drainage improvements at areas identified with issues
- Coordination with a Study to review what improvements would be required to use Olde Base Line Rd from Airport Rd to Hwy 10 as an alternative route for trucks travelling north-west as recommended in the CE By-Pass Study (pending approval of 2017 Capital Budget)

Hope you find this helpful. I look forward to continuing to communicate thougout the project (that officially kicks off in 2017).
Thanks,

[redacted]

[redacted]

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[redacted]

[redacted]

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Hello,
I am a resident of Caledon East (Ella Court) and have seen the amount of traffic increase to a almost regional road amount of cars when 25 years ago you would be surprised if you heard a car go by after 10pm.
I understand the Region is making changes to Airport Road and in particular the intersection at Old Church. We understand that this will make the intersection safer, but we DO NOT want this intersection to extend onto Ivan Ave. There is no need for this. When that intersection at Airport Road is revamped, please simply open it up to Ivan Ave, but STOP it there! The town must eliminate that access.
I walk my dog in my neighborhood and my Mother is at an advanced age. As it is, as mentioned, the amount of traffic is already at a high level. There is a stop sign at Colleen and the cars fly by so fast after that (if they stop at all) that they actually have to put on their breaks for the curve at the LCBO driveway. You do NOT have to put your breaks on if you are going 40 kms. Many times a week I actually yell at drivers to slow down.
I am very concerned that if you open Old Church onto Ivan, there will be increased traffic in our neighborhood that will jeopardize the safety of the residents and families and children that walk and ride their bikes along these streets.
Also, when the Walker's Road subdivision of over 200 homes are built, I see this as becoming even more of a risk.
Thanks for the opportunity to voice my opinion.
Sincerely,
[redacted]

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[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

Thank you [redacted] for your email regarding the Region of Peel's Environmental Assessment of Airport Road through the Village of Caledon East.

I greatly appreciate you taking the time to share your thoughts and concerns regarding the potential options for the Airport Road and Old Church Road Intersection and the subsequent impacts to the surrounding village as a result of these options. I have copied Ms. Sonya Bubas, Project Manager for this Project from the Region of Peel so that your input can be included in the study and so that you may get future notifications as this process moves forward.

Again, thank you for taking the time to share your thoughts and concerns.

Best regards,

[redacted]

[redacted]

[redacted]

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I am a resident of Caledon East and travel along Ivan Avenue, Oliver's Lane, Colleen Cres, Ella Crt, Parsons Ave, Emma St and Maple Ave.
I understand that the Region is making changes to Airport Road, and in particular the intersection at Old Church. I/we understand that this will make this intersection safer, which is good news. But I/we do not want this intersection to extend onto Ivan Avenue. There is no need for this. When that intersection at Airport Road is revamped, simply open it up to Ivan Avenue, but stop it there. Simply eliminate that access. It is not necessary.
I am concerned that if you open Old Church onto Ivan Avenue, there will be increased traffic along these streets (in particular Ivan and Olivers) and that noise and traffic levels will increase. I am also very concerned the increased traffic will jeopardize the safety of the children who walk and bicycle along these streets. People will use this as a shortcut.
When the Walker's Road subdivision of over 200 homes are built, a traffic-controlled intersection at Airport Road may be a great idea. Please keep that in mind!

Thank you,

[redacted]

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[redacted]

[redacted]

[redacted]

[redacted]

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[redacted]

Thanks for taking the time to listen to our neighbourhood residents, and [redacted] for engaging everyone.
I love to see area residents engaged, as this is what defines a community, and makes this town different from others.

I concur with [redacted] safety concerns if Old Church Road were to be extended to Ivan Avenue.

Old Church Extension to Ivan:

I have heard the Regions explanation at the CWG meetings, and the Public Information Sessions for making this a through street.
The Region advised by new signage, and urban landscape design they would make the extension not appear to be a continuation of a Regional Road.
They also advised that they didn't believe that this would be a short cut to the Castles Development as Walkers Road would be more direct.
Even the slightest increase in traffic would cause increased risk to the area residents, and to area children.
The bend in the road just North of Parsons Ave. is hazardous, particularly in the winter time, with the current lighting as [redacted] explained in a previous email.
The addition of sidewalks would minimize this risk, but the addition of an extended Road will add to it.
Only residents who drive, walk, and bike on this Road would understand this.

Addition of Controlled Lights at Airport Road and Walkers Road:

Both [redacted] accident in 2003, and [redacted] accident in 2012 could have been prevented if both involved drivers were driving the speed limit. It is a major contributing factor in most fatalities.
The intersection at Walkers Road, and Airport Road is still a major concern to me if no traffic lights are installed.

The benefits of having a controlled intersection would be as follows:

- It would cause traffic to slow down prior to entering the core of the town. Transitioning from rural to urban roads.
- It would make a safer crossing with the new designated cross walks.
- It would allow bikers to cross the Road, as Walkers is now a designated bike route
- It would allow residents to exit safely onto Airport Road, as Parsons Avenue has become undesirable. (due to increased traffic congestion, and parked cars and trucks obstructing view)
- With two new southbound turn lanes being installed at the intersection this intersection has become more fluid, but more dangerous for pedestrians. ([redacted] can explain this)

I know [redacted] you have lobbied for this, and I applaud you. I also hear you pushed for the start of the project to commence at the north of the project which is the smartest plan of action.

Its amazing how quickly lights can be installed for the Amazon plant in Bolton. I know business drives the economy, but in my opinion the safety concerns expressed by most residents in Caledon East should be a priority. I was a bit disillusioned by the process, but through [redacted] efforts, and [redacted], and [redacted] your engagement I am very optimistic now. The Region overall has done a great job in planning, they just need a push(big big push) to the finish line with a few tweeks.

Respectfully Submitted

[redacted]

On Monday, October 5, 2020, 07:57:43 PM GMT-4, [redacted]

Good evening neighbours,

Many of you may already know that the Region of Peel will eventually be moving/demolishing the LCBO in Caledon East. It will likely stay in Caledon East, but just not at its current location. Once the LCBO is moved, the Region is also indicating their preference to redesign the intersection of Old Church Road westbound at Airport Road. This preferred design, with Old Church running westbound through the LCBO (once it is removed/demolished), is straight onto Ivan Avenue. See the Region's drawing attached below.

Although this may "clean up" the intersection of Airport Rd at Old Church, is it necessary. Are you opposed to opening up a Regional Road at Ivan Avenue? Do you want to see increased traffic flow through this quiet neighborhood? Will the children who walk these streets (Ivan Avenue, Oliver's Lane, Colleen Crescent, Ella Court, Parsons Ave, Emma St and Maple Ave) still be safe to walk/bike along Ivan Avenue and to the north end of Olivers Lane? What happens when the new Walker's Road subdivision gets completed and the new traffic from 200+ homes flows along and down Ivan Avenue as a shortcut to Airport Road (instead of Walkers to Airport)?

Our Regional Councillor Jennifer Innis (ward 3 and 4) and Area Councillor Nick DeBoer (ward 3 and 4) are cc'd on this email. I spoke to them and they really WANT to hear from you!

I am sending this email and information to those who may live or have family along the following streets in downtown Caledon East - Ivan Avenue, Oliver's Lane, Colleen Cres, Ella Crt, Parsons Ave, Emma St and Maple Ave. If you like, please forward to anyone you know that may want to have their voice heard. The deadline for feedback to your Councillors who will then forward to the Region of Peel is **the week of October 14th.**

If you are in favor of blocking off Ivan Avenue in the next few years when the Airport Road corridor gets updated, simply cut/paste the information below, and send a quick email to Jennifer Innis and Nick DeBoer. We really don't need a Regional Road running through and onto a quiet neighborhood.

Our Councillors were both kind enough to speak with me this afternoon in a video call and are anxiously awaiting feedback from their ward 3 and 4 residents!

To make it easy, just cut/paste the following or use it as a sample of what they require, but feel free to change/add whatever you like:

I am a resident of Caledon East and travel along Ivan Avenue, Oliver's Lane, Colleen Cres, Ella Crt, Parsons Ave, Emma St and Maple Ave.
I understand that the Region is making changes to Airport Road, and in particular the intersection at Old Church. I/we understand that this will make this intersection safer, which is good news. But I/we do not want this intersection to extend onto Ivan Avenue. There is no need for this. When that intersection at Airport Road is revamped, simply open it up to Ivan Avenue, but stop it there. Simply eliminate that access. It is not necessary. I am concerned that if you open Old Church onto Ivan Avenue, there will be increased traffic along these streets (in particular Ivan and Olivers) and that noise and traffic levels will increase. I am also very concerned the increased traffic will jeopardize the safety of the children who walk and bicycle along these streets. People will use this as a shortcut.
When the Walker's Road subdivision of over 200 homes are built, a traffic-controlled intersection at Airport Road may be a great idea. Please keep that in mind!

There you go folks. I have attached the above sample email below in a word document for those who prefer. Please see the attachments. You don't need to cc me, but feel free to reach out to me via email or call me anytime. **But you really do need to email your Councillors! Just cut/paste and take 5 minutes out of your busy schedules to send them an email. They want to hear from you!**

Thank you.

[redacted]

[redacted].

[redacted]

[redacted]

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[redacted]

[redacted]

As you've noted, in the last Airport Rd EA (Mayfield to King), roundabouts were recommended at Airport/King and at Airport/Old School-Healy intersections. That project is now in the 'Detailed Design' phase and Peel is working with the GTA West team at MTO to ensure the Airport/Old School-Healy roundabout will work with the highway.

The link below will take you to the more recent Airport Road EA (north of King Street to Huntsmill Drive). You will note in the materials that there is a roundabout recommended for Airport Rd/Boston Mills-Castlederg and at Airport/Cranston Drive. As per Region policy, any intersection that warrants signalization is considered for a roundabout. Airport/Olde Base Line Rd was reviewed but due to various reasons, described in the materials below, will not be a roundabout.

https://peelregion.ca/pw/transportation/construction/environmental-assessment/airport-road-caledon.asp

Hope you find this helpful. Let me know if you have any additional questions.

Thanks,

[redacted]

[redacted]

[redacted]

[redacted]

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Dear Sir,

I checked this old study, https://www.peelregion.ca/pw/transportation/environ-assess/pdf/ApendixD.pdf re the Old School Road roundabout south of Sandhill, but could not find a link to the proposed roundabout for Mono Road village at Olde Base Line Road and Airport Road. Please advise if there are any particulars online.

Has the Old School roundabout been updated in view of the proposed 413 east-west corridor proposed nearby?

Thank you for your assistance in this matter.

Sincerely,

[redacted]

[redacted]

Subject: FW: Environmental Assessment - Airport Road, Caledon East

[redacted]

Web Form Title :: Project Manager

[redacted]

[redacted]

Hi there,
I am interested in receiving an update re: the subject environmental assessment.
Can someone please forward to me additional information including as regards opportunities for public consultation?
Thank you.

[redacted]

[redacted]

It is the Region of Peel's policy to reply to e-mails within two working days.

For assistance, please contact the webmaster@peelregion.ca

:: NOTE ABOUT CONTACT INFORMATION ::
Contact information can be forged. There is no way to accurately verify a person's name and email address on the Internet.

[redacted] [redacted] M

[redacted]

[redacted]

[redacted]

Web Form Title :: Project Manager

[redacted]

[redacted]

Can you please put me on the notification list for any and all meetings, notices, information, or other related to this project/file/ea?

[redacted]

It is the Region of Peel's policy to reply to e-mails within two working days.

For assistance, please contact the webmaster@peelregion.ca

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[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

Web Form Title :: Project Manager

This email was sent by the following person. Please reply to them:

[redacted]

Hi there,
I am interested in receiving an update re: the subject environmental assessment.
Can someone please forward to me additional information including as regards opportunities for public consultation?
Thank you.
[redacted]

It is the Region of Peel's policy to reply to e-mails within two working days.

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[redacted]

[redacted]

Thank you for your comments regarding the Airport Road Class Environmental Assessment (EA) in Caledon. Your concerns for a possible roundabout and driveway access at Huntsmill Drive will be reviewed by the Project Team during the EA study. We will keep you informed of the Study and future opportunities for input.

Please feel free to contact me if you have any further comments or questions.

Best regards,

Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca

ROP-email [redacted]

[redacted]

Web Form Title :: Infrastructure Programming

This email was sent by the following person. Please reply to them:

[redacted]

Our driveway is directly across from Huntsmill Drive and I heard that a roundabout is possible, my concern is access to our drive because people coming south my not anticipate us going 3/4 of the way around and therefore they my not slow down enough as rhey should at a yield.

It is the Region of Peel's policy to reply to e-mails within two working days.

For assistance, please contact the webmaster@peelregion.ca

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[redacted]

Hi Asha,

I received a call from [redacted] who lives within proximity to Airport Road and Old Church Road in Caledon. She received the Notice of Study Commencement for our EA on Airport Rd. She asked about what is considered in terms of the "Environment". I generally explained the EA process and indicated that it would consider impacts on the natural, social and economic environment. She noted the study area includes farmers, landowners, property for future industrial use, businesses and a small community; with varied interests and concerns. She plans to submit her comments using the form provided with the Notice.

Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca

ROP-email
[redacted]

[redacted]

Hi Asha,

I received a call from [redacted] this afternoon regarding the Notice of Study Commencement on Airport Road (16-4360). She called to ask about the Community Working Group. I explained that she could complete and return the form if she was interested in participating as a member of the CWG. She indicated that she was not interested in participating on the CWG but would be interested in the public meeting. I offered to take her contact information to ensure she was on the mailing list to receive future notices. She indicated that her father received the notice and she was comfortable that he was already on our mailing list. She did not provide her contact information so I suggested she have a look at the website in the Notice for updates and could call me if she had questions. The number on the call display was [redacted]

Thanks,

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

10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca

ROP-email [redacted]

[redacted]

Subject: FW: Airport Road Class EA Study

[redacted]

[redacted]

Further to our telephone conversation, the following link provides background information to the Class Environmental Assessment Study for Airport Road between King Street and Huntsmill Drive:

http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm

Please feel free to contact me if you have any questions.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

Region of Peel
working with you

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[redacted]

[redacted]

Attachments: image001.gif
NOC - Airport Rd - King St to Huntsmill Dr. FINAL.pdf

[redacted]

Your voicemail to [redacted] regarding a Notice on Airport Road was forwarded to me. Your message indicated that you recently received a Notice regarding a 5-lane widening on Airport Road and wish to receive the Notice by email. The Region of Peel has two projects on Airport Road in Caledon. I offer information on both projects to help determine which Notice you may have received:

(1) The Region completed an Environmental Assessment (EA) in 2015 for improvements to Airport Road from 1 kilometre north of Mayfield Road to 0.6 kilometre north of King Street. The EA recommended widening of Airport Road to 2 lanes in each direction, with a continuous centre left turning lane. Details regarding the recommended plan are available at https://www.peelregion.ca/pw/transportation/environ-assess/airport-road-ea.htm

(2) The Region issued a Notice of Study Commencement on September 7 for an EA on Airport Road from 100m north of King Street to 300m north of Huntsmill Drive. This Study is in the early stages of an EA and has not progressed to a stage with recommendations. The Notice for this Study is attached.

Feel free to contact me if you have any questions regarding the above projects.

Best regards,

Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca

ROP-email
[redacted]

[redacted]

Attachments: [redacted]
image001.png
image002.png

[redacted]

I reviewed your message of November 10 with the Project Team and can offer some clarification regarding the proposed improvements between King Street and Castlederg Side Road.

The proposed plan would maintain the existing number of lanes on Airport Road (one northbound and one southbound) from north of King Street to Castlederg Side Road. The existing gravel shoulders would be upgraded to paved shoulders through this section.

The proposed improvements would tie into the future two-lane roundabout at King Street. The roundabout at King Street was recommended in a separate EA study for Airport Road between King Street and Mayfield Road. Together, the future roundabout at King Street and the proposed roundabout at Boston Mills/Castlederg Side Road is expected to bring speed reduction benefits for both northbound and southbound traffic along Airport Road.

If you have any questions or further comments, please feel free to reply or contact me at 905-791-7800 extension 7801.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

84BE9F13
[redacted]

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[redacted]

[redacted]

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Hi Sonya,

I live on Airport Road between [redacted] and the traffic in front of my house is so rough and crazy, that adding two lanes there will be even more dangerous. I had a car lose control and come into my fence a few years ago. I have pictures of the incident. I would say...if you are having two lanes please do not go north of King road. It is dangerous for us and for our children.

Thanks.

[redacted]

Question	Response
Could there be a All Way Stop where the proposed extension of Old Church meets Ivan?	The Region of Peel has looked at this as a two way stop with the Old Church Road extension. The Project Team can take this back to the study and look at an all way stop.
Will you place calming measures on Ivan to mitigate possible increase in traffic?	No traffic calming measure have been recommended on Ivan Avenue. The study looked at travel times and determined that using Ivan Avenue would be longer than using Walker Road. The potential design could help to ensure that traffic is calm and not encouraging speed through the area with the road curvature and the stop sign at Ivan Avenue.
Sounds like Walker Road traffic is acceptable to you. Even with the changes made (e.g. 40 km signage) the western part of Walker is busy and speeders are evident still.	The traffic on Walker Road and Ivan Avenue is a concern and consideration of this study, although potential speeding along Walker Road has not been looked at in the study. The Project Team can forward this comment to the Town.
Isn't the issue regarding the ability to develop the properties north of the LCBO important to understand? Your picture implies there is a turn into those properties. Why would the Town of Caledon not participate with your EA?	The Town of Caledon has been part of the EA consultation process and the Town is on the technical advisory committee. The team is cognisant that the proposed design and improvements should fit with the village and Caledon East feel. The Project Team can take the question regarding potential development of the properties to the north back to the Town to confirm understanding of the land use for those properties.
Why move more traffic through a highly residential street...Ivan Ave?	Since Ivan Avenue is expected to be a slower route for through traffic compared to Walker Road. Any significant cut through traffic is not foreseen using Ivan Avenue with the Old Church Road extension. However, current neighbourhood traffic would use it to access the Old Church Road extension and the new developments along the road. The traffic would be of the existing residents.
What is gained by routing this traffic through Ivan Ave?	The trade-offs and the benefits of the extension were presented and the Project Team are still taking comments on this. The main benefits are it addresses the safety concern of the existing access, provides opportunity for access to adjacent properties and provides an egress onto Airport Road from the community to the west that is protected.
Can you add another opportunity for Public Consultation with the Region & Town specifically on the proposal for the LCBO Building?	The Region has noted this comment for consideration.
Will you place limitation on truck traffic on Ivan Ave as there are many children playing/cycling in this area, and no sidewalks? This area has been nestled away from the traffic, and this would change the feel of the neighbourhood, and decrease property values.	Ivan Avenue would remain a Town of Caledon road and trucks are not allowed on Town roads unless they have a destination on the address, so there should be no increase in truck traffic on the road.
If the main concern for the Old Church/Airport Road is safety, why not relocate the LCBO from this area and close the road to create a T intersection?	This was considered as part of the close driveway alternative. It was determined the other benefits of the preferred alternatives helped push it forward. The alternative to close the access would limit the development potential and access safety of the property itself and the properties to the north.
It is extremely dangerous. I can elaborate. Ivan should not be the solution.	Noted.
How will the speed on Ivan Ave be controlled once it's opened up as there is already a speeding issue that isn't being addressed now. Is there possibility of speed bumps?	Speed bumps were not considered on Ivan Avenue due to the limits of the environmental assessment and Ivan Avenue is not a Regional Road. The potential curvature of the Old Church Road extension and stop sign at Ivan Avenue could help to encourage slower speed through the area. The possibility of implementing speed bump may be something for the Town of Caledon to consider especially if speeding issues currently exist along Ivan Avenue.
I don't agree with his response to Ivan Ave. Already being used as a cut through to Walker Road.	Noted.

I am concerned about the added traffic on Ivan Ave. and the impact it would have on children and families in the area.	As part of the transportation study, the Project Team looked at the potential for additional traffic on Ivan Avenue. The road extension would provide an access to the vacant properties on Airport Road and that access would generate traffic that would use the extension of Old Church Road to access Airport Road, and potentially there could be some neighbourhood traffic that drive to those properties. The neighbourhood to the west of Airport Road would likely use this access. This has been considered as a positive in that the neighbourhood to the west would have a signalized access to Airport Road, including Emma and Parsons Avenue residents who can have difficulty in entering Airport Road, particularly with future traffic growth when left turns onto Airport Road can become busy. Having a signalized access would give a protected movement. This would be existing and not new traffic that would use this road extension. Another concern by the public that has been heard and that has been looked at by the team is the potential for cut through traffic. The neighbourhood to the west of Ivan Avenue does not provide a through route. Walker Road provides more of a through route function access to Mountainview. Completed travel time analysis for the fastest travel route for traffic from Mountainview or from the new development along [Walker] Road towards Airport Road and south towards Brampton, determined that Walker Road and Airport Road would continue to be a shorter travel time or faster than traffic short cutting through Ivan Avenue. There are several stop signs along Ivan Avenue and the shown road extension is proposed as a T-intersection with a stop sign. The finding is that as it is going to be a longer travel time to use the proposed extension to connect to Ivan Avenue compared to staying on Walker Road, the potential for short cutting traffic is quite low.
Was an option considered to remove or relocate the building and simply end Old Church at Airport as a 3-way intersection?	This relates to the options of closing the access which were evaluated. Closing the access would make the development less desirable from a commercial perspective. It would bring traffic to the back from Ivan Avenue and has some economic impacts. Other factors included adjacent properties would no longer have access to the Old Church Road extension. The proposed new access could bring traffic from those developments to the Old Church Road extension instead of directly onto Airport Road and would have some economic benefits. The “Close Access” options were not preferred.

[redacted]

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Thank you [redacted] for your email regarding the Region of Peel's Environmental Assessment of Airport Road through the Village of Caledon East.

I greatly appreciate you taking the time to share your thoughts and concerns regarding the potential options for the Airport Road and Old Church Road Intersection and the subsequent impacts to the surrounding village as a result of these options. I have copied Ms. Sonya Bubas, Project Manager for this Project from the Region of Peel so that your input can be included in the study and so that you may get future notifications as this process moves forward.

Again, thank you for taking the time to share your thoughts and concerns.

Best regards,
Jennifer

Jennifer Innis
Regional Councillor Wards 3/4
Town of Caledon

[redacted]

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Jennifer, I am one of the unfortunate residents of Ivan Avenue, [redacted] to be exact.
Some years ago I discussed this issue with the former councilor Mr. Richard Whitehead. The answer then, as now, is simple. Block off Ivan Avenue.
Running Church Street into Ivan is irresponsible, illogical, and represents clear and present danger to residents.
At present Ivan is a race track, to most drivers our stop signs do not exist. Recently I have noticed an increase in heavy truck traffic. If Peel gives West bound trucks the opportunity of a shortcut along Ivan, they will take it!
However, given Peel's track record I really do not hold out hope of common sense prevailing.
[redacted]

Sent from my iPhone

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[redacted]

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Again, thank you for taking the time to share your thoughts and concerns.

Best regards,
[redacted]

[redacted]

[redacted]

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I am a resident of Caledon East and travel along Ivan Avenue, Oliver's Lane, Colleen Cres, Ella Crt, Parsons Ave, Emma St and Maple Ave.
I understand that the Region is making changes to Airport Road, and in particular the intersection at Old Church. I/we understand that this will make this intersection safer, which is good news. But I/we do not want this intersection to extend onto Ivan Avenue. There is no need for this. When that intersection at Airport Road is revamped, simply open it up to Ivan Avenue, but stop it there. Simply eliminate that access. It is not necessary. I am concerned that if you open Old Church onto Ivan Avenue, there will be increased traffic along these streets (in particular Ivan and Olivers) and that noise and traffic levels will increase. I am also very concerned the increased traffic will jeopardize the safety of the children who walk and bicycle

along these streets. People will use this as a shortcut.
When the Walker's Road subdivision of over 200 homes are built, a traffic-controlled intersection at Airport Road may be a great idea. Please keep that in mind!

Thank you,

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[redacted]

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Thank you [redacted] for your email regarding the Region of Peel's Environmental Assessment of Airport Road through the Village of Caledon East.

I greatly appreciate you taking the time to share your thoughts and concerns regarding the potential options for the Airport Road and Old Church Road Intersection and the subsequent impacts to the surrounding village as a result of these options. I have copied Ms. Sonya Bubas, Project Manager for this Project from the Region of Peel so that your input can be included in the study and so that you may get future notifications as this process moves forward.

Again, thank you for taking the time to share your thoughts and concerns.

Best regards,
[redacted]

[redacted]

[redacted]

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

I am a resident of Caledon East and live on Ivan Avenue.

I understand that the Region is making several changes to Airport Road, including the intersection at Old Church Rd. I am aware that this intersection currently presents safety challenges, and I welcome the Region's effort to make it safer. However, I strongly oppose to this intersection extending directly onto Ivan Avenue.

I was delighted when we found our home on Ivan Avenue a year ago – a perfect home in a quiet location, with local traffic only, where children can play and ride their bicycles safely. Or they can safely walk to school or a friend's house in the neighbourhood.

The currently favoured solution will make Ivan Ave, that is now nestled away from major roads, an extension of a major regional road (Old Church Rd). Noise and traffic levels will increase, safety will

be impacted, and it will reduce the value of our home. It will change the whole neighbourhood's feel. Had we known this intersection was planned we would not have purchased our home.

There is no need to open Old Church Rd onto Ivan Ave. Local residents do not want or need this access. When the current intersection is revamped, Old Church Rd should simply end at Ivan Ave.

This solution both ensures this intersection's safety, access to the future development on the field north of the current LCBO, and at the same time does not compromise the safety and privacy of the residents of our neighbourhood (Ivan Avenue, Oliver's Lane, Colleen Crescent, Ella Court, Parsons Ave, Emma St and Maple Ave).

Kind regards,

[redacted]

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[redacted]

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Again, thank you for taking the time to share your thoughts and concerns.

Best regards,
[redacted]

[redacted]

[redacted]

[redacted] or open attachments unless you recognize the sender and know the contents to be safe.

Hello Counsellors,

I wanted to email you both to express sincere concerns on the proposed changes for Caledon East, specifically the extension of Old Church toward Ivan Ave. Being a resident of Caledon East, living in these streets - I strongly feel this is going to be a major disruption to the lives of the street residents of Ivan Avenue, Parsons Ave, Oliver's Lane, Colleen Cres, Ella Court, Emma St, and Maple Ave.

Currently, these streets make a quiet, friendly, minimal traffic neighborhood. Extension of Old Church to come through the current LCBO parking lot towards Ivan Avenue is not something the residents here want. There are several safety and noise issues with this. Residents include young children, teenagers, and elderly. Children play on the streets; including teens and adults riding bikes and doing other activities like basketball/skating/hockey; several elderly walk the streets on a daily basis. Residents use Oliver's Lane and Emma to access the trails. Having more cars on these roads will be a major

hinderance and diminish these activities and make them unsafe.

These streets are tucked aside from airport road - and opening up the street this way is going to disrupt that - creating more noise and traffic. Moreover, the benefit of traffic coming on Ivan Ave is not there. The traffic has nowhere to exit except towards walker road , walker road is already attached to airport road. Hence, another reason, this extension towards Ivan Ave makes no sense.

There is more construction happening on Walker Road with new build homes - If anything - city needs to review perhaps walker road to have more lanes to alleviate traffic burden or to improve intersection of Airport Road and Walker Road. This is just a suggestion - I'm sure more study would be required to see even if this is a good idea.

As a resident here, I strongly oppose this extension towards our streets. If the city must move the LCBO, (which I think is unnecessary as well - given its in the perfect town location - boosting other businesses around it as people go to the LCBO and neighboring spots while they are there) then add a wall/fence before any traffic hits Ivan Avenue. Please DONOT extend towards our streets.

Sincere thank you for considering our concerns

[redacted]

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[redacted]

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Again, thank you for taking the time to share your thoughts and concerns.

Best regards,
[redacted]

[redacted]

[redacted]

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[redacted]

Please see my attached letter regarding the study being conducted for Airport Road .

Have a Good and Safe Day.

Regards,

[redacted]



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[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

Hi,

Not sure about any changes in the posted speed limits but that will be reviewed and confirmed through the EA.
I will add your email address to our contact list for the study if you would like.

Thanks,
[redacted]

Please forgive any typos. Sent from my iPhone

[redacted]

> Thanks [redacted] the quick reply and the "heads up" on the roundabout. The subdivision is proposing a local road connection at Cranston. The second and only other connection will be another local road just south of the commercial plaza north of Cranston on the east side.
>
> I assume that probably means that the posted speed limit on Airport Road will probably drop to 50 from the current 60 north of the roundabout?
>
> [redacted]

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Thank you.

****

[redacted]

[redacted]

The EA has not officially commenced yet, we are just in the process of doing the survey work and collecting some existing condition information. It is anticipated that we will send out a Notice of Commencement early 2017.

I can tell you that we will be investigating converting the existing three-legged intersection at Cranston to a roundabout. This is being considered for the sake of traffic movement through the corridor as well as traffic calming through the village. Traffic calming has already been identified as a priority by residents and the Town of Caledon in our pre-consultation work. It is likely the EA will take 2-3 years to complete and approve then the project will move into the detailed design and construction stage.

Hope this helps. Let me know if you have any further questions.

Thanks,
[redacted]

Please forgive any typos. Sent from my iPhone

[redacted]

[redacted]

I understand that you are the PM for the subject corridor study.

I represent the [redacted] who are planning an approximate 430 unit subdivision in south Caledon East on the east side of Airport Road (at Cranston). I have been asked to conduct the required traffic study for the development. Can you tell me what stage you are at in your study?

Do you have any idea at this time what geometric changes may occur?

[redacted]

[redacted]

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[redacted]

All we ask is that are concerns and comments are taken seriously. I hope due to us be the only driveway that it does not effect the choices
As far as I understand the Region is trying to control speeds, control truck movement all in front of our driveway. When actually history of accidents is about a mile to 2 miles north of Huntsmill.

Regards

[redacted]

Sent from my iPad

On Oct 15, 2020, at 12:24 PM, Saddi, Asha <asha.saddi@peelregion.ca> wrote:

[redacted]

Thank you for your email and attached Comment Sheet. The project team will consider your comments and get back to you. In the meantime, if you have any other comments or questions please do not hesitate to contact me.

Regards

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

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From: [redacted]
Sent: [redacted]
To: Saddi, Asha <asha.saddi@peelregion.ca>; Maraj, Kelly <ashwantickelly.maraj@peelregion.ca>
Subject: Fwd: Airport Road EA - Notice of PIC 2

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[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

Good morning,

Please find attached Notice of Public Information Centre (PIC) No. 2 for the Environmental Assessment (EA) on Airport Road from King St. west to Huntsmill Drive. The PIC is being held as a live online event on Wednesday, September 23 from 6-8pm. The attached notice provides additional information on how you can provide your input and how you will be able to join the live event.

We look forward to meeting with you online on September 23.

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9

Kelly (Ashwanticke) Maraj, CAP, ON
Admin and Executive Assistant to the Manager
Infrastructure Programming & Studies
T [redacted]

<Airport Road EA - Notice of PIC 2.pdf>

[redacted]

[redacted]

A link to the live event will be available on the project website from 12 noon on September 23. You can access the project website via: https://peelregion.ca/pw/transportation/construction/environmental-assessment/airport-road-caledon.asp where you will also find PIC 2 materials that you can review beforehand, and, provide your feedback by completing the Comment Sheet and survey.

Thank you

Kelly (Ashwantie) Maraj, CAP, OM
Administrative Assistant to the Manager
Infrastructure Programming & Studies
Transportation
[redacted]

[redacted]

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Thanks for your email. I'm not seeing the link info for the online meeting. Sorry if I missed it but could you send it to me?
Thanks
[redacted]

Sent from my iPhone

On Sep 22, 2020, at 9:49 AM, Maraj, Kelly <ashwantiekelly.maraj@peelregion.ca> wrote:

> Good morning
>
> Please find attached Notice of Public Information Centre (PIC) No. 2 for the Environmental Assessment (EA) on Airport Road from King Street to Huntsmill Drive.

The PIC is being held as a live online event on Wednesday, September 23 from 6-8pm. The attached notice provides additional information on how you can provide your input and how you will be able to join the live event.

We look forward to meeting with you online on September 23.

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9

Kelly (Ashwantie) Maraj, CAP, OM
Administrative Assistant to the Manager
Infrastructure Programming & Studies
Transportation
<image001.jpg>

<Notice of PIC 2 - Airport Road EA.pdf>

[redacted]

The Environmental Study Report will be completed after the Project Team has reviewed all Public comments received during the current Public Information Centre. Review materials for the Public Information Centre are available on the Project Website for Public review and comment until October 14.

Subject to the Public comments received, we anticipate having a Report ready for Public review in Winter 2020/2021. The Region plans to implement road improvements through Caledon East from Castlederg / Boston Mills Side Road to Huntsmill Drive in 2024, with the remainder of the corridor improvements in 2026. However, this timing is subject to completion of the Environmental Assessment Study and annual approval of the Region's Capital Program.

Please feel free to contact me if you have any further questions.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

84BE9F13
[redacted]

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[redacted]

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Good afternoon,

We are reaching out to confirm a few items regarding the above-noted study, as we are local stakeholders in the area:

- When will the Environmental Study Report be completed for the public's review?
- When does the Region plan to implement these road improvements?

We appreciate your timely assistance on this matter.

Regards,



From: [redacted]

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Thanks again, Asha.

[redacted]

[redacted]

This is to confirm that your email address [redacted] has been replaced with [redacted] for future project mailings.

Regards,

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

-

WWY logo [redacted]

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From: [redacted]

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Thanks, Asha.

Can you actually remove my email but add [redacted] instead?

Regards,

[redacted]

[redacted]

Hi [redacted]
Your email address is added to our mailing list and you will receive the notice at this email address.
The project website is also available at:
https://peelregion.ca/pw/transportation/construction/environmental-assessment/airport-road-caledon.asp

Regards,

Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies

Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Asha.Saddi@peelregion.ca



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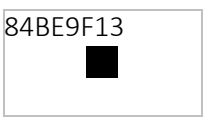
[redacted]y

Hi [redacted],

By copy of this email, I kindly ask Asha to confirm if you have been added to the mailing list to receive notice when the Environmental Study Report is available for public review. This notice will also be posted to the project website and so you may wish to visit the website periodically for updates.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801



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[redacted]>

[redacted]

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Hi Sonya,

Is there a way to subscribe to update regarding the EA for Airport Road? As discussed, a Report is planned for the public review in Winter 2020/2021.

Regards,

[redacted]

[redacted]

Hi [redacted]

The Environmental Study Report will be completed after the Project Team has reviewed all Public comments received during the current Public Information Centre. Review materials for the Public Information Centre are available on the Project Website for Public review and comment until October 14.

Subject to the Public comments received, we anticipate having a Report ready for Public review in Winter 2020/2021. The Region plans to implement road improvements through Caledon East from Castlederg / Boston Mills Side Road to Huntsmill Drive in 2024, with the remainder of the corridor improvements in 2026. However, this timing is subject to completion of the Environmental Assessment Study and annual approval of the Region's Capital Program.

Please feel free to contact me if you have any further questions.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
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[redacted]

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- When will the Environmental Study Report be completed for the public's review?
- When does the Region plan to implement these road improvements?

We appreciate your timely assistance on this matter.

Regards,

[redacted]

[redacted]

Thank you ... I saw :)

Sent from my iPhone

On Jun 5, 2018, at 9:50 AM, Saddi, Asha <asha.saddi@peelregion.ca> wrote:

> Good Morning[redacted]
> Thank you for attending the Public Information Centre (PIC) for the Airport Road Environmental Assessment yesterday evening.
> Attached is the link to the project website where you'll find the PIC boards and the online Comment Form.
>
> http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm
>
> Please let me know if you have any problems with accessing the website.
>
> Regards,
>
> ***Asha Saddi, BA(Hons), PMP***
> ***Technical Analyst, Infrastructure Programming & Studies***
> ***Transportation Division***
> ***Public Works, Region of Peel***
> ***Tel: 905-791-7800 x7794***
> ***Fax: 905-791-1442***
> ***Asha.Saddi@peelregion.ca***
>
> <image002.jpg>

[redacted]

Hello [redacted]

Thank you for your email. The PIC2 materials are available on the project website at:
https://peelregion.ca/pw/transportation/construction/environmental-assessment/airport-road-caledon.asp
where you will find:

- A summary of community input received
- Summary of technical study findings
- Details on the Olde Base Line Road feasibility study
- The preliminary assessment of alternative design concepts, and,
- The preliminary preferred design

A Comment Sheet and Survey is also available for you to provide your input and feedback. Please note that the link to the September 23 live PIC2 will be available on the project website from 12 noon on September 23.

Thanks,

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

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-----Original Message-----
From: [redacted]

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Please send me the report because the link in the Caledon Citizen does not work.
Thank you
[redacted]

Sent from my iPad

[redacted]

[redacted]

Thank you for your email regarding the Class EA study on Airport Road in Caledon. We anticipate that the study will take approximately two years to complete. The Notice of Study Commencement was issued on September 7, 2017 and study completion is planned for 2019 (the Environmental Study Report is currently scheduled for public review by November, 2019). This timeline is subject to the EA process and public consultation. As part of the EA process, we will be consulting with the Community Working Group and the Public at Public Information Centres. We plan to present the study's progress or findings during meetings with the Working Group and the Public. We will keep you informed of future public meetings and let you know when the Working Group membership has been determined.

Best regards,

Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca

ROP-email [redacted]

[redacted]

Good Morning Asha

The transportation issues along this stretch of Airport Road have been an interest to me for several years and I am encouraged that such a study is proceeding.

Would you answer a couple of questions for me please.

What is the anticipated timeline for the process? Start? Finish? Report?

Will the Advisory Committee have full access to the data that has been gathered to date on traffic and useage patterns as well as projections on future growth?

Thank you. I hope to be given the opportunity to participate and will be following the process with interest

[redacted]

[redacted]

Thank you for your email regarding the Class EA study on Airport Road in Caledon. We anticipate that the study will take approximately two years to complete. The Notice of Study Commencement was issued on September 7, 2017 and study completion is planned for 2019 (the Environmental Study Report is currently scheduled for public review by November, 2019). This timeline is subject to the EA process and public consultation. As part of the EA process, we will be consulting with the Community Working Group and the Public at Public Information Centres. We plan to present the study's progress or findings during meetings with the Working Group and the Public. We will keep you informed of future public meetings and let you know when the Working Group membership has been determined.

Best regards,

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

Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca

ROP-email
[redacted]

[redacted]

[redacted]

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[redacted]

I am encouraged that you are seriously considering the residents' desire not to connect Old Church Road to Ivan. While my preference is to have that access closed completely, I realize that can't be done until the LCBO moves (or the land to the north is developed.) In the interim I recommend that the entrance to the LCBO parking lot be made "Enter Only" with the exit being via Ivan to Parsons (or to Oliver's Lane, for locals).
Exiting from the LCBO onto or across Airport Road is very dangerous, as sightlines are so restricted and the right of way is confusing.

Best regards,
[redacted]

[redacted]

[redacted]

[redacted]

Thank you for your email. It may be helpful to you to attend our second Public Information Center (PIC) for the Airport Road EA. This will be a live event and is being held tomorrow evening from 6-8pm. The project team will be going through the work completed so far on the EA and you will have an opportunity to ask questions online.

The PIC2 materials can also be reviewed on the project website at:
https://peelregion.ca/pw/transportation/construction/environmental-assessment/airport-road-caledon.asp
where you will find:

- A summary of community input received
- Summary of technical study findings
- Details on the Olde Base Line Road feasibility study
- The preliminary assessment of alternative design concepts, and,
- The preliminary preferred design

A Comment Sheet and Survey is also available for you to provide your input and feedback. Please note that the link to the September 23 live PIC2 will be available on the project website from 12 noon on September 23.

Regards,

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

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[redacted]

[redacted]

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Hello

[redacted] would like to know more about you plans at the intersecrion of cranston drive and airport road .. [redacted] .. i also would like to know more details about how is city planning on the intersection.. is any of my property will be affecred or city has any interest in .. a detail description will be required for better understanding on the project ..

i had gone through the link on the website but it didnt eloborate much other than stating that around 25 properties will be affected

Further about the environmental effect.. all the contributions around the intersection must be put on hold for minimal impact on environment

Thanks

[redacted]

Sent from Yahoo Mail on Android

[redacted]

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Thank you [redacted] for your email regarding the Region of Peel's Environmental Assessment of Airport Road through the Village of Caledon East.

I greatly appreciate you taking the time to share your thoughts and concerns regarding the potential options for the Airport Road and Old Church Road Intersection and the subsequent impacts to the surrounding village as a result of these options. I have copied Ms. Sonya Bubas, Project Manager for this Project from the Region of Peel so that your input can be included in the study and so that you may get future notifications as this process moves forward.

Again, thank you for taking the time to share your thoughts and concerns.

Best regards,
[redacted]

[redacted]

[redacted]

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[redacted]

I hope all is well.

I understand you have been hearing from some of my neighbours regarding our concerns about the proposal to extend Old Church Road and have it connect to Ivan Ave.

I voiced those concerns through my feedback to the Region, but felt it was important to let you both know that I and many of my neighbours are also opposed to this idea.

As you are aware, there are no sidewalks on Ivan Ave or Oliver Lane and these roads are well used by pedestrians and cyclists- exactly the kind of uses the Region is looking to increase with the redesign of Airport Road. Encouraging more traffic to use Ivan and Oliver's Lane will actively discourage cycling and walking in our neighborhood.

Further, it will encourage more people to use these roads to avoid Walker Road, which is built to handle higher volumes of through traffic.

I implore you both to support us and reject the idea of connecting Old Church to Ivan and instead have it terminate - perhaps in a cul de sac on the LCBO property with connections leading to the plaza on the south side of the LCBO property and the future plaza on the north side.

If you would like to chat further about this, please feel free to reach out.

Regards,

[redacted]

Sent from my iPhone
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[redacted]

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Thanks Asha,

I was able to access it Sept. 19 and submitted my feedback.

Regards,

[redacted]

On Oct 8, 2020, at 8:41 AM, Saddi, Asha <asha.saddi@peelregion.ca> wrote:

Good Morning [redacted],
I'm following up on your email in Sonya's absence. You can access the project website via:https://peelregion.ca/pw/transportation/construction/environmental-assessment/airport-road-caledon.asp where you will find the PIC2 materials and also provide your feedback by completing the Comment Sheet and survey.

If you have any further problems accessing the link, please let me know.

Regards,

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

<image001.gif>

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recipient or have received this e-mail in error, please notify the sender via return email and permanently delete all copies of
the email. Thank you.

[redacted]

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I tried clicking this link — http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm - and it keeps taking me back to the home page for this project.

Cheers,

[redacted]

From: Bubas, Sonya [redacted]

[redacted]

Thank you for contacting me. Additional materials will be posted to the Project Website on Thursday (September 17) for public review. A link to join the live meeting will be posted to the Website on September 23 (the instruction will be to click on the link to join the meeting). All materials posted will be available for review until October 14.

We welcome and look forward to your comments,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

84BE9F13 [redacted]

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[redacted]

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Hi Sonya:

I followed the instruction on a letter received under your signature regarding the Airport Road PIC. I read all the documents associated in the link provided on your letter, but there was no

information that I could see that outlined how I could attend this virtual

meeting scheduled for Sept 23 from 6 - 8pm (although your letter noted that instructions on how to join the meeting would be on the site for the link provided)

Please let me know how I can attend this very important public meeting please.

Thank you,

[redacted]

[redacted]

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[redacted]

Thank your for your email below!
This is very informative. We will work with [redacted] to prepare the necessary materials for your review.

Kind regards,

[redacted]

[redacted]

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Thank you [redacted] for your email regarding the Region of Peel's Environmental Assessment of Airport Road through the Village of Caledon East.

I greatly appreciate you taking the time to share your thoughts and concerns regarding the potential options for the Airport Road and Old Church Road Intersection and the subsequent impacts to the surrounding village as a result of these options. I have copied Ms. Sonya Bubas, Project Manager for this Project from the Region of Peel so that your input can be included in the study and so that you may get future notifications as this process moves forward.

Again, thank you for taking the time to share your thoughts and concerns.

Best regards,
[redacted]

[redacted]

[redacted]

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Good morning,
I am a resident of Caledon East and travel along Ivan Avenue, Oliver's Lane, Colleen Cres, Ella Crt, Parsons Ave, Emma St and Maple Ave.
I understand that the Region is making changes to Airport Road, and in particular the intersection at Old Church. I/we understand that this will make this intersection safer, which is good news. But I/we do not want this intersection to extend onto Ivan Avenue. There is no need for this. When that intersection at Airport Road is revamped, simply open it up to Ivan Avenue, but stop it there. Simply eliminate that access. It is not necessary. I am concerned that if you open Old Church onto Ivan Avenue, there will be increased traffic along these streets (in particular Ivan and

Olivers) and that noise and traffic levels will increase. I am also very concerned the increased traffic will jeopardize the safety of the children who walk and bicycle along these streets. People will use this as a shortcut.
When the Walker's Road subdivision of over 200 homes are built, a traffic-controlled intersection at Airport Road may be a great idea. Please keep that in mind!

[redacted]

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[redacted]

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Thank you [redacted] for your email regarding the Region of Peel's Environmental Assessment of Airport Road through the Village of Caledon East.

I greatly appreciate you taking the time to share your thoughts and concerns regarding the potential options for the Airport Road and Old Church Road Intersection and the subsequent impacts to the surrounding village as a result of these options. I have copied Ms. Sonya Bubas, Project Manager for this Project from the Region of Peel so that your input can be included in the study and so that you may get future notifications as this process moves forward.

There are a few options available. Many of your neighbours have supported the realignment of the intersection but requested that old church be dead ended (no access to Ivan). Would be happy to discuss if you would like further. Let me know the best number to reach you at.

Again, thank you for taking the time to share your thoughts and concerns.

Best regards,
[redacted]

[redacted]

[redacted]

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[redacted]

Subject: Airport Road/Ivan Avenue

I have been told by my neighbours that there is a proposal to extend Old Church Road to Ivan Ave and that this is a proposal that was the best proposal for future plans in downtown Caledon East. I certainly hope that this is not true or just a joke. If not; then I would like a full explanation as to why this would not have been communicated to all residents in the affected area in order to have input.

In the public notice distributed by the Region of Peel relating to a class environment assessment study there was no indication that residential areas such as ours would be affected. This is a serious matter and could have devastating consequences for the future of the town. Your response will be appreciated at your earliest convenience.

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[redacted]

Hi [redacted]
Thank you for your email. The presentation slides are available at the following link: https://www.peelregion.ca/pw/transportation/construction/environmental-assessment/pdf/live-online-presentation.pdf.
A summary of all Questions and Answers (Q&As) received during the presentation will be also posted to the project website at: https://www.peelregion.ca/pw/transportation/construction/environmental-assessment/airport-road-caledon.asp and as soon as these are available online, I will be in touch with you again.

Regards,

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

WWY logo [redacted]

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[redacted]

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Hello,

I am reaching out as a resident of Caledon and I saw you listed as project contact on the Caledon

East EA. I forgot to call in to the virtual meeting that took place last week and am wondering if you know where to access a recording of the meeting?

Thank you,
[redacted]

[redacted]

[redacted]

Thank you for providing your comments for the Airport Road EA. We have noted your comments and will get back to you.

In the meantime I'm attaching the link to the project website where you will find the PIC2 materials: https://peelregion.ca/pw/transportation/construction/environmental-assessment/airport-road-caledon.asp
Here, you'll be able to review:

- A summary of community input received
- Summary of technical study findings
- Details on the Olde Base Line Road feasibility study
- The preliminary assessment of alternative design concepts, and,
- The preliminary preferred design

A Comment Sheet and Survey is also available for you to provide additional input and feedback. Please note that the link to the September 23 live PIC2 will be available on the project website from 12 noon on September 23.

Regards,

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

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[redacted]

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[redacted]

Asha,
I wanted to provide my comments on the Airport Road Environmental Assessment that is underway and provide my comments. I would have done so within the survey however I could not assess the survey or the project website provided within the communication that was mailed to my home. I also do not have a way to scan over the document provided. Hopefully you can accept my written comments over email.

My comments are as follows:
Traffic within the study area is a concern for the residents of Caledon East. In particular the number of large trucks (tractor trailers and dump trucks) that travel along this route and through the town core. To note is that there is a noticeable increase along Airport Road (southbound) when the Inspection Station on Hwy 10 (north of King) is open. Since the study area is localized to Airport Road, what measures will be put into place (if any) to direct truck traffic onto Hwy 10 which is a more suited for trucks (4 lanes +)?
If roundabouts and traffic calming measures are put into place, what measures can be put into place so that trucks and vehicles don't bypass Airport Road and move to the adjacent north/south town roads that can not handle the increased traffic and more importantly the increased weight that is already degrading these roads?
Currently as they are not scheduled for replacement/repaving for several more years, will their improvements be rescheduled by the Town of Caledon to be completed sooner using materials more suited to high traffic?

From: [redacted]

Yes, kindly add my name/email address to the mailing list. I will attend the referenced meetings in early 2018. Thanks again. [redacted]

On Tue, Dec 5, 2017 at 2:25 PM, Bubas, Sonya <sonya.bubas@peelregion.ca> wrote:

> Hello [redacted]
>
> Thank you for your message regarding the Environmental Assessment (EA) Study for Airport Road in Caledon. We invite you to visit the project website regularly for updates on the Study and opportunities for public input. The Study is in its early stages and we plan to host the first of two Public Information Centres (PICs) in early 2018. The first PIC will present information on transportation issues within the study area, and alternative planning solutions for the issues identified. We will add your contact information to the mailing list to receive notice of future public meetings.
>
> Please feel free to contact me if you have any further questions or comments on this Study.
>
> Best regards,
>
> Sonya Bubas, MCIP, RPP
> Project Manager
> Transportation, Infrastructure Programming and Studies
>
> Region of Peel
> 10 Peel Centre Dr., Suite B, 4th Floor
> Brampton, ON L6T 4B9
> Tel: 905-791-7800, ext. 7801
> Toll Free: 1-888-919-7800
> Email: sonya.bubas@peelregion.ca

[redacted]

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Thank you, [redacted]

[redacted]

Thank you [redacted] for your email regarding the Region of Peel's Environmental Assessment of Airport Road through the Village of Caledon East.

I greatly appreciate you taking the time to share your thoughts and concerns regarding the potential options for the Airport Road and Old Church Road Intersection and the subsequent impacts to the surrounding village as a result of these options. I have copied Ms. Sonya Bubas, Project Manager for this Project from the Region of Peel so that your input can be included in the study and so that you may get future notifications as this process moves forward.

Again, thank you for taking the time to share your thoughts and concerns.

Best regards,
[redacted]

[redacted]

[redacted]

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[redacted]

As a resident of Caledon East living on Colleen Crescent, I strongly oppose the Region's plan to extend Old Church Road to Ivan Avenue. The current entrance to the LCBO should be completely eliminated and the intersection become a true "T" intersection, with the ability to go north or south, but NOT west! Many pedestrians use Ivan and Oliver's Lane to access their homes; Ivan should not become an alternate access to Walkers Road, particularly given that a new sub-division is about to be constructed at Walkers & Mountainview. Improve Walkers Road to handle the increased traffic and install traffic lights at Walkers & Airport, but do not disrupt the current neighbourhood!

A new entrance to the LCBO could be created a safe distance north of Old Church (assuming the building remains) in conjunction with the development of the land to the north. I realize that land is under a different ownership, but surely something could be negotiated.

Thanks for passing this along.



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[redacted]

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Again, thank you for taking the time to share your thoughts and concerns.

Best regards,
[redacted]

[redacted]

[redacted]

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I am a resident of Caledon East and travel along Ivan Avenue, Oliver's Lane, Colleen Cres, Ella Crt, Parsons Ave, Emma St and Maple Ave.

I understand that the Region is making changes to Airport Road, and in particular the intersection at OldChurch. I/we understand that this will make this intersection safer, which is good news. But we do not want this intersection to extend onto Ivan Avenue. There is no need for this. When that intersection at Airport Road is revamped, run Old Church Road W/B up to Ivan Avenue, but stop it there. Eliminate that access to Ivan Avenue. It is not necessary.

I am concerned that if you open OldChurch onto Ivan Avenue, there will be increased

traffic along these quiet residential streets and that noise and traffic levels will increase. I am also very concerned the increased traffic will jeopardize the safety of the children who walk and bicycle along these streets. People will use this as a shortcut. The value of our homes will be negatively impacted.

When the Walker's Road subdivision of over 200 homes are built, a traffic-controlled intersection at Airport Road may be a great idea. Please keep that in mind!

Thanks,

[redacted]

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[redacted]

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Again, thank you for taking the time to share your thoughts and concerns.

Best regards,
[redacted]

[redacted]

[redacted]

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

I am a resident of Caledon East and travel along Ivan Avenue, Oliver's Lane, Colleen Cres, Ella Crt, Parsons Ave, Emma St and Maple Ave.
I understand that the Region is making changes to Airport Road, and in particular the intersection at Old Church. I/we understand that this will make this intersection safer, which is good news. But I/we do not want this intersection to extend onto Ivan Avenue. There is no need for this. When that intersection at Airport Road is revamped, simply open it up to Ivan Avenue, but stop it there. Simply eliminate that access. It is not necessary. I am concerned that if you open Old Church onto Ivan Avenue, there will be increased traffic along these streets (in particular Ivan and Olivers) and that noise and traffic levels will increase. I am also very concerned the

increased traffic will jeopardize the safety of the children who walk and bicycle along these streets. People will use this as a shortcut.
When the Walker's Road subdivision of over 200 homes are built, a traffic-controlled intersection at Airport Road may be a great idea. Please keep that in mind!

Thank you,

[redacted]

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[redacted]

[redacted]

Please accept the attached letter as a carbon copy of our reply to [redacted]

Thank you for your help with my questions,

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

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

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

Hi [redacted]

I would like to add the Town of Caledon to the carbon copy list on our response letter. Who would need to be carbon copied?

Thanks,

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

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

[redacted]

Hi Sonya: Sorry, I don't have an email. We received the letter in the mail. His address and phone number are located at the end of his letter.

[redacted]

[redacted]

Hi [redacted]

My apologies, the correct name is [redacted]

Thanks,

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

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

[redacted]

Hi [redacted]

I received a copy of the letter from [redacted] regarding an idea for beautification in Caledon East. I am working with the Region's staff to prepare a response. Would you have received [redacted] letter by email? Could you forward his email address?

Thank you,

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

Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca

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Region of Peel
Working for you

[redacted]

March 24, 2017

[redacted]

RE: Caledon East Beautification Idea

The Region of Peel is in receipt of your letter addressed to the Town of Caledon Planning Department, dated January 8, 2017, regarding your idea for welcoming signs into Caledon East. We appreciate your interest in helping to beautify the village of Caledon East.

This Spring, the Region will be initiating an Environmental Assessment (EA) study for Airport Road from King Street to Huntsmill Drive in Caledon. Your suggestion for signage will be reviewed during the EA study. We will add your contact information to the study mailing list to keep you informed of the study's progress and opportunities for comment.

In the meantime, should you have any questions regarding the EA study for Airport Road, please feel free to contact Sonya Bubas, Project Manager, at 905-791-7800, ext. 7801, or sonya.bubas@peelregion.ca.

Sincerely,

S Bubas

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

cc: Brian Baird, Town of Caledon
Joe Avsec, Region of Peel

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

January 8 2017

RECEIVED
JAN 10 2017
PLANNING DEPARTMENT

Attn: Town Planning Department, Caledon

Re. Caledon East Beautification Idea

To whom it may concern,

I wanted to share an idea I had to help beautify the town of Caledon East. It's a series of 3 signs positioned along the hill on Airport Road in such a way that they would line up as drivers descend into town with "Welcome to the Rolling Hills of Caledon East".

The signs could be covered at various times of year to say:

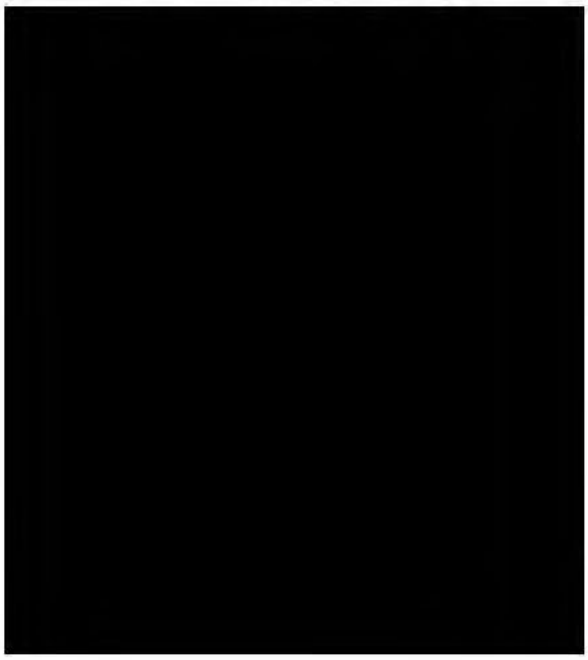
"Come celebrate… Caledon Day… on June 18 2017"

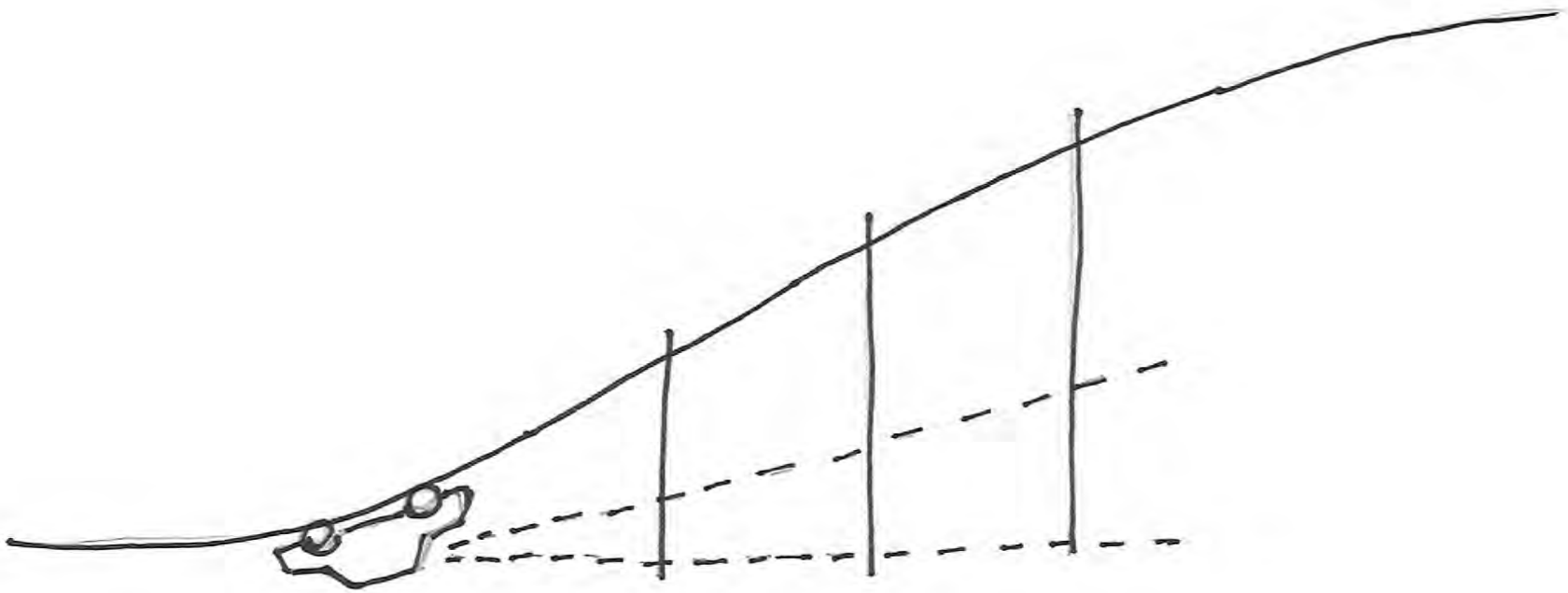
"Happy… 150th Birthday… Canada"

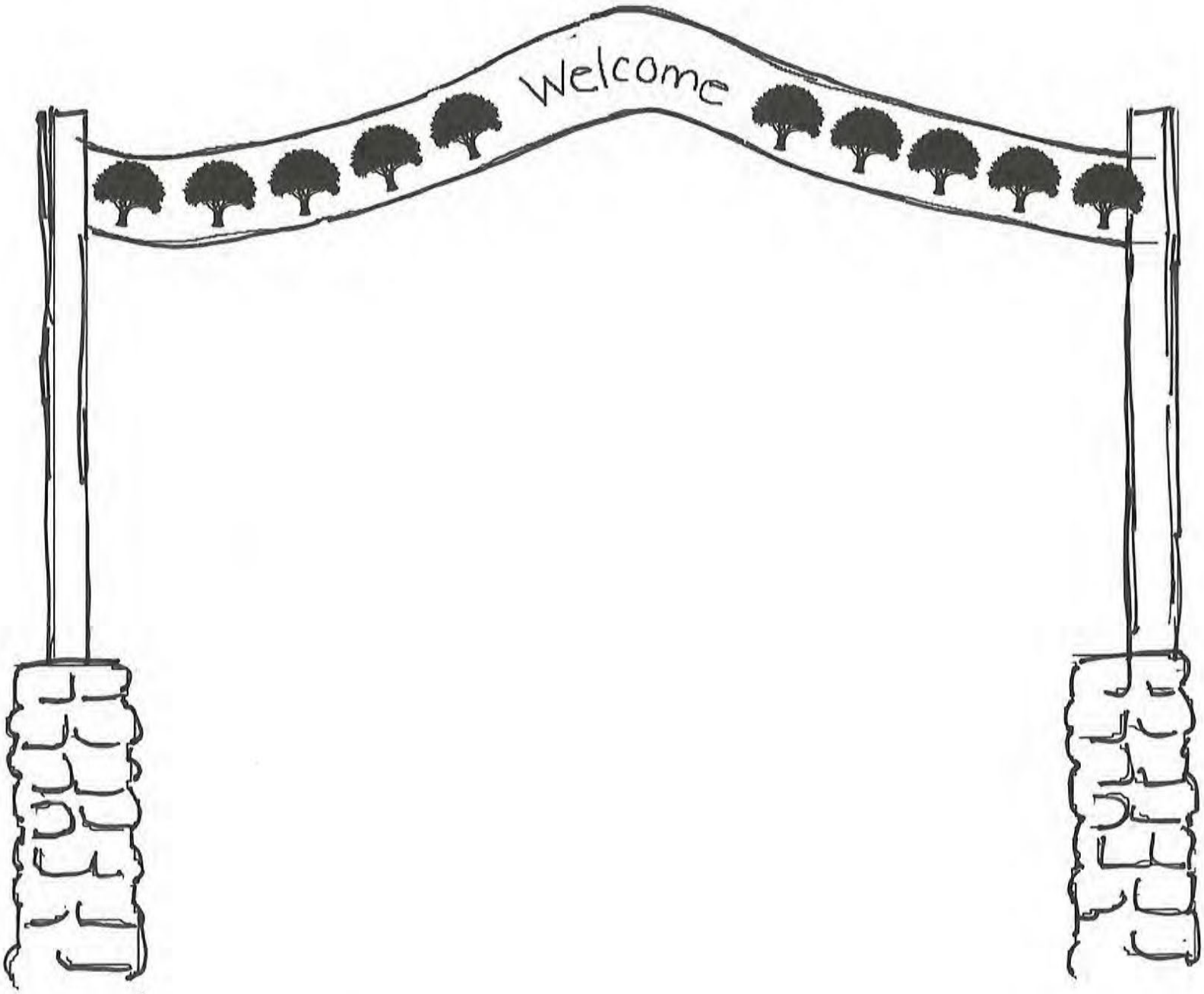
"Wishing you… Love & Joy… This Holiday Season"

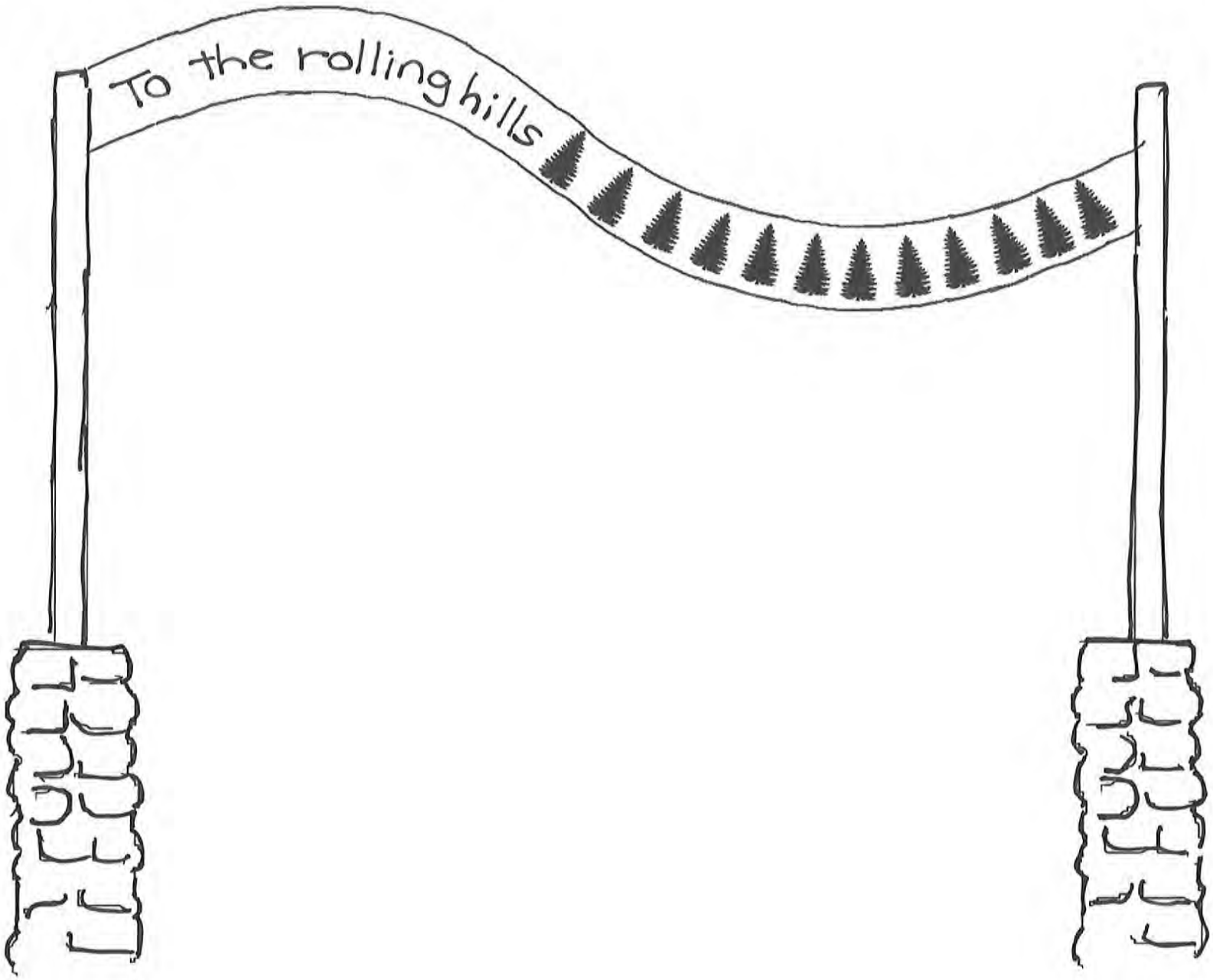
The top of the sign would be made of pewter coloured metal, the posts made of local maple stained to match the dental office at the corner of Old Church Road and the base would be made of quarried stones from Caledon.

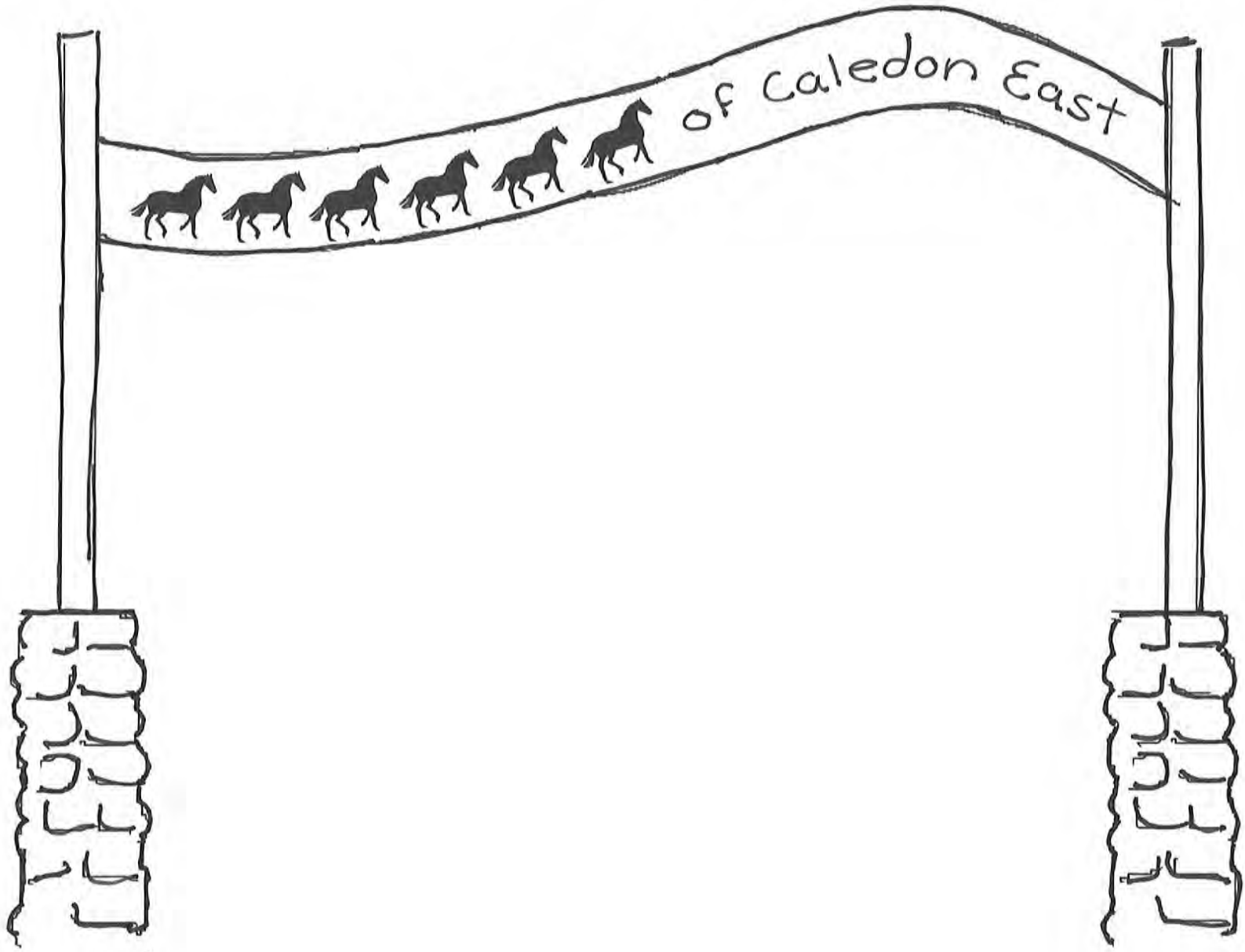
I hope you find the idea interesting and worth pursuing. I believe it would be a unique way to help beautify the town and provide a distinct landmark for visitors. I'd be happy to discuss it further with you at your convenience.

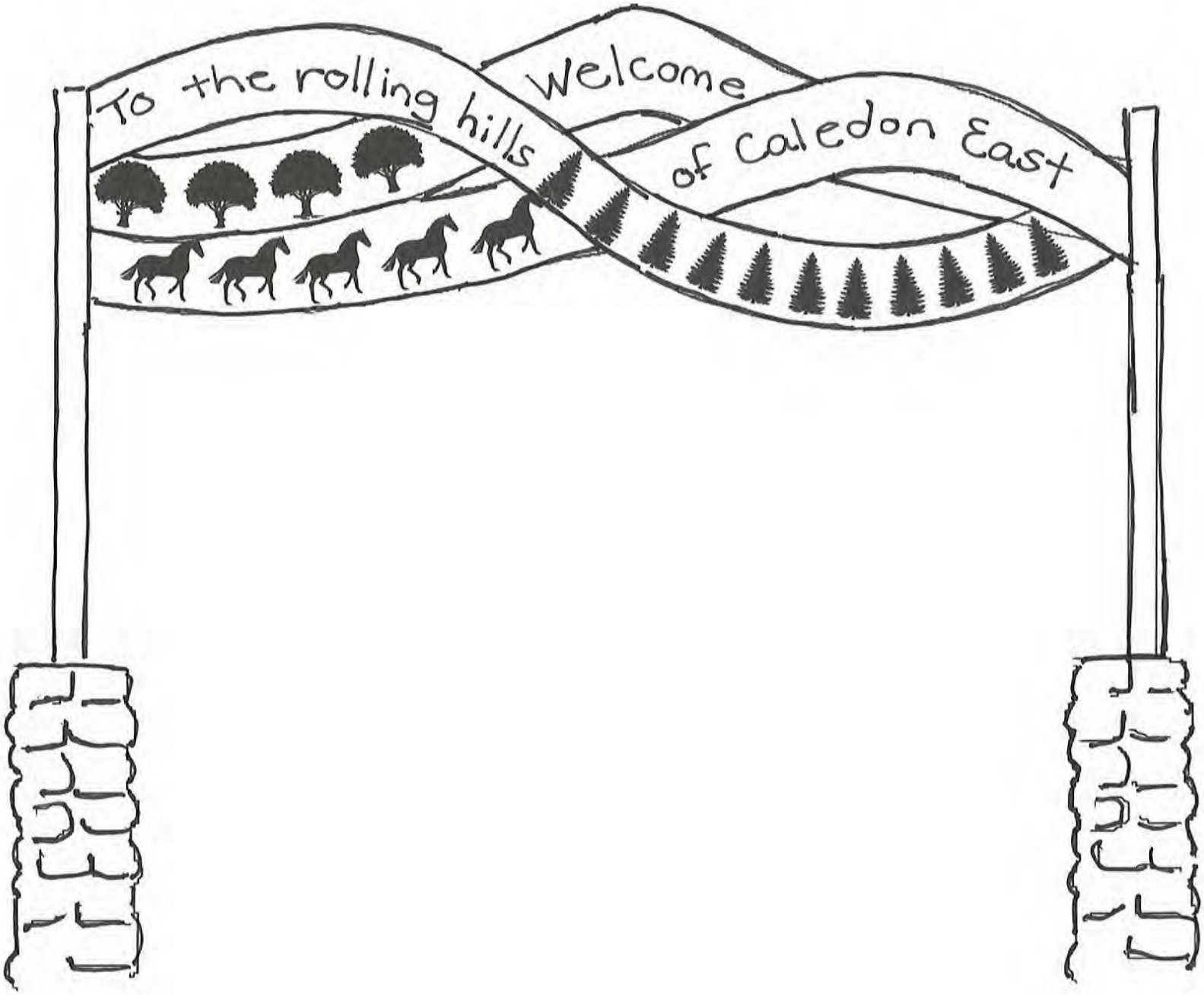





Welcome


To the rolling hills


of Caledon East


To the rolling hills
Welcome
of Caledon East

[redacted]

H[redacted]
Further to Sonya's email below, a summary of the questions, comments and responses is available on the project website at: https://peelregion.ca/pw/transportation/construction/environmental-assessment/airport-road-caledon.asp

If you have any questions or comments please do not hesitate to contact us again.

Regards,

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

-
WWY logo [redacted]

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[redacted]

[redacted]

Thank you for your message on Friday. I was away on Friday and apologize for the delay in my response.

The presentation slides are available at the following link: https://www.peelregion.ca/pw/transportation/construction/environmental-assessment/pdf/live-online-presentation.pdf.
A summary of all Questions and Answers (Q&As) received during the presentation will be posted to

the Website: https://www.peelregion.ca/pw/transportation/construction/environmental-assessment/airport-road-caledon.asp.
By copy of this email, I kindly ask our Moderator (Asha Saddi) to let you know when the summary has been posted.
Best regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

84BE9F13
[redacted]

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[redacted]

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Good morning Sonya,

Unfortunately I was up north on Wednesday evening and was not able to watch the live online info session as there was no wi-fi/data available. Is there a recording for this I can view? I looked on the Region's website and did not see anything?

Cheers.
[redacted]

[redacted]

On Mon, Sep 21, 2020 at 8:47 AM Bubas, Sonya <sonya.bubas@peelregion.ca> wrote:

[redacted]

Thank you for contacting me. We have scheduled an online presentation this Wednesday at 6pm. A live link will be posted to the Project Website on Wednesday to join the presentation. You can also visit the Website to review information in advance and following the presentation until October 14:

https://www.peelregion.ca/pw/transportation/construction/environmental-assessment/airport-road-caledon.asp

I will follow-up to confirm you are on the mailing list to receive notices. The notice for the upcoming presentation is available on the website at https://www.peelregion.ca/pw/transportation/construction/environmental-assessment/_media/PIC-2-notice.pdf.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
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Brampton, ON L6T 4B9
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Hi Sonya,

Thank you for your response earlier this year. When I spoke to you in November you indicated that a traffic study had been conducted and that there were no market changes indicated to the traffic flow if old Church Road westbound was opened up onto Ivan Avenue.

Since your email in this starting sent to me February 19, 2020 has there been any further PIC's? I understand there is one this week on Tuesday? If so, I would like to participate if possible.

Thank you.
[redacted]

On Feb 19, 2020, at 2:25 PM, Bubas, Sonya <sonya.bubas@peelregion.ca> wrote:

[redacted]

The noise study is in progress and the results will be presented at the next PIC. We will keep you informed of the PIC date.

Thanks,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
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<image001.png>

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Hi Sonya,

Thank you for your email.

Has the noise study been completed? If so can I attend the Region office and pick up a copy or can this be emailed to me?

When the date is known, please advise when the first PIC will take place.

Cheers.
[redacted]

[redacted]

On Tue, Jan 28, 2020 at 7:47 AM Bubas, Sonya <sonya.bubas@peelregion.ca> wrote:

> [redacted]
>
> Thank you for contacting me with your questions regarding Old Church and Airport Road.
>
> In response to your questions:
>
> - The options presented at the first Public Information Centre for the Old Church and Airport Road intersection are being assessed in detail.
> - We are planning for a Public Information Centre in the coming months and will keep you informed of the date.
> - We keep the Regional Councillors and Town Mayor informed of the EA. We also notify the Town Councillors of public meetings.
> - The noise study is ongoing and the results will be presented at the next Public Information Centre. The noise report will be appended to the

Environmental Study Report for public review at the conclusion of the EA Study.

I look forward to seeing you at the next Public Information Centre where members of the Project Team will be present to discuss the project. In the meantime, please feel free to contact me if you have any further questions.

Regards,

Sonya Bubas, MCIP, RPP
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Hi Sonya,

On November 12, 2019 I attended the Region office planning department to make inquiries on the options the planning department is reviewing with respect to the intersection of Airport Road and Old Church Road, Caledon East. You and I also spoke November 20th. I have a few questions for you Sonya:

1. have the options changed since this attached document was created?
2. is there a public meeting in the near future?
3. are the Regional and Area Councillors (Jennifer Innis and Nick deBoer) as well as the Mayor aware of the attached options?

4. can I get a copy of the noise study that was conducted?

If there is any other information you can share, please let me know.

Cheers.

[redacted]

[redacted]

[redacted]

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Thanks Sonya for the clarification, and sorry I missed your response!

Merry Christmas and Happy New Year!

Cheers.
[redacted]

[redacted]

On Fri, Dec 18, 2020 at 10:40 AM Bubas, Sonya <sonya.bubas@peelregion.ca> wrote:

> Hi [redacted]
>
> That is correct. At this time, there are no new links on the project website.
>
> Regards,
>
> **Sonya Bubas, MCIP, RPP**
>
> Project Manager
>
> Infrastructure Programming & Studies
>
> Region of Peel
>
> 10 Peel Centre Dr., Suite B, 4th Floor
>
> Brampton, ON L6T 4B9

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[redacted]

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Good morning Sonya,

Thanks for the quick response in Asha's absence. Sorry, I am still confused.

So to be clear, there are not any new links with any new information or project updates, is that correct? And any new information will be coming in the new year? Or is there somewhere within the Regions website I can locate "Project Update"?

Thank you.

[redacted]

[redacted]

[redacted]

On Fri, Dec 18, 2020 at 10:08 AM Bubas, Sonya <sonya.bubas@peelregion.ca> wrote:

> Hi [redacted]
>
> Thank you for copying Arthur and I as one of us can reply today in Asha's absence. The update that Asha referred to is on the website under the heading "Project Update" and not contained within the links. It is the same update that she provided to you in her email. When we have completed our review, we will provide another update to the website. This will be early in the new year.
>
> Thank you again for reaching out to us.
>
> Regards,
>
> **Sonya Bubas, MCIP, RPP**
>
> Project Manager
>
> Infrastructure Programming & Studies
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> Region of Peel
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[redacted]

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Good morning Asha,

Thank you for your follow up email and I am glad to hear that your project team is considering the workable option where Old Church simply stops at Ivan Avenue. Blocking off at Ivan Avenue will satisfy any Region requirements, and almost 100 homes in the area are in favour of this.

I've spent several hours reviewing the 31 links within the regions project website after your October 15th email. I see that that's are also 31 links in the attachment you sent yesterday. Are you able to advise where I can find the recent update you are referring to within this link? Perhaps you can extract it and send or clarify where I can locate it?

Thank you.

[redacted]

[redacted]

[redacted]

On Dec 17, 2020, at 1:32 PM, Saddi, Asha <asha.saddi@peelregion.ca> wrote:

Hi [redacted]

Following the PIC 2 public comments received by the project team we are currently examining the option of not connecting the Old Church Road extension at Ivan Avenue. We are working with both our Consultant and the Town of Caledon to assess and compare this option to the other alternatives considered.

Last week we included a project update to our project website which can be viewed at:
https://peelregion.ca/pw/transportation/construction/environmental-assessment/airport-road-caledon.asp

We will get back to you again in the New Year when we have examined this option and alternatives.

Regards,

Asha Saddi, BA(Hons), PMP

Technical Analyst, Infrastructure Programming & Studies

Transportation Division

Public Works, Region of Peel

Tel: 905-791-7800 x7794

Asha.Saddi@peelregion.ca

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the email. Thank you.

[redacted]

Good Morning [redacted]

Thank you for your email. The project team will consider your comments and get back to you. In the meantime, please don't hesitate to contact us again with any further comments or questions.

Regards,

Asha Saddi, BA(Hons), PMP

Technical Analyst, Infrastructure Programming & Studies

Transportation Division

Public Works, Region of Peel

Tel: 905-791-7800 x7794

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[redacted]

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Good afternoon,

Asha and Sonya, thank you for your previous and continued communication which commenced in January 2020. From this email string you may recall Sonya that my wife [redacted] and I reside on Ivan Avenue. When we spoke early this year, I indicated that I had spoken with just a few neighbours once I learned of a possible Old Church Road extension onto Ivan Avenue. None of them were in favour of an Old Church extension onto Ivan Avenue at that time, and none of the many I have spoken to are in favour of it now. The reasons are listed below.

Sonya, thank you for forwarding the Region links 2 weeks ago. Since the PIC I was able to review the Regions website, in particular the extension of Old Church Road and the relocation/removal of the LCBO at [redacted] on the project's links. I have read the live presentation questions and answers (see attached). With respect to this intersection and access onto Ivan

Avenue, there were obviously several concerns from Ivan Avenue neighbourhood residents.

I spoke to our ward 3 and 4 councillors, Jennifer Innis and Nick DeBoer. I have cc'd them on this email. They took the time to speak with me and they wanted to hear from the residents. I have recently spent considerable time updating the residents of Ivan Avenue, Oliver's Lane, Colleen Crescent and Ella Court of the Region's progress to date. I do not want to see Old Church extend onto a quiet residential street, Ivan Avenue. My thoughts and concerns are as follows.

- I am in favour of a revamped intersection (Old Church and Ivan Ave) once the LCBO building was relocated/removed. Safety at this intersection is a concern and every resident I spoke to understands this.
- increased traffic will occur. I do not agreed with the Region's comments (attached) that neighbours to the west (Walker Rd et al) would not be using Oliver's Lane and Ivan Avenue as a shortcut. This response is not accurate. Traffic will definately increase. The Regions comments state *"the potential for shortcutting traffic is quite low"*, and also that *"any cut through traffic is not foreseen using Ivan Avenue with the Old Church Road extension. However, current neighbourhood traffic would use it to access the Old Church Road and the new developments along the road. The traffic would be of the existing residents.".* Again, absolutely none of the residents I have spoken to agree with these statements and neither do I. Interestingly, if the Region's response is that the "tr*affic would be of the existing residents*" then please understand what the residents are saying to Councillors Innis and DeBoer. The existing residents that I have spoken to do NOT want the extension onto Ivan Avenue and do NOT agree with the above comments.
- increased noise will occur. Oliver's Lane and Ivan Avenue (as well as the side streets) are quiet residential streets. Increased traffic flow will increase the amount of noise in this quiet community. Simple math.
- LCBO - residents that live to the west of the intersection of Walkers and Oliver's Lane already use the back entrance of the LCBO as a shortcut to and from the LCBO and to Airport Road. It is simply a shortcut and the rear lot entrance/exit at the LCBO allows this. (Note: [redacted] the only reason the rear lot was opened up onto Ivan Avenue was to allow truck deliveries. It was not intended to be used as a shortcut [redacted]. Otherwise

there would not be access to the rear of the LCBO lot and Ivan Avenue would be closed anyway).

- Safety - this is the number 1 area of concern. The street lighting is marginal, and there are no sidewalks. There does not need to be sidewalks as the streets are quiet and residents I spoke to are in agreement to leave it like this. Children walk and ride bikes along these streets all the time because they are relatively safe. This is a quiet neighbourhood. Although traffic routinely "rolls" through the stop signs, opening up Old Church at Ivan will increase when traffic increases and safety will be an even greater concern.
- neighbourhood property value - with increased traffic on these quiet residential streets, less children walking safe streets, it will have a negative impact on home values. Residents do not want to have this.
- Intersection - If Old Church extends and is blocked off at Ivan Avenue, residents and businesses in the area will be satisfied. With the Region's proposal, this intersection would not be "T" shaped as Ivan Avenue bends where you want Old Church to meet it. I have never seen an intersection that is not "T" shaped.

Solution: my wife and I along with 100% of the residents I spoke to agreed and suggested that once Old Church Road is extended west through Airport Road, and 70M to 80M to Ivan Avenue, simply stop it there. Make it a dead end. But at the same time allow access to the retail (Howards, Subway ect) on the south side of the Old Church Road extension and allow access to future retail that will eventually be developed in the currently vacant fields on the north side of the Old Church extension. With this suggested improvement, the problem with the Old Church Road extension at Airport Road is resolved as is the access to retail (and future retail development) access.

Councillors Innis and DeBoer understand the proposed solution and the residents are clearly in favour of this small change. It makes sense. It will work. And this is what the residents desire.

Thank you for your time and please feel free to contact me at your convenience should you wish to discuss further.

Thank you.

[redacted]

[redacted]

[redacted]

[redacted]

On Thu, Oct 15, 2020 at 8:12 AM Saddi, Asha <asha.saddi@peelregion.ca> wrote:

> Hi [redacted]
>
> Further to Sonya's email below, a summary of the questions, comments and responses is available on the project website at: https://peelregion.ca/pw/transportation/construction/environmental-assessment/airport-road-caledon.asp
>
> If you have any questions or comments please do not hesitate to contact us again.
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> ***Regards,***
>
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>
> ***Technical Analyst, Infrastructure Programming & Studies***
>
> ***Transportation Division***
>
> ***Public Works, Region of Peel***
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[redacted]

Hi [redacted]

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The presentation slides are available at the following link: https://www.peelregion.ca/pw/transportation/construction/environmental-assessment/pdf/live-online-presentation.pdf.

A summary of all Questions and Answers (Q&As) received during the presentation will be posted to the Website: https://www.peelregion.ca/pw/transportation/construction/environmental-assessment/airport-road-caledon.asp.

By copy of this email, I kindly ask our Moderator (Asha Saddi) to let you know when the summary has been posted.

Best regards,

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

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

Brampton, ON L6T 4B9

905-791-7800 ext. 7801

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[redacted]

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Good morning Sonya,

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Cheers.

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Hi Sonya,

Thank you for your response earlier this year. When I spoke to you in November you indicated that a traffic study had been conducted and that there were no market changes indicated to the traffic flow if old Church Road westbound was opened up onto Ivan Avenue.

Since your email in this starting sent to me February 19, 2020 has there been any further PIC's? I understand there is one this week on Tuesday? If so, I would like to participate if possible.

Thank you.

[redacted]

[redacted]

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Hi [redacted]

The noise study is in progress and the results will be presented at the next PIC. We will keep you informed of the PIC date.

Thanks,

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

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Has the noise study been completed? If so can I attend the Region office and pick up a copy or can this be emailed to me?

When the date is known, please advise when the first PIC will take place.

Cheers.

[redacted]

[redacted]

[redacted]

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> Hi [redacted]
>
> Thank you for contacting me with your questions regarding Old Church and Airport Road.

In response to your questions:

- The options presented at the first Public Information Centre for the Old Church and Airport Road intersection are being assessed in detail.

- We are planning for a Public Information Centre in the coming months and will keep you informed of the date.

- We keep the Regional Councillors and Town Mayor informed of the EA. We also notify the Town Councillors of public meetings.

- The noise study is ongoing and the results will be presented at the next Public Information Centre. The noise report will be appended to the Environmental Study Report for public review at the conclusion of the EA Study.

I look forward to seeing you at the next Public Information Centre where members of the Project Team will be present to discuss the project. In the meantime, please feel free to contact me if you have any further questions.

Regards,

Sonya Bubas, MCIP, RPP

Project Manager

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[redacted]

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On November 12, 2019 I attended the Region office planning department to make inquiries on the options the planning department is reviewing with respect to the intersection of Airport Road and Old Church Road, Caledon East. You and I also spoke November 20th. I have a few questions for you Sonya:

1. have the options changed since this attached document was created?

2. is there a public meeting in the near future?

3. are the Regional and Area Councillors (Jennifer Innis and Nick deBoer) as well as the Mayor aware of the attached options?

4. can I get a copy of the noise study that was conducted?

If there is any other information you can share, please let me know.

Cheers.

[redacted]

[redacted]

[redacted]

[redacted]

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> If you have any questions or comments please do not hesitate to contact us again.
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> ***Regards,***
>
> ***Asha Saddi, BA(Hons), PMP***
> ***Technical Analyst, Infrastructure Programming & Studies***
> ***Transportation Division***
> ***Public Works, Region of Peel***
> ***Tel: 905-791-7800 x7794***
> ***Asha.Saddi@peelregion.ca***
>
> <image001.gif>
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[redacted]

Hi [redacted]

Thank you for your message on Friday. I was away on Friday and apologize for the delay in my response.

The presentation slides are available at the following link:
https://www.peelregion.ca/pw/transportation/construction/environmental-assessment/pdf/live-online-presentation.pdf.
A summary of all Questions and Answers (Q&As) received during the presentation will be posted to the Website:
https://www.peelregion.ca/pw/transportation/construction/environmental-assessment/airport-road-caledon.asp.
By copy of this email, I kindly ask our Moderator (Asha Saddi) to let you know when the summary has been posted.
Best regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

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[redacted]

[redacted]

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Good morning Sonya,

Unfortunately I was up north on Wednesday evening and was not able to watch the live online info session as there was no wi-fi/data available. Is there a recording for this I can view? I looked on the Region's website and did not see anything?

Cheers.
[redacted]

[redacted]

On Mon, Sep 21, 2020 at 8:47 AM Bubas, Sonya <sonya.bubas@peelregion.ca> wrote:

> Hi [redacted]
>
> Thank you for contacting me. We have scheduled an online presentation this Wednesday at 6pm. A live link will be posted to the Project Website on Wednesday to join the presentation. You can also visit the Website to review information in advance and following the presentation until October 14:
>
> https://www.peelregion.ca/pw/transportation/construction/environmental-assessment/airport-road-caledon.asp
>
> I will follow-up to confirm you are on the mailing list to receive notices. The notice for the upcoming presentation is available on the website at https://www.peelregion.ca/pw/transportation/construction/environmental-assessment/_media/PIC-2-notice.pdf.
>
> Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
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[redacted]

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Hi Sonya,

Thank you for your response **earlier this year**. When I spoke to you in November you indicated that a traffic study had been conducted and that there were no market changes indicated to the traffic flow if old Church Road westbound was opened up onto Ivan Avenue.

Since your email in this starting sent to me February 19, 2020 has there been any further PIC's? I understand there is one this week on Tuesday? If so, I would like to participate if possible.

Thank you.
[redacted]

> On Feb 19, 2020, at 2:25 PM, Bubas, Sonya <sonya.bubas@peelregion.ca> wrote:

Hi [redacted],

The noise study is in progress and the results will be presented at the next PIC. We will keep you informed of the PIC date.

Thanks,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

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[redacted]

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Hi Sonya,

Thank you for your email.

Has the noise study been completed? If so can I attend the Region office and pick up a copy or can this be emailed to me?

When the date is known, please advise when the first PIC will take place.

Cheers.
[redacted]

[redacted]

On Tue, Jan 28, 2020 at 7:47 AM Bubas, Sonya <sonya.bubas@peelregion.ca> wrote:

> Hi [redacted]
>
> Thank you for contacting me with your questions regarding Old Church and Airport Road.
>
> In response to your questions:
>
> - The options presented at the first Public Information Centre for the Old Church and Airport Road intersection are being assessed in detail.
>
> - We are planning for a Public Information Centre in the coming months and will keep you informed of the date.
>
> - We keep the Regional Councillors and Town Mayor informed of the EA. We also notify the Town Councillors of public meetings.
>
> - The noise study is ongoing and the results will be presented at the next Public Information Centre. The noise report will be appended to the Environmental Study Report for public review at the conclusion of the EA Study.
>
> I look forward to seeing you at the next Public Information Centre where members of the Project Team will be present to discuss the project. In the meantime, please feel free to contact me if you have any further questions.
>
> Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
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[redacted]

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Hi Sonya,

On November 12, 2019 I attended the Region office planning department to make inquiries on the options the planning department is reviewing with respect to the intersection of Airport Road and Old Church Road, Caledon East. You and I also spoke November 20th. I have a few questions for you Sonya:

1. have the options changed since this attached document was created?
2. is there a public meeting in the near future?
3. are the Regional and Area Councillors (Jennifer Innis and Nick deBoer) as well as the Mayor aware of the attached options?
4. can I get a copy of the noise study that was conducted?

If there is any other information you can share, please let me know.

Cheers.

[redacted]

[redacted]

[redacted]

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Thank you [redacted] for your email regarding the Region of Peel's Environmental Assessment of Airport Road through the Village of Caledon East.

I greatly appreciate you taking the time to share your thoughts and concerns regarding the potential options for the Airport Road and Old Church Road Intersection and the subsequent impacts to the surrounding village as a result of these options. I have copied Ms. Sonya Bubas, Project Manager for this Project from the Region of Peel so that your input can be included in the study and so that you may get future notifications as this process moves forward.

Again, thank you for taking the time to share your thoughts and concerns.

Best regards,
[redacted]

[redacted]

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[redacted]

I will add my voice and strength beyond the note below. Seems like an easy one to squash!

I am a resident of Caledon East and travel along Ivan Avenue, Oliver's Lane, Colleen Cres, Ella Crt, Parsons Ave, Emma St and Maple Ave.
I understand that the Region is making changes to Airport Road, and in particular the intersection at Old Church. I/we understand that this will make this intersection safer, which is good news. But I/we do not want this intersection to extend onto Ivan Avenue. There is no need for this. When that intersection at Airport Road is revamped, simply open it up to Ivan Avenue, but stop it there. Simply eliminate that

access. It is not necessary. I am concerned that if you open Old Church onto Ivan Avenue, there will be increased traffic along these streets (in particular Ivan and Olivers) and that noise and traffic levels will increase. I am also very concerned the increased traffic will jeopardize the safety of the children who walk and bicycle along these streets. People will use this as a shortcut.
When the Walker's Road subdivision of over 200 homes are built, a traffic-controlled intersection at Airport Road may be a great idea. Please keep that in mind!

Thanks and please let me know if there is anything that I can do to help you stop this expansion.

Thanks

[redacted]

[redacted]

[redacted]

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[redacted]

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Again, thank you for taking the time to share your thoughts and concerns.

Best regards,

[redacted]

[redacted]

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[redacted]

My husband and I have lived at [redacted]. We have raised our children here and have many friends in the neighbourhood.

We have reviewed the proposal for the intersection of Old Church Road and Airport Road by the Region. We are in favour of beautifying the town and bringing more businesses to that area but we have the following comments:

1. I understand that there are concerns regarding safety as a result of the present configuration of the intersection of Old Church Road & Airport Road. I am not sure which safety concerns that the Region and/or Town has since, as a long time resident, I do not see safety issues that would be solved by extending Old Church Road right into Ivan Avenue. If you wish to make it safer, I would think that installing lights for the persons coming out of the parking lot would solve those issues.

2. Ivan Avenue is a residential neighbourhood. It is full of children playing, families walking with their dogs, people jogging and bicycling and heading towards the entrance to the trail off of Oliver's Lane. There are no sidewalks on Ivan Avenue or Oliver's Lane so these activities take place on the street. The region's proposal would mean that vehicles coming from a regional road (Old Church) would drive straight into a residential road (Ivan Avenue). The increased traffic would have a significant affect on safety particularly on Ivan and consequently Oliver's Lane. As it is, when both sides of Walkers was developed, there was an increase in vehicular traffic from residents of the new neighbourhoods coming south on Olivers Lane to Ivan and east on to Parsons.

3. From a financial perspective, our neighbourhood has high property values particularly because of its quality of homes, beauty, and in particular, its lack of significant vehicular traffic. Your proposal would negatively affect property values which is an additional significant issue to all property owners in our area.

We would strongly urge you to take the concerns of the residents of our neighbourhood into consideration before proceeding with the proposal. We submit that through access to Ivan Avenue from Old Church as proposed not be permitted. As it is, many persons use the parking lot to drive straight through to Ivan instead of going around. This behaviour was reduced when speed bumps were installed in the liquor store parking lot.

Thank you for your time and consideration.

[redacted]

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Again, thank you for taking the time to share your thoughts and concerns.

Best regards,
[redacted]

[redacted]

From: [redacted]

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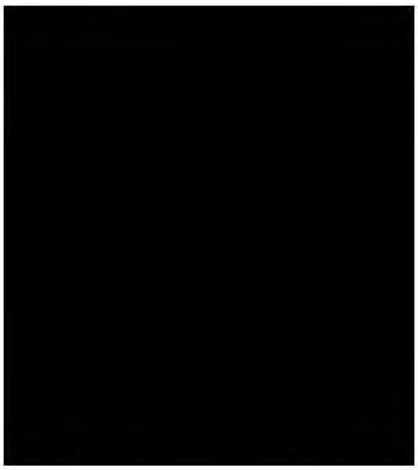
Good Evening [redacted],

My husband and I purchased our home in Caledon East 20 years ago. We purchased [redacted]. and have enjoyed bringing up our children in this lovely neighbourhood. One of our main concerns when looking for a home, was the safety of our family and the proximity to schools, parks and recreation. Our home is located in a neighbourhood that is safe for children, pets and people of all ages. Our children

currently live with us and we often take a walk around this neighbourhood as a family with our pets. It is still a safe neighbourhood and we are still able to walk our dogs at night due to the lack of heavy traffic.
I understand that the Region is making changes to Airport Road, and in particular the intersection at Old Church. We understand that this will make this intersection safer, which is good news. But we do not want this intersection to extend onto Ivan Avenue. There is no need for hazardous intervention. If this revision is allowed, the end result will be a thoroughfare from Airport Road to Ivan, *making it very unsafe for all citizens of this community.*
When the intersection at Airport Road is revamped, we would urge you to cut off access to any traffic trying to cut through to Ivan Avenue. Simply eliminate that access. It is not necessary.

We are concerned that if you continue Old Church to Ivan Avenue, there will be increased traffic along these streets (in particular Ivan and Olivers) and that noise and traffic levels will increase. I am also very concerned the increased traffic will jeopardize the safety of the children who walk and bicycle along these streets, people that walk their pets during the day and night…and to the wildlife that currently live in these areas.

When the Walker's Road subdivision of over 200 homes are built, a traffic-controlled intersection at Airport Road may be a great idea. Please keep that in mind!



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[redacted]

[redacted]

[redacted]

[redacted]

Thank you [redacted] for your email regarding the Region of Peel's Environmental Assessment of Airport Road through the Village of Caledon East.

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Again, thank you for taking the time to share your thoughts and concerns.

Best regards,

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

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[redacted]

[redacted]

[redacted]

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Thank you [redacted] for your email regarding the Region of Peel's Environmental Assessment of Airport Road through the Village of Caledon East.

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Again, thank you for taking the time to share your thoughts and concerns.

Best regards,
[redacted]

[redacted]

[redacted]

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Thank you for soliciting responses from the neighbourhood.

I have a couple of thoughts but **I do not fully endorse** the email below. We definitely need to update the intersection at Airport and Church. As it stands currently there is too much ambiguity when eating the LCBO parking lot onto Airport. The first priority should be to install lights opposite the LCBO exit to prevent accident/personal injury.

Second, we cannot stop progress. The LCBO lot is already used as a bypass. Making changes is an opportunity to enhance that. If proper sidewalks are added when the flow through

happens, walking safety will be addressed.
I also think that when the new subdivision is put in that a set of lights at Mountainview and Walkers could be a viable option as well.

Sincerely,
[redacted]

[redacted]

Good evening neighbours,

Many of you may already know that the Region of Peel will eventually be moving/demolishing the LCBO in Caledon East. It will likely stay in Caledon East, but just not at its current location. Once the LCBO is moved, the Region is also indicating their preference to redesign the intersection of Old Church Road westbound at Airport Road. This preferred design, with Old Church running westbound through the LCBO (once it is removed/demolished), is straight onto Ivan Avenue. See the Region's drawing attached below.

Although this may "clean up" the intersection of Airport Rd at Old Church, is it necessary. Are you opposed to opening up a Regional Road at Ivan Avenue? Do you want to see increased traffic flow through this quiet neighborhood? Will the children who walk these streets (Ivan Avenue, Oliver's Lane, Colleen Crescent, Ella Court, Parsons Ave, Emma St and Maple Ave) still be safe to walk/bike along Ivan Avenue and to the north end of Olivers Lane? What happens when the new Walker's Road subdivision gets completed and the new traffic from 200+ homes flows along and down Ivan Avenue as a shortcut to Airport Road (instead of Walkers to Airport)?

Our Regional Councillor Jennifer Innis (ward 3 and 4) and Area Councillor Nick DeBoer (ward 3 and 4) are cc'd on this email. I spoke to them and they really WANT to hear from you!

I am sending this email and information to those who may live or have family along the following streets in downtown Caledon East - Ivan Avenue, Oliver's Lane, Colleen Cres, Ella Crt, Parsons Ave, Emma St and Maple Ave. If you like, please forward to anyone you know that may want to have their voice heard. The deadline for feedback to your Councillors who will then forward to the Region of Peel is **the week of October 14th.**

If you are in favor of blocking off Ivan Avenue in the next few years when the Airport Road corridor gets updated, simply cut/paste the information below, and send a quick email to Jennifer Innis and Nick DeBoer. We really don't need a Regional Road running through and onto a quiet neighborhood.

Our Councillors were both kind enough to speak with me this afternoon in a video call and are anxiously awaiting feedback from their ward 3 and 4 residents!

To make it easy, just cut/paste the following or use it as a sample of what they require, but feel free to change/add whatever you like:

I am a resident of Caledon East and travel along Ivan Avenue, Oliver's Lane, Colleen Cres, Ella Crt, Parsons Ave, Emma St and Maple Ave.
I understand that the Region is making changes to Airport Road, and in particular the intersection at Old Church. I/we understand that this will make this intersection safer, which is good news. But I/we do not want this intersection to extend onto Ivan Avenue. There is no need for this. When that intersection at Airport Road is revamped, simply open it up to Ivan Avenue, but stop it there. Simply eliminate that access. It is not necessary. I am concerned that if you open Old Church onto Ivan Avenue, there will be increased traffic along these streets (in particular Ivan and Olivers) and that noise and traffic levels will increase. I am also very concerned the increased traffic will jeopardize the safety of the children who walk and bicycle along these streets. People will use this as a shortcut.
When the Walker's Road subdivision of over 200 homes are built, a traffic-controlled intersection at Airport Road may be a great idea. Please keep that in mind!

There you go folks. I have attached the above sample email below in a word document for those who prefer. Please see the attachments. You don't need to cc me, but feel free to reach out to me via email or call me anytime. **But you really do need to email your Councillors! Just cut/paste and take 5 minutes out of your busy schedules to send them an email. They want to hear from you!**

Thank you.
[redacted]

[redacted]

Note: thanks to [redacted] *for many of the email addresses he has gathered over the years. If you no longer want to receive any updates related to these concerns, please respond to me and I'll immediately remove your name from my*

list.

<Old Church extension through Ivan Ave_recommendation.JPG><I am a resident of Caledon East and travel along Ivan Avenue ....docx>

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[redacted]

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Again, thank you for taking the time to share your thoughts and concerns.

Best regards,
[redacted]

[redacted]

[redacted]

[redacted]

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[redacted] my 2 cents.
I feel that intersection is dangerous (at the liquor store) and I also feel that our street (at the bend by the post boxes) is dangerous already.
I think that if they add sidewalks, we will be in better shape than we are now. Night time walking is really treacherous on our street.

[redacted]

Good evening neighbours,

Many of you may already know that the Region of Peel will eventually be moving/demolishing the LCBO in Caledon East. It will likely stay in Caledon East, but just not at its current location. Once the LCBO is moved, the Region is also indicating their preference to redesign the intersection of Old Church Road westbound at Airport Road. This preferred design, with Old Church running westbound through the LCBO (once it is removed/demolished), is straight onto Ivan Avenue. See the Region's drawing attached below.

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When the Walker's Road subdivision of over 200 homes are built, a traffic-controlled intersection at Airport Road may be a great idea. Please keep that in mind!

There you go folks. I have attached the above sample email below in a word document for those who prefer. Please see the attachments. You don't need to cc me, but feel free to reach out to me via email or call me anytime. **But you really do need to email your Councillors! Just cut/paste and take 5 minutes out of your busy schedules to send them an email. They want to hear from you!**

Thank you.
[redacted]

[redacted]

Note: thanks to [redacted] *for many of the email addresses he has gathered over the years. If you no longer want to receive any updates related to these concerns, please respond to me and I'll immediately remove your name from my list.*

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[redacted]

[redacted]

Thank you for sharing your comments with us. We will investigate the issues you raised during the upcoming EA study on Airport Road. In the meantime, we will add your contact information to our mailing list to keep you informed of the study and future opportunities for input. If you are interested, the attached pamphlet provides some information on how you can participate in the study. You will also receive an invitation to participate on the Community Working Group for this study in the near future.

I look forward to your input and participation in the EA study. Feel free to contact me if you have any questions or additional comments.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies
Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca

[redacted]

Hello Sonya,

Thanks for getting back to me quickly. Yes, I am very concerned about parking on Airport Road in Caledon East. I have lived on Emma Street for over 30 years, so obviously I've seen many changes. The worst is the traffic and the loss of so much farmland, wildlife habitat, and some ugly developments. Two young girls died on Airport Road in the time I have lived here, one was hit by a driver where Old Church meets Airport. The other, just a little north of this area. An elderly woman was struck by a driver exiting the LCBO property. Every time I leave my house to head north on Airport Road, I risk my life. With trucks, buses, and personal vehicles lining the west side of the road, no one can see properly before entering the northbound lane. Even entering the southbound lane is perilous if the vehicles parked by the automotive store and the pizza store are parked there. In addition, several entrances on the east side add to the congestion and confusion, especially when people are driving fast, and zipping in front of each other. A new eatery has opened up, so again cars parked frequently throughout the day, add to the problem. Each of the roads existing in the old subdivision of Caledon East have the same problem. I have to merge halfway into the southbound lane before I can see clearly. You know that that is asking for trouble. We desperately need a better parking area for customers and visitors. Airport Road should be off limits for the most part, especially in these dangerous areas. We do have limited parking, but that should be even more restrictive. So many times, vehicles push the limit and park beyond the boundaries. Even within the boundaries, sight lines are seriously reduced.

Another issue are the sidewalks. If you were to take a walk on them, you would see how the bricks and concrete have buckled. I don't know why the region and town have continued to use this design feature throughout the town. The same thing will happen in the next few years. They may look good, but they don't work. They are unsafe. The [redacted] nearby has a number of seniors who have had difficulties navigating along this sidewalk. I have had to help several from tripping, and another in a wheelchair struggling to move along.

I would like you to address these issues in your EA study, and I would like some solutions, alternatives to what currently exists, because these parking sites and pavement issues are DANGEROUS!

Sincerely,

[redacted]

[redacted]

[redacted]

Paula Strachan from the Town of Caledon contacted me regarding your concern for parking on Airport Road. I am a Project Manager with the Region of Peel and will soon initiate an Environmental Assessment study for improvements to Airport Road in this area. If you would like to reply or give me a call to describe your concern, I will see if the situation is something we can review during the study or if I can connect you to the appropriate contact for further review.

Best Regards,
Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca

[redacted]

The presentation slides are attached to the following links:

Airport Road Environmental Assessment -
https://www.peelregion.ca/pw/transportation/construction/environmental-assessment/pdf/live-online-presentation.pdf

Additional information regarding separate Feasibility Study on Olde Base Line Road -
https://www.peelregion.ca/pw/transportation/construction/environmental-assessment/pdf/Olde-Base-Line-Road-Feasibility-Study.pdf.

Please let us know if you have any comments.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

84BE9F13
[redacted]

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[redacted]

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Hello,

I would like to receive the presentation deck and any other information from last night's webinar.

When will they be available?

Thank you.

[redacted]

[redacted]

[redacted]

Thank you for contacting me.

The presentation slides will be available on the Project Website until October 14. In addition, we plan to post a summary of questions and comments that we receive tonight, for members of the Public to view should they not be able to attend the session.

Please let us know if you have any questions or comments.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

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-----Original Message-----
[redacted]

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Hello
Will tonight's presentation be recorded if someone cannot attend?
Thank you.
[redacted]

Sent from my iPhone

[redacted]

Hi [redacted],

Thank you for reaching out to us.

There may be a few websites for different sections of Airport Road. I thought it may be helpful to first confirm the project website address for the section of Airport Road between King Street and Huntsmill Drive: https://www.peelregion.ca/pw/transportation/construction/environmental-assessment/airport-road-caledon.asp.

You can visit the Website in Internet Explorer or Google Chrome. A couple of notes in case you encounter any problems:

- In Internet Explorer, you may need to right-click on the link that you would like to view and open in a new tab or window.
- In Google Chrome, the information should open automatically when you click on the link.

The following PIC materials are available on the Website (included for your convenience are the direct website links to information most relevant to Old Church Road):

- **Live Online Presentation Slides**
  https://www.peelregion.ca/pw/transportation/construction/environmental-assessment/pdf/live-online-presentation.pdf
- **Summary of Questions, Comments and Responses to the Live Online Presentation**
- Materials in addition to the presentation slides:
  - Summary of community input
  - Summary of technical study findings
  - Update on the separate Olde Base Line Rd Feasibility Study
  - Preliminary Assessment of Alternative Design Concepts (see **Preliminary Assessment – Old Church Road Intersection:**
    https://www.peelregion.ca/pw/transportation/construction/environmental-assessment/pdf/preliminary-assessment-old-church-road-intersection.pdf)
  - Preliminary Preferred Design (including **preliminary preferred design at Old Church Rd:** https://www.peelregion.ca/pw/transportation/construction/environmental-assessment/pdf/Preliminary-Preferred-Design-Old-Church-Road.pdf)
- Project Feedback Survey
- PIC 2 Comment Sheet.

Please feel free to contact me if you have any questions or would like to submit comments on this project. In the meantime, I will share your comment below with the Project Team.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

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[redacted]

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[redacted]

Sonya, I have checked the Region's website and can't locate the handouts from the recent PIC. Could you please forward to me.
I have concerns with the stop sign I see at the end of Old Church Road and then allowing access onto Ivan Avenue. This is a quiet subdivision and makes no sense to bring traffic through. My neighbours are concerned with this and I'm sorry I missed the PIC.
Look forward to hearing from you.

[redacted]

[redacted]

[redacted] , good to hear from you. I sincerely hope you are enjoying your retirement. I am happy, you are engaged in community planning and development.

The materials with regard to Ivan Avenue should be on the Regional website under Airport Road EA Study. I will also check for you and provide you with the requested materials. However, I suggest that you contact Sonya Bubas at her email sonya.bubas@peelregion.ca

She will definitely be able to assist you with all your questions and also provide you with the most recent information/PIC materials. She is extremely good, helpful and knowledgeable. I am copying her on this email thread.

[redacted]

[redacted]

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

https://peelregion.ca/pw/transportation/construction/environmental-assessment/pdf/Preliminary-Preferred-Design-Old-Church-Road.pdf

[redacted], do you know if there was a handout from the recent PIC the Region held. I live on Ivan Avenue and am not happy about traffic from Old Church Rd coming into our subdivision. I'd like to find out more before I respond to the Councillors. I couldn't find anything on the Region's website.

[redacted]

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[redacted]

Subject: FW: Caledon East (Airport Rd.) Environmental Assessment

[redacted]

Sorry, I don't have an agenda. I am interested in the status of your EA for Airport Rd. and whether proposed changes to the road configuration will impact our [redacted] property. That's pretty much it. It will be me, and maybe my colleague [redacted]. Thank you.

[redacted]

[redacted]

Yes I send out the phone invite.

Please provide your meeting agenda and your list of your attendees.

[redacted]

[redacted]

Thanks for the response [redacted] The 23rd at 1pm works perfectly for me. Will you be sending out conference call details with your colleagues who will be joining? Thanks again.

[redacted]

[redacted]

[redacted] We can do either the 23rd at 1pm or 30th at 10am. Please advise

Regards,
[redacted]

[redacted]

[redacted]

H[redacted]

In speaking with [redacted] regarding a residential development proposal behind our existing [redacted] store, they advised that you were the contact I should reach out to regarding the Region's ongoing EA for Airport Road. I am particularly interested in the status of the EA, some of the findings and conclusions (if you're there yet) regarding current access to our [redacted] store site and a proposed entrance into the Bell lands from the future proposed road that leads to the future subdivision.

Could we have a call sometime next week at your convenience? Thanks very much and have a nice weekend.

[redacted]

[redacted]

[redacted]

I received your request and you have been added to the mailing list. We are in the Environmental Assessment (EA) planning stage. As part of the EA, we plan to present options for road design concepts at our next PIC this fall. You should receive a notice of the PIC in advance.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

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[redacted]

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[redacted]

Voicemail Received from [redacted] – Thursday, June 14, 2018 at 10:54p.m.

NOTE: a message was left on June 14, 2014 for [redacted] at [redacted] to confirm his email address as an acknowledgement was sent to the email address given on his Comment Sheet but the email bounced back.

The following message was received from [redacted] (message has been noted verbatim).

It's [redacted]. Obviously I got to fine tune what I put there. Where the stop sign are for the north and south Airport Road I would put a big culvert under the road because the road is going to be going up towards the roundabout so you can elevate it slightly there and have a big culvert so this would join up to the path from the subdivision just north of there and this big culvert would be paved at the bottom. Culverts don't cost much and then carry on with the bike path on the Airport Road there, which is the old Airport Road south and old Airport Road north and you'd have a bike path around there and commercial retail, is what I envision seeing over there.

So, my email is [redacted]

Another thing too as far as Airport Road cutting off and going behind the houses on the east side of Airport Road that will be well after the nurseries, I looked at it better and it could swing after the nurseries so that would not be affected and it would swing back before the subdivision – swing back over to Airport Road and you would have a dead end at the original part of Airport Road at the north and a dead end at the original part of Airport Road at the south and you would have your bicycle path go through there and see what commercial/retail can go in there as far as a plaza or something can go.

I hope to hear from you. Bye.

[redacted]

Subject: FW: Airport Road - Class Environmental Assessment

[redacted]

Thank you Sonya for the update this morning. It would be appreciated if you could add me to the circulation/contact list to be notified of any future dealings with the Airport Road EA with respect to Caledon East.

[redacted]

[redacted]

Per our conversation this morning, please find my contact information below. Information and updates on the Class Environmental Assessment Study for Airport Road between King Street and Huntsmill Drive can be found at http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm.

Regards,

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

Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca

Region of Peel
working with you

[redacted]

Subject: FW: Airport Road EA information

[redacted]

The project is currently in the 60% detail design stage and expect to get to 90% end of this year. There may be changes along the way up until tendering. At this stage, the consultant has not provided the proposed property lines on the drawing but you can get an idea on the limit of grading and ditch line at this stage.
In the meantime, I've provided a link for you to download the 60% drawings if you are interested in knowing a bit more of the current intersection. Please download it soon as it wont be up longer than 24hrs I believe.

[redacted]

Please feel free to reach out to me if you have any other questions.

Regards,

[redacted]

Region of Peel
working with you

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[redacted]

[redacted]

Good Morning [redacted]

I got your contact information from [redacted]

I was wondering if you could help me get some information on the dimensions and right of way for roundabouts along Airport road in Caledon.

If we can get the dimensions/right of way that is applied for the roundabout at the intersection of King and Airport, that would also be very helpful.

Thank you again for your help!

Regards,
[redacted]

[redacted]

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[redacted]

Thanks Sonya.

[redacted]



On Mon, Sep 11, 2017 at 7:31 AM, Bubas, Sonya <sonya.bubas@peelregion.ca> wrote:

[redacted]

The Region of Peel has received your request to be added to the notification list for the Class Environmental Assessment (EA) on Airport Road in Caledon. Your contact information will be added to the mailing list to receive future notification on the Class EA Study.

Please feel free to contact me if you have any further questions or comments on the Study.

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

Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca

ROP-email


[redacted]

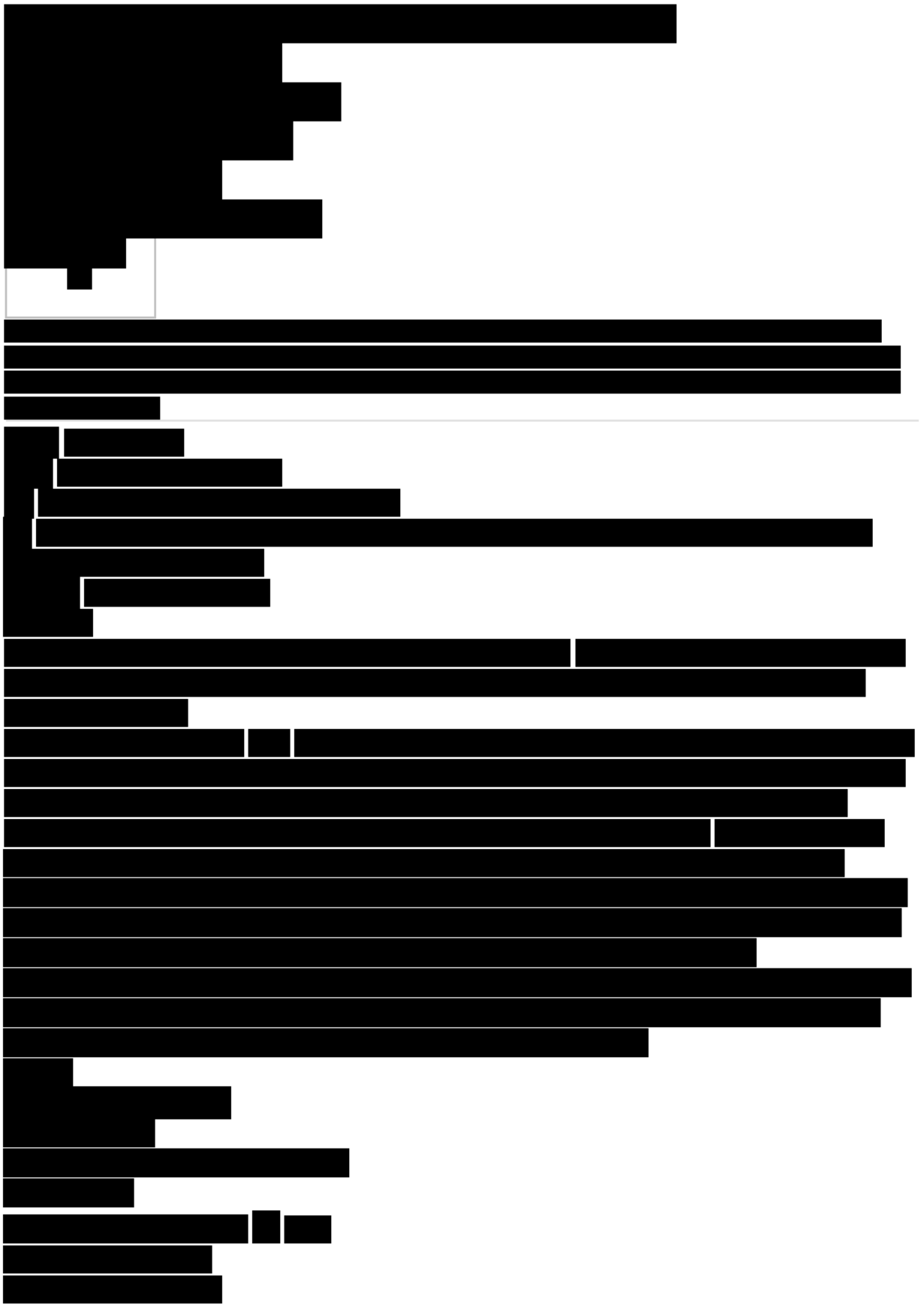
Hi Asha,
March 27 - [redacted] left a voice mail with [redacted] [assuming on speaker]. They are trying to find information on the EA for Airport Road in Caledon. They asked for a ball park idea of spatial requirements for the roundabouts. [redacted] knows that the Region completed an EA for the roundabout at King Street and Airport Road, but cannot find a dimensioned drawing for that; and wanted to see documents for the EA process as well for Airport Road north through Caledon East Village. [redacted] advised that [redacted] sent an email and we can respond to her. He said if we can direct them in the right direction that would be appreciated.
March 28 - I left [redacted] a voice mail to confirm I received her email and voice mail, and explained that I could not respond until this morning because I was away from the office over the last 3 days. I asked if she could give me a call to clarify the area of interest and the information she is looking for [as they referred to both the roundabout at King St. and the EA north through Caledon East]. In the meantime, I would see what information we can pull together [per my request to Arthur].
I will send you another update when I connect with [redacted] (I could also forward the voice mail message).
Thanks,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

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[redacted]

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[redacted]



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[redacted]

Hi Sonya,

I am contacting you in regards to the Environmental Assessment (EA) for Airport Road (from 100m north of King Street to 300m north of Huntsmill Drive) in the Town of Caledon.

Has there been any headway on this project? I was wondering if there are any engineering drawings available as of yet (if not, would be able to tell me when they would be available?)

Also, has the necessary right-of-way along Airport Road been decided yet?

Looking forward to hear back from you!

Thank you,

Regards,

[redacted]

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[redacted]

October 14, 2020

I am a long time resident of Caledon East and I feel it is important that we plan properly and make sure we address all of the issues for the future of our hamlet. I have already completed the 20 questions for the on line Survey. I am quite pleased with many of the recommendations as the Region seems to understand the importance of keeping traffic flowing SAFELY through our community and at the same time we need to respect both pedestrian and bike traffic. I have always walked and biked through our streets, but since the onset of Covid-19 I am now walking 5-7 days a week. It is amazing at what you can see when you walk our towns streets.

I have two areas which I feel need to be addressed further and although I added them to the comments section in the survey I thought I should also send you along an additional email. When you're walking on the west side of Airport Road near the Foodland Plaza it is very difficult to safely cross the road. I feel a Cross Walk or a set of lights similar to the ones helping you cross at the Trans Canada Trail are necessary at the top of the hill.

My other concern is with the proposal of having Old Church continue through to Ivan Avenue. I understand and agree that this intersection needs to be changed, but having a major road lead into a residential subdivision is not the solution.

The only people who should be in this area should be the residents who live on Ivan Avenue, Oliver's Lane, Colleen Cres, Ella Crt, Parsons Ave, Emma St and Maple Ave. If the road were to go straight through then everybody who lives in the Walker Road area and the new Castles of Caledon Subdivision would be using this as a shortcut.

I am concerned that if you open Old Church onto Ivan Avenue, there will be increased traffic along these streets (in particular Ivan and Olivers) and that noise and traffic levels will increase. I am also very concerned the increased traffic will jeopardize the safety of the children who walk and bicycle along these streets and also for my own personal safety.

I am not a traffic expert, but I feel there is a better solution then the one the Region is currently looking at. Our Town needs your help. Please call or email me if you would like to discuss this further or if there is anything I can do to help. Caledon East is a gem that needs some serious polishing and a well thought out plan will go a long way to help our Town recognize its potential.

[redacted]

[redacted]

Hello [redacted]
Thank you for your Comment Sheet. The project team has carefully considered your comments and attached is a response to your comments.

Regards,

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

-

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[redacted]

Hello [redacted]
We acknowledge receipt of your Comment Sheet for the Airport Road Environmental Assessment. The project team will consider your comments and get back to you.

In the meantime, please acknowledge receipt of this email as we want to ensure we have your correct email address and if you have any further comments or questions, we also look forward to hearing from you again.

Regards,

Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies

Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Asha.Saddi@peelregion.ca



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[redacted]

Date: January 13, 2021
Project No. 16-4360

[redacted]

Dear [redacted]

RE: Airport Road Environmental Assessment (100m north of King Street to 300m north of Huntsmill Drive)

Thank you for providing your comments for the second Airport Road Environmental Assessment (EA) Public Information Centre. The project team has carefully considered your comments and provide the following response.

Your comments indicate concern for high traffic, trucks and speeding on Airport Road, and no development downtown.

Airport Road is an arterial Regional Road and part of the goods movement corridor. Goods movement is a key component for economic development through Caledon and the Region of Peel. One of the objectives of this EA is to slow traffic along Airport Road through speed reduction measures, which can discourage some trucks from using Airport Road. In conjunction with this EA, the Region has also examined the potential to upgrade Olde Base Line Road to accommodate trucks.

The proposed corridor improvements through Caledon East support the revitalization and beautification of the village by providing:

- enhanced streetscaping, .
- vegetation in the boulevard,
- improved sidewalks,
- opportunities for gateway features at the proposed roundabout at Cranston Drive and on the proposed raised median north of Walker Road,
- streetlighting for the rural area south of the Foodland plaza, and
- rest areas along the corridor.

I trust this response has addressed your comments. If you have any questions or further comments, please feel free to contact me at 905-791-7800 extension 7801 or email me at sonya.bubas@peelregion.ca

[redacted]

Sincerely,



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

cc: Asha Saddi, Region of Peel
Arthur Lee, Region of Peel
Scott Johnston, IBI Group

[redacted]

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Thank you for your reply ,looking forward to the improvements, a small roundabout at Old School road and Torbram , easy to do and good sight lines , works in any weather , when thinking about stop signs , think roundabout !!!!!!!!!. keeps traffic moving .

[redacted]

On Wed, Jan 13, 2021 at 12:54 PM Saddi, Asha <asha.saddi@peelregion.ca> wrote:

> Hello [redacted]
>
> Thank you for your Comment Sheet. The project team has carefully considered your comments and attached is a response to your comments.
>
> ***Regards,***
>
> ***Asha Saddi, BA(Hons), PMP***
>
> ***Technical Analyst, Infrastructure Programming & Studies***
>
> ***Transportation Division***
>
> ***Public Works, Region of Peel***
>
> ***Asha.Saddi@peelregion.ca***
>
> WWY logo [redacted]
>
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recipient or have received this e-mail in error, please notify the sender via return email and permanently delete all copies of the email. Thank you.

[redacted]

[redacted]

We acknowledge receipt of your Comment Sheet for the Airport Road Environmental Assessment. The project team will consider your comments and get back to you.

In the meantime, please acknowledge receipt of this email as we want to ensure we have your correct email address and if you have any further comments or questions, we also look forward to hearing from you again.

Regards,

Asha Saddi, BA(Hons), PMP

Technical Analyst, Infrastructure Programming & Studies

Transportation Division

Public Works, Region of Peel

Tel: 905-791-7800 x7794

Asha.Saddi@peelregion.ca

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intended

recipient or have received this e-mail in error, please notify the sender via return email and permanently delete all copies of the email. Thank you.

[redacted]

Hello [redacted]
Thank you for providing your comments for the second Airport Road Environmental Assessment (EA) Public Information Centre. The project team has carefully considered your comments and offer the following response.

Your comments suggest that the EA study should embrace a wider horizon, including diverting all through traffic around the community on bypass routes or considering that traffic be reduced to local residents and service only.

In 2015, the Region assessed the feasibility of a new bypass around Caledon East as part of the Goods Movement Strategic Plan. Constructing a new bypass was not carried forward primarily due to significant impacts on property, natural environment, and cost. As an alternative, Olde Base Line Road was identified as a potential east-west route for a portion of trucks travelling northwest via Airport Road and Charleston Side Road. Speed reduction measures such as signage and roundabouts were recommended to slow traffic and encourage some of the truck traffic to use other existing routes (e.g., King Street and Highway 10).

The current EA study is looking to slow traffic on Airport Road through Caledon East. In conjunction with the EA, the Region has also examined the potential to upgrade Olde Base Line Road to accommodate trucks. Several other measures are proposed that support the village character of Caledon East while maintaining the current arterial function of Airport Road, such as improved sidewalk and multi-use path, pedestrian crossing and/or cross-rides at intersections, and layby parking with streetscaping.

I trust this response has addressed your comments. If you have any questions or further comments, please feel free to contact me again.

Regards,

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

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[redacted]

Good Morning [redacted]
Thank you for your email. The project team will consider your comments and get back to you. In the meantime, if you have any other comments or questions please do not hesitate to contact me.

Regards,

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

-

WWY logo [redacted]

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[redacted]

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Ladies and Gentleman.

This study should embrace a wider horizon including diverting all through traffic around the community on bypass routes.

Traffic travelling through Caledon East has become far too great reaching levels seriously affecting the well being of those living in this pleasant small community.
It includes danger, noise, fumes, parking and as well as difficulty entering Airport Road from estates on either side.
The situation is almost unbearable.
A serious concern is that without a plan to combat such, Caledon East would become similar to the community of Caledon which has been decimated by the busy Hwy. 10.
Caledon is no longer a viable village, it is solely a collection of homes, with no center and no peace.
In conclusion divert traffic on a bye pass or, bye pass routes, around Caledon East, or suffer consequences later.
Sincerely.
[redacted]
[redacted]
PS.
I would expect that your planning departments have taken a serious look at Britain and Europe's towns and villages.
Most now with peaceful traffic free, pleasant pedestrianized areas where roads were once.
Time has come for us to consider similar, at least in ensuring that traffic be reduced to local residents and service only.
I note that those in planning in this instant, are from Brampton Peel, – oh dear.
Surely that does not bode well, for the beautiful, hilly, wooded, farming country township of Caledon?
I repeat, I reiterate, I emphasize! Time now to Take Action on behalf of the citizens of Caledon East.
PPS.
Dear Jennifer, please forward as you see fit.
Thank you
[redacted]

[redacted]

Hello [redacted]
Thank you for your Comment Sheet. The project team has carefully considered your comments and attached is a response to your comments.

Regards,

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

-

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[redacted]

Hello [redacted]
We acknowledge receipt of your completed Comment Sheet. If you have any further comments or questions, please do not hesitate to contact us again.

Regards,

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

Asha.Saddi@peelregion.ca

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[redacted]

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Please see attached my feedback form

[redacted]

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Region of Peel
working with you

Date: January 13, 2021
Project No. 16-4360

[redacted]

Public Works

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

peelregion.ca

RE: Airport Road Environmental Assessment (100m north of King Street to 300m north of Huntsmill Drive)

Thank you for providing your comments for the second Airport Road Environmental Assessment (EA) Public Information Centre. The project team has carefully considered your comments and offer the following response.

Your comments suggest a roundabout at Olde Base Line Road and Airport Road, and a roundabout at Old Church Road and Airport Road. Your comments also indicate many accidents happen at the Old Church Road intersection, especially with traffic from the LCBO.

The design of roundabouts on Airport Road would need to accommodate all traffic, including trucks and/or farm vehicles, resulting in a relatively large footprint. A roundabout at Olde Base Line Road and Airport Road was not carried forward primarily due to significant property impacts. Similarly, a roundabout at Old Church Road and Airport Road would have major property impacts compared to the alternatives considered.

Roundabouts are proposed at Castlederg/Boston Mills Side Road and Cranston Drive to encourage northbound traffic to slow down before entering Caledon East. Additional measures are proposed to encourage southbound traffic to slow down on approach to Caledon East, such as raised centre medians at Huntsmill Drive and north of Walker Road. Reduced lane widths are also proposed to encourage slower speeds throughout the corridor.

I trust this letter has addressed your comments. If you have any questions or further comments, please feel free to contact me at 905-791-7800 extension 7801 or email me at sonya.bubas@peelregion.ca

Sincerely,

S Bubas

Sonya Bubas, MCIP, RPP

/1

[redacted]

Project Manager
Infrastructure Programming and Studies
Transportation Division, Public Works

cc: Asha Saddi, Region of Peel
Arthur Lee, Region of Peel
Scott Johnston, IBI Group

[redacted]

[redacted]

Thank you for email dated September 14, 2020. The project team has carefully considered your comments and attached is a response to your questions.

Regards,

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

-

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[redacted]

[redacted]

Thank you for your email. It may be helpful to you to attend our second Public Information Center (PIC) for the Airport Road EA. This will be a live event and is being held tomorrow evening from 6-8pm. The project team will be going through the work completed so far on the EA and you will have an opportunity to ask questions online.

The PIC2 materials can also be reviewed on the project website at:
https://peelregion.ca/pw/transportation/construction/environmental-assessment/airport-road-caledon.asp
where you will find:

- A summary of community input received
- Summary of technical study findings
- Details on the Olde Base Line Road feasibility study

- The preliminary assessment of alternative design concepts, and,
- The preliminary preferred design

A Comment Sheet and Survey is also available for you to provide your input and feedback. Please note that the link to the September 23 live PIC2 will be available on the project website from 12 noon on September 23.

Regards,

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

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[redacted]

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> Hello
> [redacted] would like to know more about you plans at the intersecrion of cranston drive and airport road .. i had a corner house on airport road .. i also would like to know more details about how is city planning on the intersection.. is any of my property will be affecred or city has any interest in .. a detail description will be required for better understanding on the project ..
> i had gone through the link on the website but it didnt eloborate much other than stating that around 25 properties will be affected
> Further about the environmental effect.. all the contributions around the intersection must be put on hold for minimal impact on environment

Region of Peel
working with you

Date: January 13, 2021
Project No. 16-4360

[redacted]

Public Works

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

peelregion.ca

RE: Airport Road Environmental Assessment (100m north of King Street to 300m north of Huntsmill Drive)

Thank you for your comments on the Airport Road Environmental Assessment (EA). Further to your correspondence with Asha Saddi and the online Public Information Centre in September, we offer the following response to your questions regarding plans at the intersection of Cranston Drive and Airport Road.

A flared two-lane entry roundabout is proposed at the Cranston Drive and Airport Road intersection to encourage slower speeds. The roundabout will provide a location for a gateway feature so that northbound drivers would become aware that they are entering the Caledon East community. The proposed location of the roundabout is shown on the project website at https://www.peelregion.ca/pw/transportation/construction/environmental-assessment/pdf/Preliminary-Preferred-Design.pdf,

We do not anticipate the need for property on the west side of Airport Road at Cranston Drive. The roundabout will be constructed with a multi-use trail along the Region of Peel property line, which will result in the removal of trees within the right-of-way at the southwest corner of Airport Road and Cranston Drive. A landscape plan will be developed during detailed design for tree replacements within the study corridor.

The natural environment assessment and tree inventory for this project will be included in the Environmental Study Report for public review, tentatively scheduled in Winter 2021. The review period will be announced on the project website at https://www.peelregion.ca/pw/transportation/construction/environmental-assessment/airport-road-caledon.asp.

I trust this letter has addressed your comments. If you have any questions or further comments, please feel free to contact me at 905-791-7800 extension 7801 or email me at sonya.bubas@peelregion.ca

[redacted]

Sincerely,



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

cc: Asha Saddi, Region of Peel
Arthur Lee, Region of Peel
Scott Johnston, IBI Group

[redacted]

Thank you for providing your comments for the Airport Road Environmental Assessment Public Information Centre No. 2. The project team has carefully considered your comments.

Please find attached a response to your comments.

Regards,

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

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[redacted]

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Hello Asha,

All we ask is that are concerns and comments are taken seriously. I hope due to us be the only driveway that it does not effect the choices.
As far as I understand the Region is trying to control speeds, control truck movement all in front of our driveway. When actually history of accidents is about a mile to 2 miles north of Huntsmill.

Regards,

[redacted]

Sent from my iPad

On Oct 15, 2020, at 12:24 PM, Saddi, Asha <asha.saddi@peelregion.ca> wrote:

[redacted]

Thank you for your email and attached Comment Sheet. The project team will consider your comments and get back to you. In the meantime, if you have any other comments or questions please do not hesitate to contact me.

Regards,

Asha Saddi, BA[Hons], PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Asha.Saddi@peelregion.ca<mailto:Asha.Saddi@peelregion.ca>

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[redacted]

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[redacted]

Sent from my iPad

[redacted]

Get Outlook for iOS

[redacted]

Good morning

Please find attached Notice of Public Information Centre (PIC) No. 2 for the Environmental Assessment (EA) on Airport Road from King Street to Huntsmill Drive. The PIC is being held as a live online event on Wednesday, September 23 from 6-8pm. The attached notice provides additional information on how you can provide your input and how you will be able to join the live event.

We look forward to meeting with you online on September 23.

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9

[redacted]
Administrative Assistant to the Manager
Infrastructure Programming & Studies
Transportation

<Airport Road EA - Notice of PIC 2.pdf>

Region of Peel
working with you

Date: January 14, 2021
Project No. 16-4360

[redacted]

Public Works

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

peelregion.ca

RE: Airport Road Environmental Assessment (100m north of King Street to 300m north of Huntsmill Drive)

Thank you for providing your comments for the second Airport Road Environmental Assessment (EA) Public Information Centre. The project team has carefully considered your comments and offer the following response.

Your comments indicate an interest in the noise and natural environment assessments for the EA study, particularly at Huntsmill Drive.

Overall, changes in future sound levels as a result of this project are expected to be small. Mitigation measures (i.e., noise walls) are not recommended in the vicinity of Huntsmill Drive. Rumble strips are proposed along the travel lane to deter vehicles from crossing over to the shoulder. No direct impacts to the wetland communities in the vicinity of Huntsmill Drive are anticipated as a result of the proposed improvements to Airport Road. The proposed improvements at Airport Road and Huntsmill Drive are located within the existing road right-of-way.

Details of the noise and natural environment assessments will be included in the Environmental Study Report for public review toward the end of the EA study process, tentatively scheduled in Winter 2021. The review period will be announced on the project website at https://www.peelregion.ca/pw/transportation/construction/environmental-assessment/airport-road-caledon.asp.

Your comments suggest that the speed limit at Huntsmill Drive should start further north, speeds should be reduced sooner than Huntsville Drive, and warning signage should be provided further north with a flashing light at Huntsmill Drive.

One of the EA objectives is to encourage slower traffic speeds on Airport Road within the study limits. The raised centre medians and reduced lane widths proposed at Airport Road and Huntsmill Drive will provide southbound

drivers with a visual cue to slow down before crossing the intersection into Caledon East.

The northern limit for this EA is 300m north of Huntsmill Drive. In response to public comments, the Region will complete a separate speed limit review for a section of Airport Road to the north of this limit. The review will be completed following conclusion of the EA so that the recommended improvements at Huntsmill Drive can be factored into the review. Your suggestion for warning signage with flashing light will be forwarded to Regional Staff for further consideration during this review.

I trust this letter has addressed your comments. If you have any questions or further comments, please feel free to contact me at 905-791-7800 extension 7801 or email me at sonya.bubas@peelregion.ca

Sincerely,



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

cc: Asha Saddi, Region of Peel
Arthur Lee, Region of Peel
Denise Dang, Region of Peel
Scott Johnston, IBI Group

[redacted]

Hi [redacted]
Thank you for providing your comments for the Airport Road Environmental Assessment Public Information Centre No. 2. The project team has carefully considered your comments and attached is a response to your questions.

Regards,

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

-

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[redacted]

[redacted]
Thank you for providing your comments for the Airport Road EA. We have noted your comments and will get back to you.

In the meantime I'm attaching the link to the project website where you will find the PIC2 materials: https://peelregion.ca/pw/transportation/construction/environmental-assessment/airport-road-caledon.asp
Here, you'll be able to review:

- A summary of community input received
- Summary of technical study findings
- Details on the Olde Base Line Road feasibility study
- The preliminary assessment of alternative design concepts, and,

- The preliminary preferred design

A Comment Sheet and Survey is also available for you to provide additional input and feedback. Please note that the link to the September 23 live PIC2 will be available on the project website from 12 noon on September 23.

Regards,

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

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[redacted]

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[redacted]

[redacted]

Asha,
I wanted to provide my comments on the Airport Road Environmental Assessment that is underway and provide my comments. I would have done so within the survey however I could not assess the survey or the project website provided within the communication that was mailed to my home. I also do not have a way to scan over the document provided. Hopefully you can accept my written comments over email.

My comments are as follows:
Traffic within the study area is a concern for the residents of Caledon East. In particular the number of large trucks (tractor trailers and dump trucks) that travel

along this route and through the town core. To note is that there is a noticeable increase along Airport Road (southbound) when the Inspection Station on Hwy 10 (north of King) is open. Since the study area is localized to Airport Road, what measures will be put into place (if any) to direct truck traffic onto Hwy 10 which is a more suited for trucks (4 lanes +)?
If roundabouts and traffic calming measures are put into place, what measures can be put into place so that trucks and vehicles don't bypass Airport Road and move to the adjacent north/south town roads that can not handle the increased traffic and more importantly the increased weight that is already degrading these roads?
Currently as they are not scheduled for replacement/repaving for several more years, will their improvements be rescheduled by the Town of Caledon to be completed sooner using materials more suited to high traffic?

Region of Peel
working with you

Date: January 13, 2021
Project No. 16-4360

[redacted]

Public Works

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

peelregion.ca

RE: Airport Road Environmental Assessment (100m north of King Street to 300m north of Huntsmill Drive)

Thank you for providing your comments for the second Airport Road Environmental Assessment (EA) Public Information Centre. The project team has carefully considered your comments and offer the following response to your questions.

What measures will be put into place (if any) to direct truck traffic onto Hwy 10 which is more suited for trucks (4 lanes +)?

One of the objectives of this EA is to slow traffic on Airport Road, which may encourage some of the truck traffic to use other existing routes (e.g., King Street and Highway 10). Roundabouts are proposed at Castlederg/Boston Mills Side Road and Cranston Drive to encourage northbound traffic to slow down before entering Caledon East.

Additional measures are proposed to encourage southbound traffic to slow down on approach to Caledon East, such as raised centre medians at Huntsmill Drive and north of Walker Road. Reduced lane widths are also proposed to encourage slower speeds throughout the corridor.

In conjunction with this EA, the Region examined the potential to upgrade Olde Base Line Road to accommodate trucks. Olde Base Line Road was previously identified as a potential east-west route for a portion of trucks travelling northwest via Airport Road and Charleston Side Road to Highway 10. With some upgrades, Olde Base Line Road is considered generally suitable to accommodate approximately 20% of the existing truck traffic on Airport Road.

If roundabouts and traffic calming measures are put into place, what measures can be put into place so that trucks and vehicles don't bypass Airport Road and move to the adjacent north/south town roads that cannot handle the increased traffic and more importantly the increased weight that is already degrading these roads?

The proposed improvements on Airport Road are not expected to increase traffic on north-south roads that are owned and maintained by the Town of

Caledon. With the exception of Horseshoe Hill Road, these local roads do not accommodate for truck movements and generally have truck restriction signs at the intersections.

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

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

I trust this letter has addressed your comments. If you have any questions or further comments, please feel free to contact me at 905-791-7800 extension 7801 or email me at sonya.bubas@peelregion.ca

Sincerely,



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

cc: Asha Saddi, Region of Peel
Arthur Lee, Region of Peel
Scott Johnston, IBI Group

[redacted]

Good Afternoon,

Please find attached for your information a letter to [redacted] which is being mailed out today.

Regards,

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

-

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Region of Peel
working with you

Date: January 15, 2021
Project No. 16-4360

[redacted]

Public Works

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

peelregion.ca

RE: Airport Road Environmental Assessment Public Information Centre No.2 – Comment Responses

Thank you for your Comment Sheet for the second Airport Road Environmental Assessment (EA) Public Information Centre. This was forwarded to the project team by Councillor Innis for consideration.

Following the public comments received, the project team is currently examining the option of not connecting the Old Church Road extension at Ivan Avenue. We are working with both our Consultant and the Town of Caledon to assess and compare this option to the other alternatives considered.

We will be in touch with you again when we have examined this option and alternatives. In the meantime, if you have any questions or further comments, please feel free to contact me at 905-791-7800 extension 7794.

Sincerely,

Asha Saddi

Asha Saddi, BA(Hons), PMP
Technical Analyst
Infrastructure Programming and Studies
Transportation Division, Public Works

cc: Sonya Bubas, Region of Peel
Arthur Lee, Region of Peel
Councillor Jennifer Innis

Hailey McWilliam

Subject: FW: Petition Submission - Airport Road EA, Caledon East

[redacted]

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Thanks Sonya - appreciate the update. I have forwarded your note to our small team.

[redacted]

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

[redacted]

Hi [redacted]

This is to confirm that the Region will not file the EA until we have completed the analysis and discussion regarding the new alternative to not connect Old Church Road at Ivan Avenue. I hope to provide you with an update well in advance of February 1.

Regards,

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

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

Brampton, ON L6T 4B9

905-791-7800 ext. 7801

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[redacted]

Hi to all,

Please submit the original petition to the Office of the Regional Clerk at this address. Upon receipt, the Clerk's assistant or myself will acknowledge receipt of the original petition via email.

[redacted]

Petitions will be placed on the appropriate Council or committee agenda for receipt, unless otherwise specified by Council or committee. In this case the petition will be presented to Regional Council.

Any one who wishes to appear before a Council meeting may request by notifying the Clerk's office. Delegation requests must be in writing or by completing the Request for Delegation Form at least

one week prior to the Council meeting for the purpose of listing your name and the topic on the appropriate agenda. We request that the preferred Council meeting date be noted on the form, otherwise it will be listed on the next appropriate agenda. Please refer to the Guide for Delegations and the Procedure-By-law (Delegations section) for additional information.

Delegations to Regional Council is limited to 5 minutes. Delegations may only appear once on the same matter within a one-year period, unless a recommendation pertaining to the same matter is included on the agenda within the one-year period and only to provide additional or new information.

Due to COVID restrictions, Regional Council meetings are held virtually. Limited public attendance at meetings will be permitted by pre-registration only (email: regional.clerk@peelregion.ca to pre-register).

Upcoming regular Regional Council (RC) meeting dates with corresponding deadlines are as follows:

Regular Regional Council Meeting	Deadlines (Main/Original Agenda)	Deadlines (Revised Agenda)
January 14th	January 6th	January 11th – before 10:00 a.m.
February 11th	February 1st	February 8th – before 10:00 a.m.
February 25th	February 17th	February 22nd – before 10:00 a.m.

For other meeting dates, please check the 2021 RC Meeting Schedule.

If the written notice requesting listing as a delegation is received by the Regional Clerk less than 72 hours prior to the time of the Council meeting, and

a. relates to an item already listed on the draft agenda, the delegation will be added to the agenda only upon the approval of Council at the meeting
b. does not relate to an item already listed on the draft agenda, the delegation shall be added to the agenda at the next following appropriate meeting.

The email below indicates possible delegation(s) from the residents in February. Taking into consideration the deadlines noted and to give everyone time to consider next steps, the petition and potential delegations will be listed on the February 11th agenda.

Hope this helps clarify the process.

Please let me know if you have any questions.

Regards,

[redacted]

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[redacted]

Hi [redacted]

I touched base with [redacted] this afternoon regarding the petition concerning the Airport Road EA. [redacted] is copied on this email because she had a couple of questions for the Regional Clerk, and I thought this would help summarize our discussion.

I acknowledged that both the Regional Clerk and Project Team are in receipt of the petition and that the Team is looking into the issues raised. I offered to continue communication with [redacted] and provide updates on the issues as they become available.

Question #1: Does Regional Clerk need the original signatures or a hardcopy of the petition?

I also asked for clarification on the community's interest to delegate Council, and whether a delegation would be necessary if the Region tried to resolve the issues before the EA is completed. The community wants to be proactive in sharing their input so that their concerns are considered before decisions are made. They are not satisfied with the EA responses to date regarding the need for an extension of Old Church Road to Ivan Avenue, and want to be sure their concerns have been communicated to all parties involved in the project (Council, management, project manager, project team, etc.).

I explained that the Team is carefully reviewing the suggested option to not connect Old Church Road at Ivan Avenue. I let [redacted] know that we have included this new alternative with a concept sketch in the evaluation matrix, and will be reviewing the evaluation with the Town and Agencies. I reiterated the two main objectives of the extension was to address safety at the intersection and provide the neighbourhood with a signalized access to Airport Road. I let [redacted] know that the petition offered some new information to me, in that it appears to represent interest of the larger neighbourhood, based on the streets canvassed.

We hope to complete our review of this new alternative in January and [redacted] understood that I could not provide an answer at this time. I offered to share the results with [redacted] before the final EA recommendation, so that the community would have the opportunity to delegate Council if they felt their issues were not resolved. This could bring them to a delegation to Council in February (before the EA is filed).

Question #2: Can the Regional Clerk confirm that a delegation can be requested on a future Council agenda? [What is the deadline for the February agenda?]

We talked about the EA as a self-regulated process and that the Region does not formally report to Council on the EA recommendation. However, I explained that Council is aware of the project through approval of the capital program and the local Councillors are kept well informed of the project with updates in advance of public consultation. I also confirmed that the local Councillor has communicated the community's concerns to the Team and to my immediate supervisor who provides guidance to me and the Team.

[redacted] has my Regional cell phone number should she have further questions or concerns.

Regards,

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

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

Brampton, ON L6T 4B9

905-791-7800 ext. 7801



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[redacted]

Hi [redacted]

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We will be updating the EA documentation to explain that the ultimate solution for the west leg of the Airport Road and Old Church Road intersection is subject to the Town of Caledon Urban Design Review. We will also document that Old Church Road will not be connected at Ivan Avenue. We will keep you informed of next steps in the EA and look forward to hearing your thoughts throughout the process.

Please feel free to contact me if you have any questions or concerns.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

84BE9F13
[redacted]

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[redacted]

This is to confirm that the Region will not file the EA until we have completed the analysis and discussion regarding the new alternative to not connect Old Church Road at Ivan Avenue. I hope to provide you with an update well in advance of February 1.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
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[redacted]

Hi to all,

Please submit the original petition to the Office of the Regional Clerk at this address. Upon receipt, the Clerk's assistant or myself will acknowledge receipt of the original petition via email.

Aretha Adams
Deputy Regional Clerk and Acting Director of Clerk's
Office of the Regional Clerk

Regional Municipality of Peel
10 Peel Centre Drive, Suite A, 5th Floor
Brampton ON L6T 4B9

Petitions will be placed on the appropriate Council or committee agenda for receipt, unless otherwise specified by Council or committee. In this case the petition will be presented to Regional Council.

Any one who wishes to appear before a Council meeting may request by notifying the Clerk's office. Delegation requests must be in writing or by completing the Request for Delegation Form at least one week prior to the Council meeting for the purpose of listing your name and the topic on the appropriate agenda. We request that the preferred Council meeting date be noted on the form, otherwise it will be listed on the next appropriate agenda. Please refer to the Guide for Delegations and the Procedure-By-law (Delegations section) for additional information.

Delegations to Regional Council is limited to 5 minutes. Delegations may only appear once on the same matter within a one-year period, unless a recommendation pertaining to the same matter is included on the agenda within the one-year period and only to provide additional or new information.

Due to COVID restrictions, Regional Council meetings are held virtually. Limited public attendance at meetings will be permitted by pre-registration only (email: regional.clerk@peelregion.ca to pre-register).

Upcoming regular Regional Council (RC) meeting dates with corresponding deadlines are as follows:

Regular Regional Council Meeting	Deadlines (Main/Original Agenda)	Deadlines (Revised Agenda)
January 14th	January 6th	January 11th – before 10:00 a.m.
February 11th	February 1st	February 8th – before 10:00 a.m.
February 25th	February 17th	February 22nd – before 10:00 a.m.

For other meeting dates, please check the 2021 RC Meeting Schedule.

If the written notice requesting listing as a delegation is received by the Regional Clerk less than 72 hours prior to the time of the Council meeting, and

a. relates to an item already listed on the draft agenda, the delegation will be added to the agenda only upon the approval of Council at the meeting
b. does not relate to an item already listed on the draft agenda, the delegation shall be added to the agenda at the next following appropriate meeting.

The email below indicates possible delegation(s) from the residents in February. Taking into consideration the deadlines noted and to give everyone time to consider next steps, the petition and potential delegations will be listed on the February 11th agenda.

Hope this helps clarify the process.

Please let me know if you have any questions.

Regards,

[redacted]

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[redacted]

Hi [redacted]

I touched base with [redacted] his afternoon regarding the petition concerning the Airport Road EA. [redacted] is copied on this email because she had a couple of questions for the Regional Clerk, and I thought this would help summarize our discussion.

I acknowledged that both the Regional Clerk and Project Team are in receipt of the petition and that the Team is looking into the issues raised. I offered to continue communication with [redacted] and provide updates on the issues as they become available.

Question #1: Does Regional Clerk need the original signatures or a hardcopy of the petition?

I also asked for clarification on the community's interest to delegate Council, and whether a delegation would be necessary if the Region tried to resolve the issues before the EA is completed. The community wants to be proactive in sharing their input so that their concerns are considered before decisions are made. They are not satisfied with the EA responses to date regarding the need for an extension of Old Church Road to Ivan Avenue, and want to be sure their concerns have been communicated to all parties involved in the project (Council, management, project manager, project team, etc.).

I explained that the Team is carefully reviewing the suggested option to not connect Old Church Road at Ivan Avenue. I let [redacted] know that we have included this new alternative with a concept sketch in the evaluation matrix, and will be reviewing the evaluation with the Town and Agencies. I reiterated the two main objectives of the extension was to address safety at the intersection and provide the neighbourhood with a signalized access to Airport Road. I let [redacted] know that the petition offered some new information to me, in that it appears to represent interest of the larger neighbourhood, based on the streets canvassed.

We hope to complete our review of this new alternative in January and [redacted] understood that I could not provide an answer at this time. I offered to share the results with [redacted] before the final EA recommendation, so that the community would have the opportunity to delegate Council if they felt their issues were not resolved. This could bring them to a delegation to Council in February (before the EA is filed).

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[redacted] has my Regional cell phone number should she have further questions or concerns.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

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[redacted]

Dear [redacted],

Thank you for providing your comments on the Airport Road Environmental Assessment (EA). The project team has carefully considered your comments and we offer the following response:

The option to extend Old Church Road to Ivan Avenue has been re-evaluated based on consultation with the Public and Town of Caledon. New alternatives were considered in the EA evaluation and a new preliminary preferred plan was identified. Under the new plan, Old Church Road will not be connected at Ivan Avenue. The Town of Caledon will undertake a separate urban design review for the broader area. The Region will continue to work with the Town through this Review on possible future private access options at the intersection. Public consultation and heritage mitigation is included in the scope of this future urban design review.

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Regards,

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[redacted]

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Thank you [redacted] for your email regarding the Region of Peel's Environmental Assessment of Airport Road through the Village of Caledon East.

I greatly appreciate you taking the time to share your thoughts and concerns regarding the potential options for the Airport Road and Old Church Road Intersection and the subsequent impacts to the surrounding village as a result of these options. I have copied Ms. Sonya Bubas, Project Manager for this Project from the Region of Peel so that your input can be included in the study and so that you may get future notifications as this process moves forward.

Again, thank you for taking the time to share your thoughts and concerns.

Best regards,
[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

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Good afternoon [redacted]

I hope all is well.

I understand you have been hearing from some of my neighbours regarding our concerns about the proposal to extend Old Church Road and have it connect to Ivan Ave.

I voiced those concerns through my feedback to the Region, but felt it was important to let you both know that I and many of my neighbours are also opposed to this idea.

As you are aware, there are no sidewalks on Ivan Ave or Oliver Lane and these roads are well used by pedestrians and cyclists- exactly the kind of uses the Region is looking to increase with the redesign of Airport Road. Encouraging more traffic to use Ivan and Oliver's Lane will actively discourage cycling and walking in our neighborhood.

Further, it will encourage more people to use these roads to avoid Walker Road, which is built to handle higher volumes of through traffic.

I implore you both to support us and reject the idea of connecting Old Church to Ivan and instead have it terminate - perhaps in a cul de sac on the LCBO property with connections leading to the plaza on the south side of the LCBO property and the future plaza on the north side.

If you would like to chat further about this, please feel free to reach out.

Regards,

[redacted]

Sent from my iPhone

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[redacted]

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Hi [redacted]

It was nice talking with you today.

As discussed, the Town's Planning Department will be leading the Urban Design Focus Area Study for the commercial lands west of the intersection of Airport Road and Old Church Road. It is my understanding that the terms of reference for the study are being finalized now with the objective of having a consultant on board in the next few weeks. I have copied Sylvia Kirkwood, Chief Planner/Director of Planning who is leading the study team.

Again, thank you for your expression of interest to participate in the study. Public engagement is a key component of any urban design/planning study so we will be in touch with you shortly once the details of the study work plan are finalized.

In the interim, if you have any questions please don't hesitate to call me on my cell.

Thanks,

[redacted]

[redacted]

[redacted]

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Good morning [redacted]

RE: Class EA study for Airport Road and Town of Caledon Urban Design Review:

As you are aware, I have been actively involved (with [redacted]) in educating local residents on the entire Airport Road EA process, and in particular the intersection of Airport Road and Old Church. We are pleased to learn that the Region has listened to the feedback from the residents, and are now abandoning the Old Church extension onto Ivan Avenue. A big thank you to Sonya and her team for listening to the residents!

I understand that the TOC planning department and the Region of Peel will work together in a partnership to complete an urban design study of this intersection. And if so, I believe this study will involve participants at the table including business owners and public involvement. As part of a group of residents residing immediately to the west of this airport Road and Old Church intersection, I would request that we have one or two from our group participate in the Urban Design Study and be part of any committee that is formed.

As a result of the new preliminary preferred plan where Old Church will no longer extend into Ivan Avenue [redacted] has advised Sonya that our request to delegate to the Region can be put aside at this time. We would however be happy to delegate to the Town of Caledon if required and as the Urban Design process proceeds.

Please let me know how we can be involved in this process from an urban design standpoint where use of lands around this intersection are discussed. I look forward to your response and next steps.

Thank you.

[redacted]

[redacted]

[redacted]

-------- Original message --------
[redacted]

Hi [redacted]

I am writing to provide you with an update on the Class EA Study for Airport Road.

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Please feel free to contact me if you have any questions or concerns.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

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[redacted]

Hi [redacted],

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Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
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Brampton, ON L6T 4B9
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[redacted]

[redacted]

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I greatly appreciate you taking the time to share your thoughts and concerns regarding the potential options for the Airport Road and Old Church Road Intersection and the subsequent impacts to the surrounding village as a result of these options. I have copied Ms. Sonya Bubas, Project Manager for this Project from the Region of Peel so that your input can be included in the study and so that you may get future notifications as this process moves forward.

Again, thank you for taking the time to share your thoughts and concerns.

Best regards,
[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

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I am a resident of Caledon East and travel along Ivan Avenue, Oliver's Lane, Colleen Cres, Ella Crt, Parsons Ave, Emma St and Maple Ave.

I understand that the Region is making changes to Airport Road, and in particular the intersection at Old Church. I/we understand that this will make this intersection safer, which is good news. But I/we do not want this intersection to extend onto Ivan Avenue. There is no need for this. When that intersection at Airport Road is revamped, simply open it up to Ivan Avenue, but stop it there. Simply eliminate that access. It is not necessary. I am concerned that if you open Old Church onto Ivan Avenue, there will be increased traffic along these streets (in particular Ivan and Olivers) and that noise and traffic levels will increase. I am also very concerned the increased traffic will jeopardize the safety of the children who walk and bicycle along these streets. People will use this as a shortcut.

When the Walker's Road subdivision of over 200 homes are built, a traffic-controlled intersection at Airport Road may be a great idea. Please keep that in mind!

Thank you,

[redacted]

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Sonya Bubas, MCIP, RPP
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[redacted]

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Again, thank you for taking the time to share your thoughts and concerns.

Best regards,
[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

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[redacted]

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Thank you so much, Sonya,

I am greatly relieved! One further suggestion, as a short-term interim solution:

Make the access to the LCBO off Airport into “Entrance Only,” with the exit being onto Ivan, then to Parsons. The sight-lines exiting onto Airport are so problematic!

Best regards,

[redacted]

[redacted]

[redacted]

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The project team will be updating the EA documentation to explain that the ultimate solution for the west leg of the Airport Road and Old Church Road intersection is subject to the Town of Caledon Urban Design Review. We will also document that Old Church Road will not be connected at Ivan Avenue.

We note your suggestions to improve Walker Road to handle increased traffic and to install lights at Walker Road and Airport Road. This EA recommends an east-west controlled pedestrian crossing (with pushbuttons) at Walker Road and Airport Road. Improvements to the Walker Road corridor beyond the intersection are outside the scope of this EA. Comments concerning Walker Road will be forwarded to the Town of Caledon for information.

We will keep you informed of next steps in the EA and look forward to hearing your thoughts throughout the process.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
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[redacted]

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Again, thank you for taking the time to share your thoughts and concerns.

Best regards,
[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

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Dear [redacted],

As a resident of Caledon East living on Colleen Crescent, I strongly oppose the Region's plan to extend Old Church Road to Ivan Avenue. The current entrance to the LCBO should be completely eliminated and the intersection become a true "T" intersection, with the ability to go north or south, but NOT west! Many pedestrians use Ivan and Oliver's Lane to access their homes; Ivan should not become an alternate access to Walkers Road, particularly given that a new sub-division is about to be constructed at Walkers & Mountainview. Improve Walkers Road to handle the increased traffic and install traffic lights at Walkers & Airport, but do not disrupt the current neighbourhood!

A new entrance to the LCBO could be created a safe distance north of Old Church (assuming the building remains) in conjunction with the development of the land to the north. I realize that land is under a different ownership, but surely something could be negotiated.

Thanks for passing this along.

Best regards,
[redacted]

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Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

84BE9F13
[redacted]

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[redacted]

[redacted]

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

Thank you [redacted] for your email regarding the Region of Peel's Environmental Assessment of Airport Road through the Village of Caledon East.

I greatly appreciate you taking the time to share your thoughts and concerns regarding the potential options for the Airport Road and Old Church Road Intersection and the subsequent impacts to the surrounding village as a result of these options. I have copied Ms. Sonya Bubas, Project Manager for this Project from the Region of Peel so that your input can be included in the study and so that you may get future notifications as this process moves forward.

Again, thank you for taking the time to share your thoughts and concerns.

Best regards,
[redacted]

[redacted]

[redacted]

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Good Evening [redacted]

My husband and I purchased our home in Caledon East 20 years ago. We purchased [redacted] *and have enjoyed bringing up our children in this lovely neighbourhood. One of our main concerns when looking for a home, was the safety of our family and the proximity to schools, parks and recreation. Our home is located in a neighbourhood that is safe for children, pets and people of all ages. Our children currently live with us and we often take a walk around this neighbourhood as a family with our pets. It is still a safe neighbourhood and we are still able to walk our dogs at night due to the lack of heavy traffic.*
I understand that the Region is making changes to Airport Road, and in particular the intersection at Old Church. We understand that this will make this intersection safer, which is good news. But we do not want this intersection to extend onto Ivan Avenue. There is no need for hazardous intervention. If this revision is allowed, the end result will be a thoroughfare from Airport Road to Ivan, *making it very unsafe for all citizens of this community.*
When the intersection at Airport Road is revamped, we would urge you to cut off access to any traffic trying to cut through to Ivan Avenue. Simply eliminate that access. It is not necessary.

We are concerned that if you continue Old Church to Ivan Avenue, there will be increased traffic along these streets (in particular Ivan and Olivers) and that noise and traffic levels will increase. I am also very concerned the increased traffic will jeopardize the safety of the children who walk and bicycle along these streets, people that walk their pets during the day and night…and to the wildlife that currently live in these areas.

When the Walker's Road subdivision of over 200 homes are built, a traffic-controlled intersection at Airport Road may be a great idea. Please keep that in mind!

Sincerely,

[redacted]

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[redacted]

Dear [redacted]

[redacted] kindly forwarded your comments on Old Church Road and Airport Road for consideration in the Environmental Assessment (EA) Study. The project team has carefully considered your comments and we offer the following response:

The option to extend Old Church Road to Ivan Avenue has been re-evaluated based on consultation with the Public and Town of Caledon. New alternatives were considered in the EA evaluation and a new preliminary preferred plan was identified. Under the new plan, Old Church Road will not be connected at Ivan Avenue. The Town of Caledon will undertake a separate urban design review for the broader area. The Region will continue to work with the Town through this Review on possible future private access options at the intersection. Public consultation and heritage mitigation is included in the scope of this future urban design review.

We will be updating the EA documentation to explain that the ultimate solution for the west leg of the Airport Road and Old Church Road intersection is subject to the Town of Caledon Urban Design Review. We will also document that Old Church Road will not be connected at Ivan Avenue. We will keep you informed of next steps in the EA and look forward to hearing your thoughts throughout the process.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
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[redacted]

[redacted]

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[redacted]

[redacted]

[redacted]. Do not click links or open attachments unless you recognize the sender and know the contents to be safe.

I am a resident of Caledon East and travel along Ivan Avenue, Oliver's Lane, Colleen Cres, Ella Crt, Parsons Ave, Emma St and Maple Ave.

I understand that the Region is making changes to Airport Road, and in particular the intersection at Old Church. I/we understand that this will make this intersection safer, which is good news. But we do not want this intersection to extend onto Ivan Avenue. There is no need for this. When that intersection at Airport Road is revamped, run Old Church Road W/B up to Ivan Avenue, but stop it there. Eliminate that access to Ivan Avenue. It is not necessary.

I am concerned that if you open Old Church onto Ivan Avenue, there will be increased traffic along these quiet residential streets and that noise and traffic levels will increase. I am also very concerned the increased traffic will jeopardize the safety of the children who walk and bicycle along these streets. People will use this as a shortcut. The value of our homes will be negatively impacted.

When the Walker's Road subdivision of over 200 homes are built, a traffic-controlled intersection at Airport Road may be a great idea. Please keep that in mind!

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[redacted]

Dear [redacted]

Thank you for providing your comments on the Airport Road Environmental Assessment. The project team has carefully considered your comments and we offer the following response:

The option to extend Old Church Road to Ivan Avenue has been re-evaluated based on consultation with the Public and Town of Caledon. New alternatives were considered in the EA evaluation and a new preliminary preferred plan was identified. Under the new plan, Old Church Road will not be connected at Ivan Avenue. The Town of Caledon will undertake a separate urban design review for the broader area. The Region will continue to work with the Town through this Review on possible future private access options at the intersection. Public consultation and heritage mitigation is included in the scope of this future urban design review.

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Regards,

Sonya Bubas, MCIP, RPP
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[redacted]

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Thank you [redacted] for your email regarding the Region of Peel's Environmental Assessment of Airport Road through the Village of Caledon East.

I greatly appreciate you taking the time to share your thoughts and concerns regarding the potential options for the Airport Road and Old Church Road Intersection and the subsequent impacts to the surrounding village as a result of these options. I have copied Ms. Sonya Bubas, Project Manager for this Project from the Region of Peel so that your input can be included in the study and so that you may get future notifications as this process moves forward.

Again, thank you for taking the time to share your thoughts and concerns.

Best regards,
[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

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I am a resident of Caledon East and travel along Ivan Avenue, Oliver's Lane, Colleen Cres, Ella Crt, Parsons Ave, Emma St and Maple Ave.

I understand that the Region is making changes to Airport Road, and in particular the intersection at OldChurch. I/we understand that this will make this intersection safer, which is good news. But we do not want this intersection to extend onto Ivan Avenue. There is no

need for this. When that intersection at Airport Road is revamped, run Old Church Road W/B up to Ivan Avenue, but stop it there. Eliminate that access to Ivan Avenue. It is not necessary.

I am concerned that if you open OldChurch onto Ivan Avenue, there will be increased traffic along these quiet residential streets and that noise and traffic levels will increase. I am also very concerned the increased traffic will jeopardize the safety of the children who walk and bicycle along these streets. People will use this as a shortcut. The value of our homes will be negatively impacted.

When the Walker's Road subdivision of over 200 homes are built, a traffic-controlled intersection at Airport Road may be a great idea. Please keep that in mind!

Thanks,

[redacted]

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[redacted]

Dear [redacted]

Councillor Innis kindly forwarded your comments on Old Church Road and Airport Road for consideration in the Environmental Assessment (EA) Study. The project team has carefully considered your comments and we offer the following response:

The option to extend Old Church Road to Ivan Avenue has been re-evaluated based on consultation with the Public and Town of Caledon. New alternatives were considered in the EA evaluation and a new preliminary preferred plan was identified. Under the new plan, Old Church Road will not be connected at Ivan Avenue. The Town of Caledon will undertake a separate urban design review for the broader area. The Region will continue to work with the Town through this Review on possible future private access options at the intersection. Public consultation and heritage mitigation is included in the scope of this future urban design review.

We will be updating the EA documentation to explain that the ultimate solution for the west leg of the Airport Road and Old Church Road intersection is subject to the Town of Caledon Urban Design Review. We will also document that Old Church Road will not be connected at Ivan Avenue. We will keep you informed of next steps in the EA and look forward to hearing your thoughts throughout the process.

Regards,

Sonya Bubas, MCIP, RPP
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Thank you Sonya - that is excellent news.



On Thu, Feb 18, 2021 at 10:22 AM Bubas, Sonya <sonya.bubas@peelregion.ca> wrote:

> Dear [redacted],
>
> Thank you for providing your comments on the Airport Road Environmental Assessment. The project team has carefully considered your comments and we offer the following response:
>
> The option to extend Old Church Road to Ivan Avenue has been re-evaluated based on consultation with the Public and Town of Caledon. New alternatives were considered in the EA evaluation and a new preliminary preferred plan was identified. Under the new plan, Old Church Road will not be connected at Ivan Avenue. The Town of Caledon will undertake a separate urban design review for the broader area. The Region will continue to work with the Town through this Review on possible future private access options at the intersection. Public consultation and heritage mitigation is included in the scope of this future urban design review.
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> We will be updating the EA documentation to explain that the ultimate solution for the west

leg of the Airport Road and Old Church Road intersection is subject to the Town of Caledon Urban Design Review. We will also document that Old Church Road will not be connected at Ivan Avenue. We will keep you informed of next steps in the EA and look forward to hearing your thoughts throughout the process.

Regards,

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

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[redacted]

Thank you [redacted] for your email regarding the Region of Peel's Environmental Assessment of Airport Road through the Village of Caledon East.

I greatly appreciate you taking the time to share your thoughts and concerns regarding the potential options for the Airport Road and Old Church Road Intersection and the subsequent impacts to the surrounding village as a result of these options. I have copied Ms. Sonya Bubas, Project Manager for this Project from the Region of Peel so that your input can be included in the study and so that you may get future notifications as this process moves forward.

Again, thank you for taking the time to share your thoughts and concerns.

Best regards,

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

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[redacted]

Our family have been residents of Caledon East since 2005 and live at [redacted] and our children attend [redacted].

I understand that the Region is making changes to the intersection at Airport Road and Old Church with the intention to make it safer, which is great.

What I do not understand is why extending Old Church Road to Ivan Avenue as a thoroughfare is being considered as an option.

Once the intersection is revamped and traffic lights have been put in for all ways, why would you flow traffic into a subdivision off of a regional road? Why would you change a driveway into a road. Why would the town offer a short cut for traffic where there are families who regularly walk these roads with their children and pets and to access the trail system.

Children walk and bicycle to school on these roads as there are no sidewalks. We have been complaining for years about the excessive speeding on Oliver's Lane that currently happens and have never been given speed humps.

The study says that opening it up should not affect traffic flow significantly, well I feel that any increase is too much of an increase for the residents in this subdivision.

We moved to Caledon East for the quiet small-town charm which is going away with every housing development created and now we are being potentially exposed to more traffic on our residential street. I do not understand why a new route is being offered for traffic flow unless the town is trying to encourage traffic through our subdivision.

The new Walker's Road subdivision will have over 200 homes built, this means 200-400 cars will have another access route to go through our neighbourhood. I completely understand that people can still go through the neighbourhood using Parsons Avenue, but why give the convenience of coming directly off Old Church Road to cut through - I can see no value to our residents.

The study is to create a safer intersection at Old Chuch and Airport Road but it is sacrificing the safety of the residents who walk the roads on Ivan Avenue and Oliver's Lane.

Our family is 100% opposed to this decision.

If you would like to discuss further I can be reached at the number below.

Thank you for your support on this matter.

[redacted]

[redacted]

****

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Shaw Industries does not provide or endorse any opinions, conclusions or other information in this message that do not relate to the official business of the company or its subsidiaries.
****

[redacted]

Dear [redacted]

Thank you for providing your comments on the Airport Road Environmental Assessment (EA). The project team has carefully considered your comments and provide the following response:

Your comments suggest a cross walk or set of lights to help cross Airport Road at the top of the hill near the Foodland Plaza. The EA recommends multi-use paths on both sides of Airport Road between the Foodland Plaza and Cranston Drive. A controlled pedestrian crossing (with pushbuttons) is also recommended north of the school exit between the Plaza and Cranston Drive. This will assist pedestrians and cyclists in safely crossing the road.

Your comments also raise a concern with the proposal of having Old Church Road continue through to Ivan Avenue. The option to extend Old Church Road to Ivan Avenue has been re-evaluated based on consultation with the Public and Town of Caledon. New alternatives were considered in the EA evaluation and a new preliminary preferred plan was identified. Under the new plan, Old Church Road will not be connected at Ivan Avenue. The Town of Caledon will undertake a separate urban design review for the broader area. The Region will continue to work with the Town through this Review on possible future private access options at the intersection. Public consultation and heritage mitigation is included in the scope of this future urban design review.

We will be updating the EA documentation to explain that the ultimate solution for the west leg of the Airport Road and Old Church Road intersection is subject to the Town of Caledon Urban Design Review. We will also document that Old Church Road will not be connected at Ivan Avenue. We will keep you informed of next steps in the EA and look forward to hearing your thoughts throughout the process.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
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[redacted]

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Thank you [redacted] for your email regarding the Region of Peel's Environmental Assessment of Airport Road through the Village of Caledon East.

I greatly appreciate you taking the time to share your thoughts and concerns regarding the potential options for the Airport Road and Old Church Road Intersection and the subsequent impacts to the surrounding village as a result of these options. I have copied Ms. Sonya Bubas, Project Manager for this Project from the Region of Peel so that your input can be included in the study and so that you may get future notifications as this process moves forward.

Again, thank you for taking the time to share your thoughts and concerns.

Best regards,
[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

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Hi [redacted],

Please see my attached letter regarding the study being conducted for Airport Road .

Have a Good and Safe Day.

Regards,

[redacted]

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[redacted]

Dear [redacted]

Thank you for providing your comments on the Airport Road Environmental Assessment. The project team has carefully considered your comments and we offer the following response:

The option to extend Old Church Road to Ivan Avenue has been re-evaluated based on consultation with the Public and Town of Caledon. New alternatives were considered in the EA evaluation and a new preliminary preferred plan was identified. Under the new plan, Old Church Road will not be connected at Ivan Avenue. The Town of Caledon will undertake a separate urban design review for the broader area. The Region will continue to work with the Town through this Review on possible future private access options at the intersection. Public consultation and heritage mitigation is included in the scope of this future urban design review.

We will be updating the EA documentation to explain that the ultimate solution for the west leg of the Airport Road and Old Church Road intersection is subject to the Town of Caledon Urban Design Review. We will also document that Old Church Road will not be connected at Ivan Avenue. We will keep you informed of next steps in the EA and look forward to hearing your thoughts throughout the process.

Please note that Improvements to local roads are outside the scope of this EA. Your comment regarding sidewalks will be forwarded to the Town of Caledon for information.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
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Again, thank you for taking the time to share your thoughts and concerns.

Best regards,
[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]ks or open attachments unless you recognize the sender and know the contents to be safe.

Hi [redacted] - my 2 cents.

I feel that intersection is dangerous (at the liquor store) and I also feel that our street (at the bend by the post boxes) is dangerous already.

I think that if they add sidewalks, we will be in better shape than we are now. Night time walking is really treacherous on our street.

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

Thank you for providing your comments on the Airport Road Environmental Assessment. The project team has carefully considered the comments in your comment sheet and email below. We offer the following response:

The option to extend Old Church Road to Ivan Avenue has been re-evaluated based on consultation with the Public and Town of Caledon. New alternatives were considered in the EA evaluation and a new preliminary preferred plan was identified. Under the new plan, Old Church Road will not be connected at Ivan Avenue. The Town of Caledon will undertake a separate urban design review for the broader area. The Region will continue to work with the Town through this Review on possible future private access options at the intersection. Public consultation and heritage mitigation is included in the scope of this future urban design review.

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[redacted]

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Again, thank you for taking the time to share your thoughts and concerns.

Best regards,
[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

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[redacted]

My husband and I have lived at [redacted]. We have

raised our children here and have many friends in the neighbourhood.

We have reviewed the proposal for the intersection of Old Church Road and Airport Road by the Region. We are in favour of beautifying the town and bringing more businesses to that area but we have the following comments:

1. I understand that there are concerns regarding safety as a result of the present configuration of the intersection of Old Church Road & Airport Road. I am not sure which safety concerns that the Region and/or Town has since, as a long time resident, I do not see safety issues that would be solved by extending Old Church Road right into Ivan Avenue. If you wish to make it safer, I would think that installing lights for the persons coming out of the parking lot would solve those issues.

2. Ivan Avenue is a residential neighbourhood. It is full of children playing, families walking with their dogs, people jogging and bicycling and heading towards the entrance to the trail off of Oliver's Lane. There are no sidewalks on Ivan Avenue or Oliver's Lane so these activities take place on the street. The region's proposal would mean that vehicles coming from a regional road (Old Church) would drive straight into a residential road (Ivan Avenue). The increased traffic would have a significant affect on safety particularly on Ivan and consequently Oliver's Lane. As it is, when both sides of Walkers was developed, there was an increase in vehicular traffic from residents of the new neighbourhoods coming south on Olivers Lane to Ivan and east on to Parsons.

3. From a financial perspective, our neighbourhood has high property values particularly because of its quality of homes, beauty, and in particular, its lack of significant vehicular traffic. Your proposal would negatively affect property values which is an additional significant issue to all property owners in our area.

We would strongly urge you to take the concerns of the residents of our neighbourhood into consideration before proceeding with the proposal. We submit that through access to Ivan Avenue from Old Church as proposed not be permitted. As it is, many persons use the parking lot to drive straight through to Ivan instead of going around. This behaviour was reduced when speed bumps were installed in the liquor store parking lot.

Thank you for your time and consideration.

[redacted]

[redacted]

[redacted]

Thank you for providing your comments on the Airport Road Environmental Assessment. The project team has carefully considered your comments and we offer the following response:

The option to extend Old Church Road to Ivan Avenue has been re-evaluated based on consultation with the Public and Town of Caledon. New alternatives were considered in the EA evaluation and a new preliminary preferred plan was identified. Under the new plan, Old Church Road will not be connected at Ivan Avenue. The Town of Caledon will undertake a separate urban design review for the broader area. The Region will continue to work with the Town through this Review on possible future private access options at the intersection. Public consultation and heritage mitigation is included in the scope of this future urban design review.

We will be updating the EA documentation to explain that the ultimate solution for the west leg of the Airport Road and Old Church Road intersection is subject to the Town of Caledon Urban Design Review. We will also document that Old Church Road will not be connected at Ivan Avenue. We will keep you informed of next steps in the EA and look forward to hearing your thoughts throughout the process.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

84BE9F13
[redacted]

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[redacted]

Thank you [redacted] for your email regarding the Region of Peel's Environmental Assessment of Airport Road through the Village of Caledon East.

I greatly appreciate you taking the time to share your thoughts and concerns regarding the potential options for the Airport Road and Old Church Road Intersection and the subsequent impacts to the surrounding village as a result of these options. I have copied Ms. Sonya Bubas, Project Manager for this Project from the Region of Peel so that your input can be included in the study and so that you may get future notifications as this process moves forward.

Again, thank you for taking the time to share your thoughts and concerns.

Best regards,

[redacted]

[redacted]

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I am a resident of Caledon East and travel along Ivan Avenue, Oliver's Lane, Colleen Cres, Ella Crt, Parsons Ave, Emma St and Maple Ave.
I understand that the Region is making changes to Airport Road, and in particular the intersection at Old Church. I/we understand that this will make

this intersection safer, which is good news. But I/we do not want this intersection to extend onto Ivan Avenue. There is no need for this. When that intersection at Airport Road is revamped, simply open it up to Ivan Avenue, but stop it there. Simply eliminate that access. It is not necessary. I am concerned that if you open Old Church onto Ivan Avenue, there will be increased traffic along these streets (in particular Ivan and Olivers) and that noise and traffic levels will increase. I am also very concerned the increased traffic will jeopardize the safety of the children who walk and bicycle along these streets. People will use this as a shortcut.
When the Walker's Road subdivision of over 200 homes are built, a traffic-controlled intersection at Airport Road may be a great idea. Please keep that in mind!

Thank you,

[redacted]

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The option to extend Old Church Road to Ivan Avenue has been re-evaluated based on consultation with the Public and Town of Caledon. New alternatives were considered in the EA evaluation and a new preliminary preferred plan was identified. Under the new plan, Old Church Road will not be connected at Ivan Avenue. The Town of Caledon will undertake a separate urban design review for the broader area. The Region will continue to work with the Town through this Review on possible future private access options at the intersection. Public consultation and heritage mitigation is included in the scope of this future urban design review.

We will be updating the EA documentation to explain that the ultimate solution for the west leg of the Airport Road and Old Church Road intersection is subject to the Town of Caledon Urban Design Review. We will also document that Old Church Road will not be connected at Ivan Avenue. We will keep you informed of next steps in the EA and look forward to hearing your thoughts throughout the process.

Regards,

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[redacted]

[redacted]

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Again, thank you for taking the time to share your thoughts and concerns.

Best regards,
[redacted]

[redacted]

[redacted]

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I am a resident of Caledon East and live on Ivan Avenue.

I understand that the Region is making several changes to Airport Road, including the intersection at Old Church Rd. I am aware that this intersection currently presents safety challenges, and I welcome the Region's effort to make it safer. However, I strongly oppose to this intersection extending directly onto Ivan Avenue.

I was delighted when we found our home on Ivan Avenue a year ago – a perfect home in a quiet location, with local traffic only, where children can play and ride their bicycles safely. Or they can safely walk to school or a friend's house in the neighbourhood.

The currently favoured solution will make Ivan Ave, that is now nestled away from major roads, an extension of a major regional road (Old Church Rd). Noise and traffic levels will increase, safety will be impacted, and it will reduce the value of our home. It will change the whole neighbourhood's feel. Had we known this intersection was planned we would not have purchased our home.

There is no need to open Old Church Rd onto Ivan Ave. Local residents do not want or need this access. When the current intersection is revamped, Old Church Rd should simply end at Ivan Ave.

This solution both ensures this intersection's safety, access to the future development on the field north of the current LCBO, and at the same time does not compromise the safety and privacy of the residents of our neighbourhood (Ivan Avenue, Oliver's Lane, Colleen Crescent, Ella Court, Parsons Ave, Emma St and Maple Ave).

Kind regards,

[redacted]

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[redacted]

Dear [redacted]

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[redacted]

[redacted]

Hi [redacted]

Following the PIC 2 public comments received by the project team we are currently examining the option of not connecting the Old Church Road extension at Ivan Avenue. We are working with both our Consultant and the Town of Caledon to assess and compare this option to the other alternatives considered.

Last week we included a project update to our project website which can be viewed at: https://peelregion.ca/pw/transportation/construction/environmental-assessment/airport-road-caledon.asp

We will get back to you again in the New Year when we have examined this option and alternatives.

Regards,

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

WWY logo [redacted]

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[redacted]

[redacted]

[redacted]

[redacted]

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Again, thank you for taking the time to share your thoughts and concerns.

Best regards,
[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

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[redacted] I am one of the unfortunate residents of Ivan Avenue, [redacted] to be exact.
Some years ago I discussed this issue with the former councilor [redacted]. The answer then, as now, is simple. Block off Ivan Avenue.
Running Church Street into Ivan is irresponsible, illogical, and represents clear and present danger to residents.

At present Ivan is a race track, to most drivers our stop signs do not exist. Recently I have noticed an increase in heavy truck traffic. If Peel gives West bound trucks the opportunity of a shortcut along Ivan, they will take it!
However, given Peel's track record I really do not hold out hope of common sense prevailing.
[redacted]

Sent from my iPhone
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[redacted]

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Again, thank you for taking the time to share your thoughts and concerns.

Best regards,
[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

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[redacted]

[redacted]

[redacted]

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There are a few options available. Many of your neighbours have supported the realignment of the intersection but requested that old church be dead ended (no access to Ivan). Would be happy to discuss if you would like further. Let me know the best number to reach you at.

Again, thank you for taking the time to share your thoughts and concerns.

Best regards,
[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

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I have been told by my neighbours that there is a proposal to extend Old Church Road to Ivan Ave and that this is a proposal that was the best proposal for future plans in downtown Caledon East. I certainly hope that this is not true or just a joke. If not; then I would like a full explanation as to why this would not have been communicated to all residents in the affected area in order to have input.

In the public notice distributed by the Region of Peel relating to a class environment assessment study there was no indication that residential areas such as ours would be affected. This is a serious matter and could have devastating consequences for the future of the town. Your response will be appreciated at your earliest convenience.

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[redacted]

Thank you for providing your comments on the Airport Road Environmental Assessment (EA). The project team has carefully considered the comments in your comment sheet and email below. We offer the following response:

Your comments indicate support for upgrading the intersection of Old Church Road and Airport Road as proposed at the Public Information Centre (PIC). The option to extend Old Church Road to Ivan Avenue has been re-evaluated based on consultation with the Public and Town of Caledon. New alternatives were considered in the EA evaluation and a new preliminary preferred plan was identified.

Under the new plan, Old Church Road will not be connected at Ivan Avenue. The Town of Caledon will undertake a separate urban design review for the broader area. The Region will continue to work with the Town through this Review on possible future private access options at the intersection. Public consultation and heritage mitigation is included in the scope of this future urban design review.

Your comments suggest adding sidewalks to local roads, installing lights opposite the LCBO exit at the intersection, and adding a set of lights at Mountainview Road and Walker Road when a future subdivision is put in place. The EA considered the option of signalizing the driveway access at the Old Church Road and Airport Road intersection with split phasing. This option would have some operational issues, such as longer traffic delays due to traffic signals that phase in the green light for one direction at a time. This option alone would not resolve sightline and related safety constraints.

Consideration for sidewalks on local roads and lights at Mountainview Road and Walker Road are outside the scope of this EA. These comments will be forwarded to the Town of Caledon for information.

We will keep you informed of the EA and look forward to hearing your thoughts throughout the process.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel

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Again, thank you for taking the time to share your thoughts and concerns.

Best regards,

[redacted]

[redacted]

[redacted]

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Thank you for soliciting responses from the neighbourhood.

I have a couple of thoughts but **I do not fully endorse** the email below. We definitely need to update the intersection at Airport and Church. As it stands currently there is too much ambiguity when eating the LCBO parking lot onto Airport. The first priority should be to install lights opposite the LCBO exit to prevent accident/personal injury.

Second, we cannot stop progress. The LCBO lot is already used as a bypass. Making changes is an opportunity to enhance that. If proper sidewalks are added when the flow through happens, walking safety will be addressed.
I also think that when the new subdivision is put in that a set of lights at Mountainview and Walkers could be a viable option as well.

Sincerely,
[redacted]

[redacted]

Good evening neighbours,

Many of you may already know that the Region of Peel will eventually be moving/demolishing the LCBO in Caledon East. It will likely stay in Caledon East, but just not at its current location. Once the LCBO is moved, the Region is also indicating their preference to redesign the intersection of Old Church Road westbound at Airport Road. This preferred design, with Old Church running westbound through the LCBO (once it is removed/demolished), is straight onto Ivan Avenue. See the Region's drawing attached below.

Although this may "clean up" the intersection of Airport Rd at Old Church, is it necessary. Are you opposed to opening up a Regional Road at Ivan Avenue? Do you want to see increased traffic flow through this quiet neighborhood? Will the children who walk these streets (Ivan Avenue, Oliver's Lane, Colleen Crescent, Ella Court, Parsons Ave, Emma St and Maple Ave) still be safe to walk/bike along Ivan Avenue and to the north end of Olivers Lane? What happens when the new Walker's Road subdivision gets completed and the new traffic from 200+ homes flows along and down Ivan Avenue as a shortcut to Airport Road (instead of Walkers to Airport)?

Our Regional Councillor Jennifer Innis (ward 3 and 4) and Area Councillor Nick DeBoer (ward 3 and 4) are cc'd on this email. I spoke to them and they really WANT to hear from you!

I am sending this email and information to those who may live or have family along the following streets in downtown Caledon East - Ivan Avenue, Oliver's Lane, Colleen Cres, Ella Crt, Parsons Ave, Emma St and Maple Ave. If you like, please forward to anyone you know that may want to have their voice heard. The deadline for feedback to your Councillors who will then forward to the Region of Peel is **the week of October 14th.**

If you are in favor of blocking off Ivan Avenue in the next few years when the Airport Road corridor gets updated, simply cut/paste the information below, and send a quick email to Jennifer Innis and Nick DeBoer. We really don't need a Regional Road running through and onto a quiet neighborhood.

Our Councillors were both kind enough to speak with me this afternoon in a video call and are anxiously awaiting feedback from their ward 3 and 4 residents!

To make it easy, just cut/paste the following or use it as a sample of what they require, but feel free to change/add whatever you like:

I am a resident of Caledon East and travel along Ivan Avenue, Oliver's Lane, Colleen Cres, Ella Crt, Parsons Ave, Emma St and Maple Ave.
I understand that the Region is making changes to Airport Road, and in particular the intersection at Old Church. I/we understand that this will make this intersection safer, which is good news. But I/we do not want this intersection to extend onto Ivan Avenue. There is no need for this. When that intersection at Airport Road is revamped, simply open it up to Ivan Avenue, but stop it there. Simply eliminate that access. It is not necessary. I am concerned that if you open Old Church onto Ivan Avenue, there will be increased traffic along these streets (in particular Ivan and Olivers) and that noise and traffic levels will increase. I am also very concerned the increased traffic will jeopardize the safety of the children who walk and bicycle along these streets. People will use this as a shortcut.
When the Walker's Road subdivision of over 200 homes are built, a traffic-controlled intersection at Airport Road may be a great idea. Please keep that in mind!

There you go folks. I have attached the above sample email below in a word document for those who prefer. Please see the attachments. You don't need to cc me, but feel free to reach out to me via email or call me anytime. **But you really do need to email your Councillors! Just cut/paste and take 5 minutes out of your busy schedules to send them an email. They want to hear from you!**

Thank you.

[redacted]

[redacted]

Note: thanks to [redacted] *for many of the email addresses* **he has gathered over the years.** *If you no longer want to receive* **any** *updates* **related to these concerns,** *please respond to me and I'll* **immediately** *remove your name from my list.*

<Old Church extension through Ivan Ave_recommendation.JPG><I am a resident of Caledon East and travel along Ivan Avenue ....docx>

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[redacted]

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[redacted]

[redacted]

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Again, thank you for taking the time to share your thoughts and concerns.

Best regards,
[redacted]

[redacted]

[redacted]

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Hello Counsellors,

I wanted to email you both to express sincere concerns on the proposed changes for Caledon East, specifically the extension of Old Church toward Ivan Ave. Being a resident of Caledon East, living in these streets - I strongly feel this is going to be a major disruption to the lives of the street residents of Ivan Avenue, Parsons Ave, Oliver's Lane, Colleen Cres, Ella Court, Emma St, and Maple Ave.

Currently, these streets make a quiet, friendly, minimal traffic neighborhood. Extension of Old Church to come through the current LCBO parking lot towards Ivan Avenue is not something the residents here want. There are several safety and noise issues with this. Residents include young children, teenagers, and elderly. Children play on the streets; including teens and adults riding bikes and doing other activities like basketball/skating/hockey; several elderly walk the streets on a daily basis. Residents use Oliver's Lane and Emma to access the trails. Having more cars on these roads will be a major hinderance and diminish these activities and make them unsafe.

These streets are tucked aside from airport road - and opening up the street this way is going to disrupt that - creating more noise and traffic. Moreover, the benefit of traffic coming on Ivan Ave is not there. The traffic has nowhere to exit except towards walker road , walker road is already attached to airport road. Hence, another reason, this extension towards Ivan Ave makes no sense.

There is more construction happening on Walker Road with new build homes - If anything - city needs to review perhaps walker road to have more lanes to alleviate traffic burden or to improve intersection of Airport Road and Walker Road. This is just a suggestion - I'm sure more study would be required to see even if this is a good idea.

As a resident here, I strongly oppose this extension towards our streets. If the city must move the LCBO, (which I think is unnecessary as well - given its in the perfect town location - boosting other businesses around it as people go to the LCBO and neighboring spots while they are there) then add a wall/fence before any traffic hits Ivan Avenue. Please DONOT extend towards our streets.

Sincere thank you for considering our concerns

[redacted]

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[redacted]

Hi Asha,

Could you add the following contact to our study mailing list and her comments to our comment log:

February 24, ~11:50am

[redacted]

- Concerned about vehicles going over the speed limit (50km/h)
- Noted vibrations from trucks indicating how fast they are going
- Downhill between Hilltop Drive and the Caledon Trailway or Mountcrest Road is most concerning where houses are close to the street
- Consider interim measures such as speed cameras

Thanks,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

84BE9F13
[redacted]

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Hailey McWilliam

Subject: Telephone calls received [redacted]

Huntsmill Drive Resident inquiry - [redacted]	The resident along Huntsmill drive requested a verbal description of the work that is proposed along the North limits of the corridor closest to their property. Staff described the improvements such as fully paved shoulders, rumble strips, raised center median and a right turn lane. The resident provided no further questions or comments.
[redacted]	The business owner expressed concerns for the added lane on Olde Baseline Road and believed it would significantly increase the volume and speeds at which vehicles turning right which would impact the access of his property along Airport Road. The Region's traffic operations team, design team, development team and active transportation team came together to discuss the concerns raised by the business owner. The team reviewed the database and records to see the total number of 10 recorded collisions at the intersection from 2015 to 2019. All of the collisions were property damages or non-fatal injury. Although the Region understands that the existing property may be constrained at its location, it is important that the vehicles leaving the property do not reverse out onto Airport Road. A three point turn performed within the property is strongly recommended to ensure drivers leaving the property can safely merge onto the Regional Road. Section 139 of the Highway Traffic Act states that the Right of Way on entering highway from a private road; the driver entering a highway shall yield to the right of way to all traffic approaching on the highway. The Traffic department from the Region strongly discourages reversing onto a roadway such as Airport Road.
[redacted]	The business owner of [redacted] was inquiring on why their computer was not able to access the following site but their contacts were able to access the site. Unfortunately staff was not able to provide any technical assistance but I checked the Region's Public Information Centre site with my private desktop and phone and both was functional at the time. The business owner stated that he would have to contact his IT staff or ask the contacts for a copy of the information offline. Staff mentioned that he is free to contact the Region again if the problem persisted and had not received any further calls since.

Thanks,

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



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[redacted]

Hi Asha,

[redacted]

[redacted] submitted a question last night, asking if additional consultation will be planned for what is proposed at the [redacted] building .

Thanks,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

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[redacted]

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[redacted]

[redacted]

[redacted]

Or g nal Message

[redacted]

Hi [redacted]

Thank you for your inquiry The Mayor's office asked us to respond to your d rectly as he Region of Peel has jurisd c tion of Ai port Road The reduct on of lane wid hs on A rport Road have been recommended as studies do show that reduced lane widths increase oad safety

Road safe y is a high pr ority in he Region of Peel and as such he Region has adop ed V sion Zero where "no loss of l fe s acceptable on our roads" with the goal of "10% reduct on in fatal and injury co lis ons by 2022" Through the V sion Zero process staff are triv ng to mprove road safe y to elim nate mo or vehicle coll sions causing njury and death Agg essive dr ving is one of he emphasis areas of the Vision Zero Road Safety St a egy Plan One of he ident fied countermeasu es under aggre sive dr v ng includes educed lane w d hs The advantage of reduc ng the lane w d h through the co ridor is t decrea es the opera ing speed of the vehicles as he drivers perceive he roadway o be less comfortable at higher speed which leads to reduced seve ity of coll sions Addi tional benefi s o reduced travel lanes widths include having shor er dis ances for pedes rians to cross the road

Addit ona ly accord ng to he T an por ation Associat on of Canada Geometric Des gn Guide for Canadian Roads 2017 a number of ecent research p ojects have looked into he rela tionship between lane width and safety on u ban and suburban a terials and nd cated that narrow ng lane widths do not increase coll sion f equencies Lane w d hs affect driver speeds and resea ches have cons stently found a educt on in peed wi h decreases n lane width and v ce versa

This is all cons dered in our recommendation to reduce lane wid hs through Caledon East w th he full suppo t of our Traff c and the Town of Caledon's Traffic experts Please let me know if you have any fur her questions about this or any other elements of the Airport Road EA

Thanks

[redacted]

Or g nal Message

[redacted]

CAUTION Th s email or g nated f om outside of the organ zation Do not click links or open attachmen s unless you recognize the sender and know the conten s to be safe

Hi Mayor Thompson I've read about he proposed changes o A rport Road in Caledon East I'm concerned about nar owering he current wid h of he tra ffic lanes I would think hat h s wou d result in more accidents I'm not sure if there are any studies on the number of accidents in var ous t a ffic lane w dths but w der wou d seem safer I have no objec ion to hav ng bike lanes but not at the expense of more hazardous driv ng condi ions

You have expressed your concern for ensuring hat roundabouts are large enough to accommodate large vehicles The ame thoughts should apply to he w d h of raff c lanes

The oad through Caledon East is a necessary route for many travele s o please ensure their safety is not compromised Ensure that future plans ma n ain he current road w d hs

Thanks

Orig n ltt ps //can01 safelinks p o ection ou look com/?
u l h tps%3A%2F%2Fwww caledon ca%2Fen%2Fgovernmen %2Fmayor aspx&amp data 04%7C01%7C ally ook%40peelregion ca%7Cd26708fa7eac4d8300290fd8 475675f9%7C3569f0f39fd8647a1820338e41b1cb0c68f%7C0%7C0%7C637528132423264235%7CUnknown%7CTWFpbGZsb3dfeyJWIjo MC4wLjAwMDA LCJQIjo V2leMzI LCJBTI6Ik1haWwiLCJXVC 6Mn6%3D%7C1000&amp sda a ojAlr5qR kERJwl BlecqX0YmRR PZsGaCpE%2BALoEmsw%3D&amp eserved 0

This email was sent o you b [redacted] h ough h tps //can01 safel nks protect on ou look com/?

[redacted]

[redacted]

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Good morning Sonya,

Thank you for your email. I will definitely be listening to the livestream tomorrow afternoon at 2:30 PM when the presentation is made on the entire Airport Road EA.

I am still concerned and confused as to what will eventually occur at that intersection. I understand that an urban design review committee is being set up, however I have not received an update. I have requested to be part of this committee. Do you know the status of this?

Cheers,
[redacted].

Sent from my iPhone

> On Mar 22, 2021, at 7:25 AM, Bubas, Sonya <sonya.bubas@peelregion.ca> wrote:
>
> Hi [redacted],
>
> Thank you for copying me on your message below to Councillor Innis. I trust that the EA update for the Old Church Road intersection (not connecting at Ivan Avenue) has addressed your comments to date. If there are any outstanding comments for the EA that we have not addressed, please let me or Asha know. We will continue to keep you informed on the status of the EA Study.
>
> Regards,
>
> **Sonya Bubas, MCIP, RPP**
> Project Manager
> Infrastructure Programming & Studies
> Region of Peel
> 10 Peel Centre Dr., Suite B, 4th Floor
> Brampton, ON L6T 4B9
> 905-791-7800 ext. 7801

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[redacted]

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Good morning [redacted],

RE: Class EA study for Airport Road and Town of Caledon Urban Design Review:

As you are aware, I have been actively involved (with [redacted]) in educating local residents on the entire Airport Road EA process, and in particular the intersection of Airport Road and Old Church. We are pleased to learn that the Region has listened to the feedback from the residents, and are now abandoning the Old Church extension onto Ivan Avenue. A big thank you to Sonya and her team for listening to the residents!

I understand that the TOC planning department and the Region of Peel will work together in a partnership to complete an urban design study of this intersection. And if so, I believe this study will involve participants at the table including business owners and public involvement. As part of a group of residents residing immediately to the west of this airport Road and Old Church intersection, I would request that we have one or two from our group participate in the Urban Design Study and be part of any committee that is formed.

As a result of the new preliminary preferred plan where Old Church will no longer extend into Ivan Avenue, [redacted] has advised Sonya that our request to delegate to the Region can be put aside at this time. We would however be

happy to delegate to the Town of Caledon if required and as the Urban Design process proceeds.

Please let me know how we can be involved in this process from an urban design standpoint where use of lands around this intersection are discussed. I look forward to your response and next steps.

Thank you.
[redacted]

[redacted]

On Wed, Jan 27, 2021 at 6:01 PM [redacted]

> Please see attached. Can we follow up this weekend?
> [redacted]
>
> Sent from my Galaxy
>
> -------- Original message --------
> [redacted]
>
> Hi [redacted]
>
> [redacted] am writing to provide you with an update on the Class EA Study for Airport Road.
>
> The option to extend Old Church Road to Ivan Avenue has been re-evaluated based on consultation with the Public and Town of Caledon. New alternatives were considered in the EA evaluation and a new preliminary preferred plan was identified. Under the new plan, Old Church Road will not be connected at Ivan Avenue. The Town of Caledon will undertake a separate urban design review for the broader area. The Region will continue to work with the Town through this Review on possible future private access options at the intersection. Public consultation and heritage mitigation is included in the scope of this future urban design review.

We will be updating the EA documentation to explain that the ultimate solution for the west leg of the Airport Road and Old Church Road intersection is subject to the Town of Caledon Urban Design Review. We will also document that Old Church Road will not be connected at Ivan Avenue. We will keep you informed of next steps in the EA and look forward to hearing your thoughts throughout the process.

Please feel free to contact me if you have any questions or concerns.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

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[redacted]

Hi [redacted]

This is to confirm that the Region will not file the EA until we have completed the analysis and discussion regarding the new alternative to not connect Old Church Road at Ivan Avenue. I hope to provide you with an update well in advance of February 1.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies

Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

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[redacted]

Hi to all,

Please submit the original petition to the Office of the Regional Clerk at this address. Upon receipt, the Clerk's assistant or myself will acknowledge receipt of the original petition via email.

[redacted]

Petitions will be placed on the appropriate Council or committee agenda for receipt, unless otherwise specified by Council or committee. In this case the petition will be presented to Regional Council.

Any one who wishes to appear before a Council meeting may request by notifying the Clerk's office. Delegation requests must be in writing or by completing the Request for Delegation Form at least one week prior to the Council meeting for the purpose of listing your name and the topic on the appropriate agenda. We request that the preferred Council meeting date be noted on the form, otherwise it will be listed on the next appropriate agenda. Please refer to the Guide for Delegations and the Procedure-By-law (Delegations section) for additional information.

Delegations to Regional Council is limited to 5 minutes. Delegations may only appear once on the same matter within a one-year period, unless a recommendation pertaining to the same matter is included on the agenda within the one-year period and only to provide additional or new information.

Due to COVID restrictions, Regional Council meetings are held virtually. Limited public attendance at meetings will be permitted by pre-registration only (email: regional.clerk@peelregion.ca to pre-register).

Upcoming regular Regional Council (RC) meeting dates with corresponding deadlines are as follows:

Regular Regional Council Meeting	Deadlines (Main/Original Agenda)	Deadlines (Revised Agenda)
January 14th	January 6th	January 11th – before 10:00 a.m.
February 11th	February 1st	February 8th – before 10:00 a.m.
February 25th	February 17th	February 22nd – before 10:00 a.m.

For other meeting dates, please check the 2021 RC Meeting Schedule.

If the written notice requesting listing as a delegation is received by the Regional Clerk less than 72 hours prior to the time of the Council meeting, and

a. relates to an item already listed on the draft agenda, the delegation will be added to the agenda only upon the approval of Council at the meeting
b. does not relate to an item already listed on the draft agenda, the delegation shall be added to the agenda at the next following appropriate meeting.

The email below indicates possible delegation(s) from the residents in February. Taking into consideration the deadlines noted and to give everyone time to consider next steps, the petition and potential delegations will be listed on the February 11th agenda.

Hope this helps clarify the process.

Please let me know if you have any questions.

Regards,

[redacted]

[redacted]

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[redacted]

Hi [redacted],

I touched base with [redacted] this afternoon regarding the petition concerning the Airport Road EA. [redacted] is copied on this email because she had a couple of questions for the Regional Clerk, and I thought this would help summarize our discussion.

I acknowledged that both the Regional Clerk and Project Team are in receipt of the petition and that the Team is looking into the issues raised. I offered to continue communication with [redacted] and provide updates on the issues as they become available.

Question #1: Does Regional Clerk need the original signatures or a hardcopy of the petition?

I also asked for clarification on the community's interest to delegate Council, and whether a delegation would be necessary if the Region tried to resolve the issues before the EA is completed. The community wants to be proactive in sharing their input so that their concerns are considered before decisions are made. They are not satisfied with the EA responses to date regarding the need for an extension of Old Church Road to Ivan Avenue, and want to be sure their concerns have been communicated to all parties involved in the project (Council, management, project manager, project team, etc.).

I explained that the Team is carefully reviewing the suggested option to not connect Old Church Road at Ivan Avenue. I let [redacted] know that we have included this new alternative with a concept sketch in the evaluation matrix, and will be reviewing the evaluation with the Town and Agencies. I reiterated the two main objectives of the

extension was to address safety at the intersection and provide the neighbourhood with a signalized access to Airport Road. I let [redacted] know that the petition offered some new information to me, in that it appears to represent interest of the larger neighbourhood, based on the streets canvassed.

We hope to complete our review of this new alternative in January and [redacted] understood that I could not provide an answer at this time. I offered to share the results with [redacted] before the final EA recommendation, so that the community would have the opportunity to delegate Council if they felt their issues were not resolved. This could bring them to a delegation to Council in February (before the EA is filed).

Question #2: Can the Regional Clerk confirm that a delegation can be requested on a future Council agenda? [What is the deadline for the February agenda?]

We talked about the EA as a self-regulated process and that the Region does not formally report to Council on the EA recommendation. However, I explained that Council is aware of the project through approval of the capital program and the local Councillors are kept well informed of the project with updates in advance of public consultation. I also confirmed that the local Councillor has communicated the community's concerns to the Team and to my immediate supervisor who provides guidance to me and the Team.

[redacted] has my Regional cell phone number should she have further questions or concerns.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

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[redacted]

Hi [redacted]

Thank you for copying me on your message below to Councillor Innis. I trust that the EA update for the Old Church Road intersection (not connecting at Ivan Avenue) has addressed your comments to date. If there are any outstanding comments for the EA that we have not addressed, please let me or Asha know. We will continue to keep you informed on the status of the EA Study.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
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[redacted]

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[redacted]

Sent from my Galaxy

------ Original message ------

[redacted]

[redacted]

am writing to provide you with an update on the Class EA Study for Airport Road.

The option to extend Old Church Road to Ivan Avenue has been re-evaluated based on consultation with the Public and Town of Caledon. New alternatives were considered in the EA evaluation and a new preliminary preferred plan was identified. Under the new plan, Old Church Road will not be connected at Ivan Avenue. The Town of Caledon will undertake a separate urban design review for the broader area. The Region will continue to work with the Town through this Review on possible future private access options at the intersection. Public consultation and heritage mitigation is included in the scope of this future urban design review.

We will be updating the EA documentation to explain that the ultimate solution for the west leg of the Airport Road and Old Church Road intersection is subject to the Town of Caledon Urban Design Review. We will also document that Old Church Road will not be connected at Ivan Avenue. We will keep you informed of next steps in the EA and look forward to hearing your thoughts throughout the process.

Please feel free to contact me if you have any questions or concerns.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

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[redacted]

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[redacted]

Hi [redacted]

This is to confirm that the Region will not file the EA until we have completed the analysis and discussion regarding the new alternative to not connect Old Church Road at Ivan Avenue. I hope to provide you with an update well in advance of February 1.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

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[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

Hailey McWilliam

Subject: FW: Region of Peel - Airport Road Municipal Class EA Study - King Street to Huntsmill Drive, Town of Caledon

Attachments: [redacted]

[redacted]

Please find attached response to your comments on the Airport Road Class EA.

Feel free to contact me if you have any questions.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

Region of Peel
working with you

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[redacted]

Thank you for your email and attached letter dated November 5, 2020. The project team will consider your comments and get back to you.

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

Regards,

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

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[redacted]

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Hello Asha,
Please find attached our correspondence with comments on the above noted EA Study.
We would appreciate confirmation of receipt of this email and attachment.
Thanks,
[redacted]

[redacted]

Region of Peel
working with you

February 24, 2021
Project No. 16-4360

[redacted]

Public Works

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

peelregion.ca

RE: Airport Road Environmental Assessment (100m north of King Street to 300m north of Huntsmill Drive)

Thank you for your letter dated November 5, 2020 in which you provide comments on the Airport Road Environmental Assessment (EA) on behalf of your client, [redacted] in the Town of Caledon. The project team has carefully considered your comments and offer the following response.

Comment: On the Preliminary Preferred Design, the proposed Street A connection within the Subject Land, just south of Foodland (at the Caleodn East Public School Exit) is not shown.

The connection to Street A was not shown to the Public because this access had not been approved through the development planning process at the time of the Public Information Centre for Airport Road.

Comment: Consideration of proposed roads (and at least roads/intersections/conceptual vehicle connections, shown on the Secondary Plan) should be a component of the EA study.

The proposed connections as per the Secondary Plan and active development application were considered in the EA study, however the northern connection was removed from public display due to the ongoing status of development review and approval.

Comment: The roundabout and the proposed southern connection on the subject land, to Airport Road (at Cranston Drive) is shown; why is there a difference in the information on the Preliminary Preferred Design between Street A north intersection and Street A south intersection?

Region of Peel
working with you

Public Works

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

peelregion.ca

The proposed design incorporated the southern connection at Cranston Drive as per the Secondary Plan and active development application. Since the design complexity for a roundabout is significantly greater than for a traditional intersection, it was important to confirm at the EA stage that the proposed connection to tie into future development is feasible.

Comment: The proposed Airport Road ROW widening (as requested by the Region through the submitted applications by the landowner) is NOT indicated across the subject land frontage; also, that should be indicated as the "new" limit of the ROW in the EA study.

The EA study does not recommend a change to the ultimate ROW width on Airport Road. The reduced ultimate ROW width between Cranston Drive and Hilltop Drive was developed under a special provision of the Official Plan and was therefore outside the scope of the EA. If approved, the new protected ROW width can be shown on the final preferred plan for the EA.

Comment: Slide 13 in the presentation does show a cycling pathway coming south on Mountcrest Road, into the proposed subdivision and exiting to Airport Road at the Caledon East Public School Exit location.

Due to the constrained right-of-way and steep grade between Mountcrest Road and Hilltop Drive, the EA considered alternative bypass routes for cyclists. This bypass route is shown as subject to potential future development.

Comment: Slide 14 indicates the section from Cranston Drive to south of Hilltop Drive as a 45m wide section with multi use paths, turning lanes and through lanes, this does not appear to be consistent with the site specific discussions and comments for the applications on the subject land.

The site-specific discussions were in regards to the protection of the ultimate right-of-way under the Official Plan and were outside the scope of the EA. Notwithstanding, the proposed EA improvements to Airport Road from Cranston Drive to Hilltop Drive generally fall within the reduced ultimate right-of-way.

Within this section of Airport Road, the ultimate right-of-way would accommodate a future 2-lane roundabout at Cranston Drive and 4-lane cross-section at mid-block near the roundabout (the ultimate ROW reduces north towards Caledon East). The EA recommends a flared two-lane entry roundabout at Cranston Drive and a 2-lane cross-section at mid-block as an interim condition until the ultimate condition is needed.

Region of Peel
working with you

Public Works

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

peelregion.ca

Comment: Slide 16 does show some roundabout detail at the Street A/Cranston Drive intersection and does appear to show some of the linework consistent with the latest proposed draft plan of subdivision.

The flared two-lane entry roundabout has a similar footprint to the ultimate two-lane roundabout.

Comment: In the section and slides on Intersections, there does not seem to be any mention of the northern Street A/Caledon East Public School Exit intersection.

The EA recommends a controlled pedestrian crossing at the school exit in combination with the roundabout at Cranston Drive. The proposed configuration for the Street A intersection will be reviewed as part of the development planning process.

Comment: The section of road from Old Base Line Road to Hilltop Drive should not be classified as a "transitional area" as the Village of Caledon East begins just south of the intersection with Cranston Drive, as indicated within the Caledon East Secondary Plan.

The section between Olde Base Line Road and Hilltop Drive was labelled as a transitional area for the purpose of evaluating alternative road designs that transition from rural to urban. This label can be reconsidered so that it is not confused with other planning terms or designations.

Comment: Concerns with the proposed two lane roundabout shown at the Cranston Drive and Conceptual Vehicle Connection while a single lane cross section is currently proposed.

The EA recommends a flared two-lane entry roundabout design to accommodate traffic capacity while at the same time encourage slower traffic speeds.

Comment: There appears to be a discrepancy in the EA presentation materials at the Airport Road / School Driveway & Street A intersection

The EA does not recommend a full signalized intersection at the school exit. The controlled pedestrian crossing is proposed to provide a crossing alternative for pedestrians at the roundabout.

The traffic study for the EA included a review of area developments, which were factored into the background traffic growth. However, it was later clarified that the alternative solutions and designs would incorporate only approved development at the time the EA was being completed.

Region of Peel
working with you

Public Works

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

peelregion.ca

Comment: Concerns have been raised through the respective development applications for [redacted], that a signalized intersection at the School Driveway / Street A would restrict north/south traffic flow on Airport Road, which will have a negative impact on the vehicle access to/from the Foodland Plaza, however, we believe that this proposed pedestrian signal in the EA process, will have the exact same effect. We would request clarity on this apparent discrepancy.

The controlled pedestrian crossing may not be as restrictive to traffic flow as a full signalized intersection due to the potential for signals being activated only on demand.

I trust this letter has addressed your comments. If you have any questions or further comments, please feel free to contact me at 905-791-7800 extension 7801 or email me at sonya.bubas@peelregion.ca.

Sincerely,



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

cc: Asha Saddi, Region of Peel
Arthur Lee, Region of Peel
Rani Kol, Region of Peel
Wayne Koethe, Region of Peel
Scott Johnston, IBI Group

Hailey McWilliam

Subject: FW: Airport Road EA

[redacted]

Hi [redacted]

The EA Study for Airport Road is currently in Phase 3 of the Municipal Class EA process. We are completing technical studies to assess the potential impacts of design options for improvements to Airport Road between King Street and Huntsmill Drive. Information on the problems or opportunities being addressed and the alternative solutions that have been considered can be found on the project website at https://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm.

The Region is planning for a Public Information Centre (PIC) in 2019 to gather input on the assessment of design options. A Notice for the PIC will be posted to the project website once a date has been confirmed. We can also add your contact information to the mailing list, if you could reply to confirm whether you would like to be kept informed of the Study.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

Region of Peel
working with you

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[redacted]

Hi Sonya

Can you advise on the status of the Airport Road EA between King Street and Huntsmill? What are they key timeline and deliverable dates?

Thanks,



Hailey McWilliam

Subject: FW: Airport Road - Class Environmental Assessment

[redacted]

Thank you Sonya for the update this morning. It would be appreciated if you could add me to the circulation/contact list to be notified of any future dealings with the Airport Road EA with respect to Caledon East.

[redacted]

[redacted]

Per our conversation this morning, please find my contact information below. Information and updates on the Class Environmental Assessment Study for Airport Road between King Street and Huntsmill Drive can be found at http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm.

Regards,

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

Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca

Region of Peel
working with you

Hailey McWilliam

Subject: FW: Caledon East (Airport Rd.) Environmental Assessment

[redacted]

Sorry, I don't have an agenda. I am interested in the status of your EA for Airport Rd. and whether proposed changes to the road configuration will impact our [redacted] That's pretty much it. It will be me, and maybe my colleague [redacted] Thank you.

[redacted]

[redacted]

Yes I send out the phone invite.

Please provide your meeting agenda and your list of your attendees.

[redacted]

[redacted]

Thanks for the response [redacted]. The 23rd at 1pm works perfectly for me. Will you be sending out conference call details with your colleagues who will be joining? Thanks again.

[redacted]

[redacted]

[redacted] – We can do either the 23rd at 1pm or 30th at 10am. Please advise

[redacted]

[redacted]

Region of Peel
working with you

[redacted]

Hi [redacted]

In speaking with [redacted] at the Town regarding a residential development proposal behind our existing [redacted] store, they advised that you were the contact I should reach out to regarding the Region's ongoing EA for Airport Road. I am particularly interested in the status of the EA, some of the findings and conclusions (if you're there yet) regarding current access to our [redacted] store site and a proposed entrance into the Bell lands from the future proposed road that leads to the future subdivision.

Could we have a call sometime next week at your convenience? Thanks very much and have a nice weekend.

[redacted]

[redacted]

Hi [redacted]

During our discussion regarding the Airport Road Class EA Study, you asked for information on the previous feasibility study for a truck by-pass of Caledon East. Attached is the previous feasibility study report.

The by-pass option was not recommended due to significant natural, social, economic and engineering constraints.

A combination of alternatives was recommended for further consideration, such as:

- Improving Olde Base Line Road from Hurontario Street to Airport Road (a separate feasibility study is ongoing to consider the feasibility of Olde Base Line Road as a potential truck route), and
- Introducing traffic calming measures along Airport Road (the current Class EA Study for Airport Road is considering traffic calming).

Please feel free to contact me if you have any further questions.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca

ROP-email [redacted]

Hailey McWilliam

Subject: FW: DART-19-006C 16054 and 16060 Airport Road Regional Comments

[redacted]

Hi [redacted]

Thanks for letting us know.

Can you please provide an update on the timeline and status of the EA? Has a date been set on when the report will be going to Council and/or a public meeting on the matter?

We would like to monitor the process to ensure it wont have impacts on our development proposal.

Regards,

[redacted]

[redacted]

Good morning [redacted]

My apologies, there was an internal error. You are correct the ultimate ROW is only 26m, 13m from the Centreline.

Sorry for the confusion.

[redacted]

[redacted]

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We have recently updated our website to better serve your needs. For information on Planning and Engineering matters of Regional interest, please visit this link : https://www.peelregion.ca/planning/about/devservices.htm . Let us know how we can serve you better

[redacted]



[redacted]

[redacted]

Voice Mail forwarded by [redacted] on Wednesday, September 18, 2019 at 9:04 / 9:05am as good intel for Airport Road:

Call from [redacted]

I went to a Public meeting in Caledon East last night for the subdivision which is just south of the village of Caledon East, [there's] been a lot of talk about it [redacted] was to ask [by a person] if I would call and bring two points up to you that are very serious:

1. All of the traffic and Airport Road being a truck route and it has to stay a truck route
   At the south end of this development there is an entrance into it and I think there has been some discussion at the Region about that and there was lots of people in favour of that also but the fact that it was only going to be a single lane was a big issue and because these trucks are going to be there and there's going to be more as the growth goes on, that that should be a two lane roundabout. I thought maybe it might be good for you to look into that and keep an eye on that and you are going to have to get probably a little more land off the developer and maybe off the other side too but it is worth doing I think.
2. Other thing was they would like to have – [redacted]
   - they would like to have kind of a bridge over from one side of that entrance into the school entrance which is the other street is coming out at for the safety of the school children and the adults who might be walking or whoever might be walking them to school and someone there thought that you guys weren't in favour of that. I think the [redacted] wants the developer to build that so you might hear from some of your staff – I think there was others who were going to phone some of your staff.

So, I just was asked if I could give you a head up on all of these things. If you want to talk to me, our numbers are still the same – it's [redacted] [cut-off].

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

84BE9F13
[redacted]

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[redacted]

Hi [redacted]

I reviewed your message of November 10 with the Project Team and can offer some clarification regarding the proposed improvements between King Street and Castlederg Side Road.

The proposed plan would maintain the existing number of lanes on Airport Road (one northbound and one southbound) from north of King Street to Castlederg Side Road. The existing gravel shoulders would be upgraded to paved shoulders through this section.

The proposed improvements would tie into the future two-lane roundabout at King Street. The roundabout at King Street was recommended in a separate EA study for Airport Road between King Street and Mayfield Road. Together, the future roundabout at King Street and the proposed roundabout at Boston Mills/Castlederg Side Road is expected to bring speed reduction benefits for both northbound and southbound traffic along Airport Road.

If you have any questions or further comments, please feel free to reply or contact me at 905-791-7800 extension 7801.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

84BE9F13
[redacted]

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[redacted]

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

Hi Sonya,

I live on Airport Road between [redacted] and the traffic in front of my house is so rough and crazy, that adding two lanes there will be even more dangerous. I had a car lose control and come into my fence a few years ago. I have pictures of the incident. I would say...if you are having

two lanes please do not go north of King road. It is dangerous for us and for our children. Thanks.



[redacted]

Hi [redacted]

The Project Team is preparing the Environmental Study Report for agency and public review. Future updates and public notices will be posted to the project website at https://www.peelregion.ca/pw/transportation/construction/environmental-assessment/airport-road-caledon.asp.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

84BE9F13
[redacted]

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[redacted]

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

Hi Sonya,

Please provide an update on the proposed Airport rd. corridor assessment.

Thank you

[redacted]

Get Outlook for iOS

Councillors

[redacted]

[redacted]

Dear [redacted]

Your message regarding the Airport Rd and Old Church Rd intersection was forwarded to me for consideration in an Environmental Assessment (EA) Study for improvements to Airport Rd. The Study will look at improvements for pedestrians along Airport Rd through Caledon East, including this intersection. Additional details regarding the EA Study are provided in the attached pamphlet.

Your suggestions for a crosswalk signal and better signage or additional traffic lights at the intersection will be reviewed during the EA Study. In the meantime, we can provide you with a summary of enhancements that have been made to the intersection over the last couple of years:

- Painted ladder crosswalks and longer pedestrian crossing time at the Airport Rd and Old Church Rd intersection,
- New set of "stop" and "watch for pedestrians" signs were replaced on the LCBO access. Additional set of "stop" and "watch for pedestrians" signs were installed on the left side of the access. Stop bar was painted on the LCBO driveway to enhance the stop condition at Airport Rd,
- "Pedestrian ahead" signs with "Seniors" tab were installed for three inbound lanes of the intersection at Airport Rd and Old Church Rd,
- Installed pedestrian railing to minimize the surprise factor and increase visibility of pedestrians walking out from the blind corner in front of cars exiting the driveway, and
- Pavement markings to remind drivers to "Look" for pedestrians when exiting the driveway and to "Caution" pedestrians of "Cars Existing" at the LCBO access.

Please let me know if you would like to be added to the mailing list for updates on the EA Study. Kindly reply with your mailing address if interested.

Feel free to contact me if you have any further questions or comments.

Best regards,

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

Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800

[redacted]

Hi [redacted]

I am writing to acknowledge receipt of your comments regarding the Airport Road Class EA. Your concerns regarding the left turn from Airport Road to Castlederg Side Road will be reviewed by the Project Team. We will keep you informed of future public meetings where you will have an opportunity to discuss your concerns with members of the Project Team.

Best regards,

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

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

ROP-email
[redacted]

[redacted]

Good morning [redacted],

Thank you for the email regarding the environmental assessment to be conducted along Airport Road.

However, the issue that I have, as well as other Caledon East residents, is the dangerous driving conditions that exist with the increase in semi-trailer traffic and the lack of a left turning lane from Airport Road onto Castlederg.

There have been numerous occasions where a vehicle is making a left hand turn onto Castlederg only to have dump trucks and 18 wheelers barrelling down on them.
This is a situation that is getting worse with the increase in dwellings and also the projected housing development south of Foodland.

As a long time resident and taxing paying resident of the Peel Region, I would like to know what is going to be done in the interim to curtail this dangerous driving condition that exists along this road especially during the morning and evening rush hours.

[redacted]

Sent from my iPad

On Sep 11, 2017, at 9:13 AM, [redacted]

> [redacted]
>
> Attached for your information is the Notice of Study Commencement for the Airport Road Environmental Assessment and information on the Community Working Group. If you have any questions or concerns please do not hesitate to contact me.
>
> Regards,
>
> ***Asha Saddi***
> ***Technical Analyst, Infrastructure Programming & Studies***
> ***Transportation Division***
> ***Public Works, Region of Peel***
> ***Tel: 905-791-7800 x7794***
> ***Fax: 905-791-1442***
> ***Asha.Saddi@peelregion.ca***
>
> <image003.jpg>
>
> [redacted]

[redacted]

[redacted]

[redacted]

[redacted]

Thank you [redacted] for forwarding your email to me. I will e sure that it gets sent to the appropriate staff at the Region of Peel. Over the years you may have noticed increased signage, pavement markings and pedestrian safety railings at the LCBO in an effort to make this intersection safer.

The Region is currently conducting an Environmental Assessment Study along Airport Road through the Village of Caledon East. I will ensure that your comments and suggestions are included for consideration.

Once again, thank you for your email.

Best regards,

[redacted]

It's about people

[redacted]

[redacted]

I thought I'd send along the correspondence below your way, since you are our Regional Councillor. I wasn't sure if my concern would get lost in the shuffle from the forward below to the Region of Peel. Hoping you might be able to help raise this issue regarding my concern over the Airport Road/Old Church intersection.

Thanks in advance,

[redacted]

---------- Forwarded message ----------

[redacted]

Good day and thank you for contacting Infrastructure Services.

You're email has been forward to Region of Peel for their response, as Airport Rd is a Regional road.

If we can be of further help, please contact us at public.works@caledon.ca.

With regards,

[redacted]

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

Good morning,
I was out for a walk with my family last night and as we were walking on the sidewalk right in front of the LCBO on Airport Road in Caledon East, a car drove straight from Old Church into the LCBO parking lot. We were lucky that no one got hit but quickly realized that this happened because there is no walk/stop signal for pedestrians on the sidewalk. Is there any way you can install a crosswalk signal there? Many people, especially children don't necessarily realize it's an intersection when they are crossing, they treat it as a normal driveway.
It's a very confusing intersection, not just for pedestrians but also for cars coming out of the parking lot as a lot of people don't know when to proceed straight. If it's possible to have better signage or add lights to the East side that might help the confusion.
Thanks for your consideration,
[redacted]

Origin: http://www.caledon.ca/en/townhall/roads.asp

[redacted]
through http://www.caledon.ca/.

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[redacted]

The Regional Councillor for the village of Caledon East is Councillor Jennifer Innis. Below is some correspondence related to a resident inquiry about a structure in the village. We went out with TRCA and comments are below.

[redacted]

Hi Councillor Innis,

Myself as well as staff from Peel's Operations & Maintenance department and from TRCA all met with [redacted] at the bridge on Airport Road in Caledon East to further discuss his flooding concerns. He is correct in thinking that in times of extreme flooding (100 year storm or worse), the road could be overtopped and there could be flooding, that is true of all of Caledon East as it is built within the flood plain.

TRCA and Peel agree that there is not an immediate danger or problem that needs to be rectified at this time and therefore the structure as well as the watercourse will be investigated during the upcoming EA. We will look at things like the condition, the flood risk and ways to mitigate etc. It was also agreed that there is no quick maintenance "fix" for the structure or watercourse. [redacted] felt that a good "clean out" of the watercourse before, under and after the structure would reduce flood risk but TRCA confirmed that it would make no measurable difference if one of those major events comes.

I believe [redacted] understands the situation and we have committed to keep him informed as the project moves forward.

Thanks,

[redacted]

[redacted]

[redacted]

Hi Councillor Innis,

The Ops & Maint team was able to speak to [redacted] this morning and have committed to investigate and keep him in the loop with results and next steps. They intend to go out to the site next week for further review.

Thanks,

[redacted]

[redacted]

Hi Councillor Innis,

Further to my phone message. Sally Rook from Peel Region has notified Road Ops in Peel and they are going to follow up with [redacted] directly. I am not sure on timeline, but I would think that they will inform [redacted] on when they will address it. TRCA modelled the area and determined it is a flood issue (sediment in the channel could exacerbate that issue) and [redacted] met on site regrading a EA [redacted] is pursuing for that stretch of road and this crossing was identified.

I hope that helps, let me know if you have any further questions that I can be of help with.

thanks,

[redacted]

[redacted]

Yes, I forwarded the information to our Road Ops&Maint team.

They said they would reach out to [redacted] this week.

Thanks,
[redacted]

Please forgive any typos. Sent from my iPhone

[redacted]

[redacted]
Further to my message below, have you had a chance to contact the landowner or forward his concern to the right department in Peel Region?
Thank you for your assistance,
[redacted]

[redacted]

[redacted]
Thanks for your voice message. A neighboring landowner [redacted] who called said that there was a lot of silt (14 inches) under the bridge just south of Old Church on Airport Road as drainage has not been managed. He was concerned that this could cause flooding, and his property is close-by. That is the main information that I have regarding the issue.
Please contact [redacted] who can be reached at [redacted] as he would like to discuss.
Hope that info helps.
Thank you for your time,
[redacted]

[redacted]

[redacted]

Hi Councillor,

Just a follow-up to our conversation yesterday on Airport Road

Through the EA process sidewalk improvements will be part of the considerations for active transportation.
Attached is some previous correspondence on priorities and tree planting

Thanks and have a nice day

[redacted]

Good afternoon Councillor Innis,

I am writing with regard to plans for tree planting on Airport Road in Caledon East.

[redacted] notified me that you were inquiring about some tree replacements in Caledon East. We have discussed and agree that the best opportunity for tree replacement planting is with the upcoming Class EA Study for Airport Road. The Study will support the Town of Caledon's Caledon East Community Improvement Plan and the Region of Peel's vision for "Community for Life" with respect to creating a more livable and walkable community. The Study will include a tree inventory and explore opportunities to incorporate Low Impact Development measures to allow rainwater to be captured and help the trees thrive. Planting trees at this time would be premature until we know the recommendations of the Class EA, which is planned for completion in 2019. Planting trees as an interim solution is not recommended as the trees may need to be replaced at the time of construction and will not grow enough to provide a streetscaping benefit before construction begins.

We will keep you updated on progress of the Class EA study and recommendations for tree planting. Feel free to give me or Len Gardiner a call if you have any questions or concerns.

Best Regards,

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

Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca

[redacted]

[redacted]

- [redacted]
- [redacted]
- [redacted]
- [redacted]
- [redacted]
- [redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

Good Afternoon [redacted],

Just wanted to provide some follow up to the concerns in Caledon East from our walk through a week ago. Over the past week one of our technical students has been out gathering quantity estimates on the Blvd's, inventoried the paper/advertising boxes and completing a detailed inspection of the street light deficiencies. We will be following up with our maintenance contractor for the street lights to ensure all the major deficiencies are addressed in the near future. We will also be following up with the paper box vendors to remove unused and damaged boxes, as well as discuss good locations for some to remain as some members of the public still require them.

Other issues that our staff will be addressing in the near future are as follows:

- Clean out the culvert end at the north side of Walkers Road
- Trim the grass on the south east corner of Walkers Rd and Airport and follow up with the contractor to continue trimming
- Remove or Replace the large No Parking signs at either end of the village with the times on them
- Investigate the telespar sign post that is without a sign across from Leamster Trail on the east side
- Check sign inventory for sign knocked over by the grass cutting vendor just south of Leamster Trial on the west side
- Replace the pedestrian sign across from Larry Street
- Prune or Remove the boulevard tree in front of property 15891
- Remove the decorative concrete grate around tree at 15869 and place mulch to reduce trip hazard
- Cut off or remove steel rebar dowels at the base of tree on south east corner of Airport and Old Church Road.
- Remove the Garbage can in front of CIBC and fill hole in Blvd with seed and soil.
- Remove old paper box on steps of old Hardware store property
- Cleanup of the Blvd north of Walkers Road.
- Place the sections of acoustical fence that are laying over south of Hilltop Dr neatly inside

the fence for the home owner to make repairs as this is a private fence.

From the larger scope we are continuing to investigate options to reduce the trip hazards through the down town in a cost effective manor keeping in mind the forth coming Environmental Study and associated road rehabilitation project, I will continue to update on this item as information comes available.

Hope this helps address the major issue we reviewed, please let me know if you have any questions.

Thank you



[redacted]

[redacted]

[redacted]

[redacted]

Hi [redacted],

As discussed on the phone this morning, below is a link to the Agendas of previous Council meetings. The Report you may find of interest is under section 8.4 of the June 23, 2016 agenda linked below:

http://www.peelregion.ca/council/agendas/2016/2016-06-23-rc-agenda.pdf

Upon review, you will note that the Study concluded that building a by-pass for Caledon East is not reasonable at this time and that there isn't another existing N-S alternate route that could be used. It also determined that with some intersection improvements, Airport Road from King Street to Caledon East does not need widening to 4/5 lanes as we have planned for the section to the south, from Mayfield Rd to King St.

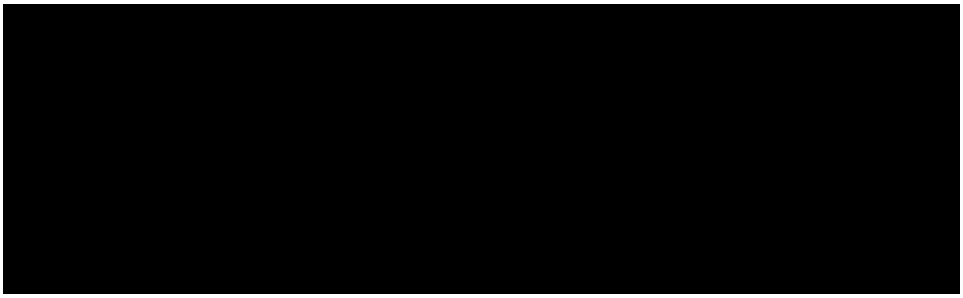
The Feasibility Study you recently received a notice about will look at the needs of the corridor and will include:

- Intersection improvements for all intersections within the corridor (roundabout feasibility for Boston Mills-Castlederg, Olde Base Line Rd, Cranston, and/or Huntsmill)
- Traffic calming in the village of Caledon East
- Improvements to active transportation infrastructure with a mind to support the recently completed Community Improvement Plan for Caledon East:
    - 'connect' the village of Mono Road with the village of Caledon East
    - fill existing 'gaps' within Caledon East (west side of Airport Rd between Cranston Dr and the entrance to the Public School comes to mind)
- Roadway stormwater/drainage improvements at areas identified with issues

Coordination with a Study to review what improvements would be required to use Olde Base Line Rd from Airport Rd to Hwy 10 as an alternative route for trucks travelling north-west as recommended in the CE By-Pass Study (pending approval of 2017 Capital Budget)

Hope you find this helpful. I look forward to continuing to communicate thougout the project (that officially kicks off in 2017).

Thanks,



[redacted]

Hi Councillor Innis

We appreciate the positive comments.
I can offer the following to assist with your response to [redacted].

1. The Environmental Assessment for Airport Road is on-going. The intent wou d be to have a sim lar look and feel on that project to what was done on Old Church. However property s constrained in some locations. The EA can ook at the feasibil ty of underground ut lities but generally burying ut lities is cost prohibitive. The EA s being led by Sonya Bubas, [redacted] can contact Sonya to provide nput directly into that study and to f nd out about Pub ic Information Centres.
2. Street furniture locations (garbage cans) were identified through consu tation with Town staff having regard for activity levels and exist ng infrastructure. After mon toring the current state the Town may consider other receptac es in the future.
3. Peel s traffic group s rev ew ng the feasibility of the your speed signs. [redacted] will fo low up with [redacted] directly.

I hope this helps.

[redacted]

[redacted]

Hi [redacted]

The numbe and location of ga bage eceptacles we e identif ed by the Town. The cap tal p oject inco po ated the app oved landscaping des gn n f ont of the new subdiv s on into the oad cont ac .
The st eet fu nishings we e equi ed as pa t of the new subdivision equi ements [redacted]. The Town s ational s these elements should be placed in st ategic locations such as adjacent o pedest an si ting a eas and school s tes.

In this case, the buildings and facilit es on the south side of Old Chu ch Rd. (i.e. community cente , Town hall /cou t house) have thei own t ash bins and the need fo additional ga bage containe fo the est of the co ido n unknown. Howeve we can contact the Town s Pa k dept. to convey th s inqui y and equest them to assess the need fo add tional ga bage eceptacles.

Please let me know,

Rega ds,

[redacted]

[redacted]

[redacted] can you advise re the garbage containers

[redacted] speed signs?

Sent from my iPhone

Beg n forwarded message:

> [redacted]
>
> Please see the email below and provide comment for response
>
> Thank you
> [redacted]
>
> [redacted]
>
> [redacted]
>
> [redacted]
>
> [redacted]
>
> Hi [redacted]
> Just wanted to say how nice the new Church Street looks after the redo this past year It is nice to wa k along and he visibility at night with the LED street lights is great One thing we noticed while walking is that refuse bins are low in numbers Can you look into gett ng some refuse cans installed on the south side along the bike path From the baseba l diamonds over to Inn s Lake road I counted zero on the sou h side
> If the Airport Rd update that you alluded to looks as nice as this the town won t look so t red One hing that I notice while we travel about in Ontario and the US is hat the hydro wires and other utility lines are buried underground This def nitely cleans up the appearance Any chance this being looked at for A rport Rd?
>
> As is my pet peeve are we going to see any Your Speed speed act vated signs and some radar enforcement by the OPP along Church Street?
>
> Thanks for your attention and have a nice long weekend
>
> [redacted]
>
> [redacted]
>
> [redacted]
>
> [redacted]
>
> [redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

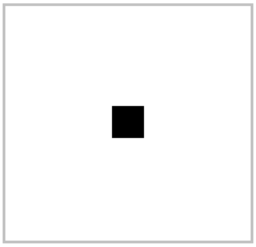
[redacted]

[redacted]

[redacted]

[redacted]

-



[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

Subject: FW: Seniors Crossing Old Church and Airport

Called [redacted] on April 28, 2017 at 8:53am and left a voice message acknowledging him that his requests and concerns will be reviewed as part of the EA.

We will include him on the mailing list for any updates or status of the project.

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

I spoke to [redacted] from [redacted] in response to the concern brought to our attention from Mayor Thompson and he feels that there should be an additional signal of some sort along the corridor in Caledon East to accommodate the traffic from the future subdivisions that are being built, slow down the traffic that is currently not adhering to the speed limits and create a safer crossing area for the Seniors group that he belongs to. They don't feel safe when crossing at Old Church and Airport Road as it currently sits. He states that it is like taking their life in their hands.

If you could have one of your staff complete speed and signal warrant studies on Airport Road south and north of Old Church Road. Can you see if there is a possibility for a pedestrian signal similar to the trail crossing that is already implemented or full signals along that stretch. The three subdivisions he is concerned with are the two on Old Church Road and the one on Walkers Road. He and the members of his seniors group feel the traffic generated from those subdivisions will increase the danger for the seniors in the area.

Thanks,

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted] this is in respect to crossing time per my discussion with the Mayor a couple weeks ago. [redacted]

[redacted] no surprises if it is not already there

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

The Seniors are:

[redacted]

Thanks, [redacted]

[redacted]

[redacted]

I followed-up with [redacted] regarding my message below and he advised to ask if you could look into interim safety measures for this location.

We will review the need for a left turn lane at Glen Echo as part of the Airport Rd EA.

Let me know if/what interim measures you recommend.

Regards,

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

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

[redacted]

Hi [redacted]

I was at a meeting with Councillor Innis this afternoon and she raised a safety concern with the left hand turn into Glen Echo (at 15079 Airport Road), south of Olde Base Line Road. She explained there have been 3 accidents at this location in the past 2 weeks, where vehicles try to pass vehicles turning left. She asked if interim measures such as traffic lights, turning lanes, or no-passing double lines could be implemented. She may have already contacted Joe about this issue and we let her know we would share this concern with him.

We will be looking at safety issues and the feasibility of roundabouts in this area as part of the Airport Rd Class EA, so that may assist in the long term. What would be the process for addressing safety concerns in the short term?

Thanks,

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

Region of Peel

[redacted]

Good morning [redacted]

This is in response to your inquiry from Friday August 19th. We apologize for the delayed reply and wish to offer the following comments.

Please be advised that during the review process of your request, the Region of Peel initiated an Environmental Assessment study of Airport Road from King Street to Huntsmill Drive, and traffic concerns raised in your email are being investigated.

The justification to implement an exclusive southbound left turn lane at Airport Road at Castlederg Road is currently under review as part of our Environment Assessment (EA) process. The Traffic Report component of the Environmental Assessment is being undertaken to determine if geometric improvements (including auxiliary left turn lanes) are required under existing and future conditions.

The posted speed limit on Airport Road within the study area will be reviewed as part of the EA process. The speed limit review is completed in order to determine if the posted speed is appropriate or if it should be revised. Criteria such as vehicle operating speeds, collision history and road characteristics play a role in determining what the appropriate recommended posted speed should be within the study area.

We will add you to our mailing list to update you as the study progresses on information regarding the project and process. Through this method you will also be advised of and invited to all public forms of consultation.

I trust this information to be satisfactory. Should you have additional questions or concerns do not hesitate to contact me.

[redacted]

[redacted]

Good morning Mayor Thompson,

Its great to read that you are involved in so many areas of running the municipality and making sure that we are heard in the whole quagmire of business and city planning that is going on within the province.

However, I have not yet heard anything that is being done about the truck traffic that is running along Airport Road through Caledon East.

I had emailed you previously regarding this very serious situation regarding truck traffic and specifically turning left onto Castlederg Road from Airport Road.

The lives and safety of my family, as well as other residents, are in danger every time they make a left hand turn onto Castlederg from Airport Road. The speed limit changes just north of this intersection from 60 km/hr to 80km/hr, which results in the semi-trailer and dump trucks significantly increasing their speed. This results in the southbound traffic not being able to make a safe, comfortable left hand turn, as the traffic from behind does not slow down as needed and attempts to drive on the shoulder to bypass the turner. It is intimidating and unsafe. A left hand turn lane is needed, a change a speed limit and/or an alternate roadway for these large vehicles. In short, its an accident waiting to happen.

I understand that the roads are under the Region of Peel's jurisdiction, but I believe that your voice would be heard regarding this very dangerous T-intersection. I urge you to do all you can to either prohibit the trucks from using Airport Road, using Hwy 10 as an alternate or have turning lanes put into this area.

I look forward to your action and response into this matter as I am sure you too, are concerned for the safety of the residents in the Town of Caledon

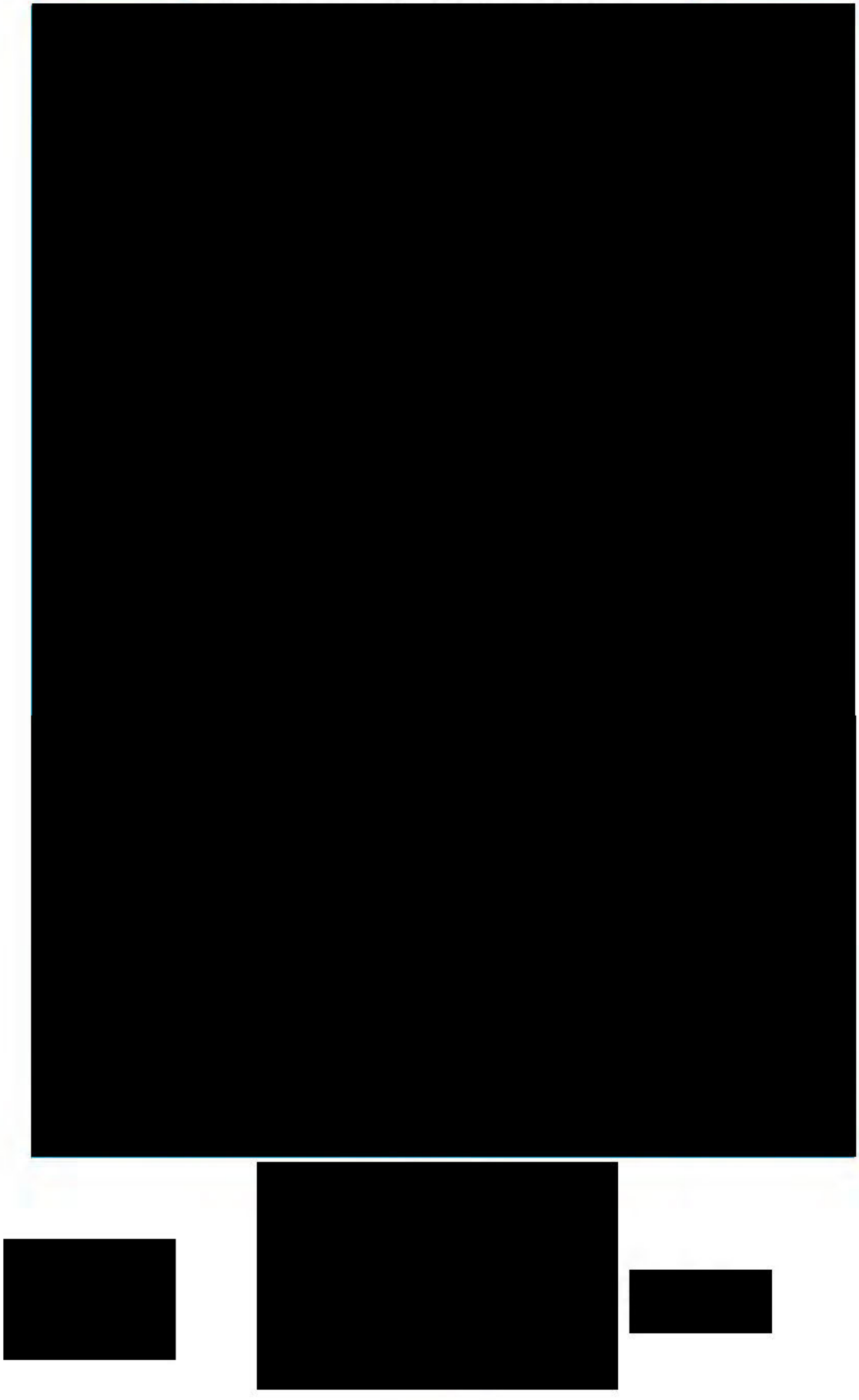
Sincerely,

[redacted]

[redacted]

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[redacted]



[redacted]

Good afternoon Councillor Innis,

I am writing with regard to plans for tree planting on Airport Road in Caledon East.

[redacted] notified me that you were inquiring about some tree replacements in Caledon East. We have discussed and agree that the best opportunity for tree replacement planting is with the upcoming Class EA Study for Airport Road. The Study will support the Town of Caledon's Caledon East Community Improvement Plan and the Region of Peel's vision for "Community for Life" with respect to creating a more livable and walkable community. The Study will include a tree inventory and explore opportunities to incorporate Low Impact Development measures to allow rainwater to be captured and help the trees thrive. Planting trees at this time would be premature until we know the recommendations of the Class EA, which is planned for completion in 2019. Planting trees as an interim solution is not recommended as the trees may need to be replaced at the time of construction and will not grow enough to provide a streetscaping benefit before construction begins.

We will keep you updated on progress of the Class EA study and recommendations for tree planting. Feel free to give me or [redacted] a call if you have any questions or concerns.

Best Regards,

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

Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca

[redacted]

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

Good morning Councillor Innis,

RE: Class EA study for Airport Road and Town of Caledon Urban Design Review:

As you are aware, I have been actively involved (with [redacted]) in educating local residents on the entire Airport Road EA process, and in particular the intersection of Airport Road and Old Church. We are pleased to learn that the Region has listened to the feedback from the residents, and are now abandoning the Old Church extension onto Ivan Avenue. A big thank you to Sonya and her team for listening to the residents!

I understand that the TOC planning department and the Region of Peel will work together in a partnership to complete an urban design study of this intersection. And if so, I believe this study will involve participants at the table including business owners and public involvement. As part of a group of residents residing immediately to the west of this airport Road and Old Church intersection, I would request that we have one or two from our group participate in the Urban Design Study and be part of any committee that is formed.

As a result of the new preliminary preferred plan where Old Church will no longer extend into Ivan Avenue, [redacted] has advised Sonya that our request to delegate to the Region can be put aside at this time. We would however be happy to delegate to the Town of Caledon if required and as the Urban Design process proceeds.

Please let me know how we can be involved in this process from an urban design standpoint where use of lands around this intersection are discussed. I look forward to your response and next steps.

Thank you.

[redacted]

[redacted]

On Wed, Jan 27, 2021 at 6:01 PM [redacted]

Please see attached. Can we follow up this weekend?
[redacted]

Sent from my Galaxy

-------- Original message --------
[redacted]

Hi [redacted]

I am writing to provide you with an update on the Class EA Study for Airport Road.

The option to extend Old Church Road to Ivan Avenue has been re-evaluated based on consultation with the Public and Town of Caledon. New alternatives were considered in the EA evaluation and a new preliminary preferred plan was identified. Under the new plan, Old Church Road will not be connected at Ivan Avenue. The Town of Caledon will undertake a separate urban design review for the broader area. The Region will continue to work with the Town through this Review on possible future private access options at the intersection. Public consultation and heritage mitigation is included in the scope of this future urban design review.

We will be updating the EA documentation to explain that the ultimate solution for the west leg of the Airport Road and Old Church Road intersection is subject to the Town of Caledon Urban Design Review. We will also document that Old Church Road will not be connected at Ivan Avenue. We will keep you informed of next steps in the EA and look forward to hearing your thoughts throughout the process.

Please feel free to contact me if you have any questions or concerns.

Regards,

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

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

Brampton, ON L6T 4B9

905-791-7800 ext. 7801

84BE9F13

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[redacted]

Hi [redacted]

This is to confirm that the Region will not file the EA until we have completed the analysis and discussion regarding the new alternative to not connect Old Church Road at Ivan Avenue. I hope to provide you with an update well in advance of February 1.

Regards,

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

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

Brampton, ON L6T 4B9

905-791-7800 ext. 7801

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[redacted]

Hi to all,

Please submit the original petition to the Office of the Regional Clerk at this address. Upon receipt, the Clerk's assistant or myself will acknowledge receipt of the original petition via email.

[redacted]

[redacted]

Petitions will be placed on the appropriate Council or committee agenda for receipt, unless otherwise specified by Council or committee. In this case the petition will be presented to Regional Council.

Any one who wishes to appear before a Council meeting may request by notifying the Clerk's office. Delegation requests must be in writing or by completing the Request for Delegation Form at least one week prior to the Council meeting for the purpose of listing your name and the topic on the appropriate agenda. We request that the preferred Council meeting date be noted on the form, otherwise it will be listed on the next appropriate agenda. Please refer to the Guide for Delegations and the Procedure-By-law (Delegations section) for additional information.

Delegations to Regional Council is limited to 5 minutes. Delegations may only appear once on the same matter within a one-year period, unless a recommendation pertaining to the same matter is included on the agenda within the one-year period and only to provide additional or new information.

Due to COVID restrictions, Regional Council meetings are held virtually. Limited public attendance at meetings will be permitted by pre-registration only (email: regional.clerk@peelregion.ca to pre-register).

Upcoming regular Regional Council (RC) meeting dates with corresponding deadlines are as follows:

Regular Regional Council Meeting	Deadlines (Main/Original Agenda)	Deadlines (Revised Agenda)
January 14th	January 6th	January 11th – before 10:00 a.m.
February 11th	February 1st	February 8th – before 10:00 a.m.

February 25th	February 17th	February 22nd – before 10:00 a.m.

For other meeting dates, please check the 2021 RC Meeting Schedule.

If the written notice requesting listing as a delegation is received by the Regional Clerk less than 72 hours prior to the time of the Council meeting, and

a. relates to an item already listed on the draft agenda, the delegation will be added to the agenda only upon the approval of Council at the meeting
b. does not relate to an item already listed on the draft agenda, the delegation shall be added to the agenda at the next following appropriate meeting.

The email below indicates possible delegation(s) from the residents in February. Taking into consideration the deadlines noted and to give everyone time to consider next steps, the petition and potential delegations will be listed on the February 11th agenda.

Hope this helps clarify the process.

Please let me know if you have any questions.

Regards,

[redacted]

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[redacted]

Hi [redacted]

I touched base with [redacted] this afternoon regarding the petition concerning the Airport Road EA. [redacted] is copied on this email because she had a couple of questions for the Regional Clerk, and I thought this would help summarize our discussion.

I acknowledged that both the Regional Clerk and Project Team are in receipt of the petition and that the Team is looking into the issues raised. I offered to continue communication with [redacted] and provide updates on the issues as they become available.

Question #1: Does Regional Clerk need the original signatures or a hardcopy of the petition?

I also asked for clarification on the community's interest to delegate Council, and whether a delegation would be necessary if the Region tried to resolve the issues before the EA is completed. The community wants to be proactive in sharing their input so that their concerns are considered before decisions are made. They are not satisfied with the EA responses to date regarding the need for an extension of Old Church Road to Ivan Avenue, and want to be sure their concerns have been communicated to all parties involved in the project (Council, management, project manager, project team, etc.).

I explained that the Team is carefully reviewing the suggested option to not connect Old Church Road at Ivan Avenue. I let [redacted] know that we have included this new alternative with a concept sketch in the evaluation matrix, and will be reviewing the evaluation with the Town and Agencies. I reiterated the two main objectives of the extension was to address safety at the intersection and provide the neighbourhood with a signalized access to Airport Road. I let [redacted] know that the petition offered some new information to me, in that it appears to represent interest of the larger neighbourhood, based on the streets canvassed.

We hope to complete our review of this new alternative in January and [redacted] understood that I could not provide an answer at this time. I offered to share the results with [redacted] before the final EA recommendation, so that the community would have the opportunity to delegate Council if they felt their issues were not resolved. This could bring them to a delegation to Council in February (before the EA is filed).

Question #2: Can the Regional Clerk confirm that a delegation can be requested on a future Council agenda? [What is the deadline for the February agenda?]

We talked about the EA as a self-regulated process and that the Region does not formally report to Council on the EA recommendation. However, I explained that Council is aware of the project through approval of the capital program and the local Councillors are kept well informed of the project with updates in advance of public consultation. I also confirmed that the local Councillor has communicated the community's concerns to the Team and to my immediate supervisor who provides guidance to me and the Team.

[redacted] has my Regional cell phone number should she have further questions or concerns.

Regards,

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

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

Brampton, ON L6T 4B9

905-791-7800 ext. 7801

84BE9F13

[redacted]

[redacted]

[redacted]

Please let us know if we can be of further assistance.

Thank you,

[redacted]



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

Community Working Group

[redacted]

Hello [redacted]

Thank you for your interest in participating as a Community Working Group (CWG) member for the Airport Road Environmental Assessment. I will be in touch again when the CWG membership has been determined and in the meantime if you have any questions please don't hesitate to contact me.

Regards,

Asha Saddi
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca

WWY logo
[redacted]

[redacted]

Asha,

I have received the letter and just wanted to follow up regarding the selection process. Are there any suggestions or comments on how I can improve my candidacy in CWGs for future initiatives?

Thanks in advance

[redacted]

Hello [redacted],

Thank you for your email.

We are still in the process of determining the CWG membership and as soon as this has been completed I will be in touch again. In the meantime don't hesitate to contact me if you have any further questions.

Regards,

Asha Saddi

Technical Analyst, Infrastructure Programming & Studies

Transportation Division

Public Works, Region of Peel

Tel: 905-791-7800 x7794

Fax: 905-791-1442

Asha.Saddi@peelregion.ca

WWY logo

[redacted]

Community Working Group

Asha,

Just wanted to follow up regarding the status of the assessment and when a meeting will be held.

Thanks in advance.

[redacted]

[redacted]

[redacted]

Dear [redacted],

Thank you for your interest in the Class EA Study on Airport Road in Caledon. The Project Team will review your comments during the EA and add your contact information to the mailing list to receive future updates on the Study. We will also consider your message as an Expression of Interest to participate on the Community Working Group.

Please feel free to contact me if you have any further questions or comments on the Study.

Best regards,

Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies
Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca

<image001.gif>

[redacted]

Dear Project Team,

I'm a long term resident of Caledon East and live in proximity to Airport Road. I am very interested in participating in this Class EA. Please add me to the project mailing list and keep me posted on progress. I have over 30 years experience in municipal engineering (development and transportation) and would be happy to participate on the Community Working Group.

Generally, I'm certainly very supportive of the introduction of walking and cycling facilities on Airport Road together with the southerly extension of the urbanized road cross-section to Old Base Line. I'm also supportive of the application of practical traffic calming measures. These improvements should be completed in conjunction with the planned residential development on the east of Airport Road.

I am, however, strongly opposed to capacity improvements (i.e., additional through lanes and right turn lanes at intersections) along Airport Road north of Old Base Line as it will make it more attractive as a truck route, promote higher speeds, increase noise, increase the risk of vehicle/pedestrian conflicts, and significantly impact the social, natural and cultural environments within the village. I'd be happy to discuss these issues/concerns with you further through the process of the EA and CWG.

Thanks, and I look forward to participating in this important study.

Regards,

[redacted]

[redacted]

Thanks Asha,
If there's any questions or any way I can ensure the selection process sees merit in my participation, please let me know, it is important to our client that they be represented on this working group as a major landowner in Caledon East with land directly fronting onto Airport Road.

[redacted]

[redacted]

On Thu, Sep 14, 2017 at 8:57 AM, Saddi, Asha <asha.saddi@peelregion.ca> wrote:

> Good Morning [redacted],
>
> This is to confirm that your submission to participate as a member of the CWG for this EA has been received. I will be in touch again when the CWG membership has been determined and in the meantime if you have any questions please don't hesitate to contact me.
>
> ***Asha Saddi***
>
> ***Technical Analyst, Infrastructure Programming & Studies***
>
> ***Transportation Division***
>
> ***Public Works, Region of Peel***
>
> ***Tel: 905-791-7800 x7794***
>
> ***Fax: 905-791-1442***

[redacted]

[redacted]

Thank you for your email. Unfortunately you were not selected as a member of the Community Working Group as it was felt that your interests could be discussed directly with the Project Team during planned stakeholder meetings to be held later in the study. A letter was mailed to you earlier this week at the address provided on your submission.

We will be in touch with you again when the stakeholder meetings are scheduled.

Regards,

Asha Saddi
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca

WWY logo

[redacted]

From: [redacted]

Hi Asha,

Just curious what the status of the working group is, have members been selected?

Thanks,

[redacted]

[redacted]

[redacted]

On Thu, Sep 14, 2017 at 8:57 AM, Saddi, Asha <asha.saddi@peelregion.ca> wrote:

Good Morning [redacted]

This is to confirm that your submission to participate as a member of the CWG for this EA has been received. I will be in touch again when the CWG membership has been determined and in the meantime if you have any questions please don't hesitate to contact me.

Asha Saddi

Technical Analyst, Infrastructure Programming & Studies

Transportation Division

Public Works, Region of Peel

Tel: 905-791-7800 x7794

Fax: 905-791-1442

Asha.Saddi@peelregion.ca

WWY logo

[redacted]

[redacted]

[redacted]

[redacted]

-----Original Message-----
[redacted]

Web Form Title :: Project Manager

This email was sent by the following person. Please reply to them:

[redacted]

Can you please put me on the notification list for any and all meetings, notices, information, or other related to this project/file/ea?
Thanks,
[redacted]

It is the Region of Peel's policy to reply to e-mails within two working days.

For assistance, please contact the webmaster@peelregion.ca

:: NOTE ABOUT CONTACT INFORMATION ::
Contact information can be forged. There is no way to accurately verify a person's name and email address on the Internet.

[redacted]

Much appreciated.
If you, for some reason don't see my expression of interest, please let me know right away as I would like to be on that group.

[redacted]

On Mon, Sep 11, 2017 at 8:29 AM, Bubas, Sonya <sonya.bubas@peelregion.ca> wrote:

> Hi [redacted]
>
> We will confirm whether your application was received. Expressions of Interest were requested by October 6 and we plan to review all submissions following that date. We hope to determine the CWG membership by the end of October or early November.
>
> Best regards,
>
> Sonya Bubas, MCIP, RPP
>
> Project Manager
>
> Transportation, Infrastructure Programming and Studies
>
> Tel: 905-791-7800, ext. 7801
>
> Toll Free: 1-888-919-7800
>
> Email: sonya.bubas@peelregion.ca

ROP-email

[redacted]

Also, I've submitted a request to participate as a member of the Community Working Group for this EA. Can you let me know if you've received that and when the final CWG members will be determined?

Thanks,

[redacted]

--

[redacted]

[redacted]

On Mon, Sep 11, 2017 at 7:31 AM, Bubas, Sonya <sonya.bubas@peelregion.ca> wrote:

[redacted]

The Region of Peel has received your request to be added to the notification list for the Class Environmental Assessment (EA) on Airport Road in Caledon. Your contact information will be added to the mailing list to receive future notification on the Class EA Study.

Please feel free to contact me if you have any further questions or comments on the Study.

Sonya Bubas, MCIP, RPP

Project Manager

Transportation, Infrastructure Programming and Studies

Region of Peel

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

Brampton, ON L6T 4B9

Tel: 905-791-7800, ext. 7801

Toll Free: 1-888-919-7800

Email: sonya.bubas@peelregion.ca

ROP-email

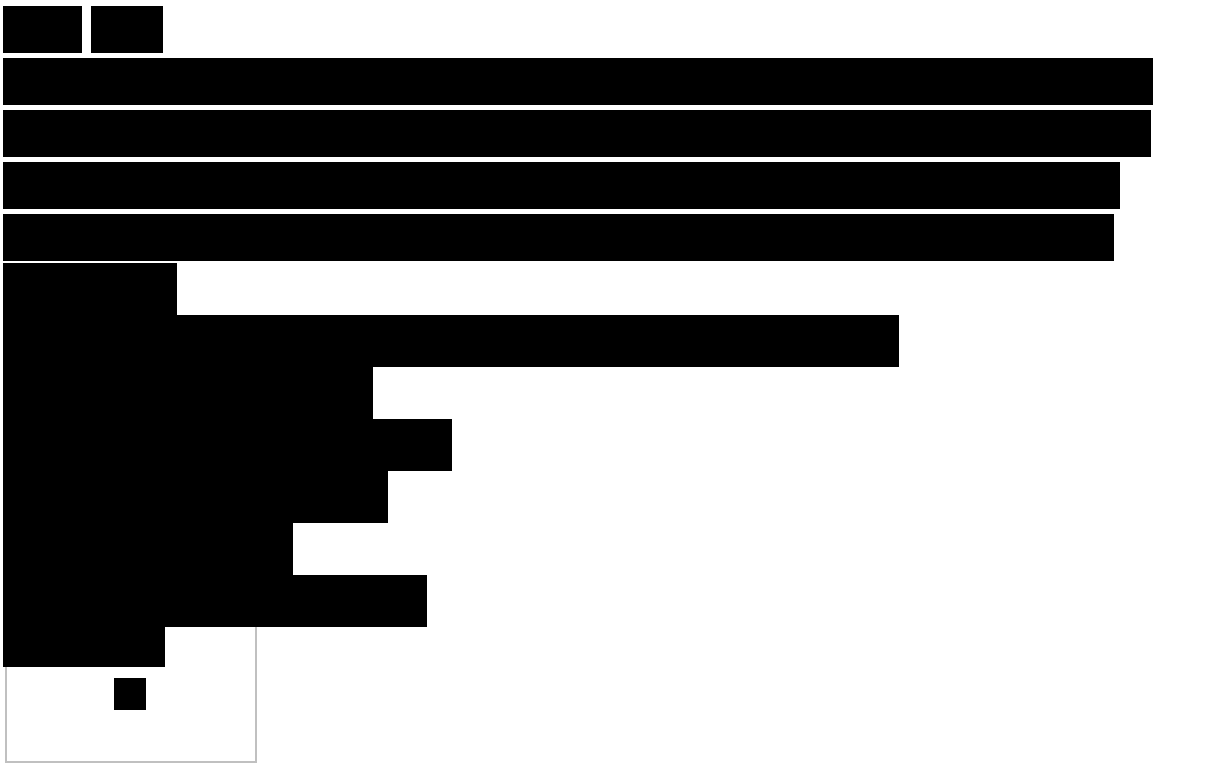
[redacted]

[redacted]

[redacted]

[redacted]

[redacted]



Region of Peel
working with you

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

Community Working Group – Expression of Interest Form

Public Works

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

peelregion.ca

Title [redacted]

First Name: [redacted]

Last Name:

Address:

Phone: Ho

Email:

Are you a resident in the study area? NO

Which organization/association do you represent? [redacted]

Provide information about yourself and why you are interested in becoming a member of the Community Working Group:

PROTECTION OF NATURE
PARASITES CONTROL
BETTER AWARENESS OF PUBLIC ASSETS
LIKE OUR WALKING TRAIL

Please submit your completed form by Friday October 6, 2017 to Asha Saddi (contact information on reverse).

[redacted]

Hello[redacted]
Thank you for your CWG expression of interest form
I will be in touch again after the closing date of October 6 2017 and in the meantime if you have any questions please don't hesitate to contact me

Regards

Asha Saddi
Technical Analyst Infrastructure Programming & Studies
Transportation Division
Public Works Region of Peel
Tel: 905 791 7800 x7794
Fax: 905 791 1442
Asha Saddi@peelregion ca

[redacted]

[redacted]

[redacted]

Hello Asha - ok talk again soon.

Regards

[redacted]

[redacted]

Hello [redacted]

Congratulations on being selected as a member of the Community Working Group for the Airport Road Municipal Class Environmental Assessment study. Attached is a letter of acceptance and you will also be receiving a hardcopy through the mail.

We look forward to meeting you at the orientation session on Thursday, November 30.

Regards,

Asha Saddi

Technical Analyst, Infrastructure Programming & Studies

Transportation Division

Public Works, Region of Peel

Tel: 905-791-7800 x7794

Fax: 905-791-1442

Asha.Saddi@peelregion.ca

WWY logo

[redacted]

Region of Peel
working with you

November 13, 2017
Project number: 16-4360

[redacted]

Re: Airport Road Municipal Class Environmental Assessment Study from 100m north of King Street to 300m north of Huntsmill Drive
Community Working Group

Public Works

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

peelregion.ca

Attention: [redacted]

Congratulations on being selected as a member of the Community Working Group (CWG) for the Airport Road Municipal Class Environmental Assessment Study from King Street to Huntsmill Drive.

We would like to invite you to a CWG orientation session on Thursday, November 30 from 6:00 p.m. – 8:00 p.m. at:

Caledon Community Centre
6215 Old Church Road
Caledon East
L7C 1J7

At this session, the Region of Peel will provide information on the study and the role of the CWG. You will have an opportunity to discuss your ideas about the transportation issues and needs for the corridor.

Your attendance at this session is important for the study and I would appreciate if you could RSVP by email to asha.saddi@peelregion.ca or by fax to 905-791-1442 before November 28. Light refreshments will be served. Please let me know if you have any dietary requirements.

Thank you for your time and interest in this project. I look forward to meeting you at the orientation session. In the meantime, if you have any questions please do not hesitate to contact me at 905-791-7800 x7794 or asha.saddi@peelregion.ca

Yours sincerely,

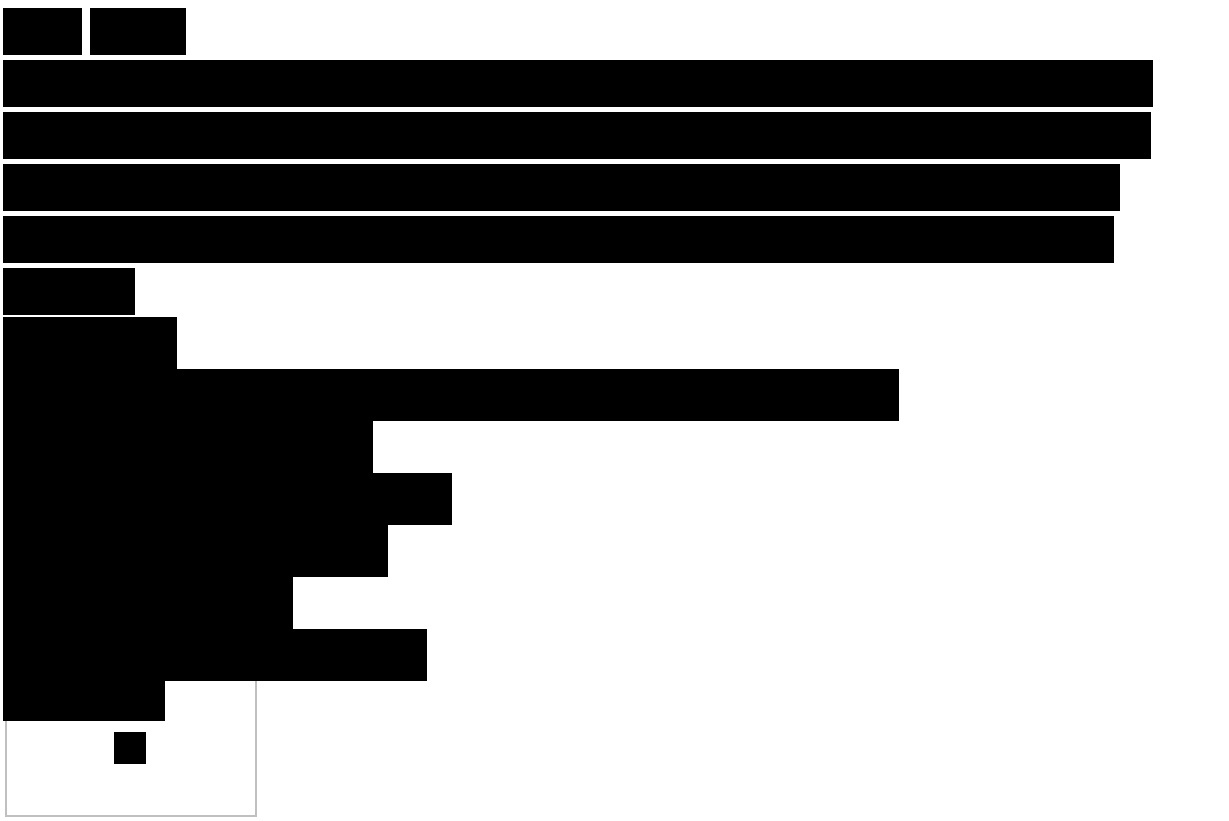
Asha Saddi
Technical Analyst
Infrastructure Programming and Studies
Transportation Division, Public Works

cc: Sonya Bubas, Project Manager, Region of Peel

[redacted]

[redacted]

[redacted]



[redacted]

Hello Asha, attached is my form for Community working group.

Cheers

[redacted]

Region of Peel
working with you

Public Works

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

peelregion.ca

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

Community Working Group – Expression of Interest Form

Title [redacted]

First Name: [redacted]

Last Name: [redacted]

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Are you a resident in the study are [redacted]

Which organization/association do you represent?

[redacted]

Provide information about yourself and why you are interested in becoming a member of the Community Working Group:

I AM THE OWNER OF [redacted]
AND AM INTERESTED IN THE DIRECTION
OF CALEDON EAST VILLAGE WILL
BE TAKING IN NEAR FUTURE.
LOOKING FORWARD TO PARTICIPATING.
THANKS.

Please submit your completed form by Friday October 6, 2017 to Asha Saddi (contact information on reverse).

[redacted]

Hello [redacted]

Congratulations on being selected as a member of the Community Working Group for the Airport Road Municipal Class Environmental Assessment study. Attached is a letter of acceptance and you will also be receiving a hardcopy through the mail.

We look forward to meeting you at the orientation session on Thursday, November 30.

Regards,

Asha Saddi

Technical Analyst, Infrastructure Programming & Studies

Transportation Division

Public Works, Region of Peel

Tel: 905-791-7800 x7794

Fax: 905-791-1442

Asha.Saddi@peelregion.ca

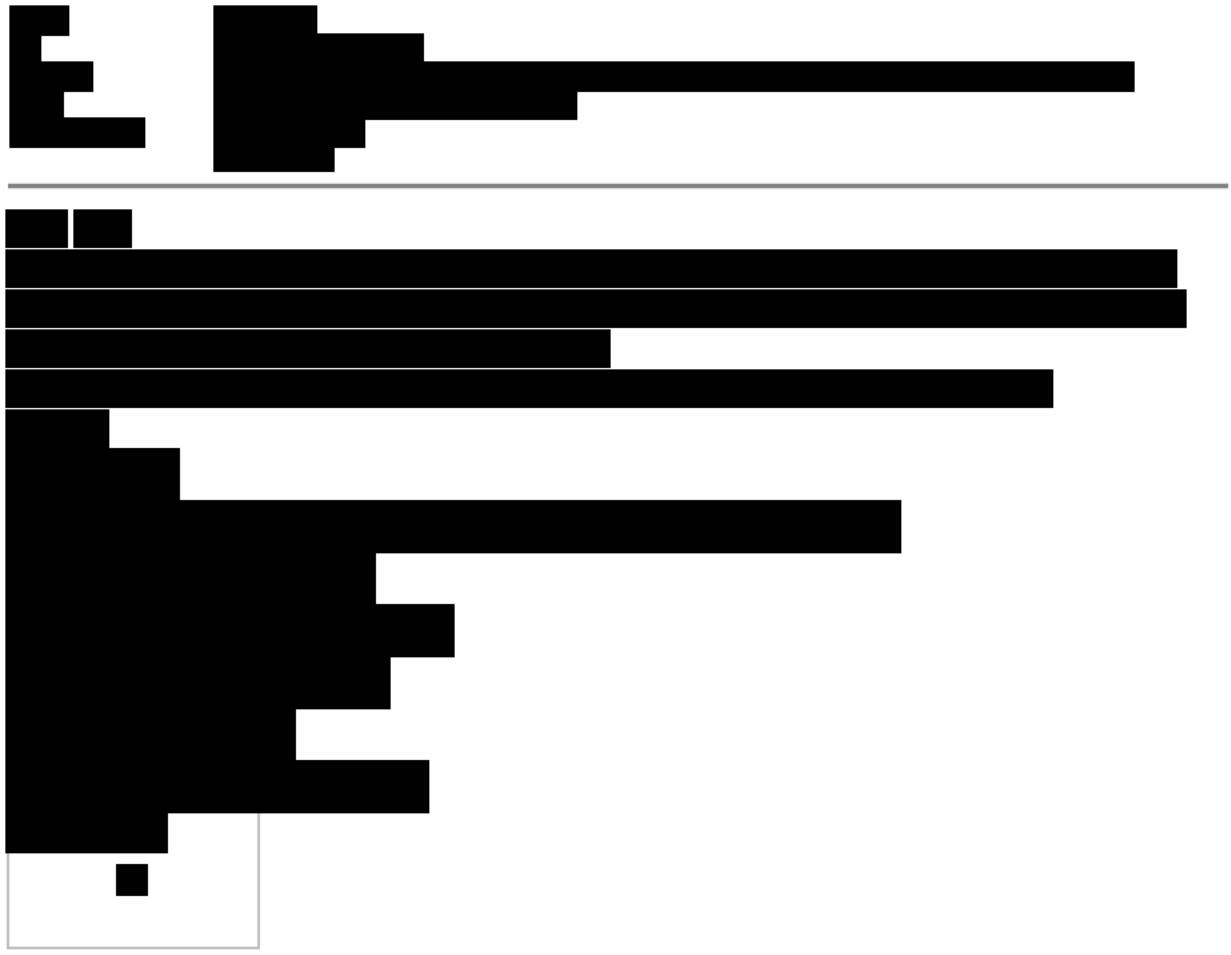
WWY logo

[redacted]

[redacted]

[redacted]

[redacted]



[redacted]

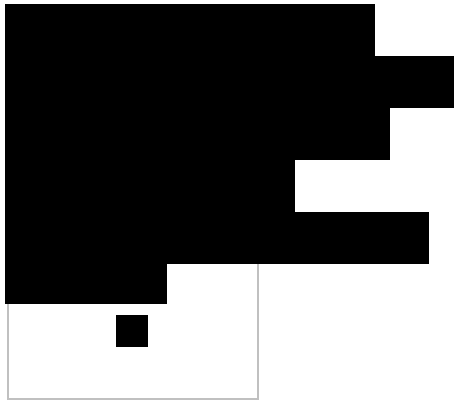
Hi Asha:

Could you please include me in your CWG for Airport Road/Caledon East.

Thank you.

[redacted]

[redacted]



[redacted]

Hello [redacted],

Thank you for your interest in participating as a Community Working Member for the Airport Road Environmental Assessment. The CWG expression of interest form should be completed and submitted by Friday, October 6 and you can do this by submitting online at: http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements-working-group-application.htm or returning the completed form to me. The CWG roles and responsibilities can also be viewed online.

We look forward to receiving your submission and in the meantime if you have any questions or concerns please do not hesitate to contact me.

Asha Saddi
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca

WWY logo

[redacted]

Region of Peel
working with you

Public Works

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

peelregion.ca

September 26, 2017
Project No. 16-4360

[redacted]

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

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

A key component of this study is public consultation and the Project Team welcomes your comments and invites you to participate in the study through two planned Public Information Centres as the study progresses. Details of the location and time of these public meetings will be advertised in the Caledon Enterprise newspaper and a notice will be mailed to you separately.

As part of the public consultation for this study, a Community Working Group (CWG) is also being established to help identify issues and opportunities and provide important input on the study. The CWG will consist of a cross section of residents, local businesses and other interest groups. If you are interested in participating as a member of the CWG, please review the CWG Roles and Responsibilities on the Region's website at: http://peelregion.ca/airport-road-ea and return a completed copy of the attached Expression of Interest form to Asha Saddi by mail, fax or email by **Friday, October 6, 2017**.

The Project Team looks forward to your participation in this study. In the meantime if you have any questions or comments please do not hesitate to contact Asha Saddi or myself.

Sincerely,

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

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

encls: Notice of Study Commencement
Community Working Group – Expression of Interest Form

Public Notice

Region of Peel
working with you

NOTICE OF STUDY COMMENCEMENT

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

The Study

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



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

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

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

The Process

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

Public Consultation

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

Contact

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

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

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

This Notice first issued on September 7, 2017

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

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

Region of Peel
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Public Works

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

peelregion.ca

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

Community Working Group – Expression of Interest

A Community Working Group will be formed as part of this Environmental Assessment to provide a balance of perspectives representing:

- new/longtime residents,
- local business,
- special interests, such as organizations or associations, and
- those that work in or close to the study area.

The Community Working Group will be used as an enhanced level of consultation to help the Project Team develop a solution for the study area that meets the needs of all stakeholders.

The Project Team would like to learn about your interest in the study. If you would like to participate as a member of the Community Working Group, please complete the attached form and submit to Asha Saddi (contact information below).

The Community Working Group members will be chosen to provide:

- a cross section of interests,
- various knowledge, and
- broad set of skills

Please submit your completed form by **Friday, October 6, 2017** to:



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

Region of Peel
working with you

Public Works

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

peelregion.ca

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

Community Working Group – Expression of Interest Form

Title: Mr./Mrs./Ms./Dr._____

First Name: _____

Last Name: _____

Address: _____

_____

_____

Phone: **Home:** _____ **Cell:** _____

Email: _____

Are you a resident in the study area? _____

Which organization/association do you represent?

_____

Provide information about yourself and why you are interested in becoming a member of the Community Working Group:

_____

_____

_____

_____

_____

_____

_____

Please submit your completed form by Friday October 6, 2017 to Asha Saddi (contact information on reverse).

[redacted]

Thanks, Asha.

I am looking forward to hearing from you soon.

Sincerely,

[redacted]

[redacted]

[redacted]

Hello [redacted]

Further to our telephone conversation, attached for your information is the Notice of Study Commencement for the Airport Road Environmental Assessment and information on the Community Working Group (CWG). The CWG expression of interest form should be completed and submitted by Friday, October 6 and you can do this by submitting online at: http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements-working-group-application.htm or returning the completed form to me. The CWG roles and responsibilities can also be viewed online. Thank you for your interest in participating as a CWG member. We look forward to receiving your submission and in the meantime if you have any questions or concerns please do not hesitate to contact me.

Asha Saddi
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca

WWY logo

[redacted]

Region of Peel
working with you

Public Works

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

peelregion.ca

September 6, 2017
Project No. 16-4360

Attention [redacted]

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

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

A key component of this study is public consultation and the Project Team welcomes your comments and invites you to participate in the study through two planned Public Information Centres as the study progresses. Details of the location and time of these public meetings will be advertised in the Caledon Enterprise newspaper and a notice will be mailed to you separately.

As part of the public consultation for this study, a Community Working Group (CWG) is also being established to help identify issues and opportunities and provide important input on the study. The CWG will consist of a cross section of residents, local businesses and other interest groups. If you are interested in participating as a member of the CWG, please review the CWG Roles and Responsibilities on the Region's website at: http://peelregion.ca/airport-road-ea and return a completed copy of the attached Expression of Interest form to Asha Saddi by mail, fax or email by **Friday, October 6, 2017**.

The Project Team looks forward to your participation in this study. In the meantime if you have any questions or comments please do not hesitate to contact Asha Saddi or myself.

Sincerely,

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

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

encls: Notice of Study Commencement
Community Working Group – Expression of Interest Form

Public Notice

Region of Peel
working with you

NOTICE OF STUDY COMMENCEMENT

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

The Study

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



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

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

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

The Process

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

Public Consultation

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

Contact

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

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

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

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

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

Region of Peel
working with you

Public Works

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

peelregion.ca

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

Community Working Group – Expression of Interest

A Community Working Group will be formed as part of this Environmental Assessment to provide a balance of perspectives representing:

- new/longtime residents,
- local business,
- special interests, such as organizations or associations, and
- those that work in or close to the study area.

The Community Working Group will be used as an enhanced level of consultation to help the Project Team develop a solution for the study area that meets the needs of all stakeholders.

The Project Team would like to learn about your interest in the study. If you would like to participate as a member of the Community Working Group, please complete the attached form and submit to Asha Saddi (contact information below).

The Community Working Group members will be chosen to provide:

- a cross section of interests,
- various knowledge, and
- broad set of skills

Please submit your completed form by **Friday, October 6, 2017** to:



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

Region of Peel
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Public Works

10 Peel Centre Dr.
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peelregion.ca

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

Community Working Group – Expression of Interest Form

Title: Mr./Mrs./Ms./Dr._____

First Name: _____

Last Name: _____

Address: _____

_____

_____

Phone: **Home:** _____ **Cell:** _____

Email: _____

Are you a resident in the study area? _____

Which organization/association do you represent?

_____

Provide information about yourself and why you are interested in becoming a member of the Community Working Group:

_____

_____

_____

_____

_____

_____

_____

Please submit your completed form by Friday October 6, 2017 to Asha Saddi (contact information on reverse).

[redacted]

Good afternoon Asha..

Wanted to send you my CWG Expression of Interest Form for Airport Rd through Caledon East. I chose to wait to send it for fear of being perhaps buried among others.

Should you have any questions or concerns I am willing to discuss them at anytime, and make myself available.

I trust you had an enjoyable summer and I look forward to hearing from you.

Regards

[redacted]

ps: could you acknowledge receipt of the attached form....Thanks.

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

Good afternoon Asha...

Just a quick follow up and wondering where we are with the CWG for Airport road through Caledon East ?

I was also wondering where the Region is on the EA done for Airport road from Mayfield to King that I believe was done the past 2 years. Where does it stand in the grand scheme of things...was EA completed ? Was it forwarded to Council yet ? Was it put out for proposals or what ever the next steps are ?

If you could get back to me soon it would be appreciated as I want to discuss the above at meetings next week.

Again, thank you and look forward to hearing from you.

[redacted]

Region of Peel
working with you

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

Community Working Group – Expression of Interest Form

Public Works

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

peelregion.ca

[redacted]

Title

First Name:

Last Name:

Address:

Phone: H

Email:

Are you a reside

Which organization/association do you represent?

[redacted]

Provide information about yourself and why you are interested in becoming a member of the Community Working Group:

- DESIRE TO DEVELOPE A SAFE RELATIONSHIP BETWEEN PEDS & VEHICLES IN SUBJECT AREA
- DESIRE TO IMPROVE AND ATTRACT BUSINESS AND TOURISM TO COMMUNITY.
- A LONG TERM CALEDON RESIDENT WITH A STRONG DESIRE TO SEE IT THRIVE.

Please submit your completed form by Friday October 6, 2017 to Asha Saddi (contact information on reverse).

[redacted]

Hello [redacted]
Thank you for your email.

Congratulations on being selected as a member of the CWG. You will have received by email earlier this week confirming your selection and also by now have received a hard copy of the letter through the mail.

Regarding the Airport Road EA from 1km north of Mayfield Road to 0.6km north of King Street, this has been completed and you can find more information on our website at:
http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-ea.htm

If you have any problems accessing the link let me know.

Regards,

Asha Saddi
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca

-----Original Message-----
[redacted]

[redacted]

[redacted]

[redacted]

Thank you for selecting me. I am unable to attend the first meeting as I am away on vacation that week. My brother [redacted] will attend in my absence and share the necessary information with me. I will attend all the other meetings.
He does not have any dietary restrictions.
Thanks

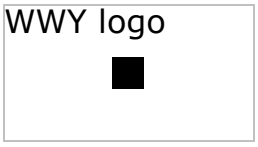
[redacted]

[redacted]

Hello [redacted]
Congratulations on being selected as a member of the Community Working Group (CWG) for the Airport Road Municipal Class Environmental Assessment study. Attached is a letter of acceptance and you will also be receiving a hardcopy through the mail.
We look forward to meeting you at the orientation session on Thursday, November 30.
Regards,

Asha Saddi

Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca



[redacted] [redacted]

image001.jpg

Thank you [redacted], we look forward to meeting with [redacted] tomorrow.
Regards,

Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca

WWY logo
[redacted]

[redacted]

Hi
Thanks for the update. I am unable to attend but by brother is attending.
[redacted]

[redacted]

Hello [redacted]
We have the first meeting for the CWG coming up on Thursday, May 17. We contacted your brother [redacted] but have not received a response and thought it best to also contact you.
Thursday's meeting is the first meeting we are holding since the Orientation meeting held last November. It will be held:
When: Thursday, May 17, 2018
Where: Caledon East Community Centre, Lion's Den

Time: 6:00 p.m. – 8:00 p.m.

Please let me know if you are able to attend on Thursday.

Regards,

Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca



[redacted]

Hello [redacted],

Thank you for your Community Working Group (CWG) expression of interest form. I see from your submission that you and /or your brother, [redacted] would be interested in participating on the CWG. By reply to this email please provide similar details for your brother:

1. Contact details
2. Organization he represents, and,
3. If he is a resident in the study area

If you have any questions please don't hesitate to contact me.

Regards,

Asha Saddi
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca

WWY logo

[redacted]

[redacted]

Thank you [redacted]. I'll be in touch again when the CWG membership has been determined and in the meantime if you have any questions please don't hesitate to contact me.

Regards,

Asha Saddi
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca

WWY logo
[redacted]

[redacted]

Hello:

[redacted]

He would also represent the property our [redacted] owns at [redacted]

Thanks

[redacted]

[redacted]

Hello [redacted]

Thank you for your Community Working Group (CWG) expression of interest form. I see from your submission that you and /or your brother, [redacted] would be interested in participating on the CWG. By reply to this email

please provide similar details for your brother:

1. Contact details
2. Organization he represents, and,
3. If he is a resident in the study area

If you have any questions please don't hesitate to contact me.

Regards,

Asha Saddi
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca

WWY logo

[redacted]

Asha Saddi
Technical Analyst
Region of Peel

Dear Asha,
Please find attached as per the request in your letter date September 6th, the completed form for expression of interest as participant of the Community Working Group.
I remain at your disposal for any other questions or clarifications in relation to the matter.
Best regards

[redacted]

-----Original Message-----
[redacted]

Scanned from MFP11423117
Date:09/14/2017 15:30
Pages:1
Resolution:200x200 DPI

Region of Peel
working with you

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

Community Working Group – Expression of Interest Form

Public Works

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

peelregion.ca

Title [redacted]

First Name: [redacted]

Last Name: [redacted]

Address: [redacted]

Phone: [redacted]

Email: [redacted]

Are you a resident in the study area? [redacted]

Which organization/association do you represent?

[redacted]

Provide information about yourself and why you are interested in becoming a member of the Community Working Group:

I own farm on Airport Road and am interested in participating and sharing knowledge. I am an International Business Owner

Please submit your completed form by Friday October 6, 2017 to Asha Saddi (contact information on reverse).

[redacted]

Dear Asha,

[redacted]

Best regards,

[redacted]

Please send [redacted] address to Asha
Thank you

[redacted]

On Sep 15, 2017, at 10:08, Saddi, Asha <asha.saddi@peelregion.ca> wrote:

> Hello [redacted]
> Thank you for your interest in participating as a Community Working Group member for the Airport Road Environmental Assessment.
> I see from your submission that you own a farm along Airport Road. By reply to this email please let me know the address of your farm along Airport Road.

If you have any questions please don't hesitate to contact me.

Regards,

Asha Saddi
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca

-----Original Message-----
[redacted]

Asha Saddi
Technical Analyst
Region of Peel

Dear Asha,
Please find attached as per the request in your letter date September 6th, the completed form for expression of interest as participant of the Community Working Group.
I remain at your disposal for any other questions or clarifications in relation to the matter.
Best regards

[redacted]

-----Original Message-----
[redacted]
Sent: September-14-17 6:30 PM
To: Admin
Subject: Send data from MFP11423117 09/14/2017 15:30

Scanned from MFP11423117

Date:09/14/2017 15:30
Pages:1
Resolution:200x200 DPI

Please find attached as per the request in your letter date September 6th, the completed form for expression of interest as participant of the Community Working Group.
I remain at your disposal for any other questions or clarifications in relation to the matter.
Best regards

[redacted]

[redacted]

Hello [redacted]

Attached for your information is the Notice of Study Commencement for the Airport Road Environmental Assessment and information on the Community Working Group. If you have any questions or concerns please do not hesitate to contact me.

Regards,

Asha Saddi
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca

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[redacted]

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Public Works

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

peelregion.ca

September 6, 2017
Project No. 16-4360

Attention: [redacted]

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

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

A key component of this study is public consultation and the Project Team welcomes your comments and invites you to participate in the study through two planned Public Information Centres as the study progresses. Details of the location and time of these public meetings will be advertised in the Caledon Enterprise newspaper and a notice will be mailed to you separately.

As part of the public consultation for this study, a Community Working Group (CWG) is also being established to help identify issues and opportunities and provide important input on the study. The CWG will consist of a cross section of residents, local businesses and other interest groups. If you are interested in participating as a member of the CWG, please review the CWG Roles and Responsibilities on the Region's website at: http://peelregion.ca/airport-road-ea and return a completed copy of the attached Expression of Interest form to Asha Saddi by mail, fax or email by **Friday, October 6, 2017**.

The Project Team looks forward to your participation in this study. In the meantime if you have any questions or comments please do not hesitate to contact Asha Saddi or myself.

Sincerely,

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

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

encls: Notice of Study Commencement
Community Working Group – Expression of Interest Form

Public Notice

Region of Peel
working with you

NOTICE OF STUDY COMMENCEMENT

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

The Study

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



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

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

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

The Process

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

Public Consultation

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

Contact

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

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

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

This Notice first issued on September 7, 2017

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

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

Region of Peel
working with you

Public Works

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

peelregion.ca

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

Community Working Group – Expression of Interest

A Community Working Group will be formed as part of this Environmental Assessment to provide a balance of perspectives representing:

- new/longtime residents,
- local business,
- special interests, such as organizations or associations, and
- those that work in or close to the study area.

The Community Working Group will be used as an enhanced level of consultation to help the Project Team develop a solution for the study area that meets the needs of all stakeholders.

The Project Team would like to learn about your interest in the study. If you would like to participate as a member of the Community Working Group, please complete the attached form and submit to Asha Saddi (contact information below).

The Community Working Group members will be chosen to provide:

- a cross section of interests,
- various knowledge, and
- broad set of skills

Please submit your completed form by **Friday, October 6, 2017** to:



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

Region of Peel
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Public Works

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

peelregion.ca

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

Community Working Group – Expression of Interest Form

Title: Mr./Mrs./Ms./Dr._____

First Name: _____

Last Name: _____

Address: _____

_____

_____

Phone: **Home:** _____ **Cell:** _____

Email: _____

Are you a resident in the study area? _____

Which organization/association do you represent?

_____

Provide information about yourself and why you are interested in becoming a member of the Community Working Group:

_____

_____

_____

_____

_____

_____

_____

Please submit your completed form by Friday October 6, 2017 to Asha Saddi (contact information on reverse).

[redacted]

Thanks.

--
Sent from myMail for Android

Tuesday, 19 September 2017, 10:43AM -04:00 from Saddi, Asha asha.saddi@peelregion.ca:

[redacted]

[redacted]

Good Morning [redacted]

Thank you for your interest in participating as a Community Working Group member for the Airport Road Environmental Assessment. As requested, our fax number is: [redacted]

If you have any problems transmitting the fax please don't hesitate to contact me.

Regards,

Asha Saddi
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca

WWY logo
[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

Region of Peel
working with you

November 13, 2017
Project number: 16-4360

[redacted]

Re: Airport Road Municipal Class Environmental Assessment Study from 100m north of King Street to 300m north of Huntsmill Drive
Community Working Group

Public Works

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

peelregion.ca

Attention: [redacted]

Congratulations on being selected as a member of the Community Working Group (CWG) for the Airport Road Municipal Class Environmental Assessment Study from King Street to Huntsmill Drive.

We would like to invite you to a CWG orientation session on Thursday, November 30 from 6:00 p.m. – 8:00 p.m. at:

Caledon Community Centre
6215 Old Church Road
Caledon East
L7C 1J7

At this session, the Region of Peel will provide information on the study and the role of the CWG. You will have an opportunity to discuss your ideas about the transportation issues and needs for the corridor.

Your attendance at this session is important for the study and I would appreciate if you could RSVP by email to asha.saddi@peelregion.ca or by fax to 905-791-1442 before November 28. Light refreshments will be served. Please let me know if you have any dietary requirements.

Thank you for your time and interest in this project. I look forward to meeting you at the orientation session. In the meantime, if you have any questions please do not hesitate to contact me at 905-791-7800 x7794 or asha.saddi@peelregion.ca

Yours sincerely,

Asha Saddi
Technical Analyst
Infrastructure Programming and Studies
Transportation Division, Public Works

cc: Sonya Bubas, Project Manager, Region of Peel

Region of Peel
working with you

NOTES OF MEETING
AIRPORT ROAD (KING STREET TO HUNTSMILL DRIVE) ENVIRONMENTAL ASSESSMENT (EA)
COMMUNITY WORKING GROUP (CWG) ORIENTATION SESSION
Thursday, November 30, 2017
6:00 p.m. – 8:00 p.m.
Caledon Community Complex, Banquet Hall A, 6215 Old Church Road, Caledon East

Present: [redacted]

Absent:

Observers:

ITEM	DETAILS
1. Welcome and Introductions	• All were welcomed to the CWG Orientation Session for the Airport Road EA and members were congratulated for being selected to participate on the CWG. • The Region of Peel (Region) staff were introduced: ➢ Asha Saddi - CWG Facilitator and EA communication lead ➢ Sonya Bubas - Project Manager for the EA, and ➢ Sally Rook - Manager, Infrastructure Programming and Studies • Members confirmed that a 6p.m. start for meetings worked well. • All correspondence between the CWG and Project Team are to be forwarded to Asha Saddi. Replies will be sent to all members, in the interest of openness and transparency. • Notes will be taken at each meeting to record ideas and discussion, and forwarded to members in draft for confirmation and comment. Requests for changes must be submitted within two weeks of distribution, after which the notes will be posted to the project website. • All were advised that meeting notes will include the names of members. There were no objections to including the names of members. • Roundtable introductions of members took place with comments on their interest to become part of the CWG: ➢ A property owner interested in rebuilding property for commercial use ➢ A property owner interested in improving Airport Road and increasing the attractiveness of the corridor ➢ A property owner interested in learning more about the project ➢ A resident interested in improvements following a pedestrian fatality on the roadway ➢ A local resident interested in traffic on Airport Road ➢ A resident involved in the Town of Caledon's Cycling Task Force and Secondary Plan; interested in safety for cycling, including walking trails in the Secondary Planning area ➢ A long term local resident with engineering experience on similar projects; can add value to the EA work ➢ A business owner interested in attracting more businesses to the Town and beautifying the area between the sidewalks and structures ➢ A long term local resident suggested there is conflict between transportation and a thriving community; interested in safety and the environment ➢ A local property owner interested in traffic ➢ A resident concerned for traffic safety and vacant buildings ➢ A local resident involved in Eco-Caledon; concerned for trucks passing through the Town • All comments by Observers will be recorded as public comments and not as part of the CWG discussions.

ITEM	DETAILS
2. Opening Remarks	• All were informed of the agenda, which would provide: ➢ An overview of the project and EA process ➢ Role of the CWG and how it fits into the EA ➢ A PowerPoint presentation to summarize the above information (see attached) • The CWG Facilitator is committed to: ➢ Ensure everyone's voice is heard ➢ Treat everyone equal ➢ Help everyone feel comfortable to participate ➢ Keep the discussion on topic • The CWG is expected to: ➢ Treat everyone equal ➢ Participate ➢ Respect each other's viewpoints ➢ Bring thoughts and ideas to the CWG meetings - not agendas ➢ Allow one person to speak at a time • CWG does not have a voting status; CWG will make recommendations to the Project Team, who in turn will make decisions based on the EA process. • CWG members are project Ambassadors who will liaise with community members for input and in so doing the personal viewpoints of CWG members will not represent the viewpoint of CWG as a whole. • All were asked to review, sign and return the photo consent form; the forms could be returned during or following the Session.
3. Project Overview	The Region provided an overview of the Airport Road EA: **Study Area** • The EA will examine improvements to Airport Road from 100m north of King Street to 300m north of Huntsmill Drive, in the Town of Caledon. • The study area is approximately 7.5km in length and is a major two lane arterial road. **Background** • Recommendations from the following studies led to the need for this EA to examine improvements to Airport Road: 1) Long Range Transportation Plan Update (2012) identified the need for widening Airport Road from 2-4 lanes between King Street and Huntsmill Drive and recommended improvements for active transportation facilities 2) Caledon East Feasibility Studies (2015) determined sufficient capacity on Airport Road, indicating no need for widening and recommended: a) Traffic calming to reduce speed, and b) Upgrading Olde Base Line Road to a truck route; The Region will complete a separate feasibility study to examine Olde Base Line Road as a potential future truck route. 3) Airport Road EA from Mayfield Road to King Street (2015) recommended road widening to 5 lanes, two roundabouts and active transportation (e.g. paved shoulders in rural areas and bike lanes in urban areas). The current EA will tie in to the proposed intersection improvements (roundabout) at King Street. 4) Caledon East Community Improvement Plan (2014) encourages revitalization and community improvement, safe pedestrian crossings and active transportation 5) Peel Sustainable Transportation Strategy (Draft, 2017) is looking at pedestrian improvements on Airport Road from Cranston Drive to Leamster Trail and proposed pedestrian and cycling networks <u>Questions/Comments</u> • *Is the Toronto and Region Conservation Authority (TRCA) involved in the study?* The TRCA is participating through the Technical Advisory Committee (TAC). • *When is the Airport Road EA from north of Mayfield Road to north of King Street going to construction and why is it a 5 lane widening?* Construction is anticipated to begin in 2022. It is a 4 lane widening and the fifth lane will be a centre turning lane. **Study Purpose** • The purpose of the study is to examine the need for improvements on Airport Road from King Street to Huntsmill Drive, specifically:

ITEM	DETAILS
3. Project Overview (cont'd)	➢ Long-term improvements related to planned future growth ➢ Intersection improvements including roundabouts ➢ Traffic calming measures ➢ Active Transportation improvements ➢ Streetscaping to support the Caledon East Community Improvement Plan and the Region's Streetscaping Toolbox Update (2017) • The Region's project consultant, IBI Group, will complete technical studies for the EA, including the transportation and traffic analysis • This study will not be considering road widening for additional through lanes along Airport Road <u>Questions/Comments</u> • *When the study reviews the traffic along Airport Road, in its analysis the results should not have negative impacts on the community.* The EA will be looking at transportation issues and the impacts to the environment. "Environment" encompasses all natural, social, economic and cultural impacts. • *What makes Airport Road a goods movement route?* The use of the road by trucks; Goods movement is important to Peel's economy. Traffic congestion causes delays in moving goods which in turn results in high costs for the Peel economy. Airport Road is designated as a truck route. • *When the Town authorizes permits for gravel trucks does it also approve the truck route? Why are trucks not able to go down Highway 10 instead of across Caledon East?* The Region has contacted the Town of Caledon to get more information. • Some members expressed concern about road safety, given increased traffic. Pedestrians and in particular seniors were experiencing difficulty crossing the road safely and it would be helpful to have the Police address this. A fatality had also resulted when a resident crossed the road to pick up mail from the mail box located across the road just north of King Street. The Region pointed out that the Region had consulted with Canada Post in the previous EA (Mayfield to King) and Canada Post said they will be converting from rural delivery to super mailboxes for the area. **Municipal Class EA** • This EA is a two-year study, following the Municipal Class EA process[1] for Schedule "C" projects, and has an anticipated completion date in 2019 • The Schedule "C" Class EA study process has 4 phases: ➢ *Phase 1: Problem and/or Opportunity* – the results of the transportation and traffic analysis will contribute to the Problem and Opportunity Statement for this EA, which will be reviewed at the next CWG meeting ➢ *Phase 2: Identify and assess Alternative Solutions* to the Problem and/or Opportunity ➢ *Phase 3: Develop and assess Alternative Design Concepts* to implement the Preferred Solution ➢ *Phase 4: Document the planning process in an Environmental Study Report* for a 30-day public review period • TAC will meet twice during the study: at Phases 2 and 3. The CWG will meet after each TAC meeting. • The next CWG meeting is anticipated to be held in February/March 2018. • The Region will also consult with the public twice during the study through a Public Information Centre (PIC): at Phases 2 and 3. <u>Questions/Comments</u> • *Will the TRCA and the [agency representing the] Oak Ridges Moraine be consulted?* The Region has to follow agency approval systems and agencies were invited to review the Study's Terms of Reference. Parts of the study area may cross a portion of the Oak Ridges Moraine, Greenbelt, and Niagara Escarpment Planning Area, which will be considered in the EA. To date, the Niagara Escarpment Commission has indicated an interest in participating on the TAC and the TRCA is included. *Are representatives from the Town of Caledon on this study?* The Town sits on the TAC. The TAC and CWG meetings are held separately. The Project Team can share the information from the TAC meetings with the CWG. *The CWG requested a representative from the Town to attend a future CWG meeting. The Group felt it would be beneficial to have a Town representative to be available.* The Region has invited Town of Caledon representatives to attend the next CWG meeting.

[1] Municipal Engineers Association, Municipal Class Environmental Assessment (2000, last amended in 2015)

ITEM	DETAILS
3. Project Overview (cont'd)	**Consultation Plan** • The Region will reach out to the public, technical agencies, Indigenous groups and area municipalities, such as the Town of Caledon through: ➢ Public notices (e.g., the Notice of Study Commencement mailed to agencies and the public in September) ➢ PICs ➢ TAC meetings ➢ CWG meetings ➢ Region of Peel Project website and Twitter account **Technical Studies** • The Consultant Team will complete 11 technical studies for this EA, as outlined on slide 9 of the presentation. In response to questions: 1. The Transportation and Traffic Analysis was recently initiated and the results will be reviewed at the next meeting. This study will contribute to the Problem and Opportunity Statement, which will also be reviewed at the next meeting together with the existing conditions of the study area 2. The Air Quality and Noise Assessments will consider the existing conditions and assess the potential future conditions with and without the project 3. The Cultural and Built Heritage Assessment will confirm the heritage sites in the study area 4. The Natural Environment Assessment will assess the potential impacts on watercourses and vegetation communities <u>Questions/Comments</u> • *Which studies will be completed for the next CWG meeting in February/March 2018?* The Transportation and Traffic Analysis will be completed before the next meeting and the results will be discussed at that time. **Transportation Overview** • The portion of Airport Road in the study area serves local traffic, through traffic and is a truck route • The study corridor includes the communities of Caledon East and Mono Road • Development is pushing northerly from the southern limits • Limited space within the right-of-way <u>Questions/Comments</u> *Is there an opportunity for the road improvements that come out of this study to be completed with the construction that will take place in 2022 on Airport Road?* This will be dependent on the EA and construction timings: this EA is anticipated to be completed in 2019 after which there is an approval period for the EA recommendation. The following construction timing includes two years for detailed design, a year for utility relocations, if required, and two years for property acquisition, if required. Funds for construction are allocated for 2023 in the current 10 year Capital Budget.
4. CWG Roles & Responsibilities	• The CWG consists of 15 members who are property owners, residents, business owners, farmers, employers and people who work in the area. • The CWG Terms of Reference: ➢ Provide input to help the Project Team identify a solution for the study area that meets the needs of the community and is technically and financially sound a. Share knowledge of the study area, road users and community character b. Be informed and engaged by asking questions throughout the study c. Receive information from community members as issues and ideas come together and serve as Ambassadors between the Project Team and the community The CWG meetings will engage members with varied interests that represent the views of the community in a more in-depth level of discussion than is normally available through the PIC.
5. Group Discussion	CWG members discussed their: • Affiliations – members represented: ➢ Residents ➢ Property owners, and ➢ Cycling Task Force for the Town of Caledon • Interests – members expressed their interests as: 1. Beautification, environment safety, improvement for appearance 2. Commercial development

ITEM	DETAILS
5. Group Discussion (cont'd)	3. Further project understanding 4. Pedestrian, cycling (active transportation) / connectivity (Cranston to Core Village) 5. Improvements considered in context 6. Active transportation for cycling and walking (trails) 7. Good planning • Concerns – members expressed their concerns as: 1. Overall economic health of the Village 2. Safety related to: ▪ Widening of the road ▪ Mail box location along the roadway (south of Caledon East) ▪ Trails and trees on the side of the road 3. Traffic speed reduction 4. Traffic flow at peak periods that lead to congestion 5. Infrastructure not keeping up with development 6. Reduction of truck traffic 7. Reduction of noise 8. Good planning in safety
6. Next Steps	• The Region outlined the next steps for the project: 1. Identify the Problem and/or Opportunity Statement, which will result from reviewing the: ➢ Transportation and Traffic Analysis, and ➢ Existing environmental conditions 2. Identify Alternative Solutions ➢ Assess the alternative solutions ➢ Meet with the CWG • The Region outlined the next steps from the session: ➢ Draft meeting notes will be circulated to all members for confirmation ➢ Members will reply with requests for changes, if any, within two weeks of distribution
7. Closing Remarks	• The CWG has an important role in the EA. It is the link between the Project Team and the community and helps identify opportunities and issues to be considered in the EA. • Members were thanked for their participation and for contributing their time to this session.

Region of Peel
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NOTES OF MEETING
AIRPORT ROAD (KING STREET TO HUNTSMILL DRIVE) ENVIRONMENTAL ASSESSMENT (EA)
COMMUNITY WORKING GROUP MEETING
Thursday, May 17, 2018
6:00 p.m. – 8:00 p.m.
Caledon Community Complex, Lion's Den, 6215 Old Church Road, Caledon East

Present: [redacted]

Absent: [redacted]

ITEM	DETAILS
1. Introductions	• Everyone was welcomed to the Community Working Group (CWG) meeting. • Roundtable introductions of all attending took place. CWG members were informed that the Town of Caledon was invited to the meeting but were not able to attend; the Region had been informed that Town representatives will be attending the Public Information Centre (PIC) on June 4, 2018. • Consent forms were distributed to those members who were not in attendance at the last meeting; members were asked to review, sign and return the photo consent forms during or following the meeting. • The Facilitator reviewed the ground rules from the previous meeting: The CWG Facilitator is committed to: ➢ Ensure everyone's voice is heard ➢ Treat everyone equal ➢ Help everyone feel comfortable to participate ➢ Keep the discussion on topic • The CWG is expected to: ➢ Treat everyone equal ➢ Participate ➢ Respect each other's viewpoints ➢ Bring thoughts and ideas to the CWG meetings - not agendas ➢ Allow one person to speak at a time
2. Meeting Overview	• The purpose of the meeting was to share with CWG members the information that will be presented to the public at the first PIC meeting scheduled for Monday, June 4, 2018. • Three CWG members had submitted comments following the Orientation Session and the project team addressed these comments through the PIC information. The three comments received were concerning: 1. A possible roundabout at Cranston Drive, 2. Suggestions for Airport Road between Cranston Drive and Huntsmill Drive, and 3. What happens if there is a need to look at a road widening in the future? • During the meeting the: ➢ Regional Project Manager addressed the EA process and planning context ➢ Consultant Project Manager addressed existing and future traffic conditions, and ➢ Consultant Environmental Planner addressed existing environmental conditions • CWG members were welcome to ask questions.
3. PIC Information	The project team reviewed PIC information with CWG members and the following questions were addressed: <u>Questions/Comments</u> • *Who has the approval authority for this study?* The Municipal Class EA is a self-regulated planning and design process approved under the Ontario Environmental Assessment Act. The Ministry of Environment and Climate Change (MOECC) has ultimate authority when formal objections are

ITEM	DETAILS
	raised by the public. An overview of the Municipal Class EA process was provided and it was explained that the public can object to the study. Objections would go to the MOECC for review. If no objections are received, the Region will proceed to detailed design and construction after completion of the EA study. **Post-meeting clarification:** The public will be consulted throughout the EA process and the study will be documented in an Environmental Study Report for a minimum 30-day public review period upon completion. If there are outstanding concerns that cannot be resolved with the Region during the review period, interested persons may request the Minister of Environment and Climate Change to order the Region to undertake a higher level of assessment as per Part II of the *Environmental Assessment Act.* • *Is there any possibility of Olde Base Line becoming a future truck route?* An update on the feasibility study was provided to the group and noted that the results will likely be available by September 2018. The results will feed in to the evaluation of alternatives for this EA. • *Why does the Region allow trucks on Airport Road?* Airport Road is identified as a goods movement corridor and goods movement is vital to the Peel economy. Peel is unique from the rest of Ontario and it is important to improve the goods movement network so that it is safe, sustainable and efficient and which can mean implementing strategies that improve planning policies for goods movement land uses, managing the demand and supply of moving goods, and providing for truck routes. • *Were the planned residential developments considered in the traffic forecasting model?* The project team confirmed that future developments were considered as part of the analysis but whether development should happen was not in the jurisdiction of this EA. • *Does the Region of Peel work with the Town of Caledon when these developments are going through the development approval process?* The Region of Peel is circulated on the applications and provides comments that are considered by the Town through the development process. It was noted that Airport Road is a Regional road and any access on to the road must be approved by the Region. • Some CWG members mentioned that they agreed with the Problem and Opportunity Statement. • It was noted that storm sewers are present from south of Walker Road to approximately 60m south rather than 60m north of Hilltop Drive. • *Has the Team considered diverting truck traffic to Innis Lake Road?* IBI Group explained that the objective of the Region of Peel Goods Movement Strategic Plan (2012-2016) Caledon East Study was to identify options to divert through traffic and heavy trucks away from Airport Road through Caledon East. One alternative considered was to upgrade existing parallel roads of Mountainview Road and / or Innis Lake Road. Due to the positioning of Innis Lake Road to the east of Airport Road, it was found to be less appropriate to serve trucks travelling to/from the northwest. Although it provides a link to Old School Road, it was still seen as providing little benefit and was not considered further as an alternative for a heavy truck route. **Post-meeting note:** The Town of Caledon is undertaking a Class EA Study for improvements to Mountainview Road from Olde Base Line Road to Granite Stones Road. Public Information Centres for the Study were held in November, 2017 and April, 2018. Information on the Study can be viewed at https://www.caledon.ca/en/townhall/mountainview-road-environmental-assessment.asp • *What happens when/if it is decided that the road does indeed need to be widened? Does this study then get scrapped and another one done?* The project team explained that the Region's Long Range Transportation Plan (LRTP) looks at Peel's transportation network and is updated every five years. The LRTP is currently being updated and will consider improvements to 2041. An objective of the Airport Road EA is to review the needs of the corridor within the local context. The planning horizon for the traffic analysis is to 2041. Once completed, the EA study will be valid for 10 years. Given the planning horizons of the LRTP and EA, the corridor will likely not need to be reviewed within the local context in the next 10 to 20 years. If or when this occurs, the corridor will likely be reviewed in the same context as the current EA where widening is not considered through Caledon East, as this section of the corridor is highly constrained by property and planning objectives to support a sustainable and vibrant community. • *Could part of this study take into account that at the moment, we could also possibly look at a plan for road widening between Mayfield Road and Boston Mills Road so that land could be allocated?*

ITEM	DETAILS
	Airport Road will be widened to 4 lanes (5 lanes with a centre turning lane) from Mayfield Road to King Street as approved under the EA completed for the corridor south of King Street. Under the Region's Official Plan, the designated mid-block Right-of-Way (ROW) width for Airport Road between King Street and Boston Mills Road is 45 metres. This ROW designation could be maintained to not preclude any unexpected future need for widening (e.g., should a need arise from development being approved along this section of Airport Road beyond the settlement boundary). • *Has the Region of Peel secured the right-of-way for this project?* Yes, the Region of Peel protects the Official Plan right-of-way. • *Does the Town of Caledon approve gravel truck routes?* The Region of Peel discussed gravel truck routes with the Town of Caledon and was informed that the Town does not approve truck routes. • A CWG member commented that Caledon residents dislike the new residential units being built close to the road. They prefer larger setbacks to maintain the rural feel. • A CWG member suggested to move the bike lane behind the parked cars to provide a buffer from traffic. The project team explained that this option was also being considered. • It was noted that Caledon residents were becoming more accepting of roundabouts. The project team explained Regional policy was that if traffic signals were warranted, roundabouts should be considered. • In response to a CWG member's concern about pedestrian safety at roundabouts, IBI Group agreed that pedestrian safety is a consideration. • *Is the project team considering agricultural equipment in the design of the roundabout?* Yes, agricultural equipment is being considered. • CWG members noted that the Old Church Road/Airport Road intersection is a safety concern in the Town. There was general support for the improvement of the intersection. • While there is support for roundabouts, it was noted that roundabouts do not provide a gap in traffic as traffic signals do. CWG members expressed frustration at the amount of time it takes to turn out of driveways and on to Airport Road.
4. Next Steps	• Residents in the study area will receive a: 1. letter of invitation 2. PIC Notice providing details, and 3. Comment Sheet, which can be completed and mailed, faxed or emailed back to the Communication Lead • A PIC advertisement will appear in the *Caledon Enterprise* and *Citizen* newspapers on May 24 and 31. • A Tweet will be going out on the Regional Twitter account on June 1, 2 and 3. **Post-meeting note:** Final Tweet was posted on June 4 (not June 3). • PIC information will be uploaded to the project website on June 5 (day after PIC No. 1). **Post-meeting note:** PIC information can be viewed at: https://www.peelregion.ca/pw/transportation/environ-assess/pdf-airport-road/pic-boards.pdf • A Comment Form will be available on the project website for those who prefer to submit their comments online. • The Facilitator encouraged CWG members to inform their family members, friends and co-workers who work or live in the study area to attend the PIC. The project team want to hear from the public. • Next steps from the meeting: ➢ Draft meeting notes will be circulated to all members for confirmation ➢ CWG members to reply with revisions to the notes, if any, within two weeks of circulation
5. Closing Remarks	• CWG members have an important role in this EA. Members are the link between the project team and the community and help identify opportunities and issues to be considered in the EA. • Members were reminded not to wait for the next CWG meeting if they had any questions on the study; they were encouraged to contact the Communication Lead with any questions. • Members were thanked for their participation and for contributing their time to this meeting.

Walking Audit Program

Purpose

- To engage community residents in local planning
- To influence the built and natural environment through a formal feedback process, and,
- To improve walkability

In November 2018 members of the Community Working Group participated in Peel Public Health's walking audit program. The audit involved a walk-about over 3 km along Airport Road from Emma Street to Walker Road, and on Old Church Road From Airport Road to the Caledon Community Centre Complex.



A workshop with a mapping exercise and facilitated discussion followed the walkabout. Results are being considered in the Environmental Assessment and will be presented at the next Public Information Centre.

[redacted]

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[redacted] has accepted

When Tuesday, 15 September 2020
08:30 PM to 10:00 PM
(GMT) Greenwich Mean Time - Dublin / Edinburgh / Lisbon / London

Where Microsoft Teams Meeting

[redacted]

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

[redacted] has accepted your invitation to the event: Review of PIC2 Materials, scheduled for September 15, 2020 at 4:30 PM (America/Montreal (GMT-4) offset -14400 (Daylight)).

[redacted]

Hello CWG,
Attached for your review are the draft meeting notes from our online meeting on September 15.

Please let me know of any comments or changes by Wednesday, October 28. Also attached for your reference is the presentation.

When the meeting notes are finalized they will be uploaded to the project website together with the presentation.

[redacted] – by fax

Regards,

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

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NOTES OF MEETING
AIRPORT ROAD (KING STREET TO HUNTSMILL DRIVE) ENVIRONMENTAL ASSESSMENT (EA)
COMMUNITY WORKING GROUP ONLINE MEETING
Tuesday, September 15, 2020
4:30 p.m. – 6:00 p.m.
Microsoft Teams Meeting

Present: [redacted]

ITEM	DETAILS
1. Welcome and Introductions	• The Region (Chair) welcomed everyone to the online Community Working Group (CWG) meeting. • Roundtable introductions took place. The Region Project Team members introduced themselves followed by the Consulting Team members. CWG members that called into the meeting were asked to introduce themselves, followed by those CWG members who had joined through Microsoft Teams. • The Chair informed everyone that guests were welcome to attend as observers but would not be able to participate in the meeting. • The use of cameras was optional for those CWG members joining through Microsoft Teams.
2. Progress since the Neighbourhood Walk	• The purpose of the meeting was to share information with the CWG ahead of the second Public Information Centre (PIC) and to review the CWG survey results. • CWG members were thanked for completing the draft CWG Airport Road EA survey sent to them on September 10, 2020. The survey consisted of 19 questions on the PIC2 materials and feedback had been requested by September 14, 2020. • The Project Team would be presenting and after each presenter there would be a pause to take questions from CWG members. CWG members calling in would be asked for any questions first, followed by those who joined the meeting on Microsoft Teams. • The PIC presentation will be made available on the project website by September 17, 2020. • Progress on the EA following the 2018 CWG Neighbourhood Walk included undertaking technical studies, developing a preliminary preferred design through an evaluation process, and meeting with the technical advisory committee to review the PIC2 materials.
3. Review of PIC2 Materials and CWG Survey Monkey Feedback	**The presentation for this meeting, including results of the CWG survey, is attached for reference:** • The presentation provided updates and details of the Study Area, the Municipal Class EA process, the outcome of Phases 1 and 2, a summary of public feedback received to date, including the CWG Neighbourhood Walk. All CWG and public comments received were considered in the assessment of alternative design concepts for the preferred solution. • An outline of the measures undertaken during the Study was also provided, which included the mobile inspection unit and the annual inspection program to identify and address sidewalk issues within Caledon East. • The purpose of the Olde Base Line Road feasibility study was to look at the possibility of diverting at least 20% of the trucks along Olde Base Line Road to reduce the traffic impacts on Caledon East.
	There was a pause to take questions and the following questions were asked: ▲ *The presentation identified traffic and speeds as a concern. Was a noise study completed, and if so, when can the report be viewed?* A noise study was conducted for the EA and the results were factored into the assessment of alternatives. Noise mitigation was recommended at select areas.

ITEM	DETAILS
	The noise study will be available as part of the Environmental Study Report (ESR) that will be made available for public review. Region of Peel has a noise wall conversion program to replace existing deteriorating private noise walls with Regional noise walls. The Region would be responsible for the future maintenance of these noise walls. • *Was it a concern that the mobile truck inspection was completed in February when truck volumes are at a low?* It is part of an on-going discussion with the Ministry of Transportation (MTO) to help look at unsafe trucks and truck movement. The Region of Peel has requested the MTO to carry out the mobile truck inspection on a regular basis and has also asked the Town to advocate the same to the MTO.
	The alternative design concepts were presented: • The alternative design concepts were outlined and the preliminary preferred design for the Old Church Road Intersection; and focused on the options of extending Old Church Road to Ivan Avenue or to convert the existing intersection to a three-leg intersection. • The alternative design concepts for active transportation were outlined, including the findings of a parking study in Caledon East and the preliminary preferred design concepts for urban sections between Cranston Drive and Walker Road; and for the rural areas between King Street and Cranston Drive and between Leamster Trail and Huntsmill Drive.
	The following comments and questions were noted from CWG members: • *The option at Old Church Road would result in another property flattened and undeveloped; Looks like an eyesore in the middle of the Town; Want to make the area safe and have it redeveloped; This will affect the businesses that are there.* • *Glad for maintaining the parking; The village is growing and parking is needed to support businesses.* • *The construction timeline is too long.* • *Whose responsibility is it to relocate the LCBO?* The tenant of the commercial property at 16000 Airport Road would have to search for a new property to occupy. • *If Old Church Road was extended to Ivan Avenue, would Parsons Avenue be closed?* The project team explained that Parsons Avenue would remain as it is today. • *Would Parsons Avenue/Airport Road likely become a controlled intersection?* The project team explained Parsons Avenue at Airport Road will not become a signalized intersection as part of the EA. • *One option reads "Close Access" but is not preferred. Then it says "Preferred".* The Region explained that the difference is the Region of Peel would not purchase the property in a "Close Access" option. The current owner would have all accesses on the title. The Region of Peel would purchase the property in the new option to close the access and convert to a 3-leg intersection. • *Please make this clear. The two options are the same, but the methodology is different.* The project team pointed out that the option to "Close Access" should read "Not viable" as the access would exist on title. It was agreed that this was a visual inaccuracy that should be corrected. **Action:** The Region of Peel to clarify the wording on the Old Church Road assessment slide to show the two alternatives for the Close Access with land acquisition and without land acquisition. • *Doesn't the owner of the road have the authority to change the accesses?* Legally the road authority has authority over the access and the configuration. • *The Region of Peel is in on-going discussions with the Town of Caledon regarding the development in the area and heritage. The Region of Peel needs to be consistent about considered adjacent developments. Why is access north of the LCBO a problem?* There are two or three properties located north of the Old Church Road intersection. These properties would be very close to the signal and have potential safety concerns. • *Could the Region of Peel potentially restrict access here?* There is still some uncertainty. The Old Church Road extension would provide a way to access these properties from the back. Access spacing does not meet the Region of Peel by-laws. Full moves access would not be permitted and the best chance of redevelopment for these properties would be to have access off Old Church Road or Ivan Avenue. • *Does the Old Church Road intersection need a lot more study?* A key part of the EA is to gather feedback on the various options. • *The bike route shown connects to new developments near Foodland. Why doesn't the bike lane extend to Cranston?* There would be a cycling facility on Airport Road which would connect to a future road in development.

ITEM	DETAILS
	• *A concern is regarding the decision not to urbanize between Cranston Drive and Mono Road. It will remain rural with paved shoulders. That doesn't provide any formal pedestrian route or provide connections between the two communities. The other concern is that trucks and cars when they arrive at Cranston Drive will see a wide open highway and they will speed. The objective of the study is to reduce speed, if you leave it in the rural condition without friction, the speeds will be as maintained today. There is development on the east side of the road beyond Cranston that should have an urban frontage. Why not urbanize it to provide traffic calming and provide connections?* The Project Team had looked at this. It was hard to justify because of the cost and the distance away from Caledon East. The Region explained that if we compare the existing conditions to the proposed conditions, the roundabouts on both ends of Mono Road will help to calm traffic. The speed and truck issues are top of mind and the proposed option is a change over the existing conditions. Urbanizing may make more sense when development is introduced in this area. Other traffic calming methodologies such as radar speed signs and full lane transverse bar pavement marking as outlined from the Town of Caledon Traffic Calming Strategy Report (May 2020) are being considered as methods to reduce the speeds as traffic approaches even closer to the Mono Road community. • *Are there other measures that could be provided that could help with traffic calming? Can you make the bike lanes separated? That would help visually. The EA should consider more physical traffic calming measures between Cranston Drive and Mono Road.* The project team explained that beveled curbs will be provided near the commercial zones. The paved shoulders have been left as such for farming equipment.
	The proposed roundabouts were presented: • The Region described proposed roundabouts at Cranston Drive and Castlederg Side Road/Boston Mills Side Road including the proposed traffic calming measures and other improvements throughout the study corridor.
	There was a pause to take questions and the following questions were asked: • *Is the Multi-Use Path on the east or west side through the central core?* The Multi-Use Path is on the west side and the sidewalk is on the east side. • *Why was the Multi-Use Path continued on the west side?* The cycling route detours through the east neighbourhood. • *Why would you not carry it on the east side all the way through?* The Multi-Use Path connects best into the Caledon Trailway. Having the Multi-use Path on the West side provides service and connectivity to the community at Leamster Trail and the potential future development North of Walker Road. • *There is already a Multi-Use Path on Old Church Road, why not connect into it?* There are more benefits on the west side. Some include connecting into new development and a Multi-Use Path on the east side may impact more utilities. • *The entrance at Foodland's access is currently problematic, what are the changes/improvements to pedestrian access here?* The preliminary preferred design (roll plan) was displayed onscreen. A pedestrian overhead crossing at the school exit to the south of Foodland is proposed. The pedestrian overhead crossing would be signalized on-demand (i.e., pedestrians would push the button to cross). • *What is happening in the parcel of land south of Foodland?* There is development in the area which is outside the scope of the EA. Signalization of the intersection was considered. • *Are there three southbound lanes at the intersection at Walker Road? Is the intersection wide enough to accommodate that?* The third lane is a right-turn lane which ends at the intersection. There is no centre-median island at the intersection. • *Confirm the number of lanes at each roundabout.* The proposed design at Cranston Drive is a two-lane flared entry roundabout. The roundabout at Boston Mills remains at one lane. The reason for the different configurations is a result of the development near Cranston Drive, where the roundabout at Cranston was developed to optimize traffic turning movements. • *Why is there an extra lane for the 800 units? The extra lane will promote high speeds.* The speeds were considered as part of the roundabout review and the proposed roundabout design would lower the travel speeds approaching Cranston Drive. • *If it works at Boston Mills, wouldn't it work at Cranston Drive? A two-lane roundabout seems like an overbuild of the intersection.* The Project Team noted the comment. The Project Team looked at staging and the two-lane roundabout will be the ultimate footprint.

ITEM	DETAILS
	• *Why is the study recommending right-turn lanes? Warrants should be used for a village core not for an arterial roadway*? The right-turn lanes were determined using warrants and a transportation analysis was completed and reviewed by Peel Region traffic staff. • *The Mayfield Road to King Street project would be built in 2021. Is that still on the schedule or how will that affect this project?* The Mayfield Road to King Street project will not be going to construction in 2021 but in 2022. The Region of Peel has committed to prioritizing Caledon East. • *Will this project be constructed prior to the Mayfield Road to King Street project? Will you have to do another EA since it's been so long?* It is not likely that this project will be constructed before the Mayfield Road project. EAs are valid for ten years and another EA will not need to be completed. • *Is it correct that no work will begin until 2024?* That is correct. Construction is likely to begin in 2024. • *The Region is projecting a deficit due to the pandemic. Has money been allocated for this study?* There has been a significant drop in development which will affect development charge revenues this year and next. Some capital projects may have to be deferred. This project, through Caledon East, was not on the list to be deferred.
4. Next Steps	**The Region summarized the next steps:** • Draft meeting notes will be circulated to all members for confirmation. CWG members were asked to reply with revisions, if any, within two weeks of circulation. • The live online PIC2 will be held on September 23, 2020 from 6-8p.m. The link to the event will be available on the project website nearer the date. • The PIC 2 Notices have been mailed to all property owners in the study area; newspaper advertisements for PIC2 have been placed in the Caledon Citizen and Caledon Enterprise for September 10 and 17; a mobile sign advertising the PIC 2 will be placed outside the Caledon Town Hall from September 10-23. PIC 2 Tweets will also go out on the Regional Twitter account between September 21-23 • The Airport Road EA project website will have a Comment Sheet and an on-line survey similar to the one CWG members completed. Members can use the survey and Comment Sheet to provide their input and feedback. All comments and completed surveys are to be received by October 14. • The Project Team will be preparing a final report on the EA (the Environmental Study Report) which will be made available to the public for a 30-day review period. Notices will be mailed to property owners at that time.
5. Closing Remarks by the Chair	• CWG members have held an important role in the EA and the feedback received from members has been important throughout the study. • CWG members were thanked for their interest, participation and contributing their time throughout the study.

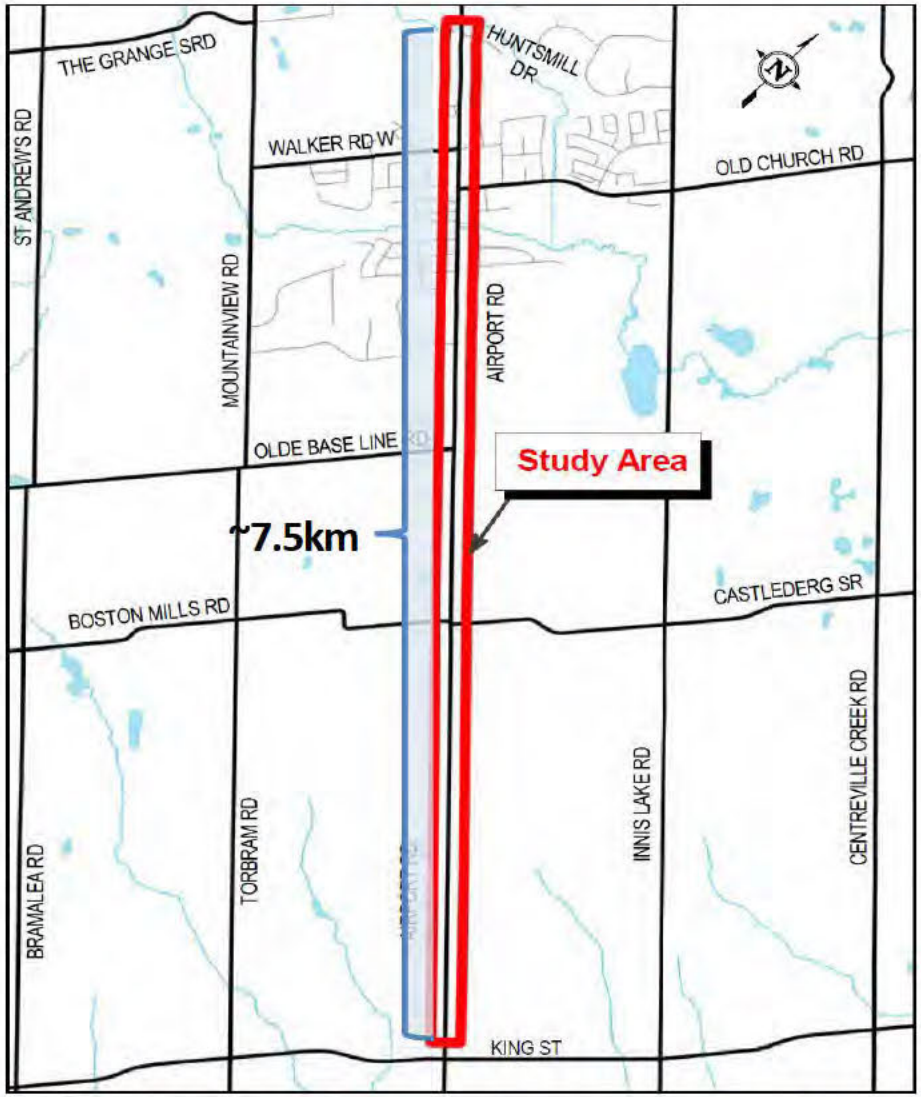
Environmental Assessment
Airport Road from King Street to Huntsmill Drive





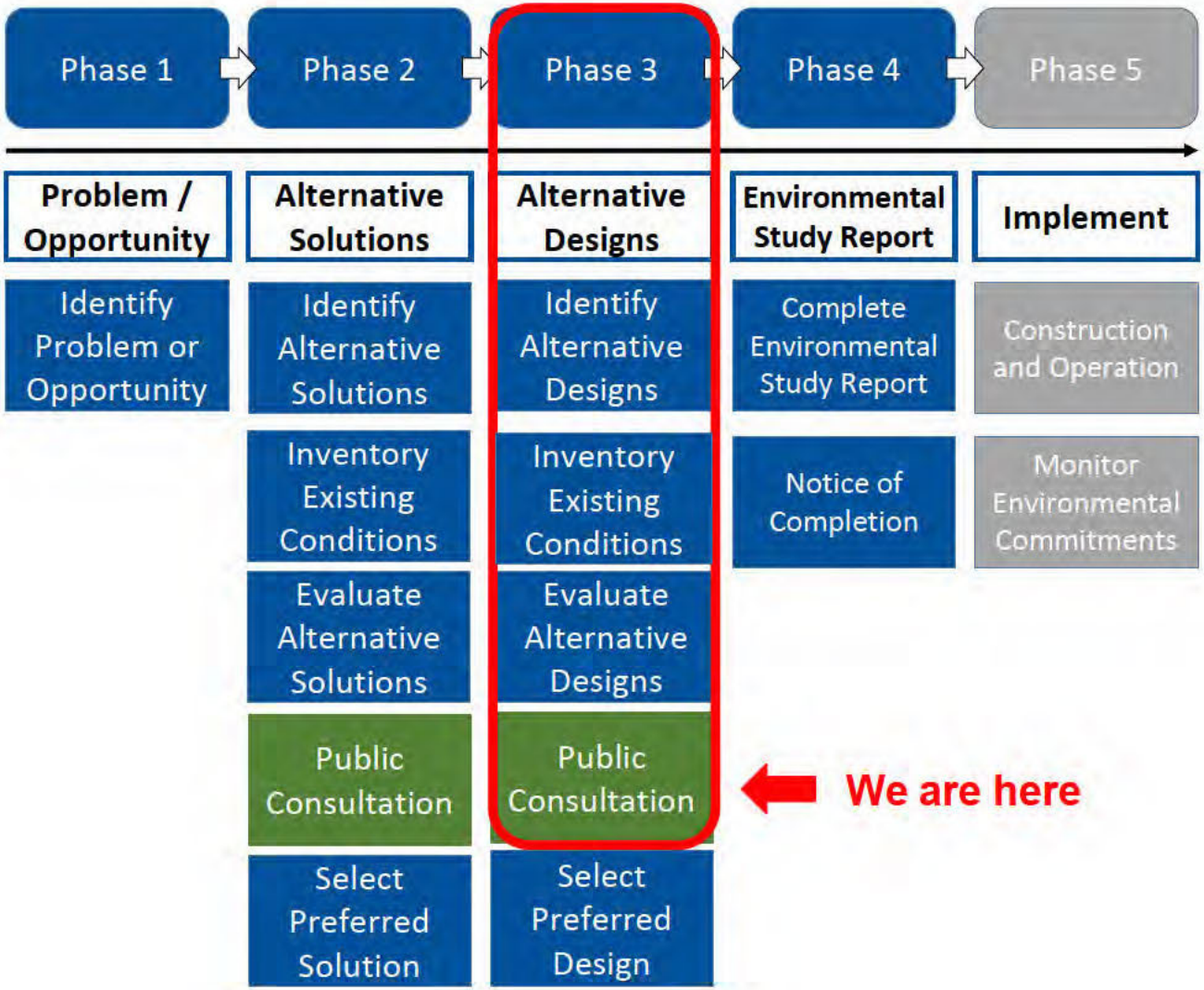
Community Working Group (CWG)
Preliminary Preferred Design Concepts
September 15, 2020

Study Area



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

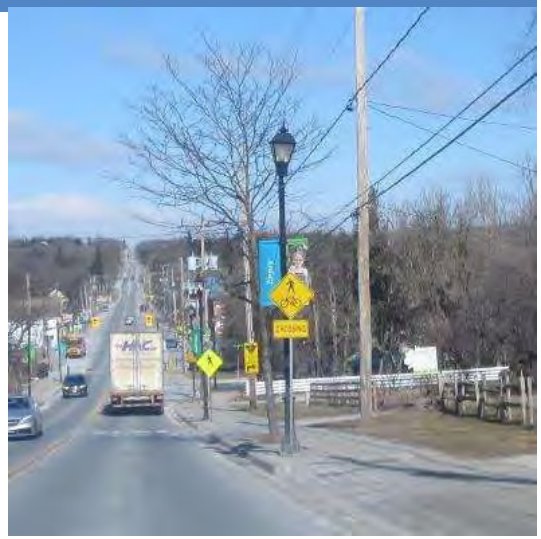
Environmental Assessment



Summary of Phase 1 and 2

Problem and Opportunity:

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



Preferred Solution:

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



What we heard…

Concerns:	Suggestions:
➢ Additional Traffic Capacity	➢ Support Economic Development
➢ Increased Truck Traffic	➢ Consider Small Town Feel
➢ High Speeds	➢ Beautify Caledon East
➢ Difficult Turning to and from Airport Road	➢ Consider Wildlife Passage and Wetlands
➢ Lack of Parking in Caledon East	➢ Widen from King Street to Olde Base Line Road
➢ Roundabouts (Space and Access)	➢ Bypass Mono Road Community
➢ Pedestrian and Cyclist Safety	➢ Improve Sidewalk Conditions
➢ Property Impacts	
➢ Flooding Issues	
➢ Noise and Air Pollution	

Community Working Group Walking Audit (2018):



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



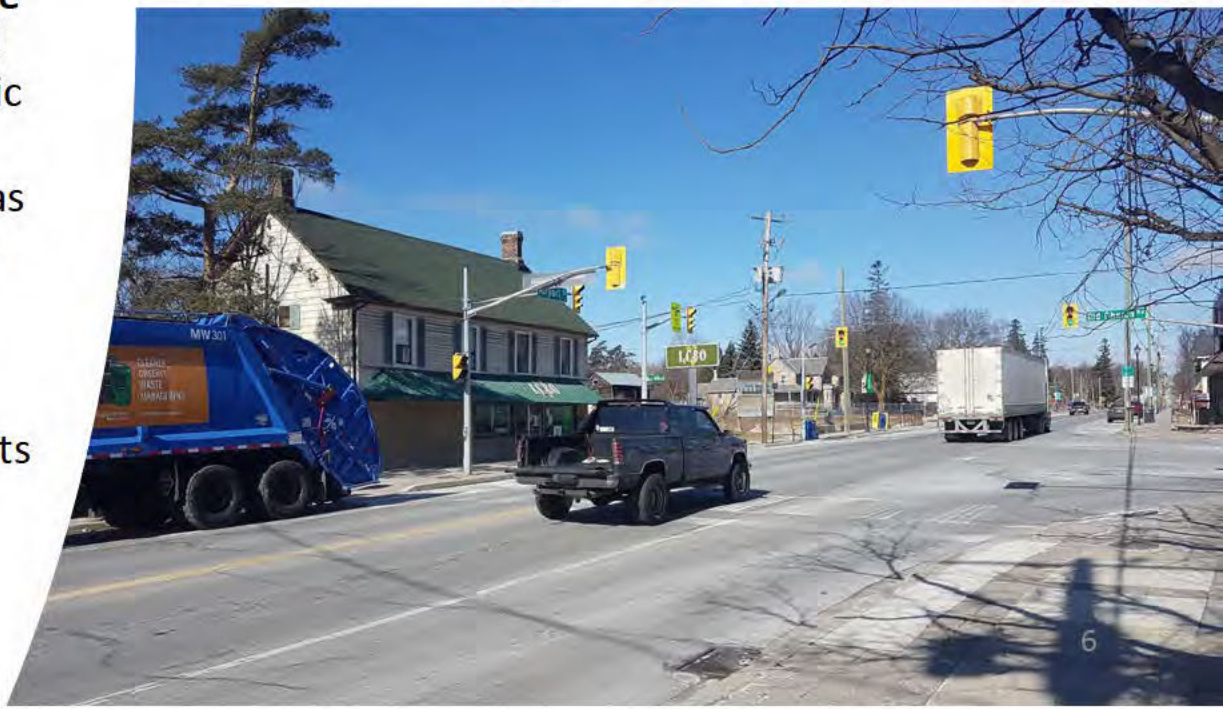
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What we did...

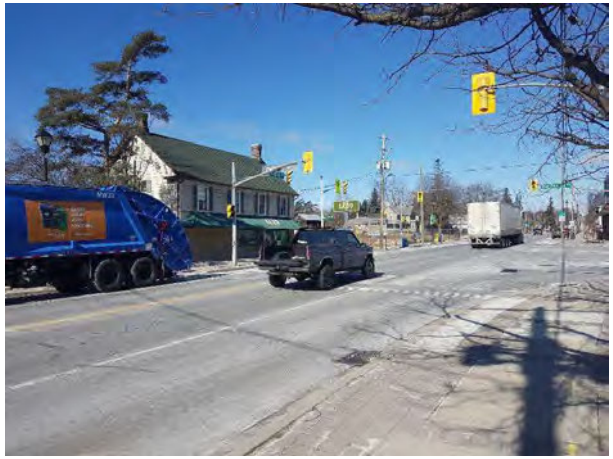
- Requested Provincial **Mobile Inspection Unit** to weigh and examine trucks on Airport Road between Olde Base Line and Old Church Road (1 day in February, 2020)
- Assessed the **feasibility of upgrading Olde Base Line Road** between Highway 10 and Airport Road to accommodate truck traffic
- Monitored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

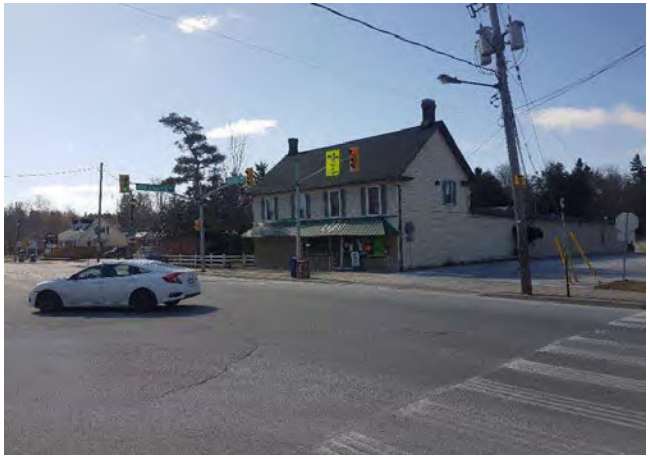


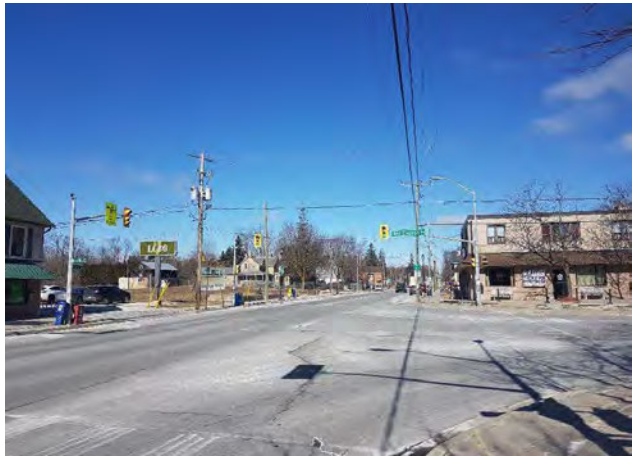


Old Church Road Intersection

Sightline, safety and operational concerns…







…Opportunity to provide signalized access to Airport Road for West Neighbourhood

DRAFT - Old Church Road Intersection

Alternatives		Evaluation Summary	Recommendation
Do Nothing	No improvements	Does not address problem & opportunity	Not carried forward
Modify Driveway Access	Restrict Access to Right-In and Right-Out	Not geometrically feasible with raised curb and not effective through signage alone	Not carried forward
	Restrict Access to One-Way	Not preferred due to potential traffic and economic impacts	Not Preferred
	Close Access	Not preferred due to potential traffic and economic impacts	Not Preferred
	Relocate Access to the North (on adjacent properties)	Not preferred due to potential access restrictions and land development constraints	Not Preferred
	Signalize Driveway Access with Split Phasing	Least preferred due to increase in traffic delay / congestion at intersection	Not Preferred
Extend Old Church Road & Relocate/Remove Building at 16000 Airport Road	Extend Old Church Road to Ivan Avenue and Relocate Building	Transportation and safety benefits with heritage preservation through built heritage relocation at higher cost than removal	Carried Forward (heritage mitigation subject to further analysis)
	Extend Old Church Road to Ivan Avenue and Remove Building	Transportation and safety benefits with heritage preservation primarily through re-use and/or record-keeping of heritage features at lower cost than relocation	
Convert to 3-Leg Intersection	Purchase Property and Improve 3-leg Intersection	Introduced by Technical Advisory Committee. Further analysis required.	Carried Forward (subject to further analysis)

Extend Old Church Road to Ivan Avenue



16000 Airport Road

Heritage Impact Assessment

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





Convert to 3-leg Intersection

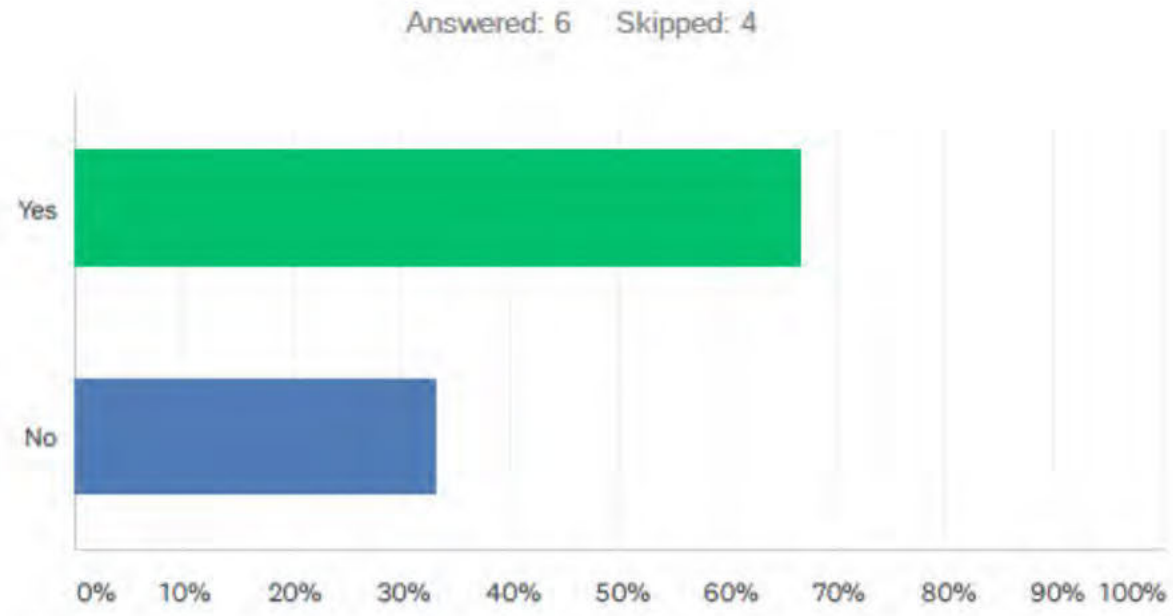
In comparison to Road Extension:

- Improved safety at Old Church Road
- No signalized access to Airport Road for west neighbourhood
- Less cost to construct
- **Subject to further analysis**



CWG Survey Results

Do you agree the 2 options adequately address safety issues?



Extend Old Church Road to Ivan Avenue
or
Convert to 3-leg Intersection

Comments:

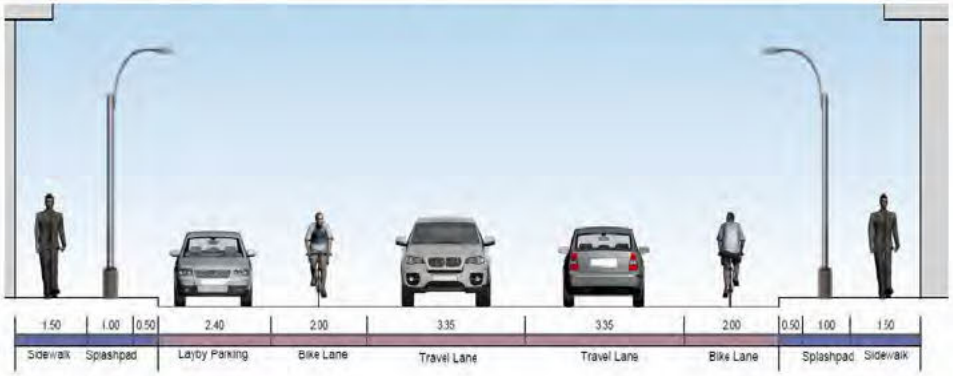
- Parking lot is not big enough at times resulting in cars parked on Ivan Avenue.
- Parking lot is used as a short-cut by drivers, especially by those who exit onto Airport Road.
- Delivery vehicles need access to delivery bay.

Consideration in EA:

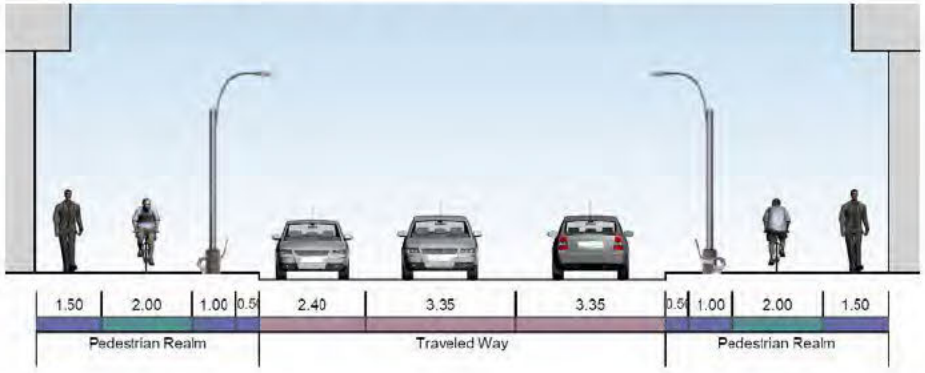
- Road extension would provide on-street parking for adjacent commercial uses.
- Road extension would provide signalized egress for west neighbourhood.
- Narrow parking lot can be difficult for large vehicles to maneuver in and out of one entrance.

Caledon Trailway to Walker Road
Active Transportation Alternatives

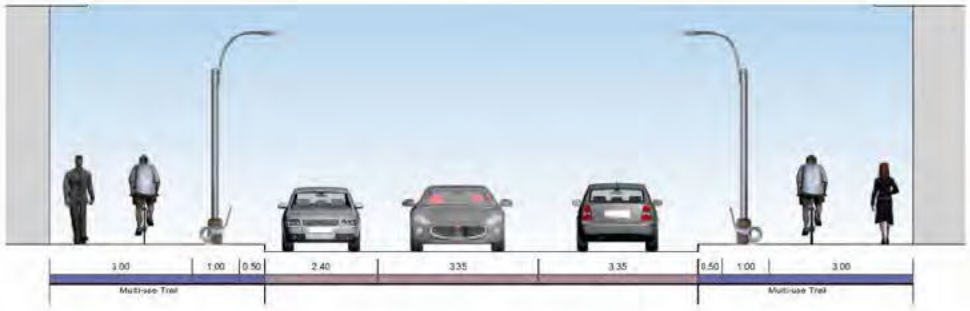
Buffered Bike Lanes and Sidewalks



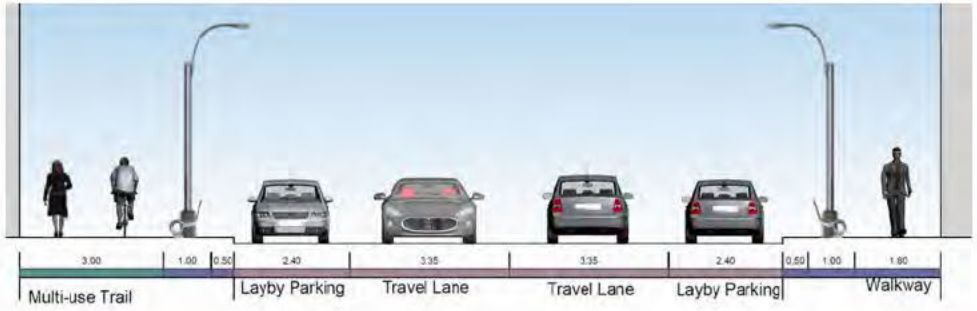
Cycle Tracks and Sidewalks



Multi-use Paths



Multi-use Path and Sidewalk



Region of Peel
working with you

Parking Study

Findings:

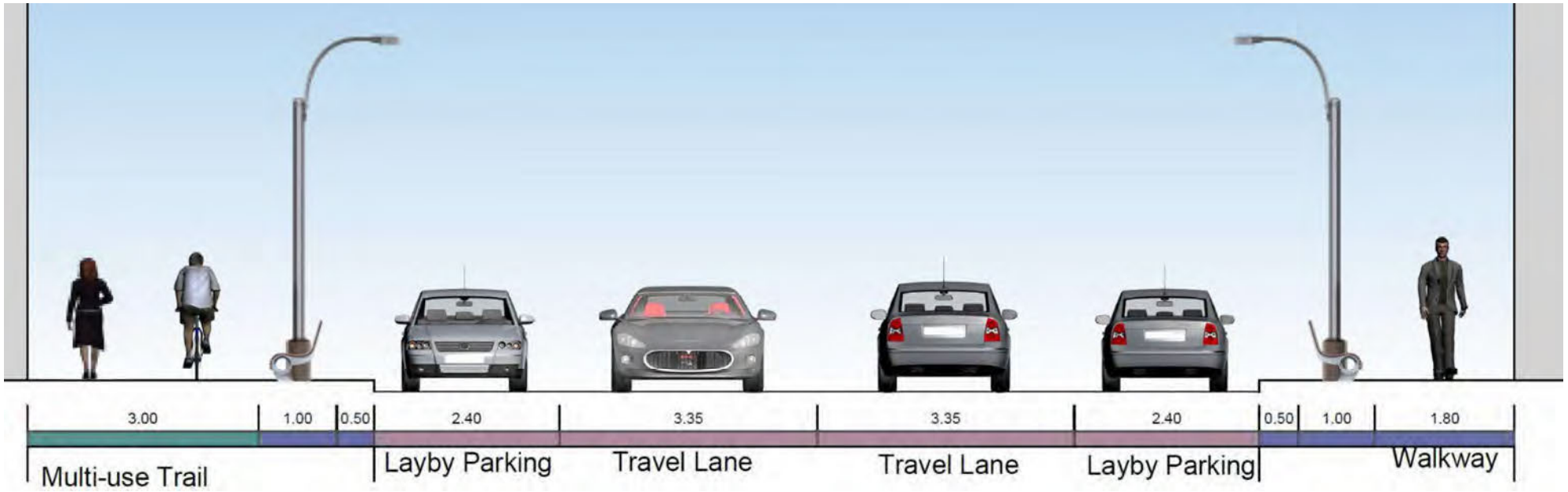
- On weekdays, on-street parking on east side is fully used while parking on west side is regularly used with slight oversupply
- On weekends, on-street parking on east and west side is under-used
- On a net basis, on-street parking is under-used
- Most on-street parking is convenience-based:
  - Mapping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



Caledon Trailway to Walker Road

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

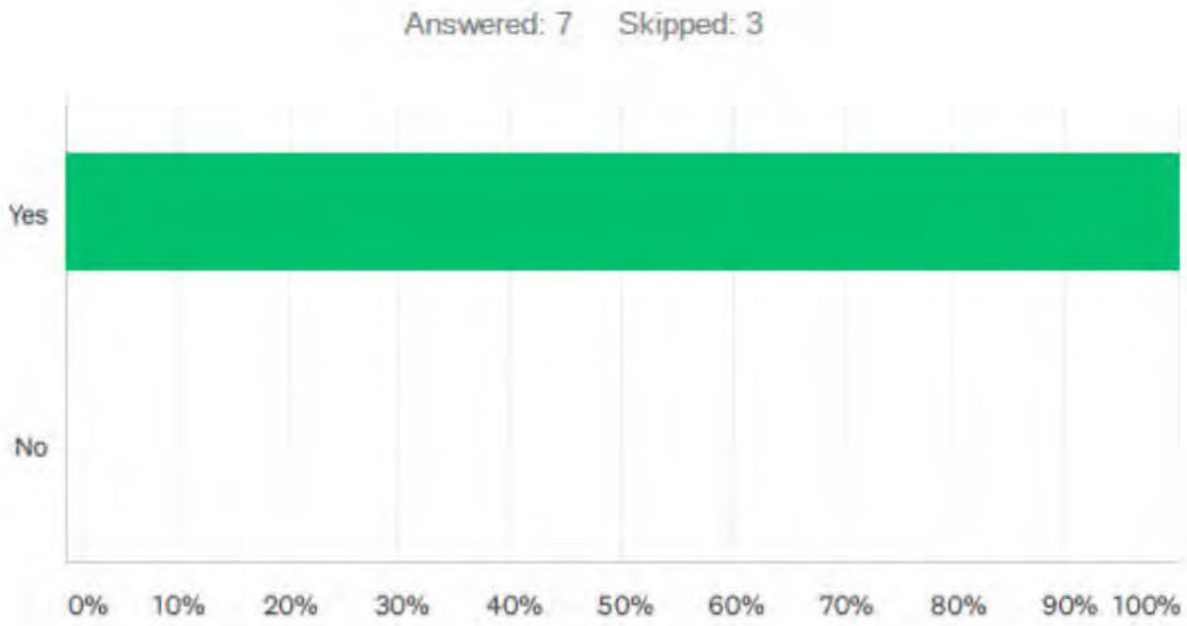
Designated Right-of-Way: 26m



Street trees can also be considered in the area shown for streetscaping and lighting.

CWG Survey Results

Do you agree with the recommendation?



(Caledon Trailway to Walker Road)

Comments:

- Southbound left turn lane at Old Church Road.
- [Parking on west side] restricts visibility for cars merging from Parsons onto Airport Road.
- Access to the Plaza is inadequate and dangerous for vehicles and pedestrians.
- Truck traffic causes multiple safety concerns. Without a by-pass this will get worse.

Consideration in EA:

- Spacing constraints at Old Church Road.
- Road extension would provide signalized egress for west neighbourhood.
- Left and right turn lanes into the Plaza, reduced lane widths and a pedestrian crossing at the School exit driveway.
- A by-pass was screened in the 2015 Caledon East Feasibility Study. A separate study was completed to determine the feasibility of upgrading Olde Base Line Road to accommodate trucks.

South of Hilltop Drive to Caledon Trailway

Signed bike route through East Neighbourhood south of Caledon Trailway

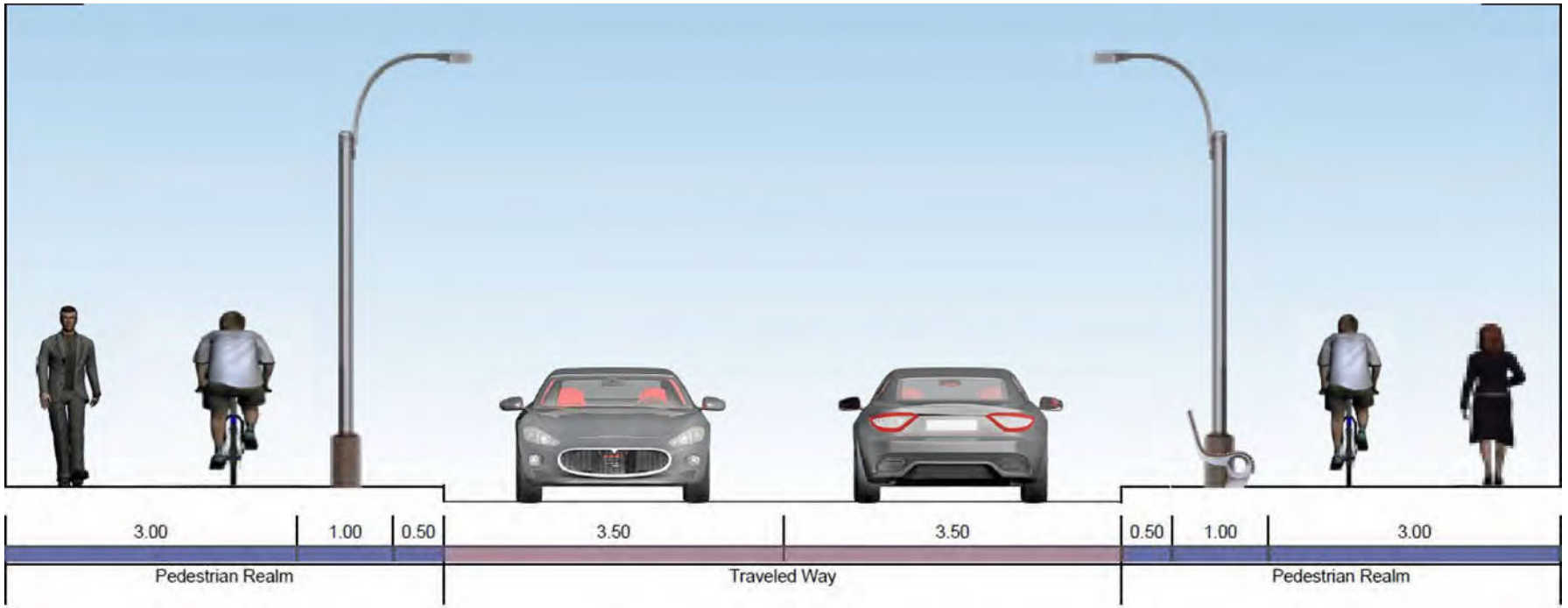


Provides connectivity, bypassing narrow portion of corridor

Cranston Drive to South of Hilltop Drive

Reduced Lane Widths with Multi-Use Paths

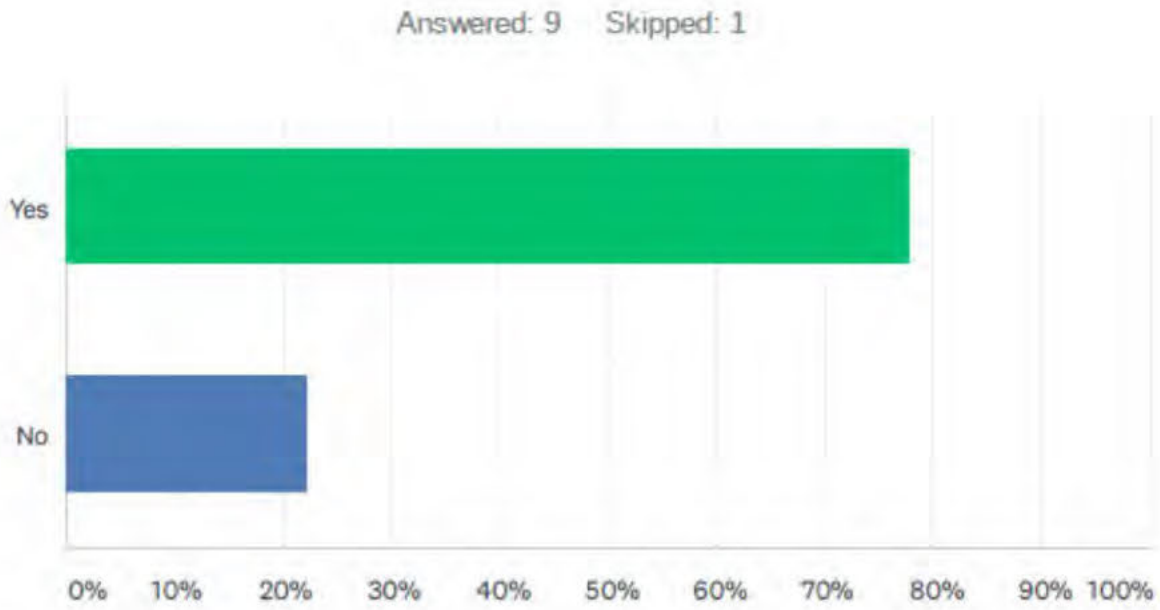
Designated Right-of-Way: 45m



Street trees can also be considered in the area shown for streetscaping and lighting.

CWG Survey Results

Do you agree with the recommendation?



(Cranston Drive to South of Hilltop Drive)

Comments:

- [Extend urban section] between Cranston Drive and Olde Base Line to connect the two communities, provide pedestrian linkages, reduce traffic speeds, and fit with the urban land uses.
- As long as trucks are removed from that section. Safety and environmental concerns.

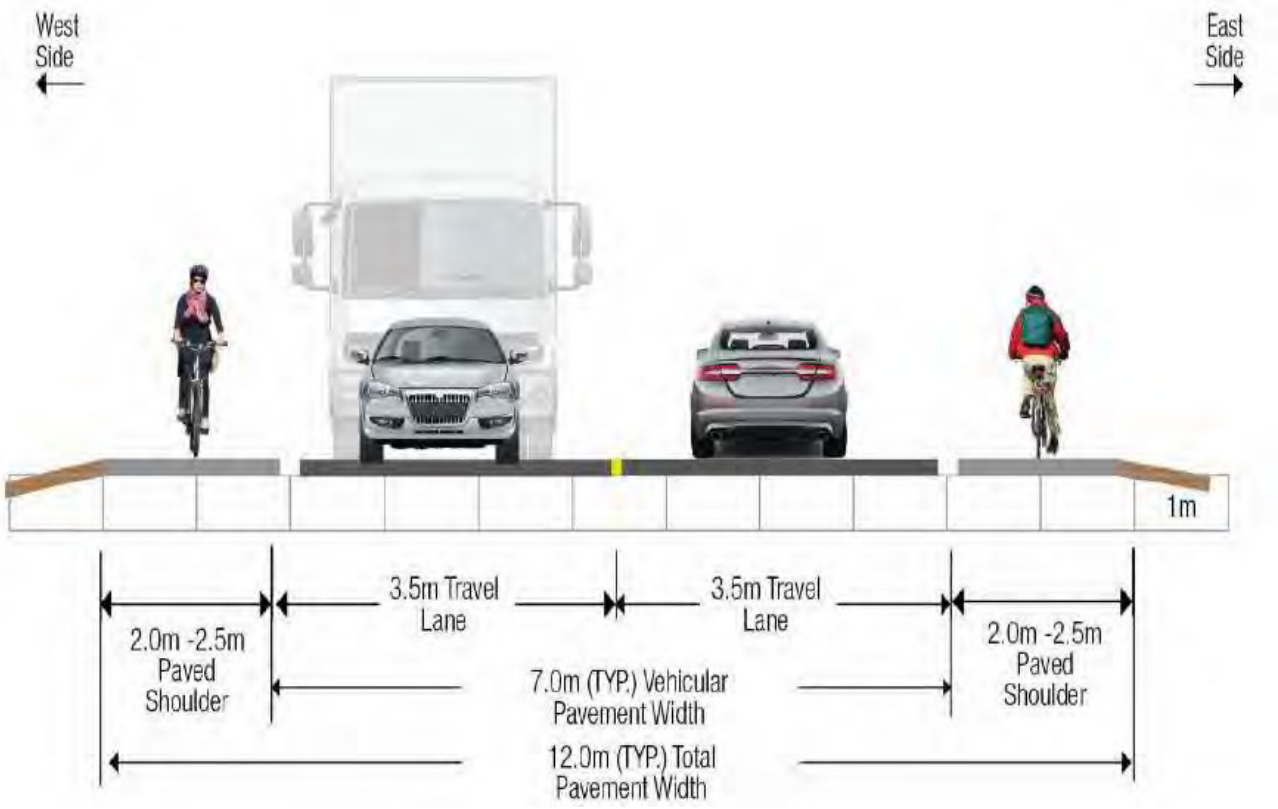
Consideration in EA:

- Active transportation facilities not recommended for this section in Region of Peel active transportation policy or Town of Caledon Transportation Master Plan.
- Technical guidelines (Ontario Traffic Manual Book 18) accommodate for paved shoulder for pedestrians.
- Outside existing urban boundary with adjacent rural land uses and no current plans to develop.
- Could be implemented as condition of future development if urban boundary was expanded.
- Destinations are beyond 1km from Olde Base Line Road to north of Cranston Drive (school, Plaza and active development).
- High cost to urbanize to accommodate multi-use paths with long stretch of new storm sewers, boulevards and utility relocations.
- Traffic calming is served by surrounding roundabouts and semi-urbanization in Mono Road.

Rural Area

Reduced Lane Widths and Paved Shoulders with Rumble Strips

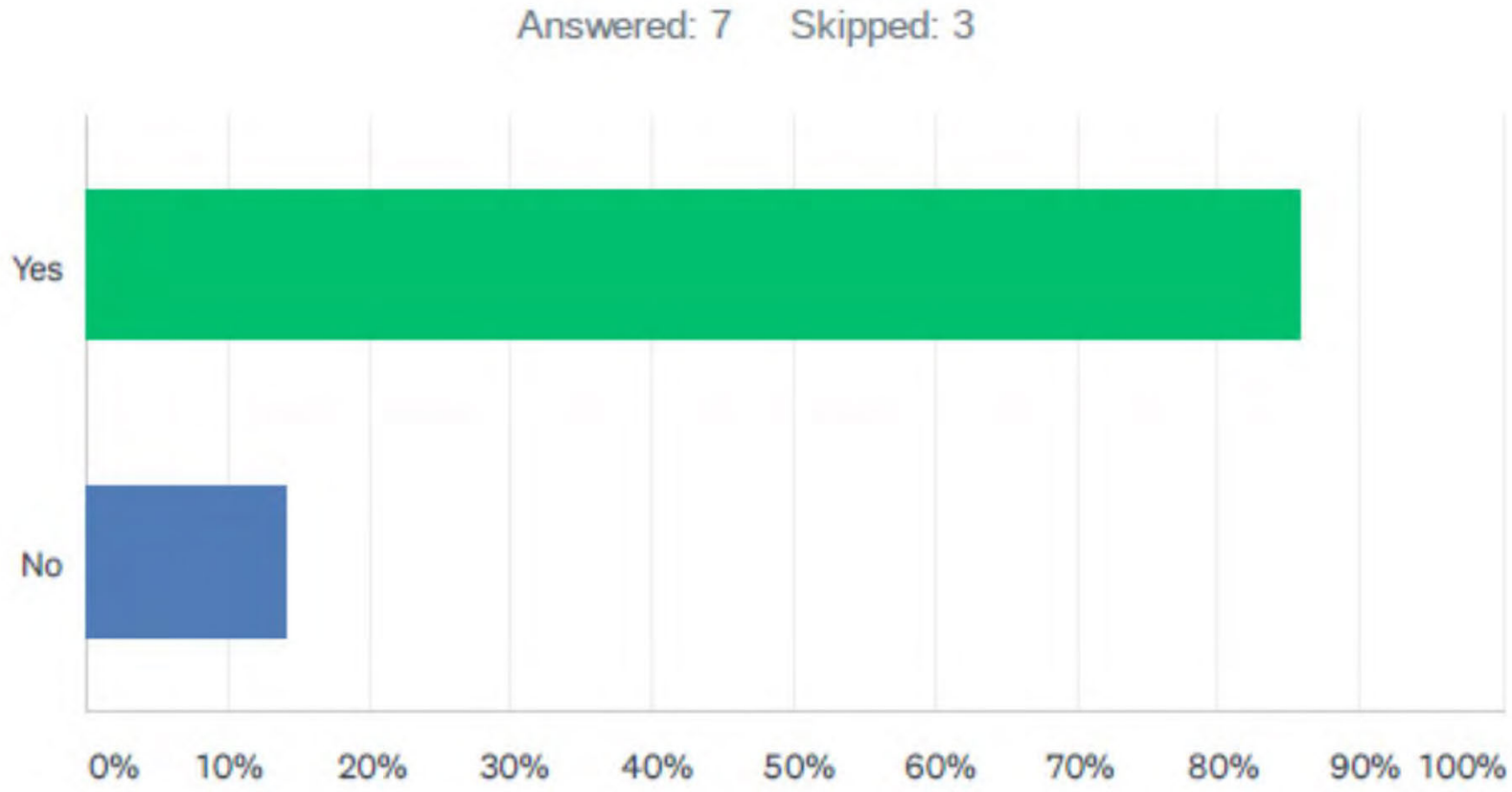
Designated Right-of-Way: 45m



(King Street to Cranston Drive and Leamster Trail to Huntsmill Drive)

CWG Survey Results

Do you agree with the recommendation?

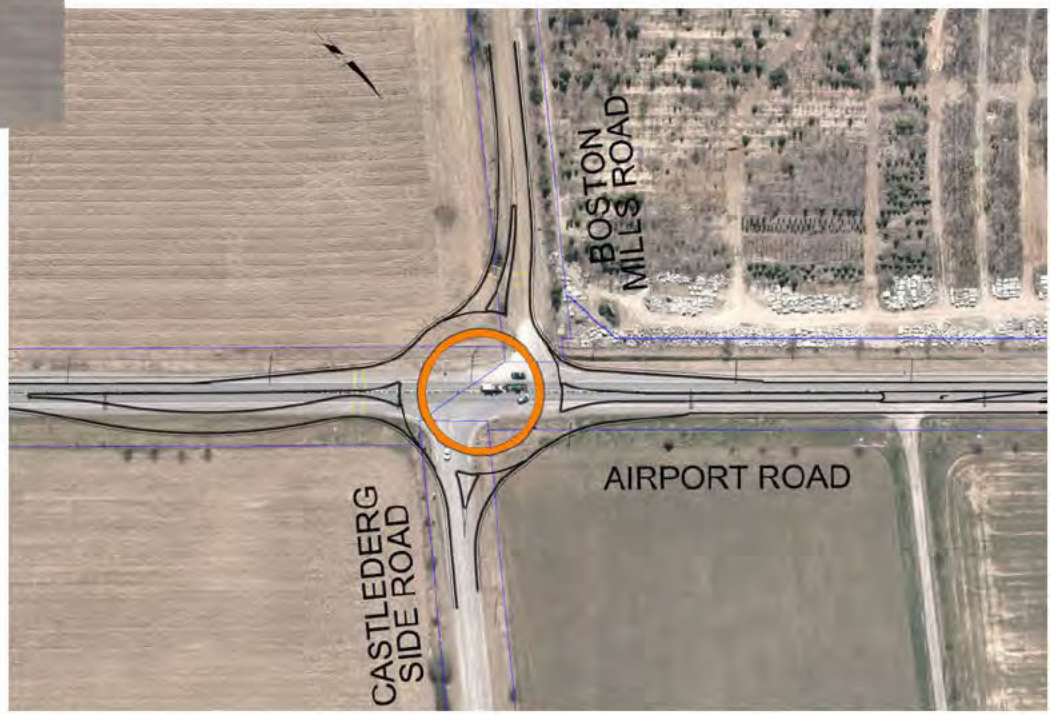


(King Street to Cranston Drive and Leamster Trail to Huntsmill Drive)

Roundabouts



- Opportunity for gateway feature at Cranston Drive
- Combined with pedestrian crossing to the north on Cranston Drive
- Eliminates offset intersection at Castlederg / Boston Mills Side Road

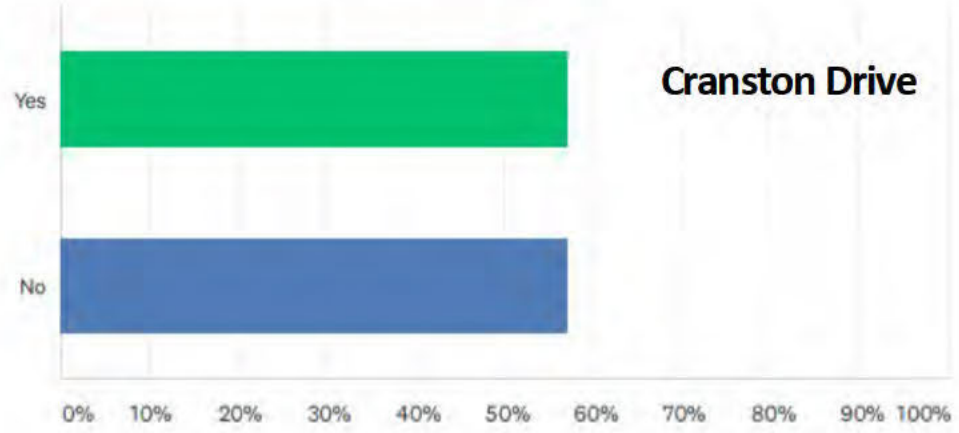


- Encourages slower traffic speeds
- Reduces severity of collisions, although may increase non-fatal collisions
- May require roundabout driver education

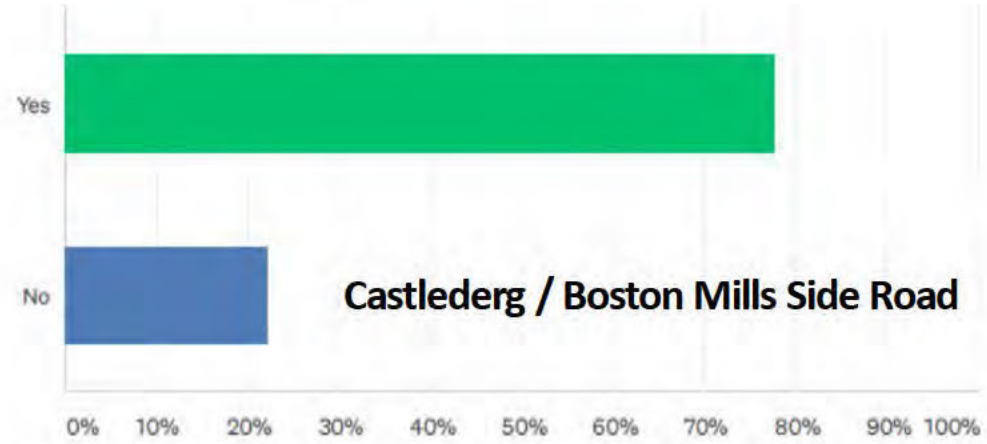
CWG Survey Results

Do you agree with the recommendation?

Answered: 7 Skipped: 3



Answered: 9 Skipped: 1



Cranston Drive:

- Support roundabout but don't believe it needs to be two lanes
- Not sure traffic is heavy enough
- As long as trucks are removed. Safety and environmental concerns.

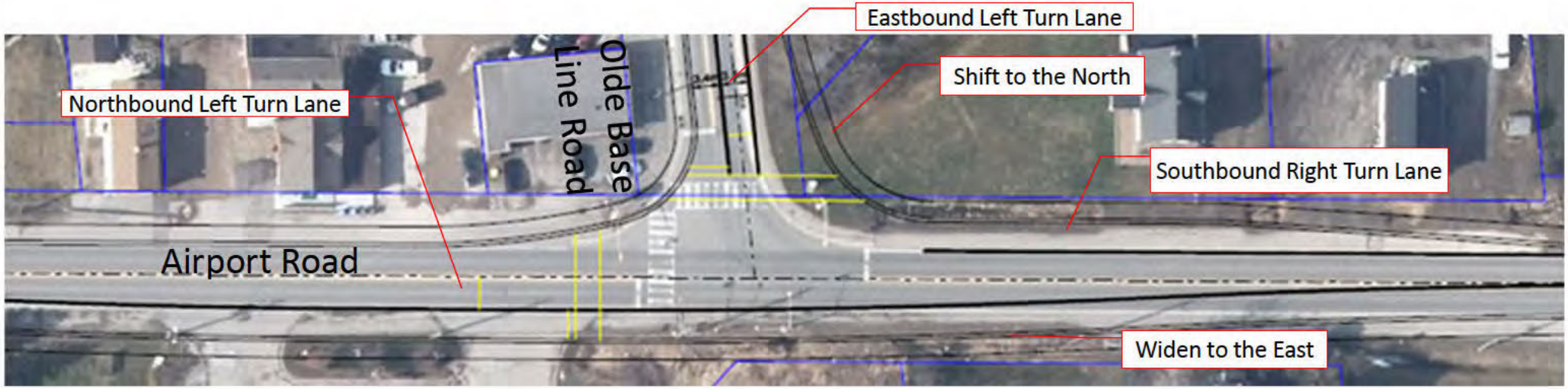
Castlederg / Boston Mills Side Road:

- Volume will dictate 2 lanes as is case of other local roundabouts.

Consideration in EA:

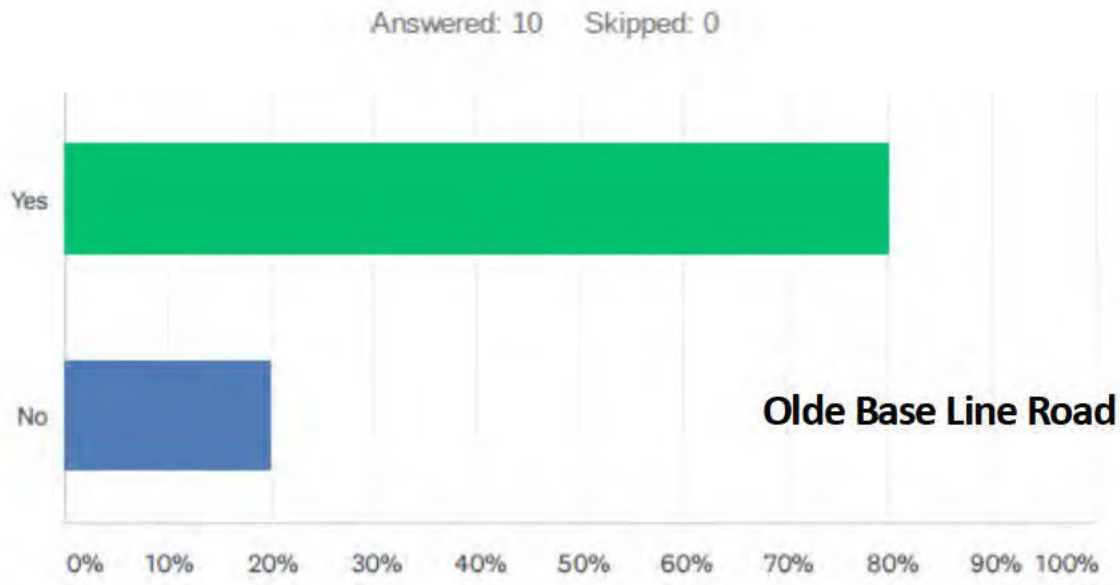
- 2-lane flared entry at Cranston Drive.
- Roundabout to slow traffic.
- Roundabout will accommodate truck traffic and may encourage some trucks to use other truck routes.

Intersections



CWG Survey Results

Do you agree with the recommendation?



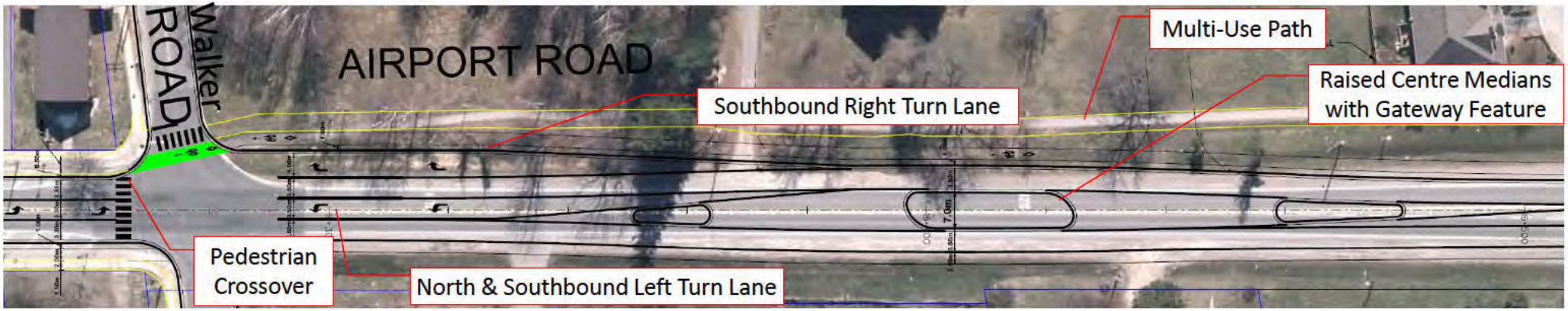
Comments:

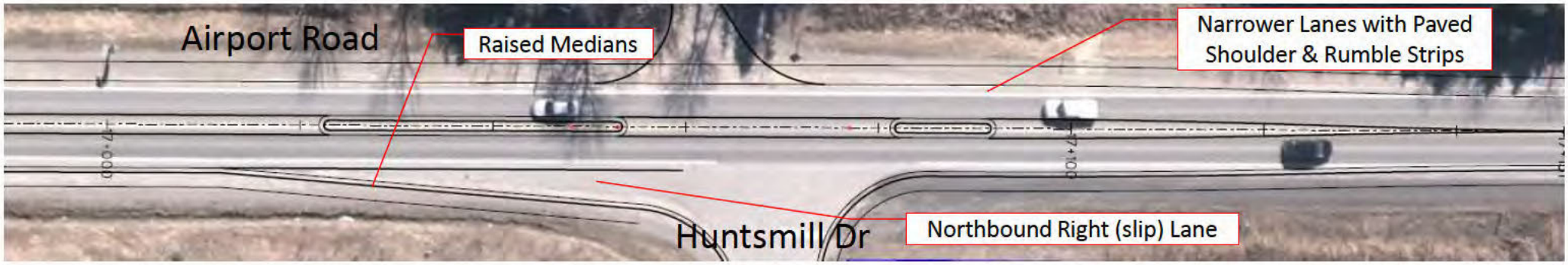
- Right turn lanes increase the risk of vehicle and pedestrian/cyclist conflicts and should only be installed where a heavy turn movement is present.
- Additional lanes will have negative impacts on existing properties and accesses in the vicinity of the intersection.
- Increasing capacity at intersections seems to be counter to [the objective to improve safety and reduce vehicle speeds] unless other effective traffic calming measures are introduced.

Consideration in EA:

- Right turn lanes to improve intersection operations.
- Semi-urban intersection to mitigate property impact, combined with reduced lane widths to encourage slower speeds.

Intersections

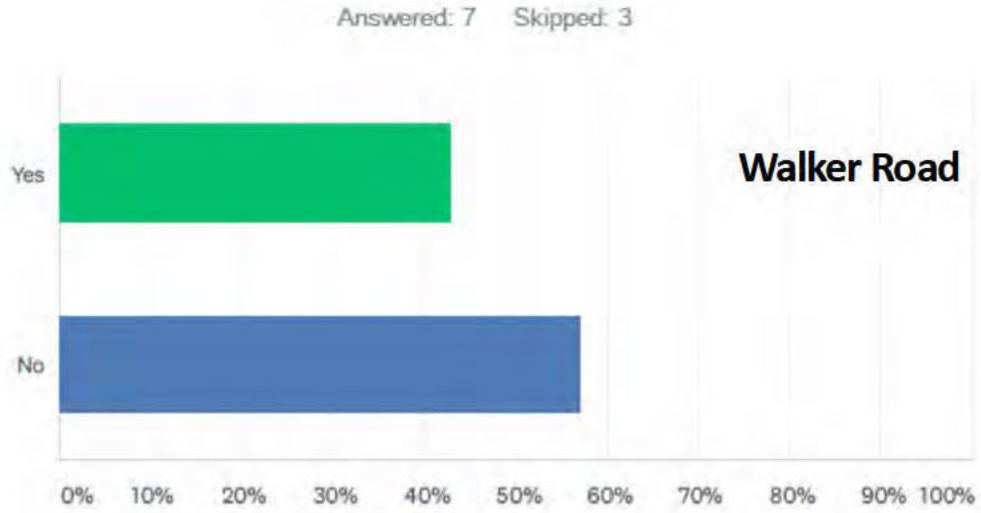


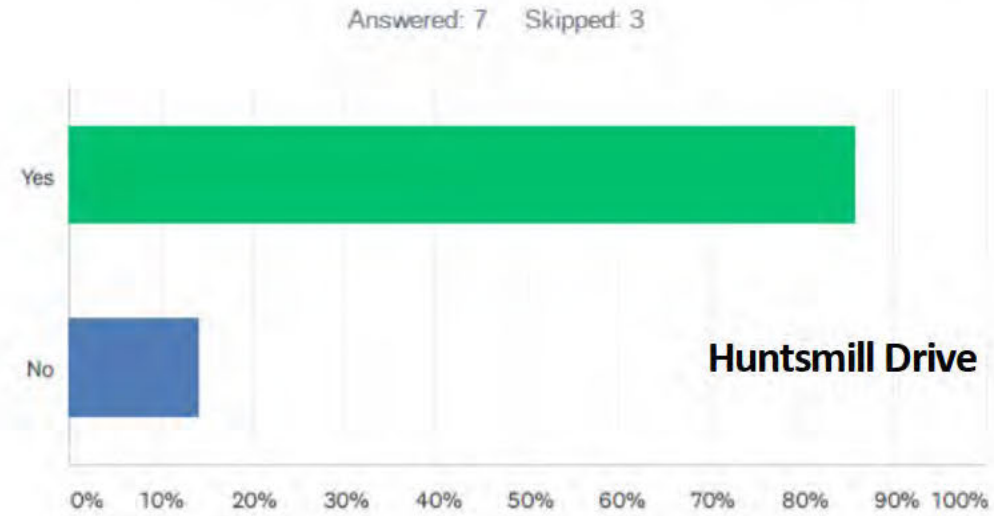


Landscaped medians can be considered during detailed design.

CWG Survey Results

Do you agree with the recommendation?





Walker Road:

- Remove southbound right-turn lane to reduce vehicle speeds, improve pedestrian and cyclist safety, and reduce intersection crossing distances.
- Traffic lights to ensure pedestrian safety, deal with increases in vehicular traffic, and reduce traffic speeds.

Consideration in EA:

- Right-turn lanes to improve intersection operations.
- Pedestrian crossover.

Walker Road to Leamster Trail:

- [Fully urbanize] with curb, boulevards, sidewalks, multi-use path, landscape, lighting, etc.

Consideration in EA:

- Semi-urban cross-section from Walker Road to Leamster Trail.

Huntsmill Drive:

- Supportive of traffic calming measures at [community entrances] but the measures have to be substantial enough to be effective, such as entrance feature rather than a typical raised median.
- Should have a cross-over as this is connection on both sides to Caledon East Community Trail.

- **Consideration in EA:**
- Gateway feature.
- Crossover can be considered as part of Trail development.



Region of Peel
working with you

IBI

Summary of Traffic Calming Measures

- ❑ Raised centre medians at Huntsmill Drive and north of Walker Road
- ❑ Layby parking with streetscaping from Walker Road to Caledon Trailway
- ❑ Roundabouts at Cranston Drive and Castlederg / Boston Mills Side Road
- ❑ Reduced lane widths throughout corridor

Other Improvements

- ❑ Multi-use path on Old Church Road from Airport Road to Marilyn Street
- ❑ Additional turn lanes north of Boston Mills Road
- ❑ Improved storm sewers and water crossings throughout



Next Steps

- ❑ On-line Review Package (September 17 to October 14)
  - Summary of Community Input
  - Summary of Technical Study Findings
  - Summary of Olde Base Line Road Feasibility Study
  - Preliminary Assessment of Alternative Design Concepts
  - Preliminary Preferred Design
  - Survey and Comment Sheet
- ❑ Live Presentation (September 23)
- ❑ Review and address comments
- ❑ Select Preferred Design Concept
- ❑ Prepare Environmental Study Report for minimum 30-day public review period



…Thank you

[redacted]

[redacted]

---------- Forwarded message ---------

[redacted]

[redacted]

---------- Forwarded message ----------

From: [redacted]>

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

Cc: [redacted] "Bubas, Sonya"

<sonya.bubas@peelregion.ca>, "

[redacted]

[redacted]

[redacted]



[redacted]

[redacted]

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Hi Asha,

Thanks for the meeting notes. Will the project team be providing the additional technical information that I requested during the meeting concerning the traffic volumes within the corridor, justification for two lane roundabout at Cranston Drive, right turn lanes warrants, traffic calming measures between Cranston and Mono, and the noise assessment under a separate cover?

Thanks,
[redacted]

[redacted]

Hello CWG,
Attached for your review are the draft meeting notes from our online meeting on September 15.

Please let me know of any comments or changes by Wednesday, October 28. Also attached for your reference is the presentation.

When the meeting notes are finalized they will be uploaded to the project website together with the presentation.

[redacted] – by fax

Regards,

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



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[redacted]

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Good Afternoon Asha

I have received the Agenda for today. Not sure what the Invitation looks like. Your message of September 14th has the phone numbers and Join Microsoft Team mtg. In blue. Will I be clicking on that? Will a password be required?

Thank you.

Regarding [redacted] message yesterday. I do see a good deal of merit in his request. Of course it is to late to alter plans however with such a small group a face to masked face encounter including social distancing would have been far superior to on line contact.

Sent from my iPad

> On Sep 14, 2020, at 8:04 AM, Saddi, Asha <asha.saddi@peelregion.ca> wrote:
>
> Good Morning [redacted]
>
> Thank you for completing the survey.
>
> I have resent the meeting invite to you and also include the toll-free details below if you prefer to call in:
>
> Join Microsoft Teams Meeting
> +[redacted] Canada, Toronto (Toll)
> ([redacted] Canada (Toll-free)
> Conference ID: [redacted]
>
> If you have any further questions please don't hesitate to contact me. We look forward to meeting with you tomorrow.
>
> Regards,
>
> Asha Saddi, BA(Hons), PMP
> Technical Analyst, Infrastructure Programming & Studies
> Transportation Division
> Public Works, Region of Peel
> Tel: 905-791-7800 x7794
> Asha.Saddi@peelregion.ca
>
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> the email. Thank you.
>
> -----Original Message-----
> [redacted]
>
> CAUTION: EXTERNAL MAIL. DO NOT CLICK ON LINKS OR OPEN ATTACHMENTS YOU DO NOT TRUST.
>
>
>
> Hello Asha
>
> Just completed the survey.
> The August 27th message mentions the in the following week we will receive an invite.
> I do not seem to have received such.
>
> As for MicroSoft Teams meeting, I assume that requires an application or software that I do not have.
> “Option to call in toll free“ details do not appear to have been received.
>
> I hope to be able to participate.
>
> [redacted]
>
> Sent from my iPad

[redacted]

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I can fit into this time so no need for something else

[redacted]

On Aug 27, 2020, at 15:26, Saddi, Asha <asha.saddi@peelregion.ca> wrote:

Hello CWG,
Thank you to those of you who responded back with your preferred time for the September 15 online meeting. So far the popular time is 4:30-6pm. For those who still have to get back to me, please let me know your preferred time by Monday, August 31. I will send out a MicroSoft Teams meeting invite to everyone next week. For those who don't have MicroSoft Teams, there will be an option to call in toll free.
[redacted] by fax.
Regards,

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

WWY logo
[redacted]

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recipient or have received this e-mail in error, please notify the sender via return email and permanently delete all copies of
the email. Thank you.

From: Saddi, Asha
[redacted]
Hello CWG,

The project team is creating an online format of a survey which includes approximately 20 questions on options being considered on the study. The survey will be part of the online public consultation materials for PIC 2. The team would like to get your feedback on the survey questions before they are finalized and would like to schedule an online CWG meeting for September 15.

Please let me know if your preference is to attend a day time, or, evening meeting on September 15. The times that we can offer are:

1. 9:30am – 11:00am
2. 1:30pm – 3:00pm
3. 4:30pm – 6:00pm

I would be grateful if you could get back to me by Friday, August 21. The survey will be sent to you in advance of the meeting and the platform that we will be using for the online meeting is MicroSoft Teams.

I look forward to hearing from you.

Regards,

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

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the email. Thank you.

[redacted]

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I would prefer 4:30-6 PM.

[redacted]

On Aug 18, 2020, at 3:46 PM, Saddi, Asha <asha.saddi@peelregion.ca> wrote:

Hello CWG,
The project team is creating an online format of a survey which includes approximately 20 questions on options being considered on the study. The survey will be part of the online public consultation materials for PIC 2. The team would like to get your feedback on the survey questions before they are finalized and would like to schedule an online CWG meeting for September 15.
Please let me know if your preference is to attend a day time, or, evening meeting on September 15. The times that we can offer are:

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I would be grateful if you could get back to me by Friday, August 21. The survey will be sent to you in advance of the meeting and the platform that we will be using for the online meeting is MicroSoft Teams.
I look forward to hearing from you.
Regards,

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

<image001.gif>

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[redacted]

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4:30 to 6PM preferred.

[redacted]

Hello CWG,

The project team is creating an online format of a survey which includes approximately 20 questions on options being considered on the study. The survey will be part of the online public consultation materials for PIC 2. The team would like to get your feedback on the survey questions before they are finalized and would like to schedule an online CWG meeting for September 15.

Please let me know if your preference is to attend a day time, or, evening meeting on September 15. The times that we can offer are:

1. 9:30am – 11:00am
2. 1:30pm – 3:00pm
3. 4:30pm – 6:00pm

I would be grateful if you could get back to me by Friday, August 21. The survey will be sent to you in advance of the meeting and the platform that we will be using for the online meeting is MicroSoft Teams.

I look forward to hearing from you.

Regards,

Asha Saddi, BA(Hons), PMP

Technical Analyst, Infrastructure Programming & Studies

Transportation Division

Public Works, Region of Peel

Tel: 905-791-7800 x7794

Asha.Saddi@peelregion.ca

WWY logo [redacted]

[redacted]

Hello [redacted]
Thank you for getting back with your availability for September 15.
The questions on the survey will be based on the PIC materials and the project team will also be updating the CWG on the EA and the PIC materials at the meeting.
We're looking forward to meeting everyone online on the 15th.
Regards,

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

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[redacted]

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Hi Asha,
I'm available all day Sept 15 but would prefer a morning time slot. Will the CWG also be given the opportunity to review the PIC#2 material and receive an update on the EA during this online meeting?
Thanks,
[redacted]

[redacted]

[redacted]

Subject: Re: CWG online meeting - September 15
Date: Wednesday, August 19, 2020 8:10:27 AM

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Asha,

Ill go with the time everybody is most comfortable with.

[redacted]

On Tuesday, August 18, 2020, 03:46:14 PM GMT-4, Saddi, Asha <asha.saddi@peelregion.ca> wrote:

Hello CWG,

The project team is creating an online format of a survey which includes approximately 20 questions on options being considered on the study. The survey will be part of the online public consultation materials for PIC 2. The team would like to get your feedback on the survey questions before they are finalized and would like to schedule an online CWG meeting for September 15.

Please let me know if your preference is to attend a day time, or, evening meeting on September 15. The times that we can offer are:

1. 9:30am – 11:00am
2. 1:30pm – 3:00pm
3. 4:30pm – 6:00pm

I would be grateful if you could get back to me by Friday, August 21. The survey will be sent to you in advance of the meeting and the platform that we will be using for the online meeting is MicroSoft Teams.

I look forward to hearing from you.

Regards,

Asha Saddi, BA(Hons), PMP

Technical Analyst, Infrastructure Programming & Studies

Transportation Division

Public Works, Region of Peel

Tel: 905-791-7800 x7794

Asha.Saddi@peelregion.ca

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I am available but would prefer the 1:30pm – 3:00pm. slot.

[redacted]

[redacted]

[redacted]

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Hi Asha,

Either of the 1:30 - 3:00 or 4:30 - 6:00 slots work best for me.

For some reason my original reply to you went back to me and everyone on your list but appears not to have gone to you.

Regards,

[redacted]

---------- Original Message ----------
From: "Saddi, Asha" <asha.saddi@peelregion.ca>
Date: August 18, 2020 at 3:46 PM

Hello CWG,

The project team is creating an online format of a survey which includes approximately 20 questions on options being considered on the study. The survey will be part of the online public consultation materials for PIC 2. The team would like to get your feedback on the survey questions before they are finalized and would like to schedule an online CWG meeting for September 15.

Please let me know if your preference is to attend a day time, or, evening meeting on September 15. The times that we can offer are:

1. 9:30am – 11:00am
2. 1:30pm – 3:00pm
3. 4:30pm – 6:00pm

I would be grateful if you could get back to me by Friday, August 21. The survey will be sent to you in advance of the meeting and the platform that we will be using for the online meeting is MicroSoft Teams.

I look forward to hearing from you.

Regards,

Asha Saddi, BA(Hons), PMP

Technical Analyst, Infrastructure Programming & Studies

Transportation Division

Public Works, Region of Peel

Tel: 905-791-7800 x7794

Asha.Saddi@peelregion.ca



[redacted]

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Hi Asha,

The 1:30 - 3:00 or 4:30 - 6:00 slots fit me best.

Thanks,

[redacted]

---------- Original Message ----------
From: "Saddi, Asha" <asha.saddi@peelregion.ca>
Date: August 18, 2020 at 3:46 PM

Hello CWG,

The project team is creating an online format of a survey which includes approximately 20 questions on options being considered on the study. The survey will be part of the online public consultation materials for PIC 2. The team would like to get your feedback on the survey questions before they are finalized and would like to schedule an online CWG meeting for September 15.

Please let me know if your preference is to attend a day time, or, evening meeting on September 15. The times that we can offer are:

1. 9:30am – 11:00am
2. 1:30pm – 3:00pm
3. 4:30pm – 6:00pm

I would be grateful if you could get back to me by Friday, August 21. The survey will be sent to you in advance of the meeting and the platform that we will be using for the online meeting is MicroSoft Teams.

I look forward to hearing from you.

Regards,

Asha Saddi, BA(Hons), PMP

Technical Analyst, Infrastructure Programming & Studies

Transportation Division

Public Works, Region of Peel

Tel: 905-791-7800 x7794

Asha.Saddi@peelregion.ca



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the email. Thank you.

[redacted]

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I am available anytime

[redacted]

[redacted]

Hi Asha,
I'm available all day Sept 15 but would prefer a morning time slot. Will the CWG also be given the opportunity to review the PIC#2 material and receive an update on the EA during this online meeting?
Thanks,

[redacted]

[redacted]

[redacted]

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What is the time of the meeting please

[redacted]

On Sep 14, 2020, at 16:07, Saddi, Asha <asha.saddi@peelregion.ca> wrote:

Hello CWG,
In case anyone else is encountering problems with emails I've included the toll free number for tomorrow's meeting below. Please also contact me if you would like me to resend the Microsoft Teams meeting invitation.

Join Microsoft Teams Meeting
[redacted] Canada, Toronto (Toll)
[redacted] oll-free)
Conference ID: [redacted]

[redacted] – by fax

Regards,

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

Asha.Saddi@peelregion.ca

-

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recipient or have received this e-mail in error, please notify the sender via return email and permanently delete all copies of
the email. Thank you.

[redacted]

[redacted]

Thank you for letting us know. We are looking into this.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

84BE9F13 [redacted]

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Why are emails sent to you being refused ??

[redacted]

[redacted]

[redacted]

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Thank you for your reply and advice.
Regards,
[redacted]

Sent from my Bell Samsung device over Canada's largest network.

[redacted]

Hello [redacted]

Glad to hear that you will be joining us next week. My suggestion would be to call in, especially if your internet is intermittent so that way you won't miss out on any of the discussions. We will be sending out a short survey which you can complete online in your own time but ahead of the 15th.

If you have any other questions, please don't hesitate to contact me again.

Regards,

Asha Saddi, BA(Hons), PMP

Technical Analyst, Infrastructure Programming & Studies

Transportation Division

Public Works, Region of Peel

Tel: 905-791-7800 x7794

Asha.Saddi@peelregion.ca

-

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[redacted]

[redacted]

[redacted] EXTERNAL MAIL. DO NOT CLICK ON LINKS OR OPEN ATTACHMENTS YOU DO NOT TRUST.

Good morning Asha,

I hope you had a good long weekend.

I have a technical question regarding the Teams meeting.

I set up Teams (but have not used it) but my Wi-fi reception is slow and recently is, at times, intermittent. I have been having problems with zoom and webinar meetings.

My question is - how much would I miss by doing the meeting by phone as opposed to using Teams? Or should I try starting with the meeting and switch to the phone if necessary?

Thank you for your advice and understanding,

Regards,

[redacted]

Sent from my Bell Samsung device over Canada's largest network.

-------- Original message --------

[redacted]

Subject: Review of PIC2 Materials

Looking forward to meeting you all.

Survey details will be emailed to everyone next week.

Regards,

Asha

Join Microsoft Teams Meeting

[redacted] Canada, Toronto (Toll)

[redacted] Canada (Toll-free)

Conference ID: [redacted]

[redacted]

[redacted]

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Ok thank you

Sent from my iPhone

> On Sep 10, 2020, at 2:05 PM, Saddi, Asha <asha.saddi@peelregion.ca> wrote:
>
> Hello [redacted]
> Thank you for your email. No PIC2 information was been sent out with the survey link.
>
> We will review the PIC2 materials with CWG on Tuesday.
>
> [redacted] – by fax
>
> ***Regards,***
>
> ***Asha Saddi, BA(Hons), PMP***
> ***Technical Analyst, Infrastructure Programming & Studies***
> ***Transportation Division***
> ***Public Works, Region of Peel***
> ***Tel: 905-791-7800 x7794***
> ***Asha.Saddi@peelregion.ca***
>
> -
> <image001.gif>
>
> [redacted]
>
> [redacted]

[redacted]

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Asha.

Is there new proposals to assist in respondIng to the survey. PIC2. Public information??? I dont think i received

Sent from my iPhone

> On Sep 10, 2020, at 8:25 AM, Saddi, Asha <asha.saddi@peelregion.ca> wrote:
>
> Hello CWG,
> Further to the September 15th meeting invitation sent last Friday, attached below is the link to the draft survey. The survey will take approximately ten minutes to complete and consists of 19 questions (not 20, as noted in the survey) and relates to the PIC 2 materials.
>
> The project team welcome your input to these questions and ask that you complete the survey by noon Monday, September 14 so that your feedback is available for the September 15th meeting. We will also review the PIC 2 materials with you at the meeting.
>
> Survey link: [redacted]
>
> Please use the password: [redacted]
> NOTE: the password is case sensitive and you may want to copy and paste it in to the survey.
>
> If you have any problems accessing the survey, please don't hesitate to contact me. We look forward to receiving your completed surveys and meeting you all on the 15th.
>
> [redacted] – by fax.
>
> ***Regards,***

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



[redacted]

Hello [redacted] attached correspondence to the CWG. Unfortunately with COVID-19 work conditions we were unable to reach you by fax or mail. We now have electronic capabilities to fax you directly again and we are attaching CWG correspondence so that we can continue to keep you informed. We are planning an online CWG meeting for September 15 and the email to CWG is also attached. We look forward to hearing from you with your preferred time for the September 15 meeting.

Regards,

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

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[redacted]

Subject: FW: Assessment Study for Airport Road through Caledon East

[redacted]

Hi [redacted]

We have noted your interest in the technical reports. The findings will be incorporated in future materials for review with CWG and the Public, so there will be an opportunity for CWG to provide feedback. Asha will be in touch with CWG as information becomes available and in advance of the PIC.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

Region of Peel
working with you

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[redacted]

Subject: RE: Assessment Study for Airport Road through Caledon East

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Hi Sonya,

Thanks for getting back to me. If I recall correctly, the Community Working Group was formed to give residents an opportunity to share their varied experiences, expertise and in-depth knowledge of the study area with the study team. The noted technical reports together with the transportation assessment are foundational to the EA Study. I believe there would be value in sharing these draft reports with the CWG for review before the study team completes the preliminary assessment and moves onto a PIC.

I look forward to your thoughts on this matter.

Thanks,
[redacted]

[redacted]

Subject: RE: Assessment Study for Airport Road through Caledon East

[redacted],

The reports are either in draft form or work-in-progress so they are not ready for public review at this time. The final reports will be included in the Environmental Study Report for public review toward the end of the EA process. In the interim, we will present the findings at the next Public Information Centre and will be in touch with CWG for an update in advance.

I am currently away from the office, returning on Tuesday. If you have any further questions or comments, please feel free to contact Asha in my absence.

Best regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

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[redacted]

Subject: RE: Assessment Study for Airport Road through Caledon East

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Hi Sonya,

Thanks for the update. For those of the CWG that are interested, are you able to share the noted reports with us?

Thanks,
[redacted]

[redacted]

Subject: RE: Assessment Study for Airport Road through Caledon East

[redacted]

As we work to finalize the formal Project Update, I can provide you and CWG with a summary of work that we have been completing since the walking audit in November 2018. This includes the following technical and environmental investigations, including review with technical agencies where required:

- Natural Environment Assessment
- Stage 1 Archaeological Assessment
- Cultural and Built Heritage Assessment
- Drainage and Stormwater Management
- Noise Impact Assessment
- Air Quality Assessment
- Contamination Overview Study

We have also been working on the evaluation of alternative design concepts for the Study corridor and intersections, taking into consideration potential environmental impacts and comments received by the Public, CWG and Agencies. Under the current COVID situation, we are planning to host a virtual Public Information Centre this Fall to present findings of technical studies, the assessment of alternatives, and a summary of comments (including how they were

addressed). Leading up to the PIC, we will meet with the Technical Advisory Committee and continue to update CWG on progress. We will also be in touch with CWG for any additional input that may be required in advance of the PIC.

I anticipate another update to CWG in the coming weeks, once we have confirmed plans for the virtual Public Information Centre and completed our preliminary assessment.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801



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[redacted]

Subject: RE: Assessment Study for Airport Road through Caledon East

[redacted]

We prepared a formal project update for the CWG. It is currently under internal review so we should be able to circulate the update this week. Following the update, we will keep you posted on the progress toward the second Public Information Centre.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
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[redacted]

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Hi Sonya,

I'm just following up on the status of the project update?

Thanks,
[redacted]

[redacted]

Subject: RE: Assessment Study for Airport Road through Caledon East

[redacted]

I hope you and everyone copied on this email are doing well.

The Project Team is exploring options for a virtual public meeting in the near future so that we can continue with consultation during this time (our last update to you indicated a public meeting in Winter 2020). We are addressing comments received and planning a public meeting where you will have the opportunity to review how comments were addressed and provide input to various design concepts for the corridor.

Asha and I recently discussed how best to keep the Group informed until the next public meeting. Asha is preparing a Project Update for the Community Working Group and we will work to send you the written Update shortly.

As always, please don't hesitate to contact Asha or me if you have any additional questions or concerns.

Thank you and take care,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
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From: [redacted]

Subject: RE: Assessment Study for Airport Road through Caledon East

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Hi Sonya,

I hope you are well and adapting to all the work-life changes resulting from this pandemic. I'm sure you have many things on the go but I wanted to follow up with you on the status of the Airport Road EA. Its been many months since the citizen liaison group has received any new information on the EA from the project team and I'm growing concerned that the EA process may be moving too far ahead without addressing all the concerns/considerations raised by the group and other area residents. We all know that the function, design and urban environment along the Airport Road corridor is critical to sustaining the safety and livability of Caledon East so we have to get it right through this EA process. I would normally suggest we have an update meeting on the status of the EA so we can have some meaningful dialogue but I know that's not possible in the short term because of the Covid environment. As an alternative, would you be able to provide the group with a written update and advise how regular communications will take place going forward.

Thanks very much, and stay safe,

[redacted]

[redacted]

Thank you for getting back with your availability for September 15.

The questions on the survey will be based on the PIC materials and the project team will also be updating the CWG on the EA and the PIC materials at the meeting.

We're looking forward to meeting everyone online on the 15th.

Regards,

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

-

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[redacted]

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Hi Asha,

I'm available all day Sept 15 but would prefer a morning time slot. Will the CWG also be given the opportunity to review the PIC#2 material and receive an update on the EA during this online meeting?

Thanks,
[redacted]

[redacted]

[redacted]

Thank you for your email. No PIC2 information was been sent out with the survey link.
We will review the PIC2 materials with CWG on Tuesday.
[redacted] – by fax

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

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[redacted]

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Asha.
Is there new proposals to assist in respondIng to the survey. PIC2. Public information??? I dont think i received
Sent from my iPhone

[redacted]

[redacted]

Subject: Airport Road EA - Draft CWG meeting notes

Hello CWG,

Attached for your review are the draft meeting notes from our online meeting on September 15. Please let me know of any comments or changes by Wednesday, October 28. Also attached for your reference is the presentation.

When the meeting notes are finalized they will be uploaded to the project website together with the presentation.

[redacted] – by fax

Regards,

Asha Saddi, BA(Hons), PMP

Technical Analyst, Infrastructure Programming & Studies

Transportation Division

Public Works, Region of Peel

Tel: 905-791-7800 x7794

Asha.Saddi@peelregion.ca

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[redacted]

[redacted]

Subject: Airport Road EA - PIC2 materials

Hello CWG,

Thank you for attending the online meeting last Tuesday. Further to the meeting, we have clarified the 3-leg intersection option by considering it as a sub-option under “Closed Access” for Old Church Road. This can be seen in the “live online presentation” document on the project website.

The PIC2 materials have been uploaded to the project website at:
https://peelregion.ca/pw/transportation/construction/environmental-assessment/airport-road-caledon.asp

where you will find:

- A summary of community input received
- Summary of technical study findings
- Details on the Olde Base Line Road feasibility study
- The preliminary assessment of alternative design concepts
- The preliminary preferred design, and,
- A Comment Sheet and Survey for your input and feedback

We will be forwarding the meeting notes for the September 15 meeting to you next week and in the meantime we look forward to you joining us online for PIC2 on Wednesday, September 23 at 6p.m.

A link to this live event will be available on the project website from 12 noon on September 23.

If you have any questions please don’t hesitate to contact me.

[redacted] – by fax

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



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From: Saddi, Asha [redacted]

[redacted]

Subject: RE: Airport Road EA - PIC2 materials

[redacted]

Thank you for bringing this to the team's attention. We look forward to receiving comments through the online survey, Comment Sheet and the live event on Wednesday evening.

[redacted] – by fax

Regards,

Asha Saddi, BA(Hons), PMP

Technical Analyst, Infrastructure Programming & Studies

Transportation Division

Public Works, Region of Peel

Tel: 905-791-7800 x7794

Asha.Saddi@peelregion.ca

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[redacted]

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Asha,

A couple of my neighbours have inquired about the Opening up of Old Church Rd to Ivan Ave. [redacted] and others will be inquiring about the increased traffic as they reside on Ivan.

I explained the options, and what was discussed at the CWG meetings. They have reviewed the options

online.
Just to give you guys a heads up.
Respectfully

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

- [redacted]
- [redacted]
- [redacted]
- [redacted]
- [redacted]
- [redacted]

[redacted]

[redacted]

[redacted]

[redacted]

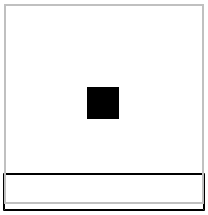
[redacted]

[redacted]

[redacted]

[redacted]

[redacted]



[redacted]

[redacted]

Original Message

[redacted]

Hello[redacted]
Thank you for you email We are working to forward the draft Community Working Group meeting notes to everyone and to address the outstanding comments in advance of October 14

[redacted] by fax

Regards

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

[redacted]

Original Message

[redacted]

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

Hi Asha

Further to [redacted] email below if the technical studies have been completed why won't the project team release them to the CWG now?

I trust the project team will be addressing all the comments made by the CWG during our last meeting well before the October 14th deadline for formal comments on the recommended solution

Thanks

[redacted]

[redacted]

Hello[redacted]
Thank you for your email As mentioned at the CWG meeting and in previous emails to CWG the technical reports will be available for view as part of the final Environmental Study Report A summary of the technical study findings is available online under "Summary of technical study findings"
(the third bullet under "Public Information Centre (PIC) 2 materials") which includes the noise and traffic findings The document is easily accessed if you use Google Chrome or Edge rather than Internet Explorer

For your easy reference the link to the summary document is
https //can01 safelinks protection outlook com/?url https%3A%2F%2Fpeelregion ca%2Fpw%2Ftransportation%2Fconstruction%2Fenvironmental assessmen&amp data 02%7C01%7Casha saddi%40peelregion ca%7C6ac6be27962b4692ba7608d863ff9520f8%7C356f99f39d8647a182f033b41b1cb0c68%7C0%7C0%7C637369269759726980&amp sdata XKj85M2MsQ6JWsn2n6VIBMAR2%2BQu3kuHQT5x13xiqA4%3D&amp reserved 0
t/pdf/Summary Technical Study Findings pdf

If you have any problems accessing the materials please don't hesitate to contact me again

[redacted] by fax

Regards

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

[redacted]

[redacted]

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

Good Morning Asha

During the CWG preview of the Airport Road Study through Caledon East requests were made to have access to some of the technical reports These requests have been made before and during that session I believe there was a promise made that some of this information would be available And yet I do not see them in documents provided

Could you tell me where to find them?

I am particularly interested in Noise Studies that were mentioned as well as recent traffic patterns in particular increases in traffic over time and increases in truck traffic This information is really essential in completing my assessment of the proposals that have been now made public

Thank you

[redacted]

p s I appreciate that such reports may be complicated and tailored for professionals However although some guidance may be required some information and patterns will be evident and useful

[redacted]

Hi Asha

Just want to confirm that I will be attending the CWG orientation session on Thursday.

See you there.

[redacted]

[redacted]

Hello Asha, nice to meet you [redacted]. I think the meeting went well.
Its a great learning experience, and I am eager to participate in the
coming months.

I have reviewed the notes...looks good !

Thank you !

Cheers

[redacted]

[redacted]

Web Form Title :: Infrastructure Programming

This email was sent by the following person. Please reply to them:

[redacted]

Hello Asha
Very pleased to be selected for the CWG and plan to attend the orientation session as described in your communication of Nov. 13th.

Please confirm receipt. I just do not trust tech some times.

It is the Region of Peel's policy to reply to e-mails within two working days.

For assistance, please contact the webmaster@peelregion.ca

:: NOTE ABOUT CONTACT INFORMATION ::
Contact information can be forged. There is no way to accurately verify a person's name and email address on the Internet.

[redacted]

Hello CWG Members,

It was very nice to meet all of you at the Orientation Session last week. Attached are the notes of the meeting together with the Orientation Session presentation, which is also referenced in the notes. Please review the meeting notes and let me know of any comments or changes by Friday, December 22. The meeting notes and presentation will be uploaded to the Project website in early January due to the upcoming holidays. The project website can be viewed at: http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm

In the meantime I look forward to hearing from you.

([redacted] – sent by fax)

Regards,

Asha Saddi
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca

WWY logo

[redacted]

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NOTES OF MEETING
AIRPORT ROAD (KING STREET TO HUNTSMILL DRIVE) ENVIRONMENTAL ASSESSMENT (EA)
COMMUNITY WORKING GROUP (CWG) ORIENTATION SESSION
Thursday, November 30, 2017
6:00 p.m. – 8:00 p.m.
Caledon Community Complex, Banquet Hall A, 6215 Old Church Road, Caledon East

Present: [redacted]

Absent:

Observers:

ITEM	DETAILS
1. Welcome and Introductions	• All were welcomed to the CWG Orientation Session for the Airport Road EA and members were congratulated for being selected to participate on the CWG. • The Region of Peel (Region) staff were introduced: ➢ Asha Saddi - CWG Facilitator and EA communication lead ➢ Sonya Bubas - Project Manager for the EA, and ➢ Sally Rook - Manager, Infrastructure Programming and Studies • Members confirmed that a 6p.m. start for meetings worked well. • All correspondence between the CWG and Project Team are to be forwarded to Asha Saddi. Replies will be sent to all members, in the interest of openness and transparency. • Notes will be taken at each meeting to record ideas and discussion, and forwarded to members in draft for confirmation and comment. Requests for changes must be submitted within two weeks of distribution, after which the notes will be posted to the project website. • All were advised that meeting notes will include the names of members. There were no objections to including the names of members. • Roundtable introductions of members took place with comments on their interest to become part of the CWG: ➢ A property owner interested in rebuilding property for commercial use ➢ A property owner interested in improving Airport Road and increasing the attractiveness of the corridor ➢ A property owner interested in learning more about the project ➢ A resident interested in improvements following a pedestrian fatality on the roadway ➢ A local resident interested in traffic on Airport Road ➢ A resident involved in the Town of Caledon's Cycling Task Force and Secondary Plan; interested in safety for cycling, including walking trails in the Secondary Planning area ➢ A long term local resident with engineering experience on similar projects; can add value to the EA work ➢ A business owner interested in attracting more businesses to the Town and beautifying the area between the sidewalks and structures ➢ A long term local resident suggested there is conflict between transportation and a thriving community; interested in safety and the environment ➢ A local property owner interested in traffic ➢ A resident concerned for traffic safety and vacant buildings ➢ A local resident involved in Eco-Caledon; concerned for trucks passing through the Town • All comments by Observers will be recorded as public comments and not as part of the CWG discussions.

ITEM	DETAILS
2. Opening Remarks	• All were informed of the agenda, which would provide: ➢ An overview of the project and EA process ➢ Role of the CWG and how it fits into the EA ➢ A PowerPoint presentation to summarize the above information (see attached) • The CWG Facilitator is committed to: ➢ Ensure everyone's voice is heard ➢ Treat everyone equal ➢ Help everyone feel comfortable to participate ➢ Keep the discussion on topic • The CWG is expected to: ➢ Treat everyone equal ➢ Participate ➢ Respect each other's viewpoints ➢ Bring thoughts and ideas to the CWG meetings - not agendas ➢ Allow one person to speak at a time • CWG does not have a voting status; CWG will make recommendations to the Project Team, who in turn will make decisions based on the EA process. • CWG members are project Ambassadors who will liaise with community members for input and in so doing the personal viewpoints of CWG members will not represent the viewpoint of CWG as a whole. • All were asked to review, sign and return the photo consent form; the forms could be returned during or following the Session.
3.Project Overview	The Region provided an overview of the Airport Road EA: **Study Area** • The EA will examine improvements to Airport Road from 100m north of King Street to 300m north of Huntsmill Drive, in the Town of Caledon. • The study area is approximately 7.5km in length and is a major two lane arterial road. **Background** • Recommendations from the following studies led to the need for this EA to examine improvements to Airport Road: 1) Long Range Transportation Plan Update (2012) identified the need for widening Airport Road from 2-4 lanes between King Street and Huntsmill Drive and recommended improvements for active transportation facilities 2) Caledon East Feasibility Studies (2015) determined sufficient capacity on Airport Road, indicating no need for widening and recommended: a) Traffic calming to reduce speed, and b) Upgrading Olde Base Line Road to a truck route; The Region will complete a separate feasibility study to examine Olde Base Line Road as a potential future truck route. 3) Airport Road EA from Mayfield Road to King Street (2015) recommended road widening to 5 lanes, two roundabouts and active transportation (e.g. paved shoulders in rural areas and bike lanes in urban areas). The current EA will tie in to the proposed intersection improvements (roundabout) at King Street. 4) Caledon East Community Improvement Plan (2014) encourages revitalization and community improvement, safe pedestrian crossings and active transportation 5) Peel Sustainable Transportation Strategy (Draft, 2017) is looking at pedestrian improvements on Airport Road from Cranston Drive to Leamster Trail and proposed pedestrian and cycling networks <u>Questions/Comments</u> • *Is the Toronto and Region Conservation Authority (TRCA) involved in the study?* The TRCA is participating through the Technical Advisory Committee (TAC). • *When is the Airport Road EA from north of Mayfield Road to north of King Street going to construction and why is it a 5 lane widening?* Construction is anticipated to begin in 2022. It is a 4 lane widening and the fifth lane will be a centre turning lane. **Study Purpose** • The purpose of the study is to examine the need for improvements on Airport Road from King Street to Huntsmill Drive, specifically:

ITEM	DETAILS
3. Project Overview (cont'd)	➢ Long-term improvements related to planned future growth ➢ Intersection improvements including roundabouts ➢ Traffic calming measures ➢ Active Transportation improvements ➢ Streetscaping to support the Caledon East Community Improvement Plan and the Region's Streetscaping Toolbox Update (2017) • The Region's project consultant, IBI Group, will complete technical studies for the EA, including the transportation and traffic analysis • This study will not be considering road widening for additional through lanes along Airport Road <u>Questions/Comments</u> • *When the study reviews the traffic along Airport Road, in its analysis the results should not have negative impacts on the community*. The EA will be looking at transportation issues and the impacts to the environment. "Environment" encompasses all natural, social, economic and cultural impacts. • What *makes Airport Road a goods movement route?* The use of the road by trucks; Goods movement is important to Peel's economy. Traffic congestion causes delays in moving goods which in turn results in high costs for the Peel economy. Airport Road is designated as a truck route. • *Why* are *trucks not able to go down Highway 10 instead of across Caledon East?* The Region has contacted the Town of Caledon to get more information. • Some members expressed concern about road safety, given increased traffic. Pedestrians and seniors were experiencing difficulty crossing the road safely and it would be helpful to have the Police address this. A fatality had also resulted when a resident crossed the road to pick up mail from the mail box located across the road just north of King Street. The Region pointed out that the Region had consulted with Canada Post in the previous EA (Mayfield to King) and Canada Post said they will be converting from rural delivery to super mailboxes for the area. **Municipal Class EA** • This EA is a two-year study, following the Municipal Class EA process[1] for Schedule "C" projects, and has an anticipated completion date in 2019 • The Schedule "C" Class EA process has 4 phases: ➢ *Phase 1: Problem and/or Opportunity* – the results of the transportation and traffic analysis will contribute to the Problem and Opportunity Statement for this EA, which will be reviewed at the next CWG meeting ➢ *Phase 2: Identify and assess Alternative Solutions* to the Problem and/or Opportunity ➢ *Phase 3: Develop and assess Alternative Design Concepts* to implement the Preferred Solution ➢ *Phase 4: Document the planning process in an Environmental Study Report* for a 30-day public review period • TAC will meet twice during the study: at Phases 2 and 3. The CWG will meet after each TAC meeting. • The next CWG meeting is anticipated to be held in February/March 2018. • The Region will also consult with the public twice during the study through a Public Information Centre (PIC): at Phases 2 and 3. <u>Questions/Comments</u> • *Will the TRCA and the [agency representing the] Oak Ridges Moraine be consulted?* The Region has to follow agency approval systems and agencies were invited to review the Study's Terms of Reference. Parts of the study area may cross a portion of the Oak Ridges Moraine, Greenbelt, and Niagara Escarpment Planning Area, which will be considered in the EA. To date, the Niagara Escarpment Commission has indicated an interest in participating on the TAC and the TRCA is included. *Are representatives from the Town of Caledon on this study?* The Town sits on the TAC. The TAC and CWG meetings are held separately. The Project Team can share the information from the TAC meetings with the CWG. **Consultation Plan** • The Region will reach out to the public, technical agencies, Indigenous groups and area municipalities, such as the Town of Caledon through: ➢ Public notices (e.g., the Notice of Study Commencement mailed to agencies and the public in September)

[1] Municipal Engineers Association, Municipal Class Environmental Assessment (2000, last amended in 2015)

ITEM	DETAILS
3. Project Overview (cont'd)	➢ PICs ➢ TAC meetings ➢ CWG meetings ➢ Region of Peel Project website and Twitter account **Technical Studies** • The Consultant Team will complete 11 technical studies for this EA, as outlined on slide 9 of the presentation. In response to questions: 1. The Transportation and Traffic Analysis was recently initiated and the results will be reviewed at the next meeting. This study will contribute to the Problem and Opportunity Statement, which will also be reviewed at the next meeting together with the existing conditions of the study area 2. The Air Quality and Noise Assessments will consider the existing conditions and assess the potential future conditions with and without the project 3. The Cultural and Built Heritage Assessment will confirm the heritage sites in the study area 4. The Natural Environment Assessment will assess the potential impacts on watercourses and vegetation communities <u>Questions/Comments</u> • *Which studies will be completed for the next CWG meeting in February/March 2018?* The Transportation and Traffic Analysis will be completed before the next meeting and the results will be discussed at that time. **Transportation Overview** • The portion of Airport Road in the study area serves local traffic, through traffic and is a truck route • The study corridor includes the communities of Caledon East and Mono Road • Development is pushing northerly from the southern limits • Limited space within the right-of-way <u>Questions/Comments</u> *Is there an opportunity for the road improvements that come out of this study to be completed with the construction that will take place in 2022 on Airport Road?* This will be dependent on the EA and construction timings: this EA is anticipated to be completed in 2019 after which there is an approval period for the EA recommendation. The following construction timing includes two years for detailed design, a year for utility relocations, if required, and two years for property acquisition, if required. Funds for construction are allocated for 2023 in the current 10 year Capital Budget.
4.CWG Roles and Responsibilities	• The CWG consists of 15 members who are property owners, residents, business owners, farmers, employers and people who work in the area. • The CWG Terms of Reference: ➢ Provide input to help the Project Team identify a solution for the study area that meets the needs of the community and is technically and financially sound ➢ Share knowledge of the study area, road users and community character ➢ Be informed and engaged by asking questions throughout the study ➢ Receive information from community members as issues and ideas come together and serve as Ambassadors between the Project Team and the community The CWG meetings will engage members with varied interests that represent the views of the community in a more in-depth level of discussion than is normally available through the PIC.
5. Group Discussion	CWG members discussed their: • Affiliations – members represented: ➢ Residents ➢ Property owners, and ➢ Cycling Task Force for the Town of Caledon • Interests – members expressed their interests as: 1. Beautification, environment safety, improvement for appearance 2. Commercial development 3. Further project understanding 4. Pedestrian, cycling (active transportation) / connectivity (Cranston to Core Village) 5. Improvements considered in context 6. Active transportation for cycling and walking (trails) 7. Good planning

ITEM	DETAILS
5. Group Discussion (cont'd)	• Concerns – members expressed their concerns as: 1. Overall economic health of the Village 2. Safety related to: ▪ Widening of the road ▪ Mail box location along the roadway (south of Caledon East) ▪ Trails and trees on the side of the road 3. Traffic speed reduction 4. Traffic flow at peak periods that lead to congestion 5. Infrastructure not keeping up with development 6. Reduction of truck traffic 7. Reduction of noise 8. Good planning in safety
6. Next Steps	• The Region outlined the next steps for the project: 1. Identify the Problem and/or Opportunity Statement, which will result from reviewing the: ➢ Transportation and Traffic Analysis, and ➢ Existing environmental conditions 2. Identify Alternative Solutions ➢ Assess the alternative solutions ➢ Meet with the CWG • The Region outlined the next steps from the session: ➢ Draft meeting notes will be circulated to all members for confirmation ➢ Members will reply with requests for changes, if any, within two weeks of distribution
7. Closing Remarks	• The CWG has an important role in the EA. It is the link between the Project Team and the community and helps identify opportunities and issues to be considered in the EA. • Members were thanked for their participation and for contributing their time to this session

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Environmental Assessment
Airport Road from King Street to Huntsmill Drive

Community Working Group (CWG) Orientation
November 30, 2017





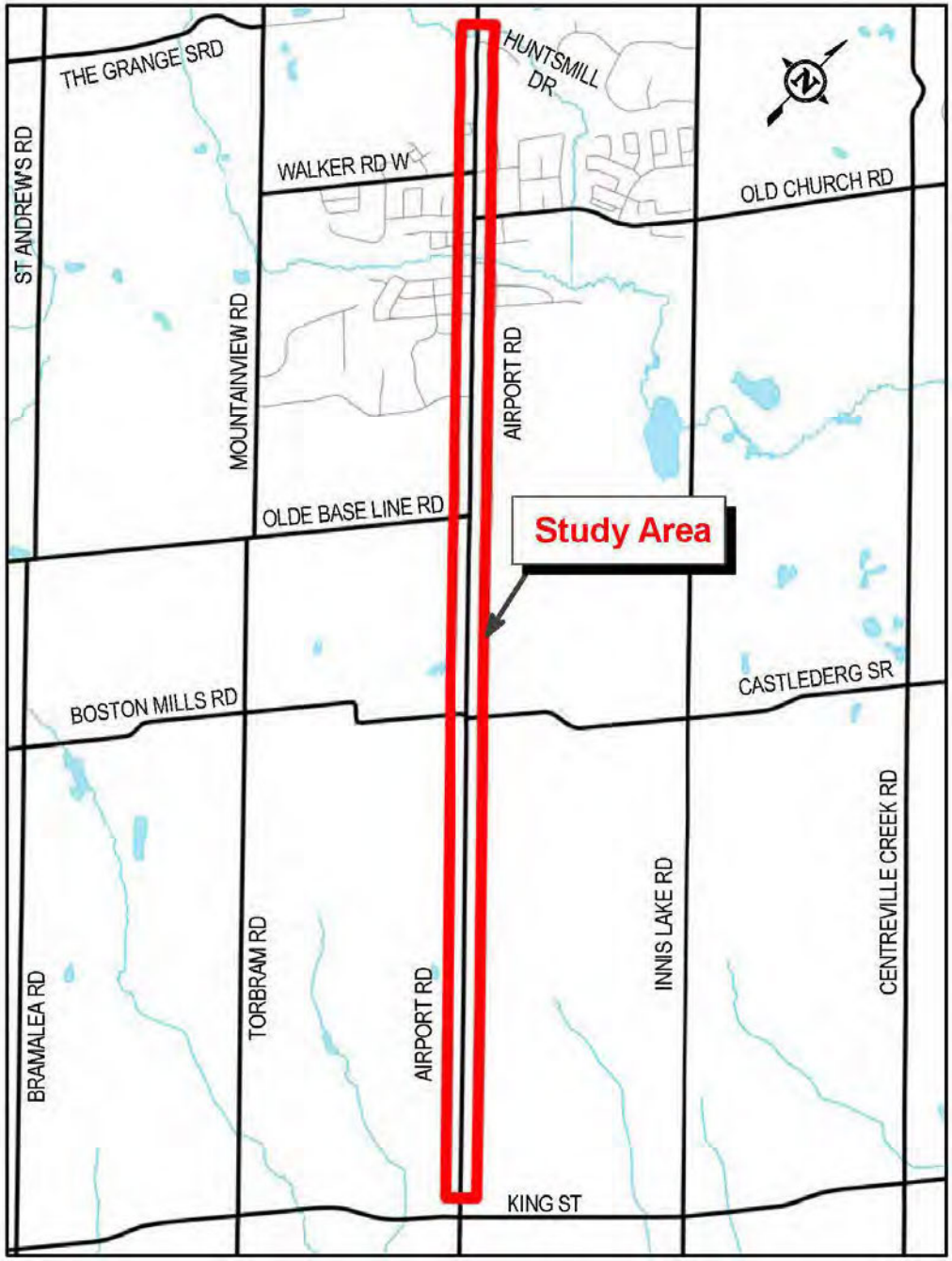
Agenda

1. Welcome and Introductions
2. Opening Remarks
3. Project Overview
4. CWG Roles and Responsibilities
5. Group Discussion
6. Next Steps
7. Closing Remarks

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Study Area

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



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Background

Long Range Transportation Plan Update (2012)

- Widen Airport Road
- Improve Active Transportation

Caledon East Feasibility Studies (2015)

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

Airport Road - Mayfield Road to King Street (2015)

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

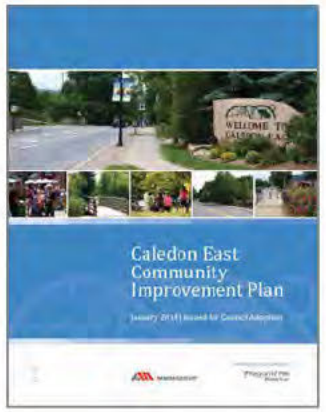


Background

Caledon East Community Improvement Plan (2014)

Encourages:

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



Supports:

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

Peel Sustainable Transportation Strategy (2017)

- Proposed pedestrian and cycling network
- Pedestrian improvements at Airport Road from Cranston Drive to Leamster Trail

Study Purpose

Examine the need for:

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

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

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Municipal Class EA (Schedule C)



(Municipal Engineers Association, last amended in 2015)

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Consultation Plan

Public & Indigenous Communities

Technical Agencies



Regional Project Team

Area Municipalities

- Public Notices
- Community Working Group
- Technical Advisory Committee
- Public Information Centre
- Region of Peel Twitter Account
- Public Review Period

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

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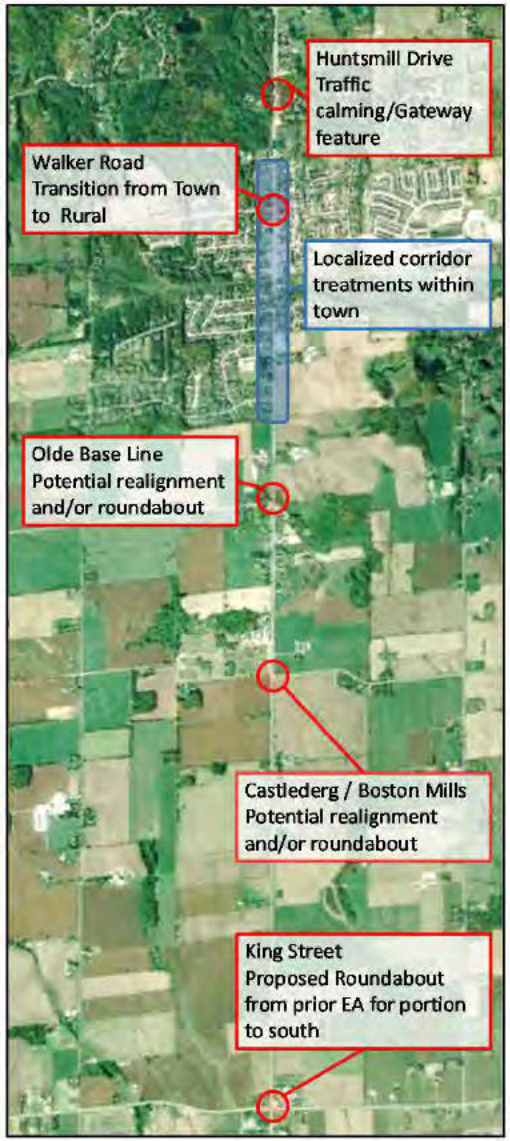
Technical Studies

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

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Transportation Overview

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



Community Working Group

Project ambassadors, representing:

- Property Owners and Residents
- Business Owners and Farmers
- Road Users (cyclists, pedestrians, drivers)

To provide a balance of perspectives from:

- New and long-time residents
- Local business and agriculture
- Area employers and employees

Terms of Reference

The CWG will:

- Provide input to help the Project Team identify a solution for the study area that meets the needs of the community and is technically and financially sound
- Share knowledge of the study area, road users and community character
- Be informed and engaged by asking questions throughout the study
- Receive feedback from community members as issues and ideas come together and serve as Ambassadors between the Project Team and the community

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Discussion

Next Steps

1. Identify Problem and/or Opportunity
    - Complete Transportation and Traffic Analysis (IBI)
    - Describe Existing Environmental Conditions (IBI)

2. Identify Alternative Solutions
    - Assess Alternative Solutions
    - Meet with Community Working Group

Contact

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

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

Visit **http://peelregion.ca/airport-road-ea**

[redacted]

Hi Asha,

I have read the Meeting Notes and Presentation. I have one, very picky comment and that is on the Details section of the notes #3. Project Overviews - Questions and Comments. Quote ' Pedestrians and seniors ..." Are seniors not part of the pedestrians?

I also have a question. With the Studies done in 2012 and 2015 ending up deciding that there is sufficient capacity on Airport Road, what happens when/if it is decided that the road does indeed need to be widened? Does this study then get scrapped and another one done? I could see that part of Airport Road could be widened but then would bottlenecked when it came to the 'Village' for several reasons. Could part of this study take into account that at the moment, we could also possibly look at a plan for road widening between Mayfield and Boston Mills so that land could be allocated? Just a fleeting thought since I know that widening the road is not being looked at here!

Thanks,

[redacted]

[redacted]

Asha,

I have highlighted the two area's that I would like some clarification as per our discussions as a group. footnotes added

Thank You.

[redacted]

[redacted]

From: Saddi, Asha [redacted]

Hello [redacted]

In order to keep you updated on the discussions that took place at the CWG Orientation Session last week I'm attaching the Orientation presentation for your information. The CWG members have been sent a draft of the meeting notes and when these are finalized they will be uploaded to the project website in early January. The Project website can be viewed at:
http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm

At the Orientation members were also provided with a consent form, which I'm also attaching for you. Please review, sign and return to me if you are agreeable for the Region to take your photo at upcoming CWG meetings.

Finally, CWG members were asked if they were agreeable to have their names included in the meeting notes. All were agreeable and their names appear in the attendance list on the meeting notes. Please let me know if you are also agreeable so that we may include your name in future meeting notes. Your name does not presently appear under the "Absent" list on the notes as we do not have your permission to include your name. If you are agreeable to this we will include your name under the "Absent" list when the meeting notes have been finalized. Please confirm.

If you have any questions or concerns on the above please don't hesitate to contact me.

Regards,

Asha Saddi
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca

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Environmental Assessment
Airport Road from King Street to Huntsmill Drive

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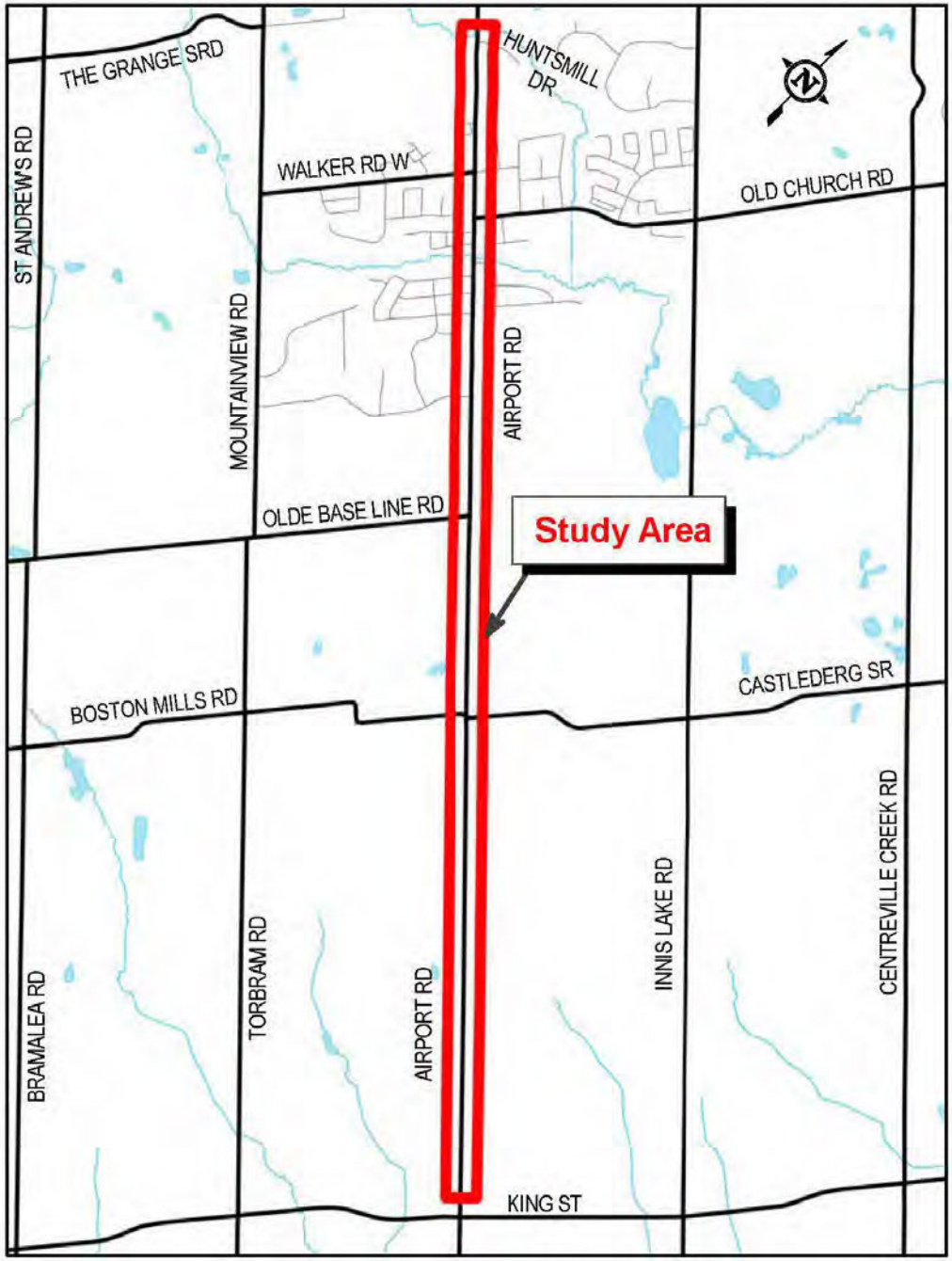
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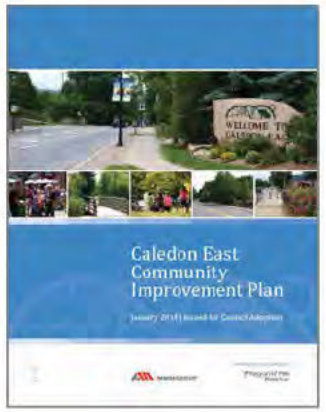


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Municipal Class EA (Schedule C)



(Municipal Engineers Association, last amended in 2015)

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Regional Project Team

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

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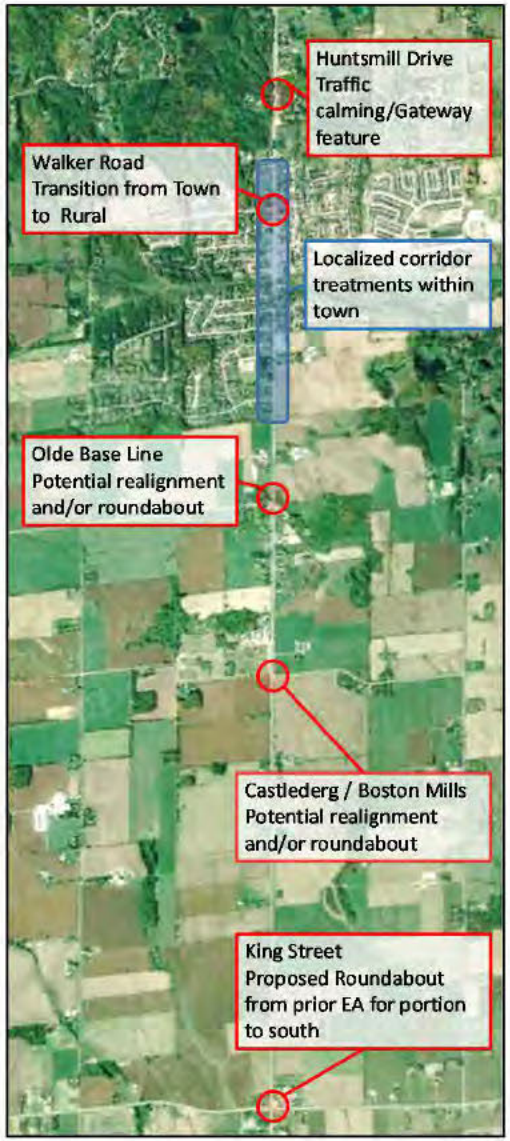
Technical Studies

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

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Transportation Overview

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



Community Working Group

Project ambassadors, representing:

- Property Owners and Residents
- Business Owners and Farmers
- Road Users (cyclists, pedestrians, drivers)

To provide a balance of perspectives from:

- New and long-time residents
- Local business and agriculture
- Area employers and employees

Terms of Reference

The CWG will:

- Provide input to help the Project Team identify a solution for the study area that meets the needs of the community and is technically and financially sound
- Share knowledge of the study area, road users and community character
- Be informed and engaged by asking questions throughout the study
- Receive feedback from community members as issues and ideas come together and serve as Ambassadors between the Project Team and the community

Region of Peel
working with you

Discussion

Next Steps

1. Identify Problem and/or Opportunity
    - Complete Transportation and Traffic Analysis (IBI)
    - Describe Existing Environmental Conditions (IBI)

2. Identify Alternative Solutions
    - Assess Alternative Solutions
    - Meet with Community Working Group

Contact

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

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

Visit **http://peelregion.ca/airport-road-ea**

Region of Peel
Working for you

Consent to Photograph, Record Audio, Record Video and Publish

1. I, _____
Print name of the person being photographed, recorded or videotaped

of _____
Street address Apartment/Unit Number

_____ at _____
City Province Postal Code Telephone Number

give my consent and authorize The Regional Municipality of Peel (the "Region") to do the following:

- use my name;
- take photographs (digital or hard copy), portraits or pictures (collectively called "Images") of me or in which I am included; and/or,
- make audio, still or video images (collectively called "Recordings") of me or in which I am included,

and use them for any or all of the following purposes:

- preparing and publishing advertising and publicity materials on behalf of the Region;
- marketing, promotional and educational programs and campaigns for the Region; and
- re-using and re-publishing any Images and/or Recordings of me in any medium (i.e. brochures, webpage, Facebook, Twitter, etc.).

2. I agree that the Images and/or Recordings may be combined with other images, text, graphics, film, audio, audio-visual works and may be cropped, altered or modified.

3. I agree to and accept the possibility of flaws, distortions and inaccuracies in the reproduction and/or alteration of the Images and/or Recordings of me, for whatever reason. I understand and agree that the Region has no control over third parties' misuse of the Images and/or Recordings displayed or showcased on the Region's website and other publications.

4. I agree that I have no rights to, or to use, the Images and/or Recordings, or any finished products, and that all rights to the Images and/or Recordings, or any finished products belong to the Region.

5. I agree that the Region may use my name, Images and/or Recordings of me, without any payment or compensation to me of any kind.

6. I agree to release and forever discharge, the Region, its respective officers, elected officials, employees, representatives, successors and permitted assigns from all liability, whether direct or indirect, and hereby waive all claims, demands, expenses, actions and causes of action which may arise from the publication, reproduction, distribution, modification, collection, disclosure or any other use of the Images and/or Recordings authorized to be collected pursuant to or on this form.

7. This consent and release form will be governed by the laws of the Province of Ontario.

Consent for Adults: ***Please complete this section if you are at least 18 years old.***

I am 18 years old or more and have read, understand and voluntarily accept these terms and conditions.

_____ _____
Signature Date

Consent for Minors: ***Please complete this section if you are consenting for a minor under 18 years old and you are that minor's parent or legal guardian.***

I am the parent or legally appointed guardian of the minor named at the beginning of this form who is under the age of 18 years old and I have the legal authority to represent and bind the minor. I have read this form and understand and voluntarily agree to be bound by its contents.

_____ _____ _____
Signature of Parent/Legal Guardian Name of Parent/Legal Guardian (Please Print) Date

V-03-059 09/16

Notice With Respect To The Collection of Personal Information
(Municipal Freedom of Information and Protection of Privacy Act)

Personal information is collected pursuant to the *Municipal Act*, S.O. 2001, Chapter 25, and will be retained, used, disclosed and disposed of in accordance with the *Municipal Freedom of Information and Protection of Privacy Act*, R.S.O. 1990, c.M.56. Personal information collected by or on behalf of The Regional Municipality of Peel (the "Region") may be used to uphold and promote the purposes of the Region and promote public involvement in the Region's activities. Questions or complaints about the collection, use or disclosure of the information should be directed to The Regional Municipality of Peel, Communication Services, 10 Peel Centre Drive, Brampton, Ontario L6T 4B9, telephone: 905-791-7800, ext. 4499.

[redacted]

Hello [redacted]

Thank you for confirming your attendance at the Community Working Group (CWG) Orientation tomorrow. The meeting room is Banquet Hall A at the Caledon Community Complex, 6215 Old Church Road, Caledon East and light refreshments will be available before the meeting at 5:30 p.m.

We look forward to seeing you tomorrow.

Regards,

Asha Saddi
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca

WWY logo

[redacted]

[redacted]

Hello [redacted],

I wanted to let you know that the meeting room for the orientation is Banquet Hall A at the Caledon Community Complex, 6215 Old Church Road, Caledon East and that light refreshments also will be available before the meeting at 5:30 p.m.

We look forward to seeing you tomorrow.

Regards,

Asha Saddi
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca

WWY logo [redacted]

[redacted],

Thank you for getting back. We look forward to meeting you on Thursday.

Regards,

Asha Saddi
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca

WWY logo

[redacted]

Good morning Asha...

I **WILL** be attending the CWG for November 30 2018. I do not have any dietary restrictions.

Looking forward to meeting you.

[redacted]

On Wed, Nov 15, 2017 at 11:46 AM, Saddi, Asha <asha.saddi@peelregion.ca> wrote:
Hello [redacted]
Thank you for your email.

Congratulations on being selected as a member of the CWG. You will have received by email earlier this week confirming your selection and also by now have received a hard copy of the letter through the mail.

Regarding the Airport Road EA from 1km north of Mayfield Road to 0.6km north of King Street, this has been completed and you can find more information on our website at:
http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-ea.htm

If you have any problems accessing the link let me know.

Regards,

Asha Saddi
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca

[redacted]

Good afternoon Asha...

Just a quick follow up and wondering where we are with the CWG for Airport road through

Caledon East ?

I was also wondering where the Region is on the EA done for Airport road from Mayfield to King that I believe was done the past 2 years. Where does it stand in the grand scheme of things...was EA completed ? Was it forwarded to Council yet ? Was it put out for proposals or what ever the next steps are ?

If you could get back to me soon it would be appreciated as I want to discuss the above at meetings next week.

Again, thank you and look forward to hearing from you.



[redacted]

Dear Asha,

I accept with pleasure your kind invitation to a CWG orientation session on Thursday, November, 30 from 6:00 p.m. – 8:00 p.m.

Thank you very much. I look forward to meeting with you.

Best regards

[redacted]

[redacted]

Hello [redacted]

Sorry you will not be able to attend the orientation session. I'll keep you informed if there are any handouts, etc. for the Group.

Regarding future meetings for the CWG, these have not been scheduled yet but we will give you advance notice before any dates are set.

Regards,

Asha Saddi

Technical Analyst, Infrastructure Programming & Studies

Transportation Division

Public Works, Region of Peel

Tel: 905-791-7800 x7794

Fax: 905-791-1442

Asha.Saddi@peelregion.ca

WWY logo [redacted]

[redacted]

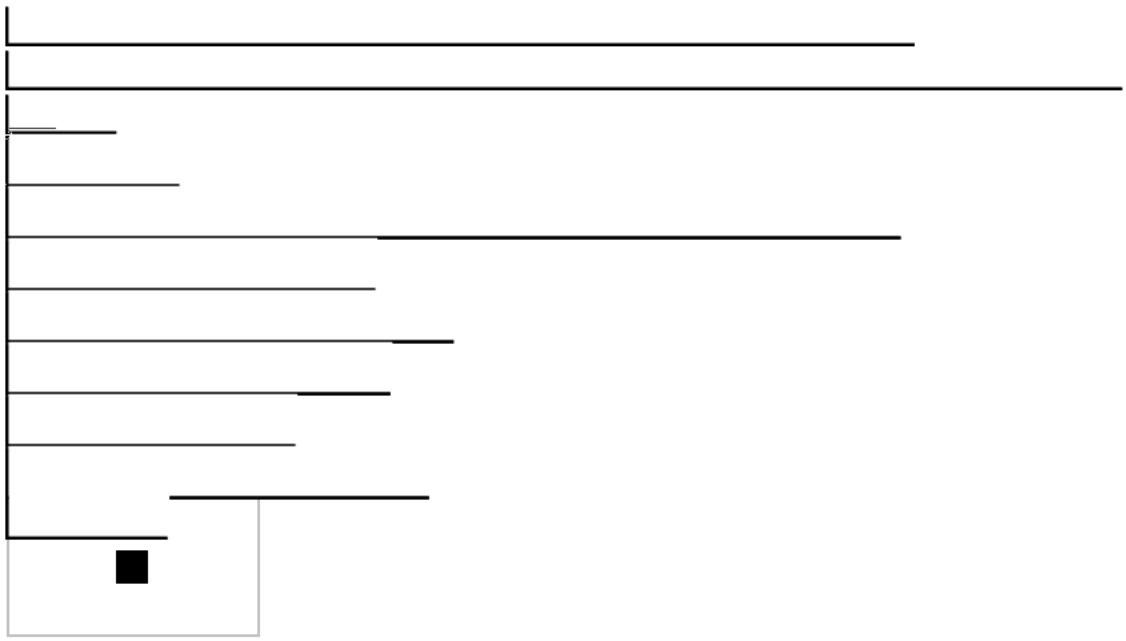
Asha,

Normally Thursday nights are open for myself but I do have something booked for the 30th. If there is some information I can pickup before or after this first meeting, please let me know. Then if you are looking to schedule other meetings I'll add to my calendar even if they are tentative.

Thanks

[redacted]

[redacted]



[redacted]

Asha,

I will be there on November 30th -I look forward to meeting you and the committee.

I have no dietary needs.

[redacted]

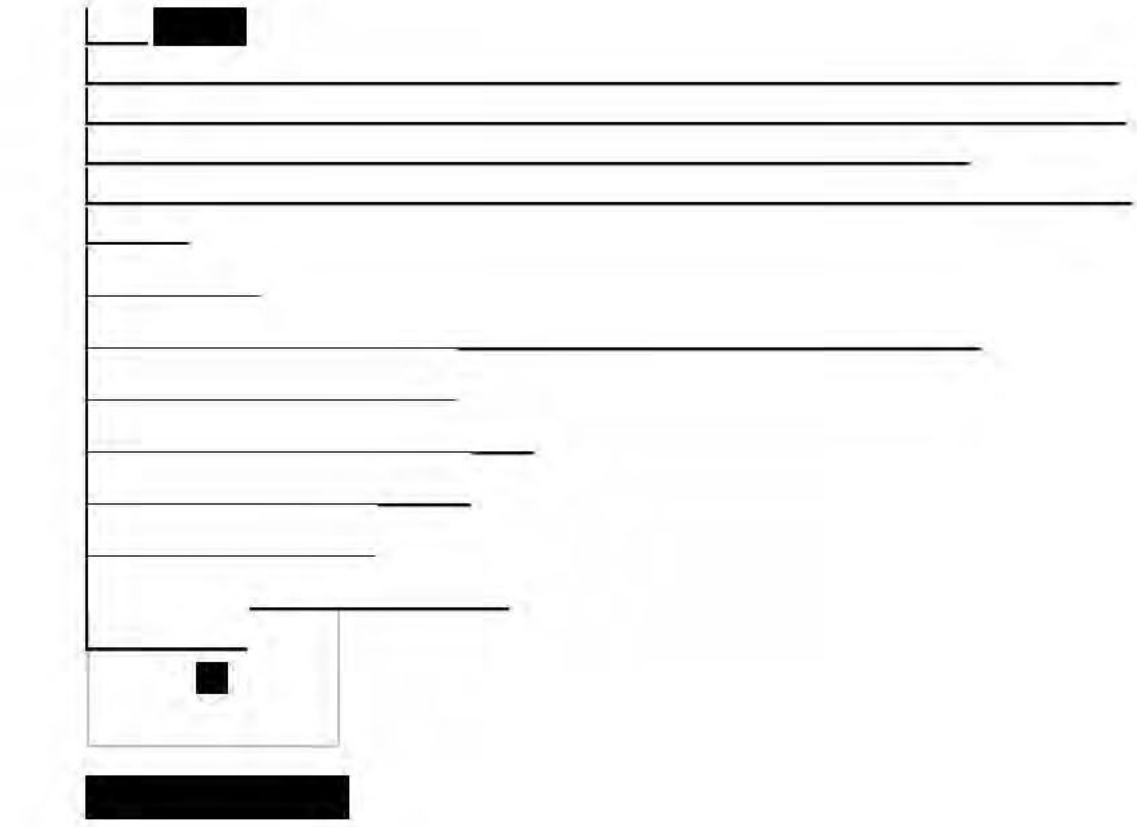
[redacted]

[redacted]

I will be attending on Nov. 30. No dietary restrictions.

Regards,

[redacted]



[redacted]

Thank you very much as I would be thrilled to participate in this process both to learn and share knowledge and information .
I will mark my calendar accordingly.

[redacted]

[redacted]

[redacted]

[redacted]

Hello [redacted]
Thank you for getting back. We look forward to meeting you on November 30.

Regards,

Asha Saddi
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca

[redacted]

I plan to be at the meeting at 6:00p.m. November 30. See you then.
[redacted]

Sent from my iPad

[redacted]

Hello [redacted],
Thank you for getting back. We look forward to meeting you on November 30.

Asha Saddi
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca

WWY logo
[redacted]

[redacted]

Hi Asha:

I am looking forward to the meeting on Nov 30th and I will be in attendance that evening.

Thank you for including me in this group. I will see you on Thursday.

[redacted]

[redacted]

Hello [redacted]
Thank you for getting back. We look forward to meeting you on Thursday.
Regards,

Asha Saddi
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca

WWY logo [redacted]

[redacted]

Hello [redacted]

[redacted]

[redacted]

[redacted]

Hello [redacted]
Thank you for getting back. We look forward to meeting you on November 30.

Regards,

Asha Saddi
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca

-----Original Message-----
From: [redacted]
Sent: November 19, 2017 4:00 PM
To: Saddi, Asha
Subject: CWG Nov. 30th RSVP

Web Form Title :: Infrastructure Programming

This email was sent by the following person. Please reply to them:

[redacted]

Hello Asha
Very pleased to be selected for the CWG and plan to attend the orientation session as described in your communication of Nov. 13th.

Please confirm receipt. I just do not trust tech some times.

It is the Region of Peel's policy to reply to e-mails within two working days.

For assistance, please contact the webmaster@peelregion.ca

:: NOTE ABOUT CONTACT INFORMATION ::
Contact information can be forged. There is no way to accurately verify a person's name and email address on the Internet.

[redacted]

The minutes cover everything from my point of view
Thank you very much

[redacted]

On Dec 8, 2017, at 12:42, Saddi, Asha <asha.saddi@peelregion.ca> wrote:

> Hello CWG Members,
> It was very nice to meet all of you at the Orientation Session last week. Attached are the notes of the meeting together with the Orientation Session presentation, which is also referenced in the notes. Please review the meeting notes and let me know of any comments or changes by Friday, December 22.
> The meeting notes and presentation will be uploaded to the Project website in early January due to the upcoming holidays. The project website can be viewed at:
> http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm
> In the meantime I look forward to hearing from you.
> [redacted]
> Regards,
> ***Asha Saddi***
> ***Technical Analyst, Infrastructure Programming & Studies***
> ***Transportation Division***
> ***Public Works, Region of Peel***
> ***Tel: 905-791-7800 x7794***
> ***Fax: 905-791-1442***
> ***Asha.Saddi@peelregion.ca***



<CWG Orientation Session Meeting Notes.pdf>

<CWG Orientation Session Presentation.pdf>

[redacted]

Thank You !

Have a great day

[redacted]

[redacted]

Hello [redacted],
Thank you for your comments on the meeting notes. We have approached the Town about the gravel truck routes and will invite a Town representative to attend the next CWG meeting. We'll keep the CWG informed when we hear back from the Town. In the meantime we'll update the notes with your comments.
([redacted] – by Fax)
Regards,

Asha Saddi
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca

WWY logo
[redacted]

[redacted]

Asha,
I have highlighted the two area's that I would like some clarification as per our discussions as a group.
footnotes added
Thank You.

[redacted]



[redacted]

Thank you for the information and I appreciate the opportunity

[redacted]

On Jan 9, 2018, at 12:58, Saddi, Asha <asha.saddi@peelregion.ca> wrote:

> Hello [redacted],
> Thank you for your comments about a possible roundabout at Cranston Drive/Airport Road. I apologise for not including your comments in yesterday's email to the Group. Your comments have been forwarded to the Project Team and will be reviewed at our next CWG meeting together with the other comments received from [redacted]. The results of the traffic study will also be available to the CWG to discuss at that time.
> Attached for everyone are the final meeting notes to the Orientation meeting.
> [redacted] – by fax)
> Regards,
> ***Asha Saddi***
> ***Technical Analyst, Infrastructure Programming & Studies***
> ***Transportation Division***
> ***Public Works, Region of Peel***
> ***Tel: 905-791-7800 x7794***
> ***Fax: 905-791-1442***
> ***Asha.Saddi@peelregion.ca***
> <image002.jpg>
> **From:** [redacted]

Asha
Can you confirm that you received below email from Dec. 15th?

Regards,
[redacted]

On Dec 15, 2017, at 2:34 PM, [redacted]:

> Folks
> With regards to possibly having a round-about at Cranston I have couple of points:
> 1) With the [redacted] proposal now received they are showing an A/T route (as part of Caledon East Community Trail) running along south and east side of devlopement which TOC will put a connection to Caledon Trailway/ Great Trail/ Greenbelt Cycle Route.
> 2) TOC is considering designating Cranston Dr as a cycle route from Airport to Mountainview to accommodate cyclists wanting to go west/east from/to [redacted].
> 3) Considering above info how can we ensure safe east/west crossing at Airport Rd using round-a-bout as based on my experience cycling through round-about on Old Base is extremely dangerous, but really safe for cars?
> 4) By having lights at Cranston it would allow for a "break" in traffic for those trying to exit/enter on to Airport both south and north of intersection.... how would this happen with round-a-bout?
> 5) It is not that I am against round-a bouts as I am not but just need to understand how we can use with above concerns.
> Any questions or clarifications please call or email.
>
> Regards,
> [redacted]

<CWG Orientation - meeting notes.pdf>

[redacted]

Hello [redacted],
Thank you for your comments on the meeting notes. We have approached the Town about the gravel truck routes and will invite a Town representative to attend the next CWG meeting. We'll keep the CWG informed when we hear back from the Town. In the meantime we'll update the notes with your comments.
[redacted] – by Fax)
Regards,

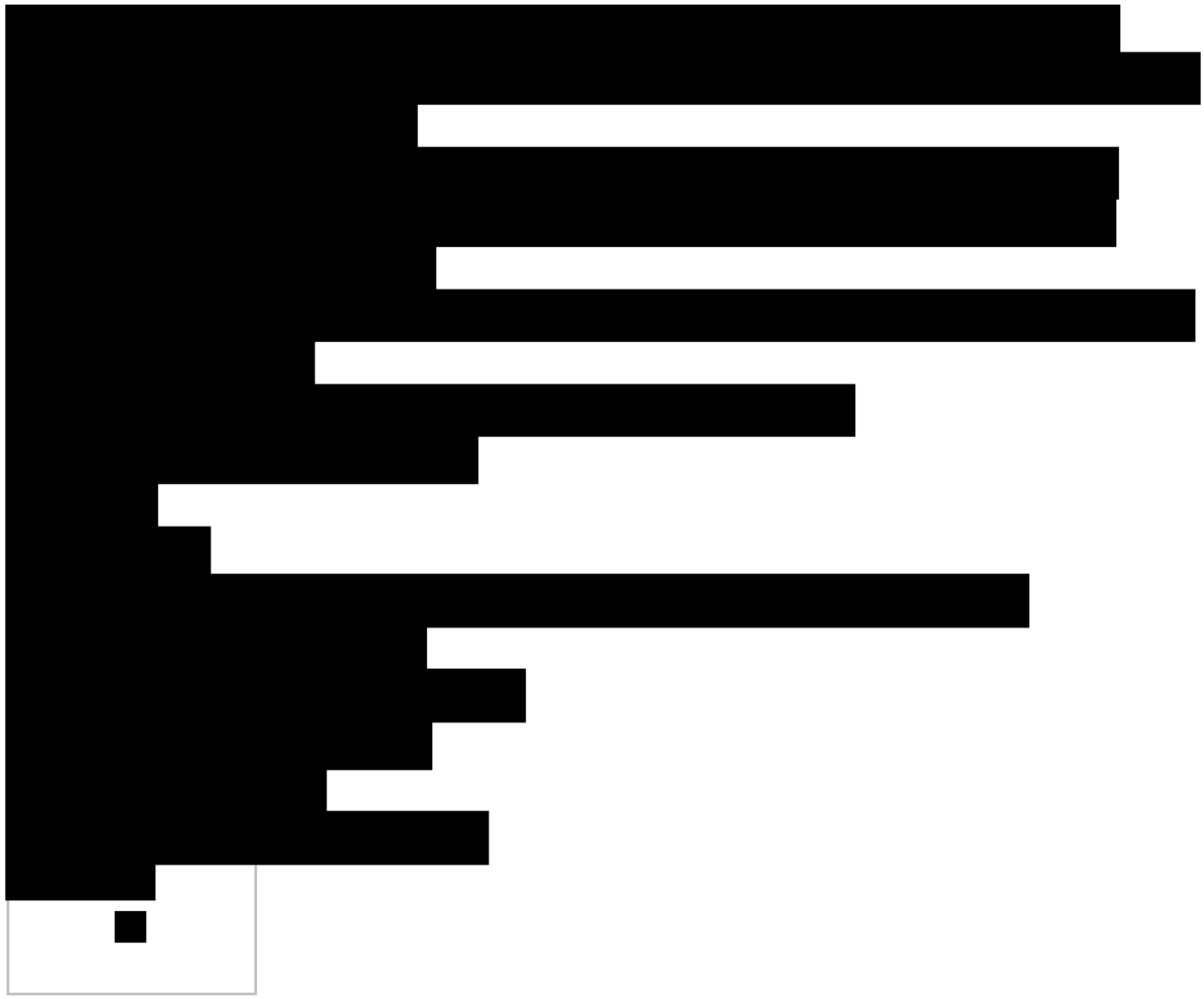
Asha Saddi
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca

WWY logo
[redacted]

[redacted]

Asha,
I have highlighted the two area's that I would like some clarification as per our discussions as a group.
footnotes added
Thank You.
[redacted]

[redacted]



[redacted]

Asha,

Yes - you can certainly add my name.

Regards

[redacted]

[redacted]

Thank you for returning the signed consent form. Regarding the meeting notes, are you agreeable to having your name included in the meeting notes? If so, we'll include your name when the notes of the meeting have been finalized.

Regards,

Asha Saddi
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca

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[redacted]

Asha,

Release attached.

I haven't had a change to speak to my neighbors, but I know my next door [redacted] across the street were at the meeting, so look forward to making the next

meeting.

Regards

[redacted]



[redacted]

Hello [redacted]
Thank you for returning the signed consent form. Regarding the meeting notes, are you agreeable to having your name included in the meeting notes? If so, we'll include your name when the notes of the meeting have been finalized.
Regards,

Asha Saddi
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca

WWY logo
[redacted]

[redacted]

Asha,
Release attached.
I haven't had a change to speak to my neighbors, but I know my next door [redacted] across the street were at the meeting, so look forward to making the next meeting.
Regards
[redacted]

[redacted]

[ca]

WWY logo



[redacted]

Many Thanks.

[redacted]

[redacted] Virus-free. www.avast.com

On Wed, Nov 29, 2017 at 11:35 AM, Saddi, Asha <asha.saddi@peelregion.ca> wrote:

> Hello [redacted]
>
> I wanted to let you know that the meeting room for the orientation is Banquet Hall A at the Caledon Community Complex, 6215 Old Church Road, Caledon East and that light refreshments also will be available before the meeting at 5:30 p.m.
>
> We look forward to seeing you tomorrow.
>
> Regards,
>
> ***Asha Saddi***
>
> ***Technical Analyst, Infrastructure Programming & Studies***
>
> ***Transportation Division***
>
> ***Public Works, Region of Peel***
>
> ***Tel: 905-791-7800 x7794***
>
> ***Fax: 905-791-1442***
>
> ***Asha.Saddi@peelregion.ca***
>
> WWY logo
> [redacted]

[redacted]

Hello [redacted]

Thank you for getting back. We look forward to meeting you on Thursday.

Regards,

Asha Saddi

Technical Analyst, Infrastructure Programming & Studies

Transportation Division

Public Works, Region of Peel

Tel: 905-791-7800 x7794

Fax: 905-791-1442

Asha.Saddi@peelregion.ca

WWY logo
[redacted]

[redacted]

Good morning Asha...

I **WILL** be attending the CWG for November 30 2018. I do not have any dietary restrictions.

Looking forward to meeting you.

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

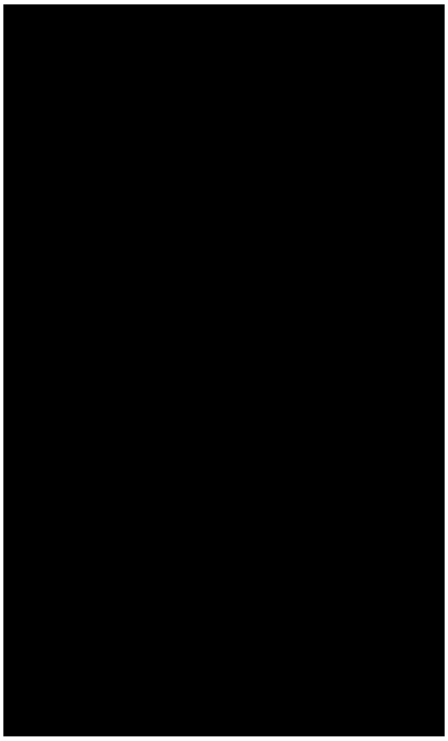
Hello [redacted]
Thank you for getting back. We look forward to meeting you on November 30.

Asha Saddi
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca

WWY logo [redacted]

[redacted]

Dear Asha,
I accept with pleasure your kind invitation to a CWG orientation session on Thursday, November, 30 from 6:00 p.m. – 8:00 p.m.
Thank you very much. I look forward to meeting with you.
Best regards



[redacted]

Hello [redacted],
The venue is:
Caledon Community Centre
6215 Old Church Road
Caledon East
L7C 1J7
Regards,

Asha Saddi
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca

WWY logo
[redacted]

[redacted]

Can you send the meeting location again please
I erased it ,sorry
[redacted]

On Nov 23, 2017, at 10:36, Saddi, Asha <asha.saddi@peelregion.ca> wrote:

> Hello [redacted],
> Thank you for getting back. We look forward to meeting you on November 30.
>
> ***Asha Saddi***
> ***Technical Analyst, Infrastructure Programming & Studies***

Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca
<image004.jpg>

[redacted]

Dear Asha,
I accept with pleasure your kind invitation to a CWG orientation session on Thursday, November, 30 from 6:00 p.m. – 8:00 p.m.
Thank you very much. I look forward to meeting with you.
Best regards

[redacted]

[redacted]

[redacted]

We will notify you of future meetings as they're scheduled. I sent you the meeting notes and orientation presentation in a separate email addressed to all CWG members. Thank you for letting me know that you have no changes for the meeting notes.

Regards,

Asha Saddi

Technical Analyst, Infrastructure Programming & Studies

Transportation Division

Public Works, Region of Peel

Tel: 905-791-7800 x7794

Fax: 905-791-1442

Asha.Saddi@peelregion.ca

WWY logo

[redacted]

[redacted]

Thank you Asha to include me in this meeting. Looks like I was the only outsider and had no knowledge of the concerns.

It was educational for me and of course as a business man I have a different and more pragmatic and practical approach to what appears to be embedded distaste for the cornerstone of today CALEDON economy.

This is stone country, and it needs to be sold elsewhere and must be transported

Anyway please send me the presentation so I can have handy as I am not glued to a computer due my schedule.

Please include me on the future so I can learn and engage My tenants as well and get their feedback.

Thank you very much again.

[redacted]

[redacted]

Hello [redacted]
Thank you for getting back. We look forward to meeting you on November 30.

Regards,

Asha Saddi
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca

-----Original Message-----
[redacted]

Hi Asha,

I will attend the Airport rd CWG session Nov 30.

Thanks.

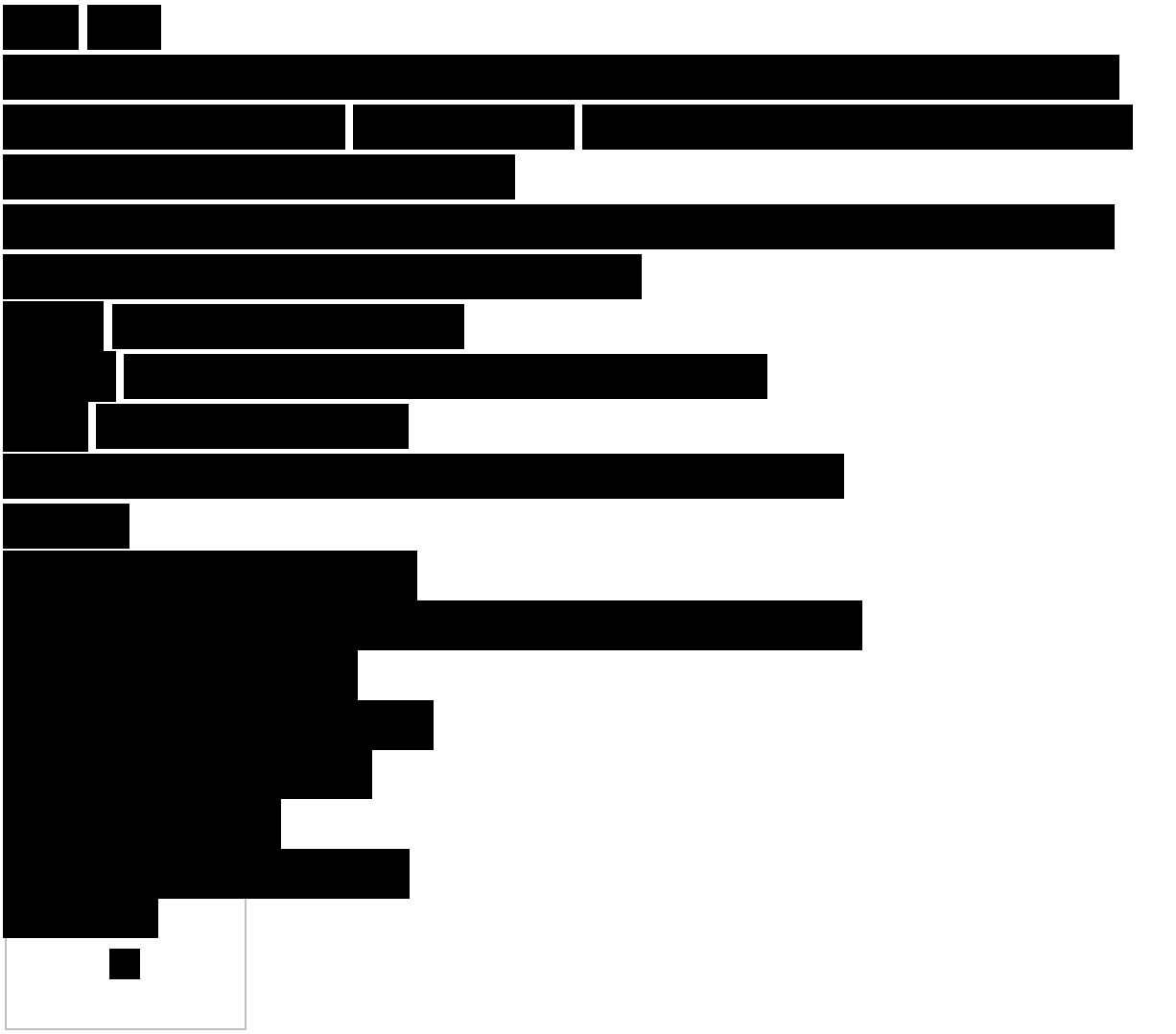
[redacted]

[redacted]

[redacted]

[redacted]

[redacted]



[redacted]

Happy New Year CWG Members,

I've received comments about various traffic conditions in the study area from [redacted] and a question about road widening from [redacted]. To share these with everyone I've pasted them below. These comments will be addressed at our next CWG meeting when the Project Team has had the opportunity to review them with the Project Consultant, IBI, and when the results of the traffic study will also be available.

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I have read the Meeting Notes and Presentation. I have one, very picky comment and that is on the Details section of the notes #3. Project Overviews - Questions and Comments. Quote ' Pedestrians and seniors ..." Are seniors not part of the pedestrians?

I also have a question. With the Studies done in 2012 and 2015 ending up deciding that there is sufficient capacity on Airport Road, what happens when/if it is decided that the road does indeed need to be widened? Does this study then get scrapped and another one done? I could see that part of Airport Road could be widened but then would bottlenecked when it came to the 'Village' for several reasons. Could part of this study take into account that at the moment, we could also possibly look at a plan for road widening between Mayfield and Boston Mills so that land could be allocated? Just a fleeting thought since I know that widening the road is not being looked at here!

Thanks,

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I thank you all for the obvious care and professional effort that went into the initial meeting of the Citizen's on November 30th, 2017.

I believe that the meeting effectively aired most of the issues and concerns that need to be explored. It also provided much needed clarity to some of the mechanics of the planning process and factors that expand our understanding of why the process faces obstacles in coming to, what we might have considered to be, easy or quick decisions.

After the meeting I found myself examining the corridor with a reformed perspective and would like to submit a few observations and suggestions as a way of clarifying in my own mind one the path forward.

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The infrastructure through Caledon East is adequate much of the time for the traffic currently using it each day, evening and night, with the following provisos;

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2. It is inadequate during peak periods such as long weekends and holiday afternoons.

3. It is compromised by heavy transport truck usage.

4. Transport truck usage rises dramatically during the construction season. From April through November the activity of the aggregate industry create a unique and very disruptive element to the truck issue.

The residential expansion currently taking place on Olde School Rd. and soon to begin on Walkers Lane and on Airport Rd. south of the Plaza will dramatically intensify the deficiencies in the current infrastructure. With this in mind the following are the areas which I hope that the planning process targets as we move forward.

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4. The traffic access to the Foodland plaza is woefully inadequate now and the problems will be escalating rapidly with the completion of each residential project

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I will be looking for initiatives in the meetings ahead to add lights at Walkers Line and rework access to the Plaza with the addition of a set of lights somewhere to improve safety for pedestrians and vehicles.

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I look forward to working with all of you as this process continues.

[redacted]

And of course very best wishes for 2018!

In the meantime please note that a revision on the fourth bullet under the *Questions/Comments* for the Study Purpose on page 3 of the meeting notes

has been made to read: “Some members expressed concern about road safety, given increased traffic. Pedestrians and in particular seniors were experiencing difficulty crossing the road safely and it would be helpful to have the Police address this. A fatality…..” The meeting notes are with our Communication team to upload to the study website.

Your feedback and questions are always welcome and if you have any further questions, please don’t hesitate to contact me.

[redacted] – by fax)

Asha Saddi
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca

WWY logo
[redacted]

[redacted]

Hello CWG Members,

This is to confirm that our first CWG meeting will be held:

When: Thursday, May 17, 2018

Where: Caledon East Community Centre, Lion's Den

Time: 6:00 p.m. – 8:00 p.m.

Your attendance is important and I would appreciate if you could RSVP by email to asha.saddi@peelregion.ca or by fax to 905-791-1442 by May 1, 2018.

Thank you for your continued interest in this project. I look forward to meeting with you all again and in the meantime if you have any questions please don't hesitate to contact me. An agenda will follow nearer the time.

[redacted] – by fax)

Regards,

Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca

WWY logo

[redacted]

[redacted]

Hello CWG Members,

Attached are the notes to our last meeting. Please review the meeting notes and let me know of any comments or changes by Thursday, June 21.

Questions previously received from [redacted], [redacted] were addressed through the presentation at the meeting. The presentation can be viewed on the project website at: http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm.

Also, thank you to all the members that attended the Public Information Centre (PIC) Monday evening. Your opinions and comments are very helpful to the Project Team. For those that were not able to attend, please take a few minutes to view the PIC information on the project website and submit any comments online using the Comment Form.

I look forward to hearing from you with any comments on the meeting notes. The meeting notes will be uploaded to the project website after June 21.

[redacted] – sent by fax)

Regards,

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WWY logo

[redacted]

Region of Peel
working with you

NOTES OF MEETING
AIRPORT ROAD (KING STREET TO HUNTSMILL DRIVE) ENVIRONMENTAL ASSESSMENT (EA)
COMMUNITY WORKING GROUP MEETING
Thursday, May 17, 2018
6:00 p.m. – 8:00 p.m.
Caledon Community Complex, Lion's Den, 6215 Old Church Road, Caledon East

Present: [redacted]

Absent:

ITEM	DETAILS
1. Introductions	• Everyone was welcomed to the Community Working Group (CWG) meeting. • Roundtable introductions of all attending took place. CWG members were informed that the Town of Caledon was invited to the meeting but were not able to attend; the Region had been informed that Town representatives will be attending the Public Information Centre (PIC) on June 4, 2018. • Consent forms were distributed to those members who were not in attendance at the last meeting; members were asked to review, sign and return the photo consent forms during or following the meeting. • The Facilitator reviewed the ground rules from the previous meeting: The CWG Facilitator is committed to: ➢ Ensure everyone's voice is heard ➢ Treat everyone equal ➢ Help everyone feel comfortable to participate ➢ Keep the discussion on topic • The CWG is expected to: ➢ Treat everyone equal ➢ Participate ➢ Respect each other's viewpoints ➢ Bring thoughts and ideas to the CWG meetings - not agendas ➢ Allow one person to speak at a time
2. Meeting Overview	• The purpose of the meeting was to share with CWG members the information that will be presented to the public at the first PIC meeting scheduled for Monday, June 4, 2018. • Three CWG members had submitted comments following the Orientation Session and the project team addressed these comments through the PIC information. The three comments received were concerning: 1. A possible roundabout at Cranston Drive, 2. Suggestions for Airport Road between Cranston Drive and Huntsmill Drive, and 3. What happens if there is a need to look at a road widening in the future? • During the meeting the: ➢ Regional Project Manager addressed the EA process and planning context ➢ Consultant Project Manager addressed existing and future traffic conditions, and ➢ Consultant Environmental Planner addressed existing environmental conditions • CWG members were welcome to ask questions.
3. PIC Information	The project team reviewed PIC information with CWG members and the following questions were addressed: <u>Questions/Comments</u> • *Who has the approval authority for this study?* The Municipal Class EA is a self-regulated planning and design process approved under the Ontario Environmental Assessment Act. The Ministry of

ITEM	DETAILS
	Environment and Climate Change (MOECC) has ultimate authority when formal objections are raised by the public. An overview of the Municipal Class EA process was provided and it was explained that the public can object to the study. Objections would go to the MOECC for review. If no objections are received, the Region will proceed to detailed design and construction after completion of the EA study. **Post-meeting clarification:** The public will be consulted throughout the EA process and the study will be documented in an Environmental Study Report for a minimum 30-day public review period upon completion. If there are outstanding concerns that cannot be resolved with the Region during the review period, interested persons may request the Minister of Environment and Climate Change to order the Region to undertake a higher level of assessment as per Part II of the *Environmental Assessment Act.* • *Is there any possibility of Olde Base Line becoming a future truck route?* An update on the feasibility study was provided to the group and noted that the results will likely be available by September 2018. The results will feed in to the evaluation of alternatives for this EA. • *Why does the Region allow trucks on Airport Road?* Airport Road is identified as a goods movement corridor and goods movement is vital to the Peel economy. Peel is unique from the rest of Ontario and it is important to improve the goods movement network so that it is safe, sustainable and efficient and which can mean implementing strategies that improve planning policies for goods movement land uses, managing the demand and supply of moving goods, and providing for truck routes. • *Were the planned residential developments considered in the traffic forecasting model?* The project team confirmed that future developments were considered as part of the analysis but whether development should happen was not in the jurisdiction of this EA. • *Does the Region of Peel work with the Town of Caledon when these developments are going through the development approval process?* The Region of Peel is circulated on the applications and provides comments that are considered by the Town through the development process. It was noted that Airport Road is a Regional road and any access on to the road must be approved by the Region. • Some CWG members mentioned that they agreed with the Problem and Opportunity Statement. • *Has the Team considered diverting truck traffic to Innis Lake Road?* IBI Group explained that the objective of the Region of Peel Goods Movement Strategic Plan (2012-2016) Caledon East Study was to identify options to divert through traffic and heavy trucks away from Airport Road through Caledon East. One alternative considered was to upgrade existing parallel roads of Mountainview Road and / or Innis Lake Road. Due to the positioning of Innis Lake Road to the east of Airport Road, it was found to be less appropriate to serve trucks travelling to/from the northwest. Although it provides a link to Old School Road, it was still seen as providing little benefit and was not considered further as an alternative for a heavy truck route. **Post-meeting note:** The Town of Caledon is undertaking a Class EA Study for improvements to Mountainview Road from Olde Base Line Road to Granite Stones Road. Public Information Centres for the Study were held in November, 2017 and April, 2018. Information on the Study can be viewed at https://www.caledon.ca/en/townhall/mountainview-road-environmental-assessment.asp • *What happens when/if it is decided that the road does indeed need to be widened? Does this study then get scrapped and another one done?* The project team explained that the Region's Long Range Transportation Plan (LRTP) looks at Peel's transportation network and is updated every five years. The LRTP is currently being updated and will consider improvements to 2041. An objective of the Airport Road EA is to review the needs of the corridor within the local context. The planning horizon for the traffic analysis is to 2041. Once completed, the EA study will be valid for 10 years. Given the planning horizons of the LRTP and EA, the corridor will likely not need to be reviewed within the local context in the next 10 to 20 years. If or when this occurs, the corridor will likely be reviewed in the same context as the current EA where widening is not considered through Caledon East, as this section of the corridor is highly constrained by property and planning objectives to support a sustainable and vibrant community. • *Could part of this study take into account that at the moment, we could also possibly look at a plan for road widening between Mayfield Road and Boston Mills Road so that land could be allocated?*

ITEM	DETAILS
	Airport Road will be widened to 4 lanes (5 lanes with a centre turning lane) from Mayfield Road to King Street as approved under the EA completed for the corridor south of King Street. Under the Region's Official Plan, the designated mid-block Right-of-Way (ROW) width for Airport Road between King Street and Boston Mills Road is 45 metres. This ROW designation could be maintained to not preclude any unexpected future need for widening (e.g., should a need arise from development being approved along this section of Airport Road beyond the settlement boundary). • *Has the Region of Peel secured the right-of-way for this project?* Yes, the Region of Peel protects the Official Plan right-of-way. • *Does the Town of Caledon approve gravel truck routes?* The Region of Peel discussed gravel truck routes with the Town of Caledon and was informed that the Town does not approve truck routes. • A CWG member commented that Caledon residents dislike the new residential units being built close to the road. They prefer larger setbacks to maintain the rural feel. • A CWG member suggested to move the bike lane behind the parked cars to provide a buffer from traffic. The project team explained that this option was also being considered. • It was noted that Caledon residents were becoming more accepting of roundabouts. The project team explained Regional policy was that if traffic signals were warranted, roundabouts should be considered. • In response to a CWG member's concern about pedestrian safety at roundabouts, IBI Group agreed that pedestrian safety is a consideration. • *Is the project team considering agricultural equipment in the design of the roundabout?* Yes, agricultural equipment is being considered. • CWG members noted that the Old Church Road/Airport Road intersection is a safety concern in the Town. There was general support for the improvement of the intersection. • While there is support for roundabouts, it was noted that roundabouts do not provide a gap in traffic as traffic signals do. CWG members expressed frustration at the amount of time it takes to turn out of driveways and on to Airport Road.
4. Next Steps	• Residents in the study area will receive a: 1. letter of invitation 2. PIC Notice providing details, and 3. Comment Sheet, which can be completed and mailed, faxed or emailed back to the Communication Lead • A PIC advertisement will appear in the *Caledon Enterprise* and *Citizen* newspapers on May 24 and 31 • A Tweet will be going out on the Regional Twitter account on June 1, 2 and 3. **Post-meeting note:** Final Tweet was posted on June 4 (not June 3) • PIC information will be uploaded to the project website on June 5 (day after PIC No. 1). **Post-meeting note:** PIC information can be viewed at https://www.peelregion.ca/pw/transportation/environ-assess/pdf-airport-road/pic-boards.pdf • A Comment Form will be available on the project website for those who prefer to submit their comments online • The Facilitator encouraged CWG members to inform their family members, friends and co-workers who work or live in the study area to attend the PIC. The project team want to hear from the public. • Next steps from the meeting: ➢ Draft meeting notes will be circulated to all members for confirmation ➢ CWG members to reply with revisions to the notes, if any, within two weeks of circulation
5. Closing Remarks	• CWG members have an important role in this EA. Members are the link between the project team and the community and help identify opportunities and issues to be considered in the EA. • Members were reminded not to wait for the next CWG meeting if they had any questions on the study; they were encouraged to contact the Communication Lead with any questions. • Members were thanked for their participation and for contributing their time to this meeting.

[redacted]

I will come.

Thanks,
[redacted]
Sent from my iPhone

[redacted]

Hello [redacted],

Attached for your information are some emails received from CWG members. Please confirm if you are agreeable to have your email address included in the group emails that are sent out to other CWG members. That way you'll be emailed at the same time as the rest of the Group rather than separately. I look forward to hearing from you.

Regards,

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WWY logo [redacted]

From: Saddi, Asha
[redacted]

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And of course very best wishes for 2018!

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([redacted] – by fax)

Asha Saddi
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794

[redacted]

Hello [redacted]
Thank you for your comments on the meeting notes. We have approached the Town about the gravel truck routes and will invite a Town representative to attend the next CWG meeting. We'll keep the CWG informed when we hear back from the Town. In the meantime we'll update the notes with your comments.

[redacted] – by Fax)

Regards,

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[redacted]

Asha,

I have highlighted the two area's that I would like some clarification as per our discussions as a group. footnotes added

Thank You.

[redacted]

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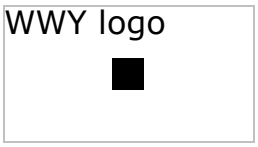
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([redacted] – by fax)

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Fax: 905-791-1442

Asha.Saddi@peelregion.ca



[redacted]

Hello CWG Members,

I haven't heard back from you about your attendance for our CWG meeting on May 17. I would be grateful if you could RSVP by Monday, May 7.

I look forward to hearing from you.

([redacted] – by fax).

Regards,

Asha Saddi, BA(Hons), PMP
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WWY logo
[redacted]

[redacted]

[redacted]

Hello CWG Members,

Attached is a comment we received on the Drainage and Stormwater slide of the presentation. The information has been reflected on page 2 of the meeting notes and will also be updated in the EA and for PIC #2.

The meeting notes have been uploaded to the project website and can be viewed at: http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm

[redacted] – sent by fax)

Regards,

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WWY logo

[redacted]

[redacted] [redacted] 3:24:01 PM
Attachments: image001.gif

Hi [redacted]

Thank you for bringing this slide to our attention. Our consultant has confirmed that the existing storm sewer on the south limit is 60 m South of Hilltop Drive instead of 60 m north. We will update this information in the EA and for the next PIC.

Regards,

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

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

ROP-email
[redacted]

[redacted]

Not a big deal at this point but….On the slide "Drainage and Stormwater Management" it stills says 60m north of hilltop. As I said at last meeting I believe it should be 60m south of Hilltop. I can take picture of catch basins if needed.

[redacted]

On Jun 7, 2018, at 9:58 AM, Saddi, Asha <asha.saddi@peelregion.ca> wrote:

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<image003.jpg>

<Draft CWG Meeting Notes - May_17_2018.pdf>

[redacted]

Hello [redacted]

Thank you for your comments about a possible roundabout at Cranston Drive/Airport Road. I apologise for not including your comments in yesterday's email to the Group. Your comments have been forwarded to the Project Team and will be reviewed at our next CWG meeting together with the other comments received from [redacted]. The results of the traffic study will also be available to the CWG to discuss at that time.

Attached for everyone are the final meeting notes to the Orientation meeting. ([redacted] – by fax)

Regards,

Asha Saddi
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca

WWY logo [redacted]

From: [redacted]

Asha

Can you confirm that you received below email from Dec. 15th?

Regards,

[redacted]

Folks
With regards to possibly having a round-about at Cranston I have couple of points:
1) With the [redacted] proposal now received they are showing an A/T route (as part of Caledon East Community Trail) running along south and east side of devlopement which TOC will put a connection to Caledon Trailway/ Great Trail/ Greenbelt Cycle Route.
2) TOC is considering designating Cranston Dr as a cycle route from Airport to Mountainview to accommodate cyclists wanting to go west/east from/to [redacted].
3) Considering above info how can we ensure safe east/west crossing at Airport Rd using round-a-bout as based on my experience cycling through round-about on Old Base is extremely dangerous, but really safe for cars?
4) By having lights at Cranston it would allow for a "break" in traffic for those trying to exit/enter on to Airport both south and north of intersection.... how would this happen with round-a-bout?
5) It is not that I am against round-a bouts as I am not but just need to understand how we can use with above concerns.
Any questions or clarifications please call or email.

Regards,
[redacted]

[redacted]

Hello [redacted]

Attached is an email forwarded to the CWG.

Regards,

Asha Saddi

Technical Analyst, Infrastructure Programming & Studies

Transportation Division

Public Works, Region of Peel

Tel: 905-791-7800 x7794

Fax: 905-791-1442

Asha.Saddi@peelregion.ca

WWY logo

[redacted]

[redacted]

Hello [redacted]
Attached are some emails that went out to CWG.
Please confirm that you are agreeable to receive your emails with the Group.
Regards,

Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca

WWY logo
[redacted]

[redacted]

Hello [redacted]
Thank you for your email. We are still amidst planning for the meeting and as soon as details are confirmed I will notify everyone.
Regards,

Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca

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[redacted]

[redacted]

Asha....thanks for the emails, was wondering what was happening with the group. I am still away and will not be returning till early May, so I am thinking a mid or later in May meeting would work best.
Hope all is well with you and I am looking forward to continuing the work on the CWG.
Regards;
[redacted]

On Thu, Mar 29, 2018, 9:58 AM Saddi, Asha <asha.saddi@peelregion.ca> wrote:

> Hello [redacted],
> The April 3 meeting is not a Region of Peel meeting. I notice from [redacted] email that he may have some details on this meeting. Perhaps get in touch with [redacted] for further details.
> Regards,
> ***Asha Saddi, BA(Hons), PMP***
> ***Technical Analyst, Infrastructure Programming & Studies***
> ***Transportation Division***
> ***Public Works, Region of Peel***
> ***Tel: 905-791-7800 x7794***
> ***Fax: 905-791-1442***
> ***Asha.Saddi@peelregion.ca***
> WWY logo
> [redacted]
>
> [redacted]
>
> What is this meeting about please
> [redacted]

[redacted]

[redacted]

Further to your conversation with [redacted] yesterday's CWG meeting, I'm attaching the Goods Movement Economic Impact Analysis Report and appendices, as well as a link to the Region of Peel Goods Movement Economic Impact Analysis Study Council report, dated November 26, 2015.
Please let me know if you have any difficulty accessing the reports.
http://www.peelregion.ca/pw/transportation/goodsmovement/pdf/peel-GMEIA-council-report-nov26-2015.pdf
Regards,

Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca

WWY logo
[redacted]

[redacted]

Thanks. Haveva great weekend.

On May 18, 2018 2:53 PM, "Saddi, Asha" <asha.saddi@peelregion.ca> wrote:

> Hello [redacted]
>
> Further to your conversation with [redacted] at yesterday's CWG meeting, I'm attaching the Goods Movement Economic Impact Analysis Report and appendices, as well as a link to the Region of Peel Goods Movement Economic Impact Analysis Study Council report, dated November 26, 2015.
>
> Please let me know if you have any difficulty accessing the reports.
>
> http://www.peelregion.ca/pw/transportation/goodsmovement/pdf/peel-GMEIA-council-report-nov26-2015.pdf
>
> Regards,
>
> ***Asha Saddi, BA(Hons), PMP***
>
> ***Technical Analyst, Infrastructure Programming & Studies***
>
> ***Transportation Division***
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> ***Public Works, Region of Peel***
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> ***Tel: 905-791-7800 x7794***
>
> ***Fax: 905-791-1442***
>
> ***Asha.Saddi@peelregion.ca***
>
> WWY logo
> [redacted]



Well, you did it this time. Good timing for notification, local, good hours, and I can make this one. What a treat for you, that you will meet me. See you on the 17 th. (foreseeing any problems.)

[redacted]

Good morning Asha...

I **WILL** be attending the CWG for November 30 2018. I do not have any dietary restrictions.

Looking forward to meeting you.

[redacted]

From: [redacted]

Hi Asha

I will be taking a few extra days off leading up to the May long weekend so unfortunately I wouldn't be able to attend this CWG meeting. I'll let you know if my plans change, as they are somewhat weather dependant.

Are you able to share the presentation information with me so I can provide any comments in advance of the meeting?

Thanks

[redacted]

On Apr 25, 2018, at 10:37 AM, Saddi, Asha <asha.saddi@peelregion.ca> wrote:

> Hello CWG Members,
> This is to confirm that our first CWG meeting will be held:
> **When:** Thursday, May 17, 2018
> **Where:** Caledon East Community Centre, Lion's Den
> **Time:** 6:00 p.m. – 8:00 p.m.
> Your attendance is important and I would appreciate if you could RSVP by email to asha.saddi@peelregion.ca or by fax to 905-791-1442 by May 1, 2018.
> Thank you for your continued interest in this project. I look forward to meeting with you all again and in the meantime if you have any questions please don't hesitate to contact me. An agenda will follow nearer the time.
> ([redacted] – by fax)
> Regards,
> ***Asha Saddi, BA(Hons), PMP***
> ***Technical Analyst, Infrastructure Programming & Studies***
> ***Transportation Division***
> ***Public Works, Region of Peel***
> ***Tel: 905-791-7800 x7794***

Fax: 905-791-1442

Asha.Saddi@peelregion.ca

<image003.jpg>

[redacted]

Asha,

Ill be there - thank you

[redacted]

[redacted]

Hi Asha,

Thank you for the notification of the CWG meeting on May 17. Unfortunately I will be away for a few days at that time so won't be there.

Please keep me in the loop and informed on the progress.

Regards,[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

Not a big deal at this point but….On the slide "Drainage and Stormwater Management" it stills says 60m north of hilltop. As I said at last meeting I believe it should be 60m south of Hilltop. I can take picture of catch basins if needed.

[redacted]

[redacted]

[redacted]

Hello Asha

I have been looking forward to our next meeting and am disappointed that it is scheduled for one of the very few dates that I am unable to attend due to another commitment.
Please let me know if it happens to be rescheduled and post the minutes.

[redacted]

[redacted]

Thank you for the update Asha.

I am hoping that everyone is aware of the upcoming public meeting on April 3 regarding the application by the developer ([redacted] of the [redacted] tract on Airport Road.

The developer has asked for an amendment to the original plan that would increase the density of the development by 30%.

This would mean the original traffic study that was done in Jan 2017 would need to be revised with this new data.

I have attached the Traffic Study that was done by [redacted]. It is interesting reading in regards to some of the predicted congestion at intersections (particularly Cranston and Olde Baseline)!

This is an interesting example of the problem we discussed at our meeting. The Town Council is going approve a plan that will have a significant impact on a Regional Road, but where is the Town during this Environmental Impact?

Hope to see everyone at the meeting and tell your friends and neighbors!

This message does not have the attachment as it was too big for some mailboxes.

On Tue, Mar 27, 2018 at 10:12 AM, Saddi, Asha <asha.saddi@peelregion.ca> wrote:

> Hello CWG Members,
>
> I wanted to keep you updated on the progress of the Airport Road Class EA Study.
>
> Since the orientation session in November we have been working on the transportation and traffic analysis for the Study and anticipate that the next CWG meeting will be held in May. At our next meeting we will review the traffic findings together with additional information that will be presented to the public. I will confirm the details of our next meeting in early April.
>
> In the meantime continue to talk with your neighbours, friends and co-workers and bring forward your suggestions for improvements within the study limits. The Project Team always welcomes your comments and ideas. Let's keep our conversations ongoing and please know that you don't need to

wait until a CWG meeting is scheduled to bring your questions or comments to our notice.

([redacted] – by fax)

Regards,

Asha Saddi, BA(Hons), PMP

Technical Analyst, Infrastructure Programming & Studies

Transportation Division

Public Works, Region of Peel

Tel: 905-791-7800 x7794

Fax: 905-791-1442

Asha.Saddi@peelregion.ca

WWY logo
[redacted]

[redacted]

Hello Asha, I will be attending this meeting. Thanks.

[redacted]

[redacted]

[redacted]

[redacted]@peelregion.ca

WWY logo

[redacted]

[redacted]



[redacted]

[redacted]

K

[redacted]

[redacted]

[redacted]

[redacted]

What is this meeting about please

[redacted]

[redacted]



[redacted]

Asha-----Thanks for your latest message. I had already sent permission for e-mail. Your notice for April 3 does not give any details, as well as it is short notice. A future date would be advisable, which should provide more details-----time, place and details. [redacted]

[redacted]

[redacted]

[redacted]

[redacted] is agreeable to any form of communication---including a pigeon. Just state the time, place and any agenda. You supply lunch.

[redacted]

Hi Asha, yes please add me into the group.

Sent from my iPhone

[redacted]

Thank you for your email. We are still amidst planning for the meeting and as soon as details are confirmed I will notify everyone.

Regards,

Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca

<image003.jpg>

[redacted]

Asha....thanks for the emails, was wondering what was happening with the group. I am still

away and will not be returning till early May, so I am thinking a mid or later in May meeting would work best.
Hope all is well with you and I am looking forward to continuing the work on the CWG.
Regards;
[redacted]

On Thu, Mar 29, 2018, 9:58 AM Saddi, Asha <asha.saddi@peelregion.ca> wrote:

> Hello [redacted]
> The April 3 meeting is not a Region of Peel meeting. I notice from [redacted] email that he may have some details on this meeting. Perhaps get in touch with [redacted] for further details.
> Regards,
> ***Asha Saddi, BA(Hons), PMP***
> ***Technical Analyst, Infrastructure Programming & Studies***
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> ***Tel: 905-791-7800 x7794***
> ***Fax: 905-791-1442***
> ***Asha.Saddi@peelregion.ca***
> WWY logo
> [redacted]
>
> [redacted]
>
> [redacted]

[redacted]

Hello [redacted],

Thank you for your email. To clarify, April 3 is not the date of the next CWG meeting. The April 3 meeting that [redacted] refers to in his email is not a Region of Peel meeting but if you are interested in attending that meeting you could approach [redacted] who may have more details on this meeting.

As soon as the details of our next CWG meeting have been finalized I will be in touch with the Group.

Thank you also for agreeing to include your email address in the Group emails.

Regards,

Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca

WWY logo [redacted]

From: [redacted]

Asha-----Thanks for your latest message. I had already sent permission for e-mail. Your notice for April 3 does not give any details, as well as it is short notice. A future date would be advisable, which should provide more details-----time, place and details. [redacted]

[redacted]

Hello [redacted],

Thank you for your email regarding the EA report.

The EA Consultant is working to complete the technical and environmental studies and consultations with the agencies are also continuing. The project team will hold a second PIC when this work is completed. As mentioned in my last email to the CWG, the location of the PIC will be the Caledon Community Complex and when a date is scheduled for the public meeting I will notify the CWG members. Following the second PIC, a report (Environmental Study Report) will be finalized and be made available to the agencies and public to review.

I hope this is helpful and if you have any further comments or questions please don't hesitate to contact me again.

[redacted] – by fax).

Regards,

Asha Saddi, BA(Hons), PMP

Technical Analyst, Infrastructure Programming & Studies

Transportation Division

Public Works, Region of Peel

Tel: 905-791-7800 x7794

Fax: 905-791-1442

Asha.Saddi@peelregion.ca

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[redacted]

Asha. Hope you are fine and doing well and I was just wondering if I missed anything or not but was the EA report ever finished ? If so how do I get a complete copy of the project plan for my records ? Also was the report sent to Council for their review ??

Many thanks and was really great working with you and others from the Region on this project. [redacted] says hello as well I might add.

[redacted]

[redacted]

Hello [redacted]

Thank you for your email concerning the development on the EA.

The project team is currently busy evaluating the options and incorporating public input received. The EA consultant is also completing the technical and environmental studies. Consultations with agencies are also ongoing on the evaluations and the technical studies. It is important that the project team considers all the feedback received from both the agencies and the public so that comprehensive and thorough information can be presented to the public.

The project team will be consulting with the public a second time through a second Public Information Centre (PIC) when this work is completed. A preliminary recommended design will be presented for public input at that time. The location for the PIC will be the Caledon Community Complex and as soon as a date is scheduled I will email the CWG members and a notification will also be mailed to all residents.

The feedback received from the CWG has always been valuable to the project team. If you have any further comments or questions please don't hesitate to contact me again.

([redacted] – by fax)

Regards,

Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca

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recipient or have received this e-mail in error, please notify the sender via return email and permanently delete all copies of the email. Thank you.

[redacted]

Subject: CWG - AIRPORT RD. - Caledon East

Good Morning Asha

It has been five months since our last meeting in Caledon East.

I started this journey expressing my concerns about the deteriorating safety and traffic issues that have rapidly engulfed Caledon East over the past decade with a letter and conversation with the mayor in 2016. I was pleased to participate in the CWG in the hope that both short term measures would be implemented and longer term plans will be introduced, debated and put in place. I must say that the very slow pace of change is not encouraging and does not reflect any sense of urgency on the part of political leadership or the planning process.

The CWG has given me insight into the weight of numerous factors that need to be considered and how the process, by necessity, is far from easy. Careful deliberations that consider competing parameters are clearly at play. That said, public safety IS at risk, when the traffic speed and volume are problems that are clearly visible and have been for years.

I was heartened by the unanimity of opinion within the CWG volunteers on the key issues. With a single traffic light and a single controlled pedestrian crossing the current situation is unsafe. Traffic speed traffic noise are having a serious negative impact on the community and traffic volume and lack of controlled access is leading to unsafe traffic flow. Traffic calming measures were needed in 2016 and are needed today.

I am sure that all members of the committee are anxious as to when we will hear of what measures the planning process is putting forward to address concerns that we experience each day.

[redacted]

[redacted]

Hello [redacted]
Thank you for your email. The project team is currently consulting with agencies after which we will schedule a date for the PIC to receive public input on the design options for corridor improvements. As soon as a date is scheduled for PIC No. 2 I will notify the CWG members. In the meantime if you have any other questions please don't hesitate to contact me again.

Regards,

Asha Saddi

[redacted]

Hi Asha:
Just wondering when the next public meeting will be to discuss the Airport Road study.
We have not heard anything for a while and thought there was to be a public meeting in February.
Thanks
[redacted]

[redacted]

I am writing in response to questions on Airport Road that appear to be outstanding. My sincere apologies for the delay in this response.

Question: Will the project team be providing the additional technical information requested concerning the traffic volumes within the corridor, justification for two lane roundabout at Cranston Drive, right turn lanes warrants, traffic calming measures between Cranston and Mono, and the noise assessment under a separate cover?

Yes, we are in the process of reviewing your comments and will provide you with the information requested under a separate email. I will follow-up with the Project Team and let you know when you can expect to receive this information. I will also work with the Team to include a response to the transportation questions in Errol's email of September 29. In the meantime, you may be interested to view the summary of Questions and Answers from the live PIC session on September 23. The summary was recently posted to the Project Website and includes additional details on the Study that may be of interest.

Question: If the technical studies have been completed, why won't the project team release them to the CWG now?

The technical reports will be released to CWG once they have been approved by Agencies and reviewed/updated in light of comments received by CWG and the Public. CWG will receive the reports for review well in advance of Study Completion and the Public Review Period. I will follow-up shortly to let you know when you can expect to receive the reports.

Question: I noticed the region was conducting a traffic study at Leamster and also Huntsmill in Caledon East. Why are these locations being sampled now?

The traffic investigations observed at Leamster and Huntsmill on September 24 were not carried out for the Airport Road EA Study. We looked into whether the work was related to any other Regional projects and learned that the Region was conducting turning movement counts as part of the regular (annual) traffic data program.

I would like to take this opportunity to thank you for your patience. We are committed to address all your comments and will take the time necessary to ensure careful consideration. We will be in touch with you shortly regarding the above requests and will welcome your comments at any time during this EA Study.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

84BE9F13

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[redacted]

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

Hi, please delete me from the mailing list, I have sold my property.
Thanks
[redacted]

[redacted]

Hello CWG,
Further to the September 15th meeting invitation sent last Friday, attached below is the link to the draft survey. The survey will take approximately ten minutes to complete and consists of 19 questions (not 20, as noted in the survey) and relates to the PIC 2 materials.

The project team welcome your input to these questions and ask that you complete the survey by noon Monday, September 14 so that your feedback is available for the September 15th meeting. We will also review the PIC 2 materials with you at the meeting.

Survey link: [redacted]

Please use the password: [redacted]
NOTE: the password is case sensitive and you may want to copy and paste it in to the survey.

If you have any problems accessing the survey, please don't hesitate to contact me. We look forward to receiving your completed surveys and meeting you all on the 15th.

[redacted] – by fax.

Regards,

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

-
WWY logo [redacted]

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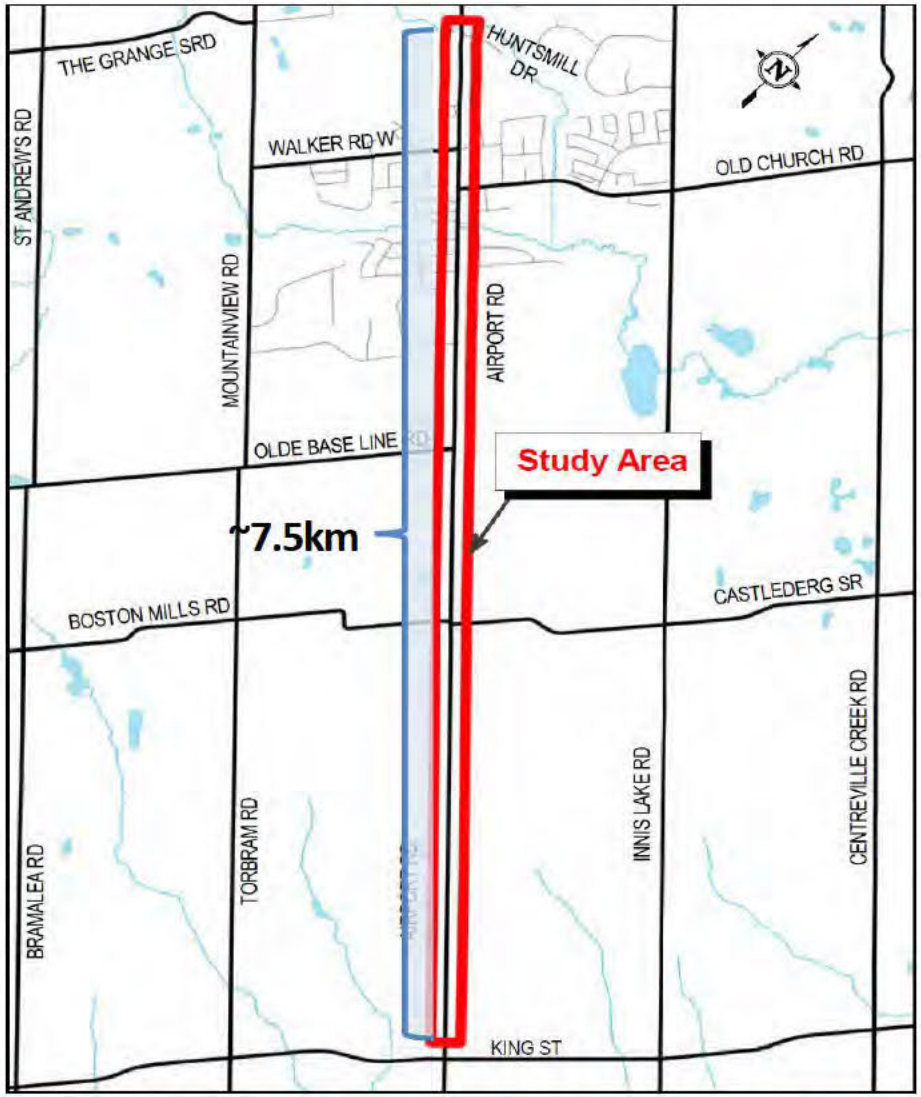
Environmental Assessment
Airport Road from King Street to Huntsmill Drive





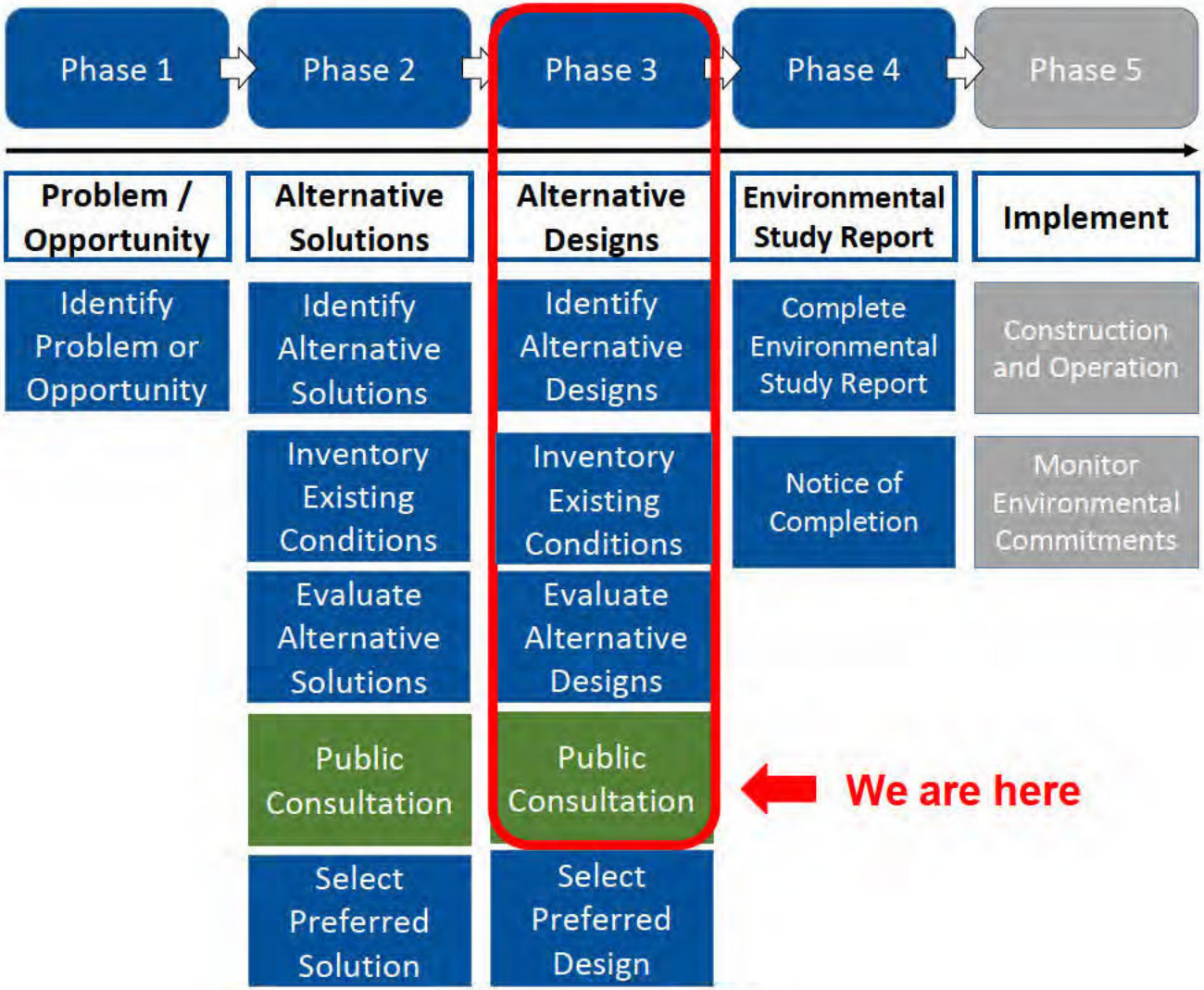
Community Working Group (CWG)
Preliminary Preferred Design Concepts
September 15, 2020

Study Area



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

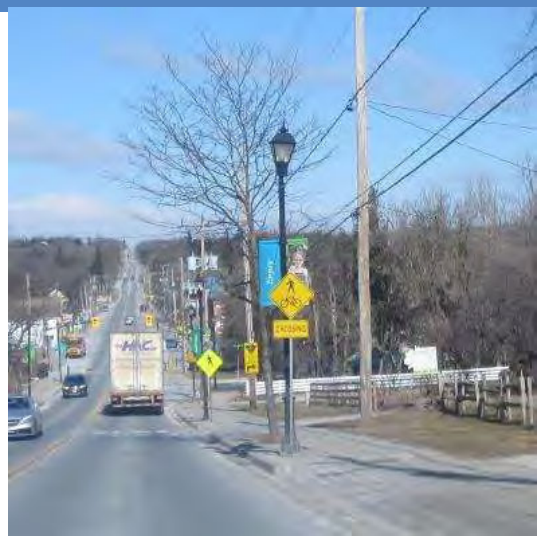
Environmental Assessment



Summary of Phase 1 and 2

Problem and Opportunity:

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



Preferred Solution:

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



What we heard…

Concerns:	Suggestions:
➢ Additional Traffic Capacity	➢ Support Economic Development
➢ Increased Truck Traffic	➢ Consider Small Town Feel
➢ High Speeds	➢ Beautify Caledon East
➢ Difficult Turning to and from Airport Road	➢ Consider Wildlife Passage and Wetlands
➢ Lack of Parking in Caledon East	➢ Widen from King Street to Olde Base Line Road
➢ Roundabouts (Space and Access)	➢ Bypass Mono Road Community
➢ Pedestrian and Cyclist Safety	➢ Improve Sidewalk Conditions
➢ Property Impacts	
➢ Flooding Issues	
➢ Noise and Air Pollution	

Community Working Group Walking Audit (2018):



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



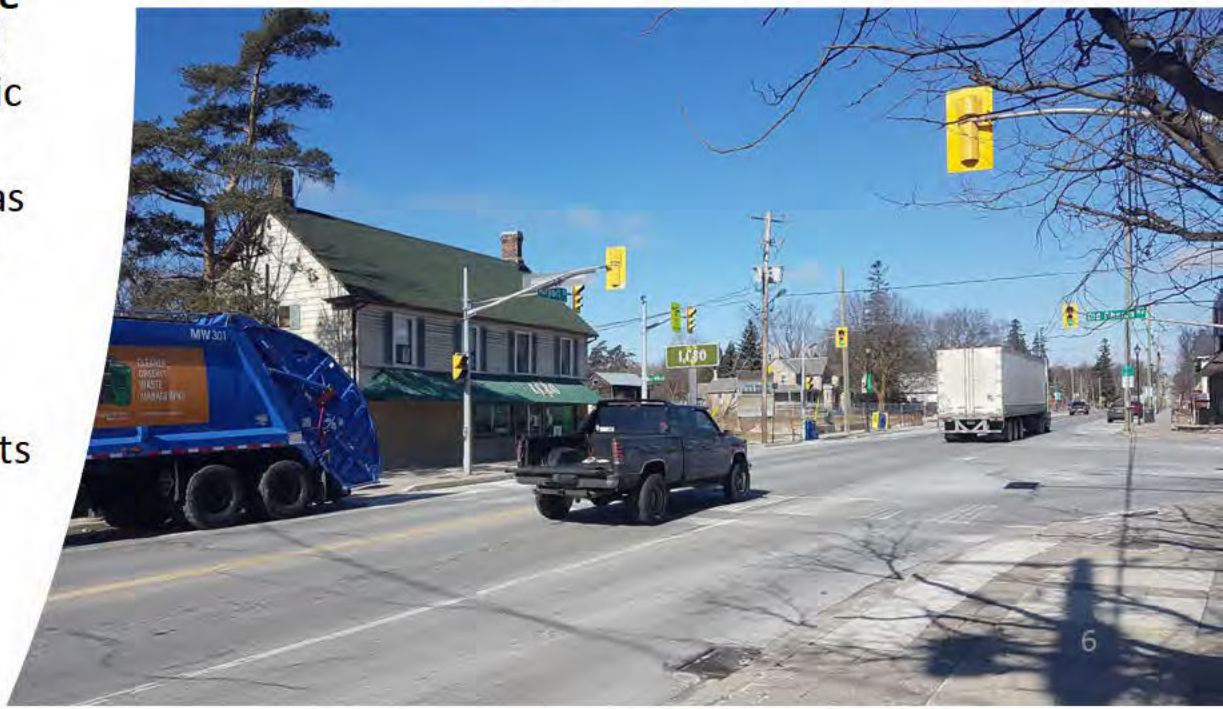
Region of Peel
working with you

IBI

What we did...

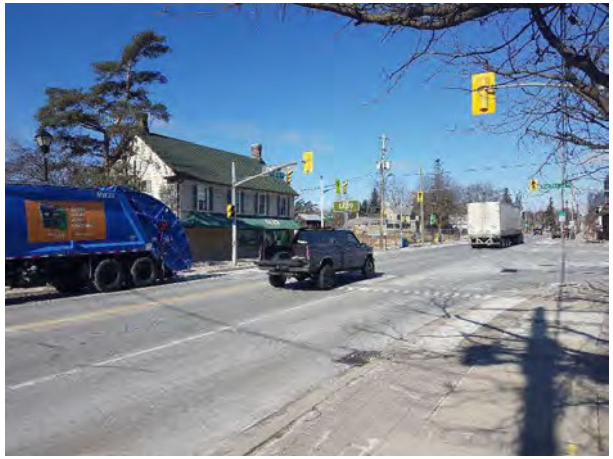
- Requested Provincial **Mobile Inspection Unit** to weigh and examine trucks on Airport Road between Olde Base Line and Old Church Road (1 day in February, 2020)
- Assessed the **feasibility of upgrading Olde Base Line Road** between Highway 10 and Airport Road to accommodate truck traffic
- Monitored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

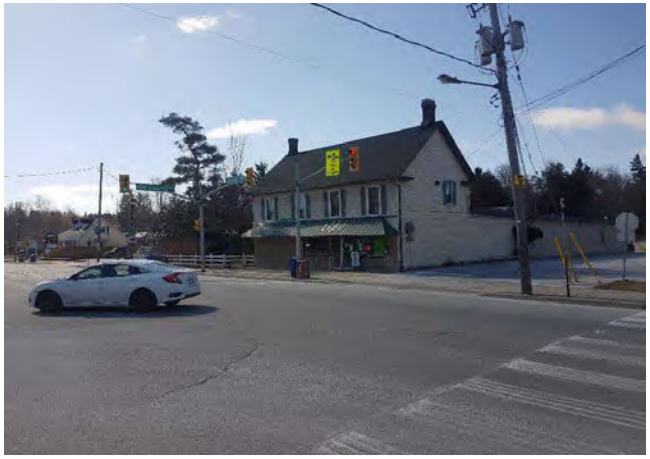


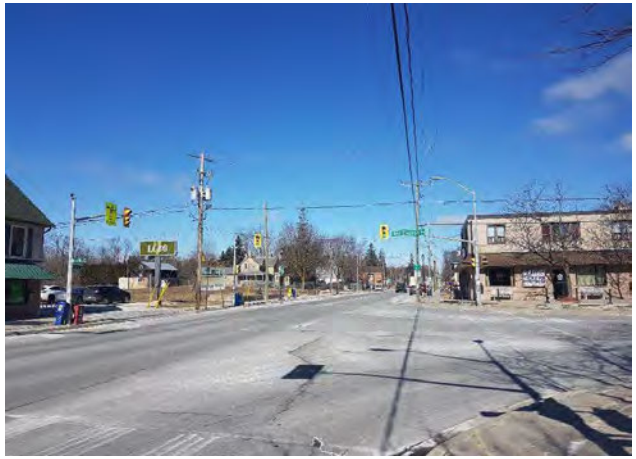


Old Church Road Intersection

Sightline, safety and operational concerns…







…Opportunity to provide signalized access to Airport Road for West Neighbourhood

DRAFT - Old Church Road Intersection

Alternatives		Evaluation Summary	Recommendation
Do Nothing	No improvements	Does not address problem & opportunity	Not carried forward
Modify Driveway Access	Restrict Access to Right-In and Right-Out	Not geometrically feasible with raised curb and not effective through signage alone	Not carried forward
	Restrict Access to One-Way	Not preferred due to potential traffic and economic impacts	Not Preferred
	Close Access	Not preferred due to potential traffic and economic impacts	Not Preferred
	Relocate Access to the North (on adjacent properties)	Not preferred due to potential access restrictions and land development constraints	Not Preferred
	Signalize Driveway Access with Split Phasing	Least preferred due to increase in traffic delay / congestion at intersection	Not Preferred
Extend Old Church Road & Relocate/Remove Building at 16000 Airport Road	Extend Old Church Road to Ivan Avenue and Relocate Building	Transportation and safety benefits with heritage preservation through built heritage relocation at higher cost than removal	Carried Forward (heritage mitigation subject to further analysis)
	Extend Old Church Road to Ivan Avenue and Remove Building	Transportation and safety benefits with heritage preservation primarily through re-use and/or record-keeping of heritage features at lower cost than relocation	
Convert to 3-Leg Intersection	Purchase Property and Improve 3-leg Intersection	Introduced by Technical Advisory Committee. Further analysis required.	Carried Forward (subject to further analysis)

Extend Old Church Road to Ivan Avenue



16000 Airport Road

Heritage Impact Assessment

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





Convert to 3-leg Intersection

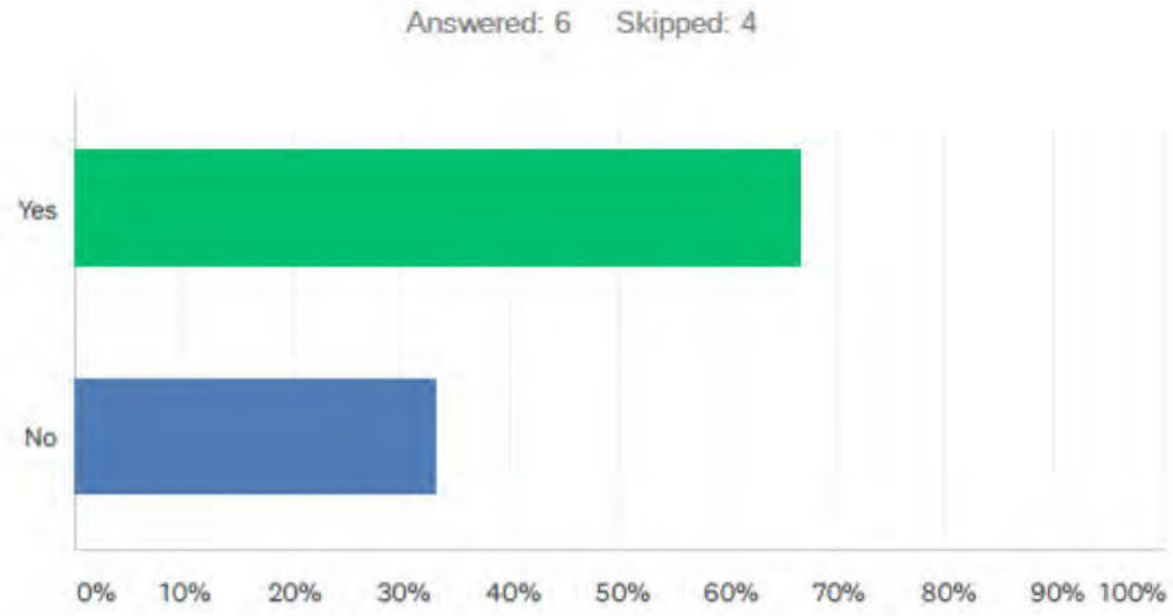
In comparison to Road Extension:

- Improved safety at Old Church Road
- No signalized access to Airport Road for west neighbourhood
- Less cost to construct
- **Subject to further analysis**



CWG Survey Results

Do you agree the 2 options adequately address safety issues?



Extend Old Church Road to Ivan Avenue
or
Convert to 3-leg Intersection

Comments:

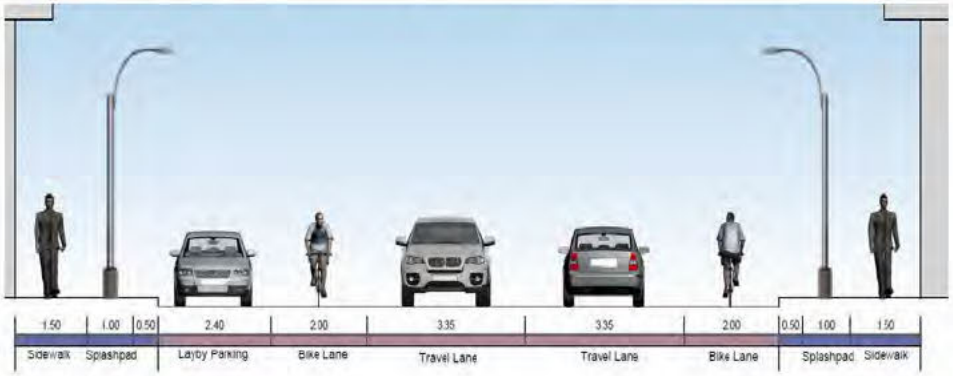
- Parking lot is not big enough at times resulting in cars parked on Ivan Avenue.
- Parking lot is used as a short-cut by drivers, especially by those who exit onto Airport Road.
- Delivery vehicles need access to delivery bay.

Consideration in EA:

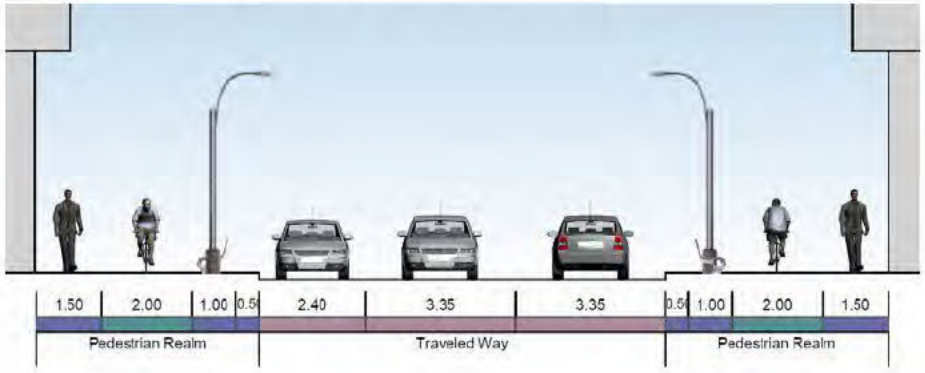
- Road extension would provide on-street parking for adjacent commercial uses.
- Road extension would provide signalized egress for west neighbourhood.
- Narrow parking lot can be difficult for large vehicles to maneuver in and out of one entrance.

Caledon Trailway to Walker Road
Active Transportation Alternatives

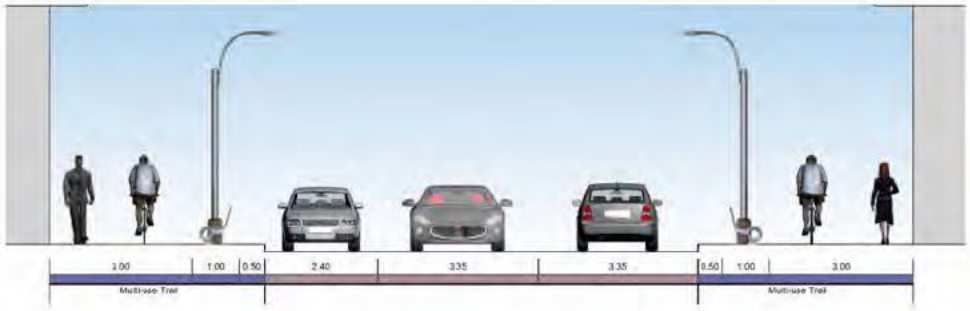
Buffered Bike Lanes and Sidewalks



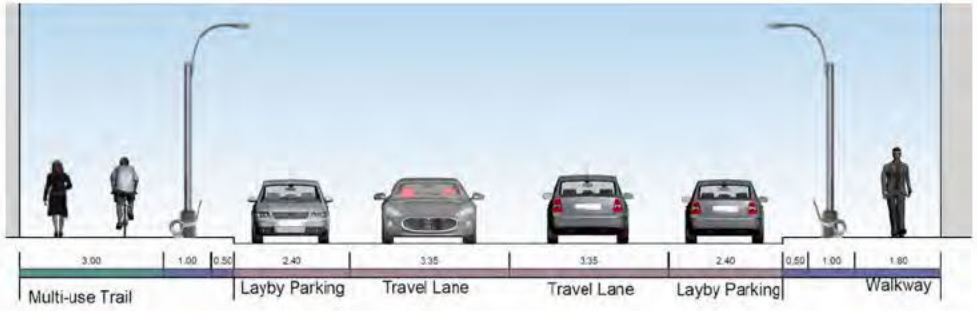
Cycle Tracks and Sidewalks



Multi-use Paths



Multi-use Path and Sidewalk



Region of Peel
working with you

Parking Study

Findings:

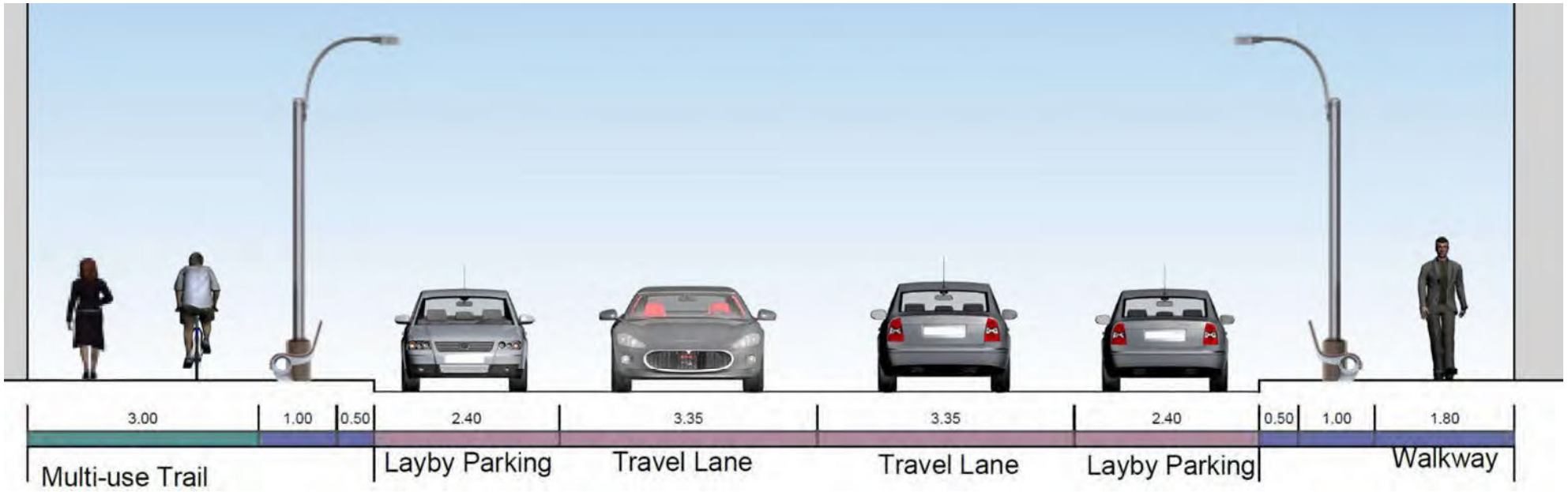
- On weekdays, on-street parking on east side is fully used while parking on west side is regularly used with slight oversupply
- On weekends, on-street parking on east and west side is under-used
- On a net basis, on-street parking is under-used
- Most on-street parking is convenience-based:
  - Mapping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



Caledon Trailway to Walker Road

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

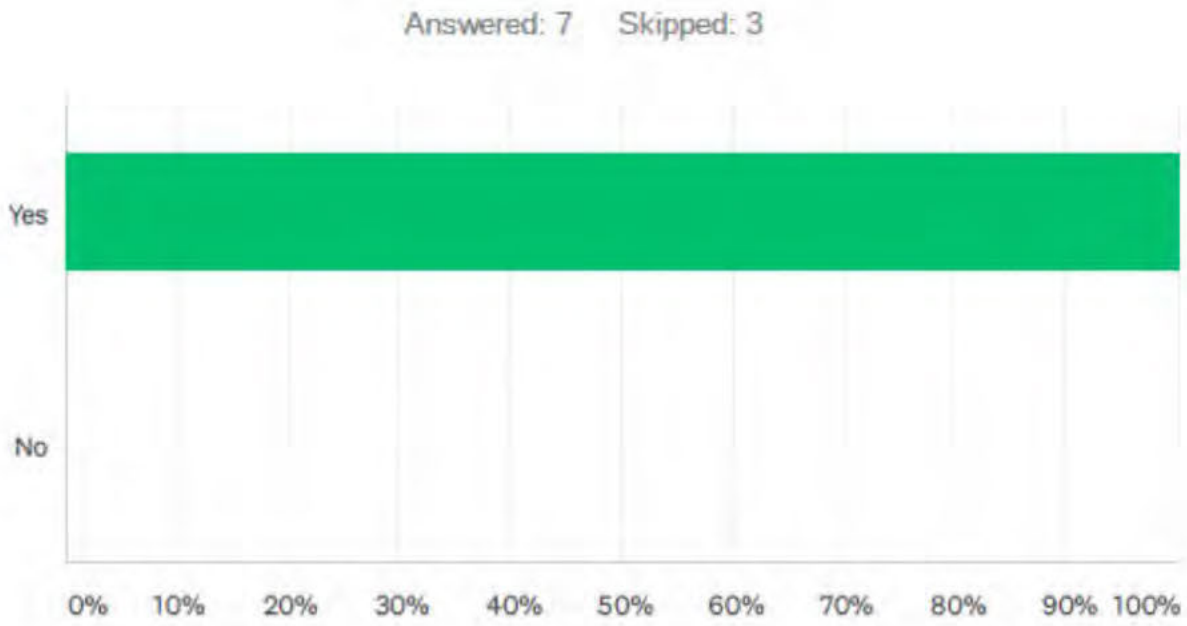
Designated Right-of-Way: 26m



Street trees can also be considered in the area shown for streetscaping and lighting.

CWG Survey Results

Do you agree with the recommendation?



(Caledon Trailway to Walker Road)

Comments:

- Southbound left turn lane at Old Church Road.
- [Parking on west side] restricts visibility for cars merging from Parsons onto Airport Road.
- Access to the Plaza is inadequate and dangerous for vehicles and pedestrians.
- Truck traffic causes multiple safety concerns. Without a by-pass this will get worse.

Consideration in EA:

- Spacing constraints at Old Church Road.
- Road extension would provide signalized egress for west neighbourhood.
- Left and right turn lanes into the Plaza, reduced lane widths and a pedestrian crossing at the School exit driveway.
- A by-pass was screened in the 2015 Caledon East Feasibility Study. A separate study was completed to determine the feasibility of upgrading Olde Base Line Road to accommodate trucks.

South of Hilltop Drive to Caledon Trailway

Signed bike route through East Neighbourhood south of Caledon Trailway

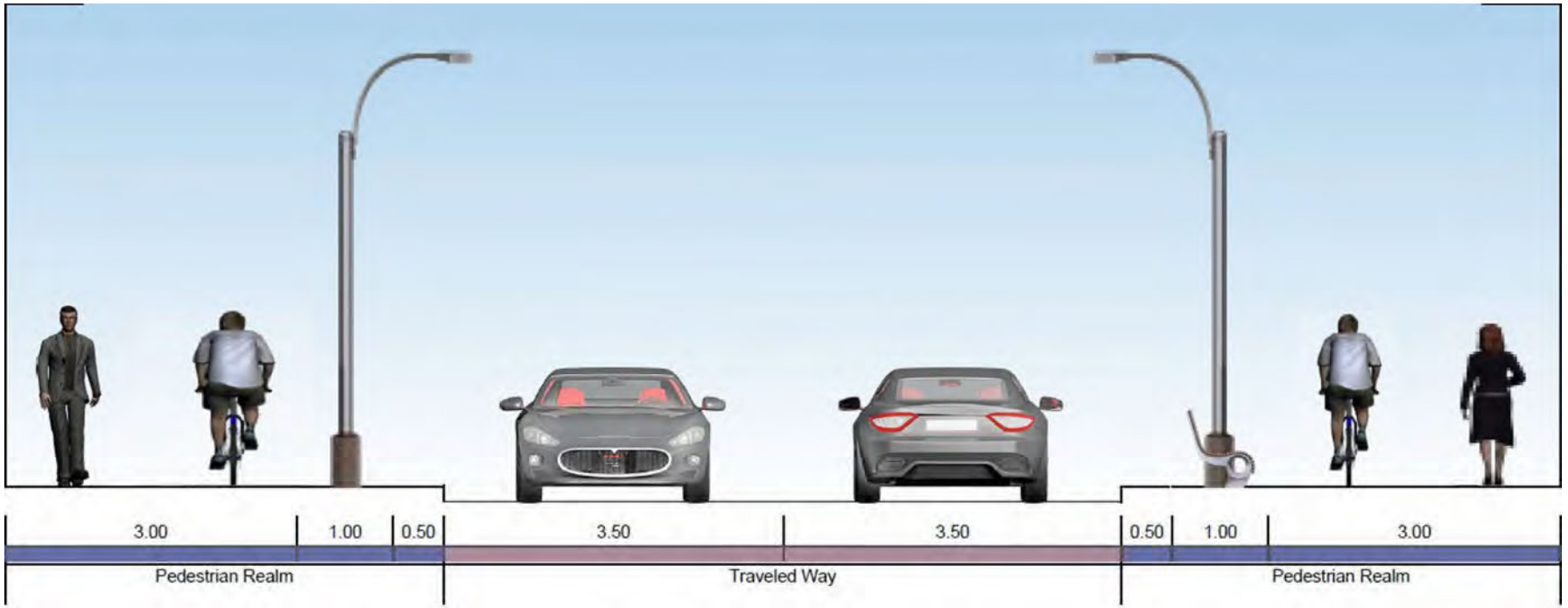


Provides connectivity, bypassing narrow portion of corridor

Cranston Drive to South of Hilltop Drive

Reduced Lane Widths with Multi-Use Paths

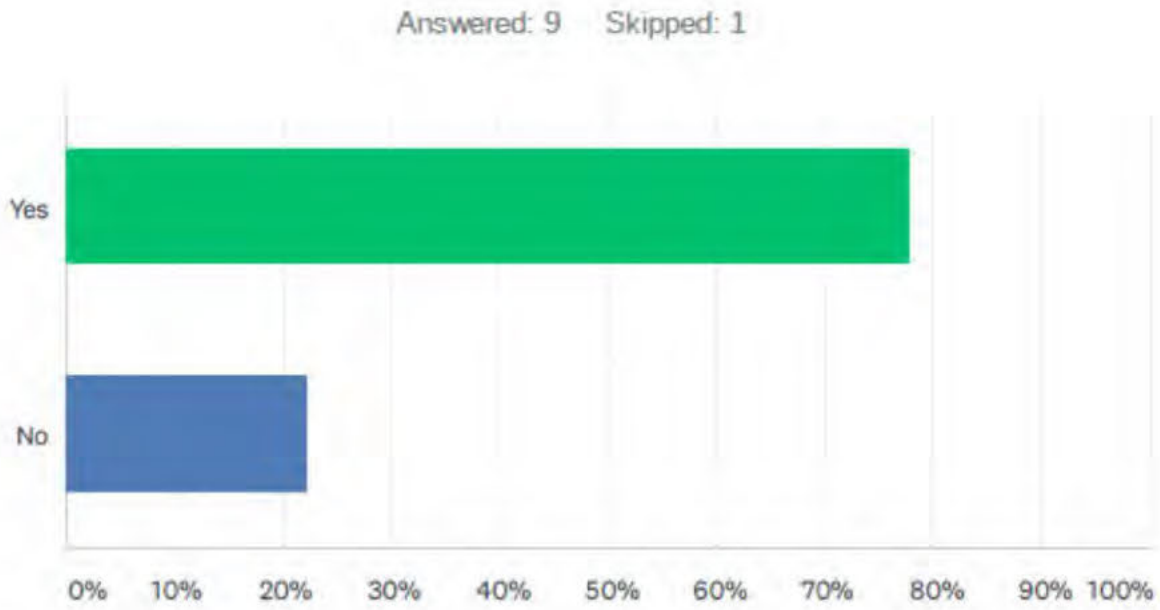
Designated Right-of-Way: 45m



Street trees can also be considered in the area shown for streetscaping and lighting.

CWG Survey Results

Do you agree with the recommendation?



(Cranston Drive to South of Hilltop Drive)

Comments:

- [Extend urban section] between Cranston Drive and Olde Base Line to connect the two communities, provide pedestrian linkages, reduce traffic speeds, and fit with the urban land uses.
- As long as trucks are removed from that section. Safety and environmental concerns.

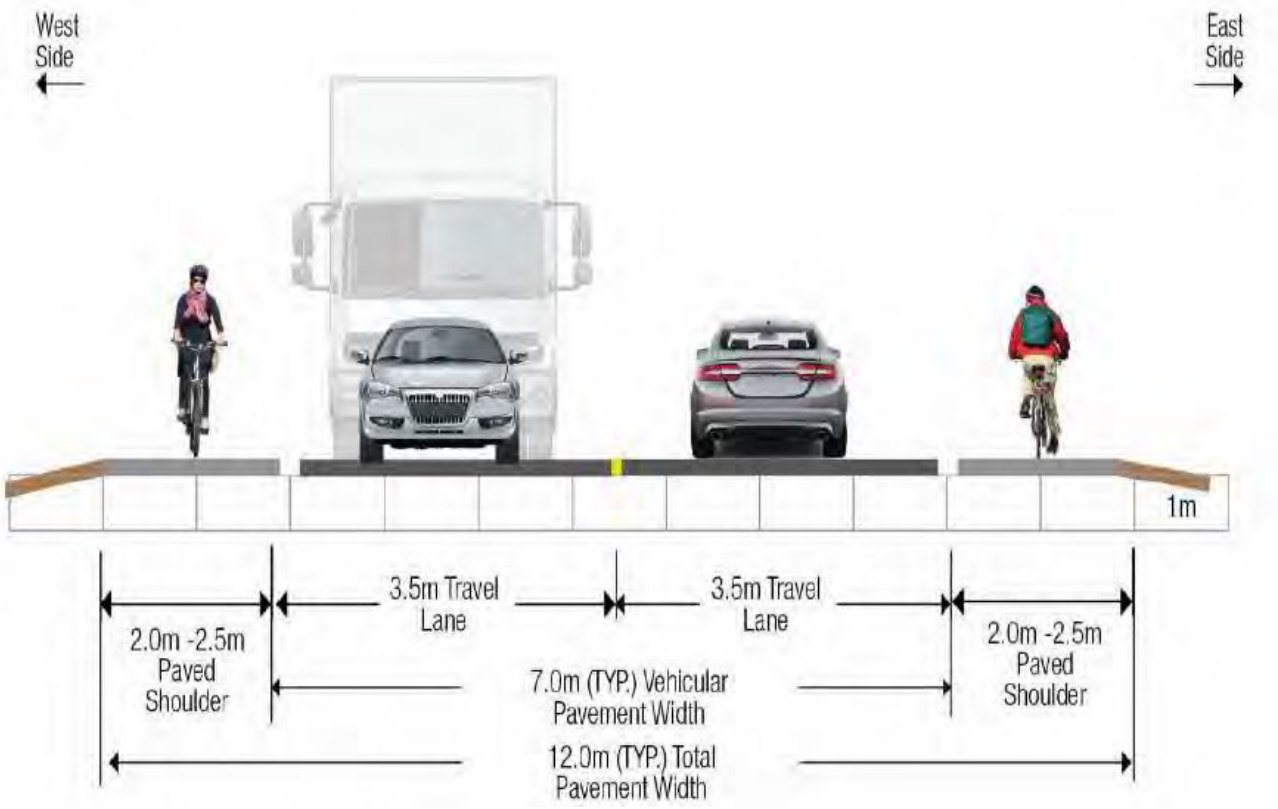
Consideration in EA:

- Active transportation facilities not recommended for this section in Region of Peel active transportation policy or Town of Caledon Transportation Master Plan.
- Technical guidelines (Ontario Traffic Manual Book 18) accommodate for paved shoulder for pedestrians.
- Outside existing urban boundary with adjacent rural land uses and no current plans to develop.
- Could be implemented as condition of future development if urban boundary was expanded.
- Destinations are beyond 1km from Olde Base Line Road to north of Cranston Drive (school, Plaza and active development).
- High cost to urbanize to accommodate multi-use paths with long stretch of new storm sewers, boulevards and utility relocations.
- Traffic calming is served by surrounding roundabouts and semi-urbanization in Mono Road.

Rural Area

Reduced Lane Widths and Paved Shoulders with Rumble Strips

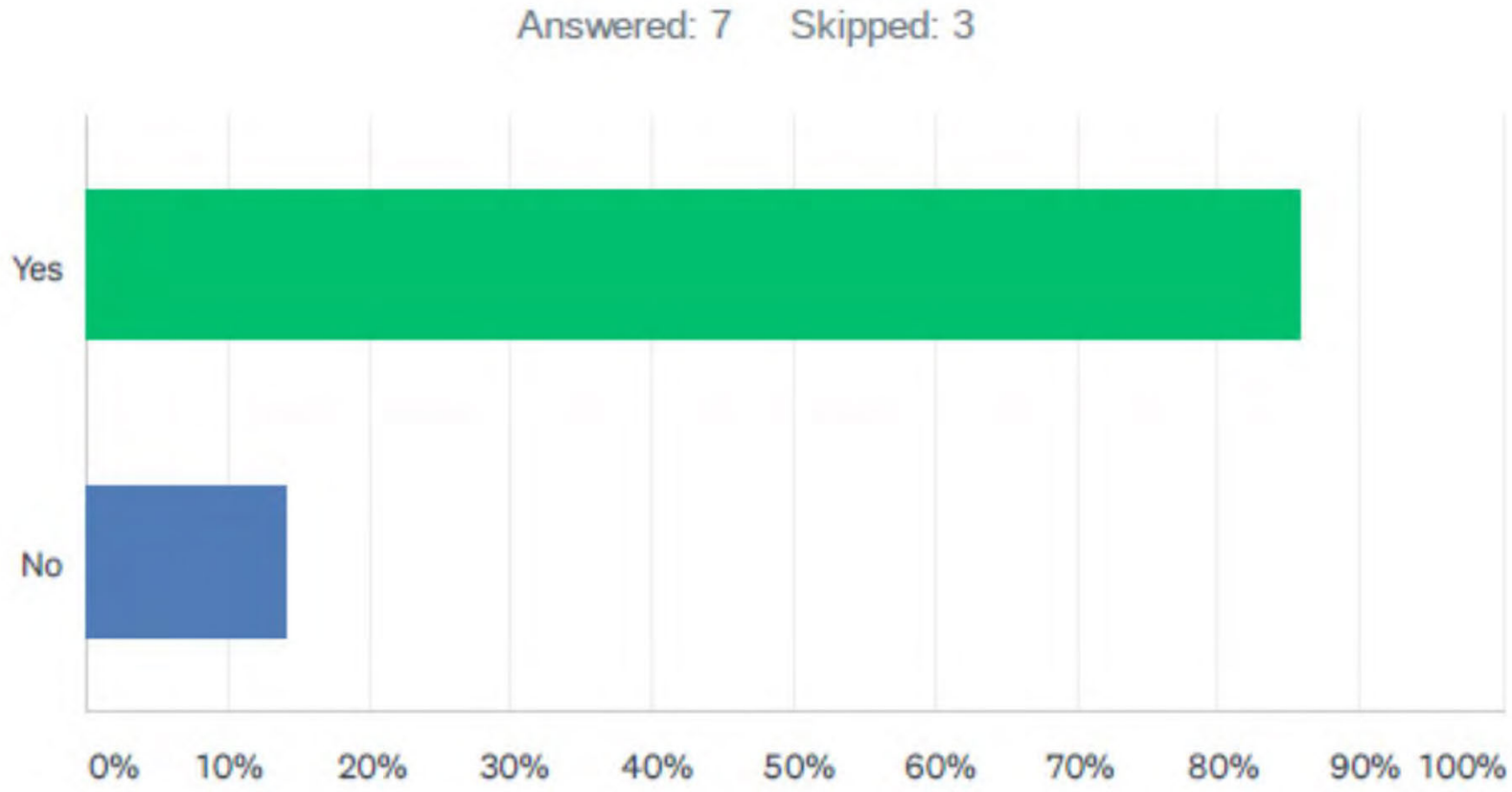
Designated Right-of-Way: 45m



(King Street to Cranston Drive and Leamster Trail to Huntsmill Drive)

CWG Survey Results

Do you agree with the recommendation?

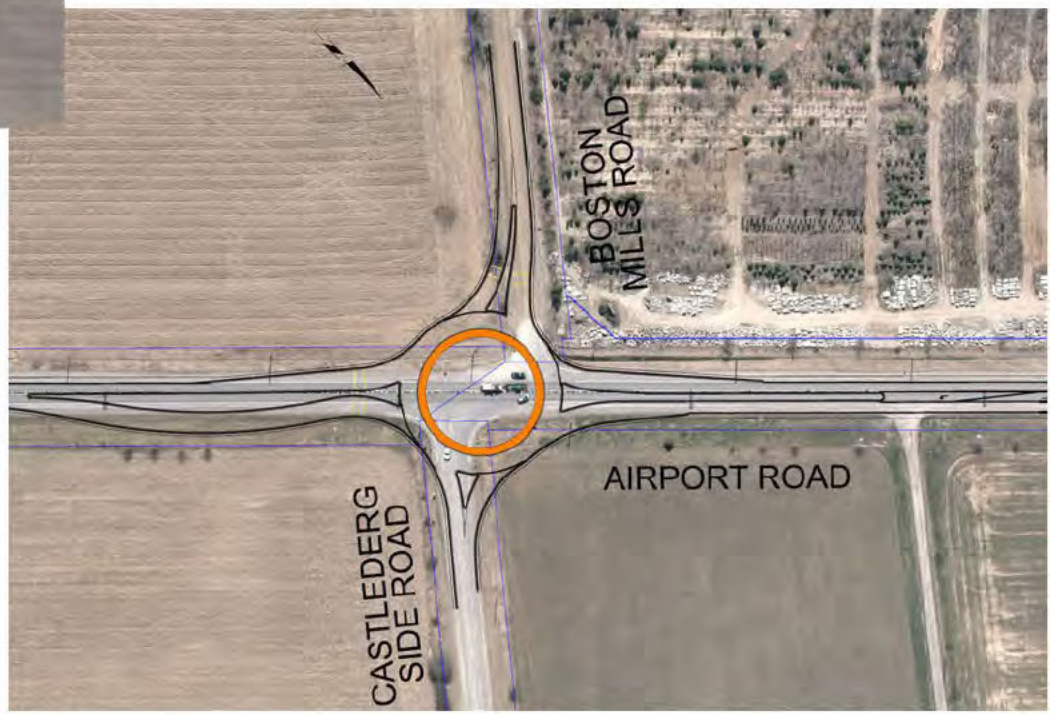


(King Street to Cranston Drive and Leamster Trail to Huntsmill Drive)

Roundabouts



- Opportunity for gateway feature at Cranston Drive
- Combined with pedestrian crossing to the north on Cranston Drive
- Eliminates offset intersection at Castlederg / Boston Mills Side Road

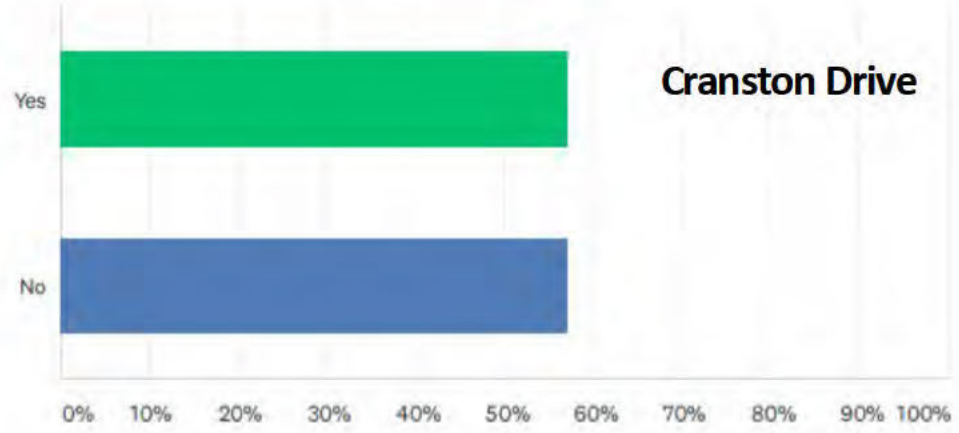


- Encourages slower traffic speeds
- Reduces severity of collisions, although may increase non-fatal collisions
- May require roundabout driver education

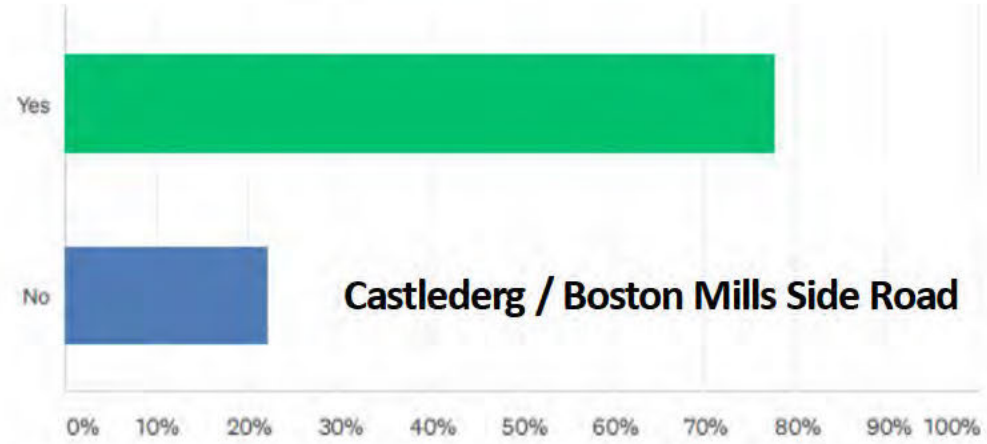
CWG Survey Results

Do you agree with the recommendation?

Answered: 7 Skipped: 3



Answered: 9 Skipped: 1



Cranston Drive:

- Support roundabout but don't believe it needs to be two lanes
- Not sure traffic is heavy enough
- As long as trucks are removed. Safety and environmental concerns.

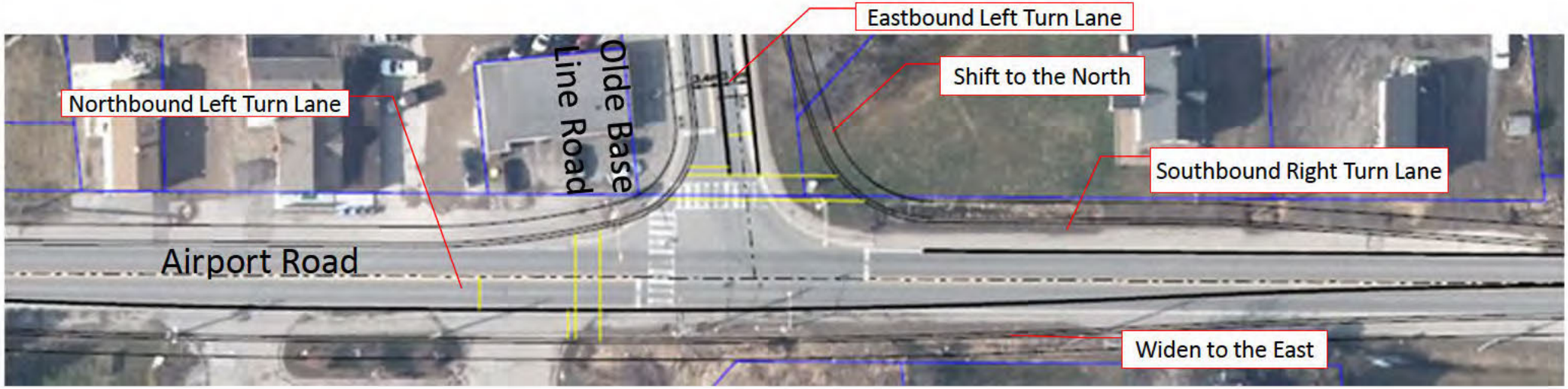
Castlederg / Boston Mills Side Road:

- Volume will dictate 2 lanes as is case of other local roundabouts.

Consideration in EA:

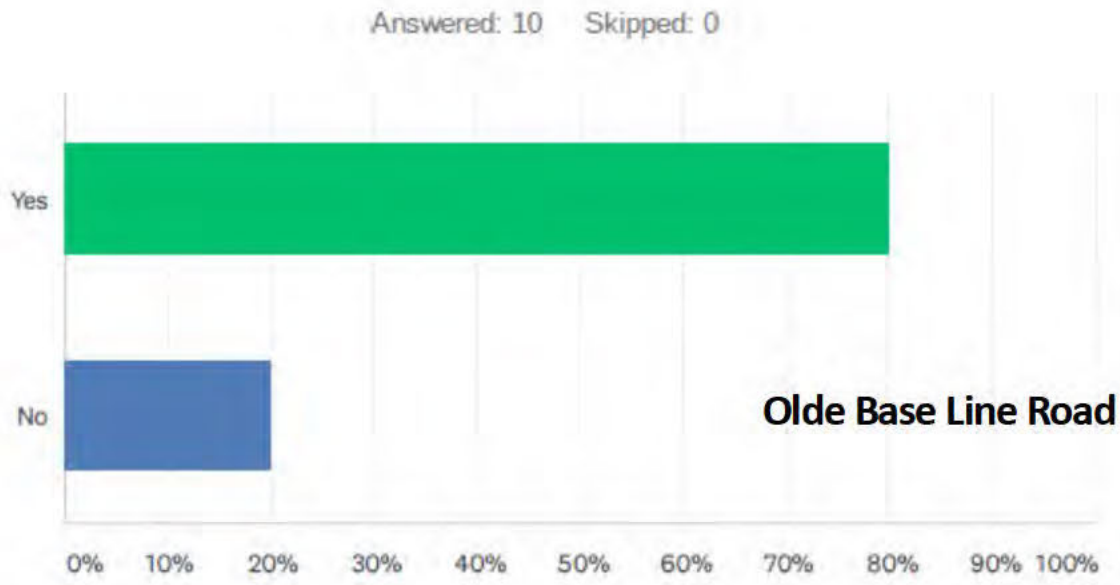
- 2-lane flared entry at Cranston Drive.
- Roundabout to slow traffic.
- Roundabout will accommodate truck traffic and may encourage some trucks to use other truck routes.

Intersections



CWG Survey Results

Do you agree with the recommendation?



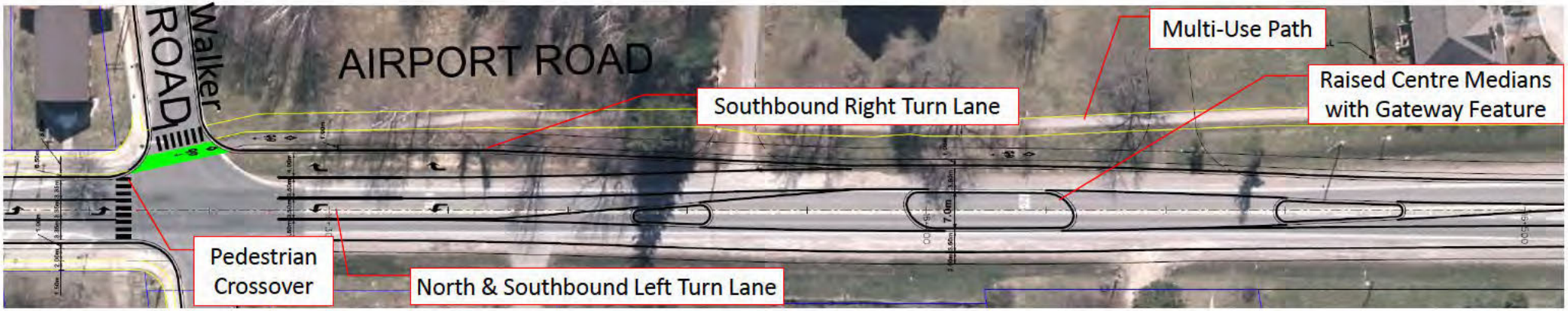
Comments:

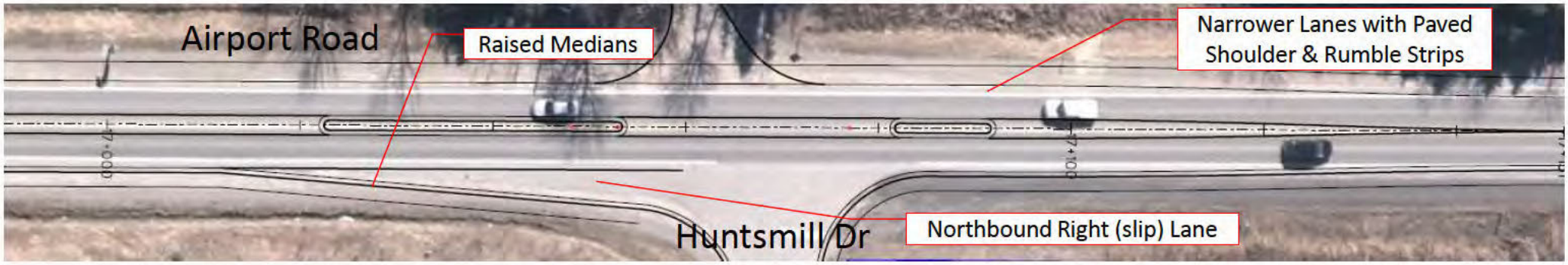
- Right turn lanes increase the risk of vehicle and pedestrian/cyclist conflicts and should only be installed where a heavy turn movement is present.
- Additional lanes will have negative impacts on existing properties and accesses in the vicinity of the intersection.
- Increasing capacity at intersections seems to be counter to [the objective to improve safety and reduce vehicle speeds] unless other effective traffic calming measures are introduced.

Consideration in EA:

- Right turn lanes to improve intersection operations.
- Semi-urban intersection to mitigate property impact, combined with reduced lane widths to encourage slower speeds.

Intersections

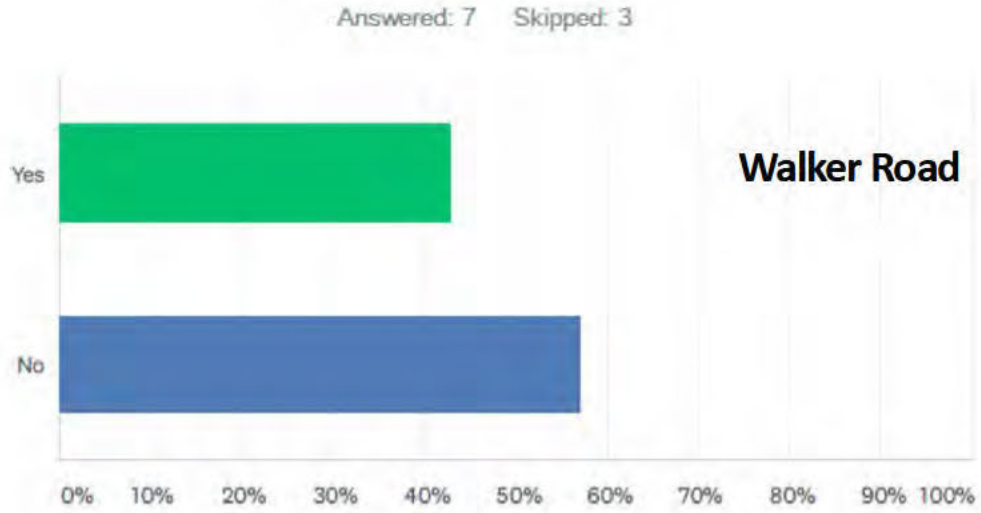


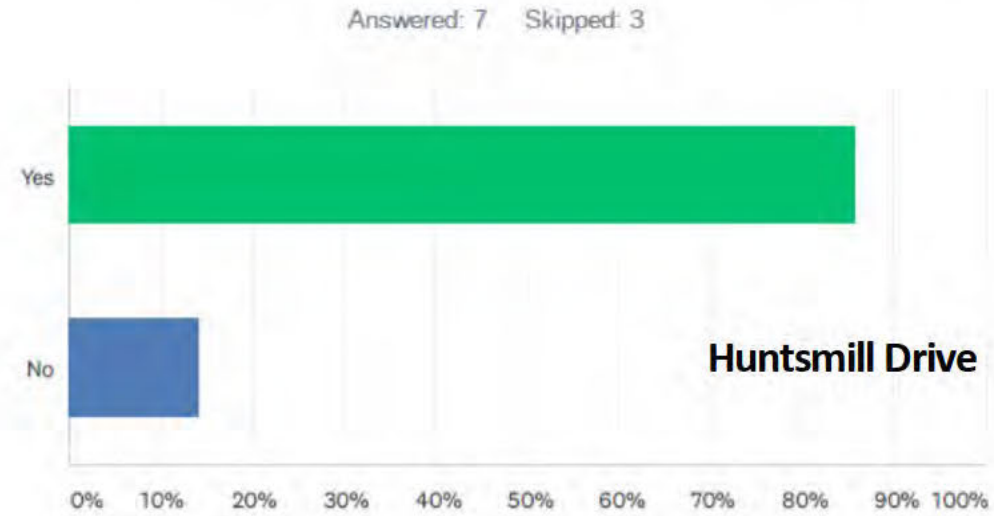


Landscaped medians can be considered during detailed design.

CWG Survey Results

Do you agree with the recommendation?





Walker Road:

- Remove southbound right-turn lane to reduce vehicle speeds, improve pedestrian and cyclist safety, and reduce intersection crossing distances.
- Traffic lights to ensure pedestrian safety, deal with increases in vehicular traffic, and reduce traffic speeds.

Consideration in EA:

- Right-turn lanes to improve intersection operations.
- Pedestrian crossover.

Walker Road to Leamster Trail:

- [Fully urbanize] with curb, boulevards, sidewalks, multi-use path, landscape, lighting, etc.

Consideration in EA:

- Semi-urban cross-section from Walker Road to Leamster Trail.

Huntsmill Drive:

- Supportive of traffic calming measures at [community entrances] but the measures have to be substantial enough to be effective, such as entrance feature rather than a typical raised median.
- Should have a cross-over as this is connection on both sides to Caledon East Community Trail.

- **Consideration in EA:**
- Gateway feature.
- Crossover can be considered as part of Trail development.



Region of Peel
working with you

IBI

Summary of Traffic Calming Measures

- ❑ Raised centre medians at Huntsmill Drive and north of Walker Road
- ❑ Layby parking with streetscaping from Walker Road to Caledon Trailway
- ❑ Roundabouts at Cranston Drive and Castlederg / Boston Mills Side Road
- ❑ Reduced lane widths throughout corridor

Other Improvements

- ❑ Multi-use path on Old Church Road from Airport Road to Marilyn Street
- ❑ Additional turn lanes north of Boston Mills Road
- ❑ Improved storm sewers and water crossings throughout



Next Steps

- ❑ On-line Review Package (September 17 to October 14)
  - Summary of Community Input
  - Summary of Technical Study Findings
  - Summary of Olde Base Line Road Feasibility Study
  - Preliminary Assessment of Alternative Design Concepts
  - Preliminary Preferred Design
  - Survey and Comment Sheet
- ❑ Live Presentation (September 23)
- ❑ Review and address comments
- ❑ Select Preferred Design Concept
- ❑ Prepare Environmental Study Report for minimum 30-day public review period



…Thank you

[redacted]

Hello CWG,

I hope you are all well and enjoying the summer.

Attached below is a link to the project website where you will find the July 2020 Project Update under Project Newsletters in the Study Documents section. Information on the work being completed by the project team is included in the Project Update and a study timeline is also provided.

The project team appreciate the time that you have dedicated to attend the CWG meetings and the feedback that you have been providing and have acknowledged this work in the Project Update. Additional information on the neighbourhood walk is also included under the Community Working Group section on the project website.

There will be an additional opportunity for you to provide feedback before the second PIC in the Fall, as included in the study timeline. This will be in an online format and I will be in touch again in the coming weeks with more information. In the meantime, as the project team continues to work on the preliminary assessment and creating an online format for consultation, we continue to look forward to receiving your comments.

Project website link: https://www.peelregion.ca/pw/transportation/construction/environmental-assessment/airport-road-caledon.asp

If you have any problems accessing the link please let me know.

Regards,

Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca

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[redacted]

Hello CWG Members,

I hope everyone had a safe and enjoyable summer.

This message is to keep you informed of the EA Study on Airport Road. The technical studies for the EA are progressing, and a second PIC will be held when this work is completed. I will notify all CWG members when a date for the PIC has been selected.

At PIC #2 the public will be able to review:

- Public and Agency feedback,
- Technical studies and assessments,
- The evaluation of alternative design concepts, and
- The preliminary preferred design concept.

The project team always welcomes your feedback and if you have any questions or comments in the meantime, please feel free to contact me.

([redacted] – by fax)

Regards,

Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca

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[redacted]

Hello CWG,
Following PIC 2 the Project team received community input and suggestions on the Old Church Road extension at Ivan Avenue. The Project team is currently examining the option of not connecting the Old Church Road extension to Ivan Avenue. Given the public interest, we are working with our Consultant and the Town of Caledon to assess and compare this option to the other alternatives considered. We will keep you informed of this review, and we welcome your comments at any point during this EA process.

In the meantime our Communication team will include an update to the Project website. I will let you know when this has been completed.

[redacted] – by fax

Regards,

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

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[redacted]

Good Morning CWG,

This is to let you know that the project website was updated on Friday and you can view the update at: https://peelregion.ca/pw/transportation/construction/environmental-assessment/airport-road-caledon.asp

Also attached for your information is correspondence with [redacted].

[redacted] – by fax

Regards,

Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Asha.Saddi@peelregion.ca

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[redacted] – by fax

Regards,

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[redacted]

Hi [redacted]

I am glad you emailed. We will try to answer any questions you may have at any time during the EA.

We are planning to share the technical reports with CWG in January, which will provide all of the technical information requested (traffic volumes, roundabout analysis, noise assessment). We will be updating the group in December (shortly) with a response to questions (at this time concerning right-turn lanes and traffic calming).

Regarding the Old Church Road extension, we are examining a modified alternative that was suggested through public comments - to close access to Ivan Avenue at the end of the extension. This would address the safety concerns at the intersection and would not address the opportunity to provide a signalized egress to Airport Road. Given the public interest, we are assessing and comparing this option to the other alternatives considered.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

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[redacted]

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Sonya,

Sorry to bother you, as I know your busy. Is there a date for the release of the technical report that is suppose to be released in December?
An email was just circulated by neighbours about a petition, and canvassing this weekend to appose the extension of Old Church onto Ivan Avenue.
This has caused a lot of anxiety for neighbours in our area and has caused some heated discussions.

Respectfully. [redacted]

[redacted]

Hello All,

For your information please find attached correspondence with [redacted]

By fax: [redacted]

Regards,

Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca

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[redacted]

Thank you for reaching out to us regarding your concerns. Please be assured that this project continues to be a high priority for the Region. The Project Team is working diligently toward a recommended plan that can be presented to the Public for feedback in Winter 2020. This involves a review of key issues with relevant agencies in advance. Your concerns are being considered as part of the planning process and the next Public meeting will explain how your comments have been addressed. At that time you will have the opportunity to review and discuss the recommended actions and proposed timing with the Project Team.

In the meantime, please continue to contact me or Asha with any additional questions, comments or concerns you may have. We will continue to keep you and CWG informed of the Study's progress.

Kind regards,

Sonya Bubas, MCIP, RPP

Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801
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December 10th, 2019

Hello Sonya and Asha

The initial meeting of the CWG for this project was held on November 30th, 2017.

Those citizens in attendance at that initial meeting represented a very good cross section of citizens interested in the project. The group outlined a number of clearly expressed concerns pertaining to the infrastructure and traffic characteristics of the roadway between King St. and Huntsmill Dr.

Some of those concerns focused on the safety of pedestrians and drivers as the traffic volume increases dramatically each year and the makeup of that traffic reflects the rapid growth of goods transport in Peel. Others spoke of the deteriorating quality of life for the citizens and environmental concerns. despite a variety of backgrounds and occupations there was very clear unanimity within the group on those key safety and environmental concerns.

The skills of the professional staff during the meetings were impressive and I developed an appreciation of the complexity of the task due to the number of factors to be evaluated and the number of participants in the process, both expert and community.

That said, we are now approaching 2020. My initial reason for asking for a place at the table was that the formation of the CWG followed close after a letter that I had drafted to the Mayor of Caledon early in 2017. In that letter I wrote that following the two traffic fatalities in town and the remarkable increase in traffic volume and character there was an urgent need to address the safety and environmental concerns that I enumerated through changes to enforcement and infrastructure.

With the creation of the CWG I was, of course, hoping that the contents of that letter would find traction within the Region of Peel's initiatives. The Mayor had provided only platitudes to

my concerns.

Despite my appreciation of the complexity of the process and recognition that a region the size of Peel has enormous planning priorities I cannot help but be frustrated that three years will pass and all of my worries and concerns remain exactly where they were in January of 2017. As I look out my door I see the same dangers to pedestrians, witness the same recklessness by vehicular traffic, am amazed that transport trucks are roaring up the hill and barrelling down the hill, stunned that infrastructure shortcomings necessitate jaywalking by pedestrians and dangerous actions by drivers, and amazed that the we continue to allow the quality of life to deteriorate due to the noise and volume of vehicles.

In those three years the completion of submissions have added hundreds of citizens and vehicles to the area and the shovels are about to go into the ground for an additional thousand units over the next two years.

I would like to know when ACTION by the Region of Peel will be seen in addressing a situation that is intolerable. Will in take another casualty before this project slithers from the bottom of some pile and is placed on the top.

sincerely,



[redacted]

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Asha. Feel free to share my email. I should have sent to entire group.

Sent from my iPhone

> On Dec 11, 2020, at 4:15 PM, Saddi, Asha <asha.saddi@peelregion.ca> wrote:
>
> [redacted],
> Thank you for your email. As we share all emails with CWG members, please let me know if you are comfortable with us forwarding your email to the CWG.
>
> ***Kind regards,***
>
> ***Asha Saddi, BA(Hons), PMP***
> ***Technical Analyst, Infrastructure Programming & Studies***
> ***Transportation Division***
> ***Public Works, Region of Peel***
> ***Tel: 905-791-7800 x7794***
> ***Asha.Saddi@peelregion.ca***
>
> <image002.gif>
>
> [redacted]
>
> [redacted]

10 Peel Centre Dr., Suite B, 4th Floor

Brampton, ON L6T 4B9

905-791-7800 ext. 7801

<image003.png>

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[redacted]

Website and includes additional details on the Study that may be of interest.

Question: If the technical studies have been completed, why won't the project team

[redacted]

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Thanks Sonya..

Merry Christmas and Happy New Year to you and all CWG members.

[redacted]

On Fri, Dec 11, 2020 at 12:47 PM Bubas, Sonya <sonya.bubas@peelregion.ca> wrote:

> Good afternoon CWG members,
>
> The following is in response to your suggestions for removal of proposed right-turn lanes on Airport Road and for traffic calming measures through the Mono Road community. The Region plans to circulate draft technical reports to you early in the New Year, which will include additional details regarding the existing/future traffic volumes, roundabout analyses, and noise assessment.
>
> **Right-turn Lanes**
>
> The Project Team reviewed the justification for proposed right-turn lanes at major intersections through the Study corridor. Southbound right-turn lanes are proposed at the intersections with Olde Base Line Road and Walker Road. The justification for right-turn lanes was based on a combination of factors (e.g., traffic operations, safety, and road use or character), and not solely on technical warrants.
>
> Olde Base Line Road and Airport Road:
>
> The anticipated future traffic and expected right-turn traffic volumes at this intersection are expected to rise. The proposed design must also account for potential future truck traffic turning onto Olde Base Line Road. Based on the traffic study, the current configuration is expected to operate poorly with significant delays observed for all three approaches. The

proposed right-turn lane is in line with the Region's criteria for road standards as there are high volumes today that exceed the technical (Transportation Association of Canada) threshold and capacity. Further to traffic operations, the Region's traffic collision data recorded 10 collisions at this intersection over 4 years from 2015 to 2019. All collisions involved property damage and were non-fatal, with no record of pedestrians or cyclists involved. The southbound right-turn lane is proposed to improve safety conditions by reducing the potential for rear-end collisions.

Walker Road and Airport Road:

The turning lane is recommended due to traffic operations and safety. The proposed development on the northwest corner of this intersection is expected to further increase traffic volumes and the proposed right-turn lane will be able to accommodate future traffic demands. Apart from traffic operations, additional consideration was given to traffic safety. The combination of southbound vehicles approaching the intersection downhill, and high through-traffic volumes contribute to the risk of rear-end collisions. In consideration of your comments, the Region will monitor the intersection for safety concerns. Future considerations may include repurposing the right-turn lane into layby parking to enhance southbound traffic calming benefits.

Traffic Calming Measures

The proposed changes along Airport Road between Cranston Drive and Boston Mills Road will promote lower traffic speeds for the Mono Road community. These include the two proposed roundabouts at Cranston Drive and Boston Mills Road, which should help reduce traffic speeds approaching and leaving the community. Drivers would be forced to slow down to maneuver around the roundabouts on Airport Road. In addition to the roundabouts, replacing gravel shoulders with concrete beveled curbs approaching Olde Base Line Road may help inform drivers to slow down as they approach Mono Road. Other traffic calming features such as transverse pavement markings and speed radar sign(s) can be considered to further encourage reduced travel speeds through the Mono Road community.

We will be in touch with you again in January with additional information.

Regards,

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor

Brampton, ON L6T 4B9

905-791-7800 ext. 7801

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[redacted]

Dear CWG members,

I am following-up with the estimated timeline for a formal response to your comments and the updated draft technical reports.

Currently, our team is reviewing all comments and surveys received in response to the information presented at PIC 2 (including CWG comments). I anticipate this review will be completed by the end of November, with a response to your questions in December,

followed by circulation of the updated draft technical reports in January.

Asha will continue to provide you with updates moving forward, including the above information as soon as it is available.

Again, thank you for your patience and understanding.

Regards,

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor

Brampton, ON L6T 4B9

905-791-7800 ext. 7801

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[redacted]

[redacted]

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Currently, our team is reviewing all comments and surveys received in response to the information presented at PIC 2 (including CWG comments). I anticipate this review will be completed by the end of November, with a response to your questions in December, followed by circulation of the updated draft technical reports in January.

Asha will continue to provide you with updates moving forward, including the above information as soon as it is available.

Again, thank you for your patience and understanding.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

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[redacted]

[redacted]

[redacted]

Thank you for your comments. We are also in receipt of your comments from October 11. As a CWG member, you will be receiving draft technical reports in the new year that may help to address some of the issues you raised. I will also share your latest comments with the Project Team for a response.

As you know, we have been sharing messages from CWG members with the larger group so that everyone is aware of all correspondence. Were your comments below and on Oct 11 submitted as a member of CWG or the Public? If as a member of CWG, would you mind if we forward your comments to the group as part of our next update?

Have a wonderful holiday,

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

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[redacted]

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[redacted]

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[redacted]

YOU DO NOT TRUST.

Hello Sonya

As this terrible year comes to an end I assume that your team is now completing its review of citizen reaction to the proposals and the next phase in the process will be final proposals.
The volunteers who composed the CWG have always been quite united in their list of concerns and remain hopeful that those concerns find their way into the proposals. I hope that you also received constructive feedback from the public. I expect that the lack of face to face consultation had the effect of reducing citizen involvement.

My own reaction to the initial plans are very mixed. There are many aspects to the plans that are worthy of support. The changes will certainly improve the route in aesthetic ways, changes to turning lanes are well thought out and will enhance order and safety, additional space for pedestrians and cyclists are welcome. A final redesign for the problematic intersection at Airport Rd. and Old Church is hopeful.

There are shortcomings that need to be addressed and most importantly I am unconvinced that traffic calming measures will produce results or remain aspirational.

From the beginning concerns were voiced about the negative impact of increased traffic volumes on safety, vehicle and pedestrian access and noise. Truck traffic was viewed as very disruptive to safety and the noise created disruptive and destructive to the urban fabric.

You have mentioned on more than one occasion that the Region is supportive of the transportation of goods industry as a major employer. So the citizens of Caledon East will need to learn to live with that reality. I believe that the future plans must take *all measures possible* to allow the citizens to have a safe and liveable town. The volume of traffic is beyond control and so the true measure of the success of final designs will be the degree to which they address vehicle noise and speed. Some of us on the CWG have made repeated requests for access to technical data so that we have a better understanding of what the conditions are with regards to vehicle characteristics, traffic numbers and decibel levels. Without such data our life experience must suffice in guiding our perceptions.

On Thursday December 10th I was awoken by the noise generated by a single aggregate truck. I have some experience driving tractor/trailers with loads up to 20 thousand pounds. I expect that some of the large sand and gravel transports are close to double that weight. Those with 8 foot double stacks that are 8 inches in diameter deliver shock waves able to rattle homes. Later that morning at 8:45 a large load on a 30 foot truck was tailed by another tractor with a double trailer load. The two tractors strained to get uphill at speed just as an empty 30 footer descended going north with air brakes engaged. The combined sound generated by the three trucks was simply incompatible with life in an urban zone. You have the data and know the numbers of such trucks that go through the town on a daily basis, and the trends over time. The problem through Caledon East is not volume during most of the 24 hour cycle. Outside rush hour periods vehicle spacing allows trucks and cars to

exceed speed limits resulting in increased dangers and increased noise levels.

In early November the Region had minor road resurfacing on Airport Rd. at Hilltop Dr.. During those three days of roadwork we had a glimpse of what a liveable and safe urban space would be like. For most of the days of construction traffic was reduced to one lane for long periods. The delays to cars and trucks was usually of very short duration, in the order of less than a minute, when 8 and 12 cars and trucks lined up to wait to be flagged through. During that construction noise levels plummeted and pedestrian and vehicle safety increased.

The current proposals do not remove the problem of vehicle speeds. That gravel truck came through Caledon East from the north and after passing through the lights at Old Church Rd. could see about 400 metres ahead. With no concern that pedestrian traffic would activate the pedestrian crossing near Emma St. at that hour the driver accelerated through town keen to build up speed to make the drive up the hill easier. The driver gained speed at Emma St. and hit seventh gear by Marion St. generating the decibels to rattle the community. That driving pattern is replicated throughout the day by the 15 or 20 percent of drivers of all vehicles who determine their speed by the open space ahead of them.

The only solutions available to slow traffic down are a Community Safety Zone with a reduced speed limit to 40 KM and active and automatic photo radar. With the resulting lower speed the problems that I have described will be reduced and the correct balance of traffic flow and community liveability will have a better chance.

I hope that you have a pleasant holiday season.

[redacted]

[redacted]

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Thank you.
I do have another virtual meeting tomorrow night but this is more important so I do plan to join you.
[redacted]

Sent from my Bell Samsung device over Canada's largest network.

-------- Original message --------
[redacted]

[redacted]

Thank you for your email. I understand how difficult it must be when you are not able to physically see the presentation.

I encourage you to use the link provided in my email below to review the PIC 2 materials and complete the survey and a Comment Sheet. We hope that you will also be able to join us tomorrow evening.

If you have any further questions or concerns please don't hesitate to contact me again.

Regards,

Asha Saddi, BA(Hons), PMP

Technical Analyst, Infrastructure Programming & Studies

Transportation Division

Public Works, Region of Peel

Tel: 905-791-7800 x7794

Asha.Saddi@peelregion.ca

WWY logo [redacted]

[redacted]

[redacted]

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Hi Asha,

Since [redacted] wrote about explaining the option of extending Olde Church through to Ivan to residents of Ivan I just wanted to explain my comment re 'selling my house' during the CWG meet last Tuesday.

Since I was on a phone hook-up I was not able to see any of the visuals for explanations and was totally taken-aback trying to visualize the options. This was because I LIVE THERE! Or almost, since my address is [redacted], basically at the corner of [redacted].

I look at the LCBO parking lot driveway from my home and know what the parking and traffic is like there already on weekends and holidays. What will it be like as an intersection?

But at the same time I realize that the Airport Rd and Olde Church is a very difficult problem to solve.

I apologize for my comment. It was not appropriate at the time but rather a gut re-action.

Sincerely,

[redacted]

Sent from my Bell Samsung device over Canada's largest network.

-------- Original message --------

[redacted]

Subject: RE: Airport Road EA - PIC2 materials

Hello [redacted],

Thank you for bringing this to the team's attention. We look forward to receiving comments through the online survey, Comment Sheet and the live event on Wednesday evening.

[redacted] – by fax

Regards,

Asha Saddi, BA(Hons), PMP

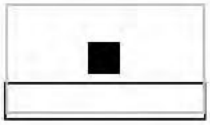
Technical Analyst, Infrastructure Programming & Studies

Transportation Division

Public Works, Region of Peel

Tel: 905-791-7800 x7794

Asha.Saddi@peelregion.ca



[redacted]

[redacted]

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Asha,

A couple of my neighbours have inquired about the Opening up of Old Church Rd to Ivan Ave. [redacted] and others will be inquiring about the increased traffic as they reside on Ivan.

I explained the options, and what was discussed at the CWG meetings. They have reviewed the options

online.

Just to give you guys a heads up.

Respectfully

[redacted]

On Monday, September 21, 2020, 02:00:28 PM GMT-4, Saddi, Asha <asha.saddi@peelregion.ca> wrote:

Hello CWG,

Thank you for attending the online meeting last Tuesday. Further to the meeting, we have clarified the 3-leg intersection option by considering it as a sub-option under “Closed Access” for Old Church Road. This can be seen in the “live online presentation” document on the project website.

The PIC2 materials have been uploaded to the project website at:
https://peelregion.ca/pw/transportation/construction/environmental-assessment/airport-road-caledon.asp

where you will find:

- A summary of community input received
- Summary of technical study findings
- Details on the Olde Base Line Road feasibility study
- The preliminary assessment of alternative design concepts
- The preliminary preferred design, and,
- A Comment Sheet and Survey for your input and feedback

We will be forwarding the meeting notes for the September 15 meeting to you next week and in the meantime we look forward to you joining us online for PIC2 on Wednesday, September 23 at 6p.m. A link to this live event will be available on the project website from 12 noon on September 23.

If you have any questions please don't hesitate to contact me.

[redacted] – by fax

Regards,

Asha Saddi, BA(Hons), PMP

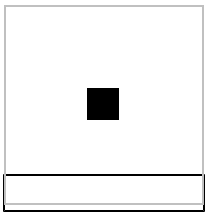
Technical Analyst, Infrastructure Programming & Studies

Transportation Division

Public Works, Region of Peel

Tel: 905-791-7800 x7794

Asha.Saddi@peelregion.ca



[redacted]

[redacted]

[redacted]

Thank you for bringing this to the team's attention. We look forward to receiving comments through the online survey, Comment Sheet and the live event on Wednesday evening.

[redacted] – by fax

Regards,

Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Asha.Saddi@peelregion.ca

-

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[redacted]

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[redacted]

Technical Analyst, Infrastructure Programming & Studies

Transportation Division

Public Works, Region of Peel

Tel: 905-791-7800 x7794

Asha.Saddi@peelregion.ca

-



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[redacted]

[redacted]

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Thank you for your quick response.
I will try to get online for that then.
[redacted]

Sent from my Bell Samsung device over Canada's largest network.

-------- Original message --------
[redacted]

Hello [redacted]

This is an online event that you will be able to access thorough the link provided on the website only.

We plan to post a summary of questions and comments that we receive tonight for members of the Public to view, should they not be able to attend the session.

We hope that you will be able to join us this evening.

Regards,

Asha Saddi, BA(Hons), PMP

Technical Analyst, Infrastructure Programming & Studies

Transportation Division

Public Works, Region of Peel

Tel: 905-791-7800 x7794

Asha.Saddi@peelregion.ca

-

WWY logo [redacted]

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[redacted]

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Hi Asha,

Could you please provide me with a phone number for tonight's online presentation. Is it the same as last week's?

Thank you,

[redacted]

Sent from my Bell Samsung device over Canada's largest network.

[redacted]

[redacted]

[redacted]

Asha Saddi, BA(Hons), PMP

Technical Analyst, Infrastructure Programming & Studies

Transportation Division

Public Works, Region of Peel

Tel: 905-791-7800 x7794

Asha.Saddi@peelregion.ca



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[redacted]

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Asha,

Can I forward this information to [redacted] and the group who are initiating these petitions etc. I had a [redacted] at my door with a petition just now about the Old Church Extension.

I directed her to the region of peel website. Just want them to know they have been heard, and that other options are being considered.

Respectfully [redacted]

[redacted]

[redacted]

[redacted]

[redacted] [redacted]

On Tuesday, November 10, 2020, 09:26:26 AM EST, Bubas, Sonya <sonya.bubas@peelregion.ca> wrote:

Dear CWG members,

I am following-up with the estimated timeline for a formal response to your comments and the updated draft technical reports.

Currently, our team is reviewing all comments and surveys received in response to the information presented at PIC 2 (including CWG comments). I anticipate this review will be completed by the end of November, with a response to your questions in December, followed by circulation of the updated draft technical reports in January.

Asha will continue to provide you with updates moving forward, including the above information as soon as it is available.

Again, thank you for your patience and understanding.

Regards,

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor

Brampton, ON L6T 4B9

905-791-7800 ext. 7801

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[redacted]

[redacted]

[redacted]

[redacted]

Hello [redacted]
Thank you for your email. As mentioned at the CWG meeting and in previous emails to CWG, the technical reports will be available for view as part of the final Environmental Study Report. A summary of the technical study findings is available online under "Summary of technical study findings" (the third bullet under "Public Information Centre (PIC) 2 materials"), which includes the noise and traffic findings. The document is easily accessed if you use Google Chrome or Edge rather than Internet Explorer.

For your easy reference, the link to the summary document is:
https://peelregion.ca/pw/transportation/construction/environmental-assessment/pdf/Summary-Technical-Study-Findings.pdf

If you have any problems accessing the materials please don't hesitate to contact me again.

[redacted] - by fax

Regards,

Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Asha.Saddi@peelregion.ca

[redacted]

-----Original Message-----
[redacted]

CAUTION: EXTERNAL MAIL. DO NOT CLICK ON LINKS OR OPEN ATTACHMENTS YOU DO NOT TRUST.

Good Morning Asha

During the CWG preview of the Airport Road Study through Caledon East requests were made to have access to some of the technical reports. These requests have been made before and during that session I believe there was a

promise made that some of this information would be available. And yet I do not see them in documents provided.

Could you tell me where to find them?

I am particularly interested in Noise Studies that were mentioned as well as recent traffic patterns, in particular increases in traffic over time and increases in truck traffic. This information is really essential in completing my assessment of the proposals that have been now made public.

Thank you.

[redacted]

p.s. I appreciate that such reports may be complicated and tailored for professionals. However, although some guidance may be required, some information and patterns will be evident and useful.

[redacted]

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Asha (and [redacted]

I noticed last week Thursday the region was conducting a traffic study at Leamster and also Hunstmill here in Caledon East. That is the
first time I believe I have seen a traffic study conducted at these spots. I was under the impression that studies were conducted for
the whole area last winter (and earlier)...is that the case, and if not why are the above locations just being sampled now ? I also would
like to see a true report showing the traffic increases in ....Noise, Numbers and also particulate pollution as well.

[redacted]

[redacted]

On Mon, Sep 28, 2020 at 4:56 PM Saddi, Asha <asha.saddi@peelregion.ca> wrote:

> Hello [redacted],
> Thank you for your email. As mentioned at the CWG meeting and in previous emails to CWG, the technical reports will be available for view as part of the final Environmental Study Report. A summary of the technical study findings is available online under "Summary of technical study findings" (the third bullet under "Public Information Centre (PIC) 2 materials"), which includes the noise and traffic findings. The document is easily accessed if you use Google Chrome or Edge rather than Internet Explorer.
>
> For your easy reference, the link to the summary document is:
> https://peelregion.ca/pw/transportation/construction/environmental-assessment/pdf/Summary-Technical-Study-Findings.pdf
>
> If you have any problems accessing the materials please don't hesitate to contact me again.
>
> [redacted] - by fax
>
> Regards,
>
> Asha Saddi, BA(Hons), PMP
> Technical Analyst, Infrastructure Programming & Studies
> Transportation Division

Public Works, Region of Peel
Tel: 905-791-7800 x7794
Asha.Saddi@peelregion.ca

[redacted]

-----Original Message-----
[redacted]

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Thank you.

[redacted]

p.s. I appreciate that such reports may be complicated and tailored for professionals. However, although some guidance may be required, some information and patterns will be evident and useful.

[redacted]

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[redacted]

Traffic Volumes:

I have attached a report produced prior to 2011 and can only imagine how outdated it now is.

The chart was presented by the Region and Town showing many screenlines. As you can see from the chart the expected growth to 2031 was some 139% for Airport rd...second only to Highway 10. That's only 10 years away now.

An expected year 2031 value of 5200 vehicles/hour peak is beyond belief and when you factor in the number of trucks into that number it is even worse for this community and its residents.

As the report says in the last paragraph: *Even with the committed roadway improvements, the estimated future traffic volumes will exceed the available roadway capacity in years 2021 and 2031.*

I am in firm agreement we need to see these traffic studies and more importantly recent ones.

Also a question for the Region.... Has the region even factored into account the new highway 413 that is going ahead. It will, from the prelim plans cross Airport Rd in the vicinity of Old School Rd (a section of Airport Rd with ONE lane traffic). This crossing is within the scope of our CWG but I am not sure anything has even been mentioned about it. How much more will this access on and off a major highway increase traffic on Airport rd.

Why is the region not considering the expansion of Airport rd up to the point of the 413 from its announced stopping at King Rd ? leaving single lane north of the 413. Since the number of access points to this road will be limited I am sure this will result in tremendous increases of traffic through the village being a feeder road.

I welcome comments.

[redacted]

[redacted]

On Mon, Sep 28, 2020 at 5:56 PM [redacted] wrote:

Hi Asha,

Further to [redacted]email below, if the technical studies have been completed, why won't the project team release them to the CWG now?

I trust the project team will be addressing all the comments made by the CWG during our last meeting well before the October 14th deadline for formal comments on the recommended solution.

Thanks,

[redacted]

-----Original Message-----
From: Saddi, Asha <asha.saddi@peelregion.ca>
Sent: September 28, 2020 4:56 PM
To: [redacted]
Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>; [redacted]
Subject: RE: Airport Road Study _ Technical Documentation

Hello [redacted]

Thank you for your email. As mentioned at the CWG meeting and in previous emails to CWG, the technical reports will be available for view as part of the final Environmental Study Report. A summary of the technical study findings is available online under "Summary of technical study findings" (the third bullet under "Public Information Centre (PIC) 2 materials"), which includes the noise and traffic findings. The document is easily accessed if you use Google Chrome or Edge rather than Internet Explorer.

For your easy reference, the link to the summary document is:
https://peelregion.ca/pw/transportation/construction/environmental-assessment/pdf/Summary-Technical-Study-Findings.pdf

If you have any problems accessing the materials please don't hesitate to contact me again.

[redacted]- by fax

Regards,

Asha Saddi, BA(Hons), PMP

Technical Analyst, Infrastructure Programming & Studies Transportation Division Public Works, Region of Peel
Tel: 905-791-7800 x7794
Asha.Saddi@peelregion.ca

T[redacted]



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TRUST.

Good Morning Asha

During the CWG preview of the Airport Road Study through Caledon East requests were made to have access to some of the technical reports. These requests have been made before and during that session I believe there was a promise made that some of this information would be available. And yet I do not see them in documents provided.

Could you tell me where to find them?

I am particularly interested in Noise Studies that were mentioned as well as recent traffic patterns, in particular increases in traffic over time and increases in truck traffic. This information is really essential in completing my assessment of the proposals that have been now made public.

Thank you.

[redacted]

p.s. I appreciate that such reports may be complicated and tailored for professionals. However, although some guidance may be required, some information and patterns will be evident and useful.

Road to Caledon East and the widening of Regional Road 50 south of Caledon. These roadway projects will substantially improve the peak period capacity of the current road network and are fully incorporated in the study findings.

The estimates of the future peak hour travel have been considered at a number of screenlines to provide an overview of the nature of the traffic growth. Table ES.1 below provides a summary of the existing and future traffic levels at these different screenlines. Overall, the peak hour traffic volumes in the southbound direction are expected to increase by about 70% to 110 % in comparison to year 2001 peak hour traffic volumes. The greatest increase occurs in traffic volumes crossing the Mayfield Road screenline with an estimated increase of 111%. It is also noted that the east west traffic volumes (e.g., crossing the Highway 10 screenline in the eastbound direction) are expected to increase even more with an estimated increase of 120% to 160%.

Table ES.1: Traffic Forecasts at Study Screenlines

Screenline	2001 AM Peak Hour Observed Volume (vph)	2011 AM Peak Hour Forecast Volume (vph)	2021 AM Peak Hour Forecast Volume (vph)	2031 AM Peak Hour Forecast Volume (vph)	Traffic Growth (2001 to 2031) (Percent of 2001 Volume)
1 North Town Boundary	3,265	4,098	5,145	6,259	92%
2 Charleson Sideroad	1,896	2,253	2,995	3,870	104%
3 Old Base Line Road	3,909	4,914	6,459	7,213	85%
3.2 Old Church Road	1,730	2,226	2,606	2,980	72%
4 King Street	7,218	9,884	10,938	12,555	74%
5 Mayfield Road	8,520	11,710	14,188	17,969	111%
6 East Town Boundary	1,760	2,037	2,545	2,756	57%
6a Mayfield Rd to Columbia Way (Westbound)	2,402	2,785	2,895	3,175	32%
7 Winston Churchill Boulevard	1,166	1,241	1,500	2,323	99%
8 Highway 10 (Hurontario Road)	2,799	3,543	5,510	7,357	163%
9 Airport Road	2,185	3,322	4,667	5,220	139%
10 Regional Road 50	1,681	2,049	2,335	3,789	125%
11 Forks of Credit	1,735	2,320	2,950	3,868	123%

NOTE: *Weekday AM peak hour volumes are shown in southbound or eastbound direction except where noted.*

Even with the committed roadway improvements, the estimated future traffic volumes will exceed the available roadway capacity in years 2021 and 2031. In year 2011, the capacity deficiencies on the arterial roadway network are relatively minor as a number of major projects such as the Highway 410 extension provide additional capacity at critical locations. The network capacity deficiencies in year 2021, however, are more substantial and widespread across the south area of Caledon. Figure ES.1 below illustrates the estimated year 2021 capacity deficiencies. Since a single arterial roadway lane has a capacity of about 800 vehicles per hour, it is clear that some of the year 2021 capacity deficiencies indicate the need for roadway improvements and widening. The capacity deficiencies in year 2031 are expected to be more severe, especially since there are few new roadway projects identified beyond year 2021. The year 2031capacity deficiencies are discussed in the main report.

[redacted]

[redacted]

As we work to finalize the formal Project Update, I can provide you and CWG with a summary of work that we have been completing since the walking audit in November 2018. This includes the following technical and environmental investigations, including review with technical agencies where required:

- Natural Environment Assessment
- Stage 1 Archaeological Assessment
- Cultural and Built Heritage Assessment
- Drainage and Stormwater Management
- Noise Impact Assessment
- Air Quality Assessment
- Contamination Overview Study

We have also been working on the evaluation of alternative design concepts for the Study corridor and intersections, taking into consideration potential environmental impacts and comments received by the Public, CWG and Agencies. Under the current COVID situation, we are planning to host a virtual Public Information Centre this Fall to present findings of technical studies, the assessment of alternatives, and a summary of comments (including how they were addressed). Leading up to the PIC, we will meet with the Technical Advisory Committee and continue to update CWG on progress. We will also be in touch with CWG for any additional input that may be required in advance of the PIC.

I anticipate another update to CWG in the coming weeks, once we have confirmed plans for the virtual Public Information Centre and completed our preliminary assessment.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

84BE9F13 [redacted]

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[redacted]

[redacted]

Subject: RE: Assessment Study for Airport Road through Caledon East

[redacted]

We prepared a formal project update for the CWG. It is currently under internal review so we should be able to circulate the update this week. Following the update, we will keep you posted on the progress toward the second Public Information Centre.

Regards,

Sonya Bubas, MCIP, RPP
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[redacted]

Subject: RE: Assessment Study for Airport Road through Caledon East

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Hi Sonya,

I'm just following up on the status of the project update?

Thanks,

[redacted]

[redacted]

Subject: RE: Assessment Study for Airport Road through Caledon East

[redacted]

I hope you and everyone copied on this email are doing well.

The Project Team is exploring options for a virtual public meeting in the near future so that we can continue with consultation during this time (our last update to you indicated a public meeting in Winter 2020). We are addressing comments received and planning a public meeting where you will have the opportunity to review how comments were addressed and provide input to various design concepts for the corridor.

Asha and I recently discussed how best to keep the Group informed until the next public meeting. Asha is preparing a Project Update for the Community Working Group and we will work to send you the written Update shortly.

As always, please don't hesitate to contact Asha or me if you have any additional questions or concerns.

Thank you and take care,

Sonya Bubas, MCIP, RPP
Project Manager
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[redacted]

Subject: RE: Assessment Study for Airport Road through Caledon East

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Hi Sonya,
I hope you are well and adapting to all the work-life changes resulting from this pandemic. I'm sure you have many things on the go but I wanted to follow up with you on the status of the Airport Road EA. Its been many months since the citizen liaison group has received any new information on the EA from the project team and I'm growing concerned that the EA process may be moving too far ahead without addressing all the concerns/considerations raised by the group and other area residents. We all know that the function, design and urban environment along the Airport Road corridor is critical to sustaining the safety and livability of Caledon East so we have to get it right through this EA process. I would normally suggest we have an update meeting on the status of the EA so we can have some meaningful dialogue but I know that's not possible in the short term because of the Covid environment. As an alternative, would you be able to provide the group with a written update and advise how regular communications will take place going forward.
Thanks very much, and stay safe,

[redacted]

Subject: FW: Assessment Study for Airport Road through Caledon East

Hello All,

For your information please find attached correspondence with [redacted]

By fax: [redacted]

Regards,

Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca

WWY logo

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[redacted]

Hi [redacted]

Thank you for reaching out to us regarding your concerns. Please be assured that this project continues to be a high priority for the Region. The Project Team is working diligently toward a recommended plan that can be presented to the Public for feedback in Winter 2020. This involves a review of key issues with relevant agencies in advance. Your concerns are being considered as part of the planning process and the next Public meeting will explain how your comments have been addressed. At that time you will have the opportunity to review and discuss the recommended actions and proposed timing with the Project Team.

In the meantime, please continue to contact me or Asha with any additional questions, comments or concerns you may have. We will continue to keep you and CWG informed of the Study's progress.

Kind regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
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[redacted]

Subject: Assessment Study for Airport Road through Caledon East

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December 10th, 2019

Hello Sonya and Asha

The initial meeting of the CWG for this project was held on November 30th, 2017.
Those citizens in attendance at that initial meeting represented a very good cross section of citizens interested in the project. The group outlined a number of clearly expressed concerns pertaining to the infrastructure and traffic characteristics of the roadway between King St. and Huntsmill Dr.
Some of those concerns focused on the safety of pedestrians and drivers as the traffic volume increases dramatically each year and the makeup of that traffic reflects the rapid growth of goods transport in Peel. Others spoke of the deteriorating quality of life for the citizens and environmental concerns. despite a variety of backgrounds and occupations there was very clear unanimity within the group on those key safety and environmental concerns.
The skills of the professional staff during the meetings were impressive and I developed an appreciation of the complexity of the task due to the number of factors to be evaluated and the number of participants in the process, both expert and community.
That said, we are now approaching 2020. My initial reason for asking for a place at the table was that the formation of the CWG followed close after a letter that I had drafted to the Mayor of Caledon early in 2017. In that letter I wrote that following the two traffic fatalities in town and the remarkable increase in traffic volume and character there was an urgent need to address the safety and environmental concerns that I enumerated through changes to enforcement and infrastructure.
With the creation of the CWG I was, of course, hoping that the contents of that letter would find traction within the Region of Peel's initiatives. The Mayor had provided only platitudes to my concerns.
Despite my appreciation of the complexity of the process and recognition that a region the size of Peel has enormous planning priorities I cannot help but be frustrated that three years will pass and all of my worries and concerns remain exactly where they were in January of 2017. As I look out my door I see the same dangers to pedestrians, witness the same recklessness by vehicular traffic, am amazed that transport trucks are roaring up the hill and barrelling down the hill, stunned that infrastructure shortcomings necessitate jaywalking by pedestrians and dangerous actions by drivers, and amazed that the we continue to allow the quality of life to deteriorate due to the noise and volume of vehicles.
In those three years the completion of submissions have added hundreds of citizens and vehicles to the area and the shovels are about to go into the ground for an additional thousand units over the next two years.
I would like to know when ACTION by the Region of Peel will be seen in addressing a situation that is intolerable. Will in take another casualty before this project slithers from the bottom of some pile and is placed on the top.
sincerely,
[redacted]
[redacted]
Caledon East
The Provincial Government has recently opened the door to greater use of Photo Radar

technology.

[redacted]

[redacted]

We have noted your interest in the technical reports. The findings will be incorporated in future materials for review with CWG and the Public, so there will be an opportunity for CWG to provide feedback. Asha will be in touch with CWG as information becomes available and in advance of the PIC.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
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Hi Sonya,

Thanks for getting back to me. If I recall correctly, the Community Working Group was formed to give residents an opportunity to share their varied experiences, expertise and in-depth knowledge of the study area with the study team. The noted technical reports together with the transportation assessment are foundational to the EA Study. I believe there would be value in sharing these draft

reports with the CWG for review before the study team completes the preliminary assessment and moves onto a PIC.
I look forward to your thoughts on this matter.
Thanks,

[redacted]

Subject: RE: Assessment Study for Airport Road through Caledon East
[redacted],
The reports are either in draft form or work-in-progress so they are not ready for public review at this time. The final reports will be included in the Environmental Study Report for public review toward the end of the EA process. In the interim, we will present the findings at the next Public Information Centre and will be in touch with CWG for an update in advance.
I am currently away from the office, returning on Tuesday. If you have any further questions or comments, please feel free to contact Asha in my absence.
Best regards,

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Project Manager
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[redacted]

[redacted]
Subject: RE: Assessment Study for Airport Road through Caledon East

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Hi Sonya,
Thanks for the update. For those of the CWG that are interested, are you able to share the noted reports with us?
Thanks,
[redacted]

[redacted]

Subject: RE: Assessment Study for Airport Road through Caledon East
Hello [redacted]
As we work to finalize the formal Project Update, I can provide you and CWG with a summary of work that we have been completing since the walking audit in November 2018. This includes the following technical and environmental investigations, including review with technical agencies where required:

- Natural Environment Assessment
- Stage 1 Archaeological Assessment
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I anticipate another update to CWG in the coming weeks, once we have confirmed plans for the virtual Public Information Centre and completed our preliminary assessment.
Regards,
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[redacted]

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As always, please don't hesitate to contact Asha or me if you have any additional questions or concerns.
Thank you and take care,

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[redacted]

From: Saddi, Asha <asha.saddi@peelregion.ca>

[redacted]

Subject: FW: Assessment Study for Airport Road through Caledon East

Hello All,

For your information please find attached correspondence with [redacted]

Regards,

Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca

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[redacted]

Subject: RE: Assessment Study for Airport Road through Caledon East

H[redacted]

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addressed. At that time you will have the opportunity to review and discuss the recommended actions and proposed timing with the Project Team.
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Kind regards,

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905-791-7800 ext. 7801

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[redacted]

CAUTION: EXTERNAL MAIL. DO NOT CLICK ON LINKS OR OPEN ATTACHMENTS YOU DO NOT TRUST.

December 10th, 2019
Hello Sonya and Asha
The initial meeting of the CWG for this project was held on November 30th, 2017.
Those citizens in attendance at that initial meeting represented a very good cross section of citizens interested in the project. The group outlined a number of clearly expressed concerns pertaining to the infrastructure and traffic characteristics of the roadway between King St. and Huntsmill Dr.
Some of those concerns focused on the safety of pedestrians and drivers as the traffic volume increases dramatically each year and the makeup of that traffic reflects the rapid growth of goods transport in Peel. Others spoke of the deteriorating quality of life for the citizens and environmental concerns. despite a variety of backgrounds and occupations there was very clear unanimity within the group on those key safety and environmental concerns.
The skills of the professional staff during the meetings were impressive and I developed an appreciation of the complexity of the task due to the number of factors to be evaluated and the number of participants in the process, both expert and community.
That said, we are now approaching 2020. My initial reason for asking for a place at the table was that the formation of the CWG followed close after a letter that I had drafted to the Mayor of Caledon early in 2017. In that letter I wrote that following the two traffic fatalities in

town and the remarkable increase in traffic volume and character there was an urgent need to address the safety and environmental concerns that I enumerated through changes to enforcement and infrastructure.

With the creation of the CWG I was, of course, hoping that the contents of that letter would find traction within the Region of Peel's initiatives. The Mayor had provided only platitudes to my concerns.

Despite my appreciation of the complexity of the process and recognition that a region the size of Peel has enormous planning priorities I cannot help but be frustrated that three years will pass and all of my worries and concerns remain exactly where they were in January of 2017. As I look out my door I see the same dangers to pedestrians, witness the same recklessness by vehicular traffic, am amazed that transport trucks are roaring up the hill and barrelling down the hill, stunned that infrastructure shortcomings necessitate jaywalking by pedestrians and dangerous actions by drivers, and amazed that the we continue to allow the quality of life to deteriorate due to the noise and volume of vehicles.

In those three years the completion of submissions have added hundreds of citizens and vehicles to the area and the shovels are about to go into the ground for an additional thousand units over the next two years.

I would like to know when ACTION by the Region of Peel will be seen in addressing a situation that is intolerable. Will in take another casualty before this project slithers from the bottom of some pile and is placed on the top.

sincerely,

[redacted]

The Provincial Government has recently opened the door to greater use of Photo Radar technology.

[redacted]

Hello [redacted]

Attached is the Public Information Centre (PIC) No. 1 Notice together with a Comment Sheet. The PIC is being held on June 4 and further details can be found in the Notice.

We hope to see you at the PIC on June 4.

Regards,

Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca

WWY logo

[redacted]

Region of Peel
working with you

Public Works

10 Peel Centre Dr.
Suite B
Brampton, ON
L6T 4B9
tel: 905-791-7800

peelregion.ca

May 23, 2018
Project No. 16-4360

[redacted]

Re: Notice of Public Information Centre No. 1
Airport Road from King Street to Huntsmill Drive, Town of Caledon
Municipal Class Environmental Assessment Study

The Region of Peel is proceeding with the Schedule C Municipal Class Environmental Assessment Study for Airport Road from 100m north of King Street to 300m north of Huntsmill Drive in the Town of Caledon. **We invite you to attend the first Public Information Centre (PIC) for this study on June 4, 2018.**

The upcoming PIC will present information on the problems and opportunities identified within the corridor, existing environmental conditions, and preliminary assessment of alternative solutions. The PIC will be held on:

Monday, June 4, 2018
6:00 p.m. - 8:00 p.m.
Caledon East Community Centre, Hall A, 6215 Old Church Road, Caledon

Additional details are provided in the attached *Notice of Public Information Centre No. 1.* The Project Team welcomes your comments on the study. You may use the attached Comment Sheet and submit your comments to Asha Saddi by mail, fax or email.

If you cannot attend the PIC on June 4, you can view the PIC information on June 5 at http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm and provide your comments online. We request that all comments be received by the Project Team by Tuesday, June 19, 2018.

We look forward to seeing you at the PIC. In the meantime, please do not hesitate to contact me if you have any questions or comments.

Sincerely,

S Bubas

Sonya Bubas, MCIP, RPP
Project Manager, Infrastructure Programming and Studies
Tel.: 905-791-7800 ext. 7801
Email: sonya.bubas@peelregion.ca

encl: 1) Comment Sheet; 2) Notice of Public Information Centre No. 1

c: Asha Saddi, Technical Analyst, Region of Peel

Region of Peel
working with you

Public Works

10 Peel Centre Dr.
Suite B
Brampton, ON
L6T 4B9
tel: 905-791-7800

peelregion.ca

Comment Sheet

Airport Road Environmental Assessment
100m north of King Street to 300m north of Huntsmill Drive
Town of Caledon

Public Information Centre No. 1
Monday, June 4, 2018

PLEASE PRINT

Name: _____

Date: _____

E-mail: _____

Number & Street: _____

City: _____

Postal Code: _____

Comments:

_____

_____

_____

_____

_____

_____

_____

_____

Please send your comments by Tuesday, June 19, 2018 to:

Asha Saddi, BA(Hons), PMP
Technical Analyst, Region of Peel
10 Peel Centre Drive, Suite B, 4th floor
Brampton, Ontario L6T 4B9
Phone: 905-791-7800 ext. 7794
Fax: 905-791-1442
Email: asha.saddi@peelregion.ca

Information will be collected in accordance with the *Municipal Freedom of Information and Protection of Privacy Act*.
With the exception of personal information, all comments will become part of the public record.

Public Notice

Region of Peel
working with you

NOTICE OF PUBLIC INFORMATION CENTRE NO.1

AIRPORT ROAD FROM KING STREET TO HUNTSMILL DRIVE, TOWN OF CALEDON
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY

The Study

The Region of Peel is conducting a Class Environmental Assessment Study for Airport Road from 100m north of King Street to 300m north of Huntsmill Drive in the Town of Caledon (see map). The purpose of the Study is to:

- Address long term issues related to planned future growth
- Enhance the safety of Airport Road by examining intersection improvements, potential for roundabouts, and traffic calming measures for truck and other vehicular traffic through Caledon East
- Promote healthy living by examining infrastructure improvements for walking and cycling

This Study will not be considering road widening for additional through traffic lanes on Airport Road and will support the Caledon East Community Improvement Plan, including streetscaping.



The Process

The Study is being conducted in compliance with Schedule 'C' of the Municipal Class Environmental Assessment, which is approved under the Ontario *Environmental Assessment Act*.

Public Consultation

Two Public Information Centres are planned as part of the Class Environmental Assessment process. The first Public Information Centre will be an informal drop-in centre with information presented on display, including the problems and opportunities identified within the corridor, existing environmental conditions, and preliminary assessment of alternative planning solutions.

PUBLIC INFORMATION CENTRE NO. 1

Monday, June 4, 2018 – 6 p.m. to 8 p.m.
Caledon East Community Complex, Hall A
6215 Old Church Road, Caledon

Your opinion matters and we welcome your participation.

Please forward your comments by Tuesday, June 19, 2018

For information on this Study, updates on the Community Working Group meetings and the online Comment Form for this Public Information Centre, visit our website at:
http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm

If you have any questions or comments on the Study, please contact:

Sonya Bubas, MCIP, RPP
Project Manager
Region of Peel
10 Peel Centre Drive, Suite B, 4th Floor
Brampton, ON L6T 4B9
Tel: 905-791-7800 ext. 7801
Fax: 905-791-1442
Email: sonya.bubas@peelregion.ca

Asha Saddi, BA(Hons), PMP
Technical Analyst
Region of Peel
10 Peel Centre Drive, Suite B, 4th Floor
Brampton, ON L6T 4B9
Tel: 905-791-7800 ext. 7794
Fax: 905-791-1442
Email: asha.saddi@peelregion.ca

This Notice first issued on May 24, 2018

The Region of Peel is committed to ensure that all Regional services, programs and facilities are inclusive and accessible for persons with disabilities. Please contact the Project Manager if you need any disability accommodation to participate in the study.

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Region of Peel
working with you

May 23, 2018
Project No. 16-4360

[redacted]

Public Works

10 Peel Centre Dr.
Suite B
Brampton, ON
L6T 4B9
tel: 905-791-7800

peelregion.ca

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Sincerely,

S Bubas

Sonya Bubas, MCIP, RPP
Project Manager, Infrastructure Programming and Studies
Tel.: 905-791-7800 ext. 7801
Email: sonya.bubas@peelregion.ca

encl: 1) Comment Sheet; 2) Notice of Public Information Centre No. 1

c: Asha Saddi, Technical Analyst, Region of Peel

Region of Peel
working with you

Public Works

10 Peel Centre Dr.
Suite B
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peelregion.ca

Comment Sheet

Airport Road Environmental Assessment
100m north of King Street to 300m north of Huntsmill Drive
Town of Caledon

Public Information Centre No. 1
Monday, June 4, 2018

PLEASE PRINT

Name: _____

Date: _____

E-mail: _____

Number & Street: _____

City: _____

Postal Code: _____

Comments:

_____

_____

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_____

_____

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_____

Please send your comments by Tuesday, June 19, 2018 to:

Asha Saddi, BA(Hons), PMP
Technical Analyst, Region of Peel
10 Peel Centre Drive, Suite B, 4th floor
Brampton, Ontario L6T 4B9
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Public Notice

Region of Peel
working with you

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PUBLIC INFORMATION CENTRE NO. 1

Monday, June 4, 2018 – 6 p.m. to 8 p.m.
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Project Manager
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Tel: 905-791-7800 ext. 7801
Fax: 905-791-1442
Email: sonya.bubas@peelregion.ca

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Tel: 905-791-7800 ext. 7794
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[redacted]

Hello [redacted],

Sorry you were not able to attend the CWG meeting last week. We reviewed the Public Information Centre (PIC) information that will be presented to the public on June 4, at PIC No. 1. We are currently preparing the CWG meeting notes and I'll forward a copy of the notes when they are finalized with the Group.

In the meantime, I'm attaching a PIC Notice together with a Comment Sheet. The details of the PIC can be found in the Notice.

We hope to see you at the PIC on June 4.

Regards,

Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca

WWY logo
[redacted]

[redacted]

Hello CWG Members,

Thank you for confirming your attendance at the neighbourhood walk for this Saturday, November 17.

The itinerary for the day is:

When: 9:45am – 1pm

Where: Meet at Caledon East Community Centre, Lion's Den, 6215 Old Church Road, Caledon East

Walk: 10-11:15am - approx. 3.1 km

Working lunch: 11:30 – 12noon

Activity/Discussion: 12-1pm

A reminder to wear a comfortable pair of walking shoes and to dress for Saturday's weather conditions.

We look forward to meeting you on Saturday.

([redacted] – by fax).

Regards,

Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca

WWY logo
[redacted]

[redacted]

Hello CWG Members,
The feedback received from most of you for the neighbourhood walk is that a weekend day is preferred.
Our Public Health team is able to offer Saturday, November 17 from 9:45a.m. to 1p.m. for this activity.
Please RSVP by Monday, November 12 to confirm your attendance for a neighbourhood walk on Saturday, November 17 instead of Thursday, November 15.
I look forward to hearing from you.
([redacted] – by fax).
Regards,

Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca

WWY logo
[redacted]

[redacted]

Hello CWG Members,
As part of our next CWG meeting the project team is planning a neighbourhood walk through Caledon East to receive your feedback on areas for improvement along Airport Road.
As Ambassadors for this study the project team felt you could provide good insight in to the areas of concern. You are in touch and aware of the concerns of local residents, business owners as well as those who travel to work in the study area. You also have personal knowledge of the areas that are of most concern to you and as such we felt that you could provide valuable feedback to the project team.

The walk will take place on Thursday, November 15 and will be led by our Public Health team. Public Health has advised that the best time to conduct this walk would be during the day, given the shorter daylight hours at this time of the year. This meeting will be held from 9:45a.m. to 2:00p.m. and the distance of the walk is approximately 3.1km (Walker Road to south of Emma Street).
We welcome your attendance at this neighbourhood walk on November 15 and would be grateful if you could RSVP by Tuesday, October 30 so that we can get an idea of the number that can attend.
I look forward to hearing from you.
[redacted] – by fax)
Regards,

Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca

WWY logo
[redacted]

[redacted]

Hello Asha

I have been able to rearrange my schedule and expect to be available for the November 17th walk.

[redacted]

[redacted]

Hello CWG Members,

As our November 15 date for the neighbourhood walk is fast approaching, this is a gentle reminder to please let me know your availability.

I would be grateful if you could confirm your attendance by **Monday, November 5**.

I look forward to hearing from you.

[redacted] – by fax

Regards,

Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca

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[redacted]

[redacted]

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Our Public Health team is able to offer Saturday, November 17 from 9:45a.m. to 1p.m. for this activity.

Please RSVP by Monday, November 12 to confirm your attendance for a neighbourhood walk on Saturday, November 17 instead of Thursday, November 15.

I look forward to hearing from you.

[redacted] – by fax).

Regards,

Asha Saddi, BA(Hons), PMP
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Transportation Division
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Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca

WWY logo

[redacted]

[redacted]

Asha
I have a Committee meeting on November 15 so will not be able to take the day off work to attend this walk. I'd be happy to spend a day on the following weekend to take the walk.

[redacted]

[redacted]

Just noticed the change in date for the CWG event.

Very disappointed that I will now be unable to attend. In the future perhaps a survey of possible dates should be done for such activities, before asking for a commitment.

[redacted]

[redacted]

[redacted]

I have set aside the time and date and look forward to the opportunity.

[redacted]

[redacted]

[redacted]

I am in for then or anytime. With notice.

[redacted]

From: [redacted]

Asha,
I'm sorry that I am not available on the Thursday 18th to take the walk either. I would like to do this and it seems the weekend would be a better time for a number of us. Hopefully something can be arranged.
[redacted]

Sent from my Bell Samsung device over Canada's largest network.

[redacted]

Asha
I have a Committee meeting on November 15 so will not be able to take the day off work to attend this walk. I'd be happy to spend a day on the following weekend to take the walk.

[redacted]

[redacted]

Hi Asha, I will not be able to attend due to an emergency.

Thanks,
[redacted]

Sent from my iPhone

[redacted]



[redacted]

Asha
I cannot make this walk.
I wish it was a charity walk to raise funds

[redacted]

On Nov 1, 2018, at 15:14, Saddi, Asha <asha.saddi@peelregion.ca> wrote:

[redacted]

[redacted]

Hi Asha,

Thanks. I will be working at the time so won't be able to join. If there's one on the weekend, will be happy to join in.

Thanks.

[redacted]

[redacted]

Is it not possible to do on a Saturday morning as many in this group including myself work during week days?

[redacted]

[redacted]

Asha,

November 17 works for me. Thanks for rescheduling.

[redacted]



[redacted]

Asha,

I will be there

[redacted]

Sent from my iPhone

[redacted]

[redacted]

Hi Asha,

Thank you for being able to change the date so that more of the group can do the walk.

Unfortunately, I won't be able to make it on the Saturday either but I hope that the walk is enjoyable and is productive and I look forward to hearing the results.

[redacted].

[redacted]

[redacted]

Yes

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

Asha,

I should be able to make the Saturday morning walk.
I've put it in my calendar.

Regards

[redacted]

[redacted]

[redacted]

Hello [redacted],
Glad to see you're able to attend. Unfortunately this the earliest that our Public Health team can make it.

We look forward to seeing you on the 17th.

Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca

WWY logo
[redacted]

[redacted]

Thanks for accommodating by doing on weekend….is there any chance of starting earlier in the morning?

[redacted]

On Nov 6, 2018, at 11:28 AM, Saddi, Asha <asha.saddi@peelregion.ca> wrote:

Hello CWG Members,

The feedback received from most of you for the neighbourhood walk is that a weekend day is preferred.

Our Public Health team is able to offer Saturday, November 17 from 9:45a.m. to 1p.m. for this activity.

Please RSVP by Monday, November 12 to confirm your attendance for a neighbourhood walk on Saturday, November 17 instead of Thursday, November 15.

I look forward to hearing from you.
([redacted] – by fax).
Regards,

Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca
<image002.jpg>

[redacted]

From: [redacted]

Might be out of town, but shall try. [redacted]

[redacted]

Hello [redacted],

It was very nice to meet you both yesterday. As requested, I'm forwarding the link to the project website to you where you'll find a CWG section with the meeting notes and presentation from the Orientation meeting held last year.

http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm

Regards,

Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca

WWY logo

[redacted]

[redacted]

Hi [redacted],

I received the following response to your questions:

One of the reasons for deploying one unit is the limiting processing capacity at the court and processing centre. Currently the court has limited capacity to process additional infractions. Prior to adding more units, the court capacity has to be considered such that it would not result in any unreasonable delays to the processing and scheduling for all other charges. In addition to the processing capacity, additional resources are required to manage the ASE system and we are exploring the feasibility for implementing additional ASE systems in 2022.

If you have additional questions regarding the ASE program, please feel free to contact [redacted] who is managing the program. [redacted] is copied on this email.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

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[redacted]

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[redacted]

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[redacted]

YOU DO NOT TRUST.

Hello Sonya

Thank you very much for the information.
I remain so hopeful that the changes made along Airport Rd. in Caledon East will be a success in improving safety and allowing the town to enjoy an improved civic experience.

The key will be the effective management of traffic and efforts to reduce usage by heavy transports. It remains to be seen whether the proposals will be successful.

A change to a lower 40 kmh speed limit that is a part of the ASE program is most welcome!

The use of ASE technology is essential because without **enforcement** speed will continue to be a very serious detriment to the community.
I am concerned that the single system being rotated between six (or more?) locations. I have to hope that the timing of the rotation will be monitored closely as the effectiveness of the system will decrease
if enforcement is not effective enough to change driver behaviour. At present we rely on speed indicator technology and large letters on the paving to deter speeding. Neither of those instruments work because
they are not supported by active enforcement. I fear that if ASE technology is in active use on an infrequent or inconsistent basis we are relying on the the signs for the Radar system as a third toothless deterrent!

I have three follow up questions that you may be able to help with.

What reasons are in place that have led to a single system being used?
Will additional systems be added in the future to increase effectiveness?
Do we have a timeline for final proposals and implementation?

Thank you again for the information.

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

-----Original Message-----

[redacted]

Hi [redacted],

My apologies for the delay in my response. I received your email and will look into the status of any interim proposals for automated speed enforcement on Airport Road.

I will write back soon,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

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-----Original Message-----
[redacted]

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Hello Sonya

Just a couple of comments about the EA.

The February 4th edition of The Caledon Enterprise contained an article about the effectiveness of the automated speed enforcement program which began in October of last year along Old Church Rd.
The information included report that 511 speeding tickets had been issued.

There was also the report that we can expect another system put in place on Airport Rd. near Caledon East Public School.

The EA proposals released in September of 2020 contained many measures designed to improve pedestrian and vehicle infrastructure and reduce traffic speed through Caledon East between Huntsmill Dr. to Mountaincrest Rd.
It also recognized the limitations of such measures between Mountaincrest Rd. and Hilltop Dr. which is described in the report as a “CONSTRAINED CORRIDOR”.

The need to control speeds along this stretch is very much needed. I hope that the automated speed enforcement program, when installed, will achieve the same positive results as the program has on Old Church.

To do so, can you tell me over what stretch of Airport Rd. the signage and asep hardware will be applied.

Thank you

[redacted]

[redacted]

Dear Community Working Group members,

I am writing to provide you with an update on the Class EA Study for Airport Road.

The option to extend Old Church Road to Ivan Avenue has been re-evaluated based on consultation with the Public and Town of Caledon. New alternatives were considered in the EA evaluation and a new preliminary preferred plan was identified. Under the new plan, Old Church Road will not be connected at Ivan Avenue. The Town of Caledon will undertake a separate urban design review for the broader area. The Region will continue to work with the Town through this Review on possible future private access options at the intersection. Public consultation and heritage mitigation is included in the scope of this future urban design review.

We will be updating the EA documentation to explain that the ultimate solution for the west leg of the Airport Road and Old Church Road intersection is subject to the Town of Caledon Urban Design Review. We will also document that Old Church Road will not be connected at Ivan Avenue. We will keep you informed of next steps in the EA and look forward to hearing your thoughts throughout the process.

Please feel free to contact Asha or me if you have any questions or concerns.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

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[redacted]

Hello CWG,
Following PIC 2 the Project team received community input and suggestions on the Old Church Road extension at Ivan Avenue. The Project team is currently examining the option of not connecting the Old Church Road extension to Ivan Avenue. Given the public interest, we are working with our Consultant and the Town of Caledon to assess and compare this option to the other alternatives considered. We will keep you informed of this review, and we welcome your comments at any point during this EA process.

In the meantime our Communication team will include an update to the Project website. I will let you know when this has been completed.

[redacted] – by fax

Regards,

Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Asha.Saddi@peelregion.ca

-

WWY logo [redacted]

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[redacted]

H[redacted]

Councillor Innis forwarded your email dated October 7, 2020 for consideration by the Project Team. Since that time, we provided you with updates regarding the Old Church Road intersection. I am following up to ensure we have addressed all the comments in your original email.

Old Church Road Extension to Ivan Avenue
With reference to my email on Jan 27 to the Community Working Group, the option to extend Old Church Road to Ivan Avenue has been re-evaluated following the public feedback received from PIC 2. Old Church Road will not be connected at Ivan Avenue and the Town will be undertaking an urban design review for the area. The Region will continue to work with the Town through this review on possible future private access options at the intersection. Public consultation is part of the scope of the review.

Addition of Controlled Lights at Airport Road and Walker Road
Traffic signals are not warranted from an operational or safety perspective at the Walker Road intersection. A pedestrian crossing is proposed at the Walker Road intersection, however the type of controlled crossing (PXO or IPS) will be determined during detailed design in consultation with the Town of Caledon. To assist in identifying the appropriate controlled crossing type, the Region will continue to monitor pedestrian and vehicular activities at this intersection as a result of anticipated development in the area.

A southbound right turn lane was initially proposed as it may provide a safety benefit to southbound traffic. Following consultation, the right turn lane was removed from the EA to reduce the crossing distance for pedestrians and encourage slower speeds.

Additionally, horizontal deflections from the proposed raised medians north of Walker Road would raise awareness for southbound drivers to slow down as they enter Caledon East. The opportunity for a gateway feature on top of the medians would also help inform southbound drivers that they are entering a pedestrian friendly environment.

I trust this response has addressed your comments. If you have any questions or further comments, please feel free to contact me.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

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[redacted]

Dear Community Working Group members,

Over the past few months, the Region of Peel and Town of Caledon have been working together to address comments on the proposed improvements to Airport Road.

As a result, Town Staff have prepared a report for Town Council that confirms their general support of the EA, and they have invited the Region to give a presentation to the General Committee of Council on March 23 (2:30pm). The Staff Report further outlines some additional items for the Region to consider during the detailed design phase of the project.

You are welcome to view the upcoming presentation and Committee meeting by livestream on the Town's website at the following link: Calendar - Town of Caledon.

The report and presentation have been added to the agenda, which is now available on the Town's website at the following link: General Committee Meeting (caledon.ca).

We will continue to keep you informed on the status of this EA and thank you for your ongoing interest in this project.

Best regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

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Hailey McWilliam

Subject: FW: Airport Road EA (100m north of King Street to 300m north of Huntsmill Drive)

[redacted]

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Hello Sonya

I very much appreciate your overview of how the proposed changes will address the concerns that I have expressed in previous communications.

I am encouraged that the proposals will have a positive impact on safety and the environment in the community and look forward to implementation.

I remain concerned that the somewhat unique characteristics of the 'constrained corridor' zone between Mountcrest and Hilltop will remain problematic as many of the traffic calming measures cannot be implemented in that area.

This 300 meter stretch will continue to allow, or encourage, many drivers to increase speed because of a lack of obstacles to deter such behaviour. I expect that ASE technology will have an impact, however I am concerned that its effectiveness will be lessened as it will not be in place for long periods of time as the equipment rotates between six sites.
Noise generated by loaded and overloaded heavy transports and speeding vehicles continues to be a serious concern. The southbound trucks accelerate to climb the hill and about ten percent of northbound trucks employ engine braking. The frequency of such transports is increasing to six days a week and throughout the day and most of the night. With the rapid growth in warehousing to the south this problem will only increase. The efforts to divert such traffic may have some effect but that is certainly an unknown.

It is clear that the MTO will not be employing the resources to monitor load weights.

A move to a 40 Kmh limit throughout the town is certainly needed to address traffic and environmental concerns along the entire length of the study area.

In summary; the proposals are welcome but a review of the effectiveness of the measures should included.
May I suggest a review in two years after completion.

Again, thank you for your work and for effective communication,

sincerely,

[redacted]

Sent from my iPad

On Mar 19, 2021, at 12:18 PM, Bubas, Sonya <sonya.bubas@peelregion.ca> wrote:

[redacted]

Recently we provided you with updates regarding the Old Church Road intersection and the Region's ASE program. I am following up to ensure we have addressed all the comments in your correspondence dated October 11 and December 13.

The EA Study recommends a combination of improved active transportation infrastructure and intersection improvements throughout the corridor. Measures are proposed to encourage reduced speeds and to encourage some truck traffic to use alternative truck routes to Airport Road in Caledon East. These measures include roundabouts at Cranston Drive and Boston Mills Road – Castlederg Side Road.

The proposed roundabout design at Boston Mills Road - Castlederg Side Road and Cranston Drive ensures that motorists driving straight along Airport Road would be required to decelerate to maneuver around the roundabout regardless of traffic volumes. Vehicles leaving the roundabout would be travelling at significantly reduced speeds compared to the existing conditions.

Other proposed measures to reduce speeds through the corridor include raised centre medians north of Walker Road and at Huntsmill Drive. The horizontal deflection from the medians will encourage southbound vehicles to slow down as they travel towards Caledon East.

Additionally, motorists approaching Caledon East from both ends of the corridor would be able to see that they are entering a different urbanized environment, signaling the need to slow down. Other proposed speed reduction measures include the reduced travel lane widths and bulb-out raised curbs in the Caledon East core.

The potential for noise impacts of the proposed Airport Road improvements has been assessed. Both operational and construction sound levels have been considered. Changes in future sound levels resulting from this project are expected to be small. Noise mitigation measures at some locations were investigated in accordance with the Region of Peel and Town of Caledon guidelines.

With respect to speed enforcement, Airport Road from Cranston Drive to Huntsmill Drive is one of six selected sites for the Region of Peel Automated Speed Enforcement (ASE) Program. One ASE camera will be rotated between the six sites (one site at a time). The timeframe for Airport Road has not yet been determined. Updates on the ASE program will be provided on the Region's website at: https://www.peelregion.ca/pw/transportation/residents/automated-speed-enforcement-program.asp.

I trust this email has addressed your comments. If you have any questions or further comments, please feel free to contact me at 905-791-7800 extension 7801 or email me at sonya.bubas@peelregion.ca.

Sincerely,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9

905-791-7800 ext. 7801

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Hailey McWilliam

Subject: FW: Airport Rd EA - Response to Comments

[redacted]

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Sonya,

Thank You

I know it is difficult balancing all the community wants, and needs. Thank you for hard work, although I still believe there is a need for lights at Walkers Road, I trust your expertise, and experience to make the right decision.

Respectfully

[redacted]

On Friday, March 19, 2021, 11:31:30 AM EDT, Bubas, Sonya <sonya.bubas@peelregion.ca> wrote:

[redacted],

Councillor Innis forwarded your email dated October 7, 2020 for consideration by the Project Team. Since that time, we provided you with updates regarding the Old Church Road intersection. I am following up to ensure we have addressed all the comments in your original email.

Old Church Road Extension to Ivan Avenue

With reference to my email on Jan 27 to the Community Working Group, the option to extend Old Church Road to Ivan Avenue has been re-evaluated following the public feedback received from PIC 2. Old Church Road will not be connected at Ivan Avenue and the Town will be undertaking an urban design review for the area. The Region will continue to work with the Town through this review on possible future private access options at the intersection. Public consultation is part of the scope of the review.

Addition of Controlled Lights at Airport Road and Walker Road

Traffic signals are not warranted from an operational or safety perspective at the Walker Road intersection. A pedestrian crossing is proposed at the Walker Road intersection, however the type of controlled crossing (PXO or IPS) will be determined during detailed design in consultation with the Town of Caledon. To assist in identifying the appropriate controlled crossing type, the Region will continue to monitor pedestrian and vehicular activities at this intersection as a result of anticipated development in the area.

A southbound right turn lane was initially proposed as it may provide a safety benefit to southbound traffic. Following consultation, the right turn lane was removed from the EA to reduce the crossing distance for pedestrians and encourage slower speeds.

Additionally, horizontal deflections from the proposed raised medians north of Walker Road would raise awareness for southbound drivers to slow down as they enter Caledon East. The opportunity for a gateway feature on top of the medians would also help inform southbound drivers that they are entering a pedestrian friendly environment.

I trust this response has addressed your comments. If you have any questions or further comments, please feel free to contact me.

Regards,

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor

Brampton, ON L6T 4B9

905-791-7800 ext. 7801

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[redacted]

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Thanks Sonya..

Merry Christmas and Happy New Year to you and all CWG members.

[redacted]

On Fri, Dec 11, 2020 at 12:47 PM Bubas, Sonya <sonya.bubas@peelregion.ca> wrote:

> Good afternoon CWG members,
>
> The following is in response to your suggestions for removal of proposed right-turn lanes on Airport Road and for traffic calming measures through the Mono Road community. The Region plans to circulate draft technical reports to you early in the New Year, which will include additional details regarding the existing/future traffic volumes, roundabout analyses, and noise assessment.
>
> **Right-turn Lanes**
>
> The Project Team reviewed the justification for proposed right-turn lanes at major intersections through the Study corridor. Southbound right-turn lanes are proposed at the intersections with Olde Base Line Road and Walker Road. The justification for right-turn lanes was based on a combination of factors (e.g., traffic operations, safety, and road use or character), and not solely on technical warrants.
>
> Olde Base Line Road and Airport Road:
>
> The anticipated future traffic and expected right-turn traffic volumes at this intersection are expected to rise. The proposed design must also account for potential future truck traffic turning onto Olde Base Line Road. Based on the traffic study, the current configuration is expected to operate poorly with significant delays observed for all three approaches. The proposed right-turn lane is in line with the Region's criteria for road standards as there are high volumes today that exceed the technical (Transportation Association of Canada) threshold and capacity. Further to traffic operations, the Region's traffic collision data recorded 10 collisions at this intersection over 4 years from 2015 to 2019. All collisions involved property damage and were non-fatal, with no record of pedestrians or cyclists involved. The southbound right-turn lane is proposed to improve safety conditions by reducing the potential for rear-end collisions.
>
> Walker Road and Airport Road:

The turning lane is recommended due to traffic operations and safety. The proposed development on the northwest corner of this intersection is expected to further increase traffic volumes and the proposed right-turn lane will be able to accommodate future traffic demands. Apart from traffic operations, additional consideration was given to traffic safety. The combination of southbound vehicles approaching the intersection downhill, and high through-traffic volumes contribute to the risk of rear-end collisions. In consideration of your comments, the Region will monitor the intersection for safety concerns. Future considerations may include repurposing the right-turn lane into layby parking to enhance southbound traffic calming benefits.

Traffic Calming Measures

The proposed changes along Airport Road between Cranston Drive and Boston Mills Road will promote lower traffic speeds for the Mono Road community. These include the two proposed roundabouts at Cranston Drive and Boston Mills Road, which should help reduce traffic speeds approaching and leaving the community. Drivers would be forced to slow down to maneuver around the roundabouts on Airport Road. In addition to the roundabouts, replacing gravel shoulders with concrete beveled curbs approaching Olde Base Line Road may help inform drivers to slow down as they approach Mono Road. Other traffic calming features such as transverse pavement markings and speed radar sign(s) can be considered to further encourage reduced travel speeds through the Mono Road community.

We will be in touch with you again in January with additional information.

Regards,

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor

Brampton, ON L6T 4B9

905-791-7800 ext. 7801

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From: Bubas, Sonya
Sent: November 10, 2020 9:26 AM

[redacted]

Subject: RE: Airport Rd EA - Update

Dear CWG members,

I am following-up with the estimated timeline for a formal response to your comments and the updated draft technical reports.

Currently, our team is reviewing all comments and surveys received in response to the information presented at PIC 2 (including CWG comments). I anticipate this review will be completed by the end of November, with a response to your questions in December, followed by circulation of the updated draft technical reports in January.

Asha will continue to provide you with updates moving forward, including the above information as soon as it is available.

Again, thank you for your patience and understanding.

Regards,

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor

Brampton, ON L6T 4B9

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From: Bubas, Sonya

Sent: October 22, 2020 11:38 AM

[redacted]

Subject: Airport Rd EA - Update

[redacted]

I am writing in response to questions on Airport Road that appear to be outstanding. My sincere apologies for the delay in this response.

Question: Will the project team be providing the additional technical information requested concerning the traffic volumes within the corridor, justification for two lane roundabout at Cranston Drive, right turn lanes warrants, traffic calming measures between Cranston and Mono, and the noise assessment under a separate cover?

Yes, we are in the process of reviewing your comments and will provide you with the information requested under a separate email. I will follow-up with the Project Team and let you know when you can expect to receive this information. I will also work with the Team to include a response to the transportation questions in [redacted] email of September 29. In the meantime, you may be interested to view the summary of Questions and Answers from the live PIC session on September 23. The summary was recently posted to the Project Website and includes additional details on the Study that may be of interest.

Question: If the technical studies have been completed, why won't the project team release them to the CWG now?

The technical reports will be released to CWG once they have been approved by Agencies and reviewed/updated in light of comments received by CWG and the Public. CWG will receive the reports for review well in advance of Study Completion and the Public Review Period. I will follow-up shortly to let you know when you can expect to receive the reports.

Question: I noticed the region was conducting a traffic study at Leamster and also Huntsmill in Caledon East. Why are these locations being sampled now?

The traffic investigations observed at Leamster and Huntsmill on September 24 were not carried out for the Airport Road EA Study. We looked into whether the work was related to any other Regional projects and learned that the Region was conducting turning movement counts as part of the regular (annual) traffic data program.

I would like to take this opportunity to thank you for your patience. We are committed to address all your comments and will take the time necessary to ensure careful consideration. We will be in touch with you shortly regarding the above requests and will welcome your comments at any time during this EA Study.

Regards,

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor

Brampton, ON L6T 4B9

905-791-7800 ext. 7801

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Region of Peel
Working for you

Feasibility Study

Region of Peel Goods Movement Strategic Plan (2012-2016) Caledon East

Prepared for Region of Peel
by IBI Group

October 2015

Document Control Page

CLIENT:	Region of Peel
PROJECT NAME:	Region of Peel Goods Movement Strategic Plan (2012-2016) Caledon East Network Study
REPORT TITLE:	Region of Peel Goods Movement Strategic Plan (2012-2016) Caledon East
IBI REFERENCE:	36820
VERSION:	Draft 2
DIGITAL MASTER:	J:\36820_PeelGoodsMvt\10.0 Reports
ORIGINATOR:	Catherine Curak
REVIEWER:	Allan Ortlieb
AUTHORIZATION:	
CIRCULATION LIST:	
HISTORY:	V0.1 (November 2014) - Working Draft
	V0.2 (April 2015) - Draft
	V0.3 (August 2015) – Final Draft
	V0.4 (October 2015) – Final

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1 Introduction

IBI Group was retained by the Region of Peel to conduct two studies in support of the Region's Strategic Goods Movement Network (SGMN) plan. This report documents the finding of the Caledon East Feasibility Study which focuses on identifying opportunities to divert some general purpose through traffic and trucks (on Airport Road) around Caledon East. It is being undertaken in response to a resolution passed by the Town Council, and approved by Regional Council (resolution 2012-1185), to conduct a feasibility study which considers a possible by-pass for Caledon East and EA between King Street and Highway 9.

This study is being prepared in advance of initiating a Class EA study for improvements to Airport Road between King Street and Olde Base Line Road, and is intended to assist the Region in defining the requirements of the Class EA study.

1.1 Study Scope and Objectives

The Strategic Goods Movement Network (SGMN) study (dated April 2013) identifies Airport Road as a primary north-south strategic goods movement corridor. The objectives of the current study is to determine how to effectively manage north-south through traffic and trucks (on Airport Road) travelling through Caledon East. This includes:

- Assessing the travel patterns and volumes of autos and trucks travelling to, from and through Caledon East;
- Assessing the road network and identify any operational constraints;
- Determining the potential to divert through traffic and trucks away from Caledon East (or any other operational/safety measures); and
- Recommending follow-up studies or actions.

Addressing truck traffic and related safety concerns will support the improvement of the community into a safe, healthy and pedestrian-oriented environment.

To meet the above objectives, the study utilizes the results of the Commercial Vehicle Survey (CVS) undertaken for Peel Region and the Ontario Ministry of Transportation (MTO) which includes collecting data of trucks travelling through Caledon East. This data provides information about truck travel patterns and volumes and characteristics.

1.2 Study Area

The study area focuses on the road network within and around Caledon East, specifically the area between King Street and Charleston Sideroad. A context map of the area is provided in **Exhibits 1-1 and 1-2**. The map illustrates land use within and adjacent to the study area to help identify any constraints of using neighbouring road corridors as an alternative route for truck and through traffic.

Exhibit 1-1: Caledon East and Land Use

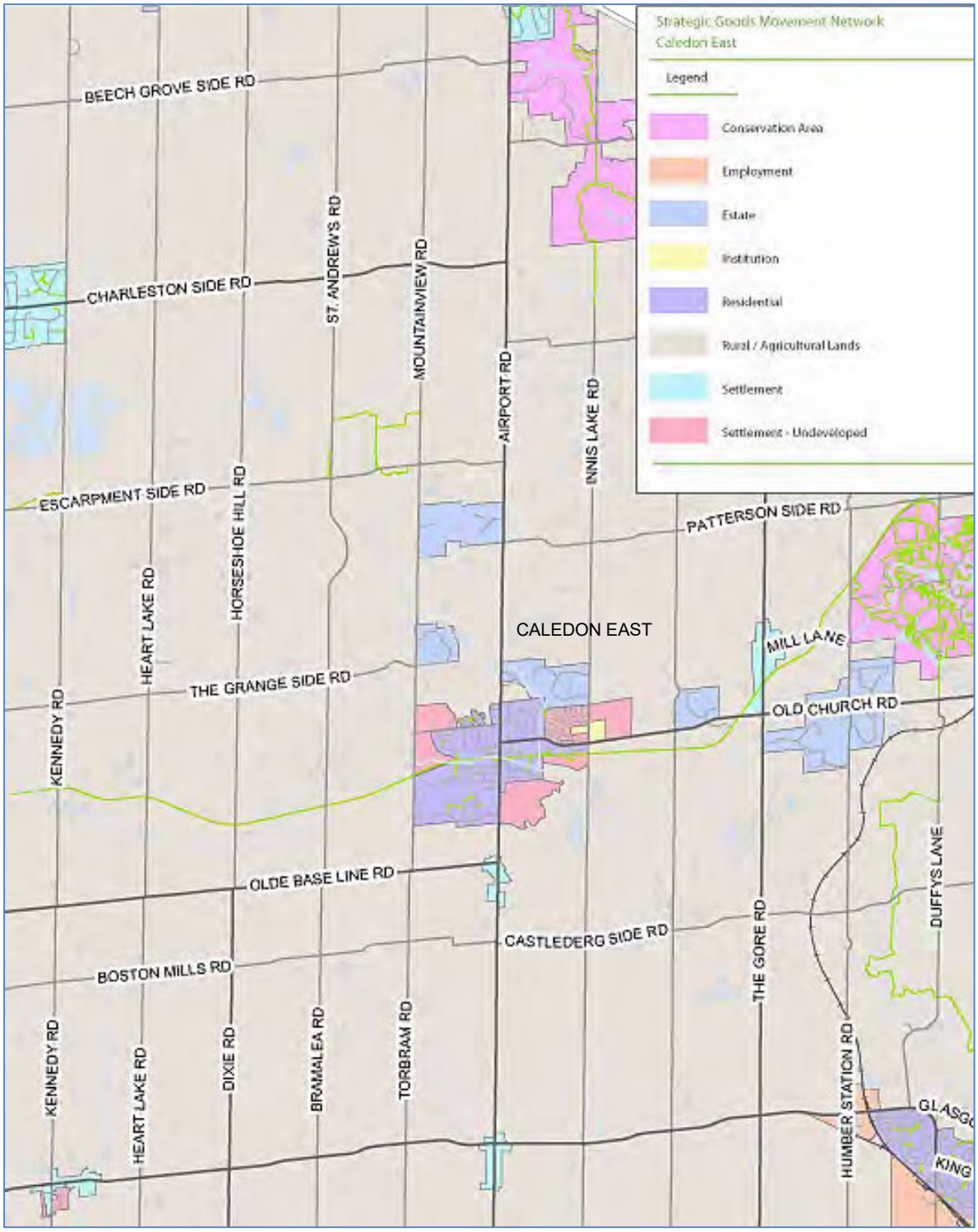
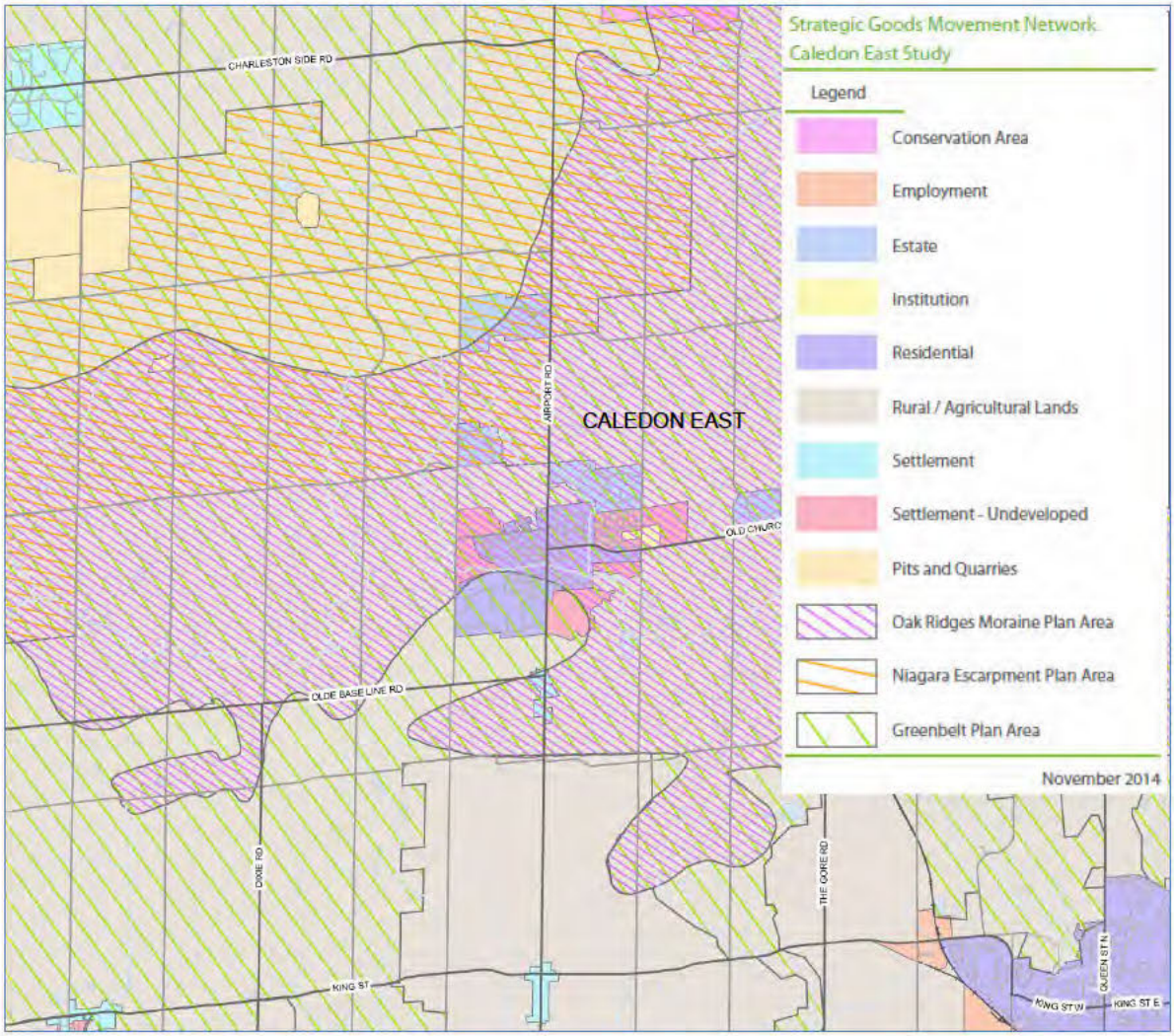


Exhibit 1-2: Caledon East and Land Use (including ORM and NEC Planning Areas)



1.3 Study Background

Regional Road Characterization Study

The Road Characterization Study (RCS) was developed by the Region of Peel as a measure of the Long Range Transportation Plan (LRTP) to aid engineers and planners in evaluating arterial roads to effectively serve multiple transportation modes. The study considers health impacts, local contexts, transportation options, different types of users, and considers growth and intensification. As a result, a set of designs were developed to sustain future land use, provide priorities for the right-of-way, and to accommodate multi-modal demands.

The outcomes of the RCS are as follows:

- A road character map which shows Regional Roads and their characterization;
- A road character matrix which lists the standard attributes associated with each road character and also provides a comprehensive description;

- Illustrative cross sections to identify zones for multiple transportation modes and the right-of-way; and
- Access control measures and by-law which integrates the surrounding land use with the quality of traffic service for each road character.

Exhibit 1-3 shows that Olde Base Line Road, the majority of King Street, Airport Road, and Old Church Road are characterized as 'Rural Roads'. Small sections of Airport Road and Old Church Road (within the Caledon East) are classified as 'Rural Main Streets', thus placing a greater emphasis on maintaining a pedestrian friendly environment and targeting improvements which encourage walking, cycling lanes or paths, etc. Airport Road, south of the study area, is characterized as a 'Suburban Connector'.

With respect to freight deliveries, the RCS characterizes 'Rural Roads' as largely for local deliveries, agriculture material and aggregate transport, and should include restrictions through village centres. 'Rural Main Streets' allow for local deliveries and 'Suburban Connectors' allow for all types of freight. Based on this characterization, trucks within Caledon East should primarily be for local deliveries.

Exhibit 1-3: Road Characterization Map

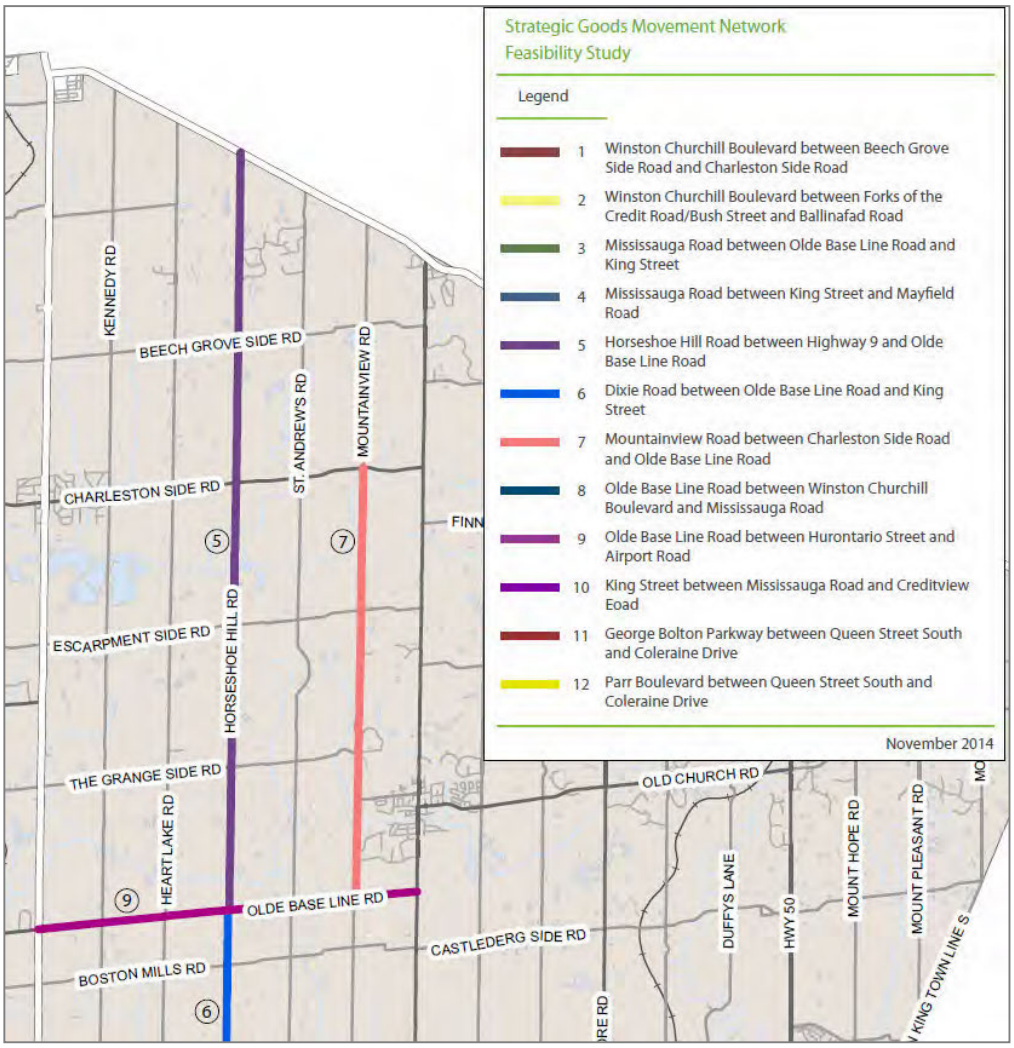


Strategic Goods Movement Network Study

The Region of Peel is situated in Southwestern Ontario and contains several multimodal goods movement hubs. The Region acts as a junction to several major freight routes as it is served by the 400-series highway network, two intermodal rail facilities, and Canada's largest airport. To continue to effectively move goods throughout the Region, Peel Regional Council approved the Strategic Goods Movement Network Study (SGMNS) in April 2012. This provides for a hierarchical truck route network in Peel Region.

The SGMN identifies Airport Road has a primary truck route which would allow for all trucks to pass through Caledon East. Several parallel roads currently having heavy truck or load restrictions have also been identified as potential primary truck routes, including Horseshoe Hill Road and Olde Base Line Road. These segments are considered herein but also being reviewed in more detail as part of a second study being undertaken by IBI Group, under the same assignment. It is possible that adopting these other segments as designated truck routes can provide an alternative to Airport Road and assist in directing heavy trucks away from Caledon East.

Exhibit 1-4: Strategic Goods Movement Network



Caledon East Community Improvement Plan

The Caledon East Community Improvement Plan (CIP) is a long-term strategy that uses financial incentives to improve and revitalize the community. From the CIP, several goals were developed and include:

- To create a vibrant and attractive community core;
- To conserve the character of the community and historic buildings;
- To promote active and healthier living; and
- To preserve the small-town feel of Caledon East.

The CIP also addresses the concerns of through truck traffic along Airport Road as an identified primary truck route in the SGMN, and recommended the need for further study to develop potential alternatives solutions to address and mitigate transportation concerns with respect to commuter vehicles, trucks, walking, and cycling within Caledon East.

Region of Peel Long Range Transportation Plan (2012 Update)

The Peel Long Range Transportation Plan (2012 Update), identifies the potential widening of Airport Road from two lanes to four/five lanes from north of King Street to Olde Base Line by 2021.

A Class EA is currently underway for Airport Road, from 0.5 km north of King Street to1.0 km north of Mayfield Road. The Class EA recommends widening Airport Road from two to four/five lanes south of King Street and provides for a multi-lane roundabout at the Airport Road-King Street intersection (currently programmed for construction in 2021).

Caledon Transportation Needs Study Update (CATS) (2009)

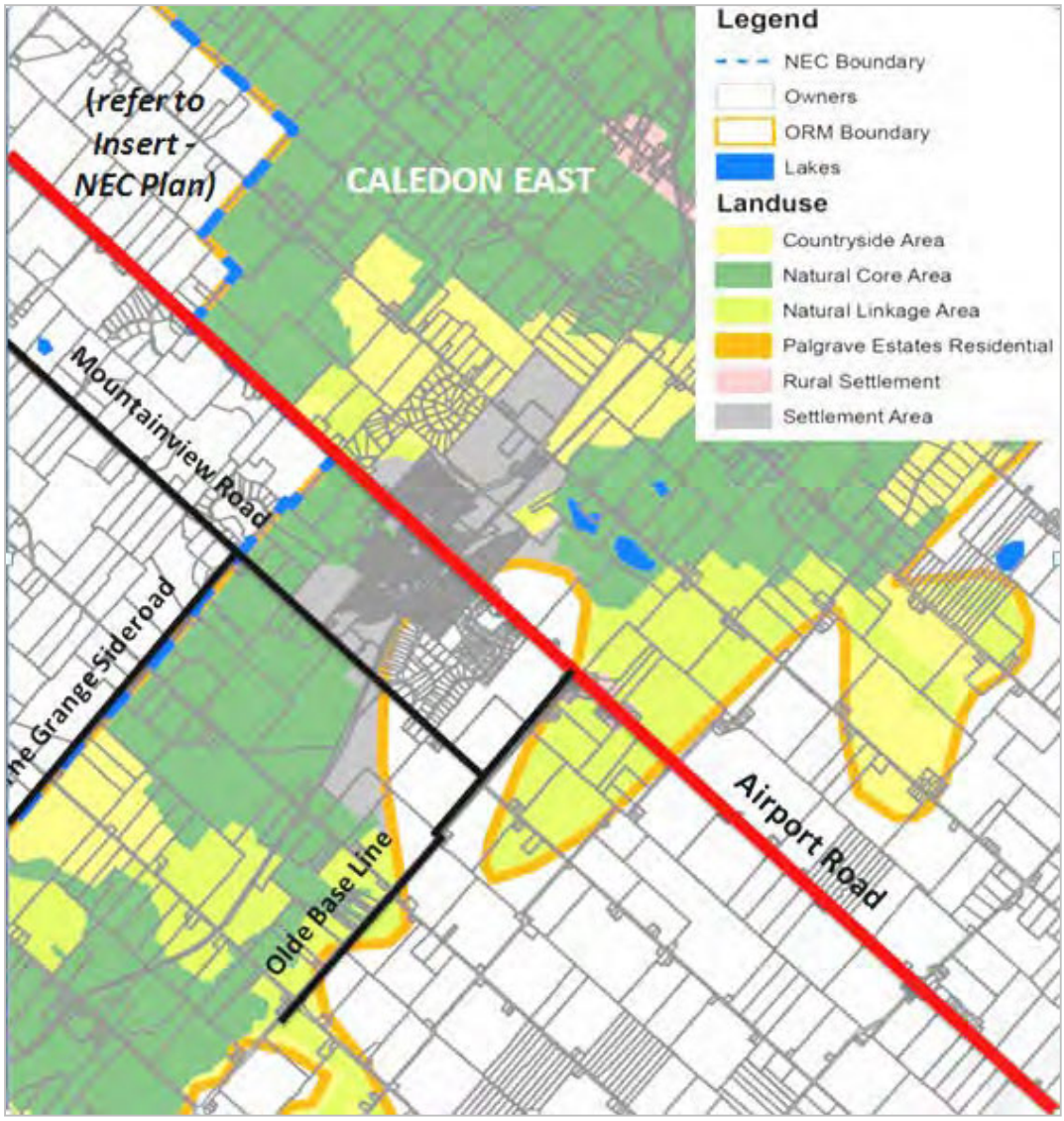
This study indicated that Torbram Road and Innis Lake Road, south of Caledon East, were potentially used to carry traffic spillover from Airport Road. The study supported the need for improvements to Airport Road south of Caledon East, including widening of Airport Road to four lanes in the medium term (i.e. 2021), to accommodate future travel needs.

Natural Heritage Features

Airport Road (within the study area) transverses the Oak Ridges Moraine (ORM) and Niagara Escarpment planning areas. Specifically,

- The section of Airport Road from Castlederg Sideroad to The Grange Sideroad, which reflect the limits of the Oak Ridges Moraine (ORM) at this location; and
- The Niagara Escarpment Plan which consists of :
    - Niagara Protection Area (NEP) extending on both sides of Airport Road between the Escarpment Sideroad and Charleston Sideroad; and,
    - Escarpment Rural Area north of The Grange Sideroad (west of Airport Road) and north of Patterson Sideroad (east of Airport Road).

Exhibit 1-5: Land Use and Natural Environmental Features (excerpt Town of Caledon)





2 Analysis Area Overview

2.1 Existing Conditions

A description of roads within the study area is provided below:

Airport Road (Regional Road 7) is a two lane north-south major arterial road under the jurisdiction of the Region of Peel. It has a posted speed limit ranging between 50 & 80 km/h, with a 50 km/h posted speed within Caledon East. It is identified as a primary truck within the SGMN and is currently one of a limited number of major north-south arterials to serve heavy truck movements within Caledon (i.e. apart from Highway 10 to the west and Regional Road 50 to the east). Where it passes through Caledon East, it is also classified as a Rural Main Street and therefore challenging to accommodate both visions.





A site visit was conducted during the afternoon of October 6, 2014 to observe truck traffic in Caledon East, specifically at the Airport Road and Old Church Road intersection. Site observations confirmed the heavy truck use along Airport Road through Caledon East. Very few trucks were observed using Old Church Road.

The majority of trucks using Airport Road were quarry trucks. With a large number of quarries currently operating to the north and north-west, it appears that a significant number of southbound trucks may be using Airport Road (via Charleston Side Road).





Innis Lake Road is a two lane north-south roadway (under the jurisdiction of the Town of Caledon) which parallels Airport Road approximately 1.4 km to the east. Although a gravel road north of Patterson Sideroad, the road is paved and in reasonably good condition south of Patterson Sideroad. It is posted at 60 km/h and maintains moderate grades. Driver sight lines are limited at several crest curve locations along the corridor as it traverses the rolling terrain. Within Caledon East, Innis Lake Road runs adjacent to two schools at Old Church Road. It is not appropriate as a heavy truck route.

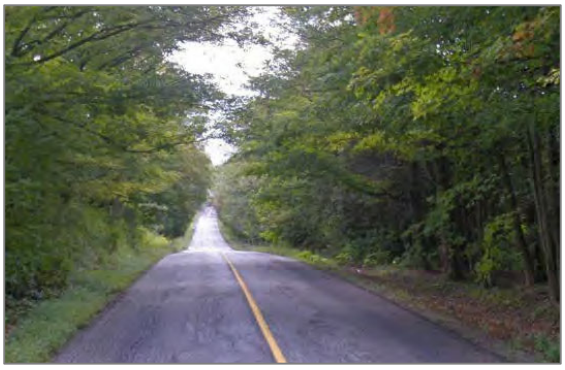




Mountainview Road is a two lane roadway (under the jurisdiction of the Town of Caledon) which parallels Airport Road approximately 1.4 km to the west. It is currently signed 'No Heavy Trucks'. The segment between Charleston Side Road and Olde Base Line Road (9.3 km) is posted at 60km/h. It has a pavement width of approximately 6 m, with little or no gravel shoulders, and shallow ditching on both sides of the roadway. The pavement condition is generally poor throughout this segment, exhibiting severe longitudinal and alligator cracking. The roadway maintains a rolling profile as it traverses the terrain of the Oak Ridges Moraine and Niagara Escarpment, with several steep grades within the corridor which can hamper truck movement. Significant upgrades will likely be required if this segment is to be used as a 'connector' truck route, including widening of the roadway to include gravel shoulders and pavement rehabilitation/reconstruction.

As illustrated by the photos below, Mountainview Road has a rural scenic quality with tree canopies stretching over the roadway. Residential homes are generally well setback from the roadway and served by long private driveways providing access to Mountainview Road.





Although Mountainview Road is currently restricted for heavy truck use, light trucks utilize the corridor. Based on counts undertaken at Charleston Road, the overall traffic demands are less than 10% of the volumes on Airport Road, and truck volumes make up approximately 5% of the overall volume.

Horseshoe Hill Road is a two lane north-south rural roadway (under the jurisdiction of the Town of Caledon) with a posted speed limit ranging from 60 km/h to 70 km/h. It is located approximately half way between Airport Road and Highway 10. Between Charleston Road and Olde Base Line Road, the roadway has a pavement width of approximately 6 m and limited gravel shoulders (less than 1m). The pavement is generally in satisfactory condition, exhibiting some longitudinal and alligator cracking. This road segment has large grade differences, with several moderate and steep inclines/declines throughout the corridor. The photos below illustrate the moderate to steep inclines/declines occurring within the corridor.





Similar to Mountainview Road, Horseshoe Hill Road maintains a rural scenic quality with a mix of forested areas, open fields, and several medium sized ponds adjacent to the corridor.

South of Olde Base Line Road, it is named Dixie Road, and remains two lanes with a posted speed limit of 80 km/h. The segment is newly paved. A single lane roundabout was recently constructed at Olde Base Line Road. The section of roadway south of Olde Base Line Road does not include any steep grades but includes several moderate inclines and declines through the corridor. This southern section is suitable as a potential truck route with minor upgrades.

Olde Base Line Road (Regional Road 12), west of Airport Road, is a two lane roadway. The posted speed limit varies between 50 km/h and 80 km/h between Highway 10 and Airport Road. The corridor has a pavement width of approximately 7 m, 1m paved shoulders. Generally, the pavement appears in good condition with only minor rutting. The road has small grade differentials with only a few moderate to steep inclines and declines. Immediately west of Airport Road a number of residential homes front directly onto Olde Base Line Road and an urban cross-section is provided (with mountable curb and paved boulevard). Overall, the corridor is suitable as a truck route with minimal improvements (i.e. intersection improvements at Airport Road, signing, etc).





3 Existing and Future Traffic Demands

To assist in establishing potential the corridor needs, consideration was given to existing (2012) and forecast (2031) traffic conditions along Airport Road. The traffic forecasts for 2031 were derived using previous studies and background data within the study area. Specifically, the following previous studies and resources were consulted:

- Traffic Needs Assessment - Airport Road EA (1.0 km north of Mayfield Road to 0.6 km north of King Street);
- Region of Peel Transportation Demand Forecasting Model (2031 AM peak hour); and
- Caledon Transportation Needs Study Update (CATS) (2009).

3.1 Data Collection Summary

The following Intersection Turning Movement Counts (TMC) were obtained from Peel Region and utilized as part of this study:

- Airport Road at Charleston Sideroad (Mar 2012)
- Airport Road at Patterson Sideroad (Mar 2012)
- Airport Road at Old Church Road (Mar 2012)
- Airport Road at Olde Base Line Road (Mar 2012)
- Mountainview Road at Charleston Sideroad (Oct 2012)

These counts are summarized in **Exhibit 3-1.** Truck traffic volumes for the corresponding AM peak hour, PM peak hour, and 8 hr peak period are illustrated in **Exhibit 3-2.**

Automatic traffic recorder (ATR) classification counts (recorded on April 2013) for the following road segments were also utilized for this study:

- Airport Road, 2.4 km north of Charleston Sideroad
- Airport Road, 0.6 km north of Finnerty Sideroad
- Airport Road, 1.5 km north of Old Church Road
- Airport Road, 0.8 km north of Olde Base Line Road
- Airport Road, 2.8 km north of King Street
- Old Church Road, 1.5 km east of Airport Road
- Olde Base Line Road, 0.4 km west of Airport

Eight (8) hour light and heavy truck movements, along with passenger car volumes, extracted from these ATR counts are illustrated in **Exhibit 3-3**

Exhibit 3-1: Intersection Turning Movement Counts (2012)



Exhibit 3-2: Truck Turning Movements (2012)



Exhibit 3-3: Passenger Car and Truck Movements (2013 ATR Counts) - 8 hour



a) Existing AM and PM Peak Hour Traffic Volumes

Based on the 2012 TMC, the traffic demand along Airport Road is approximately 600 veh/hr in the peak of travel (refer to **Exhibit 3-4**), versus an overall capacity of 900 veh/hr for planning purposes. Demands are higher between Olde Base Line Road and Old Church Road as a result of overlapping east-west traffic demands.

Exhibit 3-4: Comparison of AM and PM Peak Hour Total Traffic Volumes (2012) - TMC

AIRPORT ROAD, SOUTH OF HIGHWAY 9	2012 AM PEAK HOUR TRAFFIC (VEH/HR)	2012 PM PEAK HOUR TRAFFIC (VEH/HR)
North of Charleston Sideroad	597 SB, 213 NB	250 SB, 562 NB
Charleston to Old Church Road	562 SB, 182 NB	228 SB, 563 NB
Olde Base Line to Old Church Road	638 SB, 248 NB	352 SB, 697 NB
South of Olde Base Line Road	605 SB, 135 NB	268 SB, 577 NB
Average*	600 SB, 195 NB	275 SB, 600 NB

*The average volumes compare to 585 SB, 186 NB during AM peak hr; and 252 SB, 513 NB during PM peak hr, extracted from the 2013 ATR Counts.

It is noteworthy that overall traffic demands have remained relatively consistent over the last decade (ref. **Exhibit 3-5** below).

Exhibit 3-5: Comparison to Historic Traffic Volumes (2001 to 2012) - AM Peak Hour

AIRPORT ROAD, SOUTH OF HIGHWAY 9	2001 AM PEAK HOUR TRAFFIC
2001	587 veh/hr Southbound, 236 veh/hr Northbound*
2006	566 veh/hr Southbound, 234 veh/hr Northbound*
2012	597 veh/hr Southbound, 213 veh/hr Northbound

*From 2009 Caledon East Needs Study Update

b) Truck Percentage

Exhibit 3-6 below provides a comparison of AM, PM and 8 hr volumes extracted from turning movement counts on Airport Road (ref. Exhibits 3-1 and 3-2).

Exhibit 3-6: Comparison of AM, PM Peak Hour, and 8 Hr Traffic Volumes (2012) along Airport Road

SECTION	AM PEAK		PM PEAK		8 HOUR	
	SB	NB	SB	NB	SB	NB
	Cars (Trucks)	Cars (Trucks)	Cars (Trucks)	Cars (Trucks)	Cars (Trucks)	Cars (Trucks)
North of Charleston Sideroad	549 (48)	170 (43)	214 (36)	529 (33)	2,072 (317)	2,223 (244)
Charleston to Old Church Road	517 (45)	130 (53)	197 (31)	540 (23)	2,029 (316)	2,187 (240)
Olde Base Line to Old Church Road	612 (26)	212 (36)	323 (29)	678 (19)	2,764 (280)	2,975 (195)
South of Olde Base Line Road	589 (16)	116 (19)	241 (27)	561 (16)	2,252 (222)	2,291 (137)
Average	567 (34)	157 (38)	244 (31)	557 (23)	2,279 (284)	2,419 (204)
% Trucks					11%	8%

Based on these counts there is a noticeable difference between southbound and northbound truck volumes along the corridor. On average, trucks constitute approximately 11% of the total southbound traffic and 8% of the total northbound traffic on Airport Road.

Comparison to Highway 10

It was initially expected that the imbalance (noted above) may be due to southbound trucks using Airport Road to avoid the MTO Truck Inspection Station located on the west side of Highway 10, north of King Street (targeting trucks travelling southbound along Highway 10); however, this does not appear to be supported by TMC counts along Highway 10 (ref. **Exhibit 3-7** below) since truck volumes on Highway 10 remain relatively balanced.

Exhibit 3-7: Comparison of AM, PM Peak Hour, and 8 Hr Traffic Volumes (2012) along Highway 10

SECTION	AM PEAK		PM PEAK		8 HOUR	
	SB	NB	SB	NB	SB	NB
	Cars (Trucks)	Cars (Trucks)	Cars (Trucks)	Cars (Trucks)	Cars (Trucks)	Cars (Trucks)
Highway 10 at Charleston Side Rd*	1,505 (66)	337 (81)	655 (88)	1,466 (60)	6,627 (725)	6,184 (585)
Highway 10 at Olde Base Line Road**	1,206 (85)	416 (128)	602 (73)	1,378 (41)	6,680 (694)	6,027 (712)
Highway 10 at King Street***	1,945 (86)	571 (130)	721 (82)	1,889 (57)	9,026 (831)	7,992 (881)
Average	1,552 (79)	441 (113)	659 (81)	1,577 (53)	7,444 (750)	6,734 (726)
% Trucks					9%	10%

*August 2011 TMC/ **July 2012 TMC/ ***October 2013 TMC

Traffic Counts at Airport Road-Charleston Sideroad

Based on a review of truck turning movements at the Charleston Sideroad and Airport Road intersection, approximately 35-45% of trucks travelling through Caledon East enter and exit Airport Road at this intersection. The disproportionately high number of trucks turning at this intersection is largely a result of it being only one of a few east-west opportunities available for heavy trucks (i.e. Heavy Trucks restrictions are currently in place on all east -west roads in the vicinity of Caledon East, except Charleston Sideroad, Old Church Road, King Street, and Highway 9). Currently all parallel north-south roads (except Highway 10 and Regional Road 50) also have restrictions in place prohibiting heavy trucks.

3.3 Existing Traffic Operations

a) Existing Level-of-Service Analysis

A capacity analysis of intersections within the study area was undertaken based upon the existing intersection lane configurations, existing TMCs, and associated PHFs. This analysis was conducted using Synchro 7.0 software for signalized intersections (using the Highway Capacity Manual, HCM 2000 methodology). The results were evaluated using the following measures of effectiveness:

- the level of service (LOS) based on the average delay per vehicle; and
- the maximum volume-to-capacity (V/C) ratio for the intersection

LOS are given letter designations from 'A' to 'F' where LOS A represents the best operating conditions and LOS F represents the worst. Typically improvements are considered poor when LOS reaches D, which is representative of a V/C ratio of 0.90 or better.

The intersections of Charleston Sideroad & Airport Road, Old Church Road & Airport Road, and Olde Base Line Road & Airport Road are three signalized intersections within the study area.

Exhibit 3-8: Existing Intersection Level of Service (2012)

INTERSECTION	AM PEAK		PM PEAK	
	OVERALL LOS (V/C)	CRITICAL MOVEMENTS (LOS, V/C, 95th Queue)	OVERALL LOS (V/C)	CRITICAL MOVEMENTS (LOS, V/C, 95th Queue)
Charleston Side Rd at Airport Rd	LOS A (V/C = 0.38)	V/C all movements <0.85	A (V/C = 0.38)	V/C all movements <0.85
Old Church Rd at Airport Rd	LOS B (V/C = 0.53)	V/C all movements <0.85	B (V/C = 0.45)	V/C all movements <0.85
Olde Base Line Rd at Airport Rd	B (V/C = 0.56)	V/C all movements <0.85	B (V/C = 0.59)	V/C all movements <0.85

Calculations are based on existing lane configurations and signal timings

3.4 Commercial Vehicle Survey

Data extracted from the Commercial Vehicle Survey (CVS), being undertaken in November 2014 by IBI Group on behalf of the Region of Peel and Ontario Ministry of Transportation, was used to gain an better understanding of commercial vehicle movements and thereby aid in the development of potential solutions to minimize truck volumes travelling through Caledon East.

The information collected included trip origin, destination and routing, as well as truck configuration, vehicle weights and dimensions, commodities, trucking company, and green technologies. The resulting dataset is used extensively for transportation and infrastructure planning at the provincial, national and international levels.

The survey questionnaire included specific questions and observations relating to the following:

- Observations: truck configuration and style, dangerous goods and UN number, licence plate and jurisdiction;
- Carrier profile: name and type of company, owner/operator;
- Cargo: number of waybills, number of pickups remaining, one or multiple drop-offs and pick-ups, commodity description, weight of the cargo, capacity used;
- Route: type of drop-off/pick-up facility, routing in MapPoint;
- Driver & Truck Profile: driver and truck home location, number of lift axles, use of satellite tracking technologies, and energy-saving technologies;
- Measurements: axle weights, truck dimensions, and hitch location and type; and,

- Survey Completion: Survey date and time, survey language, and additional notes/comments.

The CVS took place on November 4th, 6th, and 10th, 2014. Trucks heading northbound or southbound on Airport Road were intercepted through the assistance of MTO enforcement, and diverted to the parking lot of the Caledon Community Complex. **Exhibit 3-9** shows the setup of the survey in the parking lot.

Exhibit 3-9: Setup of the Survey at the Caledon Community Complex

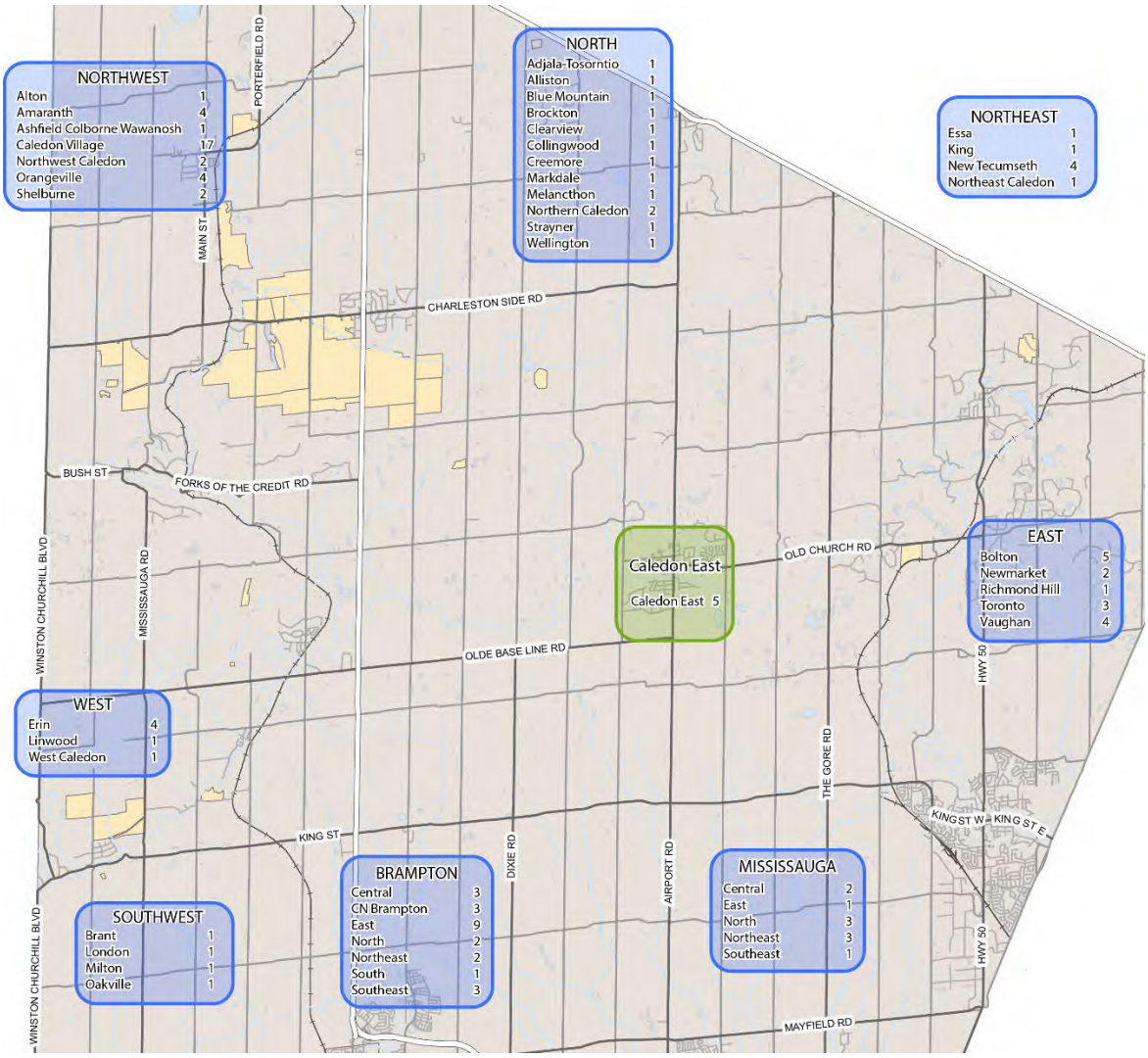


Exhibit 3-10 provides the survey origin-destination summary based by region/location in respect to Caledon East. Origin-Destination data is also illustrated in **Exhibits 3-11 and 3-12**.

Exhibit 3-10: Survey Origin-Destination Summary

ORIGIN (by Region)	DESTINATION (by Region)										TOTAL
	Caledon East	North-West	North	North-East	West	East	South-West	Bram.	Miss.	Other	
Caledon East	2					3					5
North-West	3					13	1	13	5		35
North						2	3	6	2	1	14
North-East					1	2	1	1	2		7
West						3		3			6
East	3	5	1	1	2	1		2	1		16
South-West	1		1	3							5
Brampton	4	5	3	8		3					23
Mississauga	1	2	4	3							10
Other				1		2					3
TOTAL	14	12	9	16	3	29	5	25	10	1	124

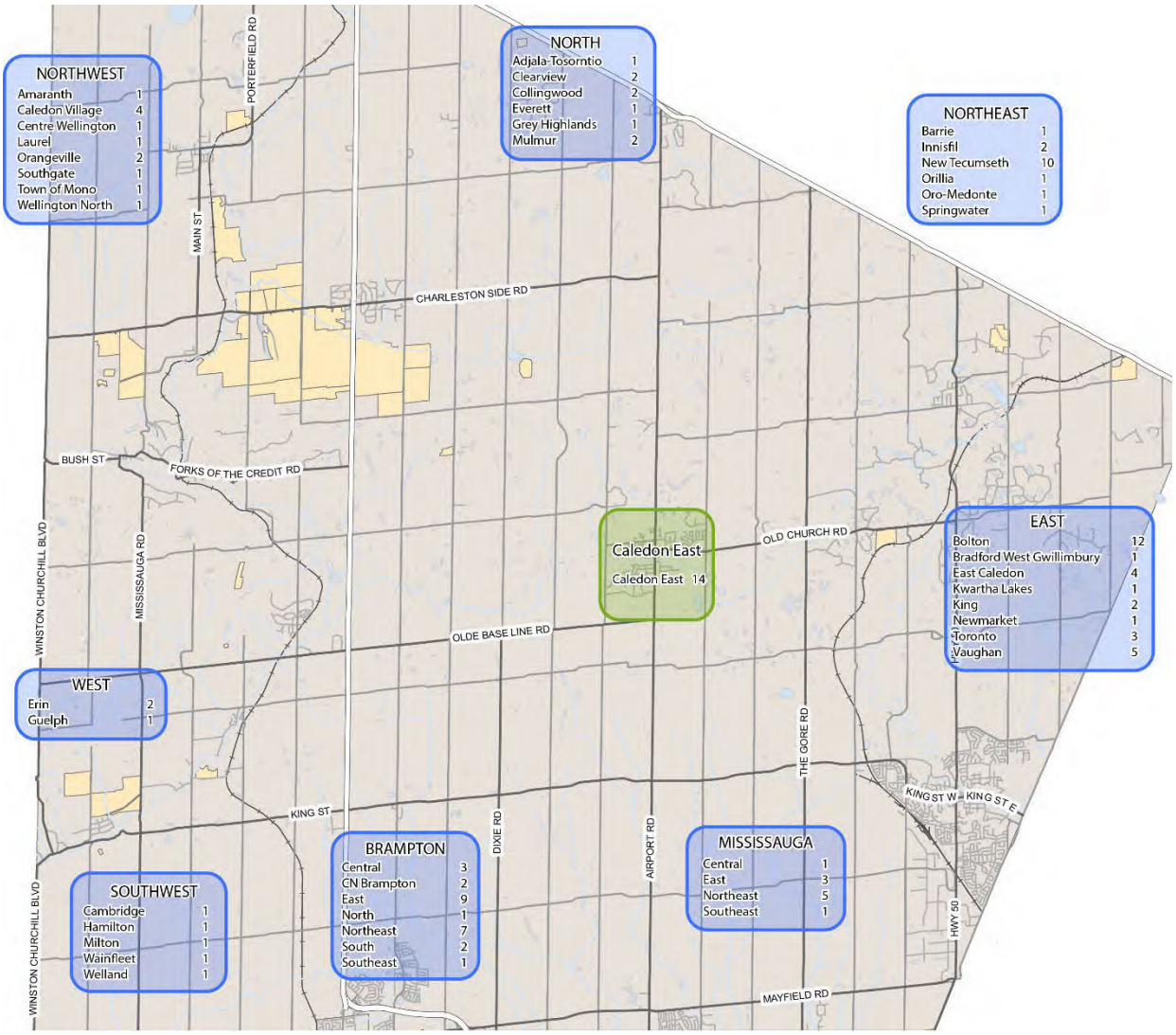
Exhibit 3-11: Commercial Vehicle Survey - Origin Summary



Based on the Commercial Vehicle Survey results (as reflected in **Exhibit 3-11**), approximately one-third of truck trip travelling through Caledon East originate from the North-West, including the Towns of Orangeville, Shelburne, Amaranth, and quarries by Caledon Village. Approximately one-half of these originate within Caledon Village. The second largest area contributing to the trucks trips along Airport Road is Brampton, primarily east Brampton.

As reflected in **Exhibit 3-12,** the majority of these trips are destined to the areas east of Airport Road and the village of Caledon East (i.e. New Tecumseth, Bolton, Vaughan, and the northeast and east areas of Brampton).

Exhibit 3-12: Commercial Vehicle Survey - Destination Summary



Overall, of the total 126 surveys collected, 124 were validated after data cleaning. In addition to the O-D data, these surveys reflected the following:

- A total of 40 gravel trucks passed through Caledon East (32% of all trucks);
- 62% of the gravel trucks passing through were empty;
- Trucks originating from Caledon East are due to farms (2), a retail outlet (1), and construction (2); and
- Truck trips with a destination in Caledon East were a result from construction (10), and private residence (4).

Construction was responsible for a high number of truck trips ending in Caledon East due to a housing development occurring east on Old Church Road. Truck trips ending at private residences are usually due to construction with new additions to homes (i.e. pools).

3.5 Travel Time Survey

To assist in the analysis, several alternative truck routes were assessed for the most common origin-destination patterns and the fastest route determined. In most cases, the average trip ranged from 30 to 50 km (27- 45 min duration). From this information, it was determined that trucks are using Charleston Sideroad and Airport Road (through Caledon East) rather than Highway 10 and King Street or other east-west roads south of King Street, largely because of increased congestion, lower operating speeds, and a greater number of traffic signals along these other routes (all factors contributing to increased delays).

For example: For trucks originating North-West of Caledon East and routed to the south-east (i.e. from the Highway 10 - Charleston Road intersection to the Airport Road-King Street intersection):

- Trucks are using Charleston Sideroad and Airport Road rather than Highway 10 and King Street. Trucks using Charleston Sideroad and Airport Road are required to pass through only three signalized intersections (i.e. Airport Road & Charleston Sideroad, Airport Road & Church Street, and Airport Road and Olde Base Line). Alternatively, if choosing to travel southbound along Highway 10 and then eastbound along King Street, they are required to pass through eight traffic signals (i.e. intersections along Highway 10 at Lafarge, Olde Base, and King Street; and intersections along King Street at Kennedy, Heart Lake, Dixie, Bramalea, and Torbram). Also, the posted speed limits are higher on Charleston Sideroad (80km/h) while King Street is posted at 70km/h.
- Trucks avoid using Mayfield Road, Bovaird Drive, or Williams Parkway for east-west travel as these roads are congested during peak times, and include a greater number of traffic signals.

For trucks originating north and northeast of Caledon East and routed south/south-east:

- Trucks avoid Highway 50 through Bolton. However, the Emil Kolb Parkway (new Bolton Arterial Road), opened during the summer of 2015, is expected to provide an attractive alternative for trucks currently Airport Road to avoid congestion within the Bolton area. The same is expected to be true for the reverse movement.
- For those trucks routed to central Brampton (the smaller percentage), Airport Road is the logical route and most likely would not divert.

Instead of using major east-west arterials between Highway 10 and Airport Road, including King Street and Mayfield Road, trucks prefer to use Charleston Sideroad, as it has lighter traffic and less signalized intersections, resulting in shorter travel times. A similar travel time savings could be realized for trucks travelling between Highway 10 and Airport Road south of Caledon East, if allowed to use Olde Base Line Road between Highway 10 and Airport Road.

It is expected that the new Emil Kolb Parkway will attract some trucks (i.e. 5-10%) from Airport Road to Highway 50, particularly once further improvements are completed along Coleraine Drive to Mayfield Road. In the long term, the GTA West corridor and Highway 10 upgrades will likely also provide additional relief.

3.6 Future Traffic Operations

A significant amount of growth is expected to occur in the Town of Caledon and the Region of Peel over the next 15-20 years. The Town of Caledon population and employment growth on a town-wide level has been projected to increase 65% and 74% respectively from 2011 to 2031. The Airport Road corridor is planned to support growth on adjacent lands along the corridor.

The Sandhill Commercial/Industrial Centre located along Airport Road at King Street, immediately south of the study area, will include highway commercial and trucking uses, which will also influence truck use along Airport Road in the future.

Based on a 60% increase of traffic on Airport Road between 2012 and 2031 and a 40% on the east-west arterials over the same time period, the results of a level of service analysis at signalized intersections along Airport Road are reflected in **Exhibit 3-13.**

Exhibit 3-13: Future Intersection Level of Service (2031)

INTERSECTION	AM PEAK		PM PEAK	
	OVERALL LOS (V/C)	CRITICAL MOVEMENTS (LOS, V/C, 95th Queue)	OVERALL LOS (V/C)	CRITICAL MOVEMENTS (LOS, V/C, 95th Queue)
Charleston Side Rd at Airport Rd	LOS B (V/C = 0.43)	--	LOS B (V/C = 0.58)	--
Old Church Rd at Airport Rd	LOS C (V/C = 0.84)	SBT (LOS C, V/C=0.91, Q= #187 m)	LOS B (V/C = 0.69)	--
Old Church Rd at Airport Rd (Improved)[1]	LOS B (V/C = 0.67)	SBT (LOS B, V/C=0.68, Q= 111 m)	LOS B (V/C = 0.69)	--
Olde Base Line Rd at Airport Rd	LOS C (V/C = 0.89)	SBT (LOS C, V/C=0.94, Q= #279 m)	LOS E (V/C = 1.04)	EBL (LOS D, V/C=0.87, Q = #109 m) NBT (LOS F, V/C=1.11, Q = #266 m)
Olde Base Line Rd at Airport Rd (Improved)[2]	LOS B (V/C = 0.60)	SBT (LOS A, V/C=0.60, Q= 100 m)	LOS B (V/C = 0.71)	EBL (LOS D, V/C=0.79, Q = 79 m) NBT (LOS B, V/C=0.68, Q = 137 m)

[1] Add southbound left turn lane (no change to signal timing)

[2] Add northbound left turn lane, southbound right turn lane, and eastbound right turn lane (no change to signal timing)

Therefore with minor intersection improvements (i.e. adding exclusive turn lanes), the existing signalized intersections along Airport Road will operate satisfactorily (i.e. LOS B, v/c = 0.7) to 2031. Alternatively, operational improvements may be realized by reconstructing the Airport Road - Olde Base Line Road intersection to a roundabout configuration.

Although the analysis is limited to signalized intersections along the corridor, the results do not support the need to widen Airport Road to four lanes north of King Street, as currently reflected in the Region's Long Range Transportation Plan (2012 Update).

It should be noted that not widening Airport Road from two to four/five lanes north of King Street, can help limit the amount of commuter and truck traffic which uses Airport Road, and passes though the Caledon East.

4. Alternative Solutions

The primary objective of this study is to identify options to divert through traffic and heavy trucks away from Airport Road through Caledon East, in response to concerns of the local community regarding the number of heavy trucks within a core urban/pedestrian environment.

A key to reducing the number of trucks travelling through Caledon East is finding an alternative route for the trucks which currently turn right onto Airport Road (EB RT) and left from Airport Road (NB LFT) at Charleston Sideroad, since this component represents approximately 35-45% of the truck traffic travelling through Caledon East. In this regard, consideration is to be given to alternative east-west routes south of Caledon East, as well as alternative north-south routes.

A second key consideration is to increase the number opportunities for heavy trucks to use alternative routes. In this regard, the following alternatives were considered:

- Upgrading existing parallel roads (i.e. Mountainview Rd, Innis Lake Rd);
- Construct a new by-pass of Caledon East;
- Improve Olde Base Line Road between Highway 10 and Airport Road;
- Upgrade existing parallel roads beyond the immediate study area (i.e. Horseshoe Hill);
- Provide signing to encourage use of parallel roads beyond study area and limit road widening south of Caledon Village;
- Introduce speed reduction/ traffic calming measures along Airport Road; and,
- Pursuing measures to restrict use by aggregate trucks (i.e. agreements, by-law, etc)

3.7 Development of Alternatives

A detailed description of the improvement alternatives considered is provided below:

i) Alternative 1: Upgrade existing parallel roads (Mountainview Road and/or Innis Lake Road)

Mountainview Road parallels Airport Road approximately 1.4 km to the west. Between Charleston Side Road and Olde Base Line Road, it maintains a rural scenic quality with tree canopies stretching over the roadway with estate homes setback from the roadway. The roadway has a pavement width of approximately 6 m, with little or no gravel shoulders, and shallow ditching on both sides of the roadway. It includes several steep inclines and declines as it traverses the terrain of the Oak Ridges Moraine and Niagara Escarpment. Significant upgrades will be required if this segment is to be used as a truck route, including widening of the roadway to include gravel shoulders and pavement rehabilitation/reconstruction.

If upgraded, Mountainview Road offers an alternative route to Airport Road (particularly for those NB left and SB right turn movements at Charleston and Airport Road), where heavy truck movements through Caledon East are generating concerns by residents. Traffic volumes along the roadway remain low (i.e. approximately 330 vehicles/ 8hr period). It is expected that up to 120 trucks/8 hr (i.e. 50% of NB left and SB right turn movements at the Charleston Sideroad and Airport Road intersection) or approximately 20% of the trucks could be diverted from Airport Road.

Based on the above, Mountainview Road was carried forward as a reasonable alternative to divert traffic from Airport Road.

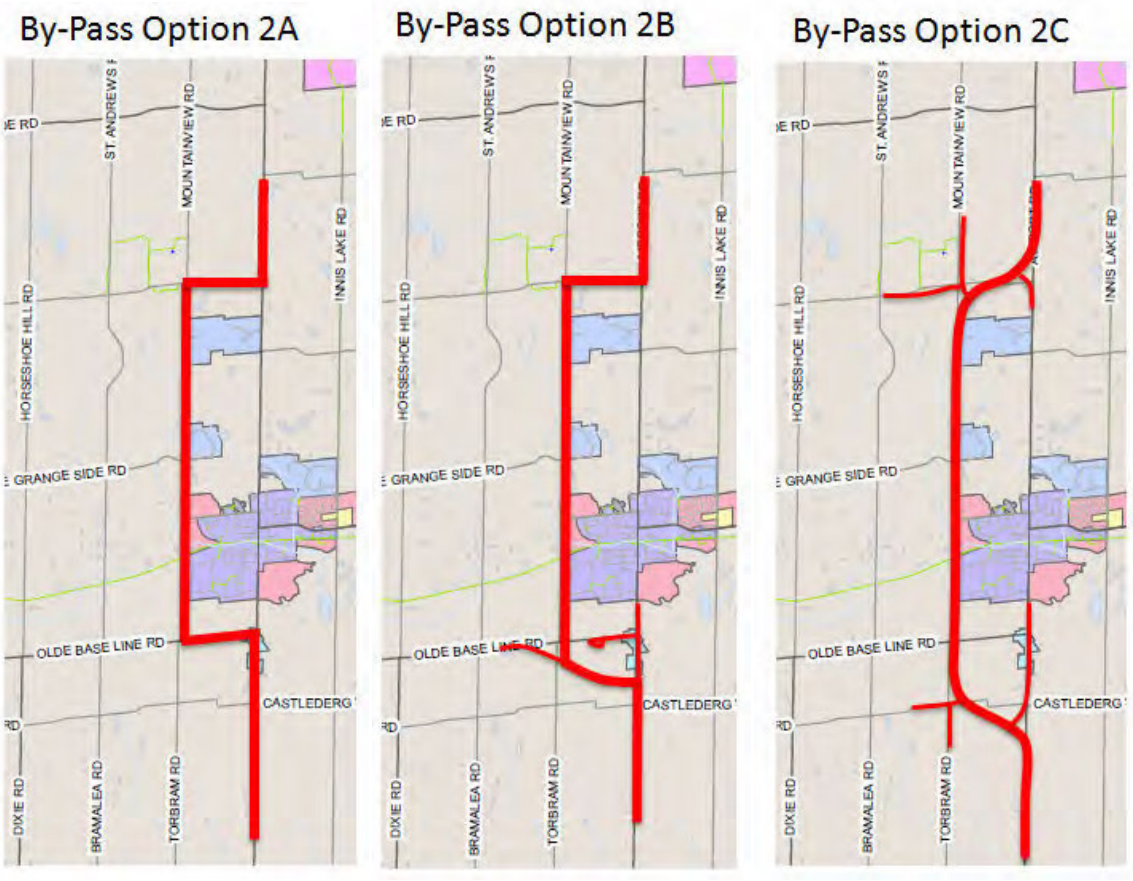
Innis Lake Road parallels Airport Road approximately 1.4 km to the east. South of Patterson Sideroad, the road is paved and in reasonably good condition; however runs along the eastern edge of the residential community and adjacent to two schools at Old Church Road. It positioning east of Airport Road, makes it less desirable to serve trucks originating to/from the northwest. Although it provides a link to Old School Road which is not offered by widening Mountainview Road, based on existing travel patterns, this provides minimal benefit.

For the reason above, Innis Lake Road is not appropriate as a heavy truck route and therefore not carried forward.

ii) Alternative 2: Construct a new by-pass (including new alignment)

Based on existing travel patterns a by-pass on the west side of Airport Road would be more effective than a by-pass on the east side. In order for a by-pass of Caledon East to be effective, it would need to be combined with truck restrictions along Airport Road within the core of the community. The adjacent natural heritage features and Niagara Escarpment are key factors in determining the feasibility of a by-pass. The most probable by-pass route is use a portion of Mountainview Road. In this regard, three options (as illustrated in **Exhibit 4-1**) have been developed.

Exhibit 4-1: By-Pass Options



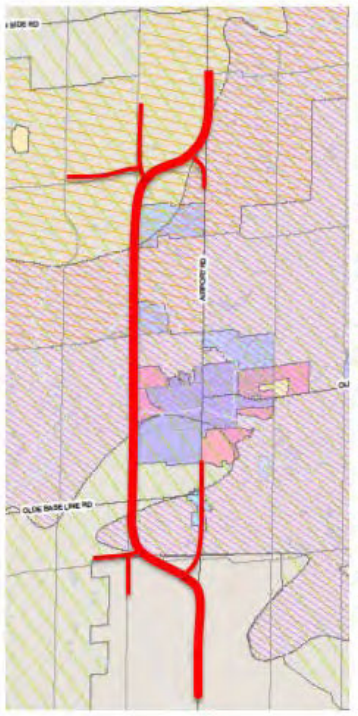
Options 2A & 2B are similar and intended to serve principally as a by-pass for heavy trucks only, while Option 2C represents a bypass for all through traffic (cars and trucks). In each case, truck restrictions would be introduced along Airport Road through Caledon East.

Option 2A and 2B differ primarily in the way they connect back to Airport Road at the southern limit. They both significantly increase travel time. In general, Option 2B is preferable to Option 2A.

Option 2C reduces the number of 90 degree turns but introduces a curvilinear alignment with numerous 'T' intersections, limited sight lines, and high left turn demands. This alignment will result in significant property (i.e. severances or buy-outs) and environmental impacts associated with new alignments to fit back Airport Road.

Option 2B was carried forward for evaluation purposes as the most feasible by-pass alternative.





iii) Alternative 3: Improve Olde Base Line Road, between Highway 10 and Airport Road

Olde Base Line Road runs perpendicular to Airport Road, south of Caledon East. If upgraded to accommodate trucks, it offers an east-west alternative to King Street and Charleston Sideroad. The corridor has a pavement width of approximately 7 m, 1 m paved shoulder, with only a few moderate to steep grades. Much of the corridor has good access control. There are minor ROW obstructions along the corridor; however these tend to be sufficiently offset from the travelled road such that no improvements would be necessary. Overall the standard of the roadway appears most suitable to accommodate trucks compared to other roads.

Traffic volumes along the Old Base Line Road are currently 3,000 - 3,500 vehicles/day and are expected to increase to 4,200 - 5,700 within the 2031 planning horizon.

Designating Olde Base Line as an truck route would provide an alternative to using Charleston Sideroad and in turn Airport Road *(*particularly attracting the NB left and SB right turning trucks at the Charleston Sideroad and Airport Road intersection). Similar to Alternative 1, it is expected that up to 120 trucks/8 hr (i.e. 50% of NB left and SB right turn movements at the Charleston Sideroad and Airport Road intersection) or approximately 20% of the trucks could be diverted from Airport Road.

iv) Alternative 4: Upgrade parallel roads beyond the immediate study area (i.e. Horseshoe Hill) *- NOT CARRIED FORWARD*

Horseshoe Hill is located approximately half way between Airport Road and Highway 10. Between Charleston Road and Olde Base Line Road, the roadway has a pavement width of approximately 6 m and limited gravel shoulders (less than 1m). It currently maintains a rural scenic quality, with several moderate and steep grades throughout the corridor.

Upgrading Horseshoe Hill Road would provide an option to trucks currently using Charleston Sideroad and Airport Road, targeting truck volumes similar to Alternative 1 (upgrading Mountainview Road) or Alternative 3 (upgrading Olde Base Line Road). However, the extent

of improvements and property impacts are much more significant along this corridor. Given its distance from Airport Road is less likely to serve as an effective by-pass for trucks, and may divert a small percentage of trips from Highway 10, which is undesirable.

For the reason above, Horseshoe Hill Road is not appropriate as a heavy truck route and therefore not carried forward. Not including Horseshoe Hill as a designated truck route is expected to adversely impact goods movement within the Region.

v) Alternative 5: Divert traffic to other designated truck routes

This alternative consists of incorporating signing measures at Airport Road - King Street intersection to encourage trucks to either go westward towards Highway 10 or eastward to the Emil Kolb Parkway (Bolton Arterial Road). The need to divert from Airport Road can be reinforced by resisting widening Airport Road north of King Street to four/five lanes (as reflected in the LRTP); which will only place additional traffic pressures on Caledon East.

There is currently an EA study underway for Airport Road between King Street and Mayfield Road which would improve intersection capacity. Overall, this alternative fits within a larger strategy which consists of a series of measures to collectively address the problem.

vi) Alternative 6: Introduce speed reduction/ traffic calming measures along Airport Road

This alternative largely consists of implementation signing and traffic calming measures along Airport Road to make it more pedestrian and cyclist friendly, and support the Urban Development Plan. Measures would include streetscaping within the core (wider sidewalks and narrow lanes, traffic signals). Several measures (some of which have previously been identified in other studies) include:

- electronic speed warning signs;
- signs designating the area as a community safety zone and warning motorists of pedestrians within the central core of Caledon Village;
- flashing school-zone warnings at Cranston and Hilltop Drive;
- traffic signals to serve pedestrian and sideroad volumes (based on warrants); and
- more police enforcement in Caledon East.

Theses measure will reduce overall through capacity and therefore require tolerance of the lower level of service to traffic along Airport Road through Caledon East.

Beyond the limits of Caledon East, implementation of new roundabouts at Airport Road – Boston Mills/ Castlederg Sideroad intersection (currently and offset intersection) and/or Airport Road – Olde Base Line Road intersection would help to define the southern limit of Caledon East and signify a change in the character of the roadway without impacting goods movement. Multiple roundabouts along the corridor would accommodate traffic demands on Airport Road while minimizing delays.

vii) Alternative 7: Restrict use by aggregate trucks (i.e. agreements, by-law, etc)

This alternative considers measures which would prohibit aggregate trucks from using Airport Road, to the extent possible, where a suitable alternative exists. Although it is difficult to target a specific truck type, efforts to work with the aggregate industry and/or approving provincial agencies to limit the use of Airport Road, within Caledon East, as a route on which aggregate can be hauled may be considered in conjunction with future quarry development.

Similar concerns have recently been voiced by residents of Dufferin County in response an aggregate development in Mulmur that would potentially increase heavy truck traffic on Airport Road. In this instance consideration was given to requesting the Ministry of Natural Resources (MNR) to deny future requests from quarry proponents if their application includes Airport Road as part of a haul route.

3.8 Evaluation of Alternatives

Exhibit 4-2 provides a comparative evaluation of alternatives carried forward. The preferred alternative solution reflects a combination of options which offer has the greatest benefit and least impacts to the community, environment and other factors.

Exhibit 4-2: Evaluation of Alternatives

CRITERIA	INDICATORS	ALTERNATIVE 1 UPGRADE MOUNTAINVIEW ROAD (OLDE BASE LINE ROAD TO CHARLESTON ROAD)	ALTERNATIVE 2 CONSTRUCT NEW BY-PASS (OPTION 2B - UTILIZING MOUNTAINVIEW ROAD)	ALTERNATIVE 3 IMPROVE OLDE BASE LINE ROAD (HIGHWAY 10 TO AIRPORT ROAD)	ALTERNATIVE 5 DIVERT TRAFFIC TO OTHER DESIGNATED TRUCK ROUTES (HIGHWAY 10, HIGHWAY 50)	ALTERNATIVE 6 INTRODUCE SPEED REDUCTIION AND TRAFFIC CONTROL MEASURES	ALTERNATIVE 7 PURSUE MEASURES TO RESTRICT USE BY AGGREGATE TRUCKS
Natural Environment	Potential Effects on Natural Heritage Resources and Environmentally Significant Landform/Features	Significant impacts to trees aligning corridor and creek crossings. Entire corridor located within Greenbelt Area. Northern half of corridor traverses Niagara Escarpment Plan (NEP). Southern half traverses Oak Ridges Moraine (ORM).	Significant impact to natural environment. Entire corridor located within Greenbelt Area. Northern half of corridor traverses Niagara Escarpment Plan (NEP). Southern half traverses Oak Ridges Moraine (ORM). Requires modified crossing of Niagara Escarpment, utilizing Escarpment Road	Corridor located within Greenbelt Area, and southern limit of Oak Ridges Moraine (ORM). Approximately seven creek crossings; however minimal impacts.	No Significant Impact	No Significant Impact	No Significant Impact
Social / Cultural Environment	Potential effects on property Land Use Compatibility with provincial and municipal plans and policies	Additional right-or-way likely required throughout corridor (typically 30m ROW required) Traffic volumes are expected to increase from 'No trucks' to over 25% of total volumes.	Significant property impacts to accommodate fit back to Airport Road (i.e. severances and full buy-out of estate properties) Significantly impacts residents along Mountainview Road (overwhelming majority of traffic along this road will be heavy trucks), given restricted use of Airport Road though Caledon East.	Sufficient ROW generally available. Optional realignment of Base Line Road west of Airport Road to reduce residential impacts (similar to Alt 2, Option 2B)	No Significant Impact	No Significant Impact	Lobby for aggregate truck restrictions along Airport Road through Caledon East. Places additional burden on aggregate trucking operations (out-of-way travel).
Geometrics, Traffic Operations and Safety	Compliance with Roadway Design Standards, Level of Service.	Requires full reconstruction, widening, and grade changes will be required along Mountainview Road. Urbanization and realignment with localized areas will be required. Expect approximately 20% diversion of trucks from Airport Road.	Requires full reconstruction, widening, and grade changes will be required along both Mountainview Road and Escarpment Road. Urbanization and realignment with localized areas will be required. Expect significant diversion of trucks from Airport Road.	Minor road improvements required. Expect approximately 20% diversion of trucks from Airport Road.	No Significant Impact	Requires acceptance of lower level of service/ congestion within urban area. Roundabouts along Airport Road could help to signify a changing character of the roadway approaching Caledon East.	No Significant Impact
Costs	High Level Capital Construction Costs	High Cost (reconstruction of Mountainview Road)	High Cost	Medium Cost	Low Cost (primarily signing)	Low Cost	Low Cost
General Comments/ Remarks		Limited benefit if Alternative 3 is carried forward.		Carry forward only if Alternative 1 is not pursued.	Consider in combination with other alternatives; not as a stand-alone solution.	Consider in combination with other alternatives; not as a stand-alone solution.	
RANKING		3rd	2nd	1st			
OVERALL PREFERRED OPTION		Not Carried Forward	Not Carried Forward	√ Carry Forward	√ Carry Forward	√ Carry Forward	√ Carry Forward

Note: Alternative 4, Upgrading parallel roads beyond the immediate study area (i.e. Horseshoe Hill Road), was not carried forward as a viable alternative to address traffic concerns along Airport Road

4 Conclusions and Recommendations

The intent of this study is to assess the potential to divert through traffic from Caledon East and recommend alternatives to manage north-south truck volumes (on Airport Road), recognizing the need to provide in a safe and pedestrian-oriented environment within the community. To this end, two approaches were considered to divert trucks from Airport Road:

Forced Diversion - This consists of constructing a new by-pass around Caledon East and/or introducing measures to restrict truck use along Airport Road through Caledon East (i.e. agreements, by-law, etc).

Passive Diversion - This consists of upgrading parallel roads or alternative routes; introducing signing to encourage use of other truck routes; and/or introducing speed reduction/traffic calming measures along Airport Road making it less attractive than other truck routes.

The feasibility of providing a new by-pass around Caledon East is largely influenced by the geography of the Niagara Escarpment Plan (NEP) Area. Specifically, it would not be possible to construct a new alignment without having a direct impact on the Escarpment Natural Area. Since transportation and utility facilities are only permitted in the Escarpment Natural Area if they are deemed to be essential, it is imperative to first improve existing crossings in terms of traffic management and road geometry. Only after existing crossings have been improved—and the resulting impact on truck traffic has been studied—should the need for a new crossing be considered.

The initial traffic analysis undertaken for the study concluded that there is sufficient capacity along Airport Road to accommodate demands within a 20 year horizon, albeit with localized congestion in the built-up area of Caledon East. Since there are no significant capacity issues along Airport Road, it is preferable to first introduce passive measures. This includes measures such as speed reductions and traffic calming, which will increase travel time, while at the same time be in keeping with the Caledon East Community Improvement Plan. This combined with efforts to make other routes more attractive (i.e. upgrading Olde Base Line Road) would avoid further increases in trucks.

As noted herein, alternative parallel routes (currently designated No Heavy Truck Routes, including Innis Lake Road, Horseshoe Hill) have geometric constraints (i.e. steep grades) or safety concerns (i.e. sight line restrictions, school zones) that make them unsuitable for trucks. Even Mountainview Road is not designed or built to withstand constant heavy truck traffic and will require full reconstruction and additional right-of-way. The option of providing a by-pass presents major engineering, natural environment, social environment, and financial challenges. Furthermore, based on current projections it is not essential within the planning horizon from a road capacity perspective.

Based on the evaluation of alternatives, none of the alternatives fully address the study objectives on their own. Therefore, it is recommended to initially purse a combination of **Alternatives 3, 5, 6, and 7** as the preferred solution to manage traffic for alternative routes. Each of these alternatives will require more detailed assessment.

- Alternative 3: Improve Olde Base Line Road, between Highway 10 and Airport Road;
- Alternative 5: Divert traffic to other designated truck routes;
- Alternative 6: Introduce speed reduction/traffic calming measures along Airport Road; and,
- Alternative 7: Lobby to restrict use by aggregate trucks (i.e. agreements, by-law, etc)

Although not recommended at this time, **Alternative 2** (By-pass Option 2B, utilizing Mountainview Road south of Escarpment Road) represents the best by-pass option should it remain a longer term consideration. However, given the significant natural environment and property impacts, it will be very challenging to implement. Significant effort will be required in the future to assess the natural heritage, technical feasibility, and social impacts.

The recent completion of the Emil Kolb Parkway is expected to attract north-south truck demands away from Airport Road (i.e. 5-10%) with little/no impact on distance/time travelled.

Other provincial plans to provide additional east-west capacity (i.e. GTA West) will impact traffic patterns throughout Caledon, and likely encourage trucks from the north-west to use Highway 10 rather than Airport Road since it will provide an alternative to using congested east-west corridors further south.

Road to Caledon East and the widening of Regional Road 50 south of Caledon. These roadway projects will substantially improve the peak period capacity of the current road network and are fully incorporated in the study findings.

The estimates of the future peak hour travel have been considered at a number of screenlines to provide an overview of the nature of the traffic growth. Table ES.1 below provides a summary of the existing and future traffic levels at these different screenlines. Overall, the peak hour traffic volumes in the southbound direction are expected to increase by about 70% to 110 % in comparison to year 2001 peak hour traffic volumes. The greatest increase occurs in traffic volumes crossing the Mayfield Road screenline with an estimated increase of 111%. It is also noted that the east west traffic volumes (e.g., crossing the Highway 10 screenline in the eastbound direction) are expected to increase even more with an estimated increase of 120% to 160%.

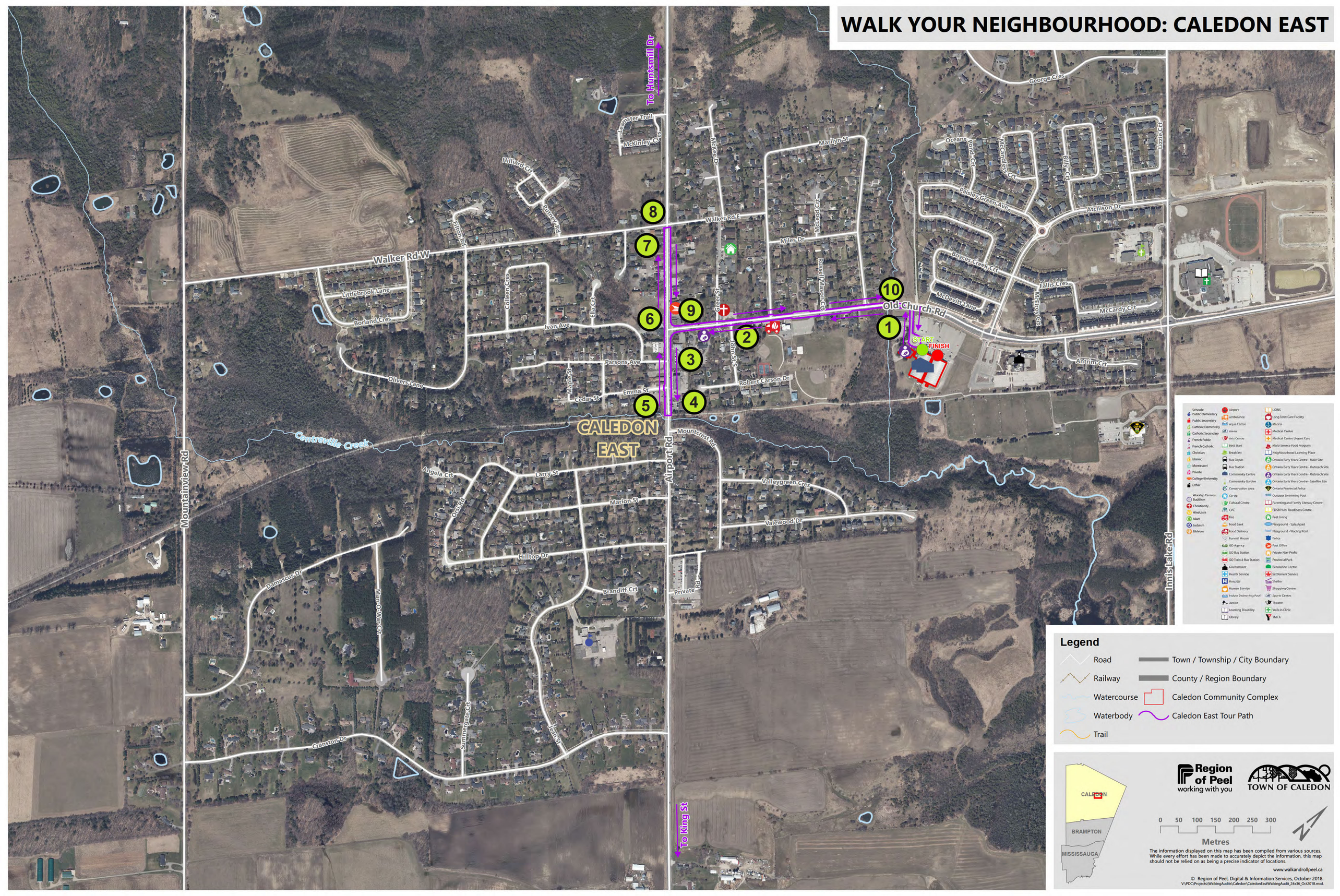
Table ES.1: Traffic Forecasts at Study Screenlines

Screenline	2001 AM Peak Hour Observed Volume (vph)	2011 AM Peak Hour Forecast Volume (vph)	2021 AM Peak Hour Forecast Volume (vph)	2031 AM Peak Hour Forecast Volume (vph)	Traffic Growth (2001 to 2031) (Percent of 2001 Volume)
1 North Town Boundary	3,265	4,098	5,145	6,259	92%
2 Charleson Sideroad	1,896	2,253	2,995	3,870	104%
3 Old Base Line Road	3,909	4,914	6,459	7,213	85%
3.2 Old Church Road	1,730	2,226	2,606	2,980	72%
4 King Street	7,218	9,884	10,938	12,555	74%
5 Mayfield Road	8,520	11,710	14,188	17,969	111%
6 East Town Boundary	1,760	2,037	2,545	2,756	57%
6a Mayfield Rd to Columbia Way (Westbound)	2,402	2,785	2,895	3,175	32%
7 Winston Churchill Boulevard	1,166	1,241	1,500	2,323	99%
8 Highway 10 (Hurontario Road)	2,799	3,543	5,510	7,357	163%
9 Airport Road	2,185	3,322	4,667	5,220	139%
10 Regional Road 50	1,681	2,049	2,335	3,789	125%
11 Forks of Credit	1,735	2,320	2,950	3,868	123%

NOTE: *Weekday AM peak hour volumes are shown in southbound or eastbound direction except where noted.*

Even with the committed roadway improvements, the estimated future traffic volumes will exceed the available roadway capacity in years 2021 and 2031. In year 2011, the capacity deficiencies on the arterial roadway network are relatively minor as a number of major projects such as the Highway 410 extension provide additional capacity at critical locations. The network capacity deficiencies in year 2021, however, are more substantial and widespread across the south area of Caledon. Figure ES.1 below illustrates the estimated year 2021 capacity deficiencies. Since a single arterial roadway lane has a capacity of about 800 vehicles per hour, it is clear that some of the year 2021 capacity deficiencies indicate the need for roadway improvements and widening. The capacity deficiencies in year 2031 are expected to be more severe, especially since there are few new roadway projects identified beyond year 2021. The year 2031capacity deficiencies are discussed in the main report.

WALK YOUR NEIGHBOURHOOD: CALEDON EAST



Legend

- Road
- Railway
- Watercourse
- Waterbody
- Trail
- Town / Township / City Boundary
- County / Region Boundary
- Caledon Community Complex
- Caledon East Tour Path

Region of Peel working with you

TOWN OF CALEDON

0 50 100 150 200 250 300

Metres

The information displayed on this map has been compiled from various sources. While every effort has been made to accurately depict the information, this map should not be relied on as being a precise indicator of locations.

www.walkandrollpeel.ca

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V:\PDC\Projects\WalkingAudits\Caledon\CaledonEastWalkingAudit_24x36_Oct2018.mxd.

Tel: 905-791-7800 x7794
Asha.Saddi@peelregion.ca

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[redacted]

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Good Morning Asha

During the CWG preview of the Airport Road Study through Caledon East requests were made to have access to some of the technical reports. These requests have been made before and during that session I believe there was a promise made that some of this information would be available. And yet I do not see them in documents provided.

Could you tell me where to find them?

I am particularly interested in Noise Studies that were mentioned as well as recent traffic patterns, in particular increases in traffic over time and increases in truck traffic. This information is really essential in completing my assessment of the proposals that have been now made public.

Thank you.

[redacted]

p.s. I appreciate that such reports may be complicated and tailored for professionals. However, although some guidance may be required, some information and patterns will be evident and useful.

Walking Audit Program

Purpose

- To engage community residents in local planning
- To influence the built and natural environment through a formal feedback process, and,
- To improve walkability

In November 2018 members of the Community Working Group participated in Peel Public Health's walking audit program. The audit involved a walk-about over 3 km along Airport Road from Emma Street to Walker Road, and on Old Church Road From Airport Road to the Caledon Community Centre Complex.



A workshop with a mapping exercise and facilitated discussion followed the walkabout. Results are being considered in the Environmental Assessment and will be presented at the next Public Information Centre.

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Sonya,
Thank you! Not an easy job trying to balance everyones needs!
I'll try and calm the locals to wait for the report to come out.
Respectfully,

[redacted]

[redacted],

I am writing in response to questions on Airport Road that appear to be outstanding. My sincere apologies for the delay in this response.

Question: Will the project team be providing the additional technical information requested concerning the traffic volumes within the corridor, justification for two lane roundabout at Cranston Drive, right turn lanes warrants, traffic calming measures between Cranston and Mono, and the noise assessment under a separate cover?

Yes, we are in the process of reviewing your comments and will provide you with the information requested under a separate email. I will follow-up with the Project Team and let you know when you can expect to receive this information. I will also work with the Team to include a response to the transportation questions in [redacted] email of September 29. In the meantime, you may be interested to view the summary of Questions and Answers from the live PIC session on September 23. The summary was recently posted to the Project Website and includes additional details on the Study that may be of interest.

Question: If the technical studies have been completed, why won't the project team release them to the CWG now?

The technical reports will be released to CWG once they have been approved by Agencies and reviewed/updated in light of comments received by CWG and the Public. CWG will receive the reports for review well in advance of Study Completion and the Public Review Period. I will follow-up shortly to let you know when you can expect to receive the reports.

Question: I noticed the region was conducting a traffic study at Leamster and also Huntsmill in Caledon East. Why are these locations being sampled now?

The traffic investigations observed at Leamster and Huntsmill on September 24 were not carried out for the Airport Road EA Study. We looked into whether the work was related to any other Regional projects and learned that the Region was conducting turning movement counts as part of the regular (annual) traffic data program.

I would like to take this opportunity to thank you for your patience. We are committed to address all your comments and will take the time necessary to ensure careful consideration. We will be in touch with you shortly regarding the above requests and will welcome your comments at any time during this EA Study.

Regards,

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor

Brampton, ON L6T 4B9

905-791-7800 ext. 7801

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Hello Sonya

As this terrible year comes to an end I assume that your team is now completing its review of citizen reaction to the proposals and the next phase in the process will be final proposals.

The volunteers who composed the CWG have always been quite united in their list of concerns and remain hopeful that those concerns find their way into the proposals. I hope that you also received constructive feedback from the public. I expect that the lack of face to face consultation had the effect of reducing citizen involvement.

My own reaction to the initial plans are very mixed. There are many aspects to the plans that are worthy of support. The changes will certainly improve the route in aesthetic ways, changes to turning lanes are well thought out and will enhance order and safety, additional space for pedestrians and cyclists are welcome. A final redesign for the problematic intersection at Airport Rd. and Old Church is hopeful.

There are shortcomings that need to be addressed and most importantly I am unconvinced that traffic calming measures will produce results or remain aspirational. From the beginning concerns were voiced about the negative impact of increased traffic volumes on safety, vehicle and pedestrian access and noise. Truck traffic was viewed as very disruptive to safety and the noise created disruptive and destructive to the urban fabric.

You have mentioned on more than one occasion that the Region is supportive of the transportation of goods industry as a major employer. So the citizens of Caledon East will need to learn to live with that reality. I believe that the future plans must take *all measures possible* to allow the citizens to have a safe and liveable town. The volume of traffic is beyond control and so the true measure of the success of final designs will be the degree to which they address vehicle noise and speed. Some of us on the CWG have made repeated requests for access to technical data so that we have a better understanding of what the conditions are with regards to vehicle characteristics, traffic numbers and decibel levels. Without such data our life experience must suffice in guiding our perceptions.

On Thursday December 10th I was awoken by the noise generated by a single aggregate truck. I have some experience driving tractor/trailers with loads up to 20 thousand pounds. I expect that some of the large sand and gravel transports are close to double that weight. Those with 8 foot double stacks that are 8 inches in diameter deliver shock waves able to rattle homes. Later that morning at 8:45 a large load on a 30 foot truck was tailed by another tractor with a double trailer load. The two tractors strained to get uphill at speed just as an empty 30 footer descended going north with air brakes engaged. The combined sound generated by the three trucks was simply incompatible with life in an urban zone. You have the data and know the numbers of such trucks that go through the town on a daily basis, and the trends over time. The problem through Caledon East is not volume during most of the 24 hour cycle. Outside rush hour periods vehicle spacing allows trucks and cars to exceed speed limits resulting in increased dangers and increased noise levels.

In early November the Region had minor road resurfacing on Airport Rd. at Hilltop Dr..

During those three days of roadwork we had a glimpse of what a liveable and safe urban space would be like. For most of the days of construction traffic was reduced to one lane for long periods. The delays to cars and trucks was usually of very short duration, in the order of less than a minute, when 8 and 12 cars and trucks lined up to wait to be flagged through. During that construction noise levels plummeted and pedestrian and vehicle safety increased.

The current proposals do not remove the problem of vehicle speeds. That gravel truck came through Caledon East from the north and after passing through the lights at Old Church Rd. could see about 400 metres ahead. With no concern that pedestrian traffic would activate the pedestrian crossing near Emma St. at that hour the driver accelerated through town keen to build up speed to make the drive up the hill easier. The driver gained speed at Emma St. and hit seventh gear by Marion St. generating the decibels to rattle the community. That driving pattern is replicated throughout the day by the 15 or 20 percent of drivers of all vehicles who determine their speed by the open space ahead of them.

The only solutions available to slow traffic down are a Community Safety Zone with a reduced speed limit to 40 KM and active and automatic photo radar. With the resulting lower speed the problems that I have described will be reduced and the correct balance of traffic flow and community liveability will have a better chance.

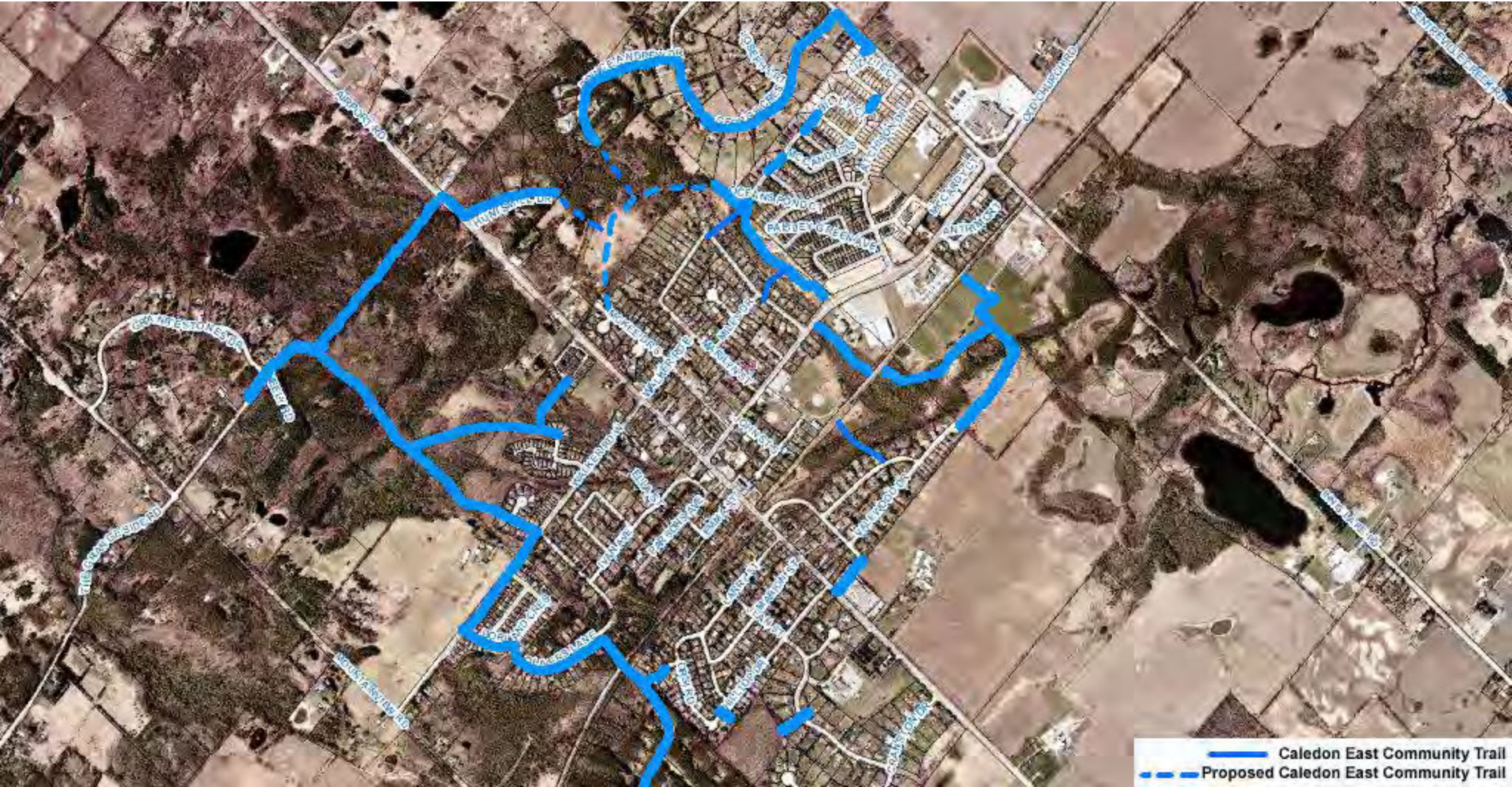
I hope that you have a pleasant holiday season.

[redacted]

CWG Participant

[redacted] has concerns regarding:

1) Wanting to get Town of Caledon, Peel, TRCA and property owners on board so they can "beautify behind the sidewalk" on their own properties. I was not 100% certain what he meant by that phrase.
2) He also said he and others in downtown Caledon East do not want change (to the road etc.) now, as it will only have to be re-done once development comes to the area.
3) He also wants the creek moved back (I have heard this from some other people as well) to its original course south of the walkway.


Caledon East Community Trail
Proposed Caledon East Community Trail

[redacted]

Asha and Sonya

I am attending a conference next weekend so likely will not be able to stay for all….as a compromise can we start the walk up at Huntsmill so everyone can see where the trail connection is? Have you had any correspondence with TOC about Caledon East Community Trail? Attached shows more detail if you have not already seen it.

Regards,

[redacted]

[redacted]

[redacted]

Dear Community Working Group members,

Over the past few months, the Region of Peel and Town of Caledon have been working together to address comments on the proposed improvements to Airport Road.

As a result, Town Staff have prepared a report for Town Council that confirms their general support of the EA, and they have invited the Region to give a presentation to the General Committee of Council on March 23 (2:30pm). The Staff Report further outlines some additional items for the Region to consider during the detailed design phase of the project.

You are welcome to view the upcoming presentation and Committee meeting by livestream on the Town's website at the following link: Calendar - Town of Caledon.

The report and presentation have been added to the agenda, which is now available on the Town's website at the following link: General Committee Meeting (caledon.ca).

We will continue to keep you informed on the status of this EA and thank you for your ongoing interest in this project.

Best regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

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Petition & Regional Council Minutes

THE COUNCIL OF

THE REGIONAL MUNICIPALITY OF PEEL

MINUTES

February 11, 2021

Members Present:	G. Carlson	S. McFadden
	B. Crombie	M. Medeiros
	D. Damerla	M. Palleschi
	S. Dasko	C. Parrish
	G.S. Dhillon	K. Ras
	J. Downey	P. Saito
	C. Fonseca	R. Santos
	P. Fortini	I. Sinclair
	A. Groves	H. Singh*
	N. Iannicca	R. Starr
	J. Innis	A. Thompson
	J. Kovac	P. Vicente
	M. Mahoney	
Members Absent:	P. Brown* (Alternate H. Singh)	
Staff Present:	J. Baker, Chief Administrative Officer	N. Polsinelli, Commissioner of Health Services
	S. Baird, Commissioner of Digital and Information Services	Dr. L. Loh, Medical Officer of Health
	K. Lockyer, Regional Clerk and Interim Commissioner of Corporate Services	A. Adams, Deputy Clerk and Acting Director of Clerk's
	S. VanOfwegen, Commissioner of Finance and Chief Financial Officer	C. Thomson, Deputy Clerk and Manager of Legislative Services
	P. O'Connor, Regional Solicitor	J. Jones, Legislative Specialist
	A. Smith, Interim Chief Planner	S. Valleau, Legislative Specialist
	A. Warren, Interim Commissioner of Public Works	R. Khan, Legislative Technical Coordinator
	J. Sheehy, Commissioner of Human Services	

1. ROLL CALL

Regional Chair Iannicca called the meeting of Regional Council to order at 11:44 a.m. in the Council Chambers, Regional Administrative Headquarters, 10 Peel Centre Drive, Suite A, Brampton.

Councillor Downey departed at 3:30 p.m.

2. INDIGENOUS LAND ACKNOWLEDGEMENT

Regional Chair Iannicca read an Indigenous Land Acknowledgement.

3. DECLARATIONS OF CONFLICTS OF INTEREST

Nil.

4. APPROVAL OF MINUTES

4.1 January 14, 2021 Regional Council meeting

Resolution Number 2021-66
Moved by Councillor Downey
Seconded by Councillor Saito

That the minutes of the January 14, 2021 Regional Council meeting be approved.

Carried

5. APPROVAL OF AGENDA

Resolution Number 2021-67
Moved by Councillor Fonseca
Seconded by Councillor Thompson

That the delegation listed as item 7.2 on the February 11, 2021 Regional Council agenda, be withdrawn;

And further, that the agenda for the February 11, 2021 Regional Council meeting be approved, as amended.

Carried

6. CONSENT AGENDA

Resolution Number 2021-68
Moved by Councillor Fonseca
Seconded by Councillor Thompson

That the following matters listed on the February 11, 2021 Regional Council Agenda be approved under the Consent Agenda: Items 9.1, 9.2, 9.3, 9.4, 9.5, 9.6, 9.7, 9.8, 11.1, 12.2, 13.1, 18.1, 18.2, 19.1, 19.2, 19.3, 19.4, 20.1, 24.1, 24.2 and 24.3.

In Favour (23): Councillor Carlson, Councillor Crombie, Councillor Damerla, Councillor Dasko, Councillor Dhillon, Councillor Downey, Councillor Fonseca, Councillor Fortini, Councillor Groves, Councillor Innis, Councillor Kovac, Councillor Mahoney, Councillor McFadden, Councillor Medeiros, Councillor Palleschi, Councillor Parrish, Councillor Ras, Councillor Saito, Councillor Santos, Councillor Sinclair, Councillor Starr, Councillor Thompson, and Councillor Vicente

Abstain (1): Councillor Singh*

Carried

RESOLUTIONS AS A RESULT OF THE CONSENT AGENDA

9. COMMUNICATIONS

9.1 Christine Massey

Email dated January 14, 2021, Providing an Article, “What Vaccine Trials?” No Study Results Posted for Pfizer Vaccine (Receipt recommended)

Resolution Number 2021-69

Received

This item was dealt with under the Consent Agenda.

9.2 Frank N. Marrocco, Chair Commissioner, Angela Coke, Commissioner, and Dr. Jack Kitts, Commissioner, Ontario’s Long-Term Care COVID-19 Commission

Letter dated January 14, 2021, Acknowledging Receipt of the Region of Peel’s Submission to Ontario’s Long-Term Care COVID-19 Commission (Receipt recommended)

Resolution Number 2021-70

Received

This item was dealt with under the Consent Agenda.

9.3 Sacha Smith, Manager, Legislative Services and Deputy Clerk, City of Mississauga

Email dated January 20, 2021, Providing a Copy of the City of Mississauga Resolution Requesting the Premier of Ontario to Place More Stringent Controls on Big Box Stores and to Consider Reopening Small Businesses (Receipt recommended)

Resolution Number 2021-71

Received

This item was dealt with under the Consent Agenda.

9.4 Allan Thompson, Mayor, Town of Caledon

Email dated January 21, 2021, Providing a Copy of a Letter from ErinOak Kids, Requesting Priority Sequencing for Phase One of Vaccination Implementation (Referral to Health Services recommended)

Resolution Number 2021-72

Referred to Health Services

This item was dealt with under the Consent Agenda.

9.5 General (Retired) Rick Hillier, Chair, COVID-19 Vaccine Distribution Task Force

Letter dated January 22, 2021, Providing a COVID-19 Vaccine Program Update (Receipt recommended)

Resolution Number 2021-73

Received

This item was dealt with under the Consent Agenda.

9.6 Peggy Sattler, MPP, London West

Letter dated January 25, 2021, Requesting Support for Private Member's Bill 239 - *Stay Home If You Are Sick* (Receipt recommended)

Resolution Number 2021-74

Received

This item was dealt with under the Consent Agenda.

9.7 David Wojcik, President and Chief Executive Officer, Mississauga Board of Trade

Letter dated January 29, 2021, Providing a Copy of a Letter to Mississauga Members of Parliament and Members of Provincial Parliament Regarding Paid Sick Leave (Receipt recommended)

Resolution Number 2021-75

Received

This item was dealt with under the Consent Agenda.

9.8 Sonya Pacheco, Legislative Coordinator, City of Brampton

Letter dated February 8, 2021, Providing a Copy of the City of Brampton Resolution Regarding a Joint COVID-19 Communications Campaign (Receipt recommended) (Related to 8.2)

Resolution Number 2021-76

Received

This item was dealt with under the Consent Agenda.

11. ITEMS RELATED TO PUBLIC WORKS

11.1 Salt Management - Partnership and Outreach Update

(For information)

Resolution Number 2021-77

Received

This item was dealt with under the Consent Agenda.

12. COMMUNICATIONS

12.2 Andrea Warren, Interim Commissioner, Public Works

Memo dated February 1, 2021, Regarding Truck Traffic on Highway 50, Resolution 2020-1124 (Receipt recommended)

Resolution Number 2021-78

Received

This item was dealt with under the Consent Agenda.

13. ITEMS RELATED TO HEALTH

13.1 Report of the Health System Integration Committee (HSIC-1/2021) meeting held on January 21, 2021

Resolution Number 2021-79
Moved by Councillor Fonseca
Seconded by Councillor Thompson

That the report of the Health System Integration Committee (HSIC-1/2021) meeting held on January 21, 2021, be adopted.

Carried

This item was dealt with under the Consent Agenda.

2. DECLARATIONS OF CONFLICTS OF INTEREST

Nil.

5. REPORTS

5.2 Update on Health System Transformation and the Region of Peel's Advocacy Priorities

(For information)

Resolution Number 2021-80

Received

3. APPROVAL OF AGENDA

RECOMMENDATION HSIC 1-2021:

Resolution Number 2021-81

That the agenda for the January 21, 2021 Health System Integration Committee meeting, be approved.

Approved

5. **REPORTS**

5.1 Update on Supporting Seniors in Peel

(For information)
Presentation by Donna Kern, Director, Seniors Services Development, Health Services

Resolution Number 2021-82

Received

7. **OTHER BUSINESS**

7.1 Health System Integration Committee (HSIC) Terms of Reference (Oral)

Resolution Number 2021-83

Received

18. COMMUNICATIONS

18.1 Laura Hall, Director, Corporate Services and Town Clerk, Town of Caledon

Letter dated January 20, 2021, Providing a Copy of the Town of Caledon Resolution Regarding Appointments to the Region of Peel Planning and Growth Management Committee (Receipt recommended) (Related to 22.1)

Resolution Number 2021-84

Received

This item was dealt with under the Consent Agenda.

18.2 Heather Watt, Manager, Community Planning and Development (West), Municipal Services Office – Central Ontario, Ministry of Municipal Affairs and Housing

Letter dated January 22, 2021, Providing a Copy of the Ministry of Municipal Affairs and Housing's Notice of Final Decision for Regional Official Plan Amendment 34 (Receipt recommended)

Resolution Number 2021-85

Received

This item was dealt with under the Consent Agenda.

19. ITEMS RELATED TO ENTERPRISE PROGRAMS AND SERVICES

19.1 Teranet Xchange Delivery System and Mapping, Document 2020-674N

Resolution Number 2021-86
Moved by Councillor Fonseca
Seconded by Councillor Thompson

That the contract (Document 2020-674N) for the supply of Teranet Xchange Delivery System and Mapping be awarded to Teranet Enterprises Inc. in the estimated amount of $471,480, (excluding applicable taxes), for a firm five-year contract term in accordance with Procurement By-law 30-2018, as amended.

Carried

This item was dealt with under the Consent Agenda.

19.2 Councillor Newsletter Distribution Process

(For information)

Resolution Number 2021-87

Received

This item was dealt with under the Consent Agenda.

19.3 Report of the Audit and Risk Committee (ARC-1/2021) meeting held on January 21, 2021

Resolution Number 2021-88
Moved by Councillor Fonseca
Seconded by Councillor Thompson

That the report of the Audit and Risk Committee (ARC-1/2021) meeting held on January 21, 2021, be adopted.

Carried

This item was dealt with under the Consent Agenda.

2. **ELECTION OF CHAIR AND VICE CHAIR**

RECOMMENDATION ARC-1-2021:

Resolution Number 2021-89

That Councillor Starr be elected Chair of the Audit and Risk Committee for the remainder of the Council term or until a successor is appointed.

Approved

RECOMMENDATION ARC-2-2021:

Resolution Number 2021-90

That Councillor Santos be elected Vice-Chair of the Audit and Risk Committee for the remainder of the Council term or until a successor is appointed.

Approved

3. **DECLARATIONS OF CONFLICTS OF INTEREST**

Nil.

4. APPROVAL OF AGENDA

RECOMMENDATION ARC-3-2021:

Resolution Number 2021-91

That the agenda for the January 21, 2021 Audit and Risk Committee meeting, be approved.

Approved

6. REPORTS

6.1 IT Application Portfolio Sustainment

(For information)
Presentation by Sean Baird, Commissioner, Digital and Information Services, Peter Parsan, Director, IT Solutions and David Freudenstein, Manager, IT Solutions Delivery and Support

Resolution Number 2021-92

Received

RECOMMENDATION ARC-4-2021:

Resolution Number 2021-93

That staff be directed to report back to a future Audit and Risk Committee meeting to provide an in camera security briefing.

Approved

6.2 Water Meter Testing Audit

(For information)
Presentation by Steven Fantin, Director, Operations Support and Jennifer Weinman, Interim Director, Enterprise Risk and Audit Services

Resolution Number 2021-94

Received

RECOMMENDATION ARC-5-2021:

Resolution Number 2021-95

That staff be directed to provide additional communication to residents and business owners to build awareness of the Region's Active Preventative Maintenance Plan.

Approved

6.3 Update on Contract Management Processes for Emergency Shelters

(For information)

Resolution Number 2021-96

Received

RECOMMENDATION ARC-6-2021:

Resolution Number 2021-97

That staff report back to a meeting of the Audit and Risk Committee in early 2022 to provide an update on shelter standards;

And further, that the subject report include an update on the next steps as outlined in the report of the Commissioner of Human Services, listed on the January 21, 2021 Audit and Risk Committee agenda, titled "Update on Contract Management Processes for Emergency Shelters".

Approved

6.4 Deloitte 2020 Audit Service Plan

(For information)

Resolution Number 2021-98

Received

19.4 Report of the Diversity, Equity and Anti-Racism Committee (DEAR-1/2021) meeting held on January 21, 2021

Resolution Number 2021-99
Moved by Councillor Fonseca
Seconded by Councillor Thompson

That the report of the Diversity, Equity and Anti-Racism Committee (DEAR-1/2021) meeting held on January 21, 2021, be adopted.

Carried

This item was dealt with under the Consent Agenda.

2. **DECLARATIONS OF CONFLICTS OF INTEREST**

Nil.

3. **APPROVAL OF AGENDA**

RECOMMENDATION DEAR-1-2021:

Resolution Number 2021-100

That the agenda for the January 21, 2021 Diversity, Equity and Anti-Racism Committee meeting, be approved.

Approved

4. **DELEGATIONS**

4.1 Ron Bennett, Artist, Colourful Canadian Memories

Regarding a Request to Name a Municipal Holiday to Commemorate the Passage of the First Act Against Slavery

Resolution Number 2021-101

Received

RECOMMENDATION DEAR-2-2021:

Resolution Number 2021-102

That a letter be sent to the Premier of Ontario, in support of the request from Ron Bennet, Artist, Colourful Canadian Memories, to rename the municipal holiday on the first Monday of August to "Chloe and John Day" to commemorate the passage of the first act against slavery.

Approved

4.2 Shelley Tsolakis, Community Development Coordinator and Rachel Pennington, Public Art Curator, City of Mississauga

Presenting the City of Mississauga's 2020/2021 Response to Regional Funding for Visible Expressions of Pride

Resolution Number 2021-103

Received

RECOMMENDATION DEAR-3-2021:

Resolution Number 2021-104

That the Region of Peel's recognition of Pride Month be moved from July to June to be in alignment with the Greater Toronto Area.

Approved

5. **REPORTS**

5.1 Region of Peel Indigenous Land Acknowledgement

(For information)

RECOMMENDATION DEAR-4-2021:

Resolution Number 2021-105

That staff be directed to report back to a future meeting of the Diversity, Equity and Anti-Racism Committee on corporate policy B00-03-01 Naming of Facilities, with suggestions for renaming the Region of Peel Council Chambers in honor of an Indigenous person;

And further, that the subject report include a review of opportunities for additional expressions of Indigenous acknowledgement.

Approved

5.2 Visible Demonstrations of Pride in Peel

(For information)

Resolution Number 2021-106

Received

6. **COMMUNICATIONS**

6.1 Navreen Chohan, Advisor, Peel Housing Corporation, Region of Peel

Email dated December 17, 2020, Regarding a Call for Awareness - India's Farmer Protests
(Receipt recommended)

Resolution Number 2021-107

Received

20. COMMUNICATIONS

20.1 Allan Thompson, Mayor, Town of Caledon

Letter dated January 20, 2021, Advising of a Town of Caledon Resolution Regarding Region of Peel By-law 83-2020 Changing the Composition of Regional Council (Receipt recommended)

Resolution Number 2021-108

Received

This item was dealt with under the Consent Agenda.

AGENDA ITEMS SUBJECT TO DISCUSSION AND DEBATE

7. DELEGATIONS

7.1 Clinton Baretto, Clinical Director and Ameek Singh, Nurse in Charge, Homeless Health Peel

Thanking the Region of Peel for Providing Community Access to Isolation Centres and Providing Information on the Work Done by Homeless Health Peel During the Pandemic

Resolution Number 2021-109

Received

Clinton Baretto, Clinical Director and Ameek Singh, Nurse in Charge, Homeless Health Peel (HHP), provided an overview of the HHP organization and its work during the pandemic including: staffing levels; organizational philosophies; clinical services provided at three isolation centres in the cities of Brampton (one) and Mississauga (two); lessons learned in 2020; a review of community partnerships; and, next steps. The delegates thanked members of Regional Council for their continued advocacy and support throughout the pandemic.

7.2 Sukha Dhaliwal, Resident of Peel

Regarding the Human Rights Violations Taking Place in India with Respect to Peaceful Protests by Farmers

Resolution Number 2021-110

This item was withdrawn under Resolution Number 2021-67

Council recessed at 12:10 p.m.

Council reconvened at 12:41 p.m.

7.3 Masood Khan, Resident, City of Brampton

Regarding High Water Bill

Resolution Number 2021-111

Received

Councillor Vicente spoke on behalf of Masood Khan, Resident, City of Brampton, noting that the resident had a one-time, high water bill and that the request to Council is outlined in the delegation's correspondence.

In response to questions from Councillor Vicente, the Interim Commissioner of Public Works confirmed that the water meter did not fail, water did flow through the system, the situation was temporary and water consumption has subsequently returned to normal levels. She stated that staff can work with the resident to provide flexible payment arrangements.

8. COVID-19 RELATED MATTERS

8.1 Update on the Region of Peel's Response to COVID-19

(Oral)
Presentation by Dr. Lawrence Loh, Medical Officer of Health

Resolution Number 2021-112

Received

Dr. Loh, Medical Officer of Health, provided an update on the progress of local COVID-19 vaccinations and an overview of the Peel Mass Community Vaccination Plan. He stated the intent of the Plan is to achieve a level of vaccine coverage that will slow virus transmission and reduce rates of illness, hospitalization and death. The goal is to vaccinate at least 75 per cent of Peel's population as quickly and safely as possible with priority given to the most vulnerable populations.

Dr. Loh outlined the Plan's flexible, three-phased approach including: proposed vaccination timelines; provincial vaccine distribution; vaccination tactics; priority populations; enablers for success and risk mitigation strategies; confirmed and potential vaccination sites; community engagement and partnerships; communication strategy and tactics; and, next steps.

Members of Regional Council discussed and raised concerns regarding: allocation of vaccinations on a per capita basis versus a needs based approach; stabilization of the vaccine supply; requests to re-open small businesses with guidelines; the provincial re-opening framework; the proposed provincial centralized registration process; transit access to vaccination sites; a preferred regional approach to re-opening; vaccine availability for vulnerable residents in confined complexes; a potential third wave; reporting of potential adverse vaccination side effects; and the use of rapid testing for screening.

8.2 2021 Communications Update for COVID-19 and the Mass Vaccination Plan

(For information) (Related to 9.8)

Resolution Number 2021-113

Received

In response to questions of clarification from Councillor Palleschi, the Interim Commissioner of Corporate Services stated that the 2021 Communications Strategy for COVID-19 and the Mass Vaccination Plan will focus on refreshed messaging with respect to the four core behaviours and self-isolation; the selected creative marketing agency has a strong social media division with multi-lingual capabilities; and, that Regional staff are working collaboratively with local municipal staff with a goal of reaching the most people possible.

10. STAFF PRESENTATIONS

Nil.

11. ITEMS RELATED TO PUBLIC WORKS

11.2 Report of the Waste Management Strategic Advisory Committee (WMSAC-1/2021) meeting held on January 21, 2021

Resolution Number 2021-114
Moved by Councillor Saito
Seconded by Councillor Vicente

That recommendation WMSAC 3-2021 contained within the report of the Waste Management Strategic Advisory Committee (WMSAC-1/2021) meeting held on January 21, 2021 be referred back to the April 1, 2021 WMSAC meeting;

And further, that the report of the Waste Management Strategic Advisory Committee (WMSAC-1-2021) meeting held on January 21, 2021 be adopted, as amended.

In Favour (23): Councillor Carlson, Councillor Damerla, Councillor Dasko, Councillor Dhillon, Councillor Downey, Councillor Fonseca, Councillor Fortini, Councillor Groves, Councillor Innis, Councillor Kovac, Councillor Mahoney, Councillor McFadden, Councillor Medeiros, Councillor Palleschi, Councillor Parrish, Councillor Ras, Councillor Saito, Councillor Santos, Councillor Sinclair, Councillor Singh*, Councillor Starr, Councillor Thompson, and Councillor Vicente

Abstain (1): Councillor Crombie

Carried

Councillor Saito proposed that Recommendation 3-2021 contained in the report of the January 21, 2021, Waste Management Strategic Advisory Committee (WMSAC) be referred back to the Committee for further discussion, noting her concern that the four proposed options are all cart based.

Members of Regional Council discussed and raised questions regarding: limited cart storage space for townhouse condominium residents; public consultation; potential impacts to current and future waste contracts; implementation timelines; and the need for a fulsome, timely communications strategy.

2. ELECTION OF CHAIR AND VICE CHAIR

RECOMMENDATION WMSAC-1-2021:

Resolution Number 2021-115

That Councillor Starr be elected Chair of the Waste Management Strategic Advisory Committee, for the remainder of the Council term or until a successor is appointed by Regional Council;

And further, that Councillor Innis be elected Vice-Chair of the Waste Management Strategic Advisory Committee, for the remainder of the Council term or until a successor is appointed by Regional Council.

Approved

3. DECLARATIONS OF CONFLICTS OF INTEREST

Nil

4. APPROVAL OF AGENDA

RECOMMENDATION WMSAC-2-2021:

Resolution Number 2021-116

That the agenda for the January 21, 2021 Waste Management Strategic Advisory Committee meeting, be approved.

Approved

5. **DELEGATIONS**

5.1 Nancy Milton, Resident, City of Mississauga

Regarding the Townhouse Waste Collection and the Neighbourhood Recycling Blue Boxes (Related to 5.2 and 6.1)

Resolution Number 2021-117

Received

5.2 Monique Mo, Resident, City of Mississauga

Regarding the Townhouse Waste Collection and the Neighbourhood Recycling Blue Boxes (Related to 5.1 and 6.1)

Resolution Number 2021-118

Received

6. **REPORTS**

6.1 Townhouse Waste Collection Options

(Related to 5.1 and 5.2)

RECOMMENDATION WMSAC-3-2021:

Resolution Number 2021-119

That the following townhouse waste collection options be approved and presented to townhouse Board of Directors and/or Property Managers:

- *Option 1a - Cart-based garbage and recycling collection with choice of 120, 240 and 360 litre carts and cart-based organics collection with a 100 litre cart;*
- *Option 1b - Cart-based garbage and recycling collection with choice of 120, 240 and 360 litre carts and cart-based organics collection with a smaller 46-80 litre cart;*
- *Option 2a – Cart-based garbage collection with choice of 120, 240 and 360 litre carts, bag-based recycling collection and cart-based organics collection with a 100 litre cart;*

- *Option 2b – Cart-based garbage collection with choice of 120, 240 and 360 litre carts bag-based recycling collection and cart-based organics collection with a smaller 46-80 litre cart;*

And further, that the consultation plan with townhouse Board of Directors and/or Property Managers commence in the fall of 2021, including an education component on the transition of the Blue Bin Program to full producer responsibility in 2024;

And further, that staff align the implementation of the townhouse waste collection options selected by the individual townhouse complexes with the new curbside collection contracts anticipated to commence on October 1, 2024;

And further, that townhouse complexes requesting to be converted to cart-based collection with the large organics cart (Option 1a) prior to the new collection contract in 2024 be allowed to do so provided that the proposed approach, as outlined in the report of the Interim Commissioner of Public Works, listed on the January 21, 2021 Waste Management Strategic Advisory Committee agenda, titled "Townhouse Waste Collection Options", is met;

And further, that townhouse complexes requesting to be converted to cart-based collection with a smaller organics cart (Option 1b) prior to the new collection contract in 2024 be allowed to do so, subject to satisfactory negotiations related to pricing with the waste collection contractors and provided that the proposed approach as outlined in the subject report, is met.

Referred to the April 1, 2021, WMSAC meeting

6.2 Peel's Comments on the Provincial Proposal to Amend the Food and Organic Waste Policy Statement

RECOMMENDATION WMSAC-4-2021:

Resolution Number 2021-120

That the comments outlined in the report of the Interim Commissioner of Public Works, listed on the January 21, 2021 Waste Management Strategic Advisory Committee agenda, titled "Peel's Comments on the Provincial Proposal to Amend the Food and Organic Waste Policy Statement", be endorsed;

And further, that the Regional Chair, on behalf of Regional Council, write a letter to Peel-area MPPs outlining the Region of Peel's position on the proposed amendments to the food and organic waste policy, with a copy of the subject report.

Approved

6.3 Peel's Comments on the Federal Discussion Paper: Proposed Integrated Management Approach to Plastic Products to Prevent Waste and Pollution

RECOMMENDATION WMSAC-5-2021:

Resolution Number 2021-121

That the comments outlined in the report of the Interim Commissioner of Public Works, listed on the January 21, 2021 Waste Management Strategic Advisory Committee agenda, titled "Peel's Comments on the Federal Discussion Paper: Proposed Integrated Management Approach to Plastic Products to Prevent Waste and Pollution", be endorsed.

Approved

12. COMMUNICATIONS

12.1 [redacted] and [redacted], Residents, Town of Caledon, Ward 3, on behalf of the Caledon East Residents

Petition received December 24, 2020, Signed by 185 Caledon East Residents in Opposition to the Region of Peel Environmental Assessment Change of the Old Church Road/Airport Road Intersection (Receipt recommended)

Resolution Number 2021-122

Received

Councillor Sinclair noted that the option noted in the petition is no longer under consideration and could be received for information.

14. COMMUNICATIONS

Nil.

15. ITEMS RELATED TO HUMAN SERVICES

Nil.

16. COMMUNICATIONS

Nil.

17. ITEMS RELATED TO PLANNING AND GROWTH MANAGEMENT

Nil.

21. OTHER BUSINESS/COUNCILLOR ENQUIRIES

Regional Chair Iannicca acknowledged former Mayor Hazel McCallion's 100th birthday celebration.

22. NOTICE OF MOTION/MOTION

22.1 Motion Regarding Appointments to the Region of Peel Planning and Growth Management Committee

(Related to 18.1)

Resolution Number 2021-123
Moved by Councillor Parrish
Seconded by Councillor Thompson

That the membership of the Region of Peel Planning and Growth Management Committee, for the remainder of the Council term, or until their successors are appointed by Regional Council, be as follows:

1. *Regional Chair Iannicca (Ex-Officio)*
2. *Regional Councillor Parrish, Chair, Planning and Growth Management Section of Regional Council*
3. *Regional Councillor Thompson, Vice-Chair, Planning and Growth Management Section of Regional Council*
4. *Regional Councillor Carlson*
5. *Regional Councillor Starr*
6. *Regional Councillor Innis*
7. *Local Councillor Kiernan, Town of Caledon*
8. *Regional Councillor Medeiros*
9. *Regional Councillor Fortini*
10. *Regional Councillor Vicente*

In Favour (23): Councillor Carlson, Councillor Damerla, Councillor Dasko, Councillor Dhillon, Councillor Downey, Councillor Fonseca, Councillor Fortini, Councillor Groves, Councillor Innis, Councillor Kovac, Councillor Mahoney, Councillor McFadden, Councillor Medeiros, Councillor Palleschi, Councillor Parrish, Councillor Ras, Councillor Saito, Councillor Santos, Councillor Sinclair, Councillor Singh*, Councillor Starr, Councillor Thompson, and Councillor Vicente

Abstain (1): Councillor Crombie

Carried

Resolution Number 2021-124 Two Thirds Majority
Moved by Councillor Parrish
Seconded by Councillor Thompson

That section 4.2.2 c. of Procedure By-law 56-2019, as amended, be waived to permit the scheduling of a Planning and Growth Management Committee meeting during the week designated as March Break.

In Favour (23): Councillor Carlson, Councillor Damerla, Councillor Dasko, Councillor Dhillon, Councillor Downey, Councillor Fonseca, Councillor Fortini, Councillor Groves, Councillor Innis, Councillor Kovac, Councillor Mahoney, Councillor McFadden, Councillor Medeiros, Councillor Palleschi, Councillor Parrish, Councillor Ras, Councillor Saito, Councillor Santos, Councillor Sinclair, Councillor Singh*, Councillor Starr, Councillor Thompson, and Councillor Vicente

Abstain (1): Councillor Crombie

Carried

Resolution Number 2021-125
Moved by Councillor Parrish
Seconded by Councillor Thompson

That a meeting of the Planning and Growth Management Committee be scheduled for Thursday, March 18, 2021 at 9:30 a.m.

Carried

23. BY-LAWS

Nil.

24. IN CAMERA MATTERS

Resolution Number 2021-126
Moved by Councillor Starr
Seconded by Councillor Ras

That Council proceed "In Camera" to consider a report relating to the following:

- *Proposed Property Acquisition – Town of Caledon, Ward 4 (A proposed or pending acquisition or disposition of land by the municipality or local board)*

Carried

Resolution Number 2021-127
Moved by Councillor Fonseca
Seconded by Councillor Sinclair

That Council move out of "In Camera".

Carried

Council moved in camera at 3:11 p.m.

Council moved out of in camera at 3:33 p.m.

Resolution Number 2021-128
Moved by Councillor Dasko
Seconded by Councillor Starr

That in accordance with Procedure By-law 56-2019, Section 4.2.12 be waived in order that the February 11, 2021 Regional Council meeting continue past 3:30 p.m.

Carried

24.1 January 14, 2021 Regional Council Closed Session Report

Resolution Number 2021-129
Moved by Councillor Fonseca
Seconded by Councillor Thompson

That the January 14, 2021 Regional Council Closed Session report, be received.

Carried

This item was dealt with under the Consent Agenda.

24.2 Commencement of Expropriation Proceedings – Dixie Road Widening – EXP-20103.00 – North of Countryside Drive to North of Mayfield Road – City of Brampton, Ward 9 and Town of Caledon, Ward 2

(A proposed or pending acquisition or disposition of land by the municipality or local board)

Resolution Number 2021-130
Moved by Councillor Fonseca
Seconded by Councillor Thompson

That commencement of expropriation proceedings regarding the Dixie Road Widening project for the acquisition of the lands as set out in Appendix I to the in camera report of the Interim Commissioner of Corporate Services and Interim Commissioner of Public Works, listed on the February 11, 2021 Regional Council agenda titled "Commencement of Expropriation Proceedings – Dixie Road Widening – EXP-20103.00 – North of Countryside Drive to North of Mayfield Road – City of Brampton, Ward 9 and Town of Caledon, Ward 2", be approved and become public upon approval;

And further, that the necessary by-law, including the Application for Approval to Expropriate Land and the Notice of Application for Approval to Expropriate Land attached as Schedules B and C to the by-law, for the lands as set out in Appendix I to the subject report, be presented for enactment;

And further, that following service and publication of the Notice of Application for Approval to Expropriate Land, the Application for Approval to Expropriate Land and recommendation of any inquiry be reported to Regional Council for its consideration and decision as the approving authority under the Expropriations Act;

And further, that the Commissioner of Finance and Chief Financial Officer, upon the advice of the Regional Solicitor, be authorized to approve Direct Negotiations for retention of other professional services, including but not limited to market value appraisal services, that may be required, under Capital Project 11-4020, for the completion of the necessary property acquisitions and expropriation proceedings.

Carried

This item was dealt with under the Consent Agenda.

24.3 Proposed Surplus Declaration and Disposal of a Portion of Region Owned Land – Town of Caledon, Ward 4

(A proposed or pending acquisition or disposition of land by the municipality or local board; and, A position, plan, procedure, criteria or instruction to be applied to any negotiations carried on or to be carried on by or on behalf of the municipality or local board)

Resolution Number 2021-131
Moved by Councillor Fonseca
Seconded by Councillor Thompson

That the recommendation contained within the confidential report related to item 24.3 listed on the February 11, 2021 Regional Council agenda be approved and voted upon in accordance with Section 239(6)(b) of the Municipal Act, 2001, as amended.

Carried

This item was dealt with under the Consent Agenda.

24.4 Proposed Property Acquisition – Town of Caledon, Ward 4

(A proposed or pending acquisition or disposition of land by the municipality or local board)

Resolution Number 2021-132
Moved by Councillor Groves
Seconded by Councillor Thompson

That the donation of approximately 20 acres of land located at 13344 Humber Station Road, Caledon, by Bryon Douglas Wilson and Catherine Anne Wilson to the Region of Peel, which was authorized in accordance with Resolution Number 2020-952 as approved by Regional Council on November 12, 2020, be publicly recognized upon adoption.

In Favour (24): Councillor Brown, Councillor Carlson, Councillor Crombie, Councillor Damerla, Councillor Dasko, Councillor Dhillon, Councillor Fonseca, Councillor Fortini, Councillor Groves, Councillor Innis, Councillor Kovac, Councillor Mahoney, Councillor McFadden, Councillor Medeiros, Councillor Palleschi, Councillor Parrish, Councillor Ras, Councillor Saito, Councillor Santos, Councillor Sinclair, Councillor Starr, Councillor Thompson, Councillor Vicente, and Councillor Singh*

Absent (1): Councillor Downey

Carried

Resolution Number 2021-133
Moved by Councillor Parrish
Seconded by Councillor Sinclair

That staff be directed to include the Ombudsman of Ontario Guidelines, 4th Edition, on the next Regional Council Policies and Procedures Committee agenda for the purpose of education and review of in camera policies.

Carried

25. BY-LAWS RELATING TO IN CAMERA MATTERS

Resolution Number 2021-134
Moved by Councillor Ras
Seconded by Councillor Dasko

That the by-law relating to In Camera Item 24.2 being By-law 12-2021, be given the required number of readings, taken as read, signed by the Regional Chair and the Deputy Regional Clerk, and the Corporate Seal be affixed thereto.

Carried

25.1 By-law 12-2021

A by-law to authorize an application for approval to expropriate all right, title and interest (fee simple), limited interests in perpetuity (permanent easement) and limited temporary interests (temporary easement) in lands in the City of Brampton and the Town of Caledon, in the Regional Municipality of Peel, as more particularly described in Schedule “A” to this Bylaw.

26. BY-LAW TO CONFIRM THE PROCEEDINGS OF COUNCIL

Resolution Number 2021-135
Moved by Councillor Kovac
Seconded by Councillor Mahoney

That By-law 13-2021 to confirm the proceedings of Regional Council at its meeting held on February 11, 2021, and to authorize the execution of documents in accordance with the Region of Peel by-laws relating thereto, be given the required number of readings, taken as read, signed by the Regional Chair and the Deputy Regional Clerk, and the corporate seal be affixed thereto.

Carried

27. ADJOURNMENT

The meeting adjourned at 3:38 p.m.

Deputy Regional Clerk

Regional Chair

[redacted]

CAUTION: EXTERNAL MAIL. DO NOT CLICK ON LINKS OR OPEN ATTACHMENTS YOU DO NOT TRUST.

Thanks Sonya - appreciate the update. I have forwarded your note to our small team.

[redacted]

[redacted]

[redacted],

This is to confirm that the Region will not file the EA until we have completed the analysis and discussion regarding the new alternative to not connect Old Church Road at Ivan Avenue. I hope to provide you with an update well in advance of February 1.

Regards,

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor

Brampton, ON L6T 4B9

905-791-7800 ext. 7801

84BE9F13
[redacted]

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[redacted]

Hi to all,

Please submit the original petition to the Office of the Regional Clerk at this address. Upon receipt, the Clerk's assistant or myself will acknowledge receipt of the original petition via email.

Aretha Adams

Deputy Regional Clerk and Acting Director of Clerk's

Office of the Regional Clerk
Regional Municipality of Peel
10 Peel Centre Drive, Suite A, 5th Floor
Brampton ON L6T 4B9

Petitions will be placed on the appropriate Council or committee agenda for receipt, unless otherwise specified by Council or committee. In this case the petition will be presented to Regional Council.

Any one who wishes to appear before a Council meeting may request by notifying the Clerk's office. Delegation requests must be in writing or by completing the Request for Delegation Form at least one week prior to the Council meeting for the purpose of listing your name and the topic on the appropriate agenda. We request that the preferred Council meeting date be noted on the form, otherwise it will be listed on the next appropriate agenda. Please refer to the Guide for Delegations and the Procedure-By-law (Delegations section) for additional information.

Delegations to Regional Council is limited to 5 minutes. Delegations may only appear once on the same matter within a one-year period, unless a recommendation pertaining to the same matter is included on the agenda within the one-year period and only to provide additional or new information.

Due to COVID restrictions, Regional Council meetings are held virtually. Limited public attendance at meetings will be permitted by pre-registration only (email: regional.clerk@peelregion.ca to pre-register).

Upcoming regular Regional Council (RC) meeting dates with corresponding deadlines are as follows:

Regular Regional Council Meeting	Deadlines (Main/Original Agenda)	Deadlines (Revised Agenda)

January 14th	January 6th	January 11th – before 10:00 a.m.
February 11th	February 1st	February 8th – before 10:00 a.m.
February 25th	February 17th	February 22nd – before 10:00 a.m.

For other meeting dates, please check the 2021 RC Meeting Schedule.

If the written notice requesting listing as a delegation is received by the Regional Clerk less than 72 hours prior to the time of the Council meeting, and

a. relates to an item already listed on the draft agenda, the delegation will be added to the agenda only upon the approval of Council at the meeting
b. does not relate to an item already listed on the draft agenda, the delegation shall be added to the agenda at the next following appropriate meeting.

The email below indicates possible delegation(s) from the residents in February. Taking into consideration the deadlines noted and to give everyone time to consider next steps, the petition and potential delegations will be listed on the February 11th agenda.

Hope this helps clarify the process.

Please let me know if you have any questions.

Regards,

[redacted]

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From: Bubas, Sonya <sonya.bubas@peelregion.ca>

[redacted]

,

I touched base with [redacted] this afternoon regarding the petition concerning the Airport Road EA. [redacted] is copied on this email because she had a couple of questions for the Regional Clerk, and I thought this would help summarize our discussion.

I acknowledged that both the Regional Clerk and Project Team are in receipt of the petition and that the Team is looking into the issues raised. I offered to continue communication with [redacted] and provide updates on the issues as they become available.

Question #1: Does Regional Clerk need the original signatures or a hardcopy of the petition?

I also asked for clarification on the community's interest to delegate Council, and whether a delegation would be necessary if the Region tried to resolve the issues before the EA is completed. The community wants to be proactive in sharing their input so that their concerns are considered before decisions are made. They are not satisfied with the EA responses to date regarding the need for an extension of Old Church Road to Ivan Avenue, and want to be sure their concerns have been communicated to all parties involved in the project (Council, management, project manager, project team, etc.).

I explained that the Team is carefully reviewing the suggested option to not connect Old Church Road at Ivan Avenue. I let [redacted] know that we have included this new alternative with a concept sketch in the evaluation matrix, and will be reviewing the evaluation with the Town and Agencies. I reiterated the two main objectives of the extension was to address safety at the intersection and provide the neighbourhood with a signalized access to Airport Road. I let [redacted] know that the petition offered some new information to me, in that it appears to represent interest of the larger neighbourhood, based on the streets canvassed.

We hope to complete our review of this new alternative in January and [redacted] understood that I could not provide an answer at this time. I offered to share the results with [redacted] before the final EA recommendation, so that the community would have the opportunity to delegate Council if they felt their issues were not resolved. This could bring them to a delegation to Council in February (before the EA is filed).

Question #2: Can the Regional Clerk confirm that a delegation can be requested on a future Council agenda? [What is the deadline for the February agenda?]

We talked about the EA as a self-regulated process and that the Region does not formally report to Council on the EA recommendation. However, I explained that Council is aware of the project through approval of the capital program and the local Councillors are kept well informed of the project with updates in advance of public consultation. I also confirmed that the local Councillor has communicated the community's concerns to the Team and to my immediate supervisor who provides guidance to me and the Team.

[redacted] has my Regional cell phone number should she have further questions or

concerns.

Regards,

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor

Brampton, ON L6T 4B9

905-791-7800 ext. 7801

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[redacted],

I am writing to provide you with an update on the Class EA Study for Airport Road.

The option to extend Old Church Road to Ivan Avenue has been re-evaluated based on consultation with the Public and Town of Caledon. New alternatives were considered in the EA evaluation and a new preliminary preferred plan was identified. Under the new plan, Old Church Road will not be connected at Ivan Avenue. The Town of Caledon will undertake a separate urban design review for the broader area. The Region will continue to work with the Town through this Review on possible future private access options at the intersection. Public consultation and heritage mitigation is included in the scope of this future urban design review.

We will be updating the EA documentation to explain that the ultimate solution for the west leg of the Airport Road and Old Church Road intersection is subject to the Town of Caledon Urban Design Review. We will also document that Old Church Road will not be connected at Ivan Avenue. We will keep you informed of next steps in the EA and look forward to hearing your thoughts throughout the process.

Please feel free to contact me if you have any questions or concerns.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

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[redacted]

Subject: RE: Petition Submission - Airport Road EA, Caledon East

[redacted]

This is to confirm that the Region will not file the EA until we have completed the analysis and discussion regarding the new alternative to not connect Old Church Road at Ivan Avenue. I hope to

provide you with an update well in advance of February 1.
Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

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[redacted]

[redacted]

[redacted]

[redacted]	[redacted]	[redacted]
[redacted]	[redacted]	[redacted]
[redacted]	[redacted]	[redacted]
[redacted]	[redacted]	[redacted]

[redacted]



[redacted]

[redacted]

[redacted]

Thank you for your reply [redacted]

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

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-----Original Message-----
[redacted]
Subject: RE: Airport Road EA, Caledon East

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Hi Sonya
As per our discussion, we will not request a delegation at this time, but we would like the petition to stand.
Thanks,
[redacted]

> ---------- Original Message ----------
> From: "Bubas, Sonya" <sonya.bubas@peelregion.ca>
> Date: January 29, 2021 at 4:23 PM
>
>
> Hi [redacted]
>
> Per my voice mail and our discussion today, I updated [redacted] who is
> copied on this email to let her know that you were not planning to
> request a delegation to Regional Council at this time. She asked for
> clarification on whether you would like to withdraw the petition (now
> that there is a resolution to the concerns and no delegation). Let me
> know if you would like to withdraw the petition before Thursday, if

> possible. The petition will remain with the EA team (so your concerns
> will not be lost) and could be resubmitted to Clerks if you decided on
> a delegation in the future (I think Stephanie can retain your original
> copy). I will keep you posted on the EA as discussed.
>
> Thanks,
>
> Sonya Bubas, MCIP, RPP
> Project Manager
> Infrastructure Programming & Studies
> Region of Peel
> 10 Peel Centre Dr., Suite B, 4th Floor Brampton, ON L6T 4B9
> 905-791-7800 ext. 7801
>
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[redacted]
Date: Thursday, December 24, 2020 1:10:59 PM
Attachments: image001.png

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Thanks for the clarification Sonya.
Have a great break over the holiday season.
[redacted]

Sent from my Galaxy

[redacted]
Subject: RE: Petition Submission - Airport Road EA, Caledon East

Hi [redacted]

Thank you for this update and for sharing the community's concerns regarding Airport Rd. I should clarify that there are no additional documents or responses on the project website at this time. The update you would have received about a week ago was to inform residents that the project team is currently looking at the publicly suggested option to not connect the Old Church Rd extension at Ivan Ave, and comparing this option to the other alternatives considered. We will post additional updates to the project website after we have completed this review, early in the new year. I apologize for any confusion.

I am currently out of the office, returning on January 4; and our office will be closed from Dec 25 to Jan 1. Please feel free to contact me on the 4th if you need further clarification on the status of this EA or the review of these comments.

Have a safe and happy holiday.

Regards,

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor

Brampton, ON L6T 4B9

905-791-7800 ext. 7801

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Notice of Submission of Petition: Airport Road EA - Caledon East

Hello Sonya:

As per my phone call with you initiated by me on November 30th and your subsequent return follow up call on Dec. 7th, I'd like to recap our discussion and, as promised, update you on our community's activities and input regarding the Airport Road EA, and specifically the proposed extension of Old Church Road through to Ivan Ave as an additional major artery for traffic flow.

During our discussion, I let you know that a small group of concerned citizens (copied on this email) had been collecting feedback from the affected community and streets - ones that would be heavily impacted by this potential, and preferred option, as outlined in the public documentation pertaining to this issue. I let you know that our team was prepared to execute a petition and would canvas houses on Olivers Lane, Ivan Ave., Colleen Cres., Ella Crt., and Parsons Ave. We were also prepared, if necessary to delegate the Region of Peel Council, and

present to the Town of Caledon.

Following our discussion, I understood that the Region of Peel would be the ultimate decision making body, as Airport Road is a Regional Road, and this is a Regional EA project. You also let me know that you were still finalizing responses to public input and would need a couple more weeks to gather and complete a response report.. After that you were going to re-consider alternative options, given the public concern, formulate a proposal, send it to various agencies, collect their feedback and input, then finalize and submit a recommendation that would then be subject to 30 days for public review.

I mentioned that our group wants to be heard loud and clear on our opposition to the extension of Old Church through Ivan, and ensure our voice is **an input, not merely a reactio**n or response to a final recommendation. Our intention is to ensure you and those in the decision making position, have our input early in the process so it can be duly considered in a proactive manner. This is very important to our community.

Your assistant sent an email a week or so ago saying the materials and some documents (presumably) your responses to public comments were available and attached a link, but the link contained all the original documents and did not appear to be updated or have new information. If I am mistaken, please confirm and send me the updated documents identifying the new content, information and comment responses. I also voiced my concern to you that many of the responses to the community residents' questions and concerns (as per the September 23rd virtual public meeting) were not adequately addressed, and the responses provided by the region (or your team) were quite dismissive, and clearly did not truly or fully understand the issues tabled, nor respond with satisfactory answers.

Our team has gone ahead and collected approximately 185 signatures so far with a participation rate of just over 97% on the abovementioned streets - all in opposition to the extension of Old Church Road through to Ivan Ave. There were only 2 or 3 residents, who we connected with that did not sign, for various reasons, mostly due to unrelated matters - not that they were in favor of the preferred option being considered. I have attached the fully executed petition with all the signatures for your information, and official record - on the official Region of Peel Petition form. We have also shared this petition with Jennifer Innis, and relevant others at the Town of Caledon. Jennifer Innis is also aware of our activities. We feel it's important to ensure all those representing the community and taxpayers be kept fully informed through our transparent and inclusive communication.

Generally speaking, the feedback and conversations with residents, while collecting signatures, voiced concerns over an **increase in traffic** particularly considering the new housing development going in on Walkers Road and Mountainview, **pedestrian /bike safety** of a heavily walked and biked road, increased traffic **noise**, extensive **cut through traffic**, **environmental concerns, loss of a historic building** and **no benefit to the abovementioned streets**. This is a quiet, quaint and pedestrian neighbourhood. Close to 100% of the residents we connected with, do not want Old Church to extend through Ivan Ave. Pedestrians from many areas, including those beyond the immediate neighbourhood, use Ivan Ave to get to the Trans Canada Trail access point on Olivers Lane, and increased traffic is not only **unsafe**, but unwelcomed. Walker's Road is the gateway to Airport Road for this community, this extension is unnecessary.

Sonya, I have appreciated your forthcoming communication regarding this project, and would be happy to reconnect to discuss any of these issues further, and to receive updates from you that I/we may be unaware of.

Look forward to hearing from you soon.

[redacted]

attached - scanned original Petition with original signatures

P.s. Please let me know if you or the clerk's office at the Region of Peel require the hard copy of the original signatures collected. If yes, please let me know when you require this in order to meet any deadlines associated with the EA. [redacted]

Region of Peel
working with you

Petition Form

Attention: Regional Clerk
Regional Municipality of Peel
10 Peel Centre Drive
Suite A, 5th Floor
Brampton, ON L6T 4B9

FOR OFFICE USE
MEETING DATE YYYY/MM/DD | MEETING NAME

DATE SUBMITTED YYYY/MM/DD

Every petition to be presented to Regional Council shall be legibly written or printed, shall be signed by at least two people and submitted to the Regional Clerk.

Any petition within the jurisdiction of a committee shall be referred by the Regional Clerk directly to the appropriate committee, unless the matter relates to a subject or a report already scheduled to be dealt with by Regional Council.

Petitions will be placed on the appropriate Regional Council or committee agenda for receipt, unless otherwise specified by Council or committee.

The Regional Clerk shall not accept any form of submission that contains any obscene or improper language or content, as determined by the Regional Clerk, in consultation with the Regional Chair.

IMPORTANT: By signing this petition, the residents acknowledge that this petition may become public as part of Council or committee agenda.

The completed Petition Form can be delivered in person, mailed to the attention of the Regional Clerk on the above noted address or sent by email to regional.clerk@peelregion.ca.

Deadline for Submission:

Petitions shall be received by the Regional Clerk no later than 4:30 p.m. on the Tuesday of the week preceding the meeting.

Any materials received in the Office of the Regional Clerk less than 48 hours prior to a meeting which do not relate to an item already listed on the draft agenda shall be added to the agenda at the next appropriate meeting.

The above requirements are in accordance with the Region of Peel Procedure By-law 56-2019, as amended.

Name of Organizer 1:	[redacted]	**Signature of Organizer 1:**	[redacted]
Name of Organizer 2:	[redacted]	**Signature of Organizer 2:**	[redacted]
Purpose of the petition:	We are Caledon East residents strongly opposed to Peel Region Environmental Assessment's change of the Old Church Rd./Airport Rd. intersection, specifically extending Old Church Rd. through to a local residential road, Ivan Ave. The extension would increase cut-through traffic and noise, and compromise safety in a quiet residential area.		
Wards affected:	Ward 3		

* Please attach a letter or use a separate page if you require additional space

Notice with Respect to the Collection of Personal Information

Personal information on this form is collected under the authority of The Regional Municipality of Peel By-law 56-2019, as amended, Section 5.7, and the *Municipal Act, 2001*, SO 2001, c 25, as amended, it will be used to determine qualification for placement on the agenda of the appropriate Council and/or committees, for communication to resolve the subject of the petition, and it may be publicly posted. Questions about collection may be directed to the Manager of Legislative Services, 10 Peel Centre Drive, Suite A, 5th floor, Brampton, ON L6T 4B9, (905) 791-7800 ext. 4462.

PETITION INFORMATION

- Each petitioner must print and sign his or her own name, original signatures only. (No pencil)
- Each petitioner must provide his or her full address.

SUPPORTING DOCUMENTATION REGARDING PETITION

Organizer 1 Information:

Full Name:	[redacted]
Address:	[redacted]
Phone:	[redacted]
Email:	[redacted]

Organizer 2 Information:

Full Name:	[redacted]
Address:	[redacted]
Phone:	[redacted]
Email:	[redacted]

Supporter Name	Mailing Address	Signature (Please sign in ink)
[redacted]		

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[redacted]		

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Supporter Name	Mailing Address	Signature (Please sign in ink)
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Supporter Name	Mailing Address	Signature (Please sign in ink)
[redacted]		

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Supporter Name	Mailing Address	Signature (Please sign in ink)
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SUPPORTING DOCUMENTATION REGARDING PETITION

Organizer 1 Information:

Full Name:	[redacted]
Address:	
Phone:	
Email:	

Organizer 2 Information:

Full Name:	[redacted]
Address:	
Phone:	
Email:	

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[redacted]

[redacted] forwarded your inquiry about locates on Mountcrest Road. The Region of Peel is currently working on a Class Environmental Assessment Study for improvements to Airport Road from King Street to Huntsmill Drive. Locates were recently completed for three boreholes on Mountcrest Road to assist with data collection for existing conditions. Two of the locations have since been removed from the investigation as no pavement rehabilitation is proposed on this road. Please feel free to contact me if you have any questions regarding the Class EA Study on Airport Road. Updates on the Study can also be viewed at http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca

ROP-email
[redacted]

Other Correspondence

Airport Road (King St – Huntsmill Dr) EA - PIC 2 September 24th

The study will:

- Address long term issues related to planned growth
- Enhance the safety of Airport Road by examining:
  - Intersection improvements
  - The potential for roundabouts
  - Traffic calming measures for truck and other vehicular traffic through Caledon East
- Support the Caledon East Community Improvement Plan including streetscaping
- Promote healthy living by examining infrastructure improvements for walking and cycling

This project will not be considering road widening for additional through traffic lanes along Airport Road



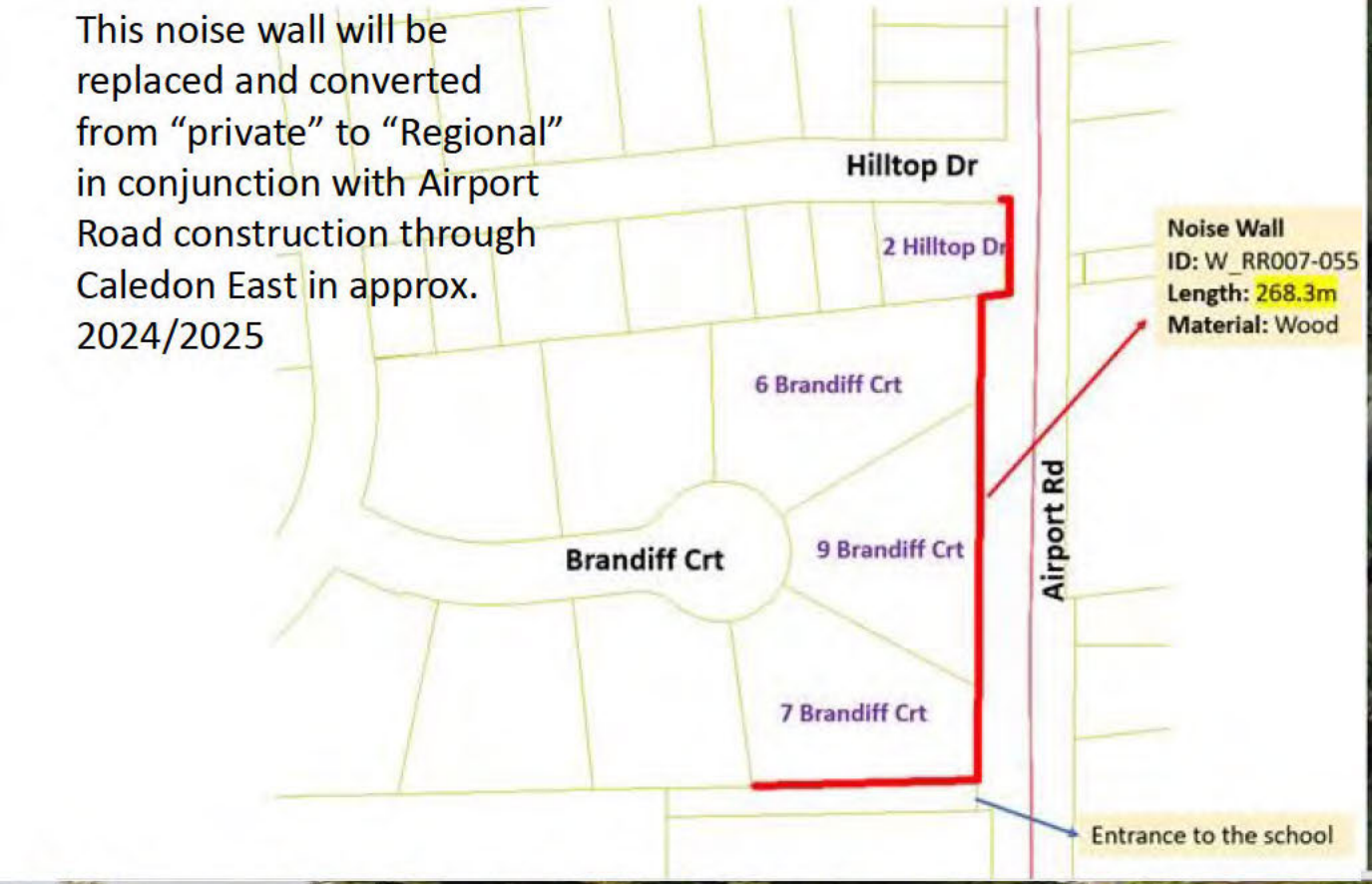
EA Update :

https://peelregion.ca/pw/transportation/construction/environmental-assessment/pdf/airport-road-public-notice.pdf

PIC 1 Slides:

https://peelregion.ca/pw/transportation/_media/PIC-1-boards-king-street.pdf

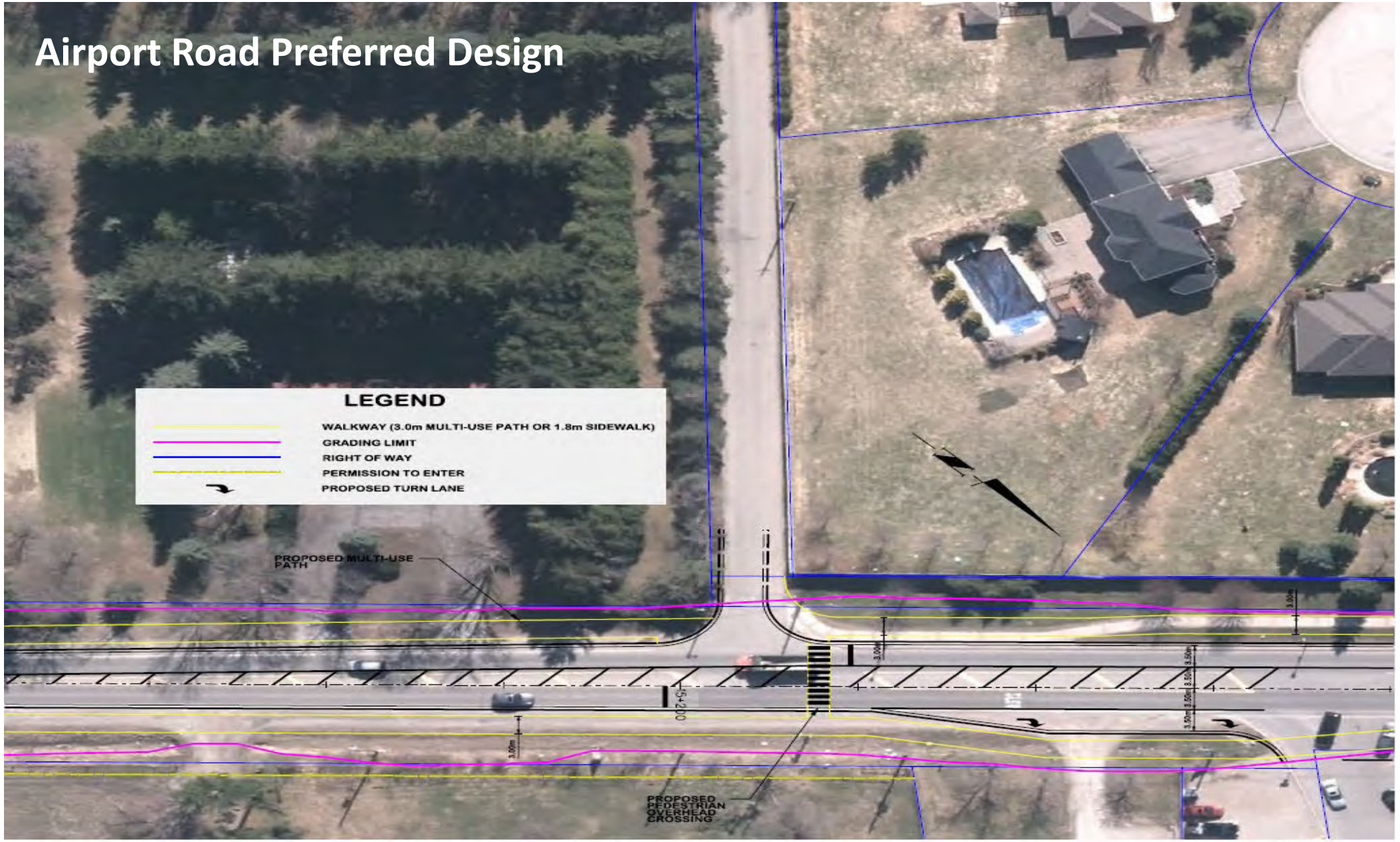
This noise wall will be replaced and converted from “private” to “Regional” in conjunction with Airport Road construction through Caledon East in approx. 2024/2025







Airport Road Preferred Design



In this area:

- Add dedicated right-turn lane into Foodland Plaza

- “Tighten” the curve on the school exit (traffic calming)

- Add raised median throughout (traffic calming & control)

- Add on-demand signalized pedestrian crossing just north of the school

- Fill-in existing MUP gap from school to Cranston on both sides of road

AIRPORT ROAD & Trucks

- Airport Road is a critical N-S goods movement corridor in Peel

- Trucks will be encouraged to use Mayfield Rd and King St to travel E-W to connect between Hwy 10 and Emil Kolb Pkwy (truck by-pass)

- A 'feasibility study' was completed for Olde Base Line Rd from Airport Rd to Hwy 10 to allow trucks (currently truck restricted) – results indicate it is feasible
  - A Municipal Class Environmental Assessment will be initiated to identify the 'preferred design' through technical analysis and stakeholder consultation in 2021
  - It is estimated that approx. 20% of trucks travelling North-North/West could take this route as an alternative to entering Caledon East from the South

- The EA recommends the following improvements that are focused on slowing down all traffic in Caledon East including Trucks, making the environment less ideal and therefore may encourage use of alternative routes:
  - Reduced lane widths
  - Improved Active Transportation Facilities
  - Retaining existing on-street parking
  - Roundabouts at Cranston Dr and Boston Mills/Castlederg
  - Raised medians north of Walker Rd and at Huntsmill Dr

- Peel arranged for MTO to set-up a mobile truck inspection unit in Caledon East for a day in February 2020 and has requested MTO return regularly

The economic benefits of goods movement in Peel Region include:

Goods-movement-related industries **contributed $49 billion of GDP** to Peel Region's economy.[2]	Goods movement-related industries account for **43% of jobs in Peel Region**. These jobs create roughly $29 billion in labour income.	Toronto Pearson International Airport handles **more air cargo than the Vancouver and Montreal** airports combined.
Approximately **$1.8 billion** worth of goods move through Peel every day on the east-west highways.[3]	CN Brampton Intermodal Terminal is Canada's largest and handles **60% of CN's intermodal traffic**.[4]	Goods moving industries contributed **48% of all industrial/ commercial taxes in Peel**.[2]

Figure 9: Goods Movement Labour Force in Peel



Goods movement-dependent industries represent **4 out of every 9 jobs** in Peel.

Source: Region of Peel, Goods Movement Economic Impact Analysis, 2015

[redacted]

Attached is the material I pulled together for the meeting with the resident at [redacted]. The meeting was cancelled but I believe the material was shared with the resident by the Mayor's office.

[redacted]

Left follow-up voice mail requesting to call back

[redacted]
,
I called [redacted] and left a voice mail. It was late in the day (4:34pm) so I am not sure if she will be calling back today. I let her know I would be away tomorrow and next week, and if we could not connect today I would call her again when I return.
Sonya

[redacted]
Hi Sonya,
I have a resident called [redacted] and inquired a control crossing on Airport Road at Foodland. I gave her what I know and what are being reviewed as part of the EA.
She would like to know the status/timeline of the project, and the development south of Foodland.
Would you able to call her back and provide these info.?
Regards,
[redacted]
ROP-email
[redacted]

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[redacted]

[redacted]

Thank you for this Sonya. Yes please add me to your email list - that would be great.

[redacted]

On Wed, Aug 29, 2018 at 5:37 PM Bubas, Sonya <sonya.bubas@peelregion.ca> wrote:

> [redacted]
>
> Your message was forwarded to me for a response as I am currently working on the Environmental Assessment (EA) for Airport Road.
> The Region of Peel is undertaking a Class Environmental Assessment Study for improvements to Airport Road from 100m north of King Street to 300m north of Huntsmill Drive. The Study will examine intersection improvements (including the potential for roundabouts), traffic calming measures and infrastructure improvements for active transportation (walking and cycling). The EA will assess options to improve the intersection of Airport Road and Walker Road, as well as options to facilitate active transportation north of Walker Road.
> Additional details regarding the Study can be found at http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm (note this site is different from the link below). If you would like to forward your contact information, I can add your information to our mailing list so that you receive future notices on this Study.
> In the meantime, please do not hesitate to contact me if you have any questions or comments on the EA.
> Best regards,
> Sonya Bubas, MCIP, RPP
> Project Manager

Transportation, Infrastructure Programming and Studies
Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca
ROP-email
[redacted]

Begin forwarded message:

[redacted]

Subject: RE: Airport Road Plans

Good Afternoon [redacted]
The Airport Road Environmental Assessment (EA) is underway and no determinations have been made at this point in time. Regional Staff may be surveying areas and test drilling in locations but at this point that would be the extent of the work being done. I have attached the link for the information on this project below. Further, I have copied Sally Rook, Manager of Infrastructure Programming & Studies for the Region of Peel, as the project lead and by way of the email have requested her to please provide you with information for the intersection of Airport & Walkers Road, as well as the any information affecting the property known as Allison's Grove (North west corner) and the condominium just north of Walkers (Leamster Trail).
If you require anything further, please do not hesitate to contact me.
http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-ea.htm
Best regards,

[redacted]

I am just wondering if you might be able to give me some info, or direct me to someone who can, about the region's plans for Airport Road particularly around the Allison's Grove area. There has been some activity including removal of stumps on the town right-of-way and inventory and marking of trees on the Allison's Grove property. The very congenial people doing the work have indicated that they thought the region had sent out notices about the plans for the road in this area. As far as I can tell our condo association at [redacted] has not received anything to date.
Thanks so much!
[redacted]

[redacted]

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[redacted]

Date
Project No. 16-4360

[redacted]

Airport Road Environmental Assessment (100m north of King Street to 300m north of Huntsmill Drive)

Thank you for providing your Comment Sheet for the second Airport Road Environmental Assessment (EA) Public Information Centre. The project team has carefully considered your comments and we offer the following response:

The option to extend Old Church Road to Ivan Avenue has been re-evaluated based on consultation with the Public and Town of Caledon. New alternatives were considered in the EA evaluation and a new preliminary preferred plan was identified. Under the new plan, Old Church Road will not be connected at Ivan Avenue. The Town of Caledon will undertake a separate urban design review for the broader area. The Region will continue to work with the Town through this Review on possible future private access options at the intersection. Public consultation and heritage mitigation is included in the scope of this future urban design review.

We will be updating the EA documentation to explain that the ultimate solution for the west leg of the Airport Road and Old Church Road intersection is subject to the Town of Caledon Urban Design Review. We will also document that Old Church Road will not be connected at Ivan Avenue. We will keep you informed of next steps in the EA and look forward to hearing your thoughts throughout the process.

I trust this letter has addressed your comments. If you have any questions or further comments, please feel free to contact me at 905-791-7800 extension 7801 or email me at sonya.bubas@peelregion.ca.

Sincerely,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming and Studies
Transportation Division, Public Works

[redacted]

cc: Jennifer Innis, Regional Councillor, Ward 3 and 4
Asha Saddi, Region of Peel
Arthur Lee, Region of Peel

[redacted]

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Great news!

Sent from my iPhone

> On Feb 18, 2021, at 10:01 AM, Bubas, Sonya <sonya.bubas@peelregion.ca> wrote:
>
> **CAUTION:** This email originated from outside of PDSB. Please do not click links or open attachments unless you recognize the email address and know the content is safe.
>
> [redacted],
> Thank you for providing your comments on the Airport Road Environmental Assessment. The project team has carefully considered your comments and we offer the following response:
> The option to extend Old Church Road to Ivan Avenue has been re-evaluated based on consultation with the Public and Town of Caledon. New alternatives were considered in the EA evaluation and a new preliminary preferred plan was identified. Under the new plan, Old Church Road will not be connected at Ivan Avenue. The Town of Caledon will undertake a separate urban design review for the broader area. The Region will continue to work with the Town through this Review on possible future private access options at the intersection. Public consultation and heritage mitigation is included in the scope of this future urban design review.
> We will be updating the EA documentation to explain that the ultimate solution for the west leg of the Airport Road and Old Church Road intersection is subject to the Town of Caledon Urban Design Review. We will also document that Old Church Road will not be connected at Ivan Avenue. We will keep you informed of next steps in the EA and look forward to hearing your thoughts throughout the process.
> Regards,
> **Sonya Bubas, MCIP, RPP**
> Project Manager
> Infrastructure Programming & Studies

Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801
<image001.png>

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[redacted]

CAUTION: EXTERNAL MAIL. DO NOT CLICK ON LINKS OR OPEN ATTACHMENTS YOU DO NOT TRUST.

Thank you [redacted] for your email regarding the Region of Peel's Environmental Assessment of Airport Road through the Village of Caledon East.
I greatly appreciate you taking the time to share your thoughts and concerns regarding the potential options for the Airport Road and Old Church Road Intersection and the subsequent impacts to the surrounding village as a result of these options. I have copied Ms. Sonya Bubas, Project Manager for this Project from the Region of Peel so that your input can be included in the study and so that you may get future notifications as this process moves forward.
Again, thank you for taking the time to share your thoughts and concerns.
Best regards,

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

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I am a resident of Caledon East and travel along Ivan Avenue, Oliver's Lane, Colleen Cres, Ella Crt, Parsons Ave, Emma St and Maple Ave.

I understand that the Region is making changes to Airport Road, and in particular the intersection at Old Church. I/we understand that this will make this intersection safer, which is good news. But I/we do not want this intersection to extend onto Ivan Avenue. There is no need for this. When that intersection at Airport Road is revamped, simply open it up to Ivan Avenue, but stop it there. Simply eliminate that access. It is not necessary. I am concerned that if you open Old Church onto Ivan Avenue, there will be increased traffic along these streets (in particular Ivan and Olivers) and that noise and traffic levels will increase. I am also very concerned the increased traffic will jeopardize the safety of the children who walk and bicycle along these streets. People will use this as a shortcut.

When the Walker's Road subdivision of over 200 homes are built, a traffic-controlled intersection at Airport Road may be a great idea. Please keep that in mind!

Thank you,

[redacted]

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[redacted]

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Good Afternoon Sonya,
I know you are very busy and I appreciate that you personally responded to my email as I did not expect this .
It's great to see that the process asks for the Communities input and it is taken into consideration .
Have a great day and stay safe.
Regards,

[redacted]

[redacted]

Subject: RE: Airport Road : Region of Peel Class Environmental Assessment

[redacted]

Thank you for providing your comments on the Airport Road Environmental Assessment (EA). The project team has carefully considered your comments and provide the following response:
Your comments suggest a cross walk or set of lights to help cross Airport Road at the top of the hill near the Foodland Plaza. The EA recommends multi-use paths on both sides of Airport Road between the Foodland Plaza and Cranston Drive. A controlled pedestrian crossing (with pushbuttons) is also recommended north of the school exit between the Plaza and Cranston Drive. This will assist pedestrians and cyclists in safely crossing the road.
Your comments also raise a concern with the proposal of having Old Church Road continue through to Ivan Avenue. The option to extend Old Church Road to Ivan Avenue has been re-evaluated based on consultation with the Public and Town of Caledon. New alternatives were considered in the EA evaluation and a new preliminary preferred plan was identified. Under the new plan, Old Church Road will not be connected at Ivan Avenue. The Town of Caledon will undertake a separate urban design review for the broader area. The Region will continue to work with the Town through this Review on possible future private access options at the intersection. Public consultation and heritage mitigation is included in the scope of this future urban design review.
We will be updating the EA documentation to explain that the ultimate solution for the west leg of the Airport Road and Old Church Road intersection is subject to the Town of Caledon Urban Design

Review. We will also document that Old Church Road will not be connected at Ivan Avenue. We will keep you informed of next steps in the EA and look forward to hearing your thoughts throughout the process.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

84BE9F13

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[redacted]

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Thank you [redacted] for your email regarding the Region of Peel's Environmental Assessment of Airport Road through the Village of Caledon East.

I greatly appreciate you taking the time to share your thoughts and concerns regarding the potential options for the Airport Road and Old Church Road Intersection and the subsequent impacts to the surrounding village as a result of these options. I have copied Ms. Sonya Bubas, Project Manager for this Project from the Region of Peel so that your input can be included in the study and so that you may get future notifications as this process moves forward.

Again, thank you for taking the time to share your thoughts and concerns.

Best regards,

[redacted]

[redacted]

Subject: Airport Road : Region of Peel Class Environmental Assessment

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[redacted]

Please see my attached letter regarding the study being conducted for Airport Road .
Have a Good and Safe Day.
Regards,

[redacted]

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[redacted]

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Thank you for the update.

Sent from my iPhone

> On Feb 18, 2021, at 10:55 AM, Bubas, Sonya <sonya.bubas@peelregion.ca> wrote:
>
> [redacted]
> The project team has carefully considered your comments on the Airport Road Environmental Assessment, and we offer the following response:
> The option to extend Old Church Road to Ivan Avenue has been re-evaluated based on consultation with the Public and Town of Caledon. New alternatives were considered in the EA evaluation and a new preliminary preferred plan was identified. Under the new plan, Old Church Road will not be connected at Ivan Avenue. The Town of Caledon will undertake a separate urban design review for the broader area. The Region will continue to work with the Town through this Review on possible future private access options at the intersection. Public consultation and heritage mitigation is included in the scope of this future urban design review.
> We will be updating the EA documentation to explain that the ultimate solution for the west leg of the Airport Road and Old Church Road intersection is subject to the Town of Caledon Urban Design Review. We will also document that Old Church Road will not be connected at Ivan Avenue. We will keep you informed of next steps in the EA and look forward to hearing your thoughts throughout the process.
> Regards,
> **Sonya Bubas, MCIP, RPP**
> Project Manager
> Infrastructure Programming & Studies
> Region of Peel
> 10 Peel Centre Dr., Suite B, 4th Floor
> Brampton, ON L6T 4B9
> 905-791-7800 ext. 7801
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email and permanently delete all copies of the email. Thank you.

[redacted]

Following the PIC 2 public comments received by the project team we are currently examining the option of not connecting the Old Church Road extension at Ivan Avenue. We are working with both our Consultant and the Town of Caledon to assess and compare this option to the other alternatives considered.

Last week we included a project update to our project website which can be viewed at: https://peelregion.ca/pw/transportation/construction/environmental-assessment/airport-road-caledon.asp

We will get back to you again in the New Year when we have examined this option and alternatives.

Regards,
Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Asha.Saddi@peelregion.ca

<image002.gif>

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recipient or have received this e-mail in error, please notify the sender via return email and permanently delete all copies of
the email. Thank you.

[redacted]

Subject: RE: Recent PIC - Old Church to Ivan Avenue

[redacted],

Thank you for reaching out to us.

There may be a few websites for different sections of Airport Road. I thought it may be helpful to first confirm the project website address for the section of Airport Road between King Street and Huntsmill Drive: https://www.peelregion.ca/pw/transportation/construction/environmental-assessment/airport-road-caledon.asp.

You can visit the Website in Internet Explorer or Google Chrome. A couple of notes in

case you encounter any problems:

- In Internet Explorer, you may need to right-click on the link that you would like to view and open in a new tab or window.
- In Google Chrome, the information should open automatically when you click on the link.

The following PIC materials are available on the Website (included for your convenience are the direct website links to information most relevant to Old Church Road):

- **Live Online Presentation Slides** https://www.peelregion.ca/pw/transportation/construction/environmental-assessment/pdf/live-online-presentation.pdf
- **Summary of Questions, Comments and Responses to the Live Online Presentation**
- Materials in addition to the presentation slides:
    - Summary of community input
    - Summary of technical study findings
    - Update on the separate Olde Base Line Rd Feasibility Study
    - Preliminary Assessment of Alternative Design Concepts (see **Preliminary Assessment – Old Church Road Intersection:** https://www.peelregion.ca/pw/transportation/construction/environmental-assessment/pdf/preliminary-assessment-old-church-road-intersection.pdf)
    - Preliminary Preferred Design (including **preliminary preferred design at Old Church Rd:** https://www.peelregion.ca/pw/transportation/construction/environmental-assessment/pdf/Preliminary-Preferred-Design-Old-Church-Road.pdf)
- Project Feedback Survey
- PIC 2 Comment Sheet.

Please feel free to contact me if you have any questions or would like to submit comments on this project. In the meantime, I will share your comment below with the Project Team.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

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[redacted]

[redacted]

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[redacted]

Sonya, I have checked the Region's website and can't locate the handouts from the recent PIC. Could you please forward to me.
I have concerns with the stop sign I see at the end of Old Church Road and then allowing access onto Ivan Avenue. This is a quiet subdivision and makes no sense to bring traffic through. My neighbours are concerned with this and I'm sorry I missed the PIC.
Look forward to hearing from you.
[redacted]

[redacted], good to hear from you. I sincerely hope you are enjoying your retirement. I am happy, you are engaged in community planning and development. The materials with regard to Ivan Avenue should be on the Regional website under Airport Road EA Study. I will also check for you and provide you with the requested materials. However, I suggest that you contact Sonya Bubas at her email sonya.bubas@peelregion.ca
She will definitely be able to assist you with all your questions and also provide you with the most recent information/PIC materials. She is extremely good, helpful and knowledgeable. I am copying her on this email thread.
Best Regards [redacted],
[redacted]

[redacted]

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https://peelregion.ca/pw/transportation/construction/environmental-assessment/pdf/Preliminary-Preferred-Design-Old-Church-Road.pdf
[redacted], do you know if there was a handout from the recent PIC the Region held. I live on Ivan Avenue and am not happy about traffic from Old Church Rd coming into our subdivision. I'd like to find out more before I respond to the Councillors. I couldn't find

anything on the Region's website.
Thanks.

[redacted]

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[redacted]

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Hello
Thank you for the update. Very happy to hear that the region has addressed resident concerns and please keep me posted on the new plans

Sent from my iPhone

On Feb 18, 2021, at 11:19 AM, Bubas, Sonya <sonya.bubas@peelregion.ca> wrote:

[redacted]

Thank you for providing your comments on the Airport Road Environmental Assessment. The project team has carefully considered your comments and we offer the following response:

The option to extend Old Church Road to Ivan Avenue has been re-evaluated based on consultation with the Public and Town of Caledon. New alternatives were considered in the EA evaluation and a new preliminary preferred plan was identified. Under the new plan, Old Church Road will not be connected at Ivan Avenue. The Town of Caledon will undertake a separate urban design review for the broader area. The Region will continue to work with the Town through this Review on possible future private access options at the intersection. Public consultation and heritage mitigation is included in the scope of this future urban design review.

We will be updating the EA documentation to explain that the ultimate solution for the west leg of the Airport Road and Old Church Road intersection is subject to the Town of Caledon Urban Design Review. We will also document that Old Church Road will not be connected at Ivan Avenue. We will keep you informed of next steps in the EA and look forward to hearing your thoughts throughout the process.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

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[redacted]

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Thank you [redacted] for your email regarding the Region of Peel's Environmental Assessment of Airport Road through the Village of Caledon East.
I greatly appreciate you taking the time to share your thoughts and concerns regarding the potential options for the Airport Road and Old Church Road Intersection and the subsequent impacts to the surrounding village as a result of these options. I have copied Ms. Sonya Bubas, Project Manager for this Project from the Region of Peel so that your input can be included in the study and so that you may get future notifications as this process moves forward.
Again, thank you for taking the time to share your thoughts and concerns.
Best regards,
[redacted]

[redacted]

Subject: regarding Airpot Road Environmental Assessment PIC No 2

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Hello Counsellors,
I wanted to email you both to express sincere concerns on the proposed changes for Caledon East, specifically the extension of Old Church toward Ivan Ave. Being a resident of Caledon East, living in these streets - I strongly feel this is going to be a major disruption to the lives of the street residents of Ivan Avenue, Parsons Ave, Oliver's Lane, Colleen Cres, Ella Court, Emma St, and Maple Ave.
Currently, these streets make a quiet, friendly, minimal traffic neighborhood. Extension of Old Church to come through the current LCBO parking lot towards Ivan Avenue is not something the residents here want. There are several safety and noise issues with this. Residents include young children, teenagers, and elderly. Children play on the streets; including teens and adults riding bikes and doing other activities like basketball/skating/hockey; several elderly walk the streets on a daily basis. Residents use Oliver's Lane and Emma to access the trails. Having more cars on these roads will be a major hinderance and diminish these activities and make them unsafe.
These streets are tucked aside from airport road - and opening up the street this way is going to disrupt that - creating more noise and traffic. Moreover, the benefit of traffic coming

on Ivan Ave is not there. The traffic has nowhere to exit except towards walker road , walker road is already attached to airport road. Hence, another reason, this extension towards Ivan Ave makes no sense.
There is more construction happening on Walker Road with new build homes - If anything - city needs to review perhaps walker road to have more lanes to alleviate traffic burden or to improve intersection of Airport Road and Walker Road. This is just a suggestion - I'm sure more study would be required to see even if this is a good idea.
As a resident here, I strongly oppose this extension towards our streets. If the city must move the LCBO, (which I think is unnecessary as well - given its in the perfect town location - boosting other businesses around it as people go to the LCBO and neighboring spots while they are there) then add a wall/fence before any traffic hits Ivan Avenue. Please DONOT extend towards our streets.
Sincere thank you for considering our concerns

[redacted]

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[redacted]

Hi Councillor Innis
We appreciate the positive comments.
I can offer the following to assist with your response to [redacted]

1. The Environmental Assessment for Airport Road [redacted] is on going. The intent would be to have a simi ar look and feel on that project to what was done on O d Church. However property is constrained in some locations. The EA can ook at the feasibil ty of underground uti ities but generally burying ut lities is cost prohibitive. The EA s being led by Sonya Bubas [redacted] can contact Sonya to provide nput directly into that study and to f nd out about Public Information Centres.
2. Street furniture locations (garbage cans) were id [redacted] d through consu tation with Town staff hav ng regard for activ ty levels and existing infrastructure. After mon tor ng the current state the Town may consider other receptacles in the future.
3. Peel s traffic group is review ng the feasibility of the your speed signs [redacted] w ll fol ow up w th [redacted] directly.

I hope this helps.

[redacted]

[redacted]

The numbe and location of ga bage eceptacles we e identif ed by the Town. The cap tal p oject inco po ated the app oved landscaping des gn n f ont of the new subdiv s on into the oad cont ac .
The st eet fu nishings we e equi ed as pa t of the new subdivision equi ements (funded by Chateau of Caledon). The Town s ational s these elements should be placed in st ategic locations such as adjacent o pedest an si ting a eas and school s tes.
In this case, the buildings and facilit es on the south side of Old Chu ch Rd. (i.e. community cente , Town hall /cou t house) have thei own t ash bins and the need fo additional ga bage containe fo the est of the co ido n unknown. Howeve we can contact the Town s Pa k dept. to convey th s inqui y and equest them to assess the need fo add tional ga bage eceptacles.
Please let me know,
Rega ds,

[redacted]

[redacted]

[redacted] can you advise re the garbage containers
[redacted] speed signs?

Sent from my iPhone

Beg n forwarded message:

[redacted]

Please see the email below and provide comment for response

Thank you
[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

Just wanted to say how nice the new Church Street looks after the redo this past year It is n ce to walk along and the visibility at night w th he LED street lights is great One thing we noticed while walk ng is that refuse bins are low in numbers Can you look nto getting some refuse cans installed on the south side along the bike path From the baseball diamonds over to Inn s Lake road I counted zero on the sou h side
If the Airport Rd update that you alluded to looks as nice as this the town won t look so t red One thing that I notice while we travel about in Ontario and he US is that the hydro wires and other utility l nes are buried underground This definitely cleans up the appearance Any chance his being looked at for Airport Rd?

As is my pet peeve are we going to see any Your Speed speed act vated signs and some radar enforcement by the OPP along Church Street?

Thanks for your attention and have a nice long weekend

[redacted]

Or gin: h tps://na01.safelinks.protection ou look.com/?
[redacted]

This email was sent to you h [redacted] through https://na01.safel nks.protection.outlook.com/?
[redacted]

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[redacted]

[redacted]

[redacted]

increased enforcement in this area. I have also added your concerns to the Region for their EA Study which takes into account this area.
Again, thank you for bringing this matter to my attention. Please take care and stay safe.

[redacted]

[redacted]

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I know you are aware of the dangerous situation at the crossroad of Airport Road and Walker Road with drivers that disobey the speed limit.
The speed limit of 50 km/h through Caledon East is ridiculous.
Most vehicles are paying zero attention to the many signs that have been put up in order to slow the traffic. With the onset of more and more vehicles, dump trucks and tractor trailers traveling through town, the situation is getting worse and crossing Airport Road is becoming a serious issue.
Don't you think that traffic lights at Walker Road and Airport Road would slow the traffic and hopefully help to keep our walkers, bikers and children safer.
Let's fix this before we have a fatal accident

[redacted]

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Received March 4 voice mail on March 9
Returned call on March 9 at approx. 5:55pm
[redacted]

- What is happening with LCBO property in Caledon [redacted]?
- Clarified that I work for the Region and am working on an EA Study for Airport Road that is looking at improvements to address safety and operational issues at the intersection with Old Church Road, so I cannot speak to the property but can inform him of the EA
- Explained the options that the EA considered, including the extension of Old Church Road to Ivan Avenue and that after public consultation and assessment, the EA is no longer recommending a connection at Ivan Avenue; instead, the Town of Caledon will be completing an urban design review for the area/lands that will inform improvements to the intersection/driveway entrance, and I cannot speak to the outcome of that Study (but reiterated that the Region of Peel EA for Airport Road is no longer recommending the connection)
- In response to comment that 2 lanes will be added to Airport Rd: Explained that we are not widening for additional through lanes but are looking at ways to encourage slower speeds, trucks to use other routes (that they could already be using), walking/cycling, and improvements such as turning lanes or roundabouts at intersections (the traffic report for Old Church recommended north/southbound left turns on Airport Road and this was not included on the plans due to space/constraints)
- Encouraged them to go to the Project Website so they can review the Study and the update regarding the intersection at Old Church Road, and monitor progress – the EA report is planned to be online in April.

Received March 4 voice mail on March 9
[redacted]

- Re [redacted], Caledon (LCBO)
- [redacted]
- The Region of Peel are doing an EA for Old Church Road and Olde Base Line and improvements to this intersection
- [redacted]
- Called back and left message on March 9 at approx. 5:48pm

[redacted]

Hello [redacted],

Thank you for your letter which was handed to the project team last week. I am sorry that you had not received a response to your application for the Community Working Group membership, we have checked our records and it appears that we did not receive your application.

The membership for the Community Working Group (CWG) is finalized and although no further members are being considered you are welcome to attend future CWG meetings as an observer. The Project Team has noted your comments about the economy in Caledon East and will incorporate these as part of public comments.

For your information, all information discussed at CWG meetings will be uploaded to the Project website, including the meeting notes, and you can view this at: http://www.peelregion.ca/pw/transportation/environ-assess/airport-road-improvements.htm The information and meeting notes to last week's meeting will be uploaded in the near future. If you have any problems accessing the Project website, please let me know.

Regards,

Asha Saddi
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca

WWY logo

[redacted]

[redacted]

[redacted],

We recently included additional information on the Airport Road EA project website. Attached below is a link to the website where you'll find the July 2020 Project Update under Project Newsletters in the Study Documents section. The Project Update also includes the study timeline.

The team is working on the preliminary assessment, and, due to COVID-19 conditions, is also creating an online format for PIC 2. The online PIC will be held in the Fall and there will be a mail out of the PIC Notice to all property owners in the study area as well advertisements in the Caledon Enterprise and Caledon Citizen. PIC advertisements will also appear on a mobile sign at the Caledon Town Hall and PIC Tweets will go out on the Regional Twitter account. As part of our public consultation we will also be posting an online survey and Comment Sheet on the Project Website in the Fall.

Project website link: https://www.peelregion.ca/pw/transportation/construction/environmental-assessment/airport-road-caledon.asp If you have any problems accessing the link please let me know.

If you have any further questions on the EA please don't hesitate to contact myself or Sonya Bubas, Project Manager.

Kind regards,

Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca

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[redacted]

Hi [redacted], sure thing, we'll pull something together

[redacted]

Subject: Caledon East / Airport Road EA and [redacted]

Good morning [redacted] sorry I missed your call as I was in a skype or team meeting that consumes most of our time these days due to COVID. So I thought I would send you a note on some questions I had about Caledon East if you could help me. I noticed the Class EA from Old Base to Huntsmill has not been updated on the web site as of late with the most recent boards still being back in 2018. I'm one of the those quiet residents that sits in the back and doesn't say much but likes to know what is going on in the community. Do you know when the EA will be completed or do you have a more recent document I could look at? [redacted]

[redacted]

[redacted]

[redacted]

[redacted]

Thank you for sharing your comments with us. We are reviewing your comments/questions with the Project Team and will follow-up with a response. We are working toward a Public Information Centre in Winter 2020 and will add your contact information to the mailing list to receive notice.
Please feel free to contact me if you have any additional questions or comments.
Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

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[redacted]

Subject: QUESTIONS: Airport Road through Caledon East Environmental Assessment

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Can Peel Region please provide some information on the impact of this Airport Road work, on traffic patterns on surrounding roads. Surely this is part of any meaningful EA, particularly since the consideration of intersection improvements and roundabouts on Airport Road will obviously attract increased traffic, which will be accommodated by increased lanes and in fact will be constricted by traffic calming measures, which in turn will push more commuter traffic to adjacent north south routes.
As residents on Mountainview Road just North of Cranston, we have noted a considerable increase in commuter / rush hour traffic using Mountainview Road as a 'bypass' of Caledon East, instead of Airport Road. We are concerned that the Town of Caledon's upcoming project to 'improve / urbanize' the southern portion of Mountain view will have the effect of further increasing such traffic – that is, Mountainview further playing the role of the Caledon East unofficial, and therefore potentially 'official' bypass of Caledon East.
What is the status of IBI's traffic and transportation analysis, and does the scope of such analysis

include traffic impacts on adjacent roads? If not, why not, since the 'Preliminary Recommended Solution' includes 'divert traffic to other roads' ?
Also, when is the next public information session (Winter, 2019) scheduled?
Thank you for any guidance.

[redacted]

[redacted]

[redacted],

Thank you for your questions and interest in the Airport Road Class EA.

We shared your comments with the Project Team for review and wish to clarify the recommendation regarding traffic diversion. The recommendation is not to divert traffic to other Town roads such as Mountainview Road, but to encourage truck traffic to use other Regional Roads and Provincial Highways (e.g. Highway 10 and Highway 50). We will clarify this recommendation in the Class EA.

The growth rates used in IBI's traffic and transportation analysis for the Airport Road Class EA were informed by the Region's travel demand model. The model is a planning tool used to assess traffic growth across the Region, considering all of the network. In terms of traffic growth and corridor needs on Mountainview Road north of Cranston Drive, as you indicated that road is subject to a separate Class EA completed by the Town of Caledon.

The next Public Information Centre for Airport Road is planned for the coming months and we will keep you informed of the date. IBI staff will be present at the Information Centre and can further clarify or answer any additional questions regarding the traffic and transportation analysis.

Thank you again for your correspondence and we hope to see you at the next Public Information Centre.

Sincerely,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

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[redacted]

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Also, when is the next public information session (Winter, 2019) scheduled?

Thank you for any guidance.

[redacted]

[redacted]

[redacted]

Contact: [redacted], Left voice mail with [redacted] on January 30 with question regarding potential roundabout at Olde Base Line and Airport Road. I phoned back today and explained we are currently reviewing options such as roundabouts and intersection improvements (such as adding left turn lanes) and that a decision has not been made. However, we hope to hold the second public information centre in the next couple of months (possibly end of March) to present a recommendation for public feedback. [redacted] requested background information and I referred him to the project website.

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

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[redacted]

Thank you for your inquiry The Mayor's office asked us to respond to your d rectly as he Region of Peel has jurisd c ion of Ai port Road The reduct on of lane wid ths on A rport Road have been recommended as studies do show that reduced lane widths increase oad safety

Road safe y is a high pr ority in he Region of Peel and as such he Region has adop ed V sion Zero where "no loss of l fe s acceptable on our roads" with the goal of "10% reduct on in fatal and injury co lis ons by 2022" Through the V sion Zero process staff are triv ng to mprove road safe y to elim nate mo or vehicle coll sions causing njury and death Agg essive dr ving is one of he emphasis areas of the Vision Zero Road Safety St a egy Plan One of he ident fied countermeasu es under aggre sive dr v ng includes educed lane w d ths The advantage of reduc ng the lane w d th through the co ridor is t decrea es the opera ing speed of the vehicles as he drivers perceive he roadway o be less comfortable at higher speed which leads to reduced seve ity of coll sions Addi tional benefi s o reduced travel lanes widths include having shor er dis ances for pedes rians to cross the road

Addit ona ly accord ng to he T an por ation Associat on of Canada Geometric Des gn Guide for Canadian Roads 2017 a number of ecent research p ojects have looked into he rela tionship between lane width and safety on u ban and suburban a terials and nd cated that narrow ng lane widths do not increase coll sion f equencies Lane w d hs affect driver speeds and reasa ches have cons stently found a educt on in peed wi h decreases n lane width and v ce versa

This is all cons dered in our recommendation to reduce lane wid hs through Caledon East w th he full suppo t of our Traff c and the Town of Caledon's Traffic experts Please let me know if you have any fur her questions about this or any other elements of the Airport Road EA

Thanks

[redacted]

Or g nal Message

[redacted]

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Hi Mayor Thompson I've read about he proposed changes o A rport Road in Caledon East I'm concerned about nar owering he current wid h of he tra fic lanes I would think hat h s wou d result in more accidents I'm not sure if there are any studies on the number of accidents in var ous t a fic lane w dths but w der wou d seem safer I have no objec ion to hav ng bike lanes but not at the expense of more hazardous driv ng condi ions

You have expressed your concern for ensuring hat roundabouts are large enough to accommodate large vehicles The ame thoughts should apply to he w d h of raff c lanes

The oad through Caledon East is a necessary route for many travele s o please ensure their safety is not compromised Ensure that future plans ma n ain he current road w d hs

Thanks

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[redacted]

[redacted]

I've attached our response to your inquiry through the Mayor's Office that I sent yesterday. Below is a link to the Project File on our website in case you didn't already have it, it will be updated with the recent presentation given to Town of Caledon Council soon:
Airport Road Environmental Assessment - Region of Peel (peelregion.ca)
Again, if you have any additional comments or questions about this, or any other aspects of the Airport Road EA, please let me know. Hope you enjoy the long weekend.
Thanks,

[redacted]

[redacted]

Subject: Re: Airport Road - Caledon East

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Thank you [redacted] for your email.
Great to hear from you. Hope that you and your family are all well.
I've copied our engineer team at the Region for this project so that they can address your concerns regarding the road widths and to ensure that your comments are taken into consideration as this project moves forward.
If I can be of further assistance, please let me know.
Take care!

[redacted]

Get Outlook for iOS

[redacted]

Subject: Airport Road - Caledon East

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[redacted], I've read about the proposed changes to Airport Road in Caledon East. I'm concerned about narrowering the current width of the traffic lanes. I would think that this would result in more accidents. I'm not sure if there are any studies on the number of accidents in various traffic lane widths, but wider would seem safer. I have no objection to having bike lanes, but not at the expense of more hazardous driving conditions.

Mayor Thompson has expressed his concern for ensuring that roundabouts are large enough to accommodate large vehicles. The same thoughts should apply to the width of traffic lanes.

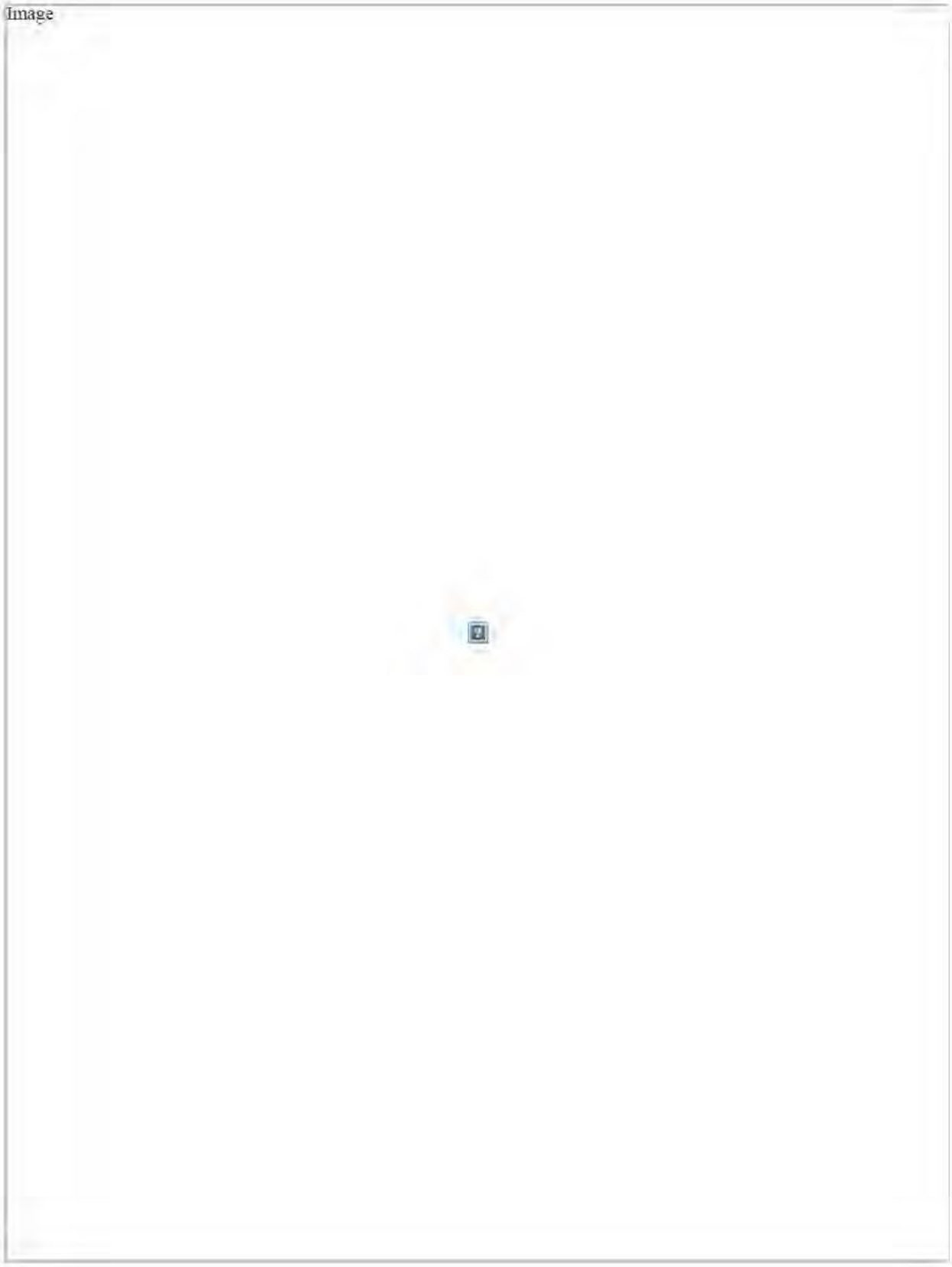
The road through Caledon East is a necessary route for many travelers, so please ensure their safety is not compromised. Ensure that future plans maintain the current road widths.

Thanks.

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Image



[redacted]

[redacted],

Thank you for your email. We're currently busy completing our field investigations and you can view any updates on the project website at:
http://www.peelregion.ca/pw/transportation/construction/environmental-assessment/airport-road-caledon.asp
If you have any problems accessing the website please let me know.
Regards,

Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca

WWY logo
[redacted]

[redacted]

Hi Asha,

Do you have an update on the Environmental Assessment?

I've noticed utility locates completed on Olde Baseline rd.just west of Airport rd.

Appreciate your assistance.

Regards,

[redacted]

[redacted]