Welcome

Environmental Assessment
Airport Road from King Street to Huntsmill Drive

Public Information Centre No. 1
June 4, 2018

Please sign in...
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
• 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
This Study will follow Phases 1 to 4 of the *Municipal Class Environmental Assessment* for Schedule C projects:

**Phase 1:**
- Identify Problem/Opportunity
- Notice of Study Commencement

**Phase 2:**
- Identify Alternative Solutions to Problem/Opportunity
- Inventory natural, social, cultural and economic environment
- Identify impact of alternative solutions on environment, including mitigation measures
- Evaluate alternatives and identify recommended solution
- Public Consultation (PIC No. 1 of 2)
- Select preferred solution Spring 2018

**Phase 3:**
- Identify Alternative Design Concepts for Preferred Solution
- Detail inventory of natural, social, cultural and economic environment
- Identify impact of alternative design concepts on environment, including mitigation measures
- Evaluate alternatives and identify recommended design
- Public Consultation (PIC No. 2 of 2)
- Select preferred design Winter 2019

**Phase 4:**
- Document planning and design process in Environmental Study Report
- Notice of Study Completion (Fall, 2019)
- Place Environmental Study Report on Public Record for 30-day review
- Provision for Part II Order Request during Review Period

**Phase 5:**
- Implementation
- Subject to Part II Order requests, complete contract drawings and tender documents
- Proceed to construction and operation
- Monitor for environmental provisions and commitments

If concerns cannot be resolved, interested persons have a right to request the Minister of Environment and Climate Change to order the Proponent to undertake a higher level of assessment as per Part II of the *Environmental Assessment Act*.

(Municipal Engineers Association, last amended in 2015)
**Consultation Process**

<table>
<thead>
<tr>
<th>Consultation Plan</th>
<th>Comments To Date</th>
</tr>
</thead>
</table>
| **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](http://peelregion.ca/airport-road-ea)  
    - Region of Peel on Twitter: [twitter.com/peelpublicworks](https://twitter.com/peelpublicworks)  
    - Public Review Period for Environmental Study Report | **Sharing the Road**  
  - Opposition to improvements for additional traffic capacity  
  - Interest in practical traffic calming measures |
| **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) | **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 |
| **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 | **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

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

Phase 1: Identifying Problem and Opportunity

Map Legend:
- Overall LOS of signalized intersections:
  - Green: LOS A or B
  - Yellow: LOS C or D
  - Red: LOS E or F
- LOS of intersection movements:
  - Blue Down: LOS D or better
  - Red Up: LOS E or F

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

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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.

Phase 1: Identifying Problem and Opportunity
Environmental Policies

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

Headwater Drainage Features under TRCA jurisdiction:
- Small non-permanently flowing streams, swales, and connected headwater wetlands that can have many hydrological and ecological functions including regulating flows and sediment, improving water quality and supporting local and downstream habitat for fish, insects, and amphibians.

Phase 2: Environmental Inventory of Study Area

Watercourses under Toronto and Region Conservation Authority (TRCA) jurisdiction:
1. Boyce’s Creek; Direct Fish Habitat
2. Tributary of Centreville Creek; Indirect Fish Habitat
3. Centreville Creek; Direct Fish Habitat

Watercourse under Credit Valley Conservation (CVC) jurisdiction:
7. Tributary of East Credit River; Direct Fish Habitat
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

Corrugated Steel Pipe (CSP) culvert; Not large enough for the amount of water that needs to pass through it during large rainstorms

Concrete pipe culvert

Concrete box culvert; Capacity to convey 2-year storm; All other flooding events will overtop roadway

CSP culvert

Ministry of Transportation Drainage Design Standards dictate minimum culvert size of 800 mm for all new culverts

2 CSP culverts; Not large enough for the amount of water that needs to pass through them during large rainstorms
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

Phase 2: Environmental Inventory of Study Area
Phase 2: Identifying 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

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

Phase 2: Identifying Alternative Solutions
## Preliminary Evaluation of Alternative Solutions

<table>
<thead>
<tr>
<th>Alternatives</th>
<th>Assessment</th>
<th>Positive Impacts</th>
<th>Negative Impacts</th>
<th>Evaluation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Do nothing</td>
<td></td>
<td>+No environmental impacts</td>
<td>- Does not improve conditions for road users</td>
<td>• Does not address problem/opportunity</td>
</tr>
<tr>
<td></td>
<td></td>
<td>+No implementation cost</td>
<td>- Not consistent with Regional growth management policies, Caledon East Community Improvement Plan (CIP) and Peel Sustainable Transportation Strategy (STS)</td>
<td>• Carried forward as benchmark to compare alternatives</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>- Does not address Regional growth management policies and planned future land uses</td>
<td></td>
</tr>
<tr>
<td>Limit growth</td>
<td></td>
<td>+No environmental impacts</td>
<td></td>
<td>• Does not address problem/opportunity</td>
</tr>
<tr>
<td>Manage travel demand</td>
<td></td>
<td>+Region-wide policies and initiatives to encourage alternative transportation ongoing</td>
<td>- No existing/planned transit within corridor</td>
<td>• Has potential to address part of problem/opportunity</td>
</tr>
<tr>
<td>Provide for active transportation</td>
<td></td>
<td>+Encourages walking and cycling per Peel STS</td>
<td>- Possible encroachment into natural/cultural areas</td>
<td>• Does address part of problem/opportunity</td>
</tr>
<tr>
<td></td>
<td></td>
<td>+Opportunities for Low Impact Development (LID) (e.g., rainwater retention) in Stormwater Management (SWM)</td>
<td>- Possible property requirements</td>
<td>• Negative impacts can be avoided/mitigated</td>
</tr>
<tr>
<td></td>
<td></td>
<td>+Consistent with Caledon East CIP</td>
<td>- Potential conflicting uses (e.g., trucks and active transportation)</td>
<td>• Carried forward as part of solution</td>
</tr>
<tr>
<td></td>
<td></td>
<td>+Active transportation can contribute to improved public health</td>
<td>- Possible loss of parking to accommodate active transportation</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>- Distance between communities not practical for commuter cyclist</td>
<td></td>
</tr>
<tr>
<td>Improve traffic operations</td>
<td></td>
<td></td>
<td>- Moderate implementation cost</td>
<td>• Carried forward as part of solution</td>
</tr>
<tr>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Widen road for additional capacity</td>
<td></td>
<td>+2015 Caledon East Feasibility Studies indicated sufficient capacity on Airport Road</td>
<td>- Significant property requirements due to existing, constrained right-of-way</td>
<td>• Does not address problem/opportunity</td>
</tr>
<tr>
<td>Divert traffic to other roads</td>
<td></td>
<td>+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</td>
<td>- Airport Road is a truck route per the Peel Goods Movement Strategic Network, therefore diverting all truck traffic is not feasible</td>
<td>• Does address part of problem/opportunity</td>
</tr>
<tr>
<td></td>
<td></td>
<td>+Consistent with Peel Goods Movement Strategic Network</td>
<td>- May contribute to increased traffic noise and emissions on other routes</td>
<td>• Negative impacts can be avoided/mitigated</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>• 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</td>
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</tbody>
</table>

**Phase 2: Identifying Alternative Solutions**
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

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**Phase 2: Identifying Alternative Solutions**
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.
# 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.

<table>
<thead>
<tr>
<th>Pedestrian Impacts</th>
<th>Widen sidewalks and provide enhanced streetscaping between parking lay-bys</th>
<th>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)</th>
<th>Reconstruct the boulevard to provide cycle tracks and new sidewalks, with streetscaping between parking lay-bys</th>
</tr>
</thead>
<tbody>
<tr>
<td>Provides enhanced pedestrian environment</td>
<td>Provides enhanced pedestrian environment</td>
<td>Provides enhanced pedestrian environment</td>
<td></td>
</tr>
<tr>
<td>Does not address the needs of cyclists</td>
<td>Provides cycling facilities through Caledon East, but may not be comfortable for all ages and abilities</td>
<td>Provides protected cycling facilities through downtown Caledon East</td>
<td></td>
</tr>
<tr>
<td>Minimal impact</td>
<td>Requires the loss of on-street parking on one side of the street</td>
<td>Requires the loss of on-street parking on one or both sides of the street</td>
<td></td>
</tr>
<tr>
<td>Requires full reconstruction of boulevards and potential modifications to drainage</td>
<td>Requires reconstruction of existing curbs only where parking lay-bys will be built</td>
<td>Requires full reconstruction of boulevards and potential modifications to drainage and utilities</td>
<td></td>
</tr>
<tr>
<td>Does not address planned cycling infrastructure in the Peel Sustainable Transportation Strategy</td>
<td>Consistent with recommendations of the Peel Sustainable Transportation Strategy and Road Characterization Study</td>
<td>Consistent/exceeds recommendations of the Peel Sustainable Transportation Strategy and Road Characterization Study</td>
<td></td>
</tr>
</tbody>
</table>

**Alignment with Regional Plans & Policies**
- Consistent/exceeds recommendations of the Peel Sustainable Transportation Strategy and Road Characterization Study

**Indicate your preference:**
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
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.

<table>
<thead>
<tr>
<th>Options</th>
<th>Signalized Intersection</th>
<th>Roundabout</th>
</tr>
</thead>
</table>
| **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.

<table>
<thead>
<tr>
<th>Options</th>
<th>Connect Old Church Road to Ivan Avenue</th>
<th>Maintain and Signalize Driveway</th>
<th>Convert Driveway Access to Right-in/Right-out</th>
</tr>
</thead>
</table>
| **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