

## Bubas, Sonya

---

**Subject:** FW: Environmental Assessment - Airport Rd. from King St. to Huntsmill Drive

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

From: Bubas, Sonya

Sent: June 11, 2021 9:13 AM

To:

Cc: Lee, Arthur <arthur.lee@peelregion.ca>; Saddi, Asha <Asha.Saddi@peelregion.ca>

Subject: RE: Environmental Assessment - Airport Rd. from King St. to Huntsmill Drive

Hi ,

Asha copied me on your message and I thank you for your comments. I thought it may help to clarify that the traffic and noise reports are technical studies that provide input to the EA. The Environmental Study Report (ESR) will document the planning process beyond these studies, including consultation with CWG and the speed reduction measures that were considered. Collectively, the proposed corridor design is expected to encourage slower traffic speeds through the corridor and encourage some of the truck traffic to use other truck routes.

I encourage you to review the ESR when it is available on the public record. Asha will continue to keep you and CWG informed of the next steps in the EA 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

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.

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

From: Saddi, Asha <asha.saddi@peelregion.ca>

Sent: June 11, 2021 7:52 AM

To:

Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>; Lee, Arthur <arthur.lee@peelregion.ca>

Subject: RE: Environmental Assessment - Airport Rd. from King St. to Huntsmill Drive

Good Morning ,

Thank you for your comments on the Traffic and Noise reports. I will forward your comments to the project team to consider and get back to you.

Regards,

Asha Saddi, BA(Hons), PMP

Technical Analyst, Infrastructure Programming & Studies Transportation Division Public Works, Region of Peel  
Asha.Saddi@peelregion.ca

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.

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

From:

Sent: June 10, 2021 11:20 PM

To: Saddi, Asha <asha.saddi@peelregion.ca>

Subject: Environmental Assessment - Airport Rd. from King St. to Huntmill Drive

CAUTION: EXTERNAL MAIL. DO NOT CLICK ON LINKS OR OPEN ATTACHMENTS YOU DO NOT TRUST.

Final Comments on the process and Reflections on Traffic Volume and Noise Studies

I would like to make a few comments with this last opportunity before the research is sent to the final phase of detailed design.

It has taken a very long four years to reach this point in the process. During this period the growing problems faced by the citizens of Caledon East have been endured and there has been a declining quality of civic life. It also appears that businesses have delayed plans waiting for the badly needed infrastructure changes.

From my perspective the contributions of the Citizens Working Group have had little impact on what has always been a process designed to reflect transportation requirements first and quality of life issues an afterthought.

Vehicle Speeds - As we have seen throughout the GTA stunt driving and dangerous driving have risen dramatically. We continue to rely on little or no enforcement by police, big letters on the roadway and speed indicators which have no effect whatsoever on those who set their speed not by the blinking suggestion but by the amount of clear road ahead of them. The use of ASE technology should be effective in changing driver behaviour however, in a reach toward farce the Region plans to rotate a single system through six locations. IF school zones and densely populated urban areas are determined to need ASE technology to address pedestrian safety and modify driver behaviour surely we need it all of the time not a few months every three years!

Truck Traffic - The dramatic increase in Heavy Truck traffic was a concern of most of the CWG members. The numbers indicate over 400 heavy trucks per day. Most of these trucks are hauling aggregate and we suspect that many are over capacity. Discussions of the need for Ministry of Transport inspections are clearly going nowhere.

Noise - The noise generated by Medium and Heavy Trucks is the most detrimental effect of traffic on the quality of life and health of residents. Normal conversation is not possible. Business owners can forget about making patios a popular destination.

The data on noise is impressive in its detail. The 80db generated by heavy trucks is similar to a jet aircraft at 15 metres distance. We have 400 plus jet aircraft per day along a residential street. Many of the most heavily loaded trucks are exceeding those average numbers especially as they accelerate up the hill heading south past locations 9, 10 and 11 in the studies done. The traffic noise is calculated to meet a target of under 60db AVERAGE over a set amount of time. For those of us living with those 400 trucks we might prefer that the data include those trucks that exceed that level and reach those jet engine levels.

After six years or so Caledon East will look a bit nicer. I hope that some of those trees that disappeared will be replaced. The new turning lanes will be welcome. I hope that pedestrian controlled crossings at Walkers Road and a new light at the school will improve safety.

Without addressing speed and noise vehicles will move along just fine but quality of life will diminish steadily as the traffic figures indicate steady increases.

## Bubas, Sonya

---

**Subject:** FW: Benches on Old Church Road and Airport Road

---

**From:** Bubas, Sonya

**Sent:** June 10, 2021 7:33 AM

**To:** Jennifer Innis <jennifer.innis@caledon.ca>

**Cc:** ; Dedman, Kealy <kealy.dedman@peelregion.ca>; Rook, Sally <Sally.Rook@peelregion.ca>; Garbos, Olek <Olek.Garbos@peelregion.ca>

**Subject:** RE: Benches on Old Church Road and Airport Road

Hi Councillor Innis,

Thank you for forwarding request. I will share his suggestion with the EA and detailed design team. There may be an opportunity to review additional bench locations when streetscaping and rest areas are further considered during the detailed design phase of the project.

Regards,

**Sonya Bubas, MCIP, RPP**

Project Manager

Infrastructure Programming & Studies

Region of Peel

10 Peel Centre Dr., Suite B, 4<sup>th</sup> Floor

Brampton, ON L6T 4B9

905-791-7800 ext. 7801



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.

---

**From:** Jennifer Innis <jennifer.innis@caledon.ca>

**Sent:** June 9, 2021 1:43 PM

**To:** Bubas, Sonya <sonya.bubas@peelregion.ca>

**Cc:** ; Dedman, Kealy <kealy.dedman@peelregion.ca>

**Subject:** Fw: Benches on Old Church Road and Airport Road

**CAUTION: EXTERNAL MAIL. DO NOT CLICK ON LINKS OR OPEN ATTACHMENTS YOU DO NOT TRUST.**

Afternoon Sonya:

Hope that all is well. Today I spoke with . He was delighted to learn about the work of the Airport Road EA and in particular that of the sidewalk replacement and street scaping. He asked if we could consider more bench locations along the corridor for residents to sit. I advised him that we would take his request into consideration during this process. He was particularly interested in one in front of the old feedmill building (now doctors office and pharmacy) we do own a good section of blvd that isn't plowed/cleared in the winter time that would allow for an additional bench.

Thanks for your time and consideration.

Thank you,  
Jennifer

Jennifer Innis

Regional Councillor Wards 3/4

Town of Caledon

**Bubas, Sonya**

---

**Subject:** FW: Airport Road EA - Response to Comment

---

**From:** Saddi, Asha <asha.saddi@peelregion.ca>

**Sent:** May 28, 2021 3:04 PM

**To:**

**Cc:** Bubas, Sonya <sonya.bubas@peelregion.ca>; Lee, Arthur <arthur.lee@peelregion.ca>

**Subject:** Airport Road EA - Response to Comment

Hello ,

The project team has reviewed your question regarding the GTA West and has the following comments:

Comment: 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.

Response: Highway 413 (GTA West) was included in the Region's modelling assumptions for the latest (2019) Long Range Transportation Plan (LRTP). The LRTP does not include widening Airport Road between King Street and Huntsmill Drive. In 2015, a separate EA study for Airport Road between Mayfield Road and King Street recommended a 5-lane cross-section and 2-lane roundabouts at Old School Road and King Street. Consultation with the Ministry of Transportation (MTO) is ongoing during the detailed design phase; and the proposed roundabout at Old School Road is being reconfirmed in discussions with MTO.

We trust this response has addressed your comments. If you have any questions or further comments please let me know.

*Regards,*

*Asha Saddi, BA(Hons), PMP  
Technical Analyst, Infrastructure Programming & Studies  
Transportation Division  
Public Works, Region of Peel  
[Asha.Saddi@peelregion.ca](mailto:Asha.Saddi@peelregion.ca)*



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.

**Bubas, Sonya**

---

**Subject:** FW: Airport Road EA - Transportation and Noise reports

---

**From:** Saddi, Asha <asha.saddi@peelregion.ca>

**Sent:** May 28, 2021 2:59 PM

**To:**

**Cc:** Bubas, Sonya <sonya.bubas@peelregion.ca>; Lee, Arthur <arthur.lee@peelregion.ca>; Rook, Sally <Sally.Rook@peelregion.ca>; sjohnston@IBIGroup.com; Beveridge, Scott <Scott.Beveridge@peelregion.ca>; Marianne Alden <marianne.alden@ibigroup.com>; Maraj, Kelly <AshwantieKelly.Maraj@peelregion.ca>

**Subject:** Airport Road EA - Transportation and Noise reports

Good Afternoon CWG,

We are pleased to provide you with the requested traffic and noise reports for the Airport Road EA prior to filing the Environmental Study Report (ESR) for public review. Please note that the technical recommendations of the reports were further evaluated during the EA based on environmental factors and stakeholder consultation. For example, the traffic report considered the proposed extension of Old Church Road to Ivan Avenue, which was not recommended following further assessment of alternatives, heritage impact and public feedback. Also, roundabouts were further assessed during the EA and recommended where they were considered to provide speed reduction benefits. The ESR will document the overall planning and decision-making process that led to the preferred design concepts.

You will be receiving an email from our Administrative Assistant, Kelly Maraj, providing you with a link to the reports. You will also receive a verification code to open the link. Please check your junk mail if you do not receive this in your inbox. If you have any problems accessing the link let me know.

If you have any questions on the reports let me know **no later than June 11, 2021** so the project team can address them prior to filing the ESR.

*Kind regards,*

***Asha Saddi, BA(Hons), PMP***

***Technical Analyst, Infrastructure Programming & Studies***

***Transportation Division***

***Public Works, Region of Peel***

***[Asha.Saddi@peelregion.ca](mailto:Asha.Saddi@peelregion.ca)***



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.

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

**Public Works**

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

[peelregion.ca](http://peelregion.ca)

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](mailto: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](mailto: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: Oct 12, 2020  
E-mail: \_\_\_\_\_  
Number & Street \_\_\_\_\_  
City \_\_\_\_\_  
Postal Code \_\_\_\_\_

**Comments:**

Noise study, wildlife study nesting birds in wetland, location of rumble  
Strips, how many cars X sound Speed limits starting further north, warning  
Signage further north with flashing light. at Huntsmill Rd

Perception vs Reality

Education of the public will ensure they follow the speed limits (Percept  
Vehicles on my bumper shortly after I have started from my driveway south  
(Reality) Speed needs to be reduced sooner before Huntsmill.

What did your traffic surveys show are incorrect in our reality?

---

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](mailto: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.

## NOTICE OF PUBLIC INFORMATION CENTRE NO. 2 AIRPORT ROAD FROM KING STREET TO HUNTSMILL DRIVE, TOWN OF CALEDON MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY

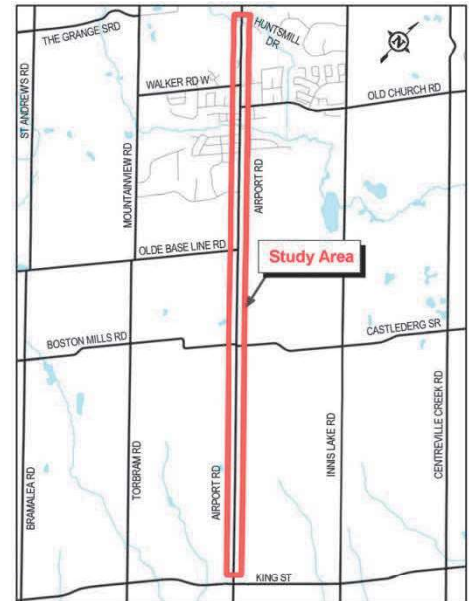
The Region of Peel is conducting a Class Environmental Assessment (EA) Study for Airport Road from 100m north of King Street to 300m north of Huntsmill Drive in the Town of Caledon (see map). The purpose of the Study is to:

- 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/envirom-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, 4<sup>th</sup> Floor  
Brampton, ON L6T 4B9  
Tel: 905-791-7800 ext. 7801  
Email: [sonya.bubas@peelregion.ca](mailto:sonya.bubas@peelregion.ca)

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

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

**This notice was first issued on September 10, 2020**

# Peel Walking Audit Tool

Neighbourhood Walk Report  
Caledon East, ON

Healthy Peel by Design  
Saturday November 17, 2018



# Results and Feedback Report

What is the starting point for your walking audit?

Location: Caledon East, Caledon, ON

Date: Saturday November 17, 2018

Time: 9:45am-1:00pm

Number of participants: 7



## Overall Score

Peel Walking Audit Score:	66%	80%+	Your neighbourhood is very walkable
Your neighbourhood is walkable, but some improvements could be made		60%-79%	Your neighbourhood is walkable, but some improvements could be made
		Less than 60%	Your neighbourhood is less walkable than others, but improvements can be made

## Walking Audit Tool: Summary by Section

Section	Average Score	Highest Score(s)	Lowest Score(s) (Areas for Improvement)
Street Layout	79%	Easily describe ways to walk to destinations Easily recall route	Distance between intersection Alternative routes
Mix of Destinations	67%	Local shopping/restaurants Municipal recreation centres	Places of employment Library
Sidewalks	64%	Sidewalks have curb ramps Sidewalks on both sides of the street	Sidewalks separated from street traffic Sidewalks difficult to walk because of uneven pavement
Destinations	63%	Parks and walking trails Walk to places of worship	Walk to places of work Walk to library
Nature	62%	Natural amenities (rivers, creek valleys) are close	Presence of snow would limit walking
Walking Experience	60%	Neighbours can easily see me from their homes Easily describe the route I took	Traffic speeds exceed the posted speed limits Traffic and noise
<b>Overall</b>	<b>66%</b>		

Comments and Suggestions from Facilitated Discussion with Community Members

Section	Comments	Suggestions
<p>1. Destinations</p> <p>2. Mix of Destinations</p>	<ul style="list-style-type: none"> <li>• Rail trail is a great asset in Town</li> <li>• Enjoy the trails in the area and have easy access to the rail trail from town</li> <li>• More walking encourages downtown businesses</li> <li>• Lack of development has led to a lot of empty space</li> </ul>	
<p>3. Street Layout</p>	<p><b>Pedestrian Crossings</b></p> <p>Lack of pedestrian signals along Old Church</p> <ul style="list-style-type: none"> <li>• Lack of traffic signals or cross walk at Walkers and Old Church</li> <li>• Cars do not stop at crossing at Old Church and Marilyn, poor signage</li> </ul> <p>There is a lack of pedestrian crossing opportunities on Airport Rd.</p> <ul style="list-style-type: none"> <li>• The very limited crossings available on Airport Rd are a key determinant</li> <li>• Controlled crossings are limited and far apart</li> <li>• Distances between intersections on Airport Rd. are far</li> <li>• Cross walks to encourage business to thrive.</li> </ul> <p>Airport Rd. hill</p> <ul style="list-style-type: none"> <li>• Not comfortable walking up hill on Airport Rd. from trail to Cranston area due to traffic and sidewalk</li> <li>• Would not let children walk to school on Airport Rd. because sidewalks are narrow, close to the street, high traffic and blind hill</li> </ul> <p>Cranston</p> <ul style="list-style-type: none"> <li>• No crossing at the Foodland. Cranston area is expected to walk down the hill to the trail crossing.</li> <li>• No crosswalks exist from rail trail to Cranston. Foodland to allow West Side residents to cross, crossing only at rail trail</li> <li>• No safe crossing of Airport Road south of the Rail trail</li> <li>• Poor pedestrian crossing near school on Airport Rd.</li> </ul> <p>Airport Rd. and Parsons</p> <ul style="list-style-type: none"> <li>• Parsons difficult to see due to parking on west side to the north by truckers</li> </ul> <p>Airport Rd and Walkers</p> <ul style="list-style-type: none"> <li>• No lighting and no traffic lights at Walkers Road</li> </ul>	<p>Consider connecting subdivisions by trail for a safer route to the public school</p> <ul style="list-style-type: none"> <li>• Connect Parsons/Emma neighbourhood to Hilltop and Marion neighbourhood by paved trail extended from Dufferin St. across Caledon rail trail to connect to public school (alternate to Airport Road route)</li> <li>• Should be paved to allow for winter maintenance and snow removal.</li> </ul> <p>Adding a pedestrian crossing at Walkers and at the Foodland</p>

	<p>Crossing at rail trail is very good. Some improvements can be made</p> <ul style="list-style-type: none"> <li>• Model crossing at Caledon East Trailway on Airport Rd.</li> <li>• Visible crossing and light changes quickly for pedestrians and cyclists</li> <li>• Can be a very busy intersection after school and during warmer months when trail use is higher</li> <li>• The pavement markings for cyclists and pedestrians can be confusing and counter intuitive</li> <li>• Separated cycling and pedestrian lane is not well marked</li> <li>• Planter boxes on sidewalk at cross walk block the pedestrian lane</li> <li>• The signal button aligns with the cycling lane which means everyone (pedestrians and cyclists) cross the street within the cycling lane</li> </ul>	<p>Add cycling and pedestrian road stencils at rail trail crossing</p> <ul style="list-style-type: none"> <li>• Well marked road stencils of bicycle vs pedestrian lanes could be used to define separated lanes for bicyclists and pedestrians crossing Airport Rd at rail trail</li> <li>• Add bicycle and pedestrian stencil at rail trail crosswalk</li> <li>• Signalized intersections on Old Church</li> </ul>
	<p><b>Intersections</b> Airport Rd and Old Church.</p> <ul style="list-style-type: none"> <li>• Airport Rd and Old Church Intersection at LCBO is confusing for pedestrians and drivers</li> <li>• Intersection at Airport Rd and Old Church needs an advance green to allow left hand turns on Old Church</li> <li>• Visibility for drivers coming out of LCBO is limited</li> <li>• No signal at intersection for drivers coming out of LCBO</li> </ul>	<ul style="list-style-type: none"> <li>• Consider signal for motorists coming out of LCBO</li> <li>• Consider an advance green signal for motor vehicles going southbound on Airport Rd. turning onto Old Church</li> </ul>
	<p><b>Other</b></p> <ul style="list-style-type: none"> <li>• Facilitate cycling to Castlederg</li> <li>• Add designated bike route on Walkers Road</li> <li>• Different crossing types are confusing (flashing lights vs instant lights)</li> <li>• Turning left from Old Church to Airport to Gabe's is problematic for pedestrians</li> </ul>	<ul style="list-style-type: none"> <li>• Keep controlled pedestrian crossings consistent</li> </ul>

4. Walking Experience	<p><b>Traffic Noise and Speed</b></p> <ul style="list-style-type: none"> <li>• High noise from traffic (especially commercial) discourages walking in downtown. Weekday traffic is worse than weekend traffic</li> <li>• Airport Rd is the dominant street in Caledon East. Traffic volume and noise (especially commercial) and few safe crossings and controlled intersections make walking unsafe and unpleasant</li> <li>• Traffic impacts the livability of the area, health and safety. The walking experience is compromised</li> <li>• Traffic noise, speed and engine noise (especially commercial)</li> <li>• Traffic speeds through recently implemented intersection at Old Church and Atchison Dr.</li> <li>• Do not feel comfortable walking within narrow space and sidewalks on Airport Road Hilltop to Caledon Trailway (especially for school-aged children)</li> </ul>	<p><b>Need for traffic calming</b></p> <ul style="list-style-type: none"> <li>• Consider traffic calming down Airport Rd. and widening sidewalks and more separation from traffic on Airport Rd. from trail to Foodland</li> <li>• Consider ways to discourage commercial trucks from Airport Rd. Caledon East as a throughway. Would prefer traffic congestion than speeding trucks.</li> <li>• Consider more crossings/intersections in downtown area (for example at Walkers and Cranston)</li> </ul>
	<p><b>Other</b></p> <ul style="list-style-type: none"> <li>• The flat terrain in Town is generally good for walking. The hill on Airport Rd could be difficult for seniors</li> <li>• Lack of public gathering areas. Only a few patios to sit on during summer months at local businesses</li> <li>• Benches are good along Old Church and Airport Rd. Good for places to stop and rest. Some benches are too close to the road.</li> <li>• Poor lighting</li> </ul>	<ul style="list-style-type: none"> <li>• Corner of Airport and Emma would be a good public gathering space or parking</li> </ul>
5. Sidewalks	<p><b>Trailways</b></p> <ul style="list-style-type: none"> <li>• Paved trailways would encourage more people to use them and make it more accessible in the winter (possible to do snow removal)</li> <li>• Paved trailways through subdivisions and new subdivisions would help to connect each other and connect to the downtown</li> <li>• Pave trailways to connect subdivisions to school.</li> </ul>	<ul style="list-style-type: none"> <li>• Pave trailways when possible</li> </ul>
	<ul style="list-style-type: none"> <li>• Interlock brick sidewalks is bumpy and barrier to walking, especially for seniors, wheelchairs and strollers</li> </ul>	<ul style="list-style-type: none"> <li>• No more interlocking brick in sidewalks</li> <li>• Stamped and dyed concrete instead of interlock sidewalks</li> </ul>



	<ul style="list-style-type: none"> <li>• No sidewalk along recreation centre entrance makes it less accessible by walking</li> <li>• No sidewalks on Airport Road between Cranston and Foodland</li> </ul>	<ul style="list-style-type: none"> <li>• Sidewalk should be extended to Castleberg (at least to Old Base Line)</li> </ul>
	<ul style="list-style-type: none"> <li>• Pedestrian signal posts at Airport Rd. and Old Church are a barrier for snow removal</li> </ul>	
6. Nature	<b>Trails</b> <ul style="list-style-type: none"> <li>• Access to the Caledon rail trail in town is great</li> <li>• Caledon East Community Trail at Huntsmill</li> </ul>	
	<b>Trees and Shade</b> <ul style="list-style-type: none"> <li>• Lack of trees and shade from Foodland to Walkers Rd.</li> <li>• Recent tree removals have not been replaced</li> <li>• Trees for shade on major roads only</li> <li>• Trees between sidewalks and road create a barrier for snow removal</li> <li>• More trees to provide more greenery and shade but avoid trees along road which act as a barrier for snow removal</li> </ul>	<ul style="list-style-type: none"> <li>• Removed trees should be replaced between sidewalks and fences, not along road</li> <li>• Put trees between sidewalk and houses/businesses</li> </ul>
Other	<ul style="list-style-type: none"> <li>• Love living here. Great potential for the community</li> <li>• Need architectural design guidelines from community/Town of Caledon</li> <li>• Need for wayfinding/signage</li> <li>• Bike parking at Gabe's and at Rail trail is good</li> <li>• Bike maintenance/tools bench at rail trail is good</li> </ul>	

## Bubas, Sonya

---

**From:** Kilis, Jakub <Jakub.Kilis@cvc.ca>  
**Sent:** September 9, 2021 2:23 PM  
**To:** Saddi, Asha  
**Cc:** Bubas, Sonya; Marianne Alden; sjohnston@IBIGroup.com; Banuri, Syeda; Lee, Arthur  
**Subject:** RE: [External] FW: Airport Road Environmental Assessment (100 metres north of King Street to 300 metres north of Huntsmill Drive) - Draft ESR for review

**CAUTION: EXTERNAL MAIL. DO NOT CLICK ON LINKS OR OPEN ATTACHMENTS YOU DO NOT TRUST.**

Hi Asha,

We have no further comments at this time. We look forward to confirming the changes in the reports and working with the Region on the design of this project.

Regards,  
Jakub

---

**From:** Saddi, Asha <asha.saddi@peelregion.ca>  
**Sent:** Thursday, September 2, 2021 2:08 PM  
**To:** Kilis, Jakub <Jakub.Kilis@cvc.ca>  
**Cc:** Bubas, Sonya <sonya.bubas@peelregion.ca>; Marianne Alden <marianne.alden@ibigroup.com>; sjohnston@IBIGroup.com; Banuri, Syeda <syeda.banuri@peelregion.ca>; Lee, Arthur <arthur.lee@peelregion.ca>  
**Subject:** RE: [External] FW: Airport Road Environmental Assessment (100 metres north of King Street to 300 metres north of Huntsmill Drive) - Draft ESR for review

**[CAUTION]** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. If in doubt contact [help211@cvc.ca](mailto:help211@cvc.ca)

Hi Jakub,

Thank you for your comments on the draft ESR for the Airport Road EA. Please find attached our response comments in blue.

If you have any further questions or comments please do not hesitate to get back to us.

*Regards,*

*Asha Saddi, BA(Hons), PMP  
Technical Analyst, Infrastructure Programming & Studies  
Transportation Division  
Public Works, Region of Peel  
[Asha.Saddi@peelregion.ca](mailto:Asha.Saddi@peelregion.ca)*

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.

---

**From:** Kilis, Jakub <[Jakub.Kilis@cvc.ca](mailto:Jakub.Kilis@cvc.ca)>

**Sent:** July 21, 2021 11:55 AM

**To:** Saddi, Asha <[asha.saddi@peelregion.ca](mailto:asha.saddi@peelregion.ca)>

**Cc:** Bubas, Sonya <[sonya.bubas@peelregion.ca](mailto:sonya.bubas@peelregion.ca)>

**Subject:** RE: [External] FW: Airport Road Environmental Assessment (100 metres north of King Street to 300 metres north of Huntsmill Drive) - Draft ESR for review

**CAUTION: EXTERNAL MAIL. DO NOT CLICK ON LINKS OR OPEN ATTACHMENTS YOU DO NOT TRUST.**

Hi Asha,

CVC staff has had an opportunity to review the Draft ESR for the Airport Rd EA and offer the following comments for your consideration:

#### Engineering

1. Our previous comment stated that the runoff coefficients for area ID C4D appear to be consistent, however, it has been noted that a runoff coefficient of 0.75 has been used for compacted gravel. CVC considers gravel an impervious surface and therefore typically uses 0.90 as the runoff coefficient. We asked for justification for the use of 0.75 as this difference may have an impact on the peak flows from existing to proposed conditions. Further to your response to this comment we provide the following direction for the future detailed design stage of the project: it is evident that an adjustment factor has been used based on the Region of Peel Draft Stormwater Design Criteria and Procedure Manual to account for climate change. This must be revisited during detailed design to ensure that the most up to date and relevant parameters are being used to complete the stormwater management strategy and assessment appropriately. This also must be noted to the Town of Caledon as the 0.9 runoff coefficient for gravel surfaces is a requirement from the Town.

Your comments have been noted for detailed design.

#### Ecology

2. Our previous comment noted the report identifies several areas in which future road works may impact wildlife migration/movement corridors. The area within CVC jurisdiction (point C on Figure 15) is indicated to have high potential for amphibian movement between the two wetlands. Wildlife crossing systems and improvements should be evaluated and considered within the ESR in order to be carried forward into detailed design. This comment remains outstanding. Please revisit the above regarding amphibian movement between the two lobes of the Mono Road Wetland Complex. Through an update to the report addendum, or as deemed appropriate, please investigate the feasibility of providing both reptile and amphibian movement at this location through the selection of a larger crossing structure, or other suggested mitigation/BMP measures. An open footed structure with a minimum opening index of 0.25 is recommended. For further guidance on this matter, please refer to [CVC's Fish and Wildlife Crossing Guidelines \(CVC 2017\)](#). Please update the Recommendations section on this matter as well.

The drainage report has been revised to include a 0.25 opening index at the indicated culvert. The updated report will be included in the appendix of the Final ESR. CVC will receive notice when the report is available for public review.

3. Notwithstanding the above comment, CVC Planning Ecology has reviewed the Preliminary Design Drawings and has no significant concern regarding the proposed intersection treatments and roadway layout.

Your comments have been noted.

4. In terms of necessary tree removals that are to occur within CVC's regulated area, please refer to [CVC's Ecosystem Offsetting Guidelines \(CVC, 2020\)](#) for updated replacement ratios. Where possible, wetland offsetting should also occur such that areas removed are also replaced in order to achieve a no net loss of wetland form and function as a result of the project. Please discuss.

We will add a discussion to the ESR (e.g., in the Commitments Table) regarding CVC's updated tree replacement ratios and wetland offsetting guidelines.

Please let me know if you have any questions about the above,  
Jakub

I'm working remotely. The best way to reach me is by email, mobile phone or Microsoft Teams.

**Jakub Kilis** | RPP

Senior Manager, Infrastructure and Regulations | Credit Valley Conservation

905-670-1615 ext 287 | M: 647-212-6554

[jakub.kilis@cvc.ca](mailto:jakub.kilis@cvc.ca) | [cvc.ca](http://cvc.ca)



**Credit Valley  
Conservation**



[View our privacy statement](#)

## Bubas, Sonya

---

**From:** Bubas, Sonya  
**Sent:** September 1, 2021 1:30 PM  
**To:** Bell, Trevor (MECP)  
**Cc:** sjohnston@IBIGroup.com; Marianne Alden; Saddi, Asha; Lee, Arthur  
**Subject:** RE: Airport Road from north of King Street to north of Huntsmill Drive - Schedule C Municipal Class EA

Thank you Trevor. We very much appreciate receiving the Ministry's comments this week. I will review the comments with our team to ensure future AQ assessments are in line with the Ministry's expectations, and to note in the EA that NO2 CAAQS have been updated since completion of the AQ report.

Regards,

**Sonya Bubas, MCIP, RPP**  
Project Manager  
Infrastructure Programming & Studies  
Region of Peel  
10 Peel Centre Dr., Suite B, 4<sup>th</sup> Floor  
Brampton, ON L6T 4B9  
905-791-7800 ext. 7801



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.

---

**From:** Bell, Trevor (MECP) <Trevor.Bell@ontario.ca>  
**Sent:** September 1, 2021 12:49 PM  
**To:** Bubas, Sonya <sonya.bubas@peelregion.ca>  
**Cc:** sjohnston@IBIGroup.com; Marianne Alden <marianne.alden@ibigroup.com>; Saddi, Asha <asha.saddi@peelregion.ca>; Lee, Arthur <arthur.lee@peelregion.ca>  
**Subject:** RE: Airport Road from north of King Street to north of Huntsmill Drive - Schedule C Municipal Class EA

**CAUTION: EXTERNAL MAIL. DO NOT CLICK ON LINKS OR OPEN ATTACHMENTS YOU DO NOT TRUST.**

Good afternoon,

MECP has the following additional comments on the responses to Air Quality comments number 1 and 7:

- (1) The Ministry recommends modelling the existing/base case scenario so that the results are compared against the future build scenario and this can better inform the public of the percent change in terms of air quality impacts.**
- The Air Quality Assessment report presents the worst-case scenario. The Project Team used 2041 traffic volumes for future-build and future-no-build scenarios, projected from 2016 volumes, and emissions from 2021. This shows the incremental difference in the emissions if the changes are implemented or not. Showing the change from base to future year would likely show a decrease given that emissions are lower in the future due to changes in vehicles and fuel standards.

While it is understood that the project team directly compared a future-build with a future no-build scenario, the ministry's expectations for Schedule C projects include comparisons between a base scenario with that of future conditions. This is standard practice for these types of assessments. It is the ministry's expectations that this standard practice, along with reference to provincial guidance documents are followed for future assessments.

- (7) The future scenario (2041) should apply the 2025 NO2 CAAQs and not the 2020 CAAQS as done in Table 5.2 "Maximum Predicted Concentrations (ug/m3) for the 2041 Future Build Scenario".**
- The 2020 CAAQS applied at the time of the investigations (2018). Applying the 2025 NO2 CAAQS would require an update to the report. Given the extent of proposed works, an update would not likely affect the EA recommendations

It is understood that the 2025 NO2 CAAQSs were not published at the time of the investigations (2018). However, the ministry notes that both the 1hr and annual maximum predicted NO2 concentrations for the 2041 future build scenario would exceed the 2025 NO2 CAAQS. It is recommended that a footnote be added to the report clarifying that NO2 CAAQS have been updated after the completion of the report.

Please let me know if you have any questions.

Thanks,  
Trevor

---

**From:** Bubas, Sonya <[sonya.bubas@peelregion.ca](mailto:sonya.bubas@peelregion.ca)>  
**Sent:** August 19, 2021 5:25 PM  
**To:** Bell, Trevor (MECP) <[Trevor.Bell@ontario.ca](mailto:Trevor.Bell@ontario.ca)>  
**Cc:** [sjohnston@IBIGroup.com](mailto:sjohnston@IBIGroup.com); Marianne Alden <[marianne.alden@ibigroup.com](mailto:marianne.alden@ibigroup.com)>; Saddi, Asha <[asha.saddi@peelregion.ca](mailto:asha.saddi@peelregion.ca)>; Lee, Arthur <[arthur.lee@peelregion.ca](mailto:arthur.lee@peelregion.ca)>  
**Subject:** Airport Road from north of King Street to north of Huntsmill Drive - Schedule C Municipal Class EA

**CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.**

Hi Trevor,

I am writing in response to the Ministry's comments on the Draft ESR for the above project, as per attached letter dated June 25, 2021.

We thank you for your comments and offer the following response:

**General Comments**

Table 15 is an assessment of alternative solutions at the planning level, which we understood to be an appropriate level of detail during Phase 2 of the Class EA. The evaluation focused on criteria where there was a difference in net impacts among the alternatives. Reference to the evaluation as a "summary" will be clarified in the ESR.

## Surface Water and Groundwater Comments

All comments related to surface water and groundwater are noted for review with the MECP during the detailed design phase. This includes review of the following, as applicable:

- Final selection or design of SWM/LID measures
- Dewatering discharge management and Erosion and Sediment Control measures
- Permit to Take Water for construction dewatering
- Monitoring of local wells if identified within the expected zone of influence of dewatering works
- Requirements of Ontario Regulation 153/04, if the project involves the transfer of ownership of a property, or should a property be known to be contaminated above applicable standards

## Air Quality Comments

For ease of reference, we have organized our response under each comment below. Please note that this project does not propose road widening for additional through traffic lanes. The preferred design is mainly comprised of active transportation improvements and roundabouts, which are not anticipated to significantly impact air quality.

- (1) The Ministry recommends modelling the existing/base case scenario so that the results are compared against the future build scenario and this can better inform the public of the percent change in terms of air quality impacts.**
  - The Air Quality Assessment report presents the worst-case scenario. The Project Team used 2041 traffic volumes for future-build and future-no-build scenarios, projected from 2016 volumes, and emissions from 2021. This shows the incremental difference in the emissions if the changes are implemented or not. Showing the change from base to future year would likely show a decrease given that emissions are lower in the future due to changes in vehicles and fuel standards.
- (2) Further information is required to clarify if the modelling scenarios in the AQ report are comprised of northbound and southbound road links in the dispersion modelling to assess air quality impacts.**
  - The northbound and southbound road links were included in the dispersion modeling.
- (3) Based on the supporting documentation, it is unclear how or if the proposed noise barrier was modelled in the air quality impact assessment. Further clarification is required.**
  - The noise barrier cannot be incorporated into the CAL3QHCR model and therefore was not accounted for in the air quality analysis.
- (4) As noted in section 4.2 "Modelled Roadways", there are no sensitive receptors near the roundabouts proposed on Airport Road and Castlederg Side Road/Boston Mills Road and Huntsmill Drive and thus these roundabouts were not modelled which is an acceptable approach. However, it is not evident if the AQ report assessed future proposed sensitive receptors. Please clarify if future sensitive receptors were included in the modelling scenarios.**
  - Future proposed sensitive receptors at Castlederg Side Road/Boston Mills Road and Huntsmill Drive were not assessed as this is not standard for air quality modelling, although it is for noise. Therefore, there are no sensitive receptors placed at these two intersections.
- (5) A rationale should be provided to explain the selection of the Newmarket station for background monitoring data as oppose to other nearby AQHI Stations like Brampton station.**
  - The background NO<sub>2</sub> concentrations (90<sup>th</sup> %ile) at Brampton are about 7-10 ppb higher than at Newmarket. PM is also a little higher at Brampton (90<sup>th</sup> %ile about 1-3 ug/m<sup>3</sup>, mean is about 0.8-1.6 ug/m<sup>3</sup>).

- (6) In terms of the NO<sub>2</sub> dispersion modelling, please clarify if the Newmarket ozone concentration was used as background.
- The Newmarket ozone concentration was used as background.
- (7) The future scenario (2041) should apply the 2025 NO<sub>2</sub> CAAQs and not the 2020 CAAQs as done in Table 5.2 “Maximum Predicted Concentrations (ug/m<sup>3</sup>) for the 2041 Future Build Scenario”.
- The 2020 CAAQs applied at the time of the investigations (2018). Applying the 2025 NO<sub>2</sub> CAAQs would require an update to the report. Given the extent of proposed works, an update would not likely affect the EA recommendations.
- (8) Please provide NO<sub>2</sub> and PM<sub>2.5</sub> input and output modelling files for the ministry’s records and review.
- The modelling files are available for review. The file sizes are too large to send as attachments. I will arrange to have them sent to you under a separate file transfer system.
- (9) For the operational phase of the project, it is recommended to vegetate the areas where the most impacted receptors are found with evergreen trees/shrubs to minimize particulate impacts at nearby sensitive receptors.
- Comment noted for consideration during detailed design.
- (10) Lastly, the AQ report did not provide the current or the proposed estimated greenhouse gas emissions as recommended in the “Environmental Guide for Assessing and Mitigation the Air Quality Impacts and Greenhouse Gas Emissions of Provincial Transportation Projects” (October 2020). The ministry understands that the AQ report was prepared in 2019, however please note that greenhouse gas (climate change) impacts on a local and regional scale should be considered for future transportation Class EA projects.
- Comments noted for future projects.

**Please let me know by August 26 if you have any questions or concerns with the above response, as we hope to file the ESR in September.** If required, I would be happy to arrange a virtual meeting with your team to further clarify the project scope and rationale for the approach in the air quality assessment.

Best regards,

**Sonya Bubas, MCIP, RPP**  
Project Manager  
Infrastructure Programming & Studies  
Region of Peel  
10 Peel Centre Dr., Suite B, 4<sup>th</sup> Floor  
Brampton, ON L6T 4B9  
905-791-7800 ext. 7801



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.



Ministry of the Environment,  
Conservation and Parks

*Environmental Assessment Branch*

1<sup>st</sup> Floor  
135 St. Clair Avenue W  
Toronto ON M4V 1P5  
Tel.: 416 314-8001  
Fax.: 416 314-8452

Ministère de l'Environnement, de la  
Protection de la nature et des Parcs

*Direction des évaluations  
environnementales*

Rez-de-chaussée  
135, avenue St. Clair Ouest  
Toronto ON M4V 1P5  
Tél. : 416 314-8001  
Télééc. : 416 314-8452



June 25, 2021

Sonya Bubas, MCIP, RPP  
Project Manager, Transportation  
Infrastructure Programming & Studies  
[snya.bubas@peelregion.ca](mailto:snya.bubas@peelregion.ca)  
BY EMAIL ONLY

Re: **Airport Road from 100m north of King Street to 300m north of Huntmill Drive  
Region of Peel  
Schedule C Municipal Class Environmental Assessment  
Draft Environmental Study Report**

Dear Ms. Bubas,

The Ministry of the Environment, Conservation and Parks (MECP) has reviewed the draft Environmental Study Report (report) for the Schedule C Municipal Class Environmental Assessment (Class EA) for Airport Road from 100m north of King Street to 300m north of Huntmill Drive in the Town of Caledon. We understand that the preferred alternative is a combination of Alternative 3 – Improving traffic operations, Alternative 5 – Providing for active transportation, and Alternative 7 – Diverting traffic to other roads, and that the preferred design concept includes several measures to improve traffic operations and corridor safety, provide for active transportation, and encourage some of the heavy truck traffic to use alternative truck routes.

The following comments are offered for your consideration:

### **General Comments**

1. Table 13 of the report provides Evaluation Criteria for the evaluation of alternative solutions. However, Table 15: Evaluation of Alternative Solutions only gives a summary of negative and positive impacts of each alternative.

Appendix O provides detailed evaluation tables for the alternative design concepts. A detailed evaluation of the alternative planning solutions with respect to the identified Evaluation Criteria should also be included in the report.

### **Surface Water Comments**

1. The Stormwater Management (SWM) Report identified minimum water quality management currently in this area. The proposed SWM committed to achieve enhanced treatment of water quality with a treatment train approach through a combination of OGS units, underground

infiltration chambers and Jellyfish filters. The final selection of treatment approach and models should ensure its target performance for the selected area/location. It is recommended that the final design and selection of SWM/Low Impact Development (LID) measures be reviewed by MECP to make sure enhanced water quality treatment will be achieved. The LID measures shall be regularly monitored and maintained to ensure long-term performance does not degrade significantly.

2. MECP notes that groundwater quality has not been sampled and evaluated, and it shall be completed by a Qualified Person prior to dewatering to identify contaminants of concern and whether sufficient treatment will be achieved before discharge. As runoff and dewatering discharge will be directed to water courses directly or via ditch/storm sewers, the project must implement mitigation measures and Erosion and Sediment Control (ESC) measures to mitigate impacts to the receiving water course and sensitive environmental features identified in the study area. The recommendations in the report and its appendices regarding discharge management and ESC measures shall be adopted and implemented.

### **Groundwater Comments**

1. The proponent is aware that in the event site conditions require construction dewatering greater than 400,000 L/day a Permit to Take Water (PTTW) would be required for the construction dewatering. As such, the MECP may be further involved in the detailed review during the PTTW application process. The proponent will need to determine whether a PTTW will be required for any portion of construction, where deeper works may encounter permeable water-bearing units or artesian conditions. To expedite the construction process, the proponent should consider initiating a pre-consultation with MECP hydrogeologists regarding the PTTW, if required for construction dewatering.
2. As part of the PTTW application, the MECP requires a discussion of potential impacts to the natural environment, any risks posed to nearby structures due to subsidence resulting from construction dewatering and the potential for the movement of contaminated groundwater due to construction dewatering. PTTW applications should also detail the planned disposal method for the water taken, that the water quality meets the water quality criteria for the chosen method of disposal, and a groundwater depressurization assessment in the event of artesian conditions. Any potential effects should be identified, and appropriate monitoring and mitigation measures should be recommended in a comprehensive monitoring and mitigation plan. The level of detail required will be dependent on the significance of the potential impacts.
3. The potential effects of dewatering, construction or other activities related to the project could affect groundwater dependent natural features. Any potential changes to groundwater flow or quality from groundwater taking may interfere with the ecological processes of streams, wetlands or other surficial features. In addition, discharging contaminated or high volumes of groundwater to these features may have direct impacts on their function. Any potential effects should be identified, and appropriate mitigation measures should be recommended. The level of detail required will be dependent on the significance of the potential impacts.
4. The MECP strongly supports the proponent's commitment to complete an updated well survey to assess baseline water levels and ground water quality for private water supply wells as part of investigations for detailed design. The completion of a door-to-door survey is expected to

confirm/identify any active wells located within the estimated zone of influence prior to construction. Local wells were not identified within the expected zone of influence of dewatering works. If there are such wells, the proponent should create and implement a monitoring program that can predict and/or confirm actual effects during construction, as well as a mitigation plan for the replacement of such supplies temporarily and, if needed, permanently, preferably before there are significant effects.

5. The MECP strongly supports the recommended completion of the additional work outlined above (i.e. hydrogeological investigations associated with site and artesian pond at 16399 Airport Road, Phase I and/or II ESAs etc.) during detailed design.
6. If the project involves the transfer of ownership of a property, should a property or part of a property be currently known to be contaminated above applicable standards, the requirements of Ontario Regulation 153/04 may be applicable.
7. The MECP would like to be granted reviewer status for the detailed design phase of the project.

## **Air Quality Comments**

1. The Air Quality report (AQ report) in Appendix E presented results for two scenarios, referred to "Future Build Scenario" (2041) and "No Build Scenario" (2021 & 2041). Instead of the existing modelling scenario as typically done for air quality impact assessments in support of the Transportation Class EA projects, the "Non-build scenario" which comprises 2041 traffic counts and existing (2021) emission factors was employed to demonstrate the air quality changes at the most impacted receptors.

It is MECP's opinion that the "No Build Scenario" does not represent the existing conditions as typically done for transportation Class EA projects. In addition, when comparing the "No Build Scenario" with the Future Build Scenario, it does not provide the net cumulative percent change in air quality impacts as recommended in the MTO protocol. For these reasons, the ministry recommends modelling the existing/base case scenario so that the results are compared against the future build scenario and this can better inform the public of the percent change in terms of air quality impacts.

2. Further information is required to clarify if the modelling scenarios in the AQ report are comprised of northbound and southbound road links in the dispersion modelling to assess air quality impacts.
3. Based on the supporting documentation, it is unclear how or if the proposed noise barrier was modelled in the air quality impact assessment. Further clarification is required.
4. As noted in section 4.2 "*Modelled Roadways*", there are no sensitive receptors near the roundabouts proposed on Airport Road and Castlederg Side Road/Boston Mills Road and Huntmill Drive and thus these roundabouts were not modelled which is an acceptable approach. However, it is not evident if the AQ report assessed future proposed sensitive receptors. Please clarify if future sensitive receptors were included in the modelling scenarios.
5. A rationale should be provided to explain the selection of the Newmarket station for background monitoring data as oppose to other nearby AQHI Stations like Brampton station.

6. In terms of the NO<sub>2</sub> dispersion modelling, please clarify if the Newmarket ozone concentration was used as background.
  7. The future scenario (2041) should apply the 2025 NO<sub>2</sub> CAAQs and not the 2020 CAAQS as done in Table 5.2 "*Maximum Predicted Concentrations (ug/m3) for the 2041 Future Build Scenario*".
  8. Please provide NO<sub>2</sub> and PM<sub>2.5</sub> input and output modelling files for the ministry's records and review.
  9. For the operational phase of the project, it is recommended to vegetate the areas where the most impacted receptors are found with evergreen trees/shrubs to minimize particulate impacts at nearby sensitive receptors.
  10. Lastly, the AQ report did not provide the current or the proposed estimated greenhouse gas emissions as recommended in the "*Environmental Guide for Assessing and Mitigation the Air Quality Impacts and Greenhouse Gas Emissions of Provincial Transportation Projects*" (October 2020). The ministry understands that the AQ report was prepared in 2019, however please note that greenhouse gas (climate change) impacts on a local and regional scale should be considered for future transportation Class EA projects.
- 

Thank you for the opportunity to review the report. Please feel free to contact me directly at (437) 770-3731 or [trevor.bell@ontario.ca](mailto:trevor.bell@ontario.ca) with any questions you may have.

Sincerely,



Trevor Bell  
Regional Environmental Planner  
Project Review Unit

Cc: Asha Saddi, Technical Analyst, Region of Peel  
Katy Potter, Supervisor, Project Review Unit, MECP  
Loralyn Wild, Manager (A), Halton-Peel District Office, MECP  
Paul Martin, APEP Supervisor, Central Region Technical Support Section, MECP  
Ted Belayneh, Water Supervisor, Central Region Technical Support Section, MECP

## Bubas, Sonya

**Subject:** FW: Airport Road Environmental Assessment (100 metres north of King Street to 300 metres north of Huntsmill Drive) - Draft ESR for review  
**Attachments:** 2021-06-22\_AirportRdEA\_MHSTCIComments.pdf

---

**From:** Saddi, Asha <asha.saddi@peelregion.ca>  
**Sent:** August 19, 2021 10:06 AM  
**To:** Hatcher, Laura (MHSTCI) <Laura.E.Hatcher@ontario.ca>  
**Cc:** Bubas, Sonya <sonya.bubas@peelregion.ca>; sjohnston@IBIGroup.com; Marianne Alden <marianne.alden@ibigroup.com>  
**Subject:** FW: Airport Road Environmental Assessment (100 metres north of King Street to 300 metres north of Huntsmill Drive) - Draft ESR for review

Good Morning Laura,

Thank you for your review comments on the draft ESR for the Airport Road EA. Please find attached our response comments.

Item No.	Report	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Response
1	Draft Environmental Study Report	8.6.5 Archaeology, Mitigation, page 8-59	In the second paragraph under the "Mitigation" heading, please include a reference to the maps in the Stage 1 archaeological assessment ( <b>Figures 12-18, Appendix G</b> ) that show which areas require stage 2 assessment.	A reference will be added to Section 8.6.5, such as "Figures 12-18 in Appendix G show areas requiring Stage 2 assessments."
2	Draft Environmental Study Report	8.6.5 Archaeology, Mitigation, pages 8-59 to 8-60	This section discusses two archaeological sites that are within the study area and presents the archaeological assessment's recommendations for their mitigation, if they will be impacted by the project. Now that the preferred option has been selected, if it is known that these sites will be impacted, the report should clearly say this.	Clarification will be provided in Section 8.6.5, such as "Confirmation of impacts to the two archeological sites is required in detailed design."
3	Draft Environmental Study Report	8.6.6 Cultural Heritage, pages 8-60 to 8-61	This section identifies 13 properties that will potentially be impacted by the project, and states that a resource specific HIA should be conducted where the preferred solution is anticipated to impact any identified heritage resource. One resource specific HIA has been prepared, for 16000 Airport Road. This implies that this is the only property that will be directly impacted by the preferred solution, but this should be clarified. The report should explain whether this	Clarification will be provided in Section 8.6.8, such as "Confirmation of impacts to the 13 properties is required in detailed design."  Additional information will be incorporated in Section 8.6.6, such as "It should be noted that the Town of Caledon is undertaking further planning studies for 16000 Airport

			property was the only property expected to be impacted by the preferred solution. If other properties will be impacted, they should be identified, with a clear commitment regarding future HIAs. Similarly, if it is still unknown whether properties will be impacted, this should also be stated, and the report should explain when the determination will be made. Page 7-36 of the report provides important context about the HIA for 16000 Airport Road and further decisions regarding the property. Some of that information should be incorporated into this section	Road and incorporating the findings of the HIA."
4	Draft Environmental Study Report	9. Permits, Approvals and Commitments to Future Work, Table 29, page 9-75	See comment 2. If it is known that these sites will be impacted, please re-word archaeology commitments to be more direct.	See responses to comments 2 & 3.
5	Appendix H2: Cultural Heritage Resource Assessment – Preliminary Impact Assessment	3.3.1 Potential Impacts of Proposed Undertaking, Tables 3 and 4, pages 29-32	The entries describing the potential property impacts should describe the nature of the potential impacts to each property. For example: destruction of trees or landscape features; destruction of buildings or structures; obstruction of views.	Report states the need for follow-up HIAs to be completed during detailed design. Future HIAs will confirm the potential impacts to individual heritage properties in detail.
6	Appendix H1:	1.0 Introduction, page 1  1.2 Policy Framework, page 3	MHSTCI suggests that these sections are updated to reflect that this study is being used for an Environmental Assessment (EA) project. We suggest using similar language to the language used in the Cultural Heritage Resource Assessment (Appendix H2) to explain cultural heritage obligations in EA.	Noted for consideration in future HIAs.

*Regards,*

*Asha Saddi, BA(Hons), PMP  
 Technical Analyst, Infrastructure Programming & Studies  
 Transportation Division  
 Public Works, Region of Peel  
[Asha.Saddi@peelregion.ca](mailto:Asha.Saddi@peelregion.ca)*



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.

---

**From:** Hatcher, Laura (MHSTCI) <[Laura.E.Hatcher@ontario.ca](mailto:Laura.E.Hatcher@ontario.ca)>

**Sent:** June 22, 2021 12:09 PM

**To:** Saddi, Asha <[asha.saddi@peelregion.ca](mailto:asha.saddi@peelregion.ca)>

**Subject:** RE: Airport Road Environmental Assessment (100 metres north of King Street to 300 metres north of Huntsmill Drive) - Draft ESR for review

**CAUTION: EXTERNAL MAIL. DO NOT CLICK ON LINKS OR OPEN ATTACHMENTS YOU DO NOT TRUST.**

Hi Asha,

Thank you for sharing the draft ESR and appendices with MHSTCI for review ahead of filing the Airport Road EA, and thank you for the extension. Please find comments from MHSTCI attached.

Sincerely,

Laura

**Laura Hatcher, MCIP, RPP**

Heritage Planner

Heritage Planning Unit | Programs and Services Branch | Heritage, Tourism and Culture Division

Ministry of Heritage, Sport, Tourism and Culture Industries

401 Bay Street Suite 1700 Toronto ON M7A 0A7

Tel. 437-239-3404 **New** | email: [laura.e.hatcher@ontario.ca](mailto:laura.e.hatcher@ontario.ca)

---

**From:** Saddi, Asha <[asha.saddi@peelregion.ca](mailto:asha.saddi@peelregion.ca)>

**Sent:** Friday, June 18, 2021 4:22 PM

**To:** Hatcher, Laura (MHSTCI) <[Laura.E.Hatcher@ontario.ca](mailto:Laura.E.Hatcher@ontario.ca)>

**Subject:** RE: Airport Road Environmental Assessment (100 metres north of King Street to 300 metres north of Huntsmill Drive) - Draft ESR for review

**CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.**

Thank you for your email Laura. Next Tuesday is good.

Have a great weekend.

*Thanks,*

**Asha Saddi, BA(Hons), PMP**

**Technical Analyst, Infrastructure Programming & Studies**

**Transportation Division**

**Public Works, Region of Peel**

**[Asha.Saddi@peelregion.ca](mailto:Asha.Saddi@peelregion.ca)**



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.

---

**From:** Hatcher, Laura (MHSTCI) <[Laura.E.Hatcher@ontario.ca](mailto:Laura.E.Hatcher@ontario.ca)>  
**Sent:** June 18, 2021 3:56 PM  
**To:** Saddi, Asha <[asha.saddi@peelregion.ca](mailto:asha.saddi@peelregion.ca)>  
**Subject:** RE: Airport Road Environmental Assessment (100 metres north of King Street to 300 metres north of Huntsmill Drive) - Draft ESR for review

**CAUTION: EXTERNAL MAIL. DO NOT CLICK ON LINKS OR OPEN ATTACHMENTS YOU DO NOT TRUST.**

Hi Asha,

Unfortunately I will not be able to provide my comments by end of day today. I will be away on Monday, so would like to propose I provide comments to you on Tuesday. Would that work for you?

My apologies for any inconvenience this may cause.

Laura

---

**From:** Saddi, Asha <[asha.saddi@peelregion.ca](mailto:asha.saddi@peelregion.ca)>  
**Sent:** Wednesday, May 26, 2021 8:26 AM  
**To:** Hatcher, Laura (MHSTCI) <[Laura.E.Hatcher@ontario.ca](mailto:Laura.E.Hatcher@ontario.ca)>  
**Cc:** Bubas, Sonya <[sonya.bubas@peelregion.ca](mailto:sonya.bubas@peelregion.ca)>  
**Subject:** Airport Road Environmental Assessment (100 metres north of King Street to 300 metres north of Huntsmill Drive) - Draft ESR for review

**CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.**

Hi Laura,

We are moving towards filing the Schedule C Airport Road EA (from 100 metres north of King Street to 300 metres north of Huntsmill Drive) in the Town of Caledon and would like to provide you with an opportunity to review the draft Environmental Study Report (ESR) and the associated appendices at this time.

The purpose of the EA was to examine the need for improvements on Airport Road to address long term issues related to planned future growth and to enhance safety for all road users. Options to address the need for road improvements, including intersection improvements, roundabouts, traffic calming measures, and infrastructure improvements for walking and cycling were also examined.

Due to the file size, we are sharing the files via Sharepoint and you can access them from the following link. If you have any problems accessing the materials, please let me know. Also, if you circulate to other internal staff in your agency, you will have to forward the email address of those staff members so that access to the documents can be provided.



Please note the draft Environmental Study Report is for **internal review only**. Appendix A (Consultation) is being compiled and will be sent to you separately. We also look forward to receiving your comments on the Cultural Heritage Impact Assessment and Cultural Heritage Resource Assessment Report, which can be found at Appendix H1 and Appendix H2.

Kindly provide your comments **no later than June 18, 2021** so we can address them prior to filing the ESR.

If you have any questions or concerns, please do not hesitate to get in touch with me.

*Regards,*

*Asha Saddi, BA(Hons), PMP  
Technical Analyst, Infrastructure Programming & Studies  
Transportation Division  
Public Works, Region of Peel  
[Asha.Saddi@peelregion.ca](mailto:Asha.Saddi@peelregion.ca)*



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.

Class EA Study - Airport Road from King Street to Huntsmill Drive, Town of Caledon [MHSTCI File 0007530]  
 MHSTCI Comments on the draft Environmental Study Report and Cultural Heritage Studies (submitted May 26, 2021)  
 June 22, 2021

Item No.	Reviewer Name	Report	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment
1	MHSTCI - Heritage Planning Unit	Draft Environmental Study Report	8.6.5 Archaeology, Mitigation, page 8-59	In the second paragraph under the "Mitigation" heading, please include a reference to the maps in the Stage 1 archaeological assessment ( <b>Figures 12-18, Appendix G</b> ) that show which areas require stage 2 assessment.
2	MHSTCI - Heritage Planning Unit	Draft Environmental Study Report	8.6.5 Archaeology, Mitigation, pages 8-59 to 8-60	<p>This section discusses two archaeological sites that are within the study area and presents the archaeological assessment's recommendations for their mitigation, if they will be impacted by the project.</p> <p>Now that the preferred option has been selected, if it is known that these sites will be impacted, the report should clearly say this.</p>
3	MHSTCI - Heritage Planning Unit	Draft Environmental Study Report	8.6.6 Cultural Heritage, pages 8-60 to 8-61	<p>This section identifies 13 properties that will potentially be impacted by the project, and states that a resource specific HIA should be conducted where the preferred solution is anticipated to impact any identified heritage resource.</p> <p>One resource specific HIA has been prepared, for 16000 Airport Road. This implies that this is the only property that will be directly impacted by the preferred solution, but this should be clarified. The report should explain whether this property was the only property expected to be impacted by the preferred solution.</p> <p>If other properties will be impacted, they should be identified, with a clear commitment regarding future HIAs.</p> <p>Similarly, if it is still unknown whether properties will be impacted, this should also be stated, and the report should explain when the determination will be made.</p>

**Class EA Study - Airport Road from King Street to Huntsmill Drive, Town of Caledon [MHSTCI File 0007530]  
 MHSTCI Comments on the draft Environmental Study Report and Cultural Heritage Studies (submitted May 26, 2021)  
 June 22, 2021**

Item No.	Reviewer Name	Report	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment
				Page 7-36 of the report provides important context about the HIA for 16000 Airport Road and further decisions regarding the property. Some of that information should be incorporated into this section.
4	MHSTCI - Heritage Planning Unit	Draft Environmental Study Report	9. Permits, Approvals and Commitments to Future Work, Table 29, page 9-75	See comment 2. If it is known that these sites will be impacted, please re-word archaeology commitments to be more direct.
5	MHSTCI - Heritage Planning Unit	Appendix H2: Cultural Heritage Resource Assessment – Preliminary Impact Assessment	3.3.1 Potential Impacts of Proposed Undertaking, Tables 3 and 4, pages 29-32	The entries describing the potential property impacts should describe the nature of the potential impacts to each property. For example: destruction of trees or landscape features; destruction of buildings or structures; obstruction of views.
6	MHSTCI - Heritage Planning Unit	Appendix H1:	1.0 Introduction, page 1 1.2 Policy Framework, page 3	MHSTCI suggests that these sections are updated to reflect that this study is being used for an Environmental Assessment (EA) project. We suggest using similar language to the language used in the Cultural Heritage Resource Assessment (Appendix H2) to explain cultural heritage obligations in EA.

## Bubas, Sonya

---

**Subject:** FW: Airport Road Environmental Assessment (100 metres north of King Street to 300 metres north of Huntsmill Drive) - Draft ESR for review

---

**From:** Bubas, Sonya

**Sent:** August 5, 2021 7:56 AM

**To:** Emma Benko <emma.benko@trca.ca>; Suzanne Bevan <Suzanne.Bevan@trca.ca>

**Cc:** Saddi, Asha <Asha.Saddi@peelregion.ca>; Rook, Sally <Sally.Rook@peelregion.ca>

**Subject:** RE: Airport Road Environmental Assessment (100 metres north of King Street to 300 metres north of Huntsmill Drive) - Draft ESR for review

Hi Suzanne and Emma,

The Region is currently working to finalize and file the ESR for Airport Rd on the public record.

We have surpassed a critical point in the EA schedule having exceeded 10 weeks for agency review of the ESR. We are moving forward with consideration of the following:

- You are welcome to share any outstanding questions or comments you may have at any time during the EA process. Please continue to keep Asha informed and we will ensure that you receive the notice of study completion for the final report.
- We are not expecting major comments given TRCA's ongoing involvement in the process, from completing the natural environment existing conditions report to having reviewed all relevant technical reports (save hydro-g) with comments previously addressed.

Thank you for all your input to date. Please feel free to give me a call 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, 4<sup>th</sup> Floor

Brampton, ON L6T 4B9

905-791-7800 ext. 7801



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.

## Bubas, Sonya

---

**Subject:** FW: Airport Road Environmental Assessment (100 metres north of King Street to 300 metres north of Huntsmill Drive) - Draft ESR for review

---

**From:** Saddi, Asha <asha.saddi@peelregion.ca>

**Sent:** July 15, 2021 3:49 PM

**To:** Bubas, Sonya <sonya.bubas@peelregion.ca>; Lee, Arthur <arthur.lee@peelregion.ca>; Marianne Alden <marianne.alden@ibigroup.com>; sjohnston@IBIGroup.com

**Subject:** FW: Airport Road Environmental Assessment (100 metres north of King Street to 300 metres north of Huntsmill Drive) - Draft ESR for review

Hi All,  
Please see the attached comments from Hydro One Networks.

*Thanks,*

*Asha Saddi, BA(Hons), PMP  
Technical Analyst, Infrastructure Programming & Studies  
Transportation Division  
Public Works, Region of Peel  
[Asha.Saddi@peelregion.ca](mailto:Asha.Saddi@peelregion.ca)*



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.

---

**From:** [Cody.Thompson@HydroOne.com](mailto:Cody.Thompson@HydroOne.com) <[Cody.Thompson@HydroOne.com](mailto:Cody.Thompson@HydroOne.com)>

**Sent:** July 15, 2021 2:30 PM

**To:** Saddi, Asha <[asha.saddi@peelregion.ca](mailto:asha.saddi@peelregion.ca)>

**Subject:** RE: Airport Road Environmental Assessment (100 metres north of King Street to 300 metres north of Huntsmill Drive) - Draft ESR for review

**CAUTION: EXTERNAL MAIL. DO NOT CLICK ON LINKS OR OPEN ATTACHMENTS YOU DO NOT TRUST.**

Hi Asha,

My apologies for the delay. I was just scheduled today to review these documents for the proposed Airport road construction.

I realize the comments were required by June 18<sup>th</sup> – I thought it would be better to still send a response rather than not at all.

Hydro One does not have any environmental concerns regarding this project.  
I did identify a few locations that the proposed construction will drive the need for Hydro One assets to be relocated.  
As the project moves forward – please be aware that a relocate request will be required to address these conflicts.

Thank you,

**Cody Thompson**

Area Distribution Engineering Technician Trainee, Provincial Lines

**Hydro One Networks Inc.**

61 Simpson Rd

Bolton, ON | L7E 1Y4

Cell: (289)-556-9442

[Cody.Thompson@hydroone.com](mailto:Cody.Thompson@hydroone.com)

[www.HydroOne.com](http://www.HydroOne.com)

This email and any attached files are privileged and may contain confidential information intended only for the person or persons named above. Any other distribution, reproduction, copying, disclosure, or other dissemination is strictly prohibited. If you have received this email in error, please notify the sender immediately by reply email and delete the transmission received by you.

**Bubas, Sonya**

---

**Subject:** FW: Airport Road Environmental Assessment (100 metres north of King Street to 300 metres north of Huntsmill Drive) - Draft ESR for review

---

**From:** [phil.arbeau@zayo.com](mailto:phil.arbeau@zayo.com) <[phil.arbeau@zayo.com](mailto:phil.arbeau@zayo.com)> **On Behalf Of** Utility Circulations

**Sent:** June 16, 2021 6:50 AM

**To:** Maraj, Kelly <[ashwantiemelly.maraj@peelregion.ca](mailto:ashwantiemelly.maraj@peelregion.ca)>

**Subject:** Re: Airport Road Environmental Assessment (100 metres north of King Street to 300 metres north of Huntsmill Drive) - Draft ESR for review

**CAUTION: EXTERNAL MAIL. DO NOT CLICK ON LINKS OR OPEN ATTACHMENTS YOU DO NOT TRUST.**

Good morning,

Zayo has no existing plant in the area indicated in your submission. No markup and no objection. Thank you.

Phil Arbeau  
Utility Circulations

## Bubas, Sonya

---

**Subject:** FW: Airport Rd EA - Town of Caledon - Draft ESR Comments

---

**From:** Arash Olia <Arash.Olia@caledon.ca>  
**Sent:** June 11, 2021 4:03 PM  
**To:** Bubas, Sonya <sonya.bubas@peelregion.ca>  
**Cc:** Saddi, Asha <Asha.Saddi@peelregion.ca>  
**Subject:** Re: Airport Rd EA - Town of Caledon - Draft ESR Comments

**CAUTION: EXTERNAL MAIL. DO NOT CLICK ON LINKS OR OPEN ATTACHMENTS YOU DO NOT TRUST.**

Hi Sania,

Thanks for your email. I see the benefit of adding this to the ESR and where it speaks to the staged approach. Currently the report only speaks to the traffic operations and not safety benefits of single lane roundabout as the Town's position.

Thanks,

Arash Olia, Ph.D., P.Eng.  
Manager, Transportation Engineering  
Engineering Services Department

Office: 905.584.2272 x.4073  
Cell: 416.452.7091  
Email: [arash.olia@caledon.ca](mailto:arash.olia@caledon.ca)

Town of Caledon | [www.caledon.ca](http://www.caledon.ca) | [www.visitcaledon.ca](http://www.visitcaledon.ca) | Follow us @YourCaledon

---

**From:** Bubas, Sonya <[sonya.bubas@peelregion.ca](mailto:sonya.bubas@peelregion.ca)>  
**Sent:** Friday, June 11, 2021 7:30:46 PM  
**To:** Arash Olia <[Arash.Olia@caledon.ca](mailto:Arash.Olia@caledon.ca)>  
**Cc:** Saddi, Asha <[asha.saddi@peelregion.ca](mailto:asha.saddi@peelregion.ca)>  
**Subject:** Airport Rd EA - Town of Caledon - Draft ESR Comments

**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 Arash,

Thank you. We will review where this can be referenced in the report. For context, it may be suitable under the Town of Caledon consultation section, where we explain the Town's input and how that led to the commitment to consider a phased-in approach during detailed design. It may be appropriate to reference these paragraphs in quotations as input directly from the Town's Staff report.

Regards,

**Sonya Bubas, MCIP, RPP**  
Project Manager  
Infrastructure Programming & Studies  
Region of Peel  
10 Peel Centre Dr., Suite B, 4<sup>th</sup> Floor  
Brampton, ON L6T 4B9





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.

**From:** Arash Olia <[Arash.Olia@caledon.ca](mailto:Arash.Olia@caledon.ca)>  
**Sent:** June 11, 2021 10:42 AM  
**To:** Bubas, Sonya <[sonya.bubas@peelregion.ca](mailto:sonya.bubas@peelregion.ca)>  
**Subject:**

**CAUTION: EXTERNAL MAIL. DO NOT CLICK ON LINKS OR OPEN ATTACHMENTS YOU DO NOT TRUST.**

Hi Sonya – happy Friday. Would you please consider adding the following paragraph from the staff report to ESR?

Thanks,

*Town staff have reviewed the two-lane roundabout proposal with consideration for traffic operation, safety and the surrounding village context.*

*It is anticipated that pedestrian activity at the Cranston intersection will increase significantly with the build-out of the Triple Crown Subdivision. It is well documented that single-lane roundabouts are generally preferable to multi-lane roundabouts near schools because they offer simpler crossings for children. The Caledon East Public School is located northwest of the Cranston Drive/Airport Road intersection.*

*The two most common crashes at roundabouts are failure to yield and improper lane use, which are both more frequent at multi-lane roundabouts. Single-lane roundabouts are relatively straight-forward for drivers to understand and travel through to their destination. Multi-lane roundabouts add another dynamic with lane choices and short weaving distances. This is evident when comparing the multi-lane roundabouts on King Street in Bolton to the single-lane roundabout on Olde Base Line at Dixie Road. The roundabout at Cranston Drive is also intended to serve as a traffic calming measure for vehicles and heavy trucks entering and leaving the village core. A two-lane roundabout will increase capacity and therefore encourage higher speeds through the roundabout. This will be counterproductive from a traffic calming perspective compared to a one-lane roundabout.*

*With consideration for the above, Town staff believe a single-lane roundabout is the appropriate solution for the intersection of Cranston Drive and Airport Road.*

*Town and Regional staff have had several technical meetings to discuss the above issue and concluded that the Region will secure the necessary right-of-way for a two-lane roundabout but will consider phasing the construction of the roundabout. The roundabout could be design and constructed to have one lane initially with provisions to add a second lane in the future if required. Regional staff have agreed to consider this phased approach during the detailed design stage of the project.*

**Arash Olia, Ph.D., P.Eng.**

Manager, Transportation Engineering

Engineering Services Department

Office: 905.584.2272 x.4073

Email: [arash.olia@caledon.ca](mailto:arash.olia@caledon.ca)

Town of Caledon | [www.caledon.ca](http://www.caledon.ca) | [www.visitcaledon.ca](http://www.visitcaledon.ca) | Follow us @YourCaledon

## Bubas, Sonya

---

**Subject:** FW: Airport Road Environmental Assessment (100 metres north of King Street to 300 metres north of Huntsmill Drive) - Draft ESR for review

---

**From:** Bubas, Sonya  
**Sent:** June 11, 2021 8:42 AM  
**To:** Maria.Jawaid@ontario.ca  
**Cc:** Saddi, Asha <Asha.Saddi@peelregion.ca>  
**Subject:** FW: Airport Road Environmental Assessment (100 metres north of King Street to 300 metres north of Huntsmill Drive) - Draft ESR for review

Hello Maria,

Further to our message below, I would like to take this opportunity to highlight how the EA study has addressed a comment previously submitted by Mark Heaton at MNRF.

Mark previously suggested that the Region consider extending the posted speed limit of 50km/h on Airport Rd to north of Huntsmill Dr to reduce the potential for collisions with wildlife crossing the road. The transportation study for this EA did not recommend a reduction in the posted speed limit in the area of Huntsmill Dr. However, the EA study recommended speed reduction measures on Airport Rd, such as raised centre medians and reduced lane widths at Huntsmill Dr, to effectively encourage slower speeds of traffic approaching the intersection from north of Huntsmill Drive. These concepts were presented to agencies and the public last Fall and additional details are provided throughout the Draft Environmental Study Report (ESR).

We thank the Ministry for your comments to date. Please continue to contact Asha Saddi (copied) if you have any outstanding questions or comments on the Draft ESR by June 18.

Regards,

**Sonya Bubas, MCIP, RPP**  
Project Manager  
Infrastructure Programming & Studies  
Region of Peel  
10 Peel Centre Dr., Suite B, 4<sup>th</sup> Floor  
Brampton, ON L6T 4B9  
905-791-7800 ext. 7801



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.

---

**From:** Saddi, Asha <[asha.saddi@peelregion.ca](mailto:asha.saddi@peelregion.ca)>  
**Sent:** May 26, 2021 4:16 PM  
**To:** Kant.chawla <[Kant.chawla@caledon.ca](mailto:Kant.chawla@caledon.ca)>; Bell, Trevor (MOECC <[Trevor.Bell@ontario.ca](mailto:Trevor.Bell@ontario.ca)>); Andrew Pearce <[andrew.pearce@caledon.ca](mailto:andrew.pearce@caledon.ca)>; Arash Olia <[arash.olia@caledon.ca](mailto:arash.olia@caledon.ca)>; [Sylvia.Kirkwood@caledon.ca](mailto:Sylvia.Kirkwood@caledon.ca);

[sally.drummond@caledon.ca](mailto:sally.drummond@caledon.ca); [bell.moc@telecon.com](mailto:bell.moc@telecon.com); [markups@enbridge.com](mailto:markups@enbridge.com);  
[westcentralzonescheduling@hydroone.com](mailto:westcentralzonescheduling@hydroone.com); [Aurora.McAllister@ontario.ca](mailto:Aurora.McAllister@ontario.ca); [Maria.Jawaid@ontario.ca](mailto:Maria.Jawaid@ontario.ca);  
[kim.peters@ontario.ca](mailto:kim.peters@ontario.ca); [ian.mitchell@hydroone.com](mailto:ian.mitchell@hydroone.com); [edgar.henriquez@rci.rogers.com](mailto:edgar.henriquez@rci.rogers.com);  
[zone2scheduling@hydroone.com](mailto:zone2scheduling@hydroone.com); Mark-Ups <[Mark-Ups@enbridge.com](mailto:Mark-Ups@enbridge.com)>; [utility.circulations@zayo.com](mailto:utility.circulations@zayo.com); [Info@tnpi.ca](mailto:Info@tnpi.ca);  
Marcel Mallia <[Marcel.Mallia@enbridge.com](mailto:Marcel.Mallia@enbridge.com)>; [meetpal.chhina@enbridge.com](mailto:meetpal.chhina@enbridge.com)  
**Cc:** Meetpal Chhina <[Meetpal.Chhina@enbridge.com](mailto:Meetpal.Chhina@enbridge.com)>; [Nadeen.Wajdi-Houjeily@HydroOne.com](mailto:Nadeen.Wajdi-Houjeily@HydroOne.com); Emilio Labra  
<[Emilio.Labra@enbridge.com](mailto:Emilio.Labra@enbridge.com)>; Sandrine Exibard-Edgar <[seedgar@tnpi.ca](mailto:seedgar@tnpi.ca)>; Alyssa Rhynold <[Arhynold@tnpi.ca](mailto:Arhynold@tnpi.ca)>;  
Michelle Gruszecki <[mgruszecki@tnpi.ca](mailto:mgruszecki@tnpi.ca)>; [Mike.Miller@enbridge.com](mailto:Mike.Miller@enbridge.com); [sjohnston@IBIGroup.com](mailto:sjohnston@IBIGroup.com); Zibby Petch  
<[zibby.petch@ibigroup.com](mailto:zibby.petch@ibigroup.com)>; Bubas, Sonya <[sonya.bubas@peelregion.ca](mailto:sonya.bubas@peelregion.ca)>; Marianne Alden  
<[marianne.alden@ibigroup.com](mailto:marianne.alden@ibigroup.com)>; Lee, Arthur <[arthur.lee@peelregion.ca](mailto:arthur.lee@peelregion.ca)>  
**Subject:** Airport Road Environmental Assessment (100 metres north of King Street to 300 metres north of Huntsmill Drive) - Draft ESR for review

Hi All,

We are moving towards filing the Schedule C Airport Road EA (from 100 metres north of King Street to 300 metres north of Huntsmill Drive) in the Town of Caledon and would like to provide you with an opportunity to review the draft Environmental Study Report (ESR) and the associated appendices at this time.

The purpose of the EA was to examine the need for improvements on Airport Road to address long term issues related to planned future growth and to enhance safety for all road users. Options to address the need for road improvements, including intersection improvements, roundabouts, traffic calming measures, and infrastructure improvements for walking and cycling were also examined.

Due to the file size, we are sharing the files via Sharepoint and you can access them from the following link  
If you have any problems accessing the materials, please let me know. Also, if you circulate to other internal staff in your agency, you will have to forward the email address of those staff members so that access to the documents can be provided.

Appendix A (Consultation) is being compiled and will be sent to you separately. Please note the draft Environmental Study Report is for **internal review only**.

Kindly provide your comments **no later than June 18, 2021** so we can address them prior to filing the ESR.

If you have any questions or concerns, please do not hesitate to get in touch with me.

*Regards,*

*Asha Saddi, BA(Hons), PMP  
Technical Analyst, Infrastructure Programming & Studies  
Transportation Division  
Public Works, Region of Peel  
[Asha.Saddi@peelregion.ca](mailto:Asha.Saddi@peelregion.ca)*



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.

## Bubas, Sonya

---

**From:** Van de Valk, Jackie (OMAFRA) <Jackie.VandeValk@ontario.ca>  
**Sent:** June 27, 2018 11:58 AM  
**To:** Bubas, Sonya  
**Subject:** my contact info & list of potential agricultural impacts

Sonya,

Thanks for our conversation about the Airport Road (King St. – Huntsmill Dr., Caledon) Municipal Class EA study and for your willingness to further consider potential agricultural impacts as part of future transportation EA studies in the Region.

This is a brief list of some potential agricultural concerns that may or may not be applicable to the Airport Road Municipal Class EA study, it should not be considered exhaustive:

- consultation with potentially impacted farmers and Peel Agricultural Advisory Working Group
- road and intersection improvements interfering with movement of farm vehicles and equipment which may be very long and wide (e.g. loss of road shoulder area, new curbs, roundabout / traffic circle design)
- timing of construction during peak crop planting and harvesting periods
- construction lane closures and barriers not allowing enough room for wide farm vehicles and equipment to pass through
- long construction detours that are particularly onerous for slow-moving farm vehicles and equipment
- potential need for dust suppression during construction to avoid impacts to sensitive crops or agricultural activities
- changes to surface or subsurface drainage or drainage outlets that may impact water flow across/through farm fields or impact subsurface agricultural tile drainage
- diversion of traffic from a heavily used road onto more minor roads that farmers may already be using to avoid farm equipment travel and safety risks associated with using the more heavily travelled road
- effects on ingress and egress to farm operation headquarters and farm fields
- effects on access to any on-farm businesses and any other agri-businesses
- loss of agricultural land.

Given the above list and the relatively unique considerations associated with potential agricultural impacts and use of roads in the study area by farmers, consideration should be given to adding agriculture to the list of evaluation criteria in addition to those already identified.

As discussed, I would be happy to provide additional input as the study progresses and to potentially review information provided to the project's Technical Advisory Committee.

Best regards,  
Jackie

Jackie Van de Valk, P.Ag., Rural Planner  
Land Use Policy and Stewardship  
Ontario Ministry of Agriculture, Food and Rural Affairs  
10 – 6484 Wellington Road 7, Elora, ON N0B 1S0 • Tel: 519.846.3415



Canadian Environmental  
Assessment Agency

Agence canadienne  
d'évaluation environnementale

Ontario Region  
55 York Street, Suite 600  
Toronto ON M5J 1R7

Région de l'Ontario  
55, rue York, bureau 600  
Toronto ON M5J 1R7

May 28, 2018

Sent by email

Sonya Bubas  
Region of Peel  
10 Peel Centre Dr., Suite B  
Brampton, ON L6T 4B9  
[Sonya.bubas@peelregion.ca](mailto:Sonya.bubas@peelregion.ca)

Dear Ms. Bubas:

**Re: Information on the *Canadian Environmental Assessment Act, 2012***

Thank you for your correspondence of May 18, 2018 regarding the Study for Airport Road and King Street.


The *Canadian Environmental Assessment Act, 2012* (CEAA 2012) focuses federal environmental reviews on projects that have the potential to cause significant adverse environmental effects in areas of federal jurisdiction and applies to physical activities described in the *Regulations Designating Physical Activities* (the Regulations). Based on the information provided, your project does not appear to be described in the Regulations. **Kindly review the requirements of CEAA 2012, including the Regulations.** Given the ongoing review of the federal environmental assessment process, if your project does not proceed immediately, please review your project against any future federal legislation and pursuant regulations to confirm applicability to your project.

According to section 25 (c) of the Regulations the construction, operation, decommissioning and abandonment of a new all-season public highway that requires a total of 50 km or more of new right of way may require a Federal Environmental Assessment.

If you believe the project is not subject to a federal environmental assessment, and do not submit a project description, we kindly request that you remove the Canadian Environmental Assessment Agency from your distribution list.

If you have questions, please get in touch with our office through the switchboard at 416-952-1576. The attachment that follows provides web links to useful legislation, regulation, and guidance documents.

Sincerely,



Anjala Puvananathan  
Director, Ontario Region  
Attachment – Useful Legislation, Regulation, and Guidance Documents

## **Attachment – Useful Legislation, Regulation, and Guidance Documents**

For more information on the *Canadian Environmental Assessment Act, 2012* (CEAA 2012), please access the following links on the Canadian Environmental Assessment Agency's (the Agency) website:

Overview of CEAA 2012

<http://www.ceaa.gc.ca/default.asp?lang=En&n=16254939-1>

*Regulations Designating Physical Activities, and Prescribed Information for a Description of a Designated Project Regulations*

<http://www.ceaa.gc.ca/default.asp?lang=En&n=9EC7CAD2-1>

If your project is in a federally designated wildlife area or migratory bird sanctuary please check section 1 of the Regulations, which details the designated projects specific to those locations.

If it appears that CEAA 2012 may apply to your proposed project, you must provide the Agency with a description of the proposed project. Please see the link below to the Agency's guide to preparing a project description.

Guide to Preparing a Description of a Designated Project

<http://www.ceaa.gc.ca/default.asp?lang=En&n=3CA9CEE5-1>

Canadian Environmental Assessment Agency  
55 St. Clair Ave. E., Suite 907  
Toronto, ON M4T 1M2

Attention: Anjala Puvananathan, Director, Ontario Region

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

**Public Works**

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

peelregion.ca

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 or a representative of your organization 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.**

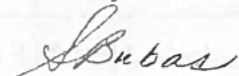
**Caledon East Community Centre, Hall A, 6215 Old Church Road, Caledon**

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](mailto:sonya.bubas@peelregion.ca)

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

c: 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. 1  
Monday, June 4, 2018**

**PLEASE PRINT**

**Public Works**

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

peelregion.ca

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, 4<sup>th</sup> floor  
Brampton, Ontario L6T 4B9  
Phone: 905-791-7800 ext. 7794  
Fax: 905-791-1442  
Email: [asha.saddi@peelregion.ca](mailto:asha.saddi@peelregion.ca)



## 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

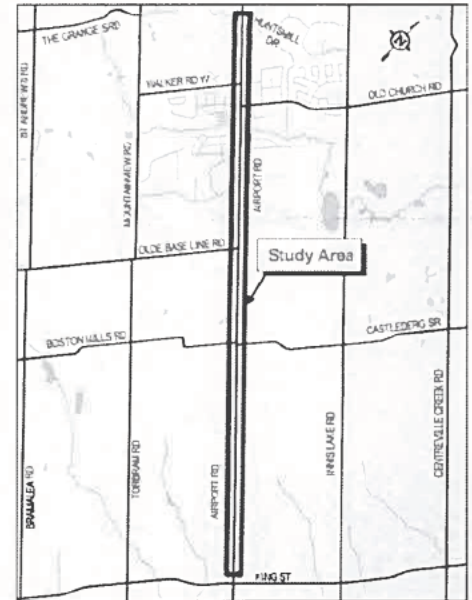
This Study will not be considering road widening for additional through traffic lanes on Airport Road and will support the Caledon East Community Improvement Plan, including streetscaping.

### 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/envirom-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, 4<sup>th</sup> Floor  
Brampton, ON L6T 4B9  
Tel: 905-791-7800 ext. 7801  
Fax: 905-791-1442  
Email: [sonya.bubas@peelregion.ca](mailto:sonya.bubas@peelregion.ca)

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



**Agency List: Airport Road - 100m north of King Street to 300m north of Huntmill Drive**

Type	AGENCY	FIRST NAME	SECOND NAME	POSITION	ADDRESS	EMAIL
Clerk	Town of Caledon	Carey	deGorter	Town Clerk	6311 Old Church Road, Caledon ON L7C 1J6	MAIL OUT
Council	Town of Caledon	Doug	Beffort	Area Councillor - Ward 1	6311 Old Church Road, Caledon East, ON L7C 1J6	<a href="mailto:doug.beffort@caledon.ca">doug.beffort@caledon.ca</a>
Council	Town of Caledon	Gord	McClure	Area Councillor - Ward 2	6311 Old Church Road, Caledon East, ON L7C 1J6	<a href="mailto:gord.mcclure@caledon.ca">gord.mcclure@caledon.ca</a>
Council	Town of Caledon	Nick	deBoer	Area Councillor - Wards 3 & 4	6311 Old Church Road, Caledon East, ON L7C 1J6	<a href="mailto:nick.deboer@caledon.ca">nick.deboer@caledon.ca</a>
Council	Town of Caledon	Allan	Thompson	Mayor	6311 Old Church Road, Caledon East, ON L7C 1J6	<a href="mailto:allan.thomson@caledon.ca">allan.thomson@caledon.ca</a>
Council	Town of Caledon	Ian	Sinclair	Regional Councillor - Ward 1	6311 Old Church Road, Caledon East, ON L7C 1J6	<a href="mailto:an.sinclair@caledon.ca">an.sinclair@caledon.ca</a>
Council	Town of Caledon	Johanna	Downey	Regional Councillor - Ward 2	6311 Old Church Road, Caledon East, ON L7C 1J6	<a href="mailto:ohanna.downey@caledon.ca">ohanna.downey@caledon.ca</a>
Council	Town of Caledon	Jennifer	Innis	Regional Councillor - Wards 3 & 4	6311 Old Church Road, Caledon East, ON L7C 1J6	<a href="mailto:ennifer.innis@caledon.ca">ennifer.innis@caledon.ca</a>
Municipal - CS	Town of Caledon and Caledon Heritage	Sally	Drummond	Heritage Resource Officer, Development Approval and Planning	6311 Old Church Road, Caledon East, ON L7C 1J6	<a href="mailto:sally.drummond@caledon.ca">sally.drummond@caledon.ca</a>
Municipal - CS	Town of Caledon	Brian	Baird	Manager, Parks, Community Services	6310 Old Church Road, Caledon, ON L7C 1J6	<a href="mailto:brian.baird@caledon.ca">brian.baird@caledon.ca</a>
Municipal - CS	Town of Caledon			Senior Development Planner/Urban Designer, Planning and Development, Community Services	6311 Old Church Road, Caledon, ON L7C 1J6	
	Town of Caledon	Kant	Chawla	Senior Transportation Planner, Development Approval and Planning Policy Manager, Transportation Engineering Finance and Infrastructure Services	6312 Old Church Road, Caledon East, ON L7C 1J6	<a href="mailto:kant.chawla@caledon.ca">kant.chawla@caledon.ca</a>
Municipal	Town of Caledon	Andrew	Pearce	Director, Engineering	6311 Old Church Road, Caledon East, ON L7C 1J6	<a href="mailto:Andrew.Pearce@caledon.ca">Andrew.Pearce@caledon.ca</a>
Municipal - FIS	Town of Caledon	Fuwng	Wong	General Manager, Finance and Infrastructure Services	6313 Old Church Road, Caledon, ON L7C 1J6	<a href="mailto:fuwing.wong@caledon.ca">fuwing.wong@caledon.ca</a>
Provincial	Ministry of Indigenous Relations and Reconciliation	Rachel	Manson-Smith	Manager (A), Ministry Partnerships Unit	4th Floor, 160 Bloor St E, Toronto ON M7A 2E6	<a href="mailto:maa_ea_review@ontario.ca">maa_ea_review@ontario.ca</a>
Provincial	Ministry of Agriculture, Food and Rural Affairs	Jackie	Van de Valk	Rural Planner - Environmental and Land Use Policy, Food Safety and	Elora Resource Centre, Unit 10, 6484 Wellington Road 7, Elora ON N0B	<a href="mailto:jackie.vandevalk@ontario.ca">jackie.vandevalk@ontario.ca</a>
Provincial	Ministry of Community Safety and Correctional Services	Robert	Greene	Director	George Drew Building, 13th Floor, 25 Grosvenor St, Toronto, ON M7A 2G8	<a href="mailto:Robert.Greene@ontario.ca">Robert.Greene@ontario.ca</a>
Provincial	Ministry of Municipal Affairs	Mark	Christie	Manager, Community Planning and Development (East), Central	College Park, 13th Fir, 777 Bay St., Toronto ON M5G 2E5	<a href="mailto:Mark.Christie@ontario.ca">Mark.Christie@ontario.ca</a>
Provincial	Ministry of Natural Resources and Forestry	Maria	Jawaid	Area Biologist, Halton/Peel/Toronto	50 Bloomington Rd, Aurora ON L4G0L8	<a href="mailto:maria.jawaid@ontario.ca">maria.jawaid@ontario.ca</a>
Provincial	Ministry of Natural Resources and Forestry	Lisa	Grbnicek			<a href="mailto:isa.qrbnicek@ontario.ca">isa.qrbnicek@ontario.ca</a>
Provincial	Ministry of the Environment and Climate Change	Email	Email	Email	Email	<a href="mailto:MEA.Notices.EAAB@ontario.ca">MEA.Notices.EAAB@ontario.ca</a>
Provincial	Ministry of the Environment, Conservation and Parks	Trevor	Bell	Environmental Resource Planner/EA Coordinator	Place Nouveau, 9th Fir, 5775 Yonge St, Toronto ON M2M4J1	<a href="mailto:Trevor.Bell@ontario.ca">Trevor.Bell@ontario.ca</a>

**Agency List: Airport Road - 100m north of King Street to 300m north of Huntmill Drive**

Type	AGENCY	FIRST NAME	SECOND NAME	POSITION	ADDRESS	EMAIL
Provincial	Ministry of the Environment, Conservation and Parks	Aurora	McAllister	Management Biologist, Permission and Compliance, Species at Risk Branch	50 Bloomington Road Aurora, ON L4G 0L8	<a href="mailto:aurora.mcallister@ontario.ca">aurora.mcallister@ontario.ca</a>
Provincial	Ministry of Tourism, Culture and Sport	Weifang	Dong	Manager (A), Sport, Recreation and Community Division Policy Branch	777 Bay Street, 18th Floor Toronto ON M7A 1S5	<a href="mailto:Weifang.dong@ontario.ca">Weifang.dong@ontario.ca</a>
Provincial	Ministry of Tourism, Culture and Sport	Laura	Hatcher	Team Lead, Heritage Land Use Planning (A), Heritage Program Unit, Programs and Services Branch	401 Bay St, Suite 1700, Toronto, ON M7A 0A7	<a href="mailto:aura.e.hatcher@ontario.ca">aura.e.hatcher@ontario.ca</a>
Provincial	Ministry of Transportation	Jason	White	Manager, Engineering Office, Central Region, Provincial Highways Management Division	Bldg D 5th Flr, 159 Sir William Hearst Ave, Toronto, ON M3M 0B7	<a href="mailto:ason.white@ontario.ca">ason.white@ontario.ca</a>
Provincial	Niagara Escarpment Commission	Kim	Peters	Senior Strategic Advisor	232 Guelph St, Georgetown, ON L7G 4B1	<a href="mailto:necgeorgetown@ontario.ca">necgeorgetown@ontario.ca</a>
Provincial	Ontario Provincial Police	Marcus	Sanderson	Sergeant	15924 Innis Lake Road, Caledon, ON L7C 2Z1	<a href="mailto:marcus.sanderson@opp.ca">marcus.sanderson@opp.ca</a>
Federal	Canadian Environmental Assessment Agency	Anjala	Puvananathan	Director, Ontario Region	55 St. Clair Ave. E., Suite 907, Toronto, ON M4T 1M2	<a href="mailto:Anjala.puvananathan@ceaa-acee.gc.ca">Anjala.puvananathan@ceaa-acee.gc.ca</a>
Federal	Environment and Climate Change Canada	Rob	Dobos	Manager, Environmental Assessment Section, Environmental Protection Branch - Ontario Region	PO Box 5050, 867 Lakeshore Rd, Burlington, ON L7S 1A1	<a href="mailto:rob.dobos@ec.gc.ca">rob.dobos@ec.gc.ca</a>
Federal	Fisheries and Oceans Canada	Julie	Dahl	Regional Manager, Habitat Management, Fisheries Protection Program, Ecosystem Management, Central Region	867 Lakeshore Road, P.O. Box 5050, Burlington, ON L7R 4A6	MAIL OUT
Federal	Fisheries and Oceans Canada	Dan	Thompson	Team Leader - Triage and Planning	867 Lakeshore Road, P.O. Box 5050 Burlington, ON L7R 4A6	<a href="mailto:dan.thompson@dfo-mpo.gc.ca">dan.thompson@dfo-mpo.gc.ca</a>
Federal	Indigenous and Northern Affairs Canada			Environmental Assessment Coordination, Environmental Unit, Lands and Economic Development	25 St. Clair Ave E, 8th Floor, Toronto, Ontario M4T 1M2	<a href="mailto:FACoordination_ON@andc-aadnc.gc.ca">FACoordination_ON@andc-aadnc.gc.ca</a>
Federal	Transport Canada	Email	Email	Email	Email	<a href="mailto:EnviroOnt@tc.gc.ca">EnviroOnt@tc.gc.ca</a>

**Agency List: Airport Road - 100m north of King Street to 300m north of Huntmill Drive**

Type	AGENCY	FIRST NAME	SECOND NAME	POSITION	ADDRESS	EMAIL
Conservation	Credit Valley Conservation	Jakub	Kilis	Planner, Environmental Assessment	1255 Old Derry Rd, Mississauga, ON L5N 6R4	<a href="mailto:Jakub.Kilis@cvc.ca">Jakub.Kilis@cvc.ca</a>
Conservation	Toronto and Region Conservation Authority	Suzanne	Bevan	Senior Planner, Environmental Assessment Planning	5 Shoreham Drive, Downsview, ON M3N 1S4	<a href="mailto:Suzanne.Bevan@trca.ca">Suzanne.Bevan@trca.ca</a>
Education	Conseil scolaire de district catholique Centre-Sud	Andre	Blais	Director of Education	110 Drewry Avenue, Toronto, ON M2M 1C8	<a href="mailto:ablais@csdccc.edu.on.ca">ablais@csdccc.edu.on.ca</a>
Education	Conseil scolaire Viamonde	Martin	Bertrand	Director of Education	116, Cornelius Parkway, Toronto, ON M6L 2K5	<a href="mailto:bertrandm@csviamonde.ca">bertrandm@csviamonde.ca</a>
Education	Dufferin-Peel Catholic District School Board	Marianne	Mazzorato	Director of Education	40 Matheson Boulevard West, Mississauga, ON L5R 1C5	MAIL OUT
Education	Peel District School Board	Branko	Vidovic	Planning & Accommodation Support Services	5650 Hurontario Street, Mississauga, ON L5R 1C6	<a href="mailto:branko.vidovic@peelsb.com">branko.vidovic@peelsb.com</a>
Education	Peel District School Board	Amar	Singh	Planner, Planning and Accommodation Department	5650 Hurontario Street, Mississauga, ON L5R 1C6	<a href="mailto:amar.singh@peelsb.com">amar.singh@peelsb.com</a>
Education	Student Transportation of Peel Region				Keaton Centre, 5685 Keaton Crescent, Mississauga, ON L5R 3H5	MAIL OUT
Emergency	Peel Regional Police	Nishan	Duraiappah	Chief	7750 Hurontario Street, Brampton, ON L6V 3W6	<a href="mailto:nishan.duraiappah@peelpolice">nishan.duraiappah@peelpolice</a>
Emergency	Region of Peel Ambulance Service	Peter	Dundas	Director-Paramedic Services	5299 Maingate Dr, Mississauga, ON L4W 1G6	<a href="mailto:peter.dundas@peelregion.ca">peter.dundas@peelregion.ca</a>
Emergency	Town of Caledon Fire and Emergency Services	Chief Darryl	Bailey	Chief	6211 Old Church Road, Caledon East, ON	<a href="mailto:darryl.bailey@caledon.ca">darryl.bailey@caledon.ca</a>

**Agency List: Airport Road - 100m north of King Street to 300m north of Huntmill Drive**

Type	AGENCY	FIRST NAME	SECOND NAME	POSITION	ADDRESS	EMAIL
Utility	Bell Canada Municipal Operations Centre	Diana	Velez	c/o Telecon	200 Town Centre Boulevard, Suite 300, Markham, ON L3R 8G5	<a href="mailto:bell.moc@telecon.com">bell.moc@telecon.com</a>
Utility	Enbridge Gas Distribution Inc	Diana	Beaulne	Mark-Up Administrator	500 Consumers Road, 4th Floor, North York, ON M2J 1P8	<a href="mailto:markups@enbridge.com">markups@enbridge.com</a> <a href="mailto:Meetpal.Chhina@enbridge.com">Meetpal.Chhina@enbridge.com</a> <a href="mailto:Marcel.Mallia@enbridge.com">Marcel.Mallia@enbridge.com</a> <a href="mailto:Emilio.Labra@enbridge.com">Emilio.Labra@enbridge.com</a> <a href="mailto:Mike.Miller@enbridge.com">Mike.Miller@enbridge.com</a> <a href="mailto:Mark-Ups@enbridge.com">Mark-Ups@enbridge.com</a> <a href="mailto:meetpal.chhina@enbridge.com">meetpal.chhina@enbridge.com</a>
Utility	Hydro One Networks Inc			Planning and Scheduling Department	40 Olympic Drive, Dundas, ON L9H 7P5	<a href="mailto:westcentralzonescheduling@hydroone.com">westcentralzonescheduling@hydroone.com</a>
Utility	Hydro One	Julie	Thomson			<a href="mailto:zone2scheduling@hydroone.com">zone2scheduling@hydroone.com</a> <a href="mailto:Nadeen.Waidi-Houjeily@HydroOne.com">Nadeen.Waidi-Houjeily@HydroOne.com</a>
Utility	Hydro One Telecom	Ian	Mitchell	EA Coordinator	65 Kelfield Street, Rexdale, ON M9W 5A3	<a href="mailto:ian.mitchell@hydroone.com">ian.mitchell@hydroone.com</a>
Utility	Rogers Cable	Edgar	Henriquez	EA Coordinator	3573 Wolfedale Road, Mississauga, ON L5C 3T6	<a href="mailto:edgar.henriquez@rci.rogers.com">edgar.henriquez@rci.rogers.com</a>
Utility	TransCanada Pipelines Inc.			Head Office	450-1 Street SW, Calgary, AB T2P 5H1	MAIL OUT
Utility	Trans-Northern Pipelines Inc.			Head Office	310-45 Vogell Road, Richmond Hill, ON L4B 3P6	<a href="mailto:nfo@tnpi.ca">nfo@tnpi.ca</a>
Utility	Zayo (formerly Allstream)	Ian	Fleming	EA Coordinator	50 Worcester Road, Toronto, ON M9W 5X2	<a href="mailto:Utility.circulations@zayo.com">Utility.circulations@zayo.com</a>

**Agency List: Airport Road - 100m north of King Street to 300m north of Huntsmill Drive**

Type	AGENCY	FIRST NAME	SEC.OND NAME	POSITION	ADDRESS	EMAIL
Indigenous	Haudenosaunee Confederacy Development Institute	Hazel	Hill	Interim Director HDI	16 Sunrise Court, Suite 407, P.O. Box 714, Ohsweken, ON N0A 1M0	
Indigenous	The Metis Nation of Ontario and Credit River Metis Council	Linda	Norheim	Manager - Lands, Resources & Consultation	500 Old St. Patrick St, Unit 3, Ottawa, ON K1N 9G4	<a href="mailto:consultations@metisnation.org">consultations@metisnation.org</a>
Indigenous	Curve Lake First Nation	Julie Kapyrka and Kaitlyn Hill		Lands Consultation Liasion	22 Wiinookeeda Road, Curve Lake, ON K0L 1R0	<a href="mailto:mdutvtoconsult@curvelakefn.ca">mdutvtoconsult@curvelakefn.ca</a>
Indigenous	Curve Lake First Nation	Emily	Wheung	Chief	22 Wiinookeeda Road, Curve Lake, ON K0L 1R0	<a href="mailto:chief@curvelakefn.ca">chief@curvelakefn.ca</a>
Indigenous	Mississaugas of Scugog Island First Nation	Dave	Mowat	Community Consultation Specialist	22521 Island Rd., Port Perry, ON L9L 1B6	<a href="mailto:dmowat@scuqoqfirstnation.com">dmowat@scuqoqfirstnation.com</a>
Indigenous	Chippewas of Georgina Island, Georgina Island Administration Office	Janice	Taylor	Band Manager	R.R.#2 Box N-13, Sutton West, ON L0E 1R0	MAIL OUT
Indigenous	Alderville First Nation	Dave	Simpson	Land and Resources	11696 Second Line, Roseneath ON K0K 2X0	<a href="mailto:consultation@alderville.ca">consultation@alderville.ca</a>
Indigenous	Mississaugas of the Credit Nation	Fawn	Sault	Consultation Manager	2709 Mississauga Road, R.R. #6, Hagersville, ON, N0A 1H0	<a href="mailto:Meqan.Devries@mncfn.ca">Meqan.Devries@mncfn.ca</a> <a href="mailto:Peter.Frizer@mncfn.ca">Peter.Frizer@mncfn.ca</a>
Indigenous	The Metis Nation of Ontario and Credit River Metis Council	Ted	Cousins		500 Old St. Patrick St, Unit 3, Ottawa, ON K1N 9G4	<a href="mailto:tedc@metisnation.org">tedc@metisnation.org</a>
Indigenous	Huron-Wendat First Nation	Maxime	Picard			<a href="mailto:maxime.picard@cnhw.qc.ca">maxime.picard@cnhw.qc.ca</a>
Special Interest	Town of Caledon Cycling Task Force			Chair	6311 Old Church Road, Caledon, Ontario L7C 1J6	MAIL OUT



**September 9, 2021 Updates**

- [anneleis.eckert@ontario.ca](mailto:anneleis.eckert@ontario.ca)
- [communications@peelsb.com](mailto:communications@peelsb.com)
- [Bianca.bielski@peelsb.com](mailto:Bianca.bielski@peelsb.com)
- [rosi.zirger@ontario.ca](mailto:rosi.zirger@ontario.ca)
- [dan.minkin@ontario.ca](mailto:dan.minkin@ontario.ca)
- [SouthernFBCPlanning@hydroone.com](mailto:SouthernFBCPlanning@hydroone.com)
- [mblin.reid@caledon.ca](mailto:mblin.reid@caledon.ca)
- [Arash.Ota@caledon.ca](mailto:Arash.Ota@caledon.ca)
- [Ed.Sajedki@caledon.ca](mailto:Ed.Sajedki@caledon.ca)

