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**March 31, 2021**

REGION OF PEEL  
OFFICE OF THE REGIONAL CLERK



March 31, 2021

Sent via E-Mail: [Kathryn.Lockyer@peelregion.ca](mailto:Kathryn.Lockyer@peelregion.ca)

Kathryn Lockyer, Regional Clerk and Interim Commissioner of Corporate Services  
Region of Peel  
10 Peel Center Drive  
Brampton, ON L6T 4B9

Dear Ms. Lockyer,

**RE: STAFF REPORT 2021-0071: TOWN COMMENTS REGARDING THE REGION OF PEEL'S CLASS ENVIRONMENTAL ASSESSMENT STUDY OF AIRPORT ROAD, WARD 3**

I am writing to advise that at the Town Council meeting held on March 30, 2021, Council adopted a resolution regarding Town Comments for the Region of Peel's Class Environmental Assessment Study of Airport Road. The Town is requesting that the Region of Peel address staff's comments regarding the recommended options for the proposed improvements of Airport Road as outlined in Staff Report 2021-0071 through the subsequent detailed design phase of the project.

The resolution reads as follows:

*That the Region of Peel be requested to address staff's comments regarding the recommended alternatives of the proposed Airport Road improvements as outlined in Staff Report 2021-0071 through the subsequent detailed design phase of the project;*

*That staff report on the outcome and recommendations of the Urban Design Focus Area Study to a future Planning and Development Committee meeting; and*

*That a copy of this report be forwarded to the Region of Peel.*

A copy of Staff Report 2021-0071 has been included for your reference.

For more information regarding this request, please contact Arash Olia, Manager, Transportation Engineering, Engineering Services, for the Town of Caledon by email to [arash.olia@caledon.ca](mailto:arash.olia@caledon.ca) or by phone at 905.584.2272 ext. 4073.

Thank you for your attention to this matter. We look forward to hearing from you.

Sincerely,

Laura Hall, Director, Corporate Services / Town Clerk

Cc: Arash Olia, Manager, Transportation Engineering, Town of Caledon, [arash.olia@caledon.ca](mailto:arash.olia@caledon.ca)

## Staff Report 2021-0071

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Meeting Date: March 23, 2021

Subject: Town Comments regarding the Region of Peel's Class Environmental Assessment Study of Airport Road

Submitted By: Arash Olia, Manager, Transportation Engineering, Engineering Services

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### RECOMMENDATION

That the Region of Peel be requested to address staff's comments regarding the recommended alternatives of the proposed Airport Road improvements as outlined in Staff Report 2021-0071 through the subsequent detailed design phase of the project;

That staff report on the outcome and recommendations of the Urban Design Focus Area Study to a future Planning and Development Committee meeting; and

That a copy of this report be forwarded to the Region of Peel.

### REPORT HIGHLIGHTS

- The Airport Road Class Environmental Assessment study (EA) identifies the necessary improvements along the segment of the corridor between King Street and Huntmill Drive to address planned future growth, enhance corridor safety, and promote walking and cycling opportunities. The recommendations from the Study are intended to also support economic viability and downtown vibrancy in Caledon East by introducing traffic calming measures, roundabouts, and improved road geometrics.
- The EA recommends two new roundabouts on Airport Road at Boston Mills Road and Cranston Drive.
- Town staff are supportive of the EA's recommendations subject to the Region addressing the comments as outlined in this report through the subsequent detailed design phase of the project.
- The Town will be leading the Urban Design Focus Area Study for the commercial lands west of the intersection of Airport Road and Old Church Road.

### DISCUSSION

The purpose of this Report is to supplement the Region of Peel's presentation regarding the Region of Peel's Class Environmental Assessment (EA) for Airport Road from north of King Street to Huntmill Drive and to provide staff's recommended comments.

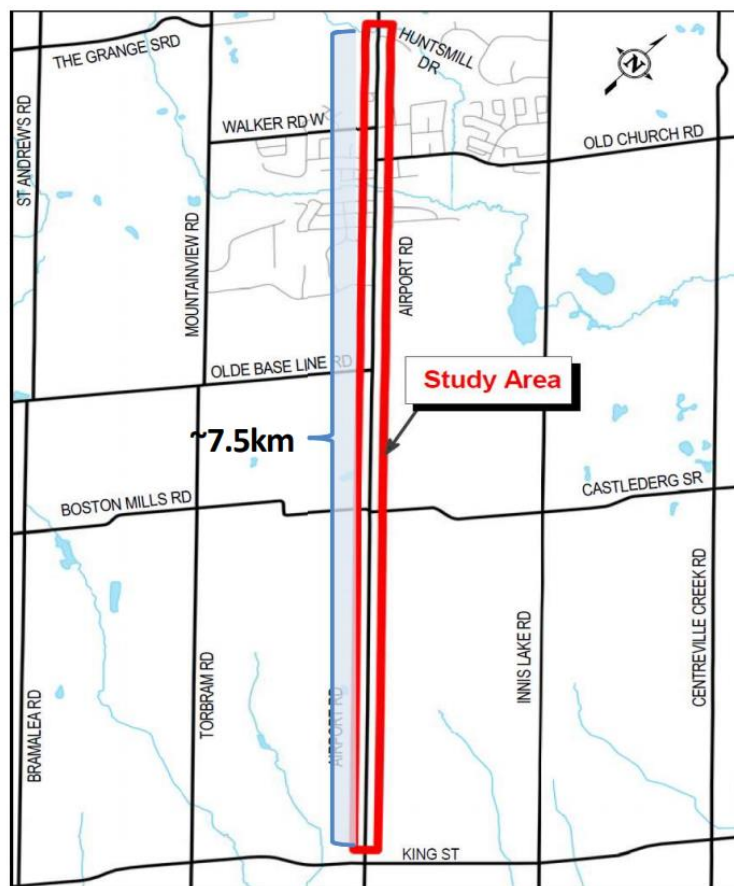
The Region of Peel has undertaken a Class Environmental Assessment for Airport Road from north of King Street to Huntmill Drive as illustrated in **Figure 1** below. There are two communities in the study area, Caledon East and Mono Road, where increasing traffic volume,



heavy trucks, noise and speeding have been identified as significant concerns by local residents within the noted area. Previous studies have also identified a need for improved walking and cycling infrastructure along the corridor.

The study area is approximately 7.5 kilometers long. It extends from 100 meters north of King Street to 300 meters north of Huntsmill Drive as illustrated in **Figure 1**. The corridor is a major regional road serving through traffic, goods movement, and local traffic. The corridor includes Caledon East, where Airport Road is urbanized with direct frontage residential, commercial, and retail land use. The corridor also travels through the small community of Mono Road. Outside of the communities, Airport Road has a mix of land-uses such as residential, small businesses, and agriculture, most of which have direct access to the roadway.

**Figure 1: Study Area**



This EA was subject to the Schedule 'C' planning and design process of the Municipal Class Environmental Assessment (Class EA). This EA study has completed phases 1 to 3 of the Municipal Class EA by establishing the need and justification for the project, considering all alternatives, and proactively involving the public in defining a recommended plan for both short-term and long-term improvements. The EA study is nearing completion and the

associated Environmental Study Report (ESR) is expected to be filed for public review in April 2021.

The summary of findings based on Phase 1 and Phase 2 of the Study is as follows:

**Phase 1: Problem and Opportunities:**

- Busy arterial road provides access to Caledon East and Mono Road community
- Community concerns with through traffic, heavy trucks and high traffic speeds
- Traffic volumes expected to increase due to background growth and local developments
- Limited space available for road widening
- Need to better accommodate all uses in the corridor (traffic, goods movement, walking and cycling) to improve safety and support local communities

**Phase 2: Preferred solution:**

- Provide for active transportation by adding or enhancing facilities that accommodate walking and cycling
- Improve traffic operations (e.g., add traffic calming measures, traffic signals or roundabouts, turn lanes; realign intersections; and/or improve road geometrics)
- Encourage goods movement travelling northwest to use alternatives to Airport Road through Caledon East.

**An enhanced public consultation process was followed for the EA**

The Region has had several meetings and Public Information Centres (PIC) with the public and indigenous communities, community working group, Town staff, technical agencies, and the Town's officials during the course of the Study to receive their feedback and comments.

**Recommended Road Cross Sections and Active Transportation**

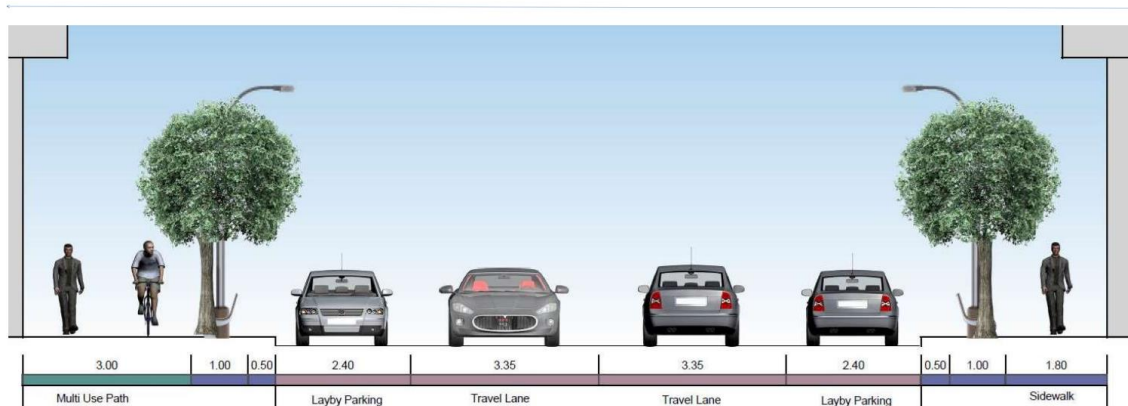
Alternative design concepts were developed for the preferred solution. Due to the different nature of the sections within the study area, separate sets of design concepts were deemed necessary. The cross-sections for the recommended design concepts are shown below. It is to be noted that the typical road cross-sections and active transportation facilities along the corridor were presented to the Caledon Active Transportation Task Force and members were supportive of the proposed recommendations.

## Airport Road between Walker Road and Caledon Trail-Way

The preferred design concept for the section of Airport Road within the village core of Caledon East is shown in **Figure 2** below.

The proposed cross-section specifies a narrower travel lane as a traffic calming measure. Street parking will be maintained on both sides of the road to support area businesses and trail users and to promote slower vehicle speeds through the core. The pedestrian zones will include a multi-use path on the west side and an improved sidewalk on the east side of the road. It is anticipated that the streetscape will be enhanced with new streetlights, planting zones, street furniture and decorative hard surface treatments such as patterned concrete. The specifics of the streetscape will be addressed through the detailed design stage in consultation with Town staff.

**Figure 2: Recommended Road Cross-Section  
Airport Road between Walker Road to Caledon Trailway**



## Airport Road between Caledon Trailway to Hilltop Drive

The segment of Airport Road between the Caledon Trailway and Hilltop Drive is narrow, so the existing two-lane road cross-section will be maintained. Like the northern section, the width of the travel lanes will be reduced to promote slower speeds and to provide more boulevard space. Sidewalks will be provided on both sides of the road, together with new street lighting and streetscape. Because this portion of the corridor is narrow, the provision of a dedicated cycling facility is not possible. Accordingly, the EA includes a recommendation to establish an alternative signed bike route along Mountcrest Road through the residential neighborhood on the east side of Airport Road to provide connectivity in the cycling network as illustrated in **Figure 3 and 4**.

Figure 3: Signed bike route from Caledon Trailway to the south of Hilltop Drive



Figure 4: Signed bike route – connection of Mountcrest Road and Airport Road

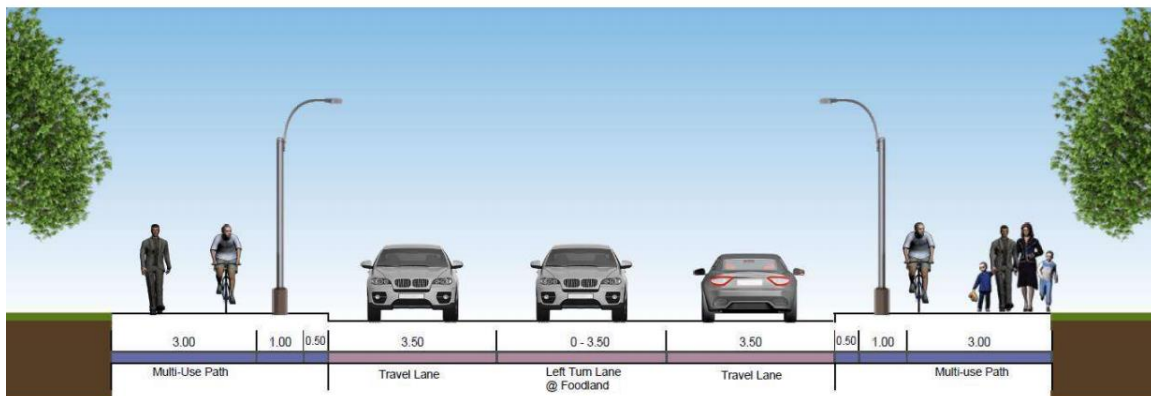


### Airport Road from Hilltop Drive to south limit of Triple Crown Development

This segment of Airport Road will undergo significant change resulting from the road improvements and development in the area. Apart from next to the Foodland plaza, most of this road segment currently has a rural cross-section with gravel shoulders and ditches. With consideration for the proposed development in the area, the Region is proposing to fully urbanize this segment of Airport Road, including curb, storm sewer, multi-use paths on both sides of the road, streetlights and urban streetscape, as shown in **Figure 5**. Staff recommend, the Region, consistent with the other segments of Airport Road within the limits of the village, reduce the width of the travel lanes to 3.35 metres to encourage slower speeds during the detailed design stage and in consultation with the Town.

The approved Triple Crown residential development will have dwelling units that front onto Airport Road, as shown in **Figure 4**. Accordingly, the design of the east boulevard of Airport Road and the front yards of the adjacent dwelling units must be coordinated and designed with consideration for the approved urban design guidelines for the subdivision. This issue will be addressed through the subsequent detailed design stage.

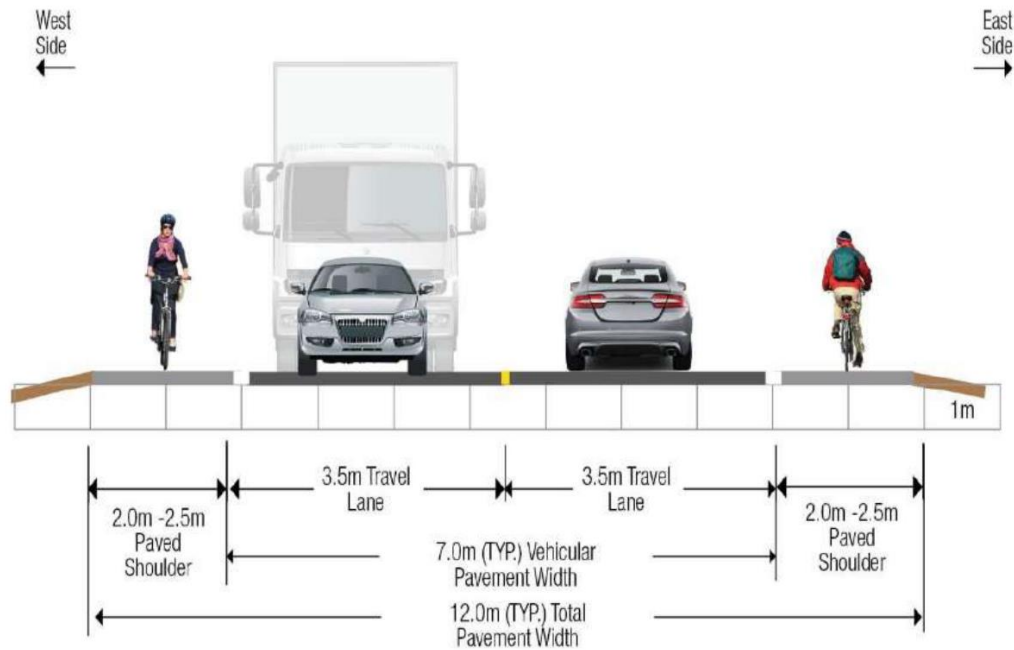
**Figure 5: Recommended Cross-Section  
Hilltop Drive to the south of Cranston Drive (limit of Triple Crown Development)**



### Rural Section of the Study Area - King Street to the south of Cranston Drive and Leamster Trail to Huntsmill Drive

The preferred design concept for the rural sections of the study area, being King Street to the south of Cranston Drive (including Mono Roads) and Leamster Trail to Huntsmill Drive, includes reduced lane widths and paved Shoulders with rumble strips to make it safer for cyclists and is illustrated in **Figure 6**.

**Figure 6: Recommended Road Cross-Section  
Rural Section of the Study Area**



**Two Roundabouts are being proposed in the corridor**

Roundabouts are proven to avoid major collisions and fatalities caused by high speeds, red-light running and head-on collisions. Those collisions that do occur at roundabouts tend to be at low speed and involve side impacts.

Two roundabouts are being proposed within the corridor.

**Castlederg Side Road / Boston Mills Road** is a two-lane east-west major collector road that intersects Airport Road at an offset intersection with no turning lanes provided. The EA planning report suggests realigning the minor approaches to a standard four-leg intersection. This intersection was selected as a location for a one-lane roundabout because of its current geometric deficiencies (offset intersection, lack of turn lanes). In addition, the Region has received traffic and safety complaints for the entrance of a local nursery business (220m north), which is affected by the misaligned intersection (**Figure 7**).

Figure 7: Roundabout at Castlederg Side Road / Boston Mills Road



**Cranston Drive** is a two-lane east-west local road that intersects Airport Road at a T-intersection, with a stop-control provided on its minor approach. Through the development of the Triple Crown development, a new residential local road will be extended easterly opposite Cranston Drive. This intersection was selected as a location for a two-lane roundabout for operational reasons and to serve as a gateway and traffic calming feature as illustrated in **Figure 8**.

Figure 8: Roundabout at Cranston Drive



Unlike the roundabout at Castlederg/Boston Mills, the roundabout at Cranston is proposed to have two lanes. The Region has undertaken traffic modeling that suggests that a two-lane roundabout at Cranston Drive is required by 2041 to address a capacity issue associated with two movements during the afternoon peak travel period.

The prediction modeling suggests that a one-lane roundabout will function adequately until 2031. By 2041, however, two movements at the roundabout begin to operate poorly compared to current level of service standards, resulting in some queuing in the northbound direction during the afternoon rush hour period. The other movements through the roundabout operate satisfactorily. The Region is, therefore, proposing a two-lane roundabout at Cranston to address this 2041 deficiency.

### **Town staff believe a single-lane roundabout is an appropriate solution for the intersection of Cranston Drive and Airport Road**

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

Based on the traffic modeling, a one-lane roundabout at Cranston Drive will function adequately until the actual traffic approach the predicted 2041 volumes and travel patterns. So, a single-lane roundabout is expected to operate well for many years.

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.

### **Improvements being proposed at key intersections**

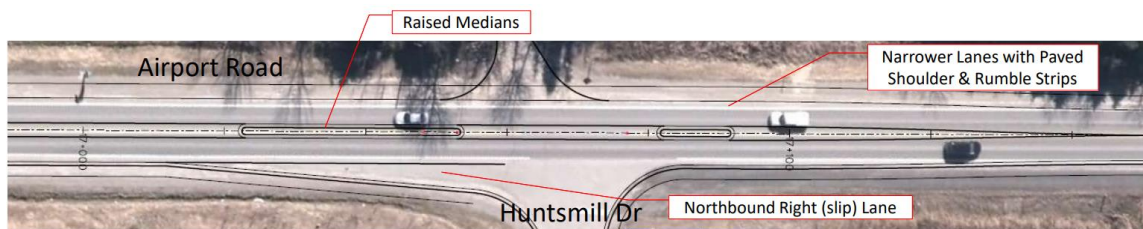
The Study has provided the improvements including lane reconfiguration, dedicated left and right turn access, and accessibility enhancements at the locations below:

#### **Huntsmill Drive and Airport Road intersection**

The proposed improvements as illustrated in **Figure 9**, and include:

- Northbound right-turn (slip) lane;
- Raised Medians to improve traffic operations and to serve as a gateway and traffic calming feature; and
- Narrower Lanes with Paved Shoulder and Rumble Strips

**Figure 9: Airport Road and Huntsmill Drive**



#### **Walker Road and Airport Road**

The proposed intersection improvements, as illustrated in **Figure 10**, include:

- North and Southbound left-turn lanes
- Raised Centre Medians with Gateway Feature, which will also serve as a traffic calming measure
- Controlled Pedestrian Crossover

Figure 10: Airport Road at Walker Road



The type of controlled pedestrian crossing at the Walker Road intersection (PXO or IPS) will be determined during detailed design in consultation with the Town staff. To assist in identifying the appropriate controlled crossing type, the Region will continue to monitor pedestrian and vehicular activities at this intersection as development in the area proceeds.

### Old Church Road and Airport Road

A road safety assessment was conducted as part of the EA, which identified the following concerns with the existing intersection of Old Church and Airport Road:

- Sightline concern with the exit from LCBO – limited visibility to the south
- There is a stop sign facing the driveway; however, the right-of-way is to through traffic on a green light; this configuration can be confusing to drivers. Drivers exiting LCBO are not sure where to look or how to egress LCBO safely. Fortunately, driver confusion leads to tentative movements for the most part
- Overlapping left turns northbound and southbound – may need to model as split phasing, one phase for each approach
- Busy intersection, westbound left, and northbound right turns
- Large radius curvature for the southeast corner – likely works for traffic but increases traffic turning speed and increases pedestrian exposure

To address these noted deficiencies, various alternatives relating to the LCBO's access were evaluated, including restrict access to the right-in and right-out, one way, close access, relocate the access to the north, signalize driveway access with split phasing and Old Church Road extension, which results in relocating/demolishing LCBO Building. The Heritage Impact Assessment of the LCBO building confirmed that it has cultural heritage value.

The alternatives were assessed based on transportation operations, safety, natural environment, healthy community, social, cultural, and economic environment criteria, and accordingly, the extension of Old Church Road to Ivan Avenue was initially identified as the preferred option.

However, the option to extend Old Church Road to Ivan Avenue was re-evaluated based on input from Town staff and the public. Under the current plan, Old Church Road will not be connected to Ivan Avenue. In order to comprehensively review all options to better understanding and to develop a holistic solution, the Town's Planning Department is initiating an Urban Design Study (Study) of the lands adjacent to Airport Road within the settlement area to address the alternatives presented by the Region of Peel's EA work. This Study will analyze Airport Road (both sides of the street) from the Foodland Store to just north of Walker Road and will be conducted in sections, with a particular focus on Airport Road at the intersection with Old Church Road to be reviewed first. The purpose of the Study will be to examine land use, urban design, and streetscape features. This Study will inform the ultimate solution for the intersection at Old Church Road (**Figure 11**).

The Region will continue to work with the Town through this review on possible future access options at the intersection. The Region will be updating the EA documentation to explain that the ultimate solution for the west leg of the Airport Road and Old Church Road intersection is subject to the Town of Caledon Urban Design Review. The Region will also document that Old Church Road will not be connected at Ivan Avenue.

**Figure 11: Town's Urban Design Review Study Area**



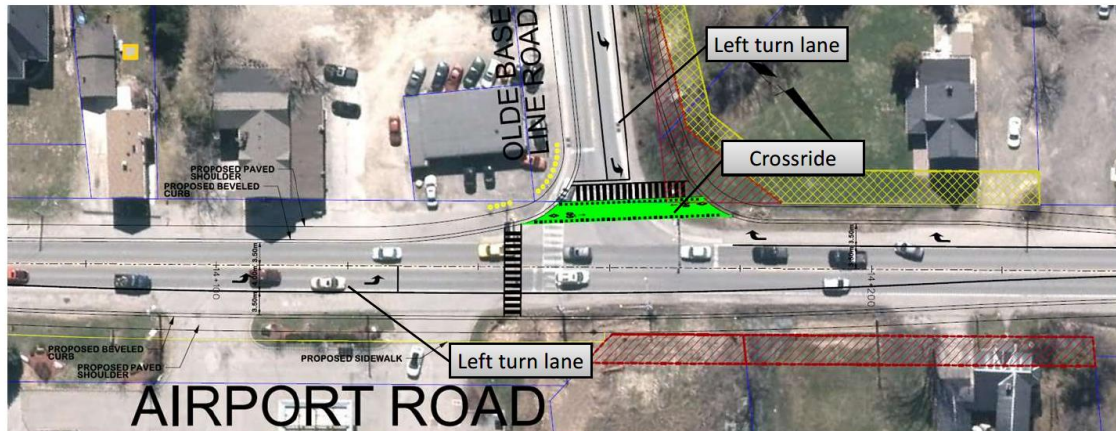
### **Olde Base Line Road and Airport Road intersection improvements**

The proposed improvements at the intersection of Olde Base Line and Airport Road include:

- Tactile walking surface indicators to warn people with visual disabilities at intersections and crosswalks

- Accessible Signal Control at crosswalks with tactile directional arrows, high contrast push buttons, letterings, and pictogram
- Audible and vibro-tactile walk indicators at crosswalks
- Turn lanes will be added to improve the operation of the intersection (northbound left-turn lane, southbound right-turn lane and eastbound left-turn lane) as illustrated in **Figure 12** below:

**Figure 12: Airport Road at Olde Base Line Road**



**Traffic calming measures will be incorporated into the road design**

Field investigations were undertaken to review the corridor traffic, geometry, and operating environment. Human factors conditions, such as speed limits, and interactions between the corridor and adjacent land-use, were considered as part of the review. The investigations were also undertaken to observe and comment on the issues and concerns identified by the public on the corridor. The following provides a summary of the traffic calming measures that will be incorporated into the redesign of Airport Road:

- Roundabouts at Cranston Drive and Castlederg / Boston Mills Side Road
- Reduced lane widths throughout the corridor.
- Raised centre medians at Huntsmill Drive and north of Walker Road
- Layby parking with streetscaping from Walker Road to Caledon Trailway
- Further measures will be investigated during the detailed design stage of the project

**On-street parking will be maintained in the village core to support businesses**

The EA study included a review of the parking demand and supply in the village core. Overall, it was determined that motorists tended to park for short durations in the study area (both Zones 1 and 2 – **Figure 13** – (i.e. Post Office, Feed Mill Centre, Express Automotive, Pizza Express, bakery etc.). Motorists may park longer if going to a restaurant (i.e. Tom's, salon etc.). Survey data have shown long durations/all-day parking occurred in Zone 1 west side from the range of two to four parking spaces on the weekday, Zone 1 east side two parking

spaces on the weekday and one parking space on the weekend. These long durations of parking were used by either business owners or employees. Therefore, no additional parking is required.

**Figure 13: Parking in Caledon East**



### Noise Walls

The EA included an assessment of the noise impacts from traffic on Airport Road on the adjacent residential uses and amenity areas. Based on the noise impact assessment, changes in future sound levels are expected to be small. However, future sound levels are predicted to exceed 60 dBA at some receptors, which exceeds MECP noise guidelines. Noise mitigation measures at these locations have been investigated in accordance with the Region of Peel and the Town of Caledon guidelines. Furthermore, eligible existing private noise walls abutting Airport Road will be replaced under the Region of Peel noise wall conversion program.

### Staff Comments on the Recommended Alternatives

Town staff have conducted a review of the Airport Road EA Report and have identified the following additional comments:

1. The Region is requested to phase the construction of the proposed roundabout at Cranston Drive to have one lane initially with provisions to add a second lane in the future if required. This issue is to be addressed through the detailed design stage of the project in consultation with the Town.
2. The Region is requested to reduce the travel lane width to 3.35m between Hilltop Drive to the south of Cranston Drive, consistent with the rest of the village core, and as a traffic calming measure. This issue is to be addressed through the detailed design stage of the project in consultation with the Town.
3. The Region is requested to incorporate traffic calming measures along the segment of Airport Road before and after the community of Mono Road. The type and location of the traffic calming measures should be confirmed during the detailed design phase in consultation with the Town of Caledon. Examples of detailed measures include pavement markings, flashing “slow” signs or radar speed signs, and visual cues.

4. The type of controlled crossing (PXO or IPS) at Walker Road should be determined during detailed design in consultation with the Town of Caledon.
5. All transition points between the proposed multi-use paths and signed bike routes, such as the proposed conversion at Airport Road and Mountcrest Road, should be confirmed during the detailed design phase and in consultation with the Town.
6. The proposed active transportation, urban design and streetscape elements along Airport Road should be coordinated with the site organization and built form of the adjacent development projects during the detailed design process.
7. The proposed streetscape and boulevard treatments along the Airport Road corridor be designed in consultation with Town staff and adhere to the Town's urban design guidelines referenced in this report.

### **Next Steps**

The next steps are as follows:

- The Region will file Environmental Study Report (ESR) for a minimum 30-day public review period;
- The Town will work with the Region through the Urban Design Focus Area Study to inform the ultimate intersection configuration at Old Church Road;
- The Region will meet with the Town during detailed design to address the comments on the proposed Airport Road improvements as outlined in this report;
- Subject to ESR filing and annual approval of the Capital Program, implement improvements on Airport Road in two phases:
  - Phase 1 from Castlederg / Boston Mills Side Road to Huntmill Drive by 2024; and
  - Phase 2 for the remainder of the Study corridor by 2026.

### **FINANCIAL IMPLICATIONS**

There are no immediate financial implications associated with this report.

### **COUNCIL WORK PLAN**

#### **Sustainable Growth**

### **ATTACHMENTS**

None.