

# APPENDIX

**C**

AGENCY

CONSULTATION



CATEGORY	AGENCY	FIRST NAME	SECOND NAME	SALUTATION	POSITION	ADDRESS	EMAIL	PHONE
Federal	Environment Canada	Rob	Dobos	Sir	Manager, Environmental-Assessment Section	PO Box 5060, 867-Lakeshore-Rd Burlington, ON L7S 1A1	rob.dobos@ec.gc.ca	905-336-4953
Federal	Parks Canada, Historic Site & Monument Board	Alexandre	Ferland	Sir	EA Coordinator	25 Rue Eddy Gatineau, QC K1A 1K5	alexandre.ferland@pc.gc.ca	819-997-4905
Federal	Fisheries and Oceans Canada	Dan	Thompson	Sir	Team Leader-Triage and Planning	867 Lakeshore Road, P.O. Box 5060 Burlington, ON L7R 4A6	dan.thompson@dfw-mpe.gc.ca	(519) 668-3897
Federal	Fisheries and Oceans Canada	David	Burden	Sir	Regional Director-General- Central and Arctic	620 Exmouth Street Sarnia, ON N7T 8B1		519-383-1810
Federal	Fisheries and Oceans Canada	Dele	Nicholson	Sir	Regional Director-Ecosystem Management-Central and Arctic	867 Lakeshore Road Burlington ON L7R 4A6		905-336-4637
Federal	Aboriginal Affairs and Northern Development Canada Consultation & Accommodation Unit			Sir/Madam			CAU-UCA (CAU-UCA@aadncaand.gc.ca)	
Federal	Indian and Northern Affairs Canada			Sir/Madam		40 Wellington Street Gatineau, QC, K1A 0H4		
Federal	Transport Canada	Barry	Putt	Sir	Superintendent Navigable Waters Protection	201 N. Front Street Suite 703 Sarnia, ON N7T 8B1		
Federal	Transport Canada	Suzanne	Shea	Madam	Navigable Waters Protection Officer	100 Front St. South Sarnia, ON N7T 2M4		519-383-1866
Provincial	Ministry of Aboriginal Affairs	Camille	Assam	Madam	Executive Assistant to ADM	160 Bloor Street East, 4th Floor Toronto, ON M7A 2E6	Camille.assam@ontario.ca	(416) 326-4772
Provincial	Ministry of Aboriginal Affairs	Karly	Jennings	Madam	Administrative Assistant to ADM	160 Bloor Street East, 4th Floor Toronto, ON M7A 2E6	Karly.jennings@ontario.ca	(416) 314-0603
Provincial	Ministry of Aboriginal Affairs	Raj	Dhir	Sir	Director	160 Bloor Street East, 9th Floor Toronto, ON M7A 2E6		
Provincial	Ministry of Municipal Affairs and Housing (EA Policy)	Bruce	Singbush	Sir	Central Municipal Services Office	College Park 2nd Flr, 777 Bay St Toronto, ON M5G 2E5		
Provincial	Ministry of Natural Resources and Forestry	Mark	Heaton	Sir	Area Biologist, Halton/Peel/Toronto	50 Bloomington Rd Aurora, ON L4G 0L8	mark.heaton@ontario.ca	905-713-7406
Provincial	Ministry of Natural Resources and Forestry	Paul	Heaney	Sir	District Manager	50 Bloomington Rd Aurora, ON L4G 0L8	paul.heaney@ontario.ca	905-713-7372
Provincial	Ministry of Natural Resources and Forestry	Tom	Farrell	Sir	Coordinator, Strategic Planning	50 Bloomington Rd Aurora, ON L4G 0L8		
Provincial	Ministry of Natural Resources and Forestry	Emily	Funnell	Madam	Management Biologist	60 Bloomington Rd Aurora, ON L4G 0L8	emily.funnell@ontario.ca	905-713-7404
Provincial	Ministry of Natural Resources and Forestry	Alison	MacKenzie	Madam	Director, Legal Services-Branch	99 Wellesley Street West Toronto, ON M7A 1W3		
Provincial	Ministry of Environment and Climate Change	John	Budz	Sir	District Manager	4145 North Service Road, Suite 900 Burlington, ON L7L 6A3		
Provincial	Ministry of Environment and Climate Change	Amanda	Graham	Madam	Environmental Resource Planner/EA Coordinator	Place Nouveau 9th Flr, 5775 Yonge St Toronto, ON M2M4J1	amanda.graham@ontario.ca	416-326-4886
Provincial	Ministry of Environment and Climate Change	Halyna	Perun	Sir/Madam	Director, Legal Services-Branch	135 St. Clair Avenue West, 10th Floor Toronto, ON M4V 1P6		
Provincial	Ministry of Environment and Climate Change						mea-notices.eaab@ontario.ca	
Provincial	Ministry of Tourism, Culture and Sport	Dan	Minkin	Sir	Heritage Planner - CULTURE SERVICES UNIT	401 Bay Street, Suite 1700 Toronto, ON M7A 0A7	dan.minkin@ontario.ca	416-314-7147
Provincial	Ministry of Tourism, Culture and Sport	Rosi	Zirger	Madam	Heritage Planner - CULTURE SERVICES UNIT	401 Bay Street, Suite 1700 Toronto, ON M7A 0A7	rosi.zirger@ontario.ca	416-314-7159
Provincial	Ministry of Transportation	Nick	Prestinaci	Sir	Head of Engineering Services (Acting)	159 Sir William Hearst Ave, Building D Toronto, ON M3M0B7	nick.prestinaci@ontario.ca	416-235-5135
Provincial	Ministry of Transportation - Central Region Major Projects Office	Chris	Copeland	Sir	Environmental Planner	159 Sir William Hearst Ave., 7th Floor Toronto ON M3M 0B7	christopher.copeland@ontario.ca	416-235-4283
Provincial	Ministry of Transportation - Central Region	Jason	White	Sir		1201 Wilson Avenue, 4th floor, Building D Toronto, ON M3M 1J8		
Provincial	Ministry of Transportation - Central Region	Mary	Gersht	Madam	Director, Legal Services-Branch	1201 Wilson Avenue, Building B, 1st Floor Toronto, ON M3M 1J8		
Provincial	Ministry of Transportation	Kelly	Brown	Madam	Manager, Provincial Planning Office	College Park 777 Bay St., Suite 3000 Toronto, ON M7A 2J8	kelly.brown@ontario.ca	416-585-7255
Provincial	Ministry of Agriculture, Food and Rural Affairs	David	Cooper	Sir		1 Stone Road West Guelph, ON N1G 4Y2		
Provincial	Ministry of Agriculture, Food and Rural Affairs	Jackie	Van de Valk	Madam	Rural Planner - Environmental and Land Use Policy	Elera Resource Centre, Unit 10 6484 Wellington Road 7 Elera, ON N0B 1S0	jackie.vandevalk@ontario.ca	519-846-3415
Provincial	Ministry of the Solicitor General	Ali	Veshkini	Sir/Madam	Director, Facilities & Capital Planning Branch, Corporate Service Division	25 Grosvenor Street, 13th Floor Toronto, ON M7A 1Y6	ali.veshkini@ontario.ca	416-314-6683
Provincial	Infrastructure Ontario	Lisa	Myslicki	Madam	Realty Services, Environmental Services	1 Dundas Street, W, Suite 2000 Toronto, ON M5G 2L5	lisa.myslicki@ontario.ca	
Provincial	Infrastructure Ontario	Yolanda	Zhang	Madam	Co-op Student - Environmental Management	1 Dundas Street, W, Suite 2000 Toronto, ON M5G 2L5	yolanda.zhang@infrastructureontario.ca	416-327-6924
Provincial	Infrastructure Ontario	Keith	Noronha	Sir			Keith.Noronha@ontario.ca	
Provincial	Ministry of Economic Development and Trade	Michael	Helfinger	Sir		900 Bay Street Toronto, ON M7A 2E1		
Provincial	Ministry of Economic Development and Trade	Wendy	Feldman	Madam		900 Bay Street Toronto, ON M7A 2E1		
Provincial	Ministry of Health and Long-term Care			Sir/Madam	Associate Chief Medical Officer of Health, Environmental Health	393 University Ave 21st Floor Toronto, ON M5G1E6		
Provincial	Ministry of Transportation	Tija	Dirks	Madam	Director, Transportation Planning Branch	College Park 777 Bay St., Suite 3000 Toronto, ON M7A 2J8	tija.dirks@ontario.ca	416-585-7238
Provincial	Ministry of Transportation - GTA West	Natalie	Rouskov	Madam	Project Manager	159 Sir William Hearst Ave, 4th Floor Toronto, ON M3M0B7	project_team@gt-west.com	416-235-4977
Provincial	Ministry of Transportation - Highway 427 Extension Study Team	Dean	Kemper	Sir	Senior Project Engineer	159 Sir William Hearst Ave, 4th Floor Toronto, ON M3M0B7	dean.kemper@ontario.ca	416-235-4664
Transportation	Canadian National Railway	Dave	Reynolds	Sir	Engineering and Environmental Services	1 Administration Road P.O.Box 1000 Concord, ON L4K 1B9		
Transportation	Canadian National Railway	Aaron	Stadnyk	Sir	Environmental Officer - Ontario Region	1 Administration Road P.O.Box 1000 Concord, ON L4K 1B9	aaron.stadnyk@cn.ca	
Transportation	Canadian National Railway	Gordon	Graham	Sir		1 Administration Road P.O.Box 1000 Concord, ON L4K 1B9		
Transportation	Orangeville-Brampton Railway	Tony	Dulisse	Sir	Public Works Technologist	87 Broadway Orangeville, ON L9W 1K1	tdulisse@orangeville.ca	519-941-0440 Ext. 2248
Transportation	Canadian Pacific	Joe	Van-Humbek	Sir	Manager - Environmental Assessments	Suite 500 401 9th Avenue SW Calgary, AB T2P 4Z4	joe_vanhumbek@cp.ca	
Transportation	GO Transit	Michael	Wolczyk	Sir		20 Bay Street Suite 600 Toronto, ON M5J 2W3		
Transportation	GO Transit	Gary	McNeil	Sir		20 Bay Street Suite 600 Toronto, ON M5J 2W3		
Conservation Authority	TRCA	Sharon	Lingertat	Madam		5 Shoreham Drive Downsview, ON M3N 1S4	slingertat@trca.on.ca	
Conservation Authority	TRCA	Chandra	Sharma	Madam		5 Shoreham Drive Downsview, ON M3N 1S4		
Conservation Authority	TRCA	Dilnesaw	Chekol	Sir			dchekol@trca.on.ca	
Conservation Authority	TRCA	Brennan	Paul	Sir			bpaul@trca.on.ca	
Emergency Services	Peel Regional Police	Nish	Duraiappah	Sir	Chief	7750 Hurontario Street Brampton, ON L6V 3W6		
Emergency Services	Peel Regional Police	Jim	Adams	Sir	Constable	7750 Hurontario Street Brampton, ON L6V 3W6		905.453.3311 Ext. 4747
Emergency Services	Region of Peel Ambulance Service	Peter	Dundas	Sir	Director-Paramedic Services	5299 Maingate Dr, Mississauga, ON L4W 1G6	peter.dundas@peelregion.ca	905-791-7800, ext. 3921
Emergency Services	Ontario Provincial Police					49 The South Service Road Mississauga, ON L5G 2R8		
Other	Peel District School Board	Paul	Mountford	Sir		5650 Hurontario Street Mississauga, ON L5R 1C6		
Other	Peel District School Board	Amar	Singh	Sir	Development Planner	5650 Hurontario Street Mississauga, ON L5R 1C6	amar.singh@peelboard.com	905-890-1010 ext. 2217
Other	Dufferin-Peel Catholic District School Board	Daniel	Del Bianco	Sir	Associate Director of Education, Corporate Services	40 Matheson Boulevard West Mississauga, ON L5R 1C5	daniel.delbianco@dpdcdb.org	905-890-1221
Other	Brampton Civic Hospital					2100 Bovaird Drive East Brampton ON L6R 3J7		
Other	Brampton Historical Society	Michael	Avis	Sir	President	15 Wellington St. W. Brampton, ON L6V 1K3	bramhis@rogers.com	
Other	Peel Region Health Service	Megan	Ward	Madam	Associate Medical Officer of Health	7120 Hurontario Street 7th Floor Mississauga, ON L5W 1N4		1888-919-7800 ext 2687 (extension is for assistant [Sandra Jullien])
Utility	Bell Canada MOC C/O Telecom Design				Bell MOC	200 Town Centre Blvd, Suite 300 Markham, ON L3R 8G5		

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SEND EMAIL NOTICES ONLY

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Updated contact as per Jan 6/2017. Replaces Mr. Pierre Arsenault who has retired.

Returned mail. As per Jan 6/2017 correspondence, CP does not have a track in Brampton. Remove.

Returned mail, as per Nov 14 2019.



Utility	Allstream	Correy	Knight	Madam		50 Worcester Rd Toronto, ON M9W 5X2	<a href="mailto:cknight@allstream.ti.u">cknight@allstream.ti.u</a>	416-649-7509
Utility	Bell Canada	Brad	Boulton	Sir		5115 Creekbank Road Mississauga, ON L4W 5R1	<a href="mailto:bboulton@bell.canada.ti.u">bboulton@bell.canada.ti.u</a>	905-219-4160
Utility	Bell Canada	Tina	Jefferson	Madam		5115 Creekbank Road Mississauga, ON L4W 5R1	<a href="mailto:tjefferson@bell.canada.ti.u">tjefferson@bell.canada.ti.u</a>	905-219-4467
Utility	Bell Canada Municipal Operations Centre c/o Plantec Consulting Engineers	Jing	Dong	Sir		100 Borough Drive, Floor 5 Scarborough, ON M1P 4W2	<a href="mailto:municipal.operations.centre.c/o.plantec.consulting.engineers.ti.u">municipal.operations.centre.c/o.plantec.consulting.engineers.ti.u</a>	
Utility	Enbridge Gas Distribution Inc	Diana	Beaulne	Madam	Mark-Up Administrator	500 Consumers Road, 4th Floor North York, Ontario M2J 1P8	<a href="mailto:markups@enbridge.com">markups@enbridge.com</a>	416-495-5520
Utility	Enbridge Gas Distribution Inc	Carmelo	Fancioce	Sir	Manager, Special Projects	500 Consumers Road, 4th Floor North York, Ontario M2J 1P8	<a href="mailto:mfancioce@enbridge-gas-distribution-inc.ti.u">mfancioce@enbridge-gas-distribution-inc.ti.u</a>	416-758-7956
Utility	Enbridge Gas Distribution Inc	Jamie	Delaney			500 Consumers Road, 4th Floor North York, Ontario M2J 1P8	<a href="mailto:delaney@enbridge-gas-distribution-inc.ti.u">delaney@enbridge-gas-distribution-inc.ti.u</a>	416-495-6231
Utility	Enbridge Gas Distribution Inc	Diana	Beaulne	Madam		500 Consumers Road, 4th Floor North York, Ontario M2J 1P8	<a href="mailto:dbeaulne@enbridge-gas-distribution-inc.ti.u">dbeaulne@enbridge-gas-distribution-inc.ti.u</a>	416-495-5520
Utility	Hydro One Brampton	Linda	Morson	Madam	EA Coordinator	175 Sandalwood Parkway West Brampton, ON L7A 1E8	<a href="mailto:lmorson@hydroonebrampton.com">lmorson@hydroonebrampton.com</a>	905-840-6300 x 3266
Utility	Hydro One Brampton	Bruno	Pereira	Sir	Manager/Director	175 Sandalwood Parkway West Brampton, ON L7A 1E8	<a href="mailto:bpereira@hydro-one-brampton.ti.u">bpereira@hydro-one-brampton.ti.u</a>	905-452-5532
Utility	Hydro One Brampton	Robert	Evangelista	Sir		175 Sandalwood Parkway West Brampton, ON L7A 1E8	<a href="mailto:revangelista@hydro-one-brampton.ti.u">revangelista@hydro-one-brampton.ti.u</a>	905-452-5532
Utility	Hydro One Brampton	Elsa	Gregorio	Madam		175 Sandalwood Parkway West Brampton, ON L7A 1E8	<a href="mailto:egregorio@hydro-one-brampton.ti.u">egregorio@hydro-one-brampton.ti.u</a>	905-452-5532
Utility	Hydro One Networks Inc.	Brian	McCormick	Sir	Manager, Environmental Services and Approvals	483 Bay Street, 14th Floor Toronto, ON M5G 2P5	<a href="mailto:mccormick@hydro-one-networks-inc.ti.u">mccormick@hydro-one-networks-inc.ti.u</a>	416-345-6567
Utility	Hydro One Networks Inc.	Jamie	Bignell			Zone 3 A Scheduling 913 Crawford Drive Peterborough, ON K9J 3X1	<a href="mailto:jbignell@hydro-one-networks-inc.ti.u">jbignell@hydro-one-networks-inc.ti.u</a>	416-791-1805
Utility	Hydro One Networks Inc.	Robert	Agostini	Sir	Expansion and Development Supervisor	175 Sandalwood Parkway West Brampton, ON L7A 1E8	<a href="mailto:ragostini@hydro-one-networks-inc.ti.u">ragostini@hydro-one-networks-inc.ti.u</a>	905-452-5508
Utility	Hydro One Telecom	Ian	Mitchell	Sir	EA Coordinator	65 Kelfield Street Rexdale, ON M9W 5A3	<a href="mailto:ian.mitchell@hydroone.com">ian.mitchell@hydroone.com</a>	416-240-6701
Utility	Langley Utilities Contracting	Sherif	El-Sayed			71 Mearns Court, Unit #220 Bowmanville, ON L1C 3K9	<a href="mailto:el-sayed@langley-utilities-contracting.ti.u">el-sayed@langley-utilities-contracting.ti.u</a>	416-677-4940
Utility	MTS Allstream	Ian	Fleming	Sir	EA Coordinator	50 Worcester Road Toronto, ON M9W 5X2	<a href="mailto:utility.circulations@mtsallstream.com">utility.circulations@mtsallstream.com</a>	416-345-3406
Utility	Rogers Cable T.V. Ltd.	Ryan	Fuieiredo	Sir	System Planner	3573 Woffedale Road Mississauga, ON L5C 3T6	<a href="mailto:rfuieiredo@rogers-cable-t.v.-ltd..ti.u">rfuieiredo@rogers-cable-t.v.-ltd..ti.u</a>	905-361-5112
Utility	Rogers Cable T.V. Ltd.	Terry	Creamer	Sir		3573 Woffedale Road Mississauga, ON L5C 3T6	<a href="mailto:tcreamer@rogers-cable-t.v.-ltd..ti.u">tcreamer@rogers-cable-t.v.-ltd..ti.u</a>	905-897-9073
Utility	Rogers Cable T.V. Ltd.	Marian	Wright	Madam		3573 Woffedale Road Mississauga, ON L5C 3T6	<a href="mailto:mwright@rogers-cable-t.v.-ltd..ti.u">mwright@rogers-cable-t.v.-ltd..ti.u</a>	905-897-3927
Utility	Rogers Cable T.V. Ltd.	Cory	Baker	Sir		3573 Woffedale Road Mississauga, ON L5C 3T6	<a href="mailto:cbaker@rogers-cable-t.v.-ltd..ti.u">cbaker@rogers-cable-t.v.-ltd..ti.u</a>	
Utility	Rogers Cable T.V. Ltd.	Edgar	Henriquez	Sir		3573 Woffedale Road Mississauga, ON L5C 3T6	<a href="mailto:ehenriquez@rogers-cable-t.v.-ltd..ti.u">ehenriquez@rogers-cable-t.v.-ltd..ti.u</a>	905-897-6457
Utility	Rogers Cable T.V. Ltd.	Fred	Priagula	Sir		3573 Woffedale Road Mississauga, ON L5C 3T6	<a href="mailto:fpriagula@rogers-cable-t.v.-ltd..ti.u">fpriagula@rogers-cable-t.v.-ltd..ti.u</a>	905-897-3927
Utility	Rogers Cable (Brampton)	Edgar	Henriquez	Sir	EA Coordinator	3573 Woffedale Road Mississauga, ON L5C 3T6	<a href="mailto:edgar.henriquez@rci.rogers.com">edgar.henriquez@rci.rogers.com</a>	905-897-6457
Utility	Telus Network	Steve	Hoy	Sir	EA Coordinator	25 York St, 22nd Floor Toronto, ON M5J 2V5	<a href="mailto:Stephen.hoy@telus.com">Stephen.hoy@telus.com</a>	905-804-6223
Utility	Cogeco Cable Solutions	Todd	Whiteman	Sir	Project Planner	695 Lawrence Road Hamilton, ON L8K 6P1	<a href="mailto:twhiteman@cogeco-cable-solutions.ti.u">twhiteman@cogeco-cable-solutions.ti.u</a>	905-219-4558
Utility	Bell	Tony	Nascimento	Sir	Operations Manager Transervice Lease Co.	55 North Queen Street Etobicoke, ON M8Z 2C7	<a href="mailto:tnascimento@bell.ti.u">tnascimento@bell.ti.u</a>	

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# TAC

CATEGORY	AGENCY	FIRST NAME	SECOND NAME	SALUTATION	POSITION	ADDRESS	EMAIL	PHONE
Provincial	Ministry of Natural Resources and Forestry	Emily	Funnell	Madam	Management Biologist	50 Bloomington Rd Aurora, ON L4G 0L8	<a href="mailto:emily.funnell@ontario.ca">emily.funnell@ontario.ca</a>	905-713-7404
Conservation Authority	Toronto and Region Conservation Authority	Sharon	Lingertat	Madam	Senior Planner	5 Shoreham Drive Downsview, ON M3N 1S4	<a href="mailto:slingertat@trca.on.ca">slingertat@trca.on.ca</a>	
Conservation Authority	Toronto and Region Conservation Authority	Dilnesaw	Chekol	Sir	Water Resources Engineer	5 Shoreham Drive Downsview, ON M3N 1S4	<a href="mailto:dchekol@trca.on.ca">dchekol@trca.on.ca</a>	
Conservation Authority	Toronto and Region Conservation Authority	Brennan	Paul	Sir	Senior Planning Ecologist	5 Shoreham Drive Downsview, ON M3N 1S4	<a href="mailto:bpaul@trca.on.ca">bpaul@trca.on.ca</a>	
	Hydro One Networks Inc.	Robert	Agostini	Sir	Expansion and Development Supervisor	175 Sandlewood Parkway West Brampton, ON L7A 1E8	<a href="mailto:Robert.Agostini@alecra">Robert.Agostini@alecra</a>	905-452-5508

# Municipal Group Meeting

CATEGORY	AGENCY	FIRST NAME	SECOND NAME	SALUTATION	POSITION	ADDRESS	EMAIL	PHONE
Municipality	City of Vaughan	Mani	Shahrokni	Sir	Transportation Project Manager	2131 Major MacKenzie, Vaughan, ON L6A 1T1	<a href="mailto:mani.shahrokni@vaughan.ca">mani.shahrokni@vaughan.ca</a>	905-832-8585 ext. 8163
Municipality	Town of Caledon	Kant	Chawla	Sir	Senior Transportation Planner	6311 Old Church Road, Caledon, ON L7C 1J6	<a href="mailto:kant.chawla@caledon.ca">kant.chawla@caledon.ca</a>	905-584-2272 ext. 4293
Municipality	Town of Caledon	Kathie	Kurtz	Madam	Senior Policy Planner	6311 Old Church Road, Caledon, ON L7C 1J6	<a href="mailto:kathie.kurtz@caledon.ca">kathie.kurtz@caledon.ca</a>	905-584-2272 ext. 4266
Municipality	Region of Peel	Sean	Carrick	Sir		10 Peel Centre Drive Suite B 4th Floor Brampton, ON L6T 4B9	<a href="mailto:sean.carrick@peelregion.ca">sean.carrick@peelregion.ca</a>	905-791-7800 ext 7801
Municipality	Region of Peel	Althaf	Farouque	Sir		10 Peel Centre Drive Suite B 6th Floor Brampton, ON L6T 4B9	<a href="mailto:althaf.farouque@peelregion.ca">althaf.farouque@peelregion.ca</a>	905-791-7800 ext 7824
Municipality	Region of Peel	Tina	Detaramuni	Madam			<a href="mailto:Tina.Detaramani@peelregion.ca">Tina.Detaramani@peelregion.ca</a>	
Municipality	Region of York	Steve	Mota	Sir	Program Manager Transportation Planning	17250 Yonge Street Newmarket ON L3Y 6Z1	<a href="mailto:steve.mota@york.ca">steve.mota@york.ca</a>	905-830-4444 ext. 75056
Municipality	Region of York	Joshua	Wang	Sir	Transportation Technologist	17250 Yonge Street Newmarket ON L3Y 6Z1	<a href="mailto:joshua.wang@york.ca">joshua.wang@york.ca</a>	905-830-4444 ext. 75146
Municipality	Region of York	Shawn	Ellsworth	Sir	Senior Project Manager	17250 Yonge Street Newmarket ON L3Y 6Z1	<a href="mailto:shawn.ellsworth@york.ca">shawn.ellsworth@york.ca</a>	905-830-4444 ext. 75946
Municipality	Town of Caledon	Ryan	Tucker	Sir		6311 Old Church Road, Caledon ON L7C 1J6	<a href="mailto:Ryan.Tucker@caledon.ca">Ryan.Tucker@caledon.ca</a>	
Agency	Ministry of Transportation	Dean	Kemper	Sir	Senior Project Engineer	159 Sir William Hearst Avenue, 4th Floor Toronto, ON M3M 0B7	<a href="mailto:dean.kemper@ontario.ca">dean.kemper@ontario.ca</a>	416-235-4664
Agency	Ministry of Transportation, Central Region	Natalie	Rouskov	Madam	Project Manager	159 Sir William Hearst Avenue, 4th Floor Toronto, ON M3M 0B7	<a href="mailto:project_team@gt-west.com">project_team@gt-west.com</a>	416-235-4977
Municipality	Region of Peel	Jeff	Lynch	Sir	Senior Capital Acquisition Agent, Real Estate Section	10 Peel Centre Drive Suite B 6th Floor Brampton, ON L6T 4B9	<a href="mailto:jeffrey.lynch@peelregion.ca">jeffrey.lynch@peelregion.ca</a>	

## Oke, Jessalyn

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**From:** Lam, Andrea  
**Sent:** November-11-15 1:09 PM  
**To:** Jackie.Burkart@ontario.ca; ESA Aurora (MNRF)  
**Subject:** MNRF Confirmation of 2013 Information Request - Area 47, City of Brampton  
**Attachments:** Area 47\_MESP\_Draft\_Final\_MNRF Corres Nov 21 2013.pdf; City of Brampton - EA Arterial Roads in Secondary Plan Area 47\_Fig 1\_SAR....pdf; City of Brampton - EA Arterial Roads in Secondary Plan Area 47\_Fig 2\_Avi....pdf

Hello Jackie,

The City of Brampton is initiating an EA Study for the Arterial Road Network within the Highway 427 Industrial Secondary Plan Area (Area 47), for which Amec Foster Wheeler has been hired on as the representative consultant. Based on previous correspondence between MNRF and the City for the Block 47 Master Environmental Servicing Plan (MESP) dated 21 November 2013 (please see attached), we are requesting updates with respect to Species at Risk (SAR) for this project, which is within the Area 47 study area.

Amec Foster Wheeler has initiated search of the Natural Heritage Information Centre (NHIC) database, and understand the approximate locations of Bobolink, Eastern Meadowlark and Barn Swallow habitat within the study area based on findings of the MESP (shown in Figures 1 and 2 respectively, also attached). Amec Foster Wheeler will be initiating field work in Spring 2016 to confirm locations and the approximate area of avian SAR habitat adjacent to the proposed road improvements and new road alignments in accordance with the MNRF's Draft Bobolink Survey Protocol. Amec Foster Wheeler is also aware of the Redside Dace habitat found within the West Humber River and downstream of the study area in Rainbow Creek Tributary and will consult with MNRF regarding any works that affect these watercourses. Any changes to this information or inclusion of new data would be beneficial to the study.

Amec Foster Wheeler looks forward to hearing from MNRF. If you have any questions, please do not hesitate to contact me.

Thank you for your attention,

**Andrea Lam**  
Environmental Planner  
Amec Foster Wheeler  
Environment & Infrastructure

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## Oke, Jessalyn

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**From:** Sinke, David  
**Sent:** December-17-15 12:59 PM  
**To:** Wang, Joshua  
**Cc:** Mota, Steve; Young, Rob; Parajuli, Bishnu  
**Subject:** RE: Please add to Municipal Committee and mailing list

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Hi Josh, thanks for your interest in this project. We will be sure to include you and Steve in the committee and add you to the mailing list.

Regards,

**David Sinke B. Eng. Mgt., P.Eng.**

Principal, Transportation Engineering, Amec Foster Wheeler Environment & Infrastructure  
3215 North Service Road, Burlington ON L7N 3G2, Canada  
T +1 (905) 335-2353 X1287 M +1 (905) 630-5842  
[david.sinke@amecfw.com](mailto:david.sinke@amecfw.com) amecfw.com

---

**From:** Wang, Joshua [mailto:Joshua.Wang@york.ca]  
**Sent:** Thursday, December 17, 2015 11:01 AM  
**To:** Sinke, David <David.Sinke@amec.com>  
**Cc:** Mota, Steve <Steve.Mota@york.ca>  
**Subject:** Please add to Municipal Committee and mailing list

Good morning David,

Would you please include both Steve Mota and myself on the Municipal Committee and your mailing list for the Municipal Class EA Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47)?

Kind regards,

Josh

**Joshua Wang, P.Eng.** | Transportation Technologist, Infrastructure Management and PMO Branch, Transportation Services

---

The Regional Municipality of York | 17250 Yonge Street | Newmarket, ON L3Y 6Z1

**O:** 1-877-464-9675 ext. 75146 | [Joshua.Wang@york.ca](mailto:Joshua.Wang@york.ca) | [www.york.ca](http://www.york.ca)

*Our Values: Integrity, Commitment, Accountability, Respect, Excellence*



Please consider the environment before printing this email.

---

Sent by email: Malik.Majeed@brampton.ca

November 21, 2013

Malik Majeed,  
Policy Planner, Planning Design and Development Department  
City of Brampton  
2 Wellington Street West  
Brampton, ON L6Y 4R2

Dear Malik Majeed:

**Subject: Block 47 Master Environmental Servicing Plan  
City of Brampton, Regional Municipality of Peel**

---

The Ministry of Natural Resources (MNR) has reviewed the May 2013 Draft Report: Master Environmental Servicing Plan: Highway 27 Industrial Secondary Plan Area ("Area 47") hereafter referred to as "Block 47 MESP". Our review is based primarily on impacts to threatened and endangered species under the Endangered Species Act, 2007. We provide the following comments:

MNR recommends that additional Bobolink and Eastern Meadowlark surveys be completed in subsequent years within all areas of the subject land that offer suitable habitat for either species at that point in time (to account for annual crop rotation). Any area that had been previously surveyed following approved MNR survey protocols (see attachment) will not need to be re-surveyed for these two species. It is recommended that targeted Bobolink and Eastern Meadowlark surveys adhere to MNR's Draft Bobolink Survey Protocol titled "Survey Methodology under the Endangered Species Act, 2007- *Dolichonyx oryzivorus* (Bobolink). The MESP only discusses the 2012 surveys that were completed as a follow-up to a 2007 study and may not reflect the total area of habitat that may become available as part of the annual crop rotations.

MNR will require an estimate of the total area that is considered to be habitat for Bobolink and Eastern Meadowlark, once all appropriate field surveys have been completed.

MNR will require more information on any species at risk recorded on the subject lands so that this information can be incorporated into the Aurora District species at risk (SAR) database (species name, observation date, observer name(s), biological details, habitat description, search effort, UTM coordinates). All field survey data should be submitted to this office.

The Block 47 MESP noted that botanical surveys were not completed in some areas because the consultants were denied permission to enter certain properties. These areas will need to be surveyed for SAR prior to any development plans. It is recommended that these areas be



surveyed during the next field season to avoid potential for delays in obtaining future planning approvals.

The MESP does not appear to provide any consideration for SAR habitat with respect to the section 2.1.3 of the Provincial Policy Statement as it relates to Threatened and /or Endangered species (Bobolink, Eastern Meadowlark and Barn Swallow). As a first principle, opportunities to maintain habitat for these species within the Block 47 lands are to be considered.

Groundwater inputs to the watercourses should be quantified in terms of the Redside Dace habitat / contributing habitat requirements. The report only notes TRCA targets for Level 1 protection of 80% sediment removal and does not consider the higher standards recommended in MNR's "Guidance for Development in Redside Dace Protected Habitat." This will be important to consider for SWM Ponds discharging to Rainbow Creek.

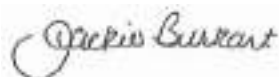
Limited discussion was provided on thermal objectives of the stormwater management (SWM) pond designs. The report recommends designing pond outfalls to minimize thermal impacts on the receiving stream, but does not go into any further detail on what this might include (e.g., bottom-draw outlets, cooling trenches, depths of ponds). While it is recognized that this is a conceptual plan at this point, some high level assessment should be carried out to determine if such measures are feasible.

The MESP recommends that no development/site alterations occur within the regulated habitat for Redside Dace around the main branch of the West Humber River. MNR is pleased to see that this area is also identified as a suitable location for future restoration works (vegetation planting).

Please note that the legislative provisions under the Endangered Species Act, 2007 may be subject to change, as new species are continuously being updated and species habitat may become "regulated". It is for this reason that open communication with MNR is strongly encouraged throughout the review process.

Should you have any questions regarding these comments please do not hesitate to contact me at 905-713-7368.

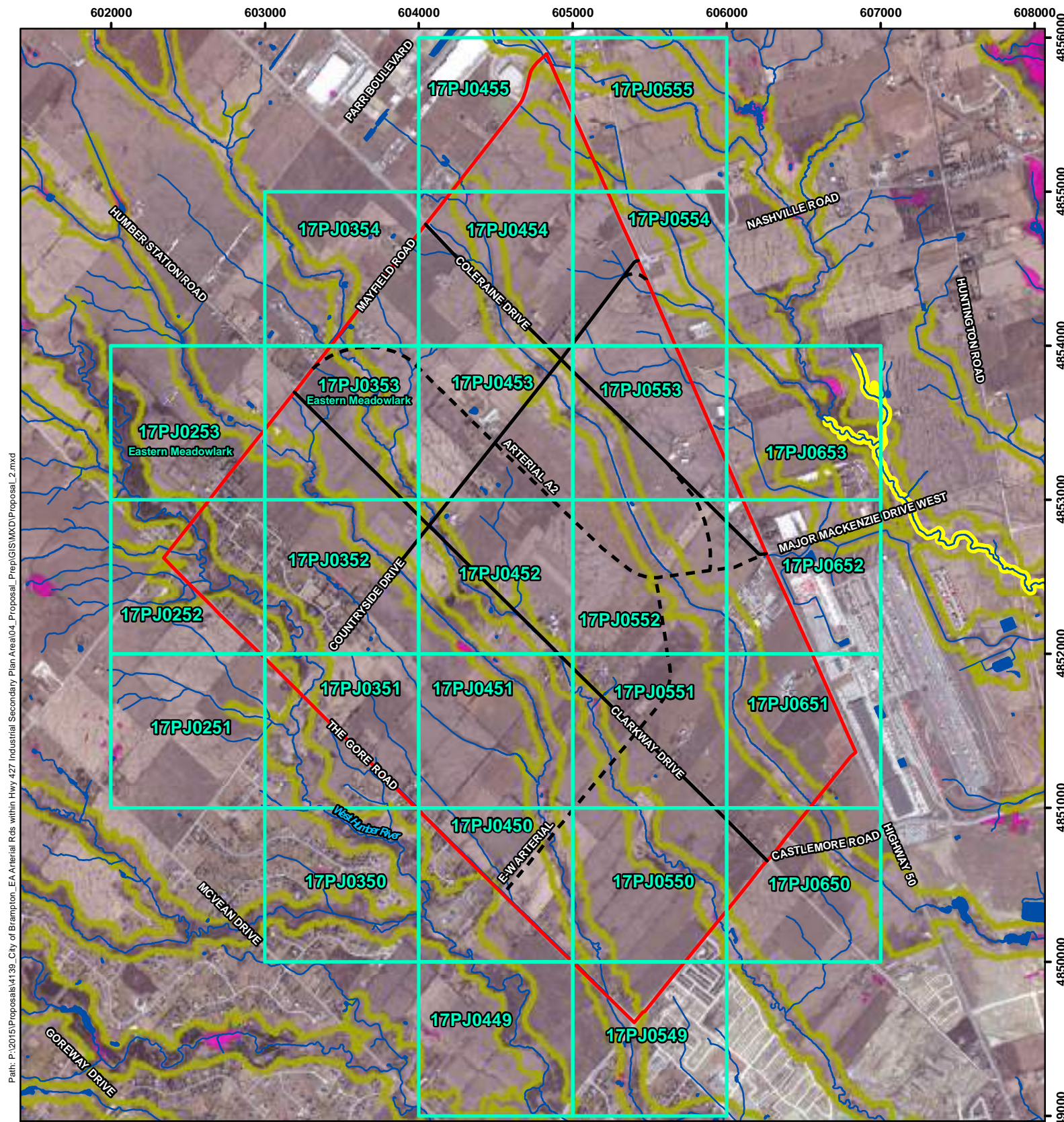
Sincerely,



Jackie Burkart  
District Planner

1 attachment – Bobolink Survey Protocol

Copy: Michael Hoy, Planner, City of Brampton - Michael.Hoy@brampton.ca  
David Denyes, Species at Risk Biologist – MNR Aurora  
Mark Heaton, Area Biologist – MNR Aurora



Path: P:\2015\Proposals\4139\_City of Brampton\_EA Arterial Rds within Hwy 427 Industrial Secondary Plan Area\04\_Proposal\_Prep\GIS\MXD\Proposal\_2.mxd

**LEGEND**

- Proposed Existing Roads to be Improved
- Proposed New Roads
- Approximate Study Area
- Watercourse
- Waterbody
- NHIC Square (Labelled with ID and SAR identified within the past 20 years)
- DFO Species at Risk (American Eel and Reside Dace)
- TRCA Regulation Limits
- Non-significant Wetland

**NOTES:**  
 -Background imagery extract from ESRI  
 -SAR data extracted from NHIC  
 -Topographic data extracted from LIO  
 -There are no SEA, ESA, PSW, or ANSI within the area shown



**CITY OF BRAMPTON**  
 EA Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47)

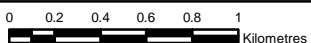
**Species at Risk and Other Natural Heritage Feature Designations**

Datum & Projection:  
 NAD 1983 UTM Zone 17N



PROPOSAL N<sup>o</sup>: 4139

**FIGURE: 1**



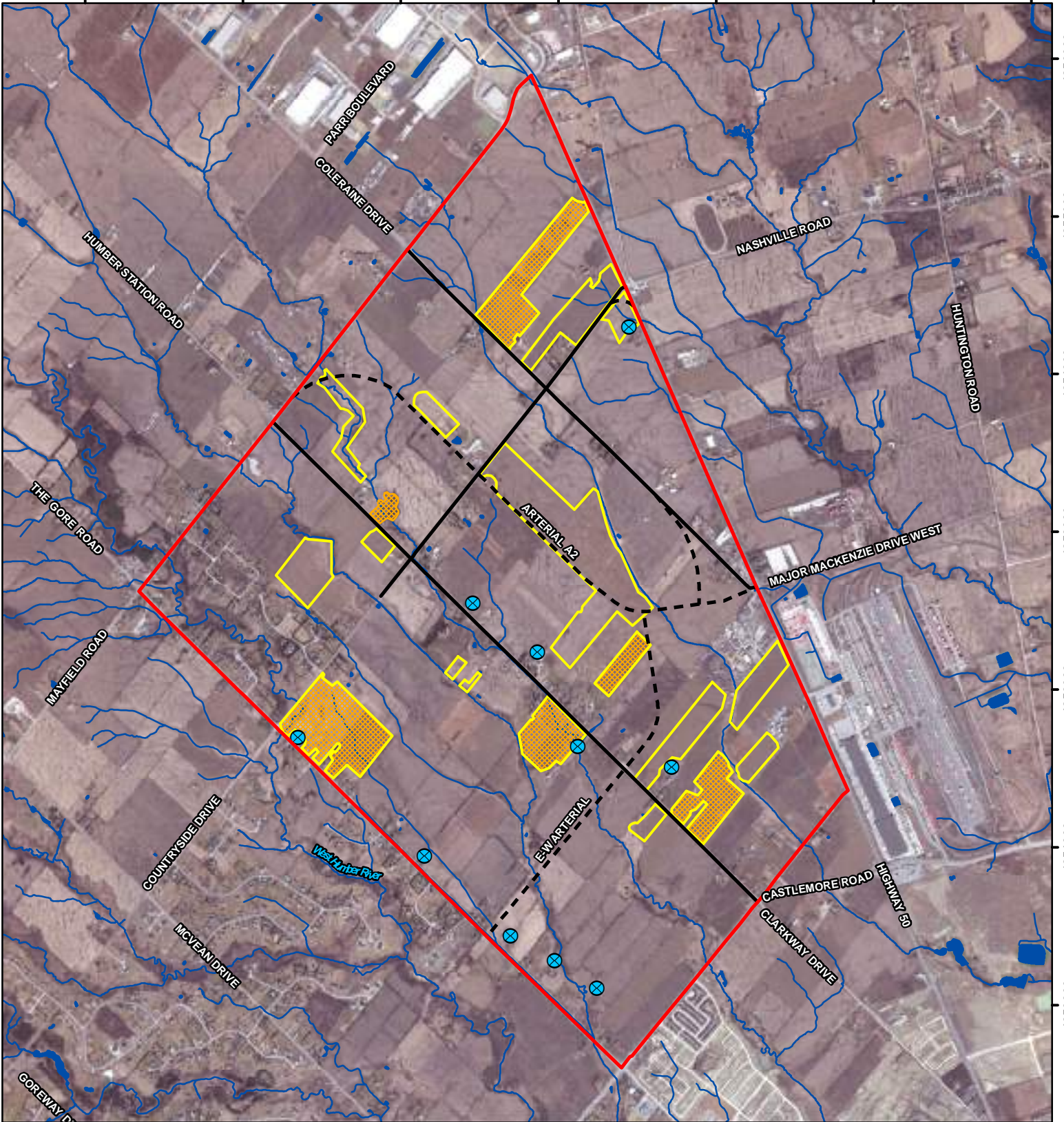
SCALE: 1:33,000

DATE: April 2015



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Path: P:\2015\Proposals\4139\_City of Brampton\_EA Arterial Rds within Hwy 427 Industrial Secondary Plan Area\04\_Proposal\_Prep\GIS\MXD\COB\_SAR.mxd

**LEGEND**

- Approximate Barn Swallow Nests
- Approximate Bobolink Habitat
- Approximate Eastern Meadowlark Habitat
- Proposed Existing Roads to be Improved
- Proposed New Roads
- Approximate Study Area
- Watercourse
- Waterbody

**NOTES:**  
 -Background imagery extract from ESRI  
 -SAR data extracted from City of Brampton Draft Master Environmental Servicing Plan (Area 47) by Aqualor Beech  
 -Topographic data extracted from LIO  
 -This figure has been prepared through use of draft documentation of sensitive Species at Risk information. The information as depicted in this figure is intended only for use by AMEC Foster Wheeler in the preparation of proposal response to the City of Brampton RFP2-15-016

Datum & Projection:  
 NAD 1983 UTM Zone 17N



**CITY OF BRAMPTON**  
 EA Arterial Roads within Highway 427 Industrial  
 Secondary Plan Area (Area 47)

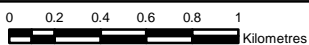
**Avian Species at Risk Potential Habitat**

PROPOSAL N<sup>o</sup>: 4139

FIGURE: 2

SCALE: 1:33,000

DATE: April 2015



**Oke, Jessalyn**

---

**From:** Heaton, Mark (MNRF) <mark.heaton@ontario.ca>  
**Sent:** November-17-15 2:06 PM  
**To:** Lam, Andrea  
**Cc:** Mott, Ken (MNRF); Uetz, Laurie (MNRF); Burkart, Jackie (MNRF); Lucia.Alonzi@brampton.ca; Sharon Lingertat  
**Subject:** RE: MNRF Confirmation of 2013 Information Request - Area 47, City of Brampton

Hello Andrea,

MNRF meets with the City of Brampton on a monthly basis to discuss projects in EA planning stage and detailed design stage.

Please coordinate a meeting between yourself, the City, TRCA and MNRF to discuss this EA. The City' project manager can schedule the meeting through Lucia (cc'd in this email)

Our next monthly meeting is planned for January 14, 2016

Regards

Mark Heaton  
OMNRF Aurora

---

**From:** Lam, Andrea [andrea.lam@amecfw.com]  
**Sent:** Wednesday, November 11, 2015 1:09 PM  
**To:** Burkart, Jackie (MNRF); ESA Aurora (MNRF)  
**Subject:** MNRF Confirmation of 2013 Information Request - Area 47, City of Brampton

Hello Jackie,

The City of Brampton is initiating an EA Study for the Arterial Road Network within the Highway 427 Industrial Secondary Plan Area (Area 47), for which Amec Foster Wheeler has been hired on as the representative consultant. Based on previous correspondence between MNRF and the City for the Block 47 Master Environmental Servicing Plan (MESP) dated 21 November 2013 (please see attached), we are requesting updates with respect to Species at Risk (SAR) for this project, which is within the Area 47 study area.

Amec Foster Wheeler has initiated search of the Natural Heritage Information Centre (NHIC) database, and understand the approximate locations of Bobolink, Eastern Meadowlark and Barn Swallow habitat within the study area based on findings of the MESP (shown in Figures 1 and 2 respectively, also attached). Amec Foster Wheeler will be initiating field work in Spring 2016 to confirm locations and the approximate area of avian SAR habitat adjacent to the proposed road improvements and new road alignments in accordance with the MNRF's Draft Bobolink Survey Protocol. Amec Foster Wheeler is also aware of the Redside Dace habitat found within the West Humber River and downstream of the study area in Rainbow Creek Tributary and will consult with MNRF regarding any works that affect these watercourses. Any changes to this information or inclusion of new data would be beneficial to the study.

Amec Foster Wheeler looks forward to hearing from MNRF. If you have any questions, please do not hesitate to contact me.

Subject: FW: Meeting with TRCA and MNRF - Arterial Road Network EA within SP47 Area

Location: Bdrm WT FCCC2-1A

Start: Thu 1/14/2016 10:00 AM

End: Thu 1/14/2016 11:30 AM

Show Time As: Tentative

Recurrence: (none)

Meeting Status: Not yet responded

Organizer: Parajuli, Bishnu

-----Original Appointment-----

From: Parajuli, Bishnu [mailto:Bishnu.Parajuli@brampton.ca]

Sent: November-23-15 10:19 AM

To: Parajuli, Bishnu; Young, Rob; Mark G. Heaton (mark.heaton@ontario.ca); Funnell, Emily (MNR) ; slingertat@trca.on.ca; Hans, Inderjit; Sinke, David; Gino.DelaCruz@peelregion.ca; Duyvestyn, Chris

Subject: Meeting with TRCA and MNRF - Arterial Road Network EA within SP47 Area

When: January-14-16 10:00 AM-11:30 AM (UTC-05:00) Eastern Time (US & Canada).

Where: Bdrm WT FCCC2-1A

The meeting date is January 14, 2016 instead of December 14, 2015. Apologies for confusion.

Bishnu

This meeting with MNRF and TRCA staff is to obtain initial feedback on natural environment related matters on the above project.

Please come to front counter of 8850 McLaughlin Road Unit #1 and call one of the following numbers from there.

905 874 3644 (Bishnu Parajuli)

905 874 2502 (Boardroom)

Thank you,

Bishnu Parajuli, M.A.Sc., P.Eng.

Senior Project Engineer

Public Works

City of Brampton

8850 McLaughlin Road, Unit 2, Brampton, ON L6Y 5T1

Tel: (905) 874 3644, Fax: (905) 874 2505

Email: bishnu.parajuli@brampton.ca

Please review the City of Brampton e-mail disclaimer statement at:



December 8, 2015  
Our File: TP115086

David Burden, Regional Director General  
Fisheries and Oceans Canada  
Central and Arctic  
520 Exmouth Street  
Sarnia, ON N7T 8B1



Dear Sir:

**RE: Notice of Study Commencement  
Municipal Class Environmental Assessment  
Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47)**

The City of Brampton, in partnership with the Region of Peel, has initiated two Schedule 'C' Municipal Class Environmental Assessments (Class EAs) for the following roads:

**Part A**

- North-South Arterial (Arterial A2), a new north-south arterial roadway from Mayfield Road to Major Mackenzie Drive/Regional Road 50
- Coleraine Drive from Arterial A2 to Mayfield Road including possible realignment at Arterial A2 west of Regional Road 50

**Part B**

- East-West (E-W) Arterial, a new east-west arterial roadway from The Gore Road to Arterial A2
- Clarkway Drive from Castlemore Road to Mayfield Road
- Countryside Drive from west of Clarkway Drive to Regional Road 50 including possible realignment at Regional Road 50

The enclosed Notice of Study Commencement (with key plan) provides further details and will be published in the Brampton Guardian, Caledon Enterprise and Vaughan Citizen on December 10, 2015, and on December 17, 2015. The purpose of this letter is to notify you of the project start-up and to seek your input on natural, socio-economic or cultural conditions or sensitivities within the study area. Please advise the Project Team of your agency's interest in this study by completing the attached Comment Sheet and returning it to the undersigned by January 8, 2016. Also, we are seeking representatives to sit on our Technical Agency Committee. Please advise using the attached Comment Sheet if someone from your Agency would be interested taking part in the project.

We look forward to your assistance in the identification of pertinent issues regarding this project and thank you for your attention to this matter. If you have any questions or require additional information, please contact the undersigned.

Sincerely,

Amec Foster Wheeler Environment & Infrastructure  
a Division of Amec Foster Wheeler Americas Limited

A handwritten signature in black ink that reads "David Sinke".

Per: David Sinke, P. Eng.  
Consultant Project Manager

Encl.: Notice of Study Commencement  
Comment Sheet



Continued ...

**NOTICE OF STUDY COMMENCEMENT**  
**Municipal Class Environmental Assessment**  
**Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47)**

**The Study**

The City of Brampton, in partnership with the Region of Peel, has initiated two Schedule 'C' Municipal Class Environmental Assessments (Class EAs) for the following roads (ref. Key Plan):

**Part A**

- North-South Arterial (Arterial A2), a new north-south arterial roadway from Mayfield Road to Major Mackenzie Drive/Regional Road 50.
- Coleraine Drive from Arterial A2 to Mayfield Road including possible realignment at Arterial A2 west of Regional Road 50.

**Part B**

- East-West (E-W) Arterial, a new east-west minor arterial roadway from The Gore Road to Arterial A2.
- Clarkway Drive from Castlemore Road to Mayfield Road.
- Countryside Drive from west of Clarkway Drive to Regional Road 50 including possible realignment at Regional Road 50.

In order to address transportation capacity needs in the area, a number of alternatives will be examined as part of the study including the overall impacts of alternatives on the social, cultural and natural environment.

**The Process**

The City of Brampton recently completed the Highway 427 Industrial Secondary Plan (Area 47) Transportation Master Plan Study which fulfilled the requirements of Phases 1 and 2 of the Municipal Class EA process. The City is proceeding with Phases 3 and 4 of the Municipal Class EA process as part of this study. This notice marks the start of this Class EA Study, which will review and confirm the solutions recommended by the Transportation Master Plan Study in consultation with regulatory agencies, and the public. The study is being carried out in accordance with the planning and design process for Schedule 'C' projects as outlined in the Municipal Class Environmental Assessment (October 2000, as amended in 2007 and 2011), which is approved under the Ontario Environmental Assessment Act.

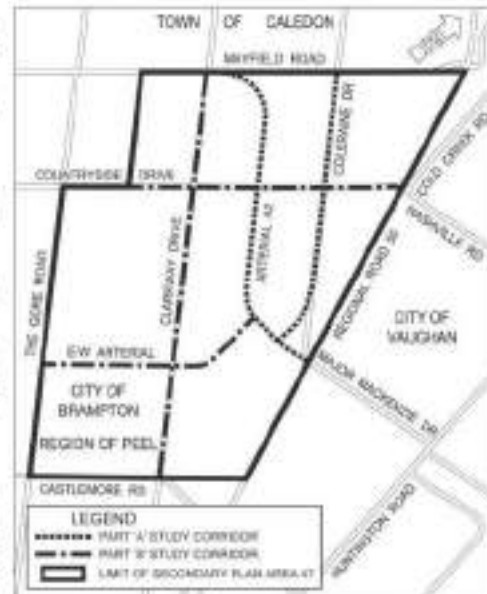
Consultation with stakeholders (public and agencies) is a key component of the study. At least two Public Information Centres (PICs) will be held to discuss issues related to the project, including alternative solutions, evaluation criteria, environmental impacts and mitigation measures. PIC dates and details will be advertised as the study progresses. Upon completion of the study, Environmental Study Reports (ESRs) will be prepared and made available for public review and comment.

**Comments Invited**

If you have any questions or comments regarding the study, or wish to be added to the study mailing list, please contact either of the following project team members:

**Bishnu Parajuli, M.A.Sc., P.Eng.**  
**Senior Project Engineer**  
Public Works  
City of Brampton  
8850 McLaughlin Road, Unit 2,  
Brampton, ON L6Y 5T1  
Tel : 905.874.2500  
Fax : 905.874.2505  
E-mail : bishnu.parajuli@brampton.ca

**David Sinke, P.Eng.**  
**Consultant Project Manager**  
Amec Foster Wheeler  
Environment & Infrastructure  
3215 North Service Road  
Burlington, ON L7R 3G2  
Tel : 905.335.2353  
Fax : 905.335.1414  
Toll Free : 1.866.751.2353  
E-mail : david.sinke@amecfw.com



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

This notice first issued on December 10, 2015.



December 8, 2015  
Our File: TP115086

Dale Nicholson, Regional Director  
Fisheries and Oceans Canada  
Ecosystem Management, Central and Arctic  
867 Lakeshore Road  
Burlington, ON L7R 4A6



Dear Sir:

**RE: Notice of Study Commencement  
Municipal Class Environmental Assessment  
Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47)**

The City of Brampton, in partnership with the Region of Peel, has initiated two Schedule 'C' Municipal Class Environmental Assessments (Class EAs) for the following roads:

**Part A**

- North-South Arterial (Arterial A2), a new north-south arterial roadway from Mayfield Road to Major Mackenzie Drive/Regional Road 50
- Coleraine Drive from Arterial A2 to Mayfield Road including possible realignment at Arterial A2 west of Regional Road 50

**Part B**

- East-West (E-W) Arterial, a new east-west arterial roadway from The Gore Road to Arterial A2
- Clarkway Drive from Castlemore Road to Mayfield Road
- Countryside Drive from west of Clarkway Drive to Regional Road 50 including possible realignment at Regional Road 50

The enclosed Notice of Study Commencement (with key plan) provides further details and will be published in the Brampton Guardian, Caledon Enterprise and Vaughan Citizen on December 10, 2015, and on December 17, 2015. The purpose of this letter is to notify you of the project start-up and to seek your input on natural, socio-economic or cultural conditions or sensitivities within the study area. Please advise the Project Team of your agency's interest in this study by completing the attached Comment Sheet and returning it to the undersigned by January 8, 2016. Also, we are seeking representatives to sit on our Technical Agency Committee. Please advise using the attached Comment Sheet if someone from your Agency would be interested taking part in the project.

We look forward to your assistance in the identification of pertinent issues regarding this project and thank you for your attention to this matter. If you have any questions or require additional information, please contact the undersigned.

Sincerely,

Amec Foster Wheeler Environment & Infrastructure  
a Division of Amec Foster Wheeler Americas Limited

A handwritten signature in black ink that reads "David Sinke".

Per: David Sinke, P. Eng.  
Consultant Project Manager

Encl.: Notice of Study Commencement  
Comment Sheet

**NOTICE OF STUDY COMMENCEMENT**  
**Municipal Class Environmental Assessment**  
**Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47)**

**The Study**

The City of Brampton, in partnership with the Region of Peel, has initiated two Schedule 'C' Municipal Class Environmental Assessments (Class EAs) for the following roads (ref. Key Plan):

**Part A**

- North-South Arterial (Arterial A2), a new north-south arterial roadway from Mayfield Road to Major Mackenzie Drive/Regional Road 50.
- Coleraine Drive from Arterial A2 to Mayfield Road including possible realignment at Arterial A2 west of Regional Road 50.

**Part B**

- East-West (E-W) Arterial, a new east-west minor arterial roadway from The Gore Road to Arterial A2.
- Clarkway Drive from Castlemore Road to Mayfield Road.
- Countryside Drive from west of Clarkway Drive to Regional Road 50 including possible realignment at Regional Road 50.

In order to address transportation capacity needs in the area, a number of alternatives will be examined as part of the study including the overall impacts of alternatives on the social, cultural and natural environment.

**The Process**

The City of Brampton recently completed the Highway 427 Industrial Secondary Plan (Area 47) Transportation Master Plan Study which fulfilled the requirements of Phases 1 and 2 of the Municipal Class EA process. The City is proceeding with Phases 3 and 4 of the Municipal Class EA process as part of this study. This notice marks the start of this Class EA Study, which will review and confirm the solutions recommended by the Transportation Master Plan Study in consultation with regulatory agencies, and the public. The study is being carried out in accordance with the planning and design process for Schedule 'C' projects as outlined in the Municipal Class Environmental Assessment (October 2000, as amended in 2007 and 2011), which is approved under the Ontario Environmental Assessment Act.

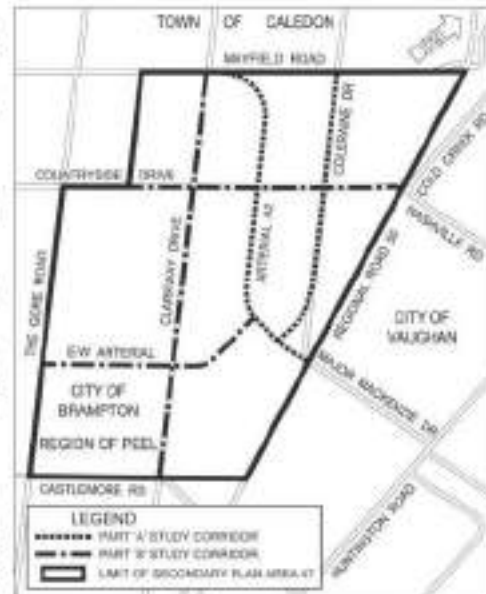
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**Comments Invited**

If you have any questions or comments regarding the study, or wish to be added to the study mailing list, please contact either of the following project team members:

**Bishnu Parajuli, M.A.Sc., P.Eng.**  
**Senior Project Engineer**  
Public Works  
City of Brampton  
8850 McLaughlin Road, Unit 2,  
Brampton, ON L6Y 5T1  
Tel : 905.874.2500  
Fax : 905.874.2505  
E-mail : bishnu.parajuli@brampton.ca

**David Sinke, P.Eng.**  
**Consultant Project Manager**  
Amec Foster Wheeler  
Environment & Infrastructure  
3215 North Service Road  
Burlington, ON L7R 3G2  
Tel : 905.335.2353  
Fax : 905.335.1414  
Toll Free : 1.866.751.2353  
E-mail : david.sinke@amecfdw.com



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

This notice first issued on December 10, 2015.

# Comment Sheet

---

December 8, 2015  
Our File: TP115085

Please Return the Completed Comment Sheet to:  
**David Sinke, P.Eng., Consultant Project Manager**  
Amec Foster Wheeler Environment & Infrastructure  
3215 North Service Road, Burlington, ON L7N 3G2  
Fax : 905.335.1414, E-mail : david.sinke@amecfw.com

---

**FROM:** Dale Nicholson  
Fisheries and Oceans Canada

---

**Re:** Municipal Class Environmental Assessment  
Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47)

---

- We have no concerns and do not need to be involved in this study.
- We have no interest/concerns at this time, but wish to remain on the contact list for this study.
- We have the following comment(s) and/or information requirements.
- I would like to be a representative on the Technical Agency Committee or the following representative from my Agency would like to be on the Committee \_\_\_\_\_  
\_\_\_\_\_  
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December 8, 2015  
Our File: TP115086

Chris Brown, Environmental Planner  
Ministry of Transportation  
159 William Hearst Boulevard, 7th Floor, Building D  
Toronto, ON M3M 0B7



Dear Sir/Madam:

**RE: Notice of Study Commencement  
Municipal Class Environmental Assessment  
Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47)**

The City of Brampton, in partnership with the Region of Peel, has initiated two Schedule 'C' Municipal Class Environmental Assessments (Class EAs) for the following roads:

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- North-South Arterial (Arterial A2), a new north-south arterial roadway from Mayfield Road to Major Mackenzie Drive/Regional Road 50
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**Part B**

- East-West (E-W) Arterial, a new east-west arterial roadway from The Gore Road to Arterial A2
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Sincerely,

Amec Foster Wheeler Environment & Infrastructure  
a Division of Amec Foster Wheeler Americas Limited

A handwritten signature in black ink that reads "David Sinke".

Per: David Sinke, P. Eng.  
Consultant Project Manager

Encl.: Notice of Study Commencement  
Comment Sheet



**NOTICE OF STUDY COMMENCEMENT**  
**Municipal Class Environmental Assessment**  
**Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47)**

**The Study**

The City of Brampton, in partnership with the Region of Peel, has initiated two Schedule 'C' Municipal Class Environmental Assessments (Class EAs) for the following roads (ref. Key Plan):

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**Part B**

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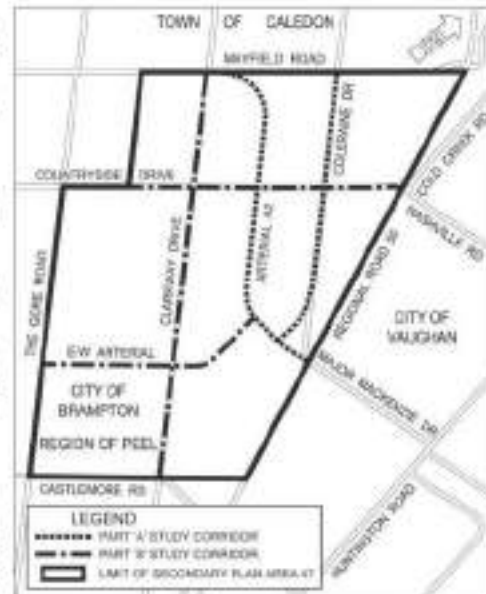
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**Bishnu Parajuli, M.A.Sc., P.Eng.**  
**Senior Project Engineer**  
Public Works  
City of Brampton  
8850 McLaughlin Road, Unit 2,  
Brampton, ON L6Y 5T1  
Tel : 905.874.2500  
Fax : 905.874.2505  
E-mail : bishnu.parajuli@brampton.ca

**David Sinke, P.Eng.**  
**Consultant Project Manager**  
Amec Foster Wheeler  
Environment & Infrastructure  
3215 North Service Road  
Burlington, ON L7R 3G2  
Tel : 905.335.2353  
Fax : 905.335.1414  
Toll Free : 1.866.751.2353  
E-mail : david.sinke@amecfdw.com



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This notice first issued on December 10, 2015.

# Comment Sheet

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December 8, 2015  
Our File: TP115085

Please Return the Completed Comment Sheet to:  
**David Sinke, P.Eng., Consultant Project Manager**  
Amec Foster Wheeler Environment & Infrastructure  
3215 North Service Road, Burlington, ON L7N 3G2  
Fax : 905.335.1414, E-mail : david.sinke@amecfw.com

---

**FROM:** Chris Brown  
Ministry of Transportation

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**Re:** Municipal Class Environmental Assessment  
Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47)

---

- We have no concerns and do not need to be involved in this study.
- We have no interest/concerns at this time, but wish to remain on the contact list for this study.
- We have the following comment(s) and/or information requirements.
- I would like to be a representative on the Technical Agency Committee or the following representative from my Agency would like to be on the Committee \_\_\_\_\_  
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December 8, 2015  
Our File: TP115086

Associate Chief Medical Officer of Health, Environmental Health  
Ministry of Health and Long-term Care  
393 University Ave, 21st Floor  
Toronto, ON M5G 1E6



Dear Sir/Madam:

**RE: Notice of Study Commencement  
Municipal Class Environmental Assessment  
Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47)**

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a Division of Amec Foster Wheeler Americas Limited

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Per: David Sinke, P. Eng.  
Consultant Project Manager

Encl.: Notice of Study Commencement  
Comment Sheet

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**Municipal Class Environmental Assessment**  
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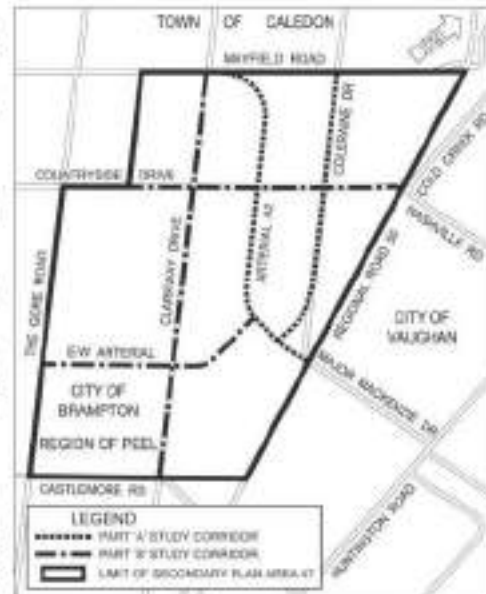
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December 8, 2015  
Our File: TP115086

Selma Hubjer, Manager  
City of Vaughan  
Transportation Engineering  
2141 Major MacKenzie Drive  
Vaughan, ON L6A 1T1



Dear Madam:

**RE: Notice of Study Commencement  
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December 8, 2015  
Our File: TP115086

Rob Dobos, Manager, Environmental Assessment Section  
Environment Canada  
PO Box 5050, 867 Lakeshore Rd  
Burlington, ON L7S 1A1



Dear Sir:

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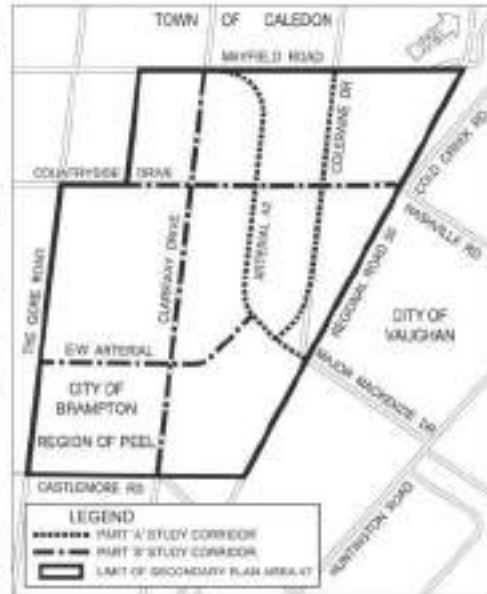
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December 8, 2015  
Our File: TP115086

Tom Brankovi  
Environment Canada - Halton Peel  
1182 North Shore Boulevard  
Burlington, ON L7S 3Z9



Dear Sir:

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December 8, 2015  
Our File: TP115086

Alexandre Ferland, EA Coordinator  
Parks Canada, Historic Site & Monument Board  
25 Rue Eddy  
Gatineau, QC K1A 1K5



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**David Sinke, P.Eng.**  
**Consultant Project Manager**  
Amec Foster Wheeler  
Environment & Infrastructure  
3215 North Service Road  
Burlington, ON L7R 3G2  
Tel : 905.335.2353  
Fax : 905.335.1414  
Toll Free : 1.866.751.2353  
E-mail : david.sinke@amecfw.com



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

This notice first issued on December 10, 2015.





December 8, 2015  
Our File: TP115086

Environmental Coordinator  
Transport Canada  
4900 Yonge Street 4th Floor (PHE)  
North York, ON M2N 6A5



Dear Sir/Madam:

**RE: Notice of Study Commencement  
Municipal Class Environmental Assessment  
Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47)**

The City of Brampton, in partnership with the Region of Peel, has initiated two Schedule 'C' Municipal Class Environmental Assessments (Class EAs) for the following roads:

**Part A**

- North-South Arterial (Arterial A2), a new north-south arterial roadway from Mayfield Road to Major Mackenzie Drive/Regional Road 50
- Coleraine Drive from Arterial A2 to Mayfield Road including possible realignment at Arterial A2 west of Regional Road 50

**Part B**

- East-West (E-W) Arterial, a new east-west arterial roadway from The Gore Road to Arterial A2
- Clarkway Drive from Castlemore Road to Mayfield Road
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Sincerely,

Amec Foster Wheeler Environment & Infrastructure  
a Division of Amec Foster Wheeler Americas Limited

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Per: David Sinke, P. Eng.  
Consultant Project Manager

Encl.: Notice of Study Commencement  
Comment Sheet

Continued...

**NOTICE OF STUDY COMMENCEMENT**  
**Municipal Class Environmental Assessment**  
**Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47)**

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Public Works  
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December 8, 2015  
Our File: TP115086

Ron Des Jardine, District Manager  
Fisheries and Oceans Canada  
501 Towerhill Road, Unit 102  
Peterborough, ON K9H 7S3



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Per: David Sinke, P. Eng.  
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Encl.: Notice of Study Commencement  
Comment Sheet



Continued...

**NOTICE OF STUDY COMMENCEMENT**  
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**Consultant Project Manager**  
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This notice first issued on December 10, 2015.



December 8, 2015  
Our File: TP115086

Dan Thompson, Team Leader-Triage and Planning  
Fisheries and Oceans Canada  
867 Lakeshore Road, P.O. Box 5050  
Burlington, ON L7R 4A6



Dear Sir:

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Municipal Class Environmental Assessment  
Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47)**

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Sincerely,

Amec Foster Wheeler Environment & Infrastructure  
a Division of Amec Foster Wheeler Americas Limited

A handwritten signature in black ink that reads "David Sinke".

Per: David Sinke, P. Eng.  
Consultant Project Manager

Encl.: Notice of Study Commencement  
Comment Sheet

Continued...

**NOTICE OF STUDY COMMENCEMENT**  
**Municipal Class Environmental Assessment**  
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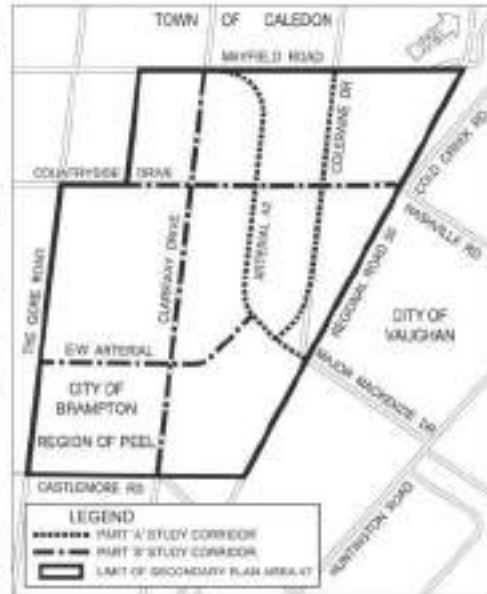
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Continued...

## Comment Sheet

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December 8, 2015  
Our File: TP115085

Please Return the Completed Comment Sheet to:  
**David Sinke, P.Eng., Consultant Project Manager**  
Amec Foster Wheeler Environment & Infrastructure  
3215 North Service Road, Burlington, ON L7N 3G2  
Fax : 905.335.1414, E-mail : david.sinke@amecfw.com

---

**FROM:** *Dan Thompson*  
*Fisheries and Oceans Canada*

**Re:** Municipal Class Environmental Assessment  
Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47)

- We have no concerns and do not need to be involved in this study.
- We have no interest/concerns at this time, but wish to remain on the contact list for this study.
- We have the following comment(s) and/or information requirements.
- I would like to be a representative on the Technical Agency Committee or the following representative from my Agency would like to be on the Committee \_\_\_\_\_  
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December 8, 2015  
Our File: TP115086

Aboriginal Affairs and Northern Development Canada  
Consultation & Accommodation Unit



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December 8, 2015  
Our File: TP115086

Indian and Northern Affairs Canada  
10 Wellington Street  
Gatineau, QC, K1A 0H4



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Continued...

## **Comment Sheet**

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December 8, 2015  
Our File: TP115085

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**David Sinke, P.Eng., Consultant Project Manager**

Amec Foster Wheeler Environment & Infrastructure

3215 North Service Road, Burlington, ON L7N 3G2

Fax : 905.335.1414, E-mail : david.sinke@amecfw.com

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**FROM:**

*Indian and Northern Affairs Canada*

**Re:**

Municipal Class Environmental Assessment

Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47)

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December 8, 2015  
Our File: TP115086

Louise Knox, Director  
Canadian Environmental Assessment Agency  
55 St. Clair Ave. E. Room 907  
Toronto, ON M4T 1M2



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Municipal Class Environmental Assessment  
Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47)**

The City of Brampton, in partnership with the Region of Peel, has initiated two Schedule 'C' Municipal Class Environmental Assessments (Class EAs) for the following roads:

**Part A**

- North-South Arterial (Arterial A2), a new north-south arterial roadway from Mayfield Road to Major Mackenzie Drive/Regional Road 50
- Coleraine Drive from Arterial A2 to Mayfield Road including possible realignment at Arterial A2 west of Regional Road 50

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Sincerely,

Amec Foster Wheeler Environment & Infrastructure  
a Division of Amec Foster Wheeler Americas Limited

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Per: David Sinke, P. Eng.  
Consultant Project Manager

Encl.: Notice of Study Commencement  
Comment Sheet

Continued...

**NOTICE OF STUDY COMMENCEMENT**  
**Municipal Class Environmental Assessment**  
**Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47)**

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**Senior Project Engineer**  
Public Works  
City of Brampton  
8850 McLaughlin Road, Unit 2,  
Brampton, ON L6Y 5T1  
Tel : 905.874.2500  
Fax : 905.874.2505  
E-mail : bishnu.parajuli@brampton.ca

**David Sinke, P.Eng.**  
**Consultant Project Manager**  
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Environment & Infrastructure  
3215 North Service Road  
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Tel : 905.335.2353  
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Toll Free : 1.866.751.2353  
E-mail : david.sinke@amecfw.com



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Continued...

**Comment Sheet**

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December 8, 2015  
Our File: TP115085

Please Return the Completed Comment Sheet to:  
**David Sinke, P.Eng., Consultant Project Manager**  
Amec Foster Wheeler Environment & Infrastructure  
3215 North Service Road, Burlington, ON L7N 3G2  
Fax : 905.335.1414, E-mail : david.sinke@amecfcw.com

---

**FROM:** Louise Knox  
Canadian Environmental Assessment Agency

**Re:** Municipal Class Environmental Assessment  
Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47)

- We have no concerns and do not need to be involved in this study.
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December 8, 2015  
Our File: TP115086

Barry Putt, Superintendent Navigable Waters Protection  
Transport Canada  
201 N. Front Street Suite 703 Sarnia, ON N7T 8B1



Dear Sir:

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Consultant Project Manager

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Continued...

**Comment Sheet**

December 8, 2015  
Our File: TP115085

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Amec Foster Wheeler Environment & Infrastructure  
3215 North Service Road, Burlington, ON L7N 3G2  
Fax : 905.335.1414, E-mail : david.sinke@amecfw.com

**FROM:** *Barry Putt*

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*Transport Canada*

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**Re:** Municipal Class Environmental Assessment  
Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47)

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December 8, 2015  
Our File: TP115086

Suzanne Shea, Navigable Waters Protection Officer  
Transport Canada  
100 Front St. South  
Sarnia, ON N7T 2M4



Dear Madam:

**RE: Notice of Study Commencement  
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Per: David Sinke, P. Eng.  
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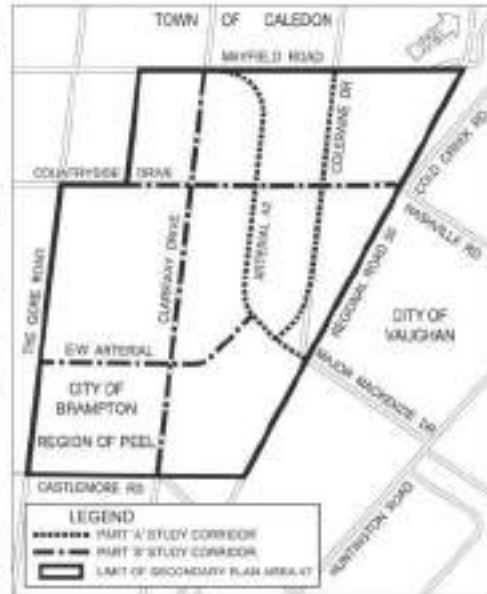
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## Comment Sheet

December 8, 2015  
Our File: TP115085

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**David Sinke, P.Eng., Consultant Project Manager**

Amec Foster Wheeler Environment & Infrastructure

3215 North Service Road, Burlington, ON L7N 3G2

Fax : 905.335.1414, E-mail : david.sinke@amecfw.com

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**FROM:** Suzanne Shea

Transport Canada

**Re:** Municipal Class Environmental Assessment  
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December 8, 2015  
Our File: TP115086

Camille Assam, Executive Assistant to ADM  
Ministry of Aboriginal Affairs  
160 Bloor Street East, 4th Floor  
Toronto, ON M7A 2E6



Dear Madam:

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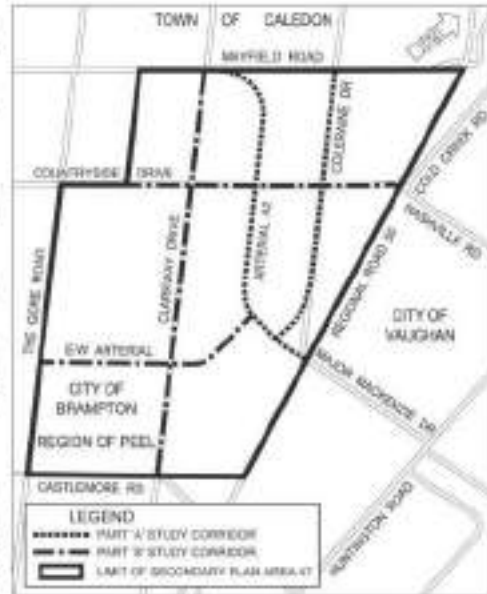
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December 8, 2015  
Our File: TP115086

Karly Jennings, Administrative Assistant to ADM  
Ministry of Aboriginal Affairs  
160 Bloor Street East, 4th Floor  
Toronto, ON M7A 2E6



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This notice first issued on December 10, 2015.



Continued...

## Comment Sheet

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December 8, 2015  
Our File: TP115085

Please Return the Completed Comment Sheet to:  
**David Sinke, P.Eng., Consultant Project Manager**  
Amec Foster Wheeler Environment & Infrastructure  
3215 North Service Road, Burlington, ON L7N 3G2  
Fax : 905.335.1414, E-mail : david.sinke@amecfw.com

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**FROM:** Karly Jennings  
Ministry of Aboriginal Affairs

**Re:** Municipal Class Environmental Assessment  
Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47)

- We have no concerns and do not need to be involved in this study.
- We have no interest/concerns at this time, but wish to remain on the contact list for this study.
- We have the following comment(s) and/or information requirements.
- I would like to be a representative on the Technical Agency Committee or the following representative from my Agency would like to be on the Committee \_\_\_\_\_

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December 8, 2015  
Our File: TP115086

Grant Wedge  
Ministry of the Attorney General  
720 Bay Street 8th Floor  
Toronto, ON M5G 2K1



Dear Sir:

**RE: Notice of Study Commencement  
Municipal Class Environmental Assessment  
Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47)**

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Sincerely,

Amec Foster Wheeler Environment & Infrastructure  
a Division of Amec Foster Wheeler Americas Limited

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Per: David Sinke, P. Eng.  
Consultant Project Manager

Encl.: Notice of Study Commencement  
Comment Sheet

Continued...

**NOTICE OF STUDY COMMENCEMENT**  
**Municipal Class Environmental Assessment**  
**Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47)**

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**Senior Project Engineer**  
Public Works  
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8850 McLaughlin Road, Unit 2,  
Brampton, ON L6Y 5T1  
Tel : 905.874.2500  
Fax : 905.874.2505  
E-mail : bishnu.parajuli@brampton.ca

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December 8, 2015  
Our File: TP115086

Bruce Singbush, Central Municipal Services Office  
Ministry of Municipal Affairs and Housing (EA Policy)  
College Park, 2nd Flr, 777 Bay St  
Toronto, ON M5G 2E5



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a Division of Amec Foster Wheeler Americas Limited

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Per: David Sinke, P. Eng.  
Consultant Project Manager

Encl.: Notice of Study Commencement  
Comment Sheet



Continued...

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December 8, 2015  
Our File: TP115086

Mark Heaton, Area Biologist, Halton/Peel/Toronto  
Ministry of Natural Resources and Forestry  
50 Bloomington Rd  
Aurora, ON L4G 0L8



Dear Sir:

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Amec Foster Wheeler Environment & Infrastructure  
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Per: David Sinke, P. Eng.  
Consultant Project Manager

Encl.: Notice of Study Commencement  
Comment Sheet

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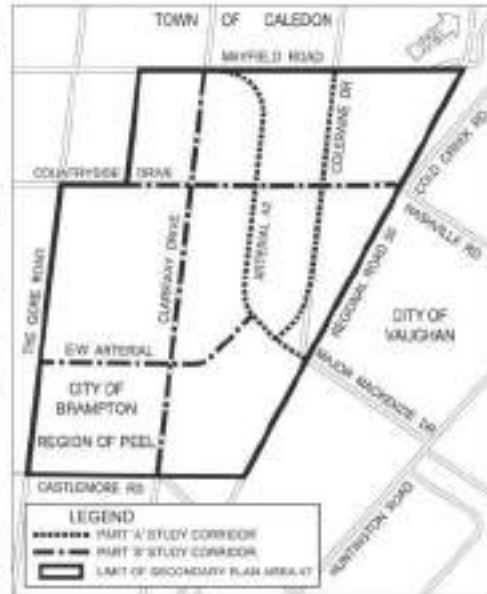
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December 8, 2015  
Our File: TP115086

Paul Heenev, District Manager  
Ministry of Natural Resources and Forestry  
50 Bloomington Rd  
Aurora, ON L4G 0L8



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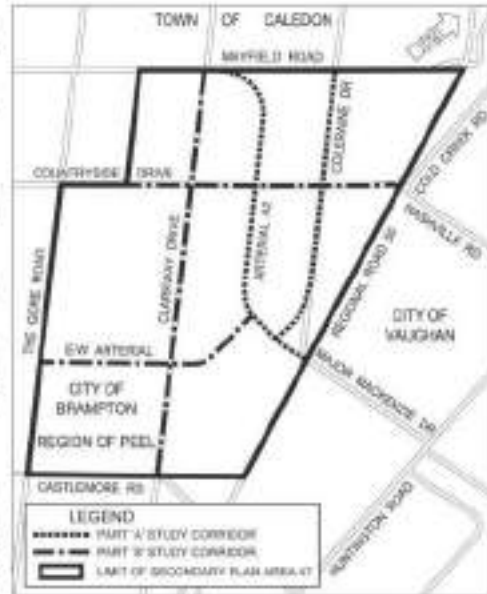
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December 8, 2015  
Our File: TP115086

Tom Farrell, Coordinator, Strategic Planning  
Ministry of Natural Resources and Forestry  
50 Bloomington Rd  
Aurora, ON L4G 0L8



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December 8, 2015  
Our File: TP115086

John Budz, District Manager  
Ministry of Environment and Climate Change  
4145 North Service Road, Suite 300  
Burlington, ON L7L 6A3



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a Division of Amec Foster Wheeler Americas Limited

A handwritten signature in black ink that reads "David Sinke".

Per: David Sinke, P. Eng.  
Consultant Project Manager

Encl.: Notice of Study Commencement  
Comment Sheet

Continued...

**NOTICE OF STUDY COMMENCEMENT**  
**Municipal Class Environmental Assessment**  
**Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47)**

**The Study**

The City of Brampton, in partnership with the Region of Peel, has initiated two Schedule 'C' Municipal Class Environmental Assessments (Class EAs) for the following roads (ref. Key Plan):

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**Bishnu Parajuli, M.A.Sc., P.Eng.**  
**Senior Project Engineer**  
Public Works  
City of Brampton  
8850 McLaughlin Road, Unit 2,  
Brampton, ON L6Y 5T1  
Tel : 905.874.2500  
Fax : 905.874.2505  
E-mail : bishnu.parajuli@brampton.ca

**David Sinke, P.Eng.**  
**Consultant Project Manager**  
Amec Foster Wheeler  
Environment & Infrastructure  
3215 North Service Road  
Burlington, ON L7R 3G2  
Tel : 905.335.2353  
Fax : 905.335.1414  
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This notice first issued on December 10, 2015.



December 8, 2015  
Our File: TP115086

Amanda Graham, Environmental Resource Planner/EA Coordinator  
Ministry of Environment and Climate Change  
Place Nouveau, 9th Flr, 5775 Yonge St  
Toronto, ON M2M4J1



Dear Madam:

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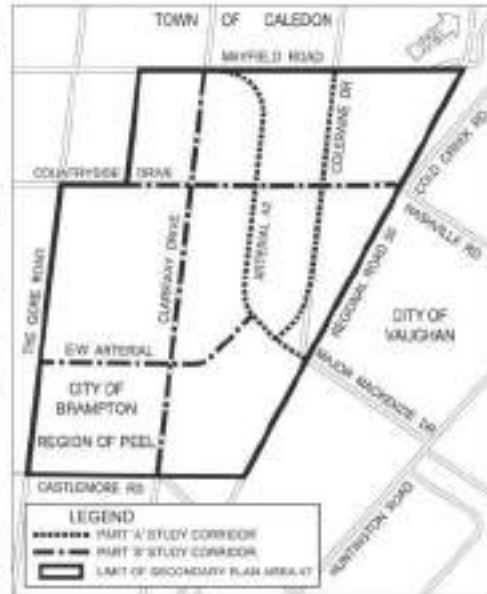
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December 8, 2015  
Our File: TP115086

Dan Minkin, Heritage Planner - CULTURE SERVICES UNIT  
Ministry of Tourism, Culture and Sport  
401 Bay Street, Suite 1700  
Toronto, ON M7A 0A7



Dear Sir:

**RE: Notice of Study Commencement  
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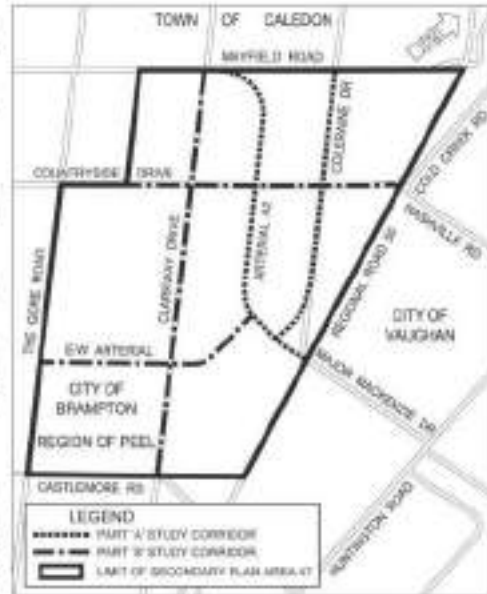
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Rosi Zirger, Heritage Planner - CULTURE SERVICES UNIT  
Ministry of Tourism, Culture and Sport  
401 Bay Street, Suite 1700  
Toronto, ON M7A 0A7



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Ted Lagakos, Project Manager, Corridor Management Section  
Ministry of Transportation  
1201 Wilson Avenue, 7th floor, Building D  
Toronto, ON M3M 1J8



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This notice first issued on December 10, 2015.



December 8, 2015  
Our File: TP115086

Carolyn Southey  
Ministry of Transportation - Central Region  
1201 Wilson Avenue, 3rd floor, Building D  
Toronto, ON M3M 1J8



Dear Madam:

**RE: Notice of Study Commencement  
Municipal Class Environmental Assessment  
Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47)**

The City of Brampton, in partnership with the Region of Peel, has initiated two Schedule 'C' Municipal Class Environmental Assessments (Class EAs) for the following roads:

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Sincerely,

Amec Foster Wheeler Environment & Infrastructure  
a Division of Amec Foster Wheeler Americas Limited

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Per: David Sinke, P. Eng.  
Consultant Project Manager

Encl.: Notice of Study Commencement  
Comment Sheet



Continued...

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**Senior Project Engineer**  
Public Works  
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Brampton, ON L6Y 5T1  
Tel : 905.874.2500  
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December 8, 2015  
Our File: TP115086

Jason White  
Ministry of Transportation - Central Region  
1201 Wilson Avenue, 4th floor, Building D  
Toronto, ON M3M 1J8



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Per: David Sinke, P. Eng.  
Consultant Project Manager

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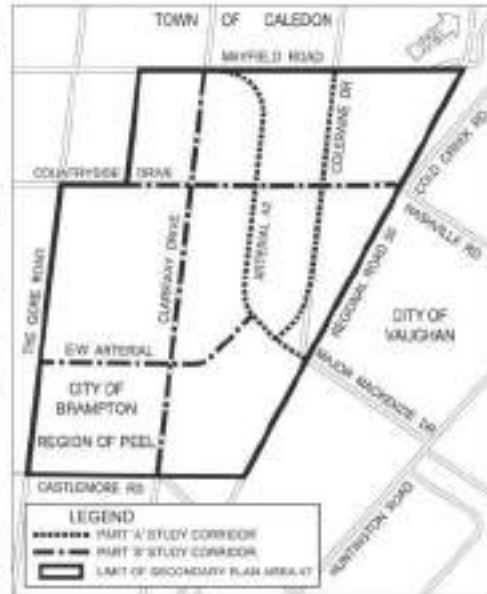
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December 8, 2015  
Our File: TP115086

Frank Martins, Contract Management Engineer  
Ministry of Transportation - Central Region  
1201 Wilson Avenue, 7th floor, Building D  
Toronto, ON M3M 1J8



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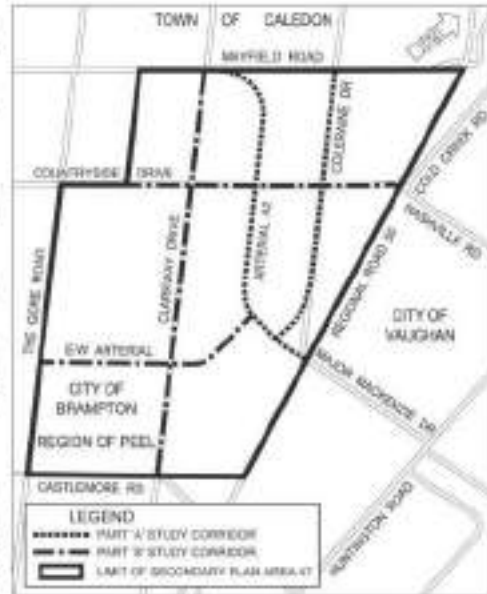
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December 8, 2015  
Our File: TP115086

David Cooper  
Ministry of Agriculture, Food and Rural Affairs  
1 Stone Road West  
Guelph, ON N1G 4Y2



Dear Sir:

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December 8, 2015  
Our File: TP115086

Jackie Van de Valk, Rural Planner - Environmental and Land Use Policy  
Ministry of Agriculture, Food and Rural Affairs  
6484 Wellington Road 7, Elora Resource Centre, Unit 10  
Elora, ON N0B 1S0



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Ali Veshkini, Director, Facilities & Capital Planning Branch, Corp. Serv. Div.  
Ministry of Community Safety and Correctional Services  
25 Grosvenor Street, 13th Floor  
Toronto, ON M7A 1Y6



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**Bishnu Parajuli, M.A.Sc., P.Eng.**  
**Senior Project Engineer**  
Public Works  
City of Brampton  
8850 McLaughlin Road, Unit 2,  
Brampton, ON L6Y 5T1  
Tel : 905.874.2500  
Fax : 905.874.2505  
E-mail : bishnu.parajuli@brampton.ca

**David Sinke, P.Eng.**  
**Consultant Project Manager**  
Amec Foster Wheeler  
Environment & Infrastructure  
3215 North Service Road  
Burlington, ON L7R 3G2  
Tel : 905.335.2353  
Fax : 905.335.1414  
Toll Free : 1.866.751.2353  
E-mail : david.sinke@amecfdw.com



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This notice first issued on December 10, 2015.



December 8, 2015  
Our File: TP115086

Lisa Myslicki, Realty Services, Environmental Services  
Infrastructure Ontario  
1 Dundas Street, W, Suite 2000  
Toronto, ON M5G 2L5



Dear Madam:

**RE: Notice of Study Commencement  
Municipal Class Environmental Assessment  
Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47)**

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Sincerely,

Amec Foster Wheeler Environment & Infrastructure  
a Division of Amec Foster Wheeler Americas Limited

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Per: David Sinke, P. Eng.  
Consultant Project Manager

Encl.: Notice of Study Commencement  
Comment Sheet

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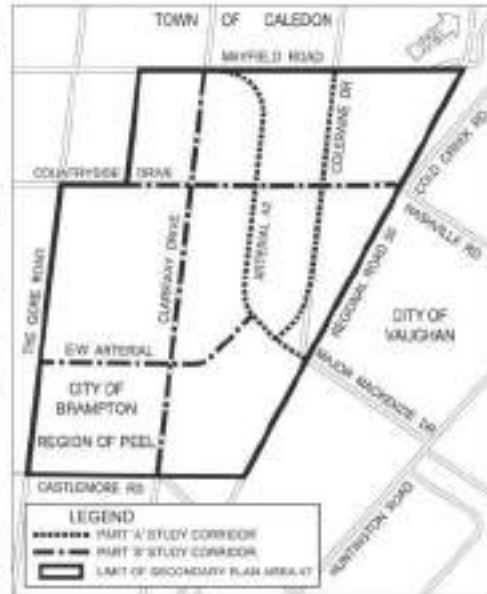
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December 8, 2015  
Our File: TP115086

Michael Helfinger  
Ministry of Economic Development and Trade  
900 Bay Street  
Toronto, ON M7A 2E1



Dear Sir:

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Per: David Sinke, P. Eng.  
Consultant Project Manager

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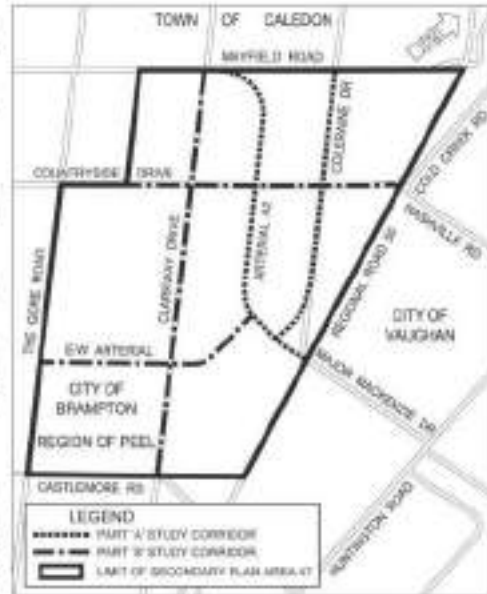
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December 8, 2015  
Our File: TP115086

Wendy Feldman  
Ministry of Economic Development and Trade  
900 Bay Street  
Toronto, ON M7A 2E1



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Per: David Sinke, P. Eng.  
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December 8, 2015  
Our File: TP115086

Narenda Shaw  
Ministry of Health  
201 City Centre Drive  
Mississauga, ON L5B 2T4



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Our File: TP115086

Tija Dirks  
Ministry Public Infrastructure and Health  
777 Bay Street, 4th Floor  
Toronto, ON M5G 2E2



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Our File: TP115086

Natalie Rouskov, Project Manager  
Ministry of Transportation - GTA West  
1201 Wilson Avenue, Building D, 4th Floor  
Toronto, ON M3M 1J8



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Sincerely,

Amec Foster Wheeler Environment & Infrastructure  
a Division of Amec Foster Wheeler Americas Limited

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Per: David Sinke, P. Eng.  
Consultant Project Manager

Encl.: Notice of Study Commencement  
Comment Sheet

Continued...

**NOTICE OF STUDY COMMENCEMENT**  
**Municipal Class Environmental Assessment**  
**Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47)**

**The Study**

The City of Brampton, in partnership with the Region of Peel, has initiated two Schedule 'C' Municipal Class Environmental Assessments (Class EAs) for the following roads (ref. Key Plan):

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**Senior Project Engineer**  
Public Works  
City of Brampton  
8850 McLaughlin Road, Unit 2,  
Brampton, ON L6Y 5T1  
Tel : 905.874.2500  
Fax : 905.874.2505  
E-mail : bishnu.parajuli@brampton.ca

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Amec Foster Wheeler  
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Tel : 905.335.2353  
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This notice first issued on December 10, 2015.







December 8, 2015  
Our File: TP115086

Nanda Kandiah, Project Manager  
Ministry of Transportation - Highway 427 Extension Study Team  
1201 Wilson Avenue, Building D, 4th Floor  
Toronto, ON M3M 1J8



Dear Sir:

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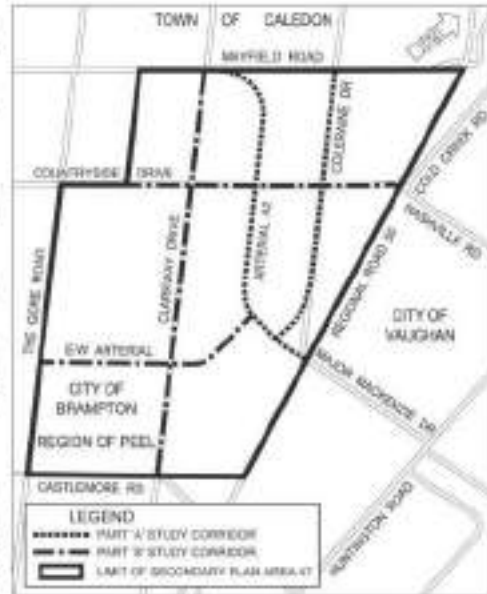
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December 8, 2015  
Our File: TP115086

Dave Reynolds, Engineering and Environmental Services  
Canadian National Railway  
1 Administration Road, P.O.Box 1000  
Concord, ON L4K 1B9



Dear Sir:

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December 8, 2015  
Our File: TP115086

Pierre Arsenault, General Manager System Operations - Intermodal  
Canadian National Railway  
1 Administration Road, P.O.Box 1000  
Concord, ON L4K 1B9



Dear Sir:

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Gordon Graham  
Canadian National Railway  
1 Administration Road, P.O.Box 1000  
Concord, ON L4K 1B9



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December 8, 2015  
Our File: TP115086

Nancy Huether, Manager, Economic Development  
Orangeville-Brampton Railway  
87 Broadway  
Orangeville, ON L9W 1K1



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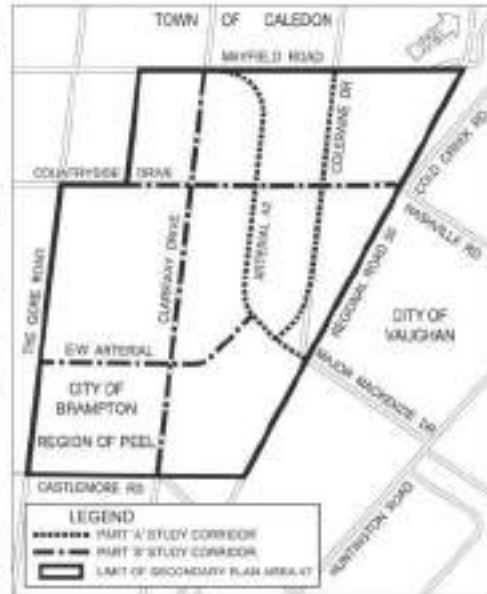
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**Senior Project Engineer**  
Public Works  
City of Brampton  
8850 McLaughlin Road, Unit 2,  
Brampton, ON L6Y 5T1  
Tel : 905.874.2500  
Fax : 905.874.2505  
E-mail : bishnu.parajuli@brampton.ca

**David Sinke, P.Eng.**  
**Consultant Project Manager**  
Amec Foster Wheeler  
Environment & Infrastructure  
3215 North Service Road  
Burlington, ON L7R 3G2  
Tel : 905.335.2353  
Fax : 905.335.1414  
Toll Free : 1.866.751.2353  
E-mail : david.sinke@amecfdw.com



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This notice first issued on December 10, 2015.







December 8, 2015  
Our File: TP115086

Joe Van Humbeck, Manager | Environmental Assessments  
Canadian Pacific  
Suite 500 401-9th Avenue SW  
Calgary, AB T2P 4Z4



Dear Sir:

**RE: Notice of Study Commencement  
Municipal Class Environmental Assessment  
Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47)**

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Amec Foster Wheeler Environment & Infrastructure  
a Division of Amec Foster Wheeler Americas Limited

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Per: David Sinke, P. Eng.  
Consultant Project Manager

Encl.: Notice of Study Commencement  
Comment Sheet

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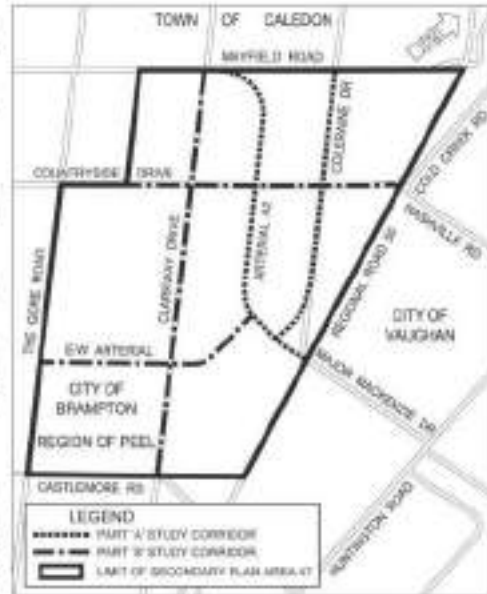
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December 8, 2015  
Our File: TP115086

Michael Wolczyk  
GO Transit  
20 Bay Street Suite 600  
Toronto, ON M5J 2W3



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December 8, 2015  
Our File: TP115086

Gary McNeil  
GO Transit  
20 Bay Street Suite 600  
Toronto, ON M5J 2W3



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December 8, 2015  
Our File: TP115086

Sharon Lingertat  
TRCA  
5 Shoreham Drive  
Downsview, ON M3N 1S4



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December 8, 2015  
Our File: TP115086

Chandra Sharma  
TRCA  
5 Shoreham Drive  
Downsview, ON M3N 1S4



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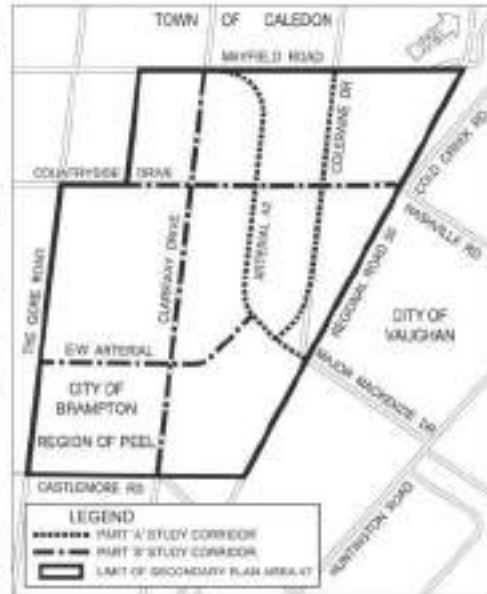
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December 8, 2015  
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Jennifer Evans, Chief  
Peel Regional Police  
7750 Hurontario Street  
Brampton, ON L6V 3W6



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Sincerely,

Amec Foster Wheeler Environment & Infrastructure  
a Division of Amec Foster Wheeler Americas Limited

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Per: David Sinke, P. Eng.  
Consultant Project Manager

Encl.: Notice of Study Commencement  
Comment Sheet

Continued...

**NOTICE OF STUDY COMMENCEMENT**  
**Municipal Class Environmental Assessment**  
**Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47)**

**The Study**

The City of Brampton, in partnership with the Region of Peel, has initiated two Schedule 'C' Municipal Class Environmental Assessments (Class EAs) for the following roads (ref. Key Plan):

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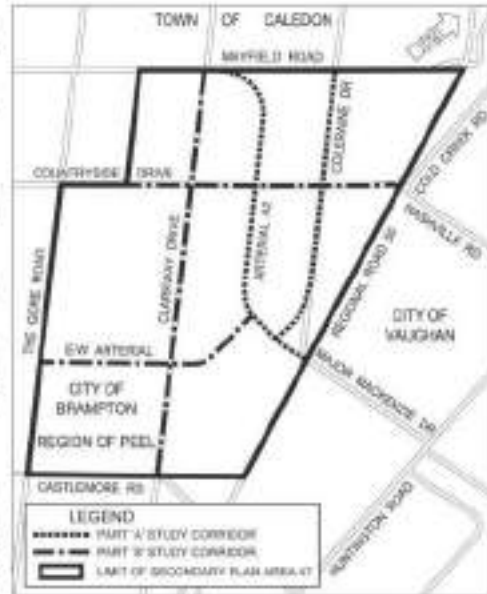
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**Senior Project Engineer**  
Public Works  
City of Brampton  
8850 McLaughlin Road, Unit 2,  
Brampton, ON L6Y 5T1  
Tel : 905.874.2500  
Fax : 905.874.2505  
E-mail : bishnu.parajuli@brampton.ca

**David Sinke, P.Eng.**  
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Amec Foster Wheeler  
Environment & Infrastructure  
3215 North Service Road  
Burlington, ON L7R 3G2  
Tel : 905.335.2353  
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December 8, 2015  
Our File: TP115086

Peter Dundas, Director-Paramedic Services  
Region of Peel Ambulance Service  
5299 Maingate Dr,  
Mississauga, ON L4W 1G6



Dear Sir:

**RE: Notice of Study Commencement  
Municipal Class Environmental Assessment  
Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47)**

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December 8, 2015  
Our File: TP115086

Ontario Provincial Police  
49 The South Service Road  
Mississauga, ON L5G 2R8



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December 8, 2015  
Our File: TP115086

Paul Mountford  
Peel District School Board  
5650 Hurontario Street  
Mississauga, ON L5R 1C6



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Municipal Class Environmental Assessment  
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December 8, 2015  
Our File: TP115086

Beth Bjarnason, Acting Superintendent of Planning and Operations,  
Dufferin Peel Roman Catholic Separate School Board  
40 Matheson Boulevard West  
Mississauga, ON L5R 1C5



Dear Madam:

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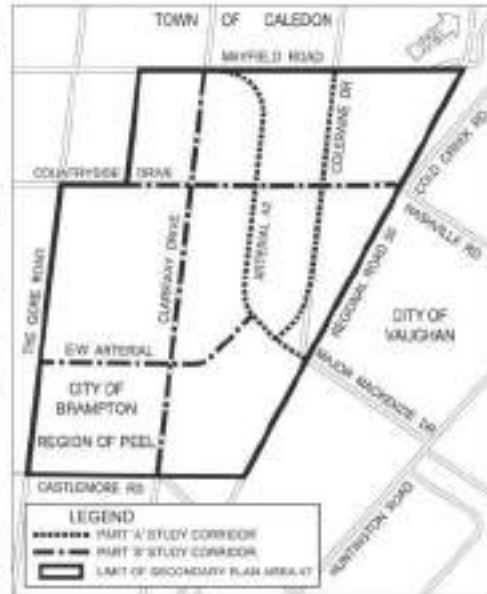
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December 8, 2015  
Our File: TP115086

Brampton Civic Hospital  
2100 Bovaird Drive East  
Brampton, ON L6R 3J7



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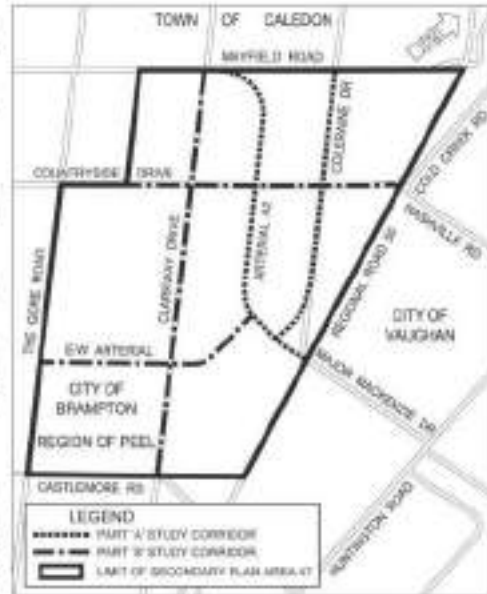
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**Bishnu Parajuli, M.A.Sc., P.Eng.**  
**Senior Project Engineer**  
Public Works  
City of Brampton  
8850 McLaughlin Road, Unit 2,  
Brampton, ON L6Y 5T1  
Tel : 905.874.2500  
Fax : 905.874.2505  
E-mail : bishnu.parajuli@brampton.ca

**David Sinke, P.Eng.**  
**Consultant Project Manager**  
Amec Foster Wheeler  
Environment & Infrastructure  
3215 North Service Road  
Burlington, ON L7R 3G2  
Tel : 905.335.2353  
Fax : 905.335.1414  
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E-mail : david.sinke@amecfdw.com



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This notice first issued on December 10, 2015.



December 8, 2015  
Our File: TP115086

Michael Avis, President  
Brampton Historical Society  
15 Wellington St. W.  
Brampton, ON L6Y 1K3



Dear Sir:

**RE: Notice of Study Commencement  
Municipal Class Environmental Assessment  
Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47)**

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Amec Foster Wheeler Environment & Infrastructure  
a Division of Amec Foster Wheeler Americas Limited

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Per: David Sinke, P. Eng.  
Consultant Project Manager

Encl.: Notice of Study Commencement  
Comment Sheet



Continued...

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December 8, 2015  
Our File: TP115086

Diana Velez, c/o Netricom  
Bell Canada Municipal Operations Centre  
200 Town Centre Boulevard, Suite 300  
Markham, ON L3R 8G5



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December 8, 2015  
Our File: TP115086

Correy Knight  
Allstream  
50 Worcester Rd  
Toronto, ON M9W 5X2



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December 8, 2015  
Our File: TP115086

Brad Boulton  
Bell Canada  
5115 Creekbank Road  
Mississauga, ON L4W 5R1



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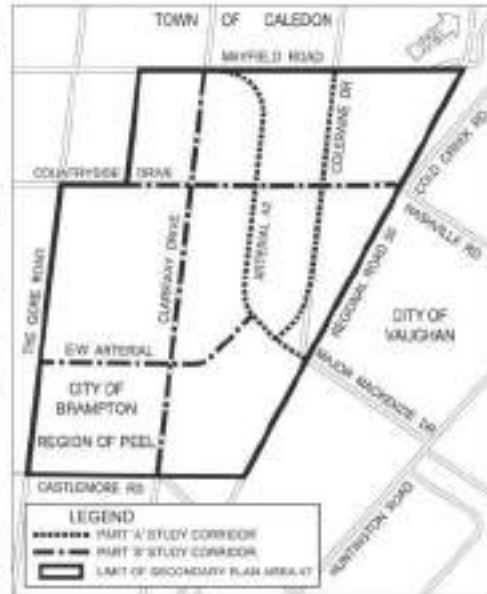
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December 8, 2015  
Our File: TP115086

Tina Jefferson  
Bell Canada  
5115 Creekbank Road  
Mississauga, ON L4W 5R1



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Bell Canada  
5115 Creebank Road  
Mississauga, ON L4W 5R1



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Amec Foster Wheeler Environment & Infrastructure  
a Division of Amec Foster Wheeler Americas Limited

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Per: David Sinke, P. Eng.  
Consultant Project Manager

Encl.: Notice of Study Commencement  
Comment Sheet



Continued...

**NOTICE OF STUDY COMMENCEMENT**  
**Municipal Class Environmental Assessment**  
**Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47)**

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**Senior Project Engineer**  
Public Works  
City of Brampton  
8850 McLaughlin Road, Unit 2,  
Brampton, ON L6Y 5T1  
Tel : 905.874.2500  
Fax : 905.874.2505  
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**David Sinke, P.Eng.**  
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Tel : 905.335.2353  
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December 8, 2015  
Our File: TP115086

Jing Dong  
Bell Canada Municipal Operations Centre c/o Plantec Consulting Engineers  
100 Borough Drive, Floor 5  
Scarborough, ON M1P 4W2



Dear Sir:

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December 8, 2015  
Our File: TP115086

Sharmila Krishna-Kumar  
Bell Canada Municipal Operations Centre c/o Plantec Consulting Engineers  
200 Town Centre Blvd., Suite 300  
Markham, ON L3R 8G5



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December 8, 2015  
Our File: TP115086

Wendy Lefebvre  
Bell Canada  
5115 Creekbank Road  
Mississauga, ON L4W 5R1



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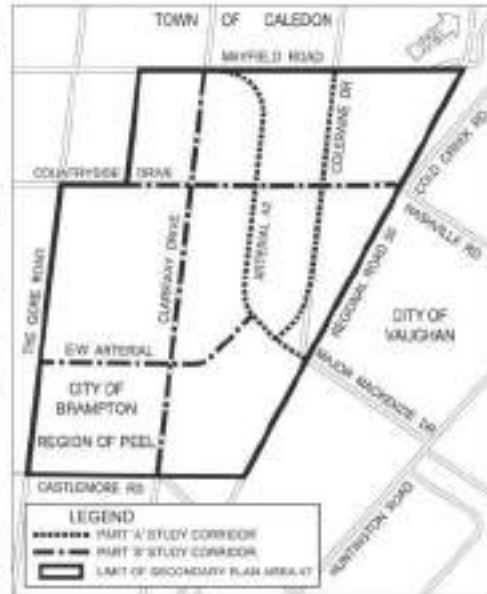
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December 8, 2015  
Our File: TP115086

Diana Beaulne, Mark-Up Administrator  
Enbridge Gas Distribution Inc  
500 Consumers Road, 4th Floor  
North York, Ontario M2J 1P8



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**RE: Notice of Study Commencement  
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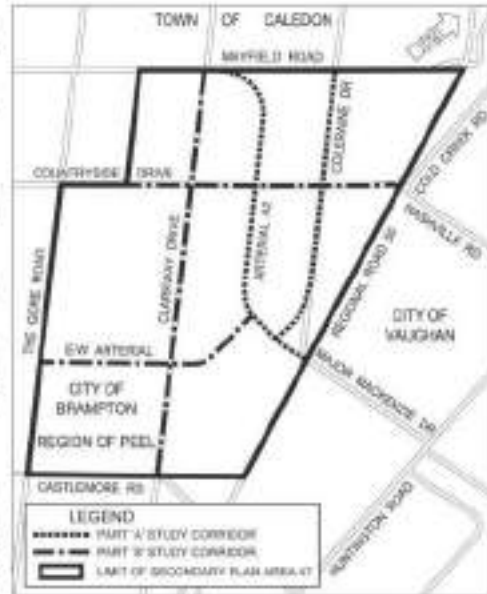
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Carmelo Tancioco, Manager, Special Projects  
Enbridge Gas Distribution Inc  
500 Consumers Road, 4th Floor  
North York, Ontario M2J 1P8



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**Bishnu Parajuli, M.A.Sc., P.Eng.**  
**Senior Project Engineer**  
Public Works  
City of Brampton  
8850 McLaughlin Road, Unit 2,  
Brampton, ON L6Y 5T1  
Tel : 905.874.2500  
Fax : 905.874.2505  
E-mail : bishnu.parajuli@brampton.ca

**David Sinke, P.Eng.**  
**Consultant Project Manager**  
Amec Foster Wheeler  
Environment & Infrastructure  
3215 North Service Road  
Burlington, ON L7R 3G2  
Tel : 905.335.2353  
Fax : 905.335.1414  
Toll Free : 1.866.751.2353  
E-mail : david.sinke@amecfdw.com



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This notice first issued on December 10, 2015.





December 8, 2015  
Our File: TP115086

Jamie Delaney  
Enbridge Gas Distribution Inc  
500 Consumers Road, 4th Floor  
North York, Ontario M2J 1P8



Dear Sir/Madam:

**RE: Notice of Study Commencement  
Municipal Class Environmental Assessment  
Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47)**

The City of Brampton, in partnership with the Region of Peel, has initiated two Schedule 'C' Municipal Class Environmental Assessments (Class EAs) for the following roads:

**Part A**

- North-South Arterial (Arterial A2), a new north-south arterial roadway from Mayfield Road to Major Mackenzie Drive/Regional Road 50
- Coleraine Drive from Arterial A2 to Mayfield Road including possible realignment at Arterial A2 west of Regional Road 50

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Amec Foster Wheeler Environment & Infrastructure  
a Division of Amec Foster Wheeler Americas Limited

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Per: David Sinke, P. Eng.  
Consultant Project Manager

Encl.: Notice of Study Commencement  
Comment Sheet

Continued...

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December 8, 2015  
Our File: TP115086

Gord Barclay  
FCI Broadband  
280 Hillmount Road, Unit 9  
Markham, ON L6C 3A1



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Per: David Sinke, P. Eng.  
Consultant Project Manager

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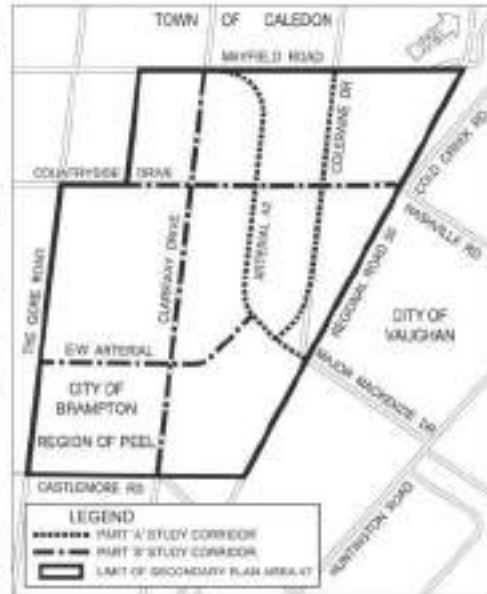
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December 8, 2015  
Our File: TP115086

David Gray  
FCI Broadband  
280 Hillmount Road, Unit 9  
Makham, ON L6C 3A1



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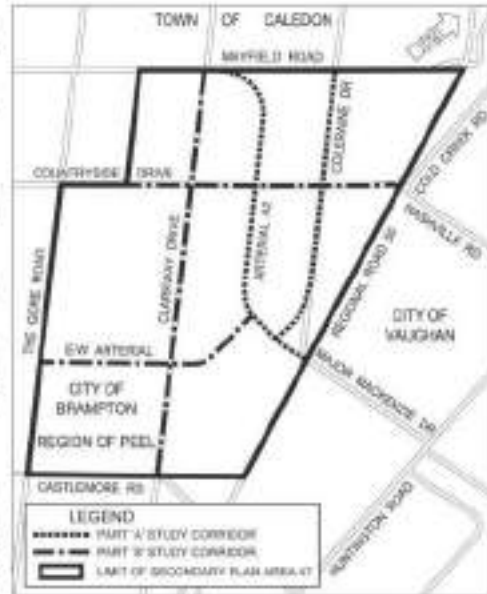
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Linda Morson, EA Coordinator  
Hydro One Brampton  
175 Sandalwood Parkway West  
Brampton, ON L7A 1E8



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Hydro One Brampton  
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**The Study**

The City of Brampton, in partnership with the Region of Peel, has initiated two Schedule 'C' Municipal Class Environmental Assessments (Class EAs) for the following roads (ref. Key Plan):

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**Bishnu Parajuli, M.A.Sc., P.Eng.**  
**Senior Project Engineer**  
Public Works  
City of Brampton  
8850 McLaughlin Road, Unit 2,  
Brampton, ON L6Y 5T1  
Tel : 905.874.2500  
Fax : 905.874.2505  
E-mail : bishnu.parajuli@brampton.ca

**David Sinke, P.Eng.**  
**Consultant Project Manager**  
Amec Foster Wheeler  
Environment & Infrastructure  
3215 North Service Road  
Burlington, ON L7R 3G2  
Tel : 905.335.2353  
Fax : 905.335.1414  
Toll Free : 1.866.751.2353  
E-mail : david.sinke@amecfdw.com



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This notice first issued on December 10, 2015.



December 8, 2015  
Our File: TP115086

Robert Evangelista  
Hydro One Brampton  
175 Sandalwood Parkway West  
Brampton, ON L7A 1E8



Dear Sir:

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Amec Foster Wheeler Environment & Infrastructure  
a Division of Amec Foster Wheeler Americas Limited

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Per: David Sinke, P. Eng.  
Consultant Project Manager

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December 8, 2015  
Our File: TP115086

Elsa Gregorio  
Hydro One Brampton  
175 Sandalwood Parkway West  
Brampton, ON L7A 1E8



Dear Madam:

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a Division of Amec Foster Wheeler Americas Limited

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Per: David Sinke, P. Eng.  
Consultant Project Manager

Encl.: Notice of Study Commencement  
Comment Sheet

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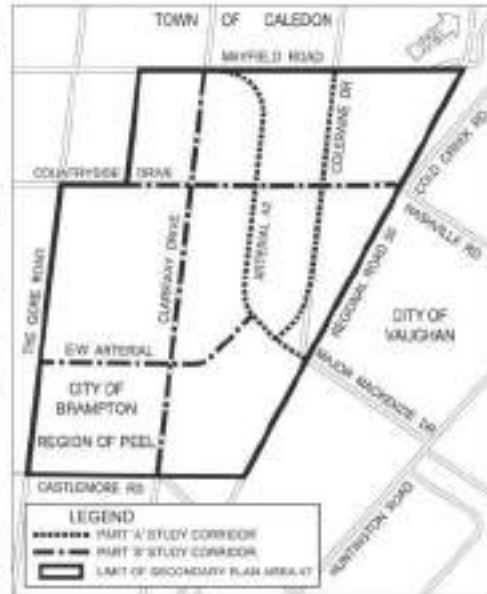
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December 8, 2015  
Our File: TP115086

Brian McCormick, Manager, Environmental Services and Approvals  
Hydro One Networks Inc.  
483 Bay Street, 14th Floor  
Toronto, ON M5G 2P5



Dear Sir:

**RE: Notice of Study Commencement  
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Per: David Sinke, P. Eng.  
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Encl.: Notice of Study Commencement  
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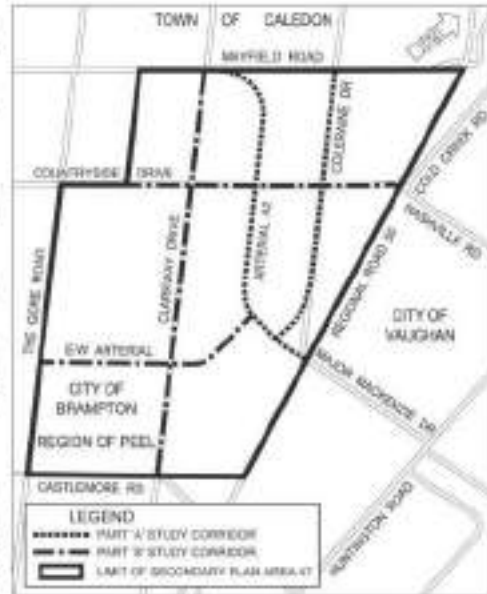
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**Senior Project Engineer**  
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Brampton, ON L6Y 5T1  
Tel : 905.874.2500  
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E-mail : bishnu.parajuli@brampton.ca

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December 8, 2015  
Our File: TP115086

Jamie Bignell, Zone 3 A Scheduling  
Hydro One Networks Inc.  
913 Crawford Drive  
Peterborough, ON K9J 3X1



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December 8, 2015  
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Robert Agostini  
Hydro One Networks Inc.  
175 Sandlewood Parkway West  
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## Comment Sheet

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Our File: TP115085

Please Return the Completed Comment Sheet to:  
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Amec Foster Wheeler Environment & Infrastructure  
3215 North Service Road, Burlington, ON L7N 3G2  
Fax : 905.335.1414, E-mail : david.sinke@amecfw.com

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**FROM:** Robert Agostini  
Hydro One Networks Inc.

**Re:** Municipal Class Environmental Assessment  
Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47)

- We have no concerns and do not need to be involved in this study.
- We have no interest/concerns at this time, but wish to remain on the contact list for this study.
- We have the following comment(s) and/or information requirements.
- I would like to be a representative on the Technical Agency Committee or the following representative from my Agency would like to be on the Committee \_\_\_\_\_  
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December 8, 2015  
Our File: TP115086

Ian Mitchell, EA Coordinator  
Hydro One Telecom  
65 Kelfield Street  
Rexdale, ON M9W 5A3



Dear Sir:

**RE: Notice of Study Commencement  
Municipal Class Environmental Assessment  
Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47)**

The City of Brampton, in partnership with the Region of Peel, has initiated two Schedule 'C' Municipal Class Environmental Assessments (Class EAs) for the following roads:

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Sincerely,

Amec Foster Wheeler Environment & Infrastructure  
a Division of Amec Foster Wheeler Americas Limited

A handwritten signature in black ink that reads "David Sinke".

Per: David Sinke, P. Eng.  
Consultant Project Manager

Encl.: Notice of Study Commencement  
Comment Sheet



Continued...

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**Municipal Class Environmental Assessment**  
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**Bishnu Parajuli, M.A.Sc., P.Eng.**  
**Senior Project Engineer**  
Public Works  
City of Brampton  
8850 McLaughlin Road, Unit 2,  
Brampton, ON L6Y 5T1  
Tel : 905.874.2500  
Fax : 905.874.2505  
E-mail : bishnu.parajuli@brampton.ca

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December 8, 2015  
Our File: TP115086

Sherif El-Sayed  
Langley Utilities Contracting  
71 Mearns Court, Unit #220  
Bowmanville, ON L1C 3K9



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Per: David Sinke, P. Eng.  
Consultant Project Manager

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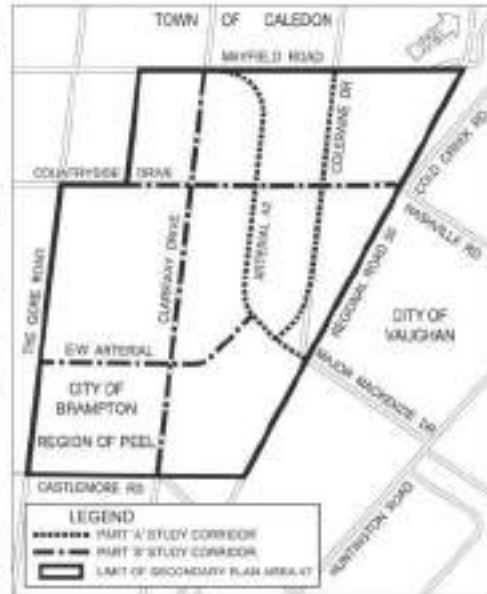
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December 8, 2015  
Our File: TP115086

Chris Vandewiel  
Project Coordinator (Structures - Bell)  
Plantec Eng. (Bell Canada)  
200 Town Centre Blvd., Suite 300  
Markham, ON L3R 8G5



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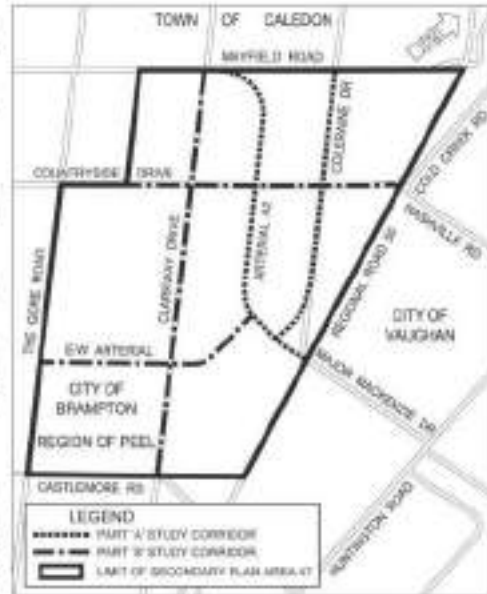
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December 8, 2015  
Our File: TP115086

Angel Plascencia  
Plantec Eng. (Bell Canada)  
200 Town Centre Blvd., Suite 300  
Markham, ON L3R 8G5



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Our File: TP115086

Ian Fleming, EA Coordinator  
MTS Allstream  
50 Worcester Road  
Toronto, ON M9W 5X2



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Ryan Fiueiredo, System Planner  
Rogers Cable T.V. Ltd.  
3573 Wolfedale Road  
Mississauga, ON L5C 3T6



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**NOTICE OF STUDY COMMENCEMENT**  
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**Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47)**

**The Study**

The City of Brampton, in partnership with the Region of Peel, has initiated two Schedule 'C' Municipal Class Environmental Assessments (Class EAs) for the following roads (ref. Key Plan):

**Part A**

- North-South Arterial (Arterial A2), a new north-south arterial roadway from Mayfield Road to Major Mackenzie Drive/Regional Road 50.
- Coleraine Drive from Arterial A2 to Mayfield Road including possible realignment at Arterial A2 west of Regional Road 50.

**Part B**

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**Bishnu Parajuli, M.A.Sc., P.Eng.**  
**Senior Project Engineer**  
Public Works  
City of Brampton  
8850 McLaughlin Road, Unit 2,  
Brampton, ON L6Y 5T1  
Tel : 905.874.2500  
Fax : 905.874.2505  
E-mail : bishnu.parajuli@brampton.ca

**David Sinke, P.Eng.**  
**Consultant Project Manager**  
Amec Foster Wheeler  
Environment & Infrastructure  
3215 North Service Road  
Burlington, ON L7R 3G2  
Tel : 905.335.2353  
Fax : 905.335.1414  
Toll Free : 1.866.751.2353  
E-mail : david.sinke@amecfdw.com



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This notice first issued on December 10, 2015.



December 8, 2015  
Our File: TP115086

Darrell Dimitroff, Planning Team Manager  
Rogers Cable T.V. Ltd.  
3573 Wolfedale Road  
Mississauga, ON L5C 3T6



Dear Sir:

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Sincerely,

Amec Foster Wheeler Environment & Infrastructure  
a Division of Amec Foster Wheeler Americas Limited

A handwritten signature in black ink that reads "David Sinke".

Per: David Sinke, P. Eng.  
Consultant Project Manager

Encl.: Notice of Study Commencement  
Comment Sheet

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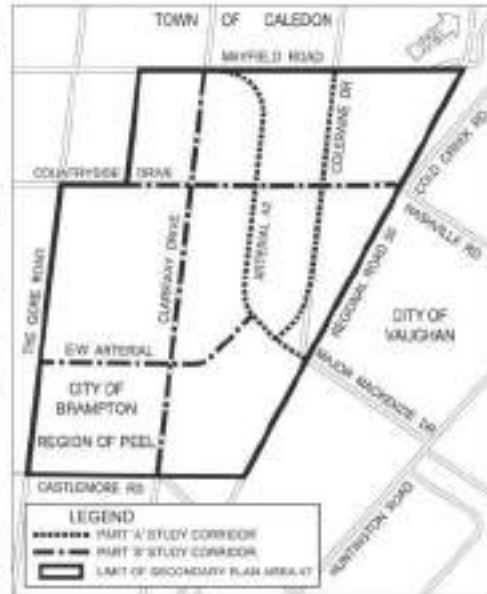
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December 8, 2015  
Our File: TP115086

Terry Creamer  
Rogers Cable T.V. Ltd.  
3573 Wolfedale Road  
Mississauga, ON L5C 3T6



Dear Sir:

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Per: David Sinke, P. Eng.  
Consultant Project Manager

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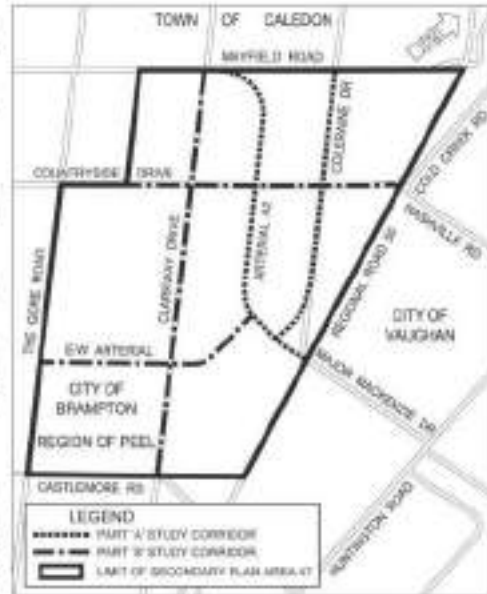
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**Senior Project Engineer**  
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**Consultant Project Manager**  
Amec Foster Wheeler  
Environment & Infrastructure  
3215 North Service Road  
Burlington, ON L7R 3G2  
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This notice first issued on December 10, 2015.



December 8, 2015  
Our File: TP115086

Marian Wright  
Rogers Cable T.V. Ltd.  
3573 Wolfedale Road  
Mississauga, ON L5C 3T6



Dear Madam:

**RE: Notice of Study Commencement  
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Amec Foster Wheeler Environment & Infrastructure  
a Division of Amec Foster Wheeler Americas Limited

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Per: David Sinke, P. Eng.  
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**Senior Project Engineer**  
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8850 McLaughlin Road, Unit 2,  
Brampton, ON L6Y 5T1  
Tel : 905.874.2500  
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December 8, 2015  
Our File: TP115086

Cory Baker  
Rogers Cable T.V. Ltd.  
3573 Wolfedale Road  
Mississauga, ON L5C 3T6



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Consultant Project Manager

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## Comment Sheet

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December 8, 2015  
Our File: TP115085

Please Return the Completed Comment Sheet to:  
**David Sinke, P.Eng., Consultant Project Manager**  
Amec Foster Wheeler Environment & Infrastructure  
3215 North Service Road, Burlington, ON L7N 3G2  
Fax : 905.335.1414, E-mail : david.sinke@amecfw.com

---

**FROM:** Cory Baker  
Rogers Cable T.V. Ltd.

**Re:** Municipal Class Environmental Assessment  
Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47)

- We have no concerns and do not need to be involved in this study.
- We have no interest/concerns at this time, but wish to remain on the contact list for this study.
- We have the following comment(s) and/or information requirements.
- I would like to be a representative on the Technical Agency Committee or the following representative from my Agency would like to be on the Committee \_\_\_\_\_  
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December 8, 2015  
Our File: TP115086

Edgar Henriquez  
Rogers Cable T.V. Ltd.  
3573 Wolfedale Road  
Mississauga, ON L5C 3T6



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**Bishnu Parajuli, M.A.Sc., P.Eng.**  
**Senior Project Engineer**  
Public Works  
City of Brampton  
8850 McLaughlin Road, Unit 2,  
Brampton, ON L6Y 5T1  
Tel : 905.874.2500  
Fax : 905.874.2505  
E-mail : bishnu.parajuli@brampton.ca

**David Sinke, P.Eng.**  
**Consultant Project Manager**  
Amec Foster Wheeler  
Environment & Infrastructure  
3215 North Service Road  
Burlington, ON L7R 3G2  
Tel : 905.335.2353  
Fax : 905.335.1414  
Toll Free : 1.866.751.2353  
E-mail : david.sinke@amecfdw.com



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This notice first issued on December 10, 2015.



December 8, 2015  
Our File: TP115086

Fred Priagula  
Rogers Cable T.V. Ltd.  
3573 Wolfedale Road  
Mississauga, ON L5C 3T6



Dear Sir:

**RE: Notice of Study Commencement  
Municipal Class Environmental Assessment  
Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47)**

The City of Brampton, in partnership with the Region of Peel, has initiated two Schedule 'C' Municipal Class Environmental Assessments (Class EAs) for the following roads:

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- North-South Arterial (Arterial A2), a new north-south arterial roadway from Mayfield Road to Major Mackenzie Drive/Regional Road 50
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Amec Foster Wheeler Environment & Infrastructure  
a Division of Amec Foster Wheeler Americas Limited

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Per: David Sinke, P. Eng.  
Consultant Project Manager

Encl.: Notice of Study Commencement  
Comment Sheet

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December 8, 2015  
Our File: TP115086

Edgar Henriquez, EA Coordinator  
Rogers Cable (Brampton)  
3573 Wolfedale Road  
Mississauga, ON L5C 3T6



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December 8, 2015  
Our File: TP115086

Steve Hoy, EA Coordinator  
Telus Network  
25 York St, 22nd Floor  
Toronto, ON M5J 2V5



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December 8, 2015  
Our File: TP115086

Todd Whiteman  
Project Planner  
Cogeco Cable Solutions  
695 Lawrence Road  
Hamilton, ON L8K 6P1



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December 8, 2015  
Our File: TP115086

Tony Nascimento, Operations Manager Transervice Lease Co.  
Bell  
55 North Queen Street  
Etobicoke, ON M8Z 2C7



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Mani Shahrokni, Transportation Project Manager  
City of Vaughan  
2131 Major MacKenzie,  
Vaughan, ON L6A 1T1



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**Bishnu Parajuli, M.A.Sc., P.Eng.**  
**Senior Project Engineer**  
Public Works  
City of Brampton  
8850 McLaughlin Road, Unit 2,  
Brampton, ON L6Y 5T1  
Tel : 905.874.2500  
Fax : 905.874.2505  
E-mail : bishnu.parajuli@brampton.ca

**David Sinke, P.Eng.**  
**Consultant Project Manager**  
Amec Foster Wheeler  
Environment & Infrastructure  
3215 North Service Road  
Burlington, ON L7R 3G2  
Tel : 905.335.2353  
Fax : 905.335.1414  
Toll Free : 1.866.751.2353  
E-mail : david.sinke@amecflw.com



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This notice first issued on December 10, 2015.







December 8, 2015  
Our File: TP115086

Selma Hubjer, Manager, Transportation Planning  
City of Vaughan  
2132 Major MacKenzie,  
Vaughan, ON L6A 1T1



Dear Sir/Madam:

**RE: Notice of Study Commencement  
Municipal Class Environmental Assessment  
Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47)**

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Sincerely,

Amec Foster Wheeler Environment & Infrastructure  
a Division of Amec Foster Wheeler Limited,

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Per: David Sinke, P. Eng.  
Consultant Project Manager

Encl.: Notice of Study Commencement  
Comment Sheet

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December 8, 2015  
Our File: TP115086

Kant Chawla, Senior Transportation Planner  
Town of Caledon  
6311 Old Church Road  
Caledon, ON L7C 1J6



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December 8, 2015  
Our File: TP115086

Casey Blakely, Manager of Development  
Town of Caledon  
6311 Old Church Road  
Caledon, ON L7C 1J6



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December 8, 2015  
Our File: TP115086

David Loveridge, Director, Public Works  
Town of Caledon  
6311 Old Church Road  
Caledon, ON L7C 1J6



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December 8, 2015  
Our File: TP115086

Kathie Kurtz, Senior Policy Planner  
Town of Caledon  
6311 Old Church Road  
Caledon, ON L7C 1J6



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December 8, 2015  
Our File: TP115086

Megan Ward, Peel Region Health  
Region of Peel  
44 Peel Centre Drive  
Brampton, ON L6T 4B9



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Sincerely,

Amec Foster Wheeler Environment & Infrastructure  
a Division of Amec Foster Wheeler Limited,

A handwritten signature in black ink that reads "David Sinke".

Per: David Sinke, P. Eng.  
Consultant Project Manager

Encl.: Notice of Study Commencement  
Comment Sheet

Continued...

**NOTICE OF STUDY COMMENCEMENT**  
**Municipal Class Environmental Assessment**  
**Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47)**

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The City of Brampton, in partnership with the Region of Peel, has initiated two Schedule 'C' Municipal Class Environmental Assessments (Class EAs) for the following roads (ref. Key Plan):

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**Senior Project Engineer**  
Public Works  
City of Brampton  
8850 McLaughlin Road, Unit 2,  
Brampton, ON L6Y 5T1  
Tel : 905.874.2500  
Fax : 905.874.2505  
E-mail : bishnu.parajuli@brampton.ca

**David Sinke, P.Eng.**  
**Consultant Project Manager**  
Amec Foster Wheeler  
Environment & Infrastructure  
3215 North Service Road  
Burlington, ON L7R 3G2  
Tel : 905.335.2353  
Fax : 905.335.1414  
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E-mail : david.sinke@amecflw.com



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This notice first issued on December 10, 2015.



December 8, 2015  
Our File: TP115086

Eric Chan  
Region of Peel  
10 Peel Centre Drive, Suite B, 4th Floor  
Brampton, ON L6T 4B9



Dear Sir:

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Municipal Class Environmental Assessment  
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December 8, 2015  
Our File: TP115086

Sean Carrick  
Region of Peel  
10 Peel Centre Drive, Suite B, 4th Floor  
Brampton, ON L6T 4B9



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December 8, 2015  
Our File: TP115086

Althaf Farouque  
Region of Peel  
10 Peel Centre Drive, Suite B, 6th Floor  
Brampton, ON L6T 4B9



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December 8, 2015  
Our File: TP115086

Ryan Gulyas  
Region of Peel  
10 Peel Centre Drive, Suite B, 6th Floor  
Brampton, ON L6T 4B9



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December 8, 2015  
Our File: TP115086

Steve Mota, Program Manager Transportation Planning  
Region of York  
17250 Yonge Street  
Newmarket, ON L3Y 6Z1



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**Consultant Project Manager**  
Amec Foster Wheeler  
Environment & Infrastructure  
3215 North Service Road  
Burlington, ON L7R 3G2  
Tel : 905.335.2353  
Fax : 905.335.1414  
Toll Free : 1.866.751.2353  
E-mail : david.sinke@amecfcw.com



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

This notice first issued on December 10, 2015.



December 17, 2015  
Our File: TP115086

Raj Dhir, Director  
Ministry of Aboriginal Affairs  
Legal Services  
160 Bloor Street East, 9<sup>th</sup> Floor  
Toronto, ON M7A 2E6



Dear Sir:

**RE: Notice of Study Commencement  
Municipal Class Environmental Assessment  
Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47)**

The City of Brampton, in partnership with the Region of Peel, has initiated two Schedule 'C' Municipal Class Environmental Assessments (Class EAs) for the following roads:

**Part A**

- North-South Arterial (Arterial A2), a new north-south arterial roadway from Mayfield Road to Major Mackenzie Drive/Regional Road 50
- Coleraine Drive from Arterial A2 to Mayfield Road including possible realignment at Arterial A2 west of Regional Road 50

**Part B**

- East-West (E-W) Arterial, a new east-west arterial roadway from The Gore Road to Arterial A2
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- Countryside Drive from west of Clarkway Drive to Regional Road 50 including possible realignment at Regional Road 50

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We look forward to your assistance in the identification of pertinent issues regarding this project and thank you for your attention to this matter. If you have any questions or require additional information, please contact the undersigned.

Sincerely,

Amec Foster Wheeler Environment & Infrastructure  
a Division of Amec Foster Wheeler Americas Limited

A handwritten signature in black ink that reads "David Sinke".

Per: David Sinke, P. Eng.  
Consultant Project Manager

Encl.: Notice of Study Commencement  
Comment Sheet

Continued ...

**NOTICE OF STUDY COMMENCEMENT**  
**Municipal Class Environmental Assessment**  
**Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47)**

**The Study**

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**The Process**

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If you have any questions or comments regarding the study, or wish to be added to the study mailing list, please contact either of the following project team members:

**Bishnu Parajuli, M.A.Sc., P.Eng.**  
**Senior Project Engineer**  
Public Works  
City of Brampton  
8850 McLaughlin Road, Unit 2,  
Brampton, ON L6Y 5T1  
Tel : 905.874.2500  
Fax : 905.874.2505  
E-mail : bishnu.parajuli@brampton.ca

**David Sinke, P.Eng.**  
**Consultant Project Manager**  
Amec Foster Wheeler  
Environment & Infrastructure  
3215 North Service Road  
Burlington, ON L7R 3G2  
Tel : 905.335.2353  
Fax : 905.335.1414  
Toll Free : 1.866.751.2353  
E-mail : david.sinke@amecfw.com



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This notice first issued on December 10, 2015.





December 17, 2015  
Our File: TP115086

Alison MacKenzie, Director  
Ministry of Natural Resources  
Legal Services Branch  
99 Wellesley Street West  
Toronto, ON M7A 1W3



Dear Madam:

**RE: Notice of Study Commencement  
Municipal Class Environmental Assessment  
Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47)**

The City of Brampton, in partnership with the Region of Peel, has initiated two Schedule 'C' Municipal Class Environmental Assessments (Class EAs) for the following roads:

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Sincerely,

Amec Foster Wheeler Environment & Infrastructure  
a Division of Amec Foster Wheeler Americas Limited

A handwritten signature in black ink that reads "David Sinke".

Per: David Sinke, P. Eng.  
Consultant Project Manager

Encl.: Notice of Study Commencement  
Comment Sheet

**NOTICE OF STUDY COMMENCEMENT**  
**Municipal Class Environmental Assessment**  
**Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47)**

**The Study**

The City of Brampton, in partnership with the Region of Peel, has initiated two Schedule 'C' Municipal Class Environmental Assessments (Class EAs) for the following roads (ref. Key Plan):

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- Coleraine Drive from Arterial A2 to Mayfield Road including possible realignment at Arterial A2 west of Regional Road 50.

**Part B**

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**The Process**

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**Bishnu Parajuli, M.A.Sc., P.Eng.**  
**Senior Project Engineer**  
Public Works  
City of Brampton  
8850 McLaughlin Road, Unit 2,  
Brampton, ON L6Y 5T1  
Tel : 905.874.2500  
Fax : 905.874.2505  
E-mail : bishnu.parajuli@brampton.ca

**David Sinke, P.Eng.**  
**Consultant Project Manager**  
Amec Foster Wheeler  
Environment & Infrastructure  
3215 North Service Road  
Burlington, ON L7R 3G2  
Tel : 905.335.2353  
Fax : 905.335.1414  
Toll Free : 1.866.751.2353  
E-mail : david.sinke@amecfw.com



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This notice first issued on December 10, 2015.

# Comment Sheet

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December 8, 2015  
Our File: TP115085

Please Return the Completed Comment Sheet to:  
**David Sinke, P.Eng., Consultant Project Manager**  
Amec Foster Wheeler Environment & Infrastructure  
3215 North Service Road, Burlington, ON L7N 3G2  
Fax : 905.335.1414, E-mail : david.sinke@amecfw.com

---

**FROM:** Alison MacKenzie  
Ministry of Natural Resources

---

**Re:** Municipal Class Environmental Assessment  
Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47)

---

- We have no concerns and do not need to be involved in this study.
- We have no interest/concerns at this time, but wish to remain on the contact list for this study.
- We have the following comment(s) and/or information requirements.
- I would like to be a representative on the Technical Agency Committee or the following representative from my Agency would like to be on the Committee \_\_\_\_\_  
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December 17, 2015  
Our File: TP115086

Mary Gersht, Director  
Ministry of Transportation  
Legal Services Branch  
1201 Wilson Avenue, Building B, 1<sup>st</sup> Floor  
Downsview, ON M3M 1J8



Dear Madam:

**RE: Notice of Study Commencement  
Municipal Class Environmental Assessment  
Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47)**

The City of Brampton, in partnership with the Region of Peel, has initiated two Schedule 'C' Municipal Class Environmental Assessments (Class EAs) for the following roads:

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Sincerely,

Amec Foster Wheeler Environment & Infrastructure  
a Division of Amec Foster Wheeler Americas Limited

A handwritten signature in black ink that reads "David Sinke".

Per: David Sinke, P. Eng.  
Consultant Project Manager

Encl.: Notice of Study Commencement  
Comment Sheet



**NOTICE OF STUDY COMMENCEMENT**  
**Municipal Class Environmental Assessment**  
**Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47)**

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**Senior Project Engineer**  
Public Works  
City of Brampton  
8850 McLaughlin Road, Unit 2,  
Brampton, ON L6Y 5T1  
Tel : 905.874.2500  
Fax : 905.874.2505  
E-mail : bishnu.parajuli@brampton.ca

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Amec Foster Wheeler  
Environment & Infrastructure  
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This notice first issued on December 10, 2015.

# Comment Sheet

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December 8, 2015  
Our File: TP115085

Please Return the Completed Comment Sheet to:  
**David Sinke, P.Eng., Consultant Project Manager**  
Amec Foster Wheeler Environment & Infrastructure  
3215 North Service Road, Burlington, ON L7N 3G2  
Fax : 905.335.1414, E-mail : david.sinke@amecfw.com

---

**FROM:** Mary Gersht  
Ministry of Transportation

---

**Re:** Municipal Class Environmental Assessment  
Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47)

---

- We have no concerns and do not need to be involved in this study.
- We have no interest/concerns at this time, but wish to remain on the contact list for this study.
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December 17, 2015  
Our File: TP115086

Halyna Perun, Director  
Ministry of the Environment & Climate Change  
Legal Services Branch  
135 St. Clair Avenue West, 10<sup>th</sup> Floor  
Toronto, ON M4V 1P5



Dear Sir/Madam:

**RE: Notice of Study Commencement  
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a Division of Amec Foster Wheeler Americas Limited

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Per: David Sinke, P. Eng.  
Consultant Project Manager

Encl.: Notice of Study Commencement  
Comment Sheet

**NOTICE OF STUDY COMMENCEMENT**  
**Municipal Class Environmental Assessment**  
**Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47)**

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**Senior Project Engineer**  
Public Works  
City of Brampton  
8850 McLaughlin Road, Unit 2,  
Brampton, ON L6Y 5T1  
Tel : 905.874.2500  
Fax : 905.874.2505  
E-mail : bishnu.parajuli@brampton.ca

**David Sinke, P.Eng.**  
**Consultant Project Manager**  
Amec Foster Wheeler  
Environment & Infrastructure  
3215 North Service Road  
Burlington, ON L7R 3G2  
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# Comment Sheet

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December 8, 2015  
Our File: TP115085

Please Return the Completed Comment Sheet to:  
**David Sinke, P.Eng., Consultant Project Manager**  
Amec Foster Wheeler Environment & Infrastructure  
3215 North Service Road, Burlington, ON L7N 3G2  
Fax : 905.335.1414, E-mail : david.sinke@amecfw.com

---

**FROM:** Halyna Perun  
Ministry of the Environment & Climate Change

**Re:** Municipal Class Environmental Assessment  
Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47)

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## Dearlove, Heather

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**Subject:** FW: Municipal Class Environmental Assessment

**Importance:** High

---

**From:** Tucci, Claudia (MAG) [<mailto:Claudia.Tucci@ontario.ca>]  
**Sent:** Tuesday, December 15, 2015 2:41 PM  
**To:** [bishnu.parajuli@brampton.ca](mailto:bishnu.parajuli@brampton.ca); Sinke, David <[David.Sinke@amec.com](mailto:David.Sinke@amec.com)>  
**Subject:** Municipal Class Environmental Assessment  
**Importance:** High

Hi,

I am in receipt of your letter dated December 8, 2015 addressed to Grant Wedge pertaining to File No. TP115086 – Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47).

Please be advised Mr. Wedge has retired from the Ministry of the Attorney General.

All Notices of Municipal Class Environmental Assessments should be directed to the following 4 Ministries. Kindly forward your letter to:

Raj Dhir, Director  
Ministry of Aboriginal Affairs  
Legal Services  
160 Bloor Street East, 9<sup>th</sup> Floor  
Toronto Ontario M7A 2E6

Alison MacKenzie, Director  
Ministry of Natural Resources  
Legal Services Branch  
99 Wellesley St. West  
Toronto, Ontario M7A 1W3

Mary Gersht, Director  
Ministry of Transportation  
Legal Services Branch  
1201 Wilson Ave.  
Building B, 1st Floor  
Downsview, Ontario M3M 1J8

Halyna Perun  
Director  
Ministry of the Environment  
Legal Services Branch  
135 St Clair Ave. W., 10<sup>th</sup> Floor  
Toronto Ontario M4V 1P5

Please remove our mailing address from your Master List.

Thank you,

**Claudia Tucci**

Case Mgmt & Info. Law Clerk  
Ministry of the Attorney General  
Crown Law Office Civil  
720 Bay Street, 8<sup>th</sup> Floor  
Toronto, Ontario M7A 2S9

Tel: (416) 326-4167

Fax: (416) 326-4181

[claudia.tucci@ontario.ca](mailto:claudia.tucci@ontario.ca)

THIS MESSAGE IS FOR THE USE OF THE INTENDED RECIPIENT(S) ONLY AND MAY CONTAIN INFORMATION THAT IS PRIVILEGED, PROPRIETARY, CONFIDENTIAL, AND/OR EXEMPT FROM DISCLOSURE UNDER ANY RELEVANT PRIVACY LEGISLATION. No rights to any privilege have been waived. If you are not the intended recipient, you are hereby notified that any review, retransmission, dissemination, distribution, copying, conversion to hard copy, taking of action in reliance on or other use of this communication is strictly prohibited. If you are not the intended recipient and have received this message in error, please notify me by return e-mail and delete or destroy all copies of this message.

**Dearlove, Heather**

---

**Subject:** FW: REVISED CONTACT NAME

**From:** Cavaliere, Nadia [<mailto:Nadia.Cavaliere@dpcdsb.org>]

**Sent:** Thursday, December 17, 2015 9:02 AM

**To:** Sinke, David <[David.Sinke@amec.com](mailto:David.Sinke@amec.com)>

**Subject:** REVISED CONTACT NAME

Greetings,

Re: File TP115086

Please remove "**Beth Bjarnason**" [retired] from your circulation list and up-date with :

**Stephanie Cox, Manager of Planning**  
**Planning Department**  
**Dufferin-Peel Catholic District School Board**  
**40 Matheson Blvd. W.**  
**Mississauga, ON L5R 1C5**

Thank you,

*Nadia Cavaliere*

Secretary, Planning Department - CEC

Dufferin-Peel Catholic District School Board

 40 Matheson Blvd. West, Mississauga, Ontario L5R 1C5

 [Nadia.Cavaliere@dpcdsb.org](mailto:Nadia.Cavaliere@dpcdsb.org)

 905-890-0708 Ext. 24010

 905-890-1557

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***Extraordinary Lives Start With a Great Catholic Education***

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**December 18<sup>th</sup> 2015**

To whom it may concern,

Thank you for circulating Infrastructure Ontario (IO) on your Notice. Infrastructure Ontario is the strategic manager of the provincial government's real estate with a mandate of maintaining and optimizing value of the portfolio while ensuring real estate decisions reflect public policy objectives of the government.

As you may be aware, *IO is responsible for managing property that is owned by Her Majesty the Queen in Right of Ontario as represented by the Minister of Economic Development, Employment and Infrastructure (MEDEI) formerly known as the Ministry of Infrastructure (MOI)*. There is a potential that IO managed lands fall within your study area. As a result, your proposal may impact IO managed properties and/or the activities of tenants present on IO-managed properties. In order to determine if IO property is within your study area, IO requires that the proponent of the project conduct a title search by reviewing parcel register(s) for adjoining lands, to determine the extent of ownership by MEDEI or its predecessor's ownership (listed below). Please contact IO if any ownership of provincial government lands are known to occur within your study area and are proposed to be impacted. IO managed land can ***include within the title but is not limited to*** variations of the following: Her Majesty the Queen/King, OLC, ORC, Public Works, Hydro One, PIR, MGS, MBS, MOI, MTO, MNR and MEI\*. Please ensure that a copy of your notice is also sent to the ministry/agency on title. As an example, if the study area includes a Provincial Park, then MNR is to also be circulated notices related to your project.

*IO obligates proponents to complete all due diligence for any realty activity on IO managed lands and this should be incorporated into all project timelines.*

### **Potential Negative Impacts to IO Tenants and Lands**

#### *General Impacts*

Negative environmental impacts associated with the project design and construction, such as the potential for dewatering, dust, noise and vibration impacts, impacts to natural heritage features/habitat and functions, etc should be avoided and/or appropriately mitigated in accordance with applicable regulations best practices as well as Ministry of Natural Resources and Forestry (MNRF) and Ministry of the Environment and Climate Change (MOECC) standards. Avoidance and mitigation options that characterize baseline conditions and quantify the potential impacts should be present as part of the EA project file. Details of appropriate mitigation, contingency plans and triggers for implementing contingency plans should also be present.

#### *Impacts to Land holdings*

Negative impacts to land holdings, such as the taking of developable parcels of IO managed land or fragmentation of utility or transportation corridors, should be avoided. If the potential for such impacts is present as part of this undertaking, you should contact the undersigned to discuss these issues at the earliest possible stage of your study.

If takings are suggested as part of any alternative, these should be appropriately mapped and quantified within the EA report documentation. In addition, details of appropriate mitigation and or next steps related to compensation for any required takings should be present. IO requests circulation of the draft EA report prior to finalization if potential impacts to IO-managed lands are present as part of this study.

### *Impacts to Cultural Heritage*

Should the proposed activities impact cultural heritage features on IO managed lands, a request to examine cultural heritage features, which can include cultural landscapes, built heritage, and archaeological potential and/or sites, could be required. If the potential for such impacts is present as part of this undertaking, you should contact the undersigned to discuss these issues at the earliest possible stage of your study.

### **Potential Triggers Related to MEDEI's Class EA**

*IO is required to follow the MOI Public Work Class Environmental Assessment Process (PW Class EA). The PW Class EA applies to a wide range of realty and planning activities including leasing or letting, planning approvals, disposition, granting of easements, demolition and property maintenance/repair. For details on the PW Class EA please visit the Environment and Heritage page of our website found at*

<http://www.infrastructureontario.ca/Templates/Buildings.aspx?id=2147490336&langtype=1033>

*Please note that completion of any EA process does not provide an approval for MEDEI's Class EA obligations. Class EA processes are developed and in place to assess undertakings associated with different types of projects. For example, assessing the impacts of disposing of land from the public portfolio is significantly different then assessing the best location for a proposed road.*

IO is providing this information so that adequate timelines and project budgets can consider MEDEI's regulatory requirements associated with a proposed realty activity in support of a project. Some due diligence processes and studies can be streamlined. For example, prior to any disposition of land, at minimum a Phase I Environmental Site Assessment and a Stage I Archaeological Assessment and the MEDEI Category B Environmental Assessment should be undertaken. Deficiencies in any of these requirements could result in substantial project delays and increased project costs.

In summary, the purchase of MEDEI-owned/IO-managed lands or disposal of rights and responsibilities (e.g. easement) for IO-managed lands triggers the application of the MEDEI Class EA. If any of these realty activities affecting IO-managed lands are being proposed as part of any alternative, please contact the Sales, Easements and Acquisitions Group through IO's main line (Phone: 416-327-3937, Toll Free: 1-877-863-9672), and also contact the undersigned at your earliest convenience to discuss next steps.

### **Specific Comments**

Please remove IO from your circulation list, with respect to this project, if MEDEI owned lands are not anticipated to be impacted. In addition, in the future, please send only **electronic copies of notices** for any projects impacting IO managed lands to:  
[Keith.Noronha@infrastructureontario.ca](mailto:Keith.Noronha@infrastructureontario.ca)

Thank you for the opportunity to provide initial comments on this undertaking. If you have any questions I can be reached at the contacts below.

Sincerely,



**Lisa Myslicki**

Environmental Advisor, Environmental Management  
Infrastructure Ontario  
1 Dundas Street West,  
Suite 2000, Toronto, Ontario  
M5G 2L5  
(416) 212-3768  
[lisa.myslicki@infrastructureontario.ca](mailto:lisa.myslicki@infrastructureontario.ca)

\* Below are the acronyms for agencies/ministries listed in the above letter

OLC	Ontario Lands Corporation
ORC	Ontario Realty Corporation
PIR	Public Infrastructure and Renewal
MGS	Ministry of Government Services
MBS	Management Board and Secretariat
MOI	Ministry of Infrastructure
MTO	Ministry of Transportation
MNR	Ministry of Natural Resources
MEI	Ministry of Energy and Infrastructure

## Oke, Jessalyn

---

**From:** Lam, Andrea  
**Sent:** December-21-15 10:37 AM  
**To:** Annette Maher  
**Cc:** Young, Rob  
**Subject:** RE: Fw: TRCA Information Request for City of Brampton's Hwy 427 (Area 42) Arterial Roads

Good morning Annette,

Sorry for the delay in responding. We will confirm with the other discipline leads regarding the required data and get back to you.

Thank you,

Andrea

**Andrea Lam**  
Environmental Planner  
Amec Foster Wheeler  
Environment & Infrastructure

160 Traders Blvd East, Suite 110  
Mississauga, ON L4Z 3K7  
T +1 (905) 568-2929 ext. 4149  
E [andrea.lam@amecfw.com](mailto:andrea.lam@amecfw.com)  
amecfw.com

**From:** Annette Maher [mailto:AMaher@trca.on.ca]  
**Sent:** December-17-15 8:38 AM  
**To:** Lam, Andrea <andrea.lam@amec.com>  
**Subject:** RE: Fw: TRCA Information Request for City of Brampton's Hwy 427 (Area 42) Arterial Roads

Hi Andrea,

In your information request letter dated November 25, 2015, you only requested data related to natural heritage. Will you require other data, such as hydraulic modelling, floodplain mapping, etc. as well at some point?

Thanks,  
Annette

**Annette Maher, M.A.Sc.**  
Acting Planner II  
Environmental Assessment Planning

Planning and Development  
Toronto and Region Conservation Authority  
☎416.661.6600 x5798 | ✉[amaher@trca.on.ca](mailto:amaher@trca.on.ca)

Office Location & Courier Address: 101 Exchange Avenue | Concord ON L4K 5R6  
Mailing Address: 5 Shoreham Drive | Toronto ON M3N 1S4



Please consider the environment before printing this email

From: Annette Maher/TRCA  
To: "Lam, Andrea" <[andrea.lam@amecfw.com](mailto:andrea.lam@amecfw.com)>,  
Cc: "Parajuli, Bishnu" <[Bishnu.Parajuli@brampton.ca](mailto:Bishnu.Parajuli@brampton.ca)>, "Rideout, Daryl T" <[daryl.rideout@amecfw.com](mailto:daryl.rideout@amecfw.com)>, "Young, Rob" <[rob.young@amecfw.com](mailto:rob.young@amecfw.com)>, Sharon Lingertat/MTRCA@MTRCA  
Date: 12/08/2015 10:20 AM  
Subject: RE: Fw: TRCA Information Request for City of Brampton's Hwy 427 (Area 42) Arterial Roads

---

Hello Andrea

As requested in your letter dated November 25, 2015, available environmental information can be accessed at the following DropBox link:

[https://www.dropbox.com/sh/91jmzn557lrvki0/AADszR\\_aQDsgWEaD73-jqW05a?dl=0](https://www.dropbox.com/sh/91jmzn557lrvki0/AADszR_aQDsgWEaD73-jqW05a?dl=0)

The record of data transmittal is also included within the above link.

Should you have any additional questions, please do not hesitate to contact me.

Thank you,  
Annette

**Annette Maher, M.A.Sc.**

Acting Planner II  
Environmental Assessment Planning  
Planning and Development  
Toronto and Region Conservation Authority  
☎416.661.6600 x5798 | ✉[amaher@trca.on.ca](mailto:amaher@trca.on.ca)

Office Location & Courier Address: 101 Exchange Avenue | Concord ON L4K 5R6  
Mailing Address: 5 Shoreham Drive | Toronto ON M3N 1S4



Please consider the environment before printing this email

From: "Lam, Andrea" <[andrea.lam@amecfw.com](mailto:andrea.lam@amecfw.com)>  
To: Annette Maher <[AMaher@trca.on.ca](mailto:AMaher@trca.on.ca)>,  
Cc: "Parajuli, Bishnu" <[Bishnu.Parajuli@brampton.ca](mailto:Bishnu.Parajuli@brampton.ca)>, "Rideout, Daryl T" <[daryl.rideout@amecfw.com](mailto:daryl.rideout@amecfw.com)>, "Young, Rob" <[rob.young@amecfw.com](mailto:rob.young@amecfw.com)>  
Date: 12/03/2015 02:47 PM  
Subject: RE: Fw: TRCA Information Request for City of Brampton's Hwy 427 (Area 42) Arterial Roads

---

Annette,

Please find attached our signed digital data disclaimer.

Thank you for your assistance.

Kind Regards,

Andrea

**Andrea Lam**  
Environmental Planner  
Amec Foster Wheeler  
Environment & Infrastructure

160 Traders Blvd East, Suite 110  
Mississauga, ON L4Z 3K7  
T +1 (905) 568-2929 ext. 4149  
E [andrea.lam@amecfw.com](mailto:andrea.lam@amecfw.com)  
amecfw.com

**From:** Annette Maher [<mailto:AMaher@trca.on.ca>]

**Sent:** December-02-15 4:10 PM

**To:** Lam, Andrea <[andrea.lam@amec.com](mailto:andrea.lam@amec.com)>

**Cc:** Parajuli, Bishnu <[Bishnu.Parajuli@brampton.ca](mailto:Bishnu.Parajuli@brampton.ca)>; Rideout, Daryl T <[Daryl.Rideout@amec.com](mailto:Daryl.Rideout@amec.com)>; Sharon Lingertat <[SLingertat@trca.on.ca](mailto:SLingertat@trca.on.ca)>; Adam Miller <[AMiller@trca.on.ca](mailto:AMiller@trca.on.ca)>

**Subject:** Re: Fw: TRCA Information Request for City of Brampton's Hwy 427 (Area 42) Arterial Roads

Hi Andrea,

TRCA staff received the information request letter for the Area 42 Arterial Road Network environmental assessment on November 25, 2015. Please see the attached document for TRCA staff comments. Please note that we will be sending you available GIS and background data and information once we have received the signed data disclaimer.

If you have any questions or concerns, please do not hesitate to contact me.

Thank you,  
Annette

**Annette Maher, M.A.Sc.**

Acting Planner II  
Environmental Assessment Planning  
Planning and Development  
Toronto and Region Conservation Authority  
☎ 416.661.6600 x5798 | ✉ [amaher@trca.on.ca](mailto:amaher@trca.on.ca)

Office Location & Courier Address: 101 Exchange Avenue | Concord ON L4K 5R6  
Mailing Address: 5 Shoreham Drive | Toronto ON M3N 1S4



Please consider the environment before printing this email

From: Ben Krul/TRCA  
To: Annette Maher/TRCA@MTRCA,  
Date: 11/25/2015 09:59 AM  
Subject: Fw: TRCA Information Request for City of Brampton's Hwy 427 (Area 42) Arterial Roads

---

Hi Annette,

Please see the attachment below.

Thanks,  
Ben

**Ben Krul** | Acting Enforcement Officer | Planning, Greenspace and Communications | Toronto and Region Conservation | ☎416-661-6600 Ext. 5769 | ✉[bkrul@trca.on.ca](mailto:bkrul@trca.on.ca) | 🌐[www.trca.on.ca](http://www.trca.on.ca) | [Meeting and Courier Address: 101 Exchange Avenue, Concord, ON | L4K 5R6 | Mailing Address: 5 Shoreham Drive | Toronto, ON | M3N 1S4](#) |



----- Forwarded by Ben Krul/TRCA on 25/11/2015 09:58 AM -----

From: "Lam, Andrea" <[andrea.lam@amecfw.com](mailto:andrea.lam@amecfw.com)>  
To: "[Ben.Krul@trca.on.ca](mailto:Ben.Krul@trca.on.ca)" <[Ben.Krul@trca.on.ca](mailto:Ben.Krul@trca.on.ca)>, "[customerservice@trca.on.ca](mailto:customerservice@trca.on.ca)" <[customerservice@trca.on.ca](mailto:customerservice@trca.on.ca)>,  
Cc: "Rideout, Daryl T" <[daryl.rideout@amecfw.com](mailto:daryl.rideout@amecfw.com)>  
Date: 25/11/2015 09:46 AM  
Subject: TRCA Information Request for City of Brampton's Hwy 427 (Area 42) Arterial Roads

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Good morning Ben,

Hope this email finds you well. ☺ I heard that you're in enforcement now, so I'm not sure if you're still on the Hwy 427 (Secondary Plan Area 42) file for the City of Brampton. I've also included the general inquiry email in case.

Attached is an environmental information request for proposed arterial road improvements within the Secondary Plan Area 42 in Brampton.

Please don't hesitate to call me if you have any questions.

Thanks

Andrea

**Andrea Lam**



December 2, 2015

CFN 54636

**BY E-MAIL ONLY** (andrea.lam@amecfw.com)

Andrea Lam  
Environmental Planner  
Amec Foster Wheeler  
160 Traders Boulevard East, Suite 110  
Mississauga ON L4Z 3K7

Dear Ms. Lam:

**Re: Response to Information Request  
Arterial Road Network within Highway 427 Industrial Secondary Plan Area (Area 47)  
Municipal Class Environmental Assessment – Schedule C  
Humber River Watershed; City of Brampton; Regional Municipality of Peel**

Toronto and Region Conservation Authority (TRCA) staff received a request for information and comment for the above noted Environmental Assessment (EA) from Amec Foster Wheeler (Amec) on November 25, 2015.

It is our understanding that this EA will examine the preferred alignments of two new roads and improvements to three existing roads within the Highway 427 Industrial Secondary Plan Area (Area 47), bounded by Highway 50 to the east, Castlemore Road to the south, The Gore Road to the west and Mayfield Road to the north. It is further understood that the proposed new roads and improvements are an outcome of the Peel-Highway 427 Extension Area Transportation Master Plan (TMP). The EA includes the following new and improved roads:

- Arterial A2 – New six-lane north-south major arterial road from Mayfield Road east of Clarkway Drive to Major Mackenzie Drive/Highway 50;
- E-W Arterial – New four-lane east-west minor arterial road from The Gore Road to Arterial A2;
- Coleraine Drive – Widening from Arterial A2 to Mayfield Road, including realignment at Arterial A2 west of Highway 50;
- Clarkway Drive – Widening from Castlemore Road to E-W Arterial to four lanes, and urbanizing from E-W Arterial to Mayfield Road with potential continuous center turn lane;
- Countryside Drive – Widening from Clarkway Drive to Highway 50 to four lanes, including realignment at Highway 50.

Please note that staff is only able to provide general, high level comments on the information that was provided in the letter from Amec on November 25, 2015, at this point in time. However, staff will continue to provide input on the planning and design of the road network through the EA and detailed design process. Please refer to Appendix A for our preliminary comments.

### **TRCA Areas of Interest**

Staff has identified the following Areas of Interest within the study area. Please ensure that the status, potential impacts and opportunities for enhancement related to these Areas of Interest are documented and assessed through a review of background material, technical study, field assessment and detailed evaluation, as appropriate. Available mapping and program information regarding these Areas of Interest are enclosed for your reference. Staff will also forward the available information to you under a separate cover.

#### **TRCA Regulated Areas**

- Regulation Limit
- Crest of Slope
- Meander Belt
- Regulatory Flood Plain
- Wetlands
- Watercourses

#### **TRCA Program and Policy Areas**

- Aquatic Species and Habitat
- Aquifers and Hydrogeological Features
- Environmentally Significant Areas
- Stormwater Management
- Terrestrial Natural Heritage System Strategy
- Terrestrial Species and Habitat

Please contact the Ministry of Natural Resources and Forestry (MNRF) to confirm if there are program interests related to this project for:

- Provincially Significant Wetlands
- Provincially Endangered Species

Please contact the relevant federal agency to confirm if there are issues related to:

- Federally Endangered Species

There may be additional consultation with other federal and provincial agencies to ensure that the requirements of such legislation are met. This list is not inclusive and the onus is on the proponent and its consultants to consult with other agencies as required.

### **Selection of Alternatives**

In consideration of TRCA's *The Living City Policies*, Ontario Regulation 166/06, and TRCA's other programs and policies, staff requires that the preferred alternative meets the following criteria:

1. Prevents the risk associated with flooding, erosion or slope instability.
2. Protects and rehabilitates existing landforms, features and functions.
3. Provides for aquatic, terrestrial and human access.
4. Minimizes water/energy consumption and pollution.
5. Addresses TRCA property and heritage resource concerns.

Staff recommends that the preferred alternative meets the policies of Section 7, in particular Section 7.4.4, of *The Living City Policies for Planning and Development in the Watersheds of the Toronto and Region Conservation Authority*. Furthermore, staff recommends that the preferred alternative allows the detailed design to meet the policies of Section 8, including Section 8.9, of *The Living City Policies for Planning and Development in the Watersheds of the Toronto and Region Conservation Authority*.

TRCA staff recommends that a summary of detailed design commitments be included in the

Environmental Study Report as a Pre-Design Brief. This summary should include, but not be limited to:

- a. An aerial photo indicating the study area, regulated area, existing conditions and preferred solution/design;
- b. Text indicating the preferred alternative solution/design;
- c. A reference list of alternative solutions and designs considered;
- d. A synopsis of all TRCA requirements and technical commitments.

It is intended that the proponent and their consultants, as well as TRCA, would use the Pre-Design Brief during the preliminary stages of detailed design. In the Pre-Design Brief, commitments made during the Environmental Study would be clearly articulated in order to facilitate a 90% detailed design submission to TRCA for all required permits. TRCA staff would then be able to review the required studies, reports or plans; and confirm any additional study requirements or revisions to the submitted materials. Ideally, the completion of the Pre-Design Brief will result in a more timely and streamlined permit approval process in the future.

### **TRCA Review**

A copy of the TRCA Environmental Assessment Review Program Service Delivery Standards, and a summary chart is enclosed for your reference. We recommend you refer to these submission standards during the study to facilitate TRCA review. Please provide the following submissions to expedite TRCA review:

- Notices of public meetings and display material and handouts;
- Four (4) hard copies of reports and associated documentation;
- Four (4) hard copies of the Draft Environmental Study Report;
- One (1) hard copy of the Final Environmental Study Report.

Please include a digital copy of all submitted material. Materials must be submitted in PDF format, with drawings pre-scaled to print on 11"x17" pages. Materials may be submitted on discs, via e-mail (if less than 2.5 MB), or through file transfer protocol (FTP) sites (if posted for a minimum of two weeks).

Staff has digital data available that should be used in the selection of the preferred alternative. Staff will forward the relevant background information and data to you shortly under a separate cover. Should you have any questions, please contact me at extension 5798 or at [amaheer@trca.on.ca](mailto:amaheer@trca.on.ca).

Yours truly,

Annette Maher  
Acting Planner II, Environmental Assessment Planning  
Planning and Development  
AM/sl

Encl.: Appendix A: TRCA Preliminary Comments  
TRCA Areas of Interest Summary Table  
TRCA Environmental Assessment Service Delivery Standards

### **BY E-MAIL**

cc: Brampton: Bishnu Parajuli, Project Engineer (bishnu.parajuli@brampton.ca)  
Amec FW: Daryl Rideout, Aquatic Biologist (daryl.rideout@amecfw.com)  
TRCA: Beth Williston, Associate Director, Environmental Assessment Planning  
Sharon Lingertat, Senior Planner, Environmental Assessment Planning  
Adam Miller, Senior Planner, Development Planning

**APPENDIX A: TRCA PRELIMINARY COMMENTS**

1. Please note that all new and widened road networks within TRCA regulated areas will have to comply with TRCA's *The Living City Policies* (November 2014). Please refer to *The Living City Policies* document for further detail (<http://www.trca.on.ca/the-living-city/public-consultations/the-living-city-policies.dot>). In general, it is the policy of TRCA:
  - a. That infrastructure avoid locating within the Natural System;
  - b. That generally, linear infrastructure cross perpendicular to the Natural System and at its most narrow point;
  - c. That baseline environmental conditions be established early in the planning process, and be used to make informed decisions among alternatives, with preference given to alternative(s) using siting, design and construction technologies that avoid or minimize impacts to the Natural System;
  - d. That infrastructure not create new natural hazards or aggravate existing natural hazards;
  - e. That the area of the Natural System to be occupied and/or traversed by infrastructure be minimized;
  - f. That the aggregate number of infrastructure projects within or crossing the Natural System be minimized;
  - g. That the location and design of transportation infrastructure crossing valley and stream corridors, including new, replacements or upgrades:
    - i. Cause no upstream or downstream impacts to flooding and erosion;
    - ii. Ensure safe conveyance of flood flows;
    - iii. Be situated at appropriate locations to avoid natural hazards;
    - iv. Maintain the ecological and hydrological functions of the valley or stream corridor by considering the following in accordance with TRCA Standards:
      - Physical characteristics of the watercourse;
      - Geomorphic processes of the watercourse;
      - Aquatic and terrestrial habitat;
      - Valley or stream corridor form;
      - Aquatic and terrestrial wildlife passage; and,
      - Pedestrian passage.
  - h. That infrastructure projects meet all of TRCA's stormwater management criteria (water quantity, water quality, erosion control and water balance – for groundwater and natural features), as outlined in Section 7.4.1 of *The Living City Policies* and TRCA's *Stormwater Management Criteria* document.
2. TRCA staff understands that there are several other road improvement and widening works that are being proposed in the immediate vicinity of the study area by the City of Brampton and Regional Municipality of Peel. These other road works include the recent or future widenings of Castlemore Road, Mayfield Road, Countryside Drive, McVean Drive, Goreway Drive, Highway 50 and The Gore Road. TRCA staff also understands that the City of Brampton has recently undertaken an update to its Transportation Master Plan (TMP) to examine transportation needs up to the year 2041.

The Area 47 Arterial Road Network EA should consider the cumulative impact of these other nearby road improvement works on the overall Natural System, in conjunction with the impact of the new roads and improvements proposed as a part this EA. The EA should also reevaluate the requirement for the new proposed roads (Arterial A2 and E-W Arterial), in light of the other proposed road improvements and widenings in and around the study area. Consideration should be given to widening the existing road network first in order to avoid additional impact and new watercourse crossings as a result of new road construction. In accordance with TRCA's *The Living City Policies*, please explore alternatives to avoid or minimize infrastructure within the Natural System as a part of the EA process.

3. Please note that TRCA Regulated Area mapping is not 100% complete or accurate. As such, not all areas regulated by TRCA are identified within the Figure 1 mapping. Please note that the text of Ontario Regulation 166/06 (<http://www.trca.on.ca/dotAsset/40081.pdf>) prevails over TRCA mapping where discrepancies exist. It is likely that small unmapped headwater drainage features and wetlands are present throughout the study area. All headwater drainage features contribute, to some degree, to the overall health of a watershed. These headwater drainage features should be evaluated according to the *Evaluation, Classification and Management of Headwater Drainage Features Guidelines* (January 2014) (<http://www.trca.on.ca/dotAsset/79274.pdf>).



EA Requirements

Document and assess the status, potential impacts and opportunities for enhancement that relate to the following Areas of Interest through a review of background material, technical study, field assessment and detailed evaluation, as appropriate. Make reference to the applicable Program and Policy documents. Include in the EA Document appendices any minutes, structure summary sheets for watercourses or wetlands, or other material collected through meetings with TRCA staff. Natural features may need to be confirmed on site by TRCA staff.

Area of Interest / Data Availability	Program and Policy Concerns
<b>TRCA REGULATED AREAS</b>	
Regulation Limit <b>GIS data available</b>	<p>In accordance with Ontario Regulation 166/06 (Development, Interference with Wetlands and Alterations to Shorelines and Watercourses), a permit is required from the TRCA prior to any development (e.g. construction) if, in the opinion of TRCA, the control of flooding, erosion, dynamic beaches or pollution or the conservation of land may be affected. The Regulation Limit defines the greater of the natural hazards associated with Ontario Regulation 166/06 (listed below).</p> <p>NOTE: The Regulation Limit provides a geographical screening tool for determining if Ontario Regulation 166/06 will apply to a given proposal. Through site assessment or other investigation, it may be determined that areas outside of the defined Regulation Limit require permits under Ontario Regulation 166/06. In these instances, it is the text of the regulation that will prevail; modifications to the regulation line may be required.</p> <p>Any development within the Regulation Limit must comply with the applicable sections of TRCA's <i>Valley and Stream Corridor Management Program</i>.</p>
Crest of Slope	<p>Valley and stream corridors are dynamic systems that provide important natural functions and linkages for the physical, chemical and biological processes of wildlife, watercourses, and other natural features. The Crest of Slope identifies the physical limit of these corridors; however, due to ecological sensitivities, development restrictions typically extend beyond the actual Crest of Slope.</p>
Meander Belt	<p>Channel migration has a significant impact on infrastructure, structures and property located near river systems. Determining channel stability is important to ensure that damage from erosion, down-cutting or other natural channel processes is avoided.</p> <p>TRCA may require a meander belt delineation study or fluvial geomorphology analysis to confirm that any development does not conflict with natural channel processes.</p>
Regulatory Flood Plain <b>Engineered maps may be available</b>	<p>The Regulatory Flood Plain is the approved standard used in a particular watershed to define the limit of the flood plain for regulatory purposes. Within TRCA's jurisdiction, the Regulatory Flood Plain is based on the greater of the regional storm, Hurricane Hazel, and the 100 year flood.</p> <p>Any development or alterations to existing structures within the Regulatory Flood Plain may introduce risk to life or property, and may not be compatible with existing natural features. TRCA's framework for Flood Plain Management is the <i>Valley and Stream Corridor Management Program</i>.</p> <p>TRCA may require a flood study or hydraulic update to confirm that there will be no impacts to the storage or conveyance of flood waters.</p>
Wetlands	<p>Wetlands are sensitive natural habitats that play an important role in numerous physical, chemical and biological processes, including storm water control, natural habitat and water quality improvement. Most wetlands are designated by the Ministry of Natural Resources as Provincially Significant or Locally Significant. Other wetlands have also been identified on a site specific basis by TRCA. All of these are regulated under Ontario Regulation 166/06. TRCA may require an environmental study or site confirmation of wetlands locations.</p>
Watercourses	<p>Typically, watercourses are associated with aquatic species and habitat. Any alteration or</p>

## Digital Data Agreement

All digital data (specified below) is provided with the understanding that it is being used solely for the purposes of the **Information Request for Arterial Road Network within Highway 427 Industrial Secondary Plan Area (Area 47), City of Brampton** project. All digital data provided will be returned or destroyed upon completion of the above-mentioned project.

### Terms and Conditions applicable to Recipients of Digital Data

1. The TRCA must be acknowledged as the source of the data;
2. The recipient will not market the data to third parties without the express written permission of the TRCA, and then only on such terms as may be approved by the TRCA;
3. The recipient acknowledges that the release of this data by the TRCA does not constitute conveyance of any rights of ownership of the data to the recipient;
4. The data and the TRCA's authorization to use same may not be transferred without the express written permission of the TRCA, and then only on such terms as may be approved by the TRCA.
5. In the event that the recipient is a partner or a body corporate and undergoes a change in control or ownership such that the recipient no longer uses the data in the manner set out in its original request for the data, the authorization will become null and void without further notification from the TRCA. The recipient will be responsible for the removal of all data provided by the TRCA from any and all of the recipient's systems; and
6. The data provided represents the best available data from the TRCA. Please note that certain data sets are not updated or maintained by the TRCA.
7. The recipient will not publish to the Internet or provide viewing capability of the data to third parties without the express written permission of the TRCA and then only such terms as may be approved by the TRCA.

### **Disclaimer Articles (Please select all articles applicable to this data disclaimer)**

**General**

#### No Liability on the part of the Toronto and Region Conservation Authority

*The recipient acknowledges that the TRCA does not represent nor warrant that the digital data supplied to the recipient by the TRCA is accurate, free of error, current or up-to-date. In consideration of being supplied with the data by the TRCA, the recipient acknowledges and agrees that the use of the data is at risk of the recipient and subject to the terms and conditions listed above. Any person(s) or organization(s) making use of or relying upon this data is responsible for confirming its accuracy and completeness. The Toronto and Region Conservation Authority is not responsible for edited or reproduced versions of this digital data*

**Regulation Limit/Criteria Layers**

*The Regulation Limit is a compilation of various information sources. Engineered floodplain mapping and estimated floodplain mapping were prepared by engineering consultants and assigned an allowance of up to 15 metres. Erosion Hazards were determined by TRCA and assigned an allowance of up to 15 metres. Shoreline Hazards were determined by TRCA and assigned an allowance of up to 15 metres. Provincially Significant Wetland (PSW), Locally Significant Wetland (LSW) and Oak Ridges Moraine (ORM) wetland delineations were provided by the Ministry of Natural Resources. All other wetlands delineations were determined by using TRCA Ecological Land Classification (ELC) System mapping. PSW and ORM wetlands greater than 0.5 hectares in size were assigned an allowance of 120 metres in order to identify lands where development could interfere with the function of a wetland. LSW and ELC wetlands greater than 0.5 hectares in size were assigned an allowance of 30 metres. Please refer to 'Reference Manual for Determination of Regulation Limits' (TRCA, 2005)*

*The Regulation Limit Line represents Ontario Regulation 166/06: Development, Interference with Wetlands and Alterations to shorelines and Watercourses. The text of the Regulation takes precedence over the Regulation Limit mapping. Some regulated features may not appear on the Regulation Limit mapping.*

*The regulation limit and meander belt information from Ontario Regulation 166/06 is a screening layer only (and should be identified as such in any submissions) and is not to be used for any engineering design purposes (i.e. crossings, etc.) as part of the development application. Please contact the TRCA planning department for additional information (416-661-6600).*

**Species at Risk (SARS)**

The TRCA can provide flora and fauna observational data within the jurisdiction (where applicable) the MNR, however, is responsible for providing data and subsequent permits/applications related to species at risk (SAR). Please contact the Natural Heritage Information Centre for more information at [NHICrequests@ontario.ca](mailto:NHICrequests@ontario.ca).

**Redside Dace**

Please note that Redside Dace fisheries records have been removed from the data provided. Specific requirements around management and/or permits under the Endangered Species Act may be applicable, please contact MNR Aurora District for further information. For a more comprehensive list of fisheries records, please contact MNR Aurora District.

**Please state briefly the intended use of the data:**

Amec Foster Wheeler has been retained to conduct a Class Environmental Assessment (EA), including detailed transportation and traffic analysis, environmental inventory and constraint planning, and to complete preliminary design of each road under study. The project will include preparing the preliminary engineering design for the preferred alternative. The approximate study area shown in the attached figure may be subject to change based on the preferred alternative and alignment.

Please list data requested:

Natural Cover 2013 (.shp)  
Terrestrial Natural Heritage System (.shp)  
Fisheries Data(.xls)

I agree to the terms as outlined above:

  
Signature of Receiver of Digital Data

Dec 2, 2015  
Date

AMEC FOSTER WHEELER  
Organization

Environment &  
Infrastructure, A Division of  
AMEC FOSTER WHEELER  
America's Limited.

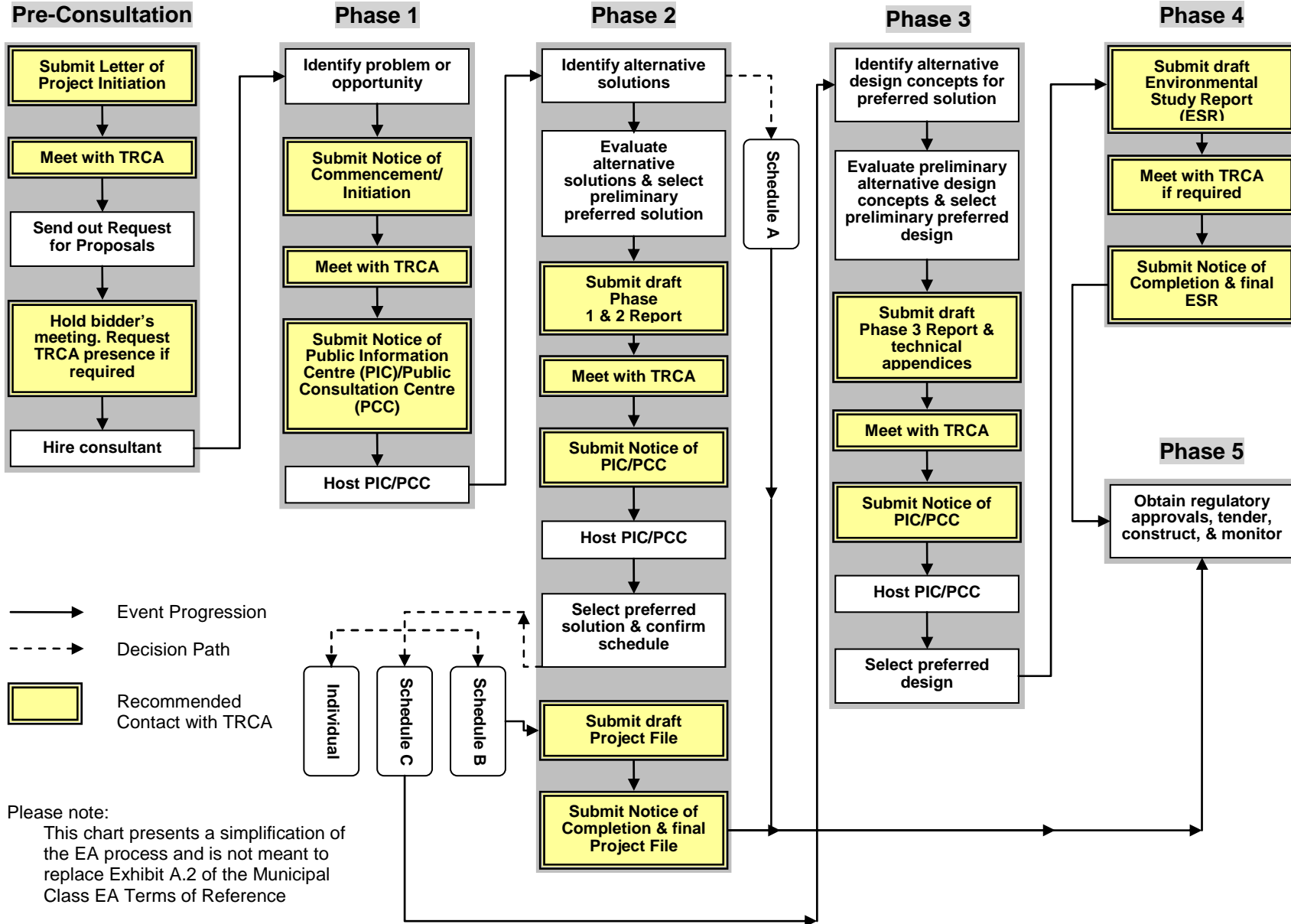
\_\_\_\_\_  
Signature of TRCA Representative

Please sign and return to:

David Guillette  
Toronto and Region Conservation Authority,  
5 Shoreham Drive,  
Downsview, ON  
M3N 1S4

## Service Delivery Standards

### Recommended TRCA Contact Points in the Municipal Class EA Planning & Design Process





Continued...

### Comment Sheet

December 8, 2015  
Our File: TP115085



Please Return the Completed Comment Sheet to:  
**David Sinke, P.Eng., Consultant Project Manager**  
Amec Foster Wheeler Environment & Infrastructure  
3215 North Service Road, Burlington, ON L7N 3G2  
Fax : 905.335.1414, E-mail : david.sinke@amecfw.com

**FROM:** Sharon Lingertat

TRCA

**Re:** Municipal Class Environmental Assessment  
Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47)

We have no concerns and do not need to be involved in this study.

We have no interest/concerns at this time, but wish to remain on the contact list for this study.

We have the following comment(s) and/or information requirements. PLEASE SEE ATTACHED LETTER FROM TRCA STAFF DATED DEC 2, 2015

I would like to be a representative on the Technical Agency Committee or the following representative from my Agency would like to be on the Committee ANNETTE MAHER

Multiple horizontal lines for additional comments or information.

## Young, Rob

---

**From:** GTA West Project Team <project\_team@gta-west.com>  
**Sent:** December-23-15 10:32 AM  
**To:** Young, Rob  
**Subject:** Thank you for your email to the GTA West Project Team.

**Categories:** Area 47

On December 16th, 2015 the Ministry of Transportation suspended Stage 2 of the GTA West Transportation Corridor and Planning Environmental Assessment Study. The ministry is reviewing the project and will provide an update in spring 2016. Please refer to the bulletin from the ministry at:

<http://news.ontario.ca/mto/en/2015/12/ontario-to-review-greater-toronto-area-west-corridor-project.html>.

## Young, Rob

---

**From:** Kemper, Dean (MTO) <Dean.Kemper@ontario.ca>  
**Sent:** December-24-15 8:53 AM  
**To:** Rouskov, Natalie (MTO); Young, Rob; Kandiah, Nanda (MTO); project\_team@gta-west.com; project-team@427albiontohighway7ea.ca; Neil Ahmed; Patkowski, Britta; Kulathinal, Rina (MTO); Copeland, Christopher J. (MTO)  
**Cc:** Van Roon, Pauline (MTO)  
**Subject:** RE: Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47) Municipal Class Environmental Assessment - Agency Meeting January 14, 2016

Rob:

We have a meeting with Vaughan in the morning of Jan 14 and as Natalie pointed out since the GTA West project has been suspended there is no further information the Highway 427 Extension team can provide as any further extension of Highway 427 north of Major Mackenzie Drive is dependent on the GTA West study. As such, we do not plan to attend your meeting either.

Thx Dean Kemper (416) 235-4664

---

**From:** Rouskov, Natalie (MTO)  
**Sent:** December 23, 2015 4:16 PM  
**To:** Young, Rob; Kandiah, Nanda (MTO); project\_team@gta-west.com; project-team@427albiontohighway7ea.ca; Neil Ahmed; Patkowski, Britta; Kulathinal, Rina (MTO)  
**Cc:** Kemper, Dean (MTO); Van Roon, Pauline (MTO)  
**Subject:** RE: Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47) Municipal Class Environmental Assessment - Agency Meeting January 14, 2016

Hi Rob,

Thanks for your email. As the GTAW has been suspended – GTAW project team members will not be available to attend the agency meeting. We are expecting further details regarding next steps for the project in spring, 2016.

I've cc'd Dean Kemper who is the contact for the Highway 427 extension, if you may have any questions regarding that project.

Regards,  
Natalie

---

**From:** Young, Rob [<mailto:rob.young@amecfw.com>]  
**Sent:** December 23, 2015 10:31 AM  
**To:** Kandiah, Nanda (MTO); Rouskov, Natalie (MTO); [project\\_team@gta-west.com](mailto:project_team@gta-west.com); [project-team@427albiontohighway7ea.ca](mailto:project-team@427albiontohighway7ea.ca)  
**Subject:** Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47) Municipal Class Environmental Assessment - Agency Meeting January 14, 2016

As a follow up to the Notice of Study Commencement, I am inquiring on behalf of the project study team about your availability to attend an agency meeting related to the project scheduled for January 14, 2016. In light of the recent announcement of the suspension of the environmental assessment of the GTA West Corridor project, the project team

is interesting in hearing about MTO's next steps for both the GTA West Corridor project and the Highway 427 extension project as both will factor into the Municipal Class Environmental Assessment of the Highway 427 Industrial Secondary Plan Area.

Please advise if you or a representative from your project team may be able to attend. If you have any questions about the project, do not hesitate to contact me.

Regards,

**Rob Young P.Geo., MCIP RPP**  
Associate Environmental Planner  
Amec Foster Wheeler  
Environment & Infrastructure

Suite 110 – 160 Traders Blvd. East  
Mississauga, Ontario L4Z 3K7  
Canada

D +1 (905) 568 2929 ext 4325  
M +1 (647) 923 7659

E [rob.young@amecfw.com](mailto:rob.young@amecfw.com)  
amecfw.com



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## Young, Rob

---

**From:** Sinke, David  
**Sent:** January-04-16 4:04 PM  
**To:** Young, Rob  
**Cc:** King, Maria (Ontario West)  
**Subject:** FW: Municipal Class EA - Arterial Roads within the Highway 427 Industrial Secondary Plan Area (Area 47)  
**Attachments:** 20160104144719682.pdf

Rob, please add to contact list.

thx

---

**From:** Ellsworth, Shawn [mailto:Shawn.Ellsworth@york.ca]  
**Sent:** Monday, January 04, 2016 3:58 PM  
**To:** Sinke, David <David.Sinke@amec.com>  
**Subject:** FW: Municipal Class EA - Arterial Roads within the Highway 427 Industrial Secondary Plan Area (Area 47)

Hi David

Please add me to your contact list as well. I am the Project Manager for the Major Mackenzie Drive widening from Hwy 400 to Hwy 50.

Thanks, Shawn

**Shawn Ellsworth, P.Eng.** | Senior Project Manager, Capital Planning and Delivery, Transportation Services

The Regional Municipality of York | 17250 Yonge Street | Newmarket, ON L3Y 6Z1

O: 905-830-4444 ext. 75946 | [shawn.ellsworth@york.ca](mailto:shawn.ellsworth@york.ca) | [www.york.ca](http://www.york.ca)

Our Values: *Integrity, Commitment, Accountability, Respect, Excellence*



Please consider the environment before printing this email.

---

**From:** Kemper, Dean (MTO) [mailto:Dean.Kemper@ontario.ca]  
**Sent:** Monday, January 04, 2016 3:09 PM  
**To:** [david.sinke@amecfw.com](mailto:david.sinke@amecfw.com)  
**Cc:** Martins, Frank (MTO); Van Roon, Pauline (MTO); Copeland, Christopher J. (MTO); Mikolajczak, Margaret (MTO); Sorochinsky, Tim; Sher, Ilya ([ilya.sher@aecom.com](mailto:ilya.sher@aecom.com)); Drygas, Tyler; Ellsworth, Shawn; Mota, Steve; Collins, Stephen  
**Subject:** Municipal Class EA - Arterial Roads within the Highway 427 Industrial Secondary Plan Area (Area 47)

David:

Frank Martins passed me the correspondence you sent him regarding the above study in order that I could respond directly to you as the 407ETR is not impacted by this project so Frank will not be involved.

However, the Highway 427 Expansion, which includes the extension of Highway 427 from Highway 7 to Major Mackenzie Drive (MMD), will have some traffic impacts to MMD which may be of interest to



your project team. In addition, York Region is considering widening MMD to a 6 lane urban cross section from the 427/MMD interchange westerly to Highway 50 in the near future. Again, traffic impacts and the partial re-construction of the Highway 50/MMD interchange will be of interest to your team.

By copy of this email can you please add me to your contact list for matters related to the Highway 427 Expansion and/or MMD widening? I do not believe I need to be a member of the Technical Agency Committee but should be informed when any critical decisions are made that might impact/influence either Highway 427 or MMD. I have copied several key individuals at MTO and York Region who may also have some interest in your project.

Looking forward to working with you as this project moves forward.

Sincerely,

Dean Kemper (416) 235-4664

Continued...



Nancy Tuckett, M.Sc., B. Ed., M.Ed., M.P.P.  
Director of Economic Development,  
Planning and Investment  
ntuckett@orangeville.ca

### Comment Sheet

December 8, 2015  
Our File: TP115085

Area of Orangeville

47 Bypass  
Orangeville, Ontario  
L7R 1A1

47 Bypass, 444 km of 427  
P.O. Box 247, 5103  
Bell Tower, Orangeville, ON  
L7R 1A2, L7R 1A1  
ntuckett@orangeville.ca

Please Return the Completed Comment Sheet  
**David Sinke, P.Eng., Consultant Project M**  
Amec Foster Wheeler Environment & Infrastructure  
3215 North Service Road, Burlington, ON L7N 3G2  
Fax : 905.335.1414, E-mail : david.sinke@amecfrw.com

**FROM:**

*Nancy Huether Nancy Tuckett, General Manager*  
*Orangeville-Brampton Railway*

**Re:**

Municipal Class Environmental Assessment  
Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47)

- We have no concerns and do not need to be involved in this study.
- We have no interest/concerns at this time, but wish to remain on the contact list for this study.
- We have the following comment(s) and/or information requirements.
- I would like to be a representative on the Technical Agency Committee or the following representative from my Agency would like to be on the Committee \_\_\_\_\_

**RECEIVED**  
JAN 04 2016  
FILE NO: \_\_\_\_\_

## Oke, Jessalyn

---

**From:** Oke, Jessalyn  
**Sent:** March-23-16 4:53 PM  
**To:** 'Rosi.Zirger@ontario.ca'  
**Cc:** 'Bishnu.Parajuli@brampton.ca'; Sinke, David; Young, Rob  
**Subject:** RE: Arterial Roads - Hwy 427 Industrial Secondary Pan Area 47

Hi Rosi,

Thank you for the information provided in your letter dated January 4, 2016 in response to the City of Brampton's Notice of Study Commencement for the Municipal Class Environmental Assessment of Arterial Roads within Highway 427 Industrial Secondary Planning Area (Area 47). This email is to confirm that technical heritage studies will be undertaken for the Project. Specifically, a Stage 1 Archaeological Assessment and an Cultural Heritage Evaluation will be completed. The studies will be provided to the Ministry of Tourism, Culture and Sport as per the direction of the January 4, 2016 correspondence.

We will continue to keep the Ministry informed on this Project as it proceeds through the Class EA process.

Kind regards,

**Jessalyn Oke**

Intermediate Transportation Planner, Amec Foster Wheeler  
160 Traders Blvd E Suite #110  
Mississauga, Canada  
D 905 568-2929 Ext. 4152  
M 647 641-4041  
E [jessalyn.oke@amecfw.com](mailto:jessalyn.oke@amecfw.com)  
[amecfw.com](http://amecfw.com)

---

**From:** Zirger, Rosi (MTCS) [<mailto:Rosi.Zirger@ontario.ca>]  
**Sent:** Monday, January 04, 2016 2:13 PM  
**To:** Sinke, David <[David.Sinke@amec.com](mailto:David.Sinke@amec.com)>  
**Cc:** [bishnu.parajuli@brampton.ca](mailto:bishnu.parajuli@brampton.ca)  
**Subject:** Arterial Roads - Hwy 427 Industrial Secondary Pan Area 47

The Ministry of Tourism, Culture and Sport (MTCS) received a Notice of Study Commencement for the project mentioned above. Attached please find MTCS comments and recommendations for this project.

We note that the Notice states that the City of Brampton has recently completed the Highway 427 Industrial Secondary Plan (Area 47) Transportation Master Plan Study which fulfilled requirements of Phases 1 and 2 of the Municipal Class EA process. MTCS can find no record of having received notice of this TMP EA or the final EA report. Would you please provide me with an electronic copy of the final EA report for the TMP EA?

Meanwhile, we would appreciate being kept informed of this project as it proceeds through the EA process. Please continue to send future notices to Rosi Zirger Heritage Planner at [rosi.zirger@ontario.ca](mailto:rosi.zirger@ontario.ca).

Please feel free to email or telephone me as necessary. I would be pleased to have further discussion with you.

Sincerely

**Rosi Zirger**

**Ministry of Tourism,  
Culture and Sport**

Culture Services Unit  
Programs and Services Branch  
401 Bay Street, Suite 1700  
Toronto ON M7A 0A7  
Tel: 416 314-7159  
Fax: 416 212 1802

**Ministère du Tourisme,  
de la Culture et du Sport**

Unité des services culturels  
Direction des programmes et des services  
401, rue Bay, Bureau 1700  
Toronto ON M7A 0A7  
Tél: 416 314-7159  
Télé: 416 212 1802



January 4, 2016 (EMAIL ONLY)

Mr. David Sinke  
Consultant Project Manager  
Amec Foster Wheeler  
3215 North Service Road  
Burlington, ON L7R 3G2  
E: [david.sinke@amecfw.com](mailto:david.sinke@amecfw.com)

**RE: MTCS file #: 0004014**  
**Proponent: City of Brampton and Region of Peel**  
**Subject: Notice of Study Commencement**  
**Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47)**  
**Location: City of Brampton, Ontario**

---

Dear Mr. Sinke

Thank you for providing the Ministry of Tourism, Culture and Sport (MTCS) with the Notice of Study Commencement for the above named project. MTCS's interest in this EA project relates to its mandate of conserving Ontario's cultural heritage, which includes:

- archaeological resources, including land-based and marine
- built heritage resources, including bridges and monuments, and
- cultural heritage landscapes.

The Notice states that the purpose of this EA study is to consider construction of, A) a new north-south arterial road from Mayfield Road to Major Mackenzie Drive and B) a new east-west minor arterial road from The Gore Road to the new Arterial Road A2.

The Notice further states that the City of Brampton has recently completed the Highway 427 Industrial Secondary Plan (Area 47) Transportation Master Plan Study which fulfilled requirements of Phases 1 and 2 of the Municipal Class EA process.

We can find no record of having received notice of this Transportation Master Plan (TMP) EA or the final EA report. As such would you please provide me with an electronic copy of the final EA report for the TMP EA? Meanwhile, we provide the following recommendations for the current Arterial Roads EA.

**Cultural Heritage Resources Considerations**

Under the EA process, the proponent is required to determine a project's potential impact on cultural heritage resources. While some cultural heritage resources may have already been formally identified, others may be identified through screening and evaluation. Aboriginal communities may have knowledge that can contribute to the identification of cultural heritage resources, and we suggest that any engagement with Aboriginal communities includes a discussion about known or potential cultural heritage resources that are of value to these communities. Municipal Heritage Committees, historical societies and other local heritage organizations may also have knowledge that contributes to the identification of cultural heritage resources.

## Archaeological Resources

This EA project may impact archaeological resources and you should screen the project with the MTCS [Criteria for Evaluating Archaeological Potential](#) to determine if an archaeological assessment is needed. MTCS archaeological sites data are available at [archaeologicalsites@ontario.ca](mailto:archaeologicalsites@ontario.ca). If this EA project area exhibits archaeological potential, then an archaeological assessment (AA) should be undertaken by an archaeologist licenced under the *OHA*, who is responsible for submitting the report directly to MTCS for review.

## Built Heritage and Cultural Heritage Landscapes

The MTCS [Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes](#) should be completed to help determine whether your EA project may impact cultural heritage resources. The City of Brampton's Clerk or Heritage planning staff can provide information on property registered or designated under the *Ontario Heritage Act*. Municipal Heritage Planners can also provide information that will assist you in completing the checklist.

If potential or known heritage resources exist, MTCS recommends that a Heritage Impact Assessment (HIA), prepared by a qualified consultant, should be completed to assess potential project impacts. Our Ministry's [Info Sheet #5: Heritage Impact Assessments and Conservation Plans](#) outlines the scope of HIAs. Please send the HIA to MTCS and Brampton's heritage planning staff for review, and make it available to local organizations or individuals who have expressed interest in heritage.

## Environmental Assessment Reporting

All technical heritage studies and their recommendations are to be addressed and incorporated into EA projects. Please advise MTCS whether any technical heritage studies will be completed for this EA project, and provide them to MTCS before issuing a Notice of Completion. If your screening has identified no known or potential cultural heritage resources, or no impacts to these resources, please include the completed checklists and supporting documentation in the EA report or file.

Thank-you for consulting MTCS on this project: please continue to do so through the EA process, and contact me for any questions or clarification.

Sincerely,

**Rosi Zirger**  
Heritage Planner  
[rosi.zirger@ontario.ca](mailto:rosi.zirger@ontario.ca)

Copied to: Bishnu Parajuli, Senior Project Engineer, City of Brampton

It is the sole responsibility of proponents to ensure that any information and documentation submitted as part of their EA report or file is accurate. MTCS makes no representation or warranty as to the completeness, accuracy or quality of the any checklists, reports or supporting documentation submitted as part of the EA process, and in no way shall MTCS be liable for any harm, damages, costs, expenses, losses, claims or actions that may result if any checklists, reports or supporting documents are discovered to be inaccurate, incomplete, misleading or fraudulent.

Please notify MTCS if archaeological resources are impacted by EA project work. All activities impacting archaeological resources must cease immediately, and a licensed archaeologist is required to carry out an archaeological assessment in accordance with the Ontario Heritage Act and the Standards and Guidelines for Consultant Archaeologists.

If human remains are encountered, all activities must cease immediately and the local police as well as the Cemeteries Regulation Unit of the Ministry of Consumer Services must be contacted. In situations where human remains are associated with archaeological resources, MTCS should also be notified to ensure that the site is not subject to unlicensed alterations which would be a contravention of the Ontario Heritage Act.



## Young, Rob

---

**From:** Sinke, David  
**Sent:** January-04-16 4:06 PM  
**To:** Kemper, Dean (MTO)  
**Cc:** Parajuli, Bishnu; Young, Rob  
**Subject:** RE: Municipal Class EA - Arterial Roads within the Highway 427 Industrial Secondary Plan Area (Area 47)

Hi Dean, thanks for your response. We will be sure to add you to our contact list.

David

**David Sinke B. Eng. Mgt., P.Eng.**

Principal, Transportation Engineering, Amec Foster Wheeler Environment & Infrastructure  
3215 North Service Road, Burlington ON L7N 3G2, Canada  
T +1 (905) 335-2353 X1287 M +1 (905) 630-5842  
[david.sinke@amecfw.com](mailto:david.sinke@amecfw.com) amecfw.com

---

**From:** Kemper, Dean (MTO) [mailto:Dean.Kemper@ontario.ca]  
**Sent:** Monday, January 04, 2016 3:09 PM  
**To:** Sinke, David <David.Sinke@amec.com>  
**Cc:** Martins, Frank (MTO) <Frank.Martins@ontario.ca>; Van Roon, Pauline (MTO) <Pauline.VanRoon@ontario.ca>; Copeland, Christopher J. (MTO) <Christopher.Copeland@ontario.ca>; Mikolajczak, Margaret (MTO) <Margaret.Mikolajczak@ontario.ca>; Sorochinsky, Tim <tim.sorochinsky@aecom.com>; Sher, Ilya (ilya.sher@aecom.com) <ilya.sher@aecom.com>; Drygas, Tyler <tyler.drygas@aecom.com>; Shawn Ellsworth <Shawn.Ellsworth@york.ca>; steve.mota@york.ca; steve.collins@york.ca  
**Subject:** Municipal Class EA - Arterial Roads within the Highway 427 Industrial Secondary Plan Area (Area 47)

David:

Frank Martins passed me the correspondence you sent him regarding the above study in order that I could respond directly to you as the 407ETR is not impacted by this project so Frank will not be involved.

However, the Highway 427 Expansion, which includes the extension of Highway 427 from Highway 7 to Major Mackenzie Drive (MMD), will have some traffic impacts to MMD which may be of interest to your project team. In addition, York Region is considering widening MMD to a 6 lane urban cross section from the 427/MMD interchange westerly to Highway 50 in the near future. Again, traffic impacts and the partial re-construction of the Highway 50/MMD interchange will be of interest to your team.

By copy of this email can you please add me to your contact list for matters related to the Highway 427 Expansion and/or MMD widening? I do not believe I need to be a member of the Technical Agency Committee but should be informed when any critical decisions are made that might impact/influence either Highway 427 or MMD. I have copied several key individuals at MTO and York Region who may also have some interest in your project.

Looking forward to working with you as this project moves forward.



# Highway 427 Industrial Secondary Plan Area (Area 47) Environmental Assessment Study of Arterial Roads Agency Meeting – TRCA and MNRF

January 14, 2016



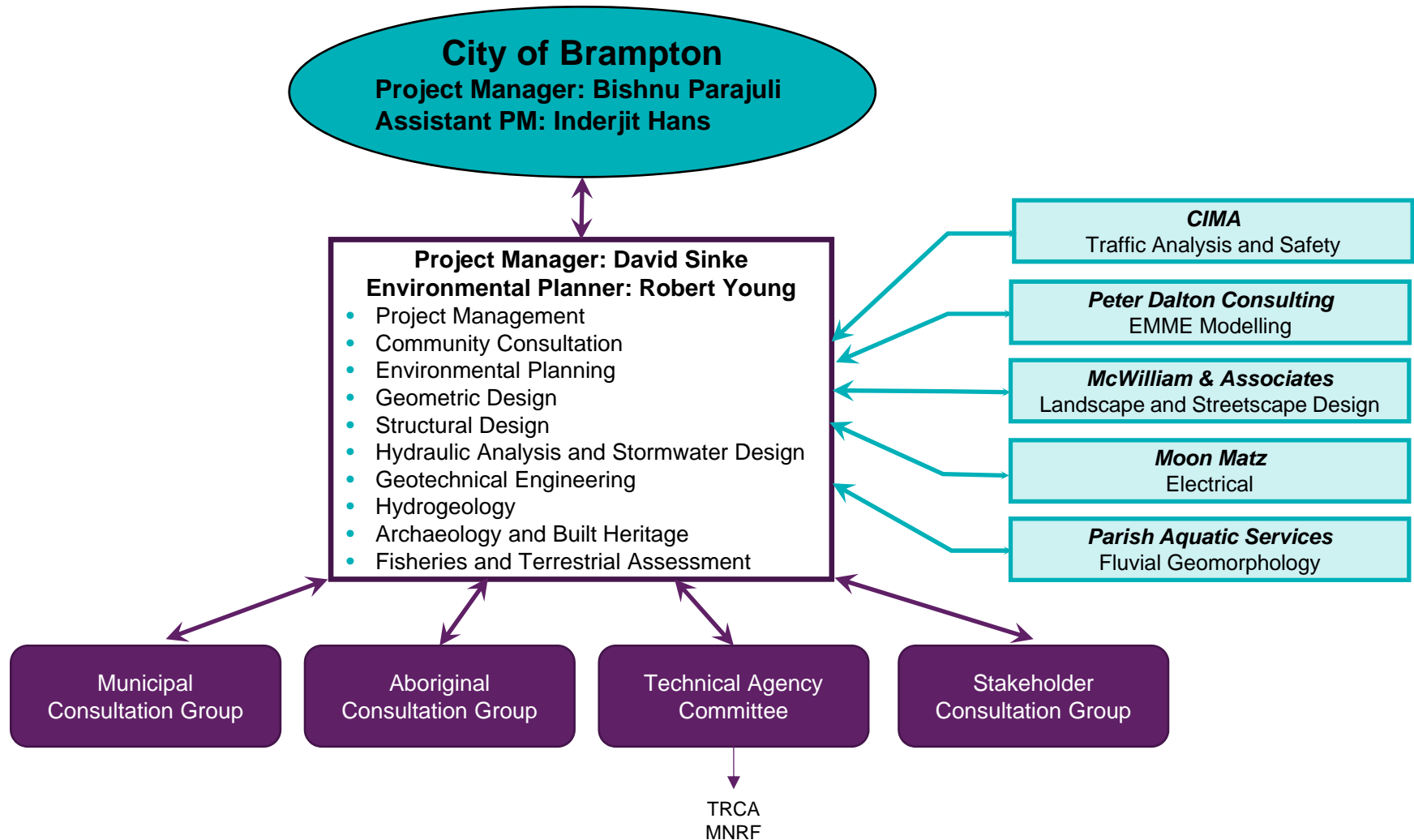
# Agenda

---

1. Introductions
2. Project Overview
3. Study Scope, Class EA Process, Schedule
4. Discussion of Key Issues
5. Other
6. Next Meeting

# Introductions

## Project Team



# Project Overview

## Study Objectives

---

### **The Environmental Study for Arterial Roads within the Highway 427 Industrial Secondary Plan Area aims to:**

- Develop a safe, efficient and sustainable multi-modal transportation network in support of the proposed land use, with consideration of pedestrians, cyclists, transit, autos and trucks;
- Respect the natural and cultural environment,
  - ▶ Minimize impact to existing conditions,
  - ▶ Avoid impacts to, or provide net benefit to, to species at risk (SAR);
- Provide access to major Regional and Provincial corridors to facilitate goods movement;
- Provide opportunities for enhancement to:
  - ▶ Streetscape,
  - ▶ Landscape, and
  - ▶ Natural environment;
- Support provincial, regional and municipal planning objectives.



# Project Overview

## Class Environmental Assessment

---

### Transportation Master Plan (August, 2014)

- Phase 1 – Problem/opportunity identification
- Phase 2 – Identification of alternative solutions and the preferred solution

### Municipal Class Environmental Assessment

- Phase 3 – Identify alternative methods of implementing the preferred solution
  - ▶ Existing conditions
  - ▶ Identification of alternative designs
  - ▶ Identification of potential impacts and evaluation the alternatives
  - ▶ Confirmation of the preferred solution
  - ▶ Finalization of the preferred solution
  - ▶ Agency and public consultation
- Phase 4 – Environmental Study Report

Being undertaken as two concurrent studies:

#### Part A

- Arterial A2, and
- Coleraine Drive

#### Part B

- East-West Arterial,
- Clarkway Drive, and
- Countryside Drive.

# Project Overview

## Environmental Assessment Status & Upcoming Works

---

### Completed to Date/On-Going

- Notice of Commencement;
- Development of a Consultation and Communications Plan;
- Background data review;
- Initial review of traffic modelling data; and
- Technical Agency and Municipal Group meetings.

### Upcoming Work (through August 2016)

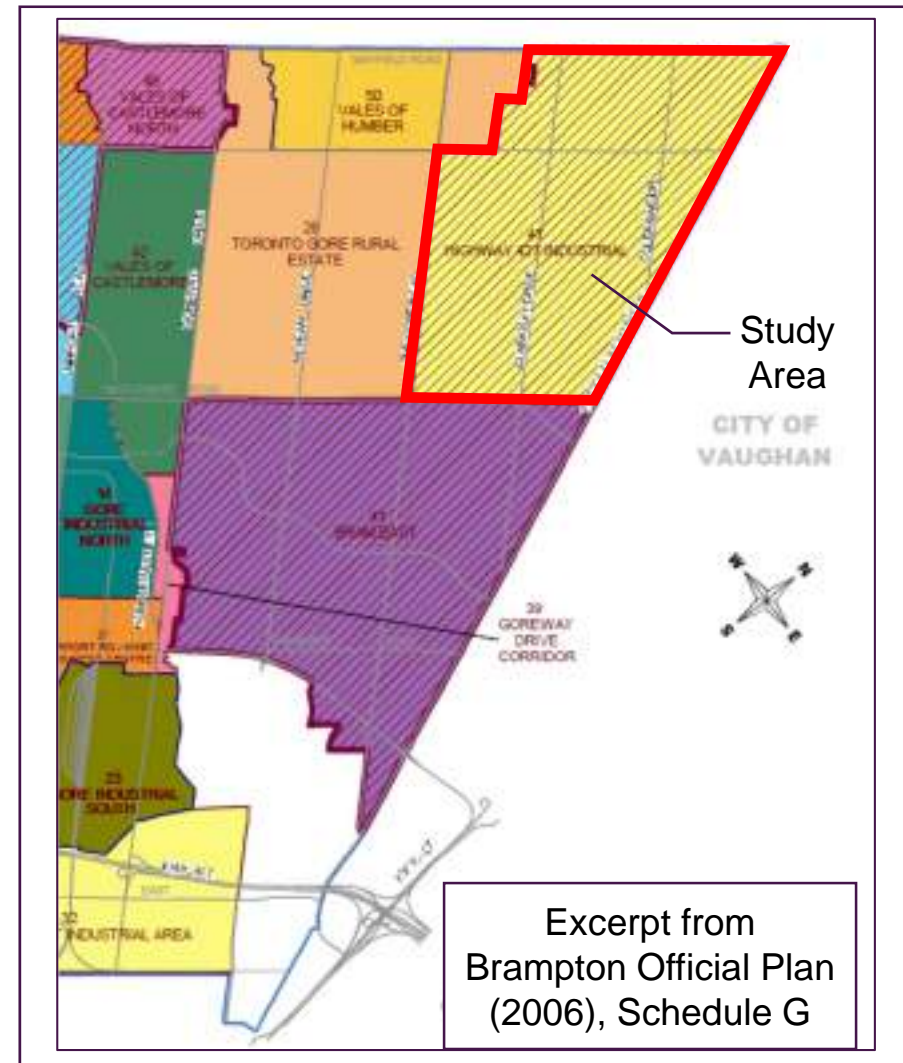
- Stormwater management / drainage baseline inventory;
- Natural environment investigations;
- Fluvial geomorphology investigations;
- Review of MESP commitments; and
- Assessment of alternatives and identification of impacts.

# Project Overview

## Planning Context and Project Rationale



- Area is bounded by The Gore Side Road (west), Castlemore Road (south), Countryside Drive/Mayfield Road (north) and Regional Road 50 (east).
- The OP identified the need for completion of a Secondary Plan for Area 47.

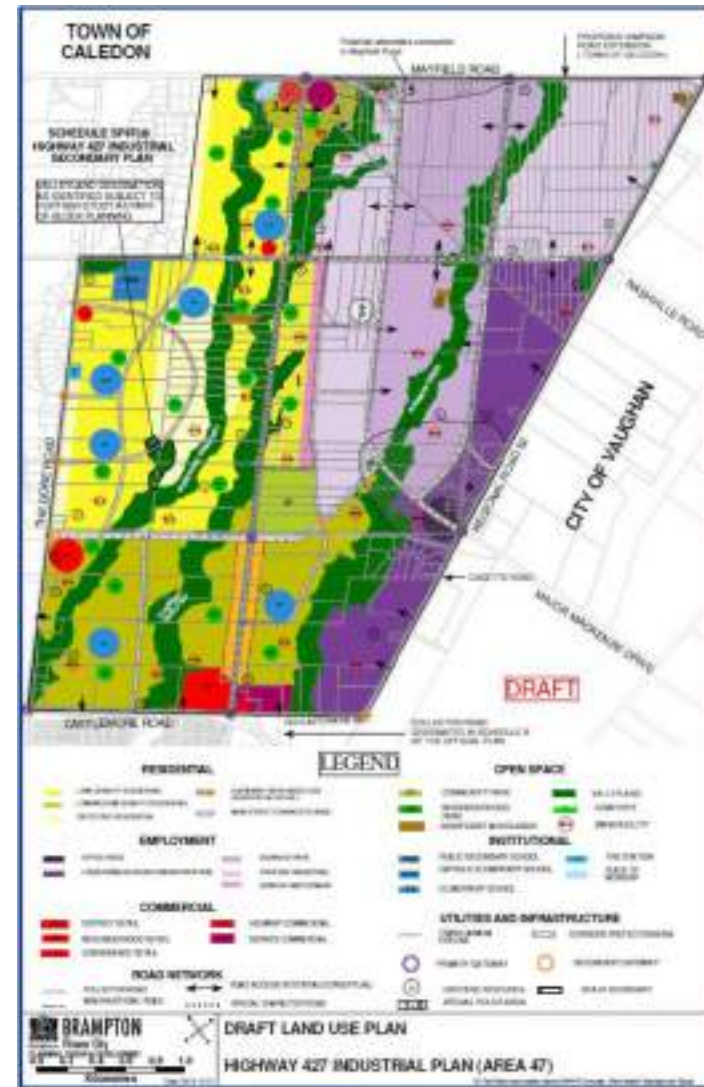


# Project Overview

## Planning Context and Project Rationale



- **The Highway 427 Industrial Secondary Master Plan (Area 47)**
  - ▶ Developed in support of the Official Plan
  - ▶ Fulfills Phase 1 and 2 of the Municipal Class EA Process.
- **By 2021 (5 year horizon), Area 47 is expected to support:**
  - ▶ 9,300 residents, and
  - ▶ 17,000 jobs.
- **By 2031 (full buildout), Area 47 will support:**
  - ▶ 26,300 residents, and
  - ▶ 20,500 jobs.



# Project Overview

## Existing Conditions

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### Land use

- Currently supports:
  - ▶ 90 households; and
  - ▶ Approximately 300 jobs.

### Natural Environment

- Humber River Watershed;
- Three tributaries:
  - ▶ The Gore Road Tributary,
  - ▶ Clarkway Tributary, and
  - ▶ Rainbow Creek;
- Seven species at risk (SAR).

### Archaeological, Cultural and Built Heritage

- Cultural Heritage Study Report (March 2011)
  - ▶ 96% of area exhibits archaeological potential;
  - ▶ Built heritage resources along Clarkway Drive and Coleraine Drive.



# Project Overview

## Completed Studies



### Highway 427 Industrial Secondary Plan (Area 47)

- Developed a recommended network of arterial and collector roads.



# Project Overview

## Completed Studies



### Highway 427 Industrial Secondary Plan (Area 47)

- Roadway recommendations:

Roadway	Classification	# of Lanes	Right of Way (m)	Cycling Facilities		Sidewalks	Transit
				Off-Road	On-Road		
A2 (New)	Major Arterial	6	45-50	X		Both Sides	Secondary Corridor
Coleraine Dr.	Major Arterial	4	40-45	X		Both Sides	Secondary Corridor
Clarkway Dr. (Castlemore to EW Arterial)	Minor Arterial	4	36		X	Both Sides	Community Routes
Clarkway Dr. (EW Arterial to Countryside)	Major Collector	2	30		X	Both Sides	Secondary Corridor
Clarkway Dr. (Countryside to Mayfield)	Major Collector	2-4	30		X	Both Sides	Secondary Corridor
Countryside Dr.	Minor Arterial	4	36		X	Both Sides	Secondary Corridor
EW Arterial (New)	Minor Arterial	4	36	X		Both Sides	Secondary Corridor

# Discussion of Key Issues

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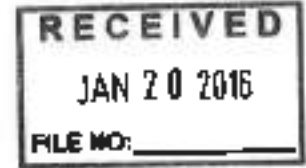
- **Stormwater management and drainage:**
  - ▶ Stormwater management;
  - ▶ Hydraulic models;
  - ▶ Hydraulic structure sizing and configuration;
  - ▶ Geomorphology;
  - ▶ Low impact development measures (LID);
  - ▶ Stream restoration and grading works; and
  - ▶ Headwater drainage features.
- **Fisheries and Wildlife**
  - ▶ Aquatic and terrestrial species at risk (SAR); and
  - ▶ Wildlife passage.

TP115086

January 14, 2016

5650 Hurontario Street  
Mississauga, ON, Canada L5R 1G6  
1 (905) 880-1010 1 (800) 669-1546  
1 (905) 880-1747  
www.peelsschools.org

Mr. David Sinke, P. Eng.  
Consultant Project Manager  
Amec Foster Wheeler  
Environment & Infrastructure  
3215 North Service Road  
Burlington, Ontario L7R 3G2



Dear Mr. Sinke:

**RE: Notice of Study Commencement  
Municipal Class Environmental Assessment  
Arterial Roads within Highway 427 Industrial Secondary Plan (Area 47)  
City of Brampton**

Thank you for your letter dated December 8<sup>th</sup>, 2015 informing the Board of the commencement of the above noted study. The Board is interested in this project as it has a number of proposed schools in the area. Please keep the Board informed of the status of this project so that the Board may monitor its progress and provide comments as necessary.

If you require any further information please contact me at 905-890-1010, ext. 2724.

Yours truly,

Branko Vidovic  
Intermediate Planning Officer  
Planning and Accommodation Department

c. S. Hare, Peel District School Board  
B. Parajuli, City of Brampton

Area 47 Arterial Roads Comm.doc

**Trustees**

Janet McOxlaghlin, Chair  
Susanne Nurse, Vice-Chair  
Carmie Andrews  
Sean Cameron  
Ruggel Chandler  
Nickie Catronis

David Green  
Sue Lewton  
Brad MacDonald  
Kathy McDonald  
Harkirat Singh  
Rick Williams

**Director of Education and Secretary**  
Tony Pontes

**Associate Director,  
Instructional Support Services**  
Scott Morisset

**Associate Director,  
Operational Support Services**  
Jaspal Gill



## Oke, Jessalyn

---

**From:** Young, Rob  
**Sent:** February-16-16 10:56 AM  
**To:** Oke, Jessalyn  
**Subject:** FW: Notice of Study Commencement - Arterial Roads within Highway 427 Industrial Secondary Plan Area  
**Attachments:** S2coprm0116012723240.pdf  
**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

See attached from Peel Regional Police for the contact list.

Rob.

---

**From:** Sinke, David  
**Sent:** February-16-16 5:11 AM  
**To:** Young, Rob <rob.young@amec.com>  
**Subject:** FW: Notice of Study Commencement - Arterial Roads within Highway 427 Industrial Secondary Plan Area

**David Sinke B. Eng. Mgt., P.Eng.**

Principal, Transportation Engineering, Amec Foster Wheeler Environment & Infrastructure  
3215 North Service Road, Burlington ON L7N 3G2, Canada  
T +1 (905) 335-2353 X1287 M +1 (905) 630-5842  
[david.sinke@amecfw.com](mailto:david.sinke@amecfw.com) amecfw.com

---

**From:** Adams, James [<mailto:James.Adams@peelpolice.ca>]  
**Sent:** Thursday, January 28, 2016 10:28 AM  
**To:** Sinke, David <[David.Sinke@amec.com](mailto:David.Sinke@amec.com)>  
**Subject:** Notice of Study Commencement - Arterial Roads within Highway 427 Industrial Secondary Plan Area

Good morning Mr. Sinke

Please find the attached response for Peel Regional Police for the Notice of Study Commencement.

My apologies for the delay.

Future correspondence can continue to be sent to Chief Evans (they eventually get forwarded to my office).

If you need more information or have any questions, please let me know.

Thanks

Jim



Continued...

## Comment Sheet

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December 8, 2015  
Our File: TP115085

Please Return the Completed Comment Sheet to:  
**David Sinke, P.Eng., Consultant Project Manager**  
Amec Foster Wheeler Environment & Infrastructure  
3215 North Service Road, Burlington, ON L7N 3G2  
Fax : 905.335.1414, E-mail : david.sinke@amecfcw.com

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**FROM:** Jennifer Evans  
Peel Regional Police

**Re:** Municipal Class Environmental Assessment  
Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47)

We have no concerns and do not need to be involved in this study.

We have no interest/concerns at this time, but wish to remain on the contact list for this study.

We have the following comment(s) and/or information requirements.

I would like to be a representative on the Technical Agency Committee or the following representative from my Agency would like to be on the Committee \_\_\_\_\_

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## Oke, Jessalyn

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**From:** Young, Rob  
**Sent:** February-16-16 10:46 AM  
**To:** Oke, Jessalyn  
**Subject:** FW: Municipal Group Meeting Invitation - City of Brampton Municipal Class EA - Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47)

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Here is the second one.

---

**From:** Sinke, David  
**Sent:** February-12-16 9:06 PM  
**To:** Young, Rob <rob.young@amec.com>  
**Subject:** Fwd: Municipal Group Meeting Invitation - City of Brampton Municipal Class EA - Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47)

Hi Rob, pls forward invite and add Lucius to list as requested. Thanks

Sent from my iPhone

Begin forwarded message:

**From:** Danita Taccogna <[danita.taccogna@caledon.ca](mailto:danita.taccogna@caledon.ca)>  
**Date:** February 12, 2016 at 4:29:17 PM EST  
**To:** "david.sinke@amecfw.com" <[david.sinke@amecfw.com](mailto:david.sinke@amecfw.com)>  
**Cc:** Lucius Maitre <[Lucius.Maitre@caledon.ca](mailto:Lucius.Maitre@caledon.ca)>, David Loveridge <[David.Loveridge@caledon.ca](mailto:David.Loveridge@caledon.ca)>  
**Subject:** **Municipal Group Meeting Invitation - City of Brampton Municipal Class EA - Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47)**

Hi David,

Public Works was forwarded subject meeting information from our Development & Planning Division.

Please include Lucius [Lucius.maitre@caledon.ca](mailto:Lucius.maitre@caledon.ca) on any further correspondence or meeting invite. He will send a representative from Public Works.

Thank you  
Danita

Danita Taccogna  
Administrative Supervisor  
Public Works Department

Town of Caledon  
6311 Old Church Road  
Caledon, ON L7C 1J6  
1.888.225.3366  
905.584.2272 x.4226

## Oke, Jessalyn

---

**From:** Young, Rob  
**Sent:** February-16-16 10:46 AM  
**To:** Oke, Jessalyn  
**Subject:** FW: Municipal Group Mtg Invite

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

I have a couple more additions for the Municipal Group meeting contact list, here is the first one.

Rob.

---

**From:** Sinke, David  
**Sent:** February-12-16 2:27 PM  
**To:** Young, Rob <rob.young@amec.com>  
**Subject:** FW: Municipal Group Mtg Invite

Please extend the invitation to Dean.

thx

**David Sinke B. Eng. Mgt., P.Eng.**

Principal, Transportation Engineering, Amec Foster Wheeler Environment & Infrastructure  
3215 North Service Road, Burlington ON L7N 3G2, Canada  
T +1 (905) 335-2353 X1287 M +1 (905) 630-5842  
[david.sinke@amecfw.com](mailto:david.sinke@amecfw.com) amecfw.com

---

**From:** Dean McMillan [<mailto:Dean.McMillan@caledon.ca>]  
**Sent:** Friday, February 12, 2016 1:39 PM  
**To:** Sinke, David <[David.Sinke@amec.com](mailto:David.Sinke@amec.com)>  
**Subject:** Municipal Group Mtg Invite

Good Afternoon David,

In response to the e-mail below, my preferred time is the February 19<sup>th</sup>, 1:30 PM session.

Thx,

Dean

Dean McMillan  
Coordinator, Transportation  
Public Works Department

Town of Caledon  
6311 Old Church Road  
Caledon, ON L7C 1J6  
1.888.225.3366  
905.584.2272 x.4093

[www.caledon.ca](http://www.caledon.ca)  
[www.visitcaledon.ca](http://www.visitcaledon.ca)

From: Young, Rob [<mailto:rob.young@amecfw.com>]  
Sent: Thursday, February 04, 2016 11:56 AM  
To: Gino Dela Cruz ([gino.delacruz@peelregion.ca](mailto:gino.delacruz@peelregion.ca)); [eric.chan@peelregion.ca](mailto:eric.chan@peelregion.ca); [sean.carrick@peelregion.ca](mailto:sean.carrick@peelregion.ca); [althaf.farouque@peelregion.ca](mailto:althaf.farouque@peelregion.ca); [ryan.gulyas@peelregion.ca](mailto:ryan.gulyas@peelregion.ca); [tina.detaramani@peelregion.ca](mailto:tina.detaramani@peelregion.ca); [mani.shahrokni@vaughan.ca](mailto:mani.shahrokni@vaughan.ca); [selma.hubjer@vaughan.ca](mailto:selma.hubjer@vaughan.ca); Kant Chawla; Casey Blakely; Kathie Kurtz; [ryan.vandenburg@peelregion.ca](mailto:ryan.vandenburg@peelregion.ca); [steve.mota@york.ca](mailto:steve.mota@york.ca); [joshua.wang@york.ca](mailto:joshua.wang@york.ca); [shawn.ellsworth@york.ca](mailto:shawn.ellsworth@york.ca); [dean.kemper@ontario.ca](mailto:dean.kemper@ontario.ca); Stephen Keen  
Cc: Parajuli, Bishnu; Hans, Inderjit; Sinke, David; Young, Rob  
Subject: Municipal Group Meeting Invitation - City of Brampton Municipal Class EA - Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47)

You are invited to the first Municipal Group Meeting for the City of Brampton's Municipal Class Environmental Assessment for Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47).

The City of Brampton has identified through its Transportation and Transit Master Plan (TTMP) 2009 and Highway 427 Industrial Secondary Plan (Area 47) Transportation Master Plan Study (TMP), the need for additional capacity in the road network up to the planning horizon year of 2031. The TTMP and TMP recommended road network improvements within Secondary Plan Area 47 including a new north-south major arterial road (Arterial A2) from Mayfield Road to Major Mackenzie Drive/RR50; a new east-west minor arterial road (E-W Arterial) from The Gore Road to Arterial A2; and widening of Countryside Drive, Coleraine Drive and Clarkway Drive. The TMP satisfied Phases 1 and 2 of the Municipal Class Environmental Assessment process. The current study will satisfy Phases 3 and 4.

The purpose of the meeting will be to present a summary of the study team's initial background data review and to identify design or environmental issues that your Municipality may have so they can be addressed early in the environmental assessment process. This will be the first of several planned meetings that will occur throughout the course of the environmental assessment. We are proposing 3 possible dates/times for the meeting: February 17<sup>th</sup> 9:30 am or 1:30 pm; February 19<sup>th</sup> 1:30 pm at Brampton's Flower City Community Campus 8850 McLaughlin Road. Please indicate your preference via email to the Consultant Project Manager, David Sinke via email [david.sinke@amecfw.com](mailto:david.sinke@amecfw.com). A meeting notice and agenda will be circulated when the meeting date and time have been confirmed.

Regards,

**Rob Young P.Geo., MCIP RPP**  
Associate Environmental Planner  
Amec Foster Wheeler  
Environment & Infrastructure

Suite 110 – 160 Traders Blvd. East  
Mississauga, Ontario L4Z 3K7  
Canada

D +1 (905) 568 2929 ext 4325  
M +1 (647) 923 7659

E [rob.young@amecfw.com](mailto:rob.young@amecfw.com)  
amecfw.com



# Meeting agenda

---

**Date:** February 17, 2016      **Meeting at:** City of Brampton, FCCC2-Boardroom A

**File No.:** TP115086-75

**Subject/purpose:**    **Environmental Assessment Study**  
**Arterial Road with Highway 427 Industrial Secondary Plan Area**  
**(Area 47), City of Brampton**

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**To be presented/discussed:**

1. Introductions
2. Project Overview
3. Study Scope, Class EA Process, Schedule
4. Discussion of Key Issues
5. Other
6. Next Meeting



**Arterial Roads within Highway 427  
Industrial Secondary Plan Area (Area 47)  
Class Environmental Assessment**



**ATTENDANCE RECORD - MUNICIPAL GROUP MEETING # 1**  
Wednesday, February 17, 2016

Name	E-mail	Organization
1. Stephen Keen	stephen.keen@cima.ca	CIMA*
2. JENNA WANG	JENNA.WANG@YORK.CA	YORK REGION
3. Gino Dela Cruz	gino.delacruz@peelregion.ca	Region of Peel
4. Eric Chan	chan.e@peelregion.ca	" " "
5. Tina Detaramani	tina.detaramani@peelregion.ca	"
6. SEAN CORRICK	sean.corrick@peelregion.ca	" " "
7. Ryan Vandenburg	ryan.vandenburg@peelregion.ca	"
8. ALTHAF FAROUQUE	ALTHAF.FAROUQUE@PEELREGION	" " "
9. DEAN KEMPER	DEAN.KEMPER@ONTARIO.CA	MTO MPO, 427 EXTENSION
10. KATHIE KURTZ	kathie.kurtz@caledon.ca	Town of Caledon
11. Dean McMillan	dean.mcmillan@caledon.ca	Town of Caledon
12. RYAN TRONER	ryan.troner@caledon.ca	" " "
13. MALIK MAJEED	malik.majeed@brampton.ca	City of Brampton
14. BISHNU PARAJULI	bishnu.parajuli@brampton.ca	City of Brampton
15. MARI SHAHROKHI	mari.shahrokhii@vaughan.ca	City of Vaughan

Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47)  
 Class Environmental Assessment

Name	E-mail	Organization
16. <i>GAVIN BAILEY</i>	<i>gavin.bailey@brampton.ca</i>	<i>City of Brampton</i>
17. <i>Rob York</i>	<i>rob.york@amach.com</i>	<i>AFW</i>
18. <i>David Suzuki</i>	<i>david.suzuki@amach.com</i>	<i>AFW</i>
19. <i>David A. King</i>	<i>da.king@amach.com</i>	<i>AFW</i>
20.		
21.		
22.		
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24.		
25.		
26.		
27.		
28.		
29.		
30.		
31.		
32.		
33.		

## Oke, Jessalyn

---

**From:** Ferjak, Krista  
**Sent:** March-04-16 1:26 PM  
**To:** 'bishnu.parajuli@brampton.ca'; 'malik.majeed@brampton.ca';  
'gavin.bailey@brampton.ca'; 'gino.delacruz@peelregion.ca'; 'eric.chan@peelregion.ca';  
'tina.detaramani@peelregion.ca'; 'sean.carrick@peelregion.ca';  
'ryan.vandenburg@peelregion.ca'; 'althaf.farouque@peelregion.ca'; 'Kemper, Dean  
(MTO)'; 'kathie.kurtz@caledon.ca'; 'dean.mcmillan@caledon.ca';  
'ryan.tucker@caledon.ca'; 'mani.shahrokni@vaughan.ca'; 'joshua.wang@york.ca'; Sinke,  
David; Young, Rob; King, Maria E; 'stephen.keen@cima.ca'  
**Subject:** Arterial Road Network with SP47 Area - Municipal Group Meeting  
**Attachments:** 16-02-17 Municipal Meeting #1.pdf

Please find attached Minutes of Meeting held on February 17, 2016, regarding the above-noted subject.

Thank you.

### Krista Ferjak

Administrative Assistant, Amec Foster Wheeler Environment & Infrastructure  
3215 North Service Road, Burlington, ON L7N 3G2, Canada

T +1(905) 335-2353 x 256

[krista.ferjak@amecfw.com](mailto:krista.ferjak@amecfw.com) [www.amecfw.com](http://www.amecfw.com)

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*Please consider the environment before printing..*



# Minutes of Municipal Meeting #1

**Date:** March 4, 2016  
**File #:** TP115086-75  
**Meeting Date & Time:** February 17, 2016 @ 1:30 p.m.  
**Meeting at:** City of Brampton, Boardroom WT FCCC2-1A  
**Subject:** Arterial Road Network within SP47 Area – Municipal Group Meeting

## Attendees:

Bishnu Parajuli, City of Brampton  
Malik Majeed, City of Brampton  
Gavin Bailey, City of Brampton  
Gino Dela Cruz, Region of Peel  
Eric Chan, Region of Peel  
Tina Detaramani, Region of Peel  
Sean Carrick, Region of Peel  
Ryan Vandenburg, Region of Peel  
Althaf Farouque, Region of Peel  
Dean Kemper, MTO Hwy 427 Extension

Kathie Kurtz, Town of Caledon  
Dean McMillan, Town of Caledon  
Ryan Tucker, Town of Caledon  
Mani Shahrokni, City of Vaughan  
Joshua Wang, York Region  
Stephen Keen, CIMA+  
David Sinke, Amec Foster Wheeler  
Rob Young, Amec Foster Wheeler  
Maria King, Amec Foster Wheeler

## MATTERS DISCUSSED

## ACTION BY:

### 1. Introduction

Bishnu Parajuli, Project Manager with the City of Brampton, introduced the project and the objectives of the meeting – to present an overview of the project and plans for SP47 and to receive input from the group as to proposed development and transportation plans that may influence the SP47 Area.

David Sinke, Amec Foster Wheeler Project Manager, provided an overview of the Municipal Class Environmental Assessment for the project (attached). Key items to discuss include: adjacent transportation projects, adjacent development, and co-ordination of design criteria and connections.

### 2. City of Brampton

Noted that the ultimate buildout in Area 47 will occur beyond 2031.

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**PLEASE NOTE:** If there is any comment or amendment to be made to these meeting notes, they should be brought to the notice of Amec Foster Wheeler within 24 hours of issue and confirmed in writing

## **MATTERS DISCUSSED**

## **ACTION BY:**

Traffic model update is expected to be completed within the week and will feed into the VISSIM model that the CIMA+ team is preparing. CIMA+ requires confirmation from the City of Brampton that population growth in the surrounding communities has been captured.

██████████ Tertiary Plan for significant development in the area bounded by Arterial A2/Countryside Drive/Highway 50 in being reviewed by the City.

### **3. Region of Peel**

The Region can help develop the model for 2041 having recently completed and calibrated the 2041 forecast for the Region's roads. Data will be made available to the project team.

Reinforced the need for A2 to be constructed, and for the design of the of A2/Coleraine Drive and RR50 intersection to be completed.

Region of Peel is currently undertaking traffic counts to see if the Bolton by-pass (Emil Kolb Parkway) is working.

### **4. City of Vaughan**

Huntington Road EA is underway and consists of widening (to 4 lanes) and urbanizing the road to a major arterial from Langstaff Road to Nashville Road. Timeframe is similar to the Highway 427 Extension project.

Large scale phased residential development occurring within Block 61 West (Nashville Heights), east of Huntington Road. 2/3 of this development is complete.

The approved West Vaughan Employment S.P. Area is located immediately east of Regional Road 50, between Nashville Rd. (Countryside Dr.) and Major Mackenzie Drive.

No major issues foreseen. Collectors need to align at the intersections.

### **5. York Region**

Major Mackenzie Drive will be widened to 6 lanes in association with the Highway 427 Extension project (construction in 2017-2019). Widening of Highway 50 has been approved in the Region's capital plan.

Have population and employment data that could be shared, but the Region is finalization the growth scenario.

Traffic data is available in 5 year horizons and the 2014 projections are in draft.



Continued...

Meeting Date: February 17, 2016

## **MATTERS DISCUSSED**

## **ACTION BY:**

Regional model assumed that GTA West would be in place by 2041.

The intersection of Major Mackenzie Drive/Arterial A2/Highway 50 intersection is key.

### **6. Town of Caledon**

Coleraine Drive is an important arterial for the Town. Long term development plans for the Coleraine West Area were identified in Regional Official Plan Amendment (ROPA) 28. ROPA 28 identifies expansion of the Bolton Rural Service Centre Boundary.

Currently undertaking a Whitebelt visioning exercise in the area south of the Greenbelt and west of Coleraine Drive.

At present, the Town does not foresee traffic issues. A Transportation Master Plan is underway and the Town can review potential issues with the consultant.

### **7. Highway 427 Extension**

Expect that the GTA West project will proceed in the future, therefore the EA should consider it and EMME needs to include scenarios with and without GTA West.

Current timeline for the Highway 427 Extension includes RFP issue on February 22, 2016; design completion by spring 2017; and construction completion to Major Mackenzie Drive by 2021.

4 lanes + 2 HOT lanes between Highway 7 and Major Mackenzie Drive. Design is to include a free-flow ramp for westbound traffic.

Possibility for Major Mackenzie Drive to be overloaded with traffic exiting Highway 427. Major Mackenzie Drive/Arterial A2/Highway 50 intersection could be problematic.

AECOM/MMM has traffic data for Highway 427 Extension.

Meeting Minutes prepared by,

Amec Foster Wheeler Environment & Infrastructure  
A Division of Amec Foster Wheeler Americas Limited

  
Per: Rob Young, P. Geo., MCIP, RPP  
Associate Environmental Planner

RY/kf

# Highway 427 Industrial Secondary Plan Area (Area 47) Environmental Assessment Study of Arterial Roads Municipal Group Meeting

February 17, 2016



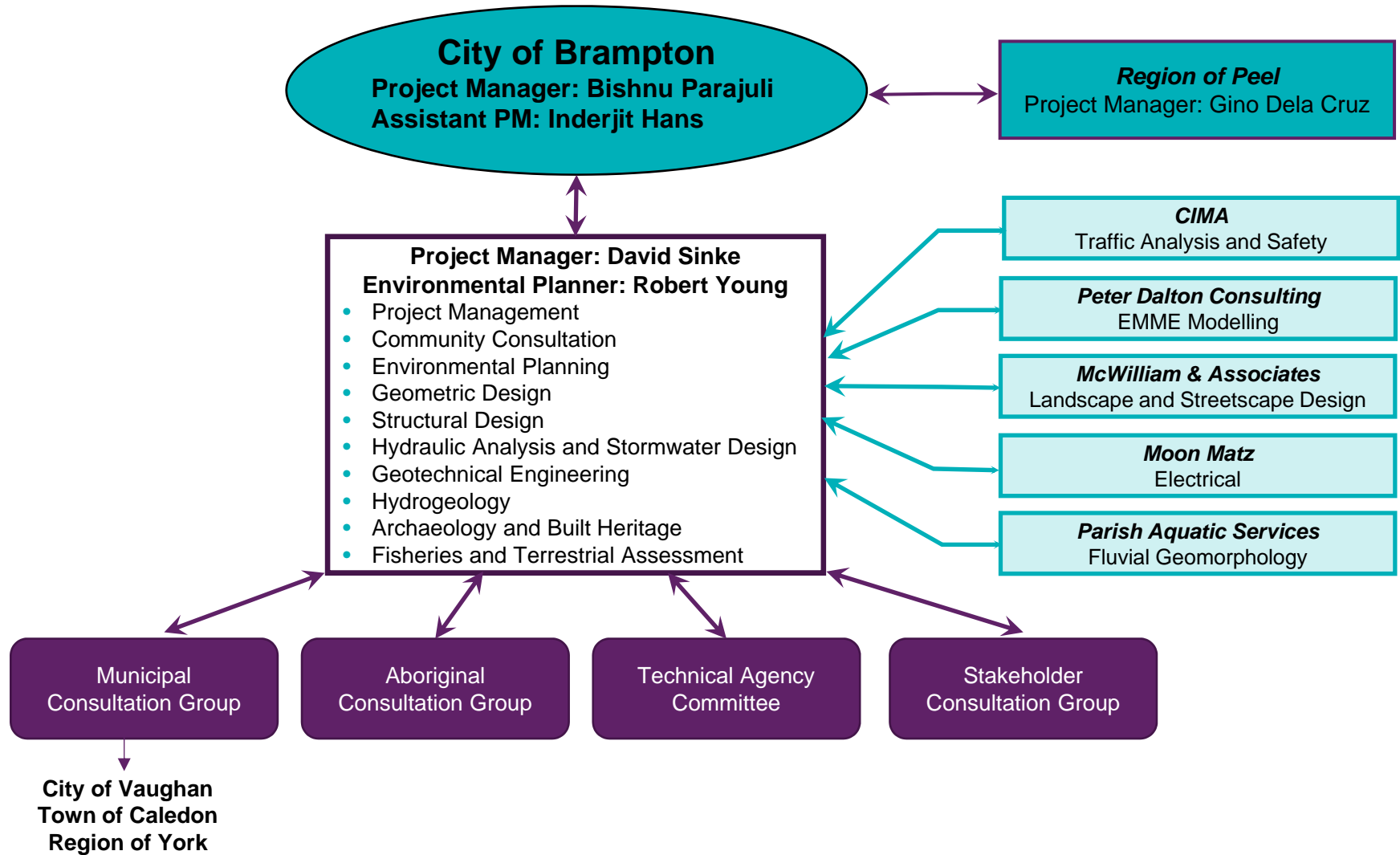
# Agenda

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1. Introductions
2. Planning Context
3. Class EA Process, Project Objectives, Schedule
4. Discussion of Key Issues
5. Next Meeting

# Introductions Project Team

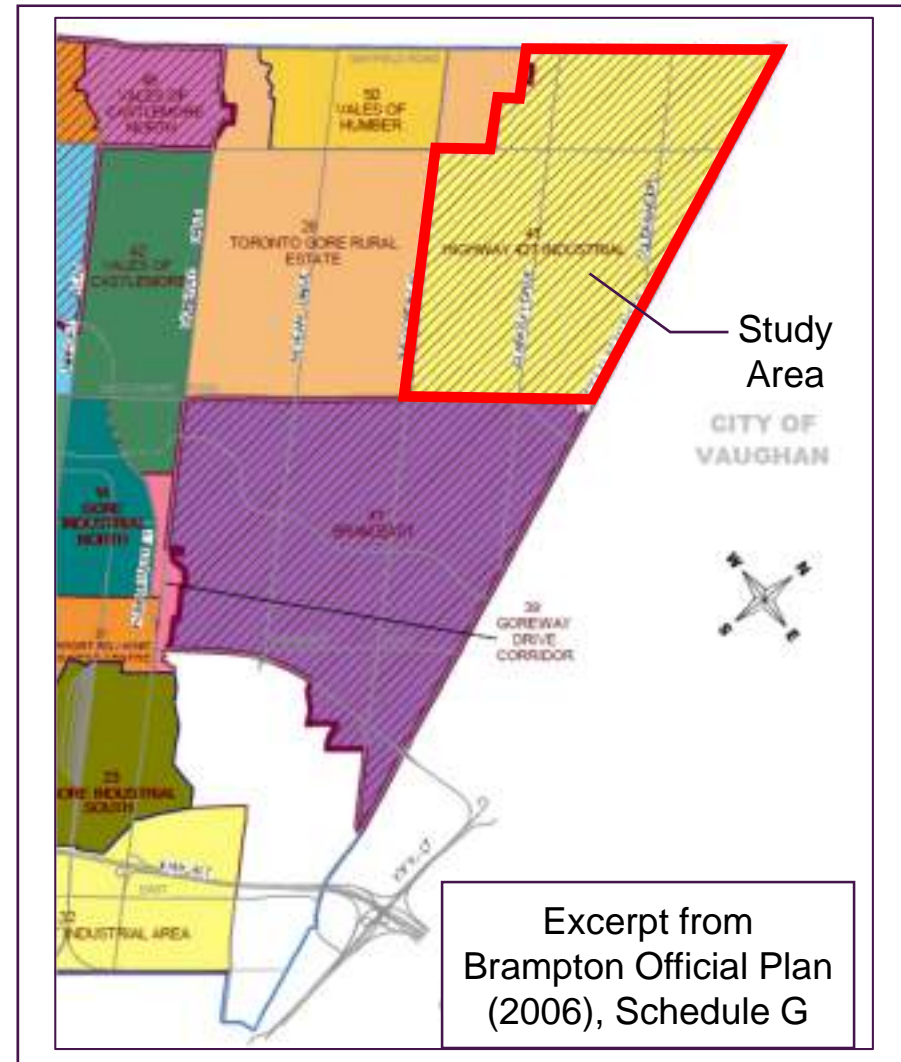


# Project Overview

## Planning Context and Project Rationale



- **Area is bounded by:**
  - The Gore Road (west),
  - Castlemore Road (south),
  - Countryside Drive/Mayfield Road (north), and
  - Regional Road 50 (east).
- **The City of Brampton Official Plan identified the need for completion of a Secondary Plan for the Highway 427 Industrial Area (Area 47).**





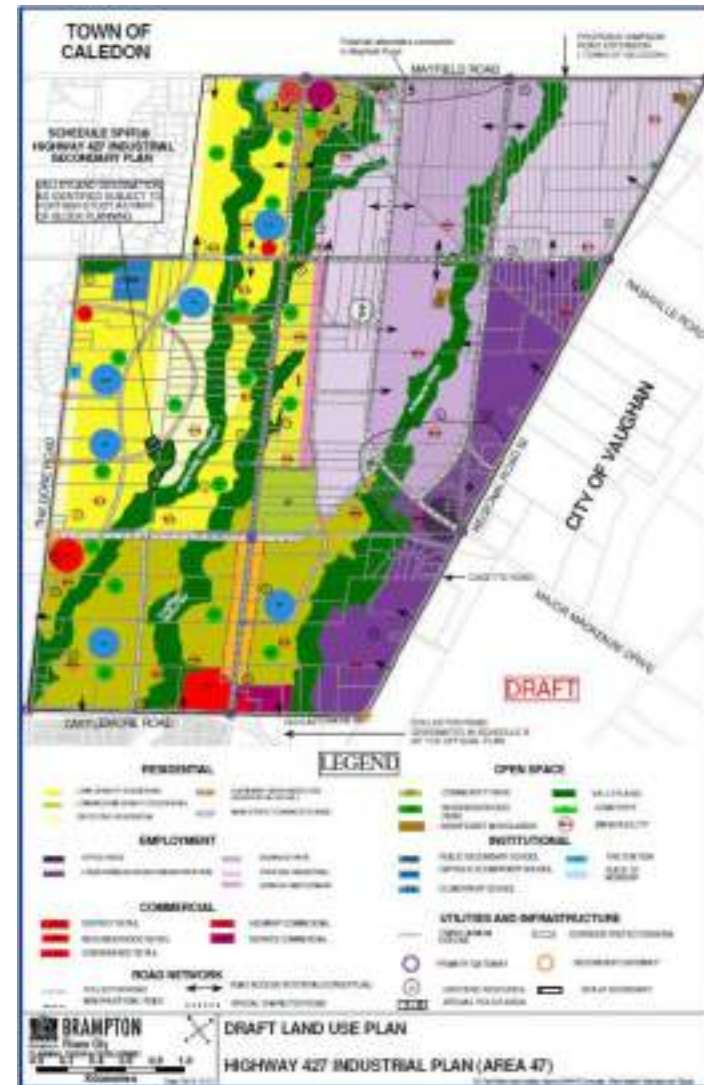
# Project Overview

## Planning Context and Project Rationale



### Socio-Economic Conditions

- **Existing:**
  - ▶ 90 households; and
  - ▶ Approximately 300 jobs
- **By 2021 (5 year horizon), Area 47 is expected to support:**
  - ▶ 9,300 residents, and
  - ▶ 17,000 jobs.
- **By 2031 (full buildout), Area 47 will support:**
  - ▶ 26,300 residents, and
  - ▶ 20,500 jobs.



# Project Overview

## Planning Context and Project Rationale

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**Several previously completed studies identify additional road network capacity through Secondary Plan Area 47:**

- York-Peel Boundary Area Transportation Study (2003);
- Region of Peel Highway 427 Extension Area Transportation Master Plan (2009),
  - Identified the need and preferred corridor alignment for future Arterial A2;
- City of Brampton Transportation and Transit Master Plan (2015); and
- Highway 427 Industrial Secondary Plan Area (Area 47) Transportation Master Plan (2014).

# Project Overview

## Completed Studies

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### Region of Peel Highway 427 Extension Area Transportation Master Plan (2009)

- Identified roadway needs to serve the Region of Peel in proximity to the future extension of Highway 427;
- Considered approximately the same study area as current Municipal Class EA, with the exception of a northern boundary at Healey Road;
- Updated traffic forecasts to better reflect Ontario's *Places to Grow*;
- Identified significant inadequacies in the spacing and capacity of existing east-west arterials and collectors within the study area; and
- Identified the need for Arterial A2 (part of current study).

# Project Overview

## Completed Studies

## Region of Peel Highway 427 Extension Area Transportation Master Plan (2009)

- Arterial A2 with extension of Highway 427 to Major Mackenzie Drive<sup>1</sup>:
  - ▶ Will provide an east-west link between Major Mackenzie Drive and Mayfield Road; and
  - ▶ Accommodate interregional traffic between Region of Peel and York Region.
- Arterial A2 with extension of Highway 427 north of Major Mackenzie Drive<sup>1</sup>:
  - ▶ Will also function as a north-south link to accommodate growth in South Bolton.



Region of Peel Highway 427 Extension Area Transportation Master Plan Exhibit ES.1

# Project Overview

## Completed Studies

---



## City of Brampton Transportation and Transit Master Plan

- Provides a planning vision for implementing the multi-modal transportation system required to support growth within, and adjacent to, the City of Brampton;
- Provides recommended active transportation<sup>1</sup> and transit facilities<sup>2</sup> for all roads covered under the current Municipal Class EA;
- Identifies Coleraine Drive as a primary truck route (Strategic Goods Movement Network) and both Arterial A2 and EW Arterial are identified as potential city truck routes<sup>3</sup>;
- Provides planning horizons for anticipated works within Secondary Plan Area 47 (summarized on next slide).

<sup>1</sup> MMM Group, City of Brampton Transportation Master Plan (TTMP) Update: Final Report (September 2015). Figures 27 – Existing, Proposed and Candidate Cycling Network.

<sup>2</sup> TTMP, Figure 26.

<sup>3</sup> TTMP, Figure 28.

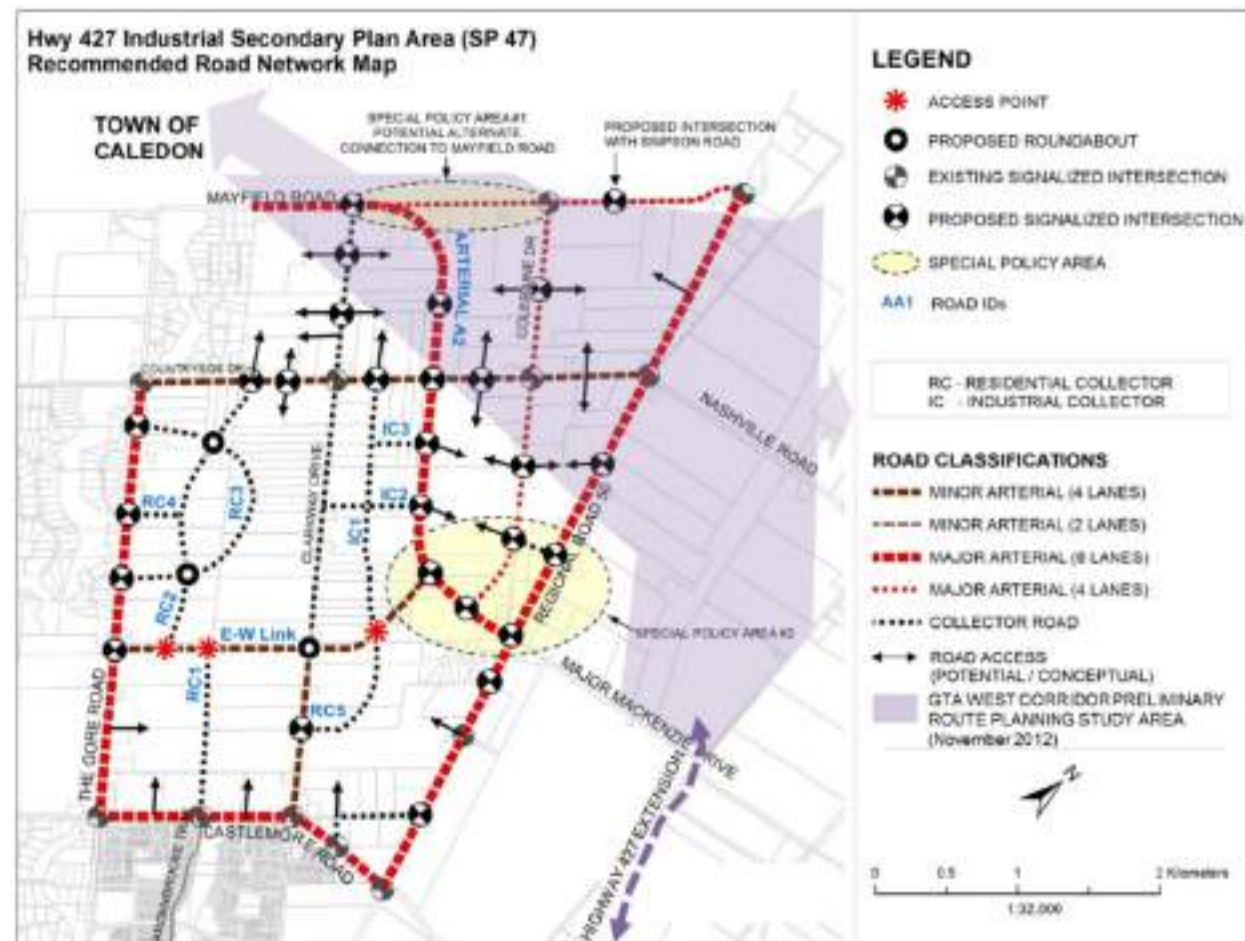


# Project Overview

## Completed Studies

## Highway 427 Industrial Secondary Plan (Area 47) Transportation Master Plan

- Developed a recommended network of arterial and collector roads,
- Built upon recommendations of previously completed studies.

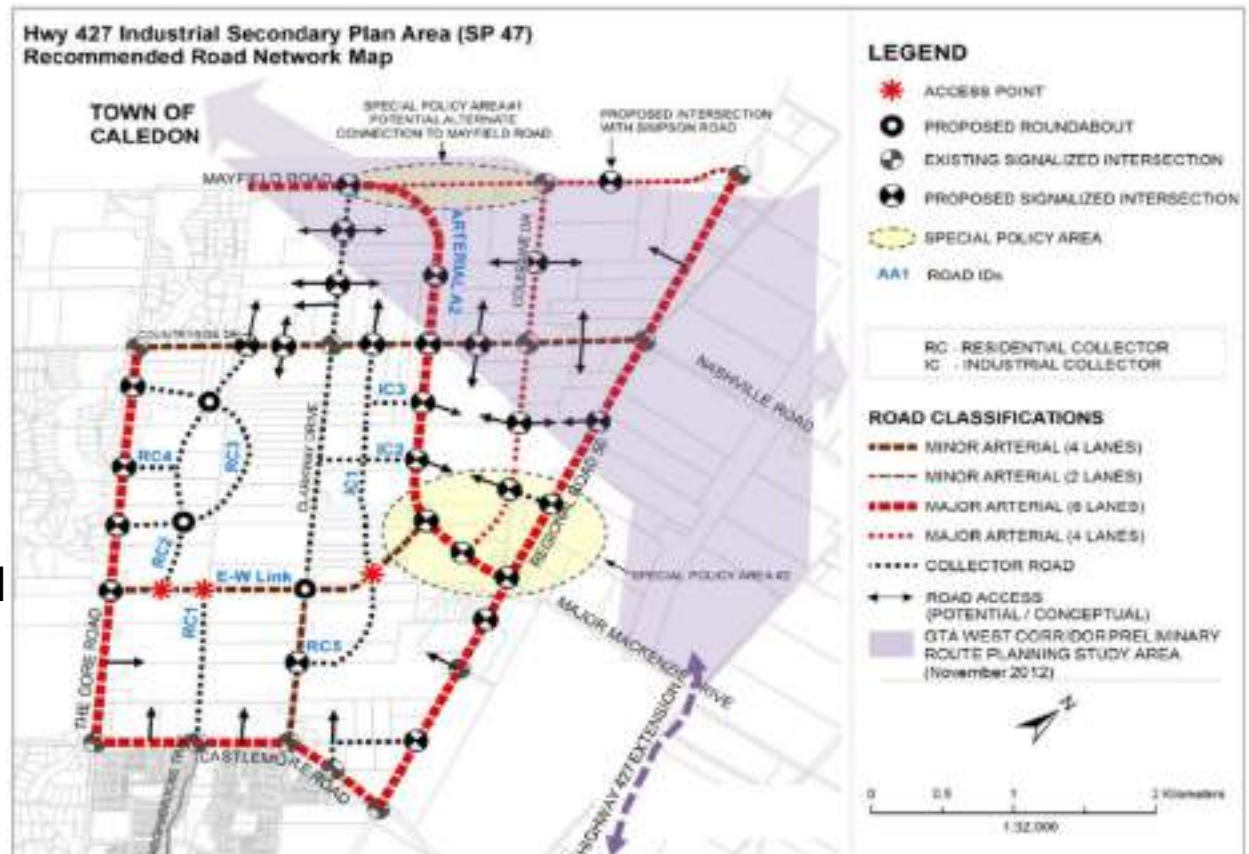


# Project Overview

## Completed Studies

## Highway 427 Industrial Secondary Plan (Area 47) Transportation Master Plan

- Identified widening of existing roadways
- Addition of several new traffic signals and roundabouts
- Analysis used EMME and Synchro
- City 2006 EMME model was used
- Analysis done included Highway 427 extension
- No GTA West analysis was done



# Project Overview

## Completed Studies



### Highway 427 Industrial Secondary Plan (Area 47)

- Roadway recommendations:

Roadway	Classification	# of Lanes	Right of Way (m)	Cycling Facilities		Sidewalks	Transit	TTMP Planning Horizon
				Off-Road	On-Road			
A2 (New)	Major Arterial	6	45-50	X		Both Sides	Secondary Corridor	2021
Coleraine Dr.	Major Arterial	4	40-45	X		Both Sides	Secondary Corridor	2021
Clarkway Dr. (Castlemore to EW Arterial)	Minor Arterial	4	36		X	Both Sides	Community Routes	2031
Clarkway Dr. (EW Arterial to Countryside)	Major Collector	2	30		X	Both Sides	Secondary Corridor	2031
Clarkway Dr. (Countryside to Mayfield)	Major Collector	2-4	30		X	Both Sides	Secondary Corridor	2031
Countryside Dr.	Minor Arterial	4	36		X	Both Sides	Secondary Corridor	2031
EW Arterial (New)	Minor Arterial	4	36	X		Both Sides	Secondary Corridor	2021

# Project Overview

## Class Environmental Assessment



### Highway 427 Industrial Secondary Plan Area (Area 47) Transportation Master Plan (August, 2014)

- Phase 1 – Problem/opportunity identification
- Phase 2 – Identification of alternative solutions and the preferred solution

### Municipal Class Environmental Assessment

- Phase 3 – Identify alternative methods of implementing the preferred solution
  - ▶ Existing conditions
  - ▶ Identification of alternative designs
  - ▶ Identification of potential impacts and evaluation the alternatives
  - ▶ Confirmation of the preferred solution
  - ▶ Finalization of the preferred solution
  - ▶ Agency and public consultation
- Phase 4 – Environmental Study Report

Being undertaken as two concurrent studies:

#### Part A

- Arterial A2, and
- Coleraine Drive

#### Part B

- East-West Arterial,
- Clarkway Drive, and
- Countryside Drive.

# Project Overview

## Study Objectives

---



### **The Municipal Class Environmental Assessment for Arterial Roads within the Highway 427 Industrial Secondary Plan Area aims to:**

- Develop a safe, efficient and sustainable multi-modal transportation network in support of the proposed land use;
- Respect the natural and cultural environment,
  - ▶ Minimize impact to existing conditions,
  - ▶ Avoid impacts to, or provide net benefit to, to species at risk (SAR);
- Provide access to major Regional and Provincial corridors to facilitate goods movement;
- Provide opportunities for enhancement to:
  - ▶ Streetscape,
  - ▶ Landscape, and
  - ▶ Natural environment;
- Support provincial, regional and municipal planning objectives.



# Project Overview

## EA Status & Upcoming Works

---



### Completed to Date/On-Going

- Notice of Commencement;
- Development of a Consultation and Communications Plan;
- Background data review;
- Setup and calibration of traffic model; and
- Technical Agency and Municipal Group meetings.

# Project Overview

## EA Status & Upcoming Works

### Transportation Assessment to support EA

- Traffic Analysis
- Safety Assessment
- Macro (EMME) and Micro Modelling (VISSIM)

**Assessment previously done in 2013 SP47 TMP**



# Project Overview

## EA Status & Upcoming Works

---



### Review of Existing Conditions:

- Traffic Operational Assessment
  - ▶ Review and process of all traffic counts
  - ▶ Field Investigation
  - ▶ Travel Time Surveys
- Traffic Safety Assessment
  - ▶ Collision Analysis and Field Investigation

### Transportation Modelling

- Horizons – existing (2016), 2021, 2031 and 2041 – AM and PM
- Macro modelling currently underway for 2031 and 2041 scenarios
  - ▶ Macro modelling utilizing City of Brampton's updated EMME model (2011)
- Micro modelling Traffic Operations for Existing Conditions (2016) using VISSIM currently underway. Future Scenarios will be evaluated after Macro Modelling is finalized.

# Project Overview

## EA Status & Upcoming Works

---



### Upcoming Work (through September 2016)

- Field investigations and existing conditions assessments (natural environment, fluvial geomorphology, archaeology and built heritage, structural);
- Complete traffic modelling and identify traffic requirements;
- Assessment of alternatives and identification of impacts;
- Public Information Centre #1.

# Discussion of Key Issues

---



- **Adjacent transportation projects:**
  - Highway 427 Extension;
  - Greater Toronto Area Transportation Corridor (GTA West);
  - Widening of Regional Road 50; and
  - Major Mackenzie Drive.
- **Adjacent development:**
  - Caledon Wards 4 & 5;
- **Co-ordination of design criteria and connections to Active Transportation and Transit facilities at study area boundaries.**



---

From: Rouskov, Natalie (MTO)  
Sent: February 18, 2016 10:55 AM  
To: Kemper, Dean (MTO); Firmani, Adrian (MTO); Kulathinal, Rina (MTO)  
Cc: Van Roon, Pauline (MTO)  
Subject: RE: Highway 427 Industrial Secondary Plan Area (Area 47) EA Study of Arterial Roads

Hi Dean,

Thanks for the email. The contact for GTAW is Kelly Brown from P&P (416) 585-7255.  
[Kelly.Brown@ontario.ca](mailto:Kelly.Brown@ontario.ca)

Natalie

---

From: Kemper, Dean (MTO)  
Sent: February 18, 2016 8:43 AM  
To: Rouskov, Natalie (MTO); Firmani, Adrian (MTO)  
Cc: Van Roon, Pauline (MTO)  
Subject: Highway 427 Industrial Secondary Plan Area (Area 47) EA Study of Arterial Roads

Natalie/Adrian:

I attended a meeting yesterday in Brampton for the above study being undertaken by the City of Brampton with Amec Foster Wheeler as their consultant. The study area is bounded by The Gore Road to the west, Castlemore Road to the south, Countryside Drive/Mayfield Road to the north and Regional Road 50 to the east. A major issue is how and where some of the north-south roads (Coleraine Drive, The Gore Road...etc) will interact/intersect with the future GTA West corridor to the north. It became apparent that there is a need for some form of representation from MTO regarding the GTA West as key decisions depend on it. Are you able to provide me with QP contact so I can provide this to the team?

Thx Dean 54664

.

**From:** Young, Rob  
**Sent:** February-19-16 3:41 PM  
**To:** Oke, Jessalyn  
**Subject:** FW: Comment Sheet - Arterial Roads within Hwy#427 Industrial Secondary Plan Area

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Jessie,

Here is an addition to the Area 47 Technical Advisory Committee.

Rob.

---

**From:** Sinke, David  
**Sent:** February-03-16 9:26 PM  
**To:** Robert Agostini <ragostini@hydroonebrampton.com>  
**Cc:** Robert Evangelista <revangelista@hydroonebrampton.com>; Parajuli, Bishnu <Bishnu.Parajuli@brampton.ca>; King, Maria E <maria.e.king@amec.com>; Young, Rob <rob.young@amec.com>  
**Subject:** RE: Comment Sheet - Arterial Roads within Hwy#427 Industrial Secondary Plan Area

Hi Robert,

Thanks for your interest and willingness to participate. We will include you in the TAC committee and look forward to your input.

David

**David Sinke B. Eng. Mgt., P.Eng.**  
Principal, Transportation Engineering, Amec Foster Wheeler Environment & Infrastructure  
3215 North Service Road, Burlington ON L7N 3G2, Canada  
T +1 (905) 335-2353 X1287 M +1 (905) 630-5842  
[david.sinke@amecfw.com](mailto:david.sinke@amecfw.com) amecfw.com

---

**From:** Robert Agostini [<mailto:ragostini@hydroonebrampton.com>]  
**Sent:** Friday, January 29, 2016 5:24 PM  
**To:** Sinke, David <[David.Sinke@amec.com](mailto:David.Sinke@amec.com)>  
**Cc:** Robert Evangelista <[revangelista@hydroonebrampton.com](mailto:revangelista@hydroonebrampton.com)>  
**Subject:** Comment Sheet - Arterial Roads within Hwy#427 Industrial Secondary Plan Area

Hi David, please include me in the TAC committee.

Thanks

Please do not hesitate to call me should you wish to discuss and dialogue on any aspect of the above email.

**From:** Myslicki, Lisa (IO) <Lisa.Myslicki@infrastructureontario.ca>  
**Sent:** February-22-16 2:02 PM  
**To:** Oke, Jessalyn  
**Cc:** Zhang, Yolanda (IO)  
**Subject:** RE: City of Burlington Area 47 Class Environmental Assessment Project

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hi Jessalyn, it's fine. Just please setup a teleconference number and forward it to me and Yolanda.

**Lisa Myslicki, M.Env.Sc.,**  
Environmental Specialist

Infrastructure Ontario  
1 Dundas Street West, Suite 2000, 20th Floor  
Toronto, ON M5G 2L5

☎ (416) 212-3768

📠 (416) 212-1131

✉ Email: [lisa.myslicki@infrastructureontario.ca](mailto:lisa.myslicki@infrastructureontario.ca)



---

**From:** Oke, Jessalyn [mailto:jessalyn.oke@amecfw.com]  
**Sent:** Monday, February 22, 2016 11:18 AM  
**To:** Myslicki, Lisa (IO) <Lisa.Myslicki@infrastructureontario.ca>  
**Cc:** Young, Rob <rob.young@amecfw.com>  
**Subject:** City of Burlington Area 47 Class Environmental Assessment Project

Hi Lisa,

It was a pleasure speaking with you on Friday. I wanted to confirm whether you are available for the recommended conference call this Thursday from 10 to 11 am? Let me know and I will send out the calendar invite.

Kind regards,

**Jessalyn Oke**  
Intermediate Transportation Planner, Amec Foster Wheeler

## Record of Contact – Area 47 Project

Save the completed Record of Contact using the following naming convention:

<YY-MM-DD> ROC <Type of Event>- <Organization>.doc

EXAMPLE: 12-02-14 ROC Meeting – MOECC.doc

If you are sending a revised version, please change the date and # to the next number.

EXAMPLE: 12-02-14 ROC Meeting – MOECC2.doc

Send completed form to [jessalyn.oke@amecfw.com](mailto:jessalyn.oke@amecfw.com) with Area 47 ROC in the subject line

Contact/Event Information			
<b>Contact method</b>	Phone Call	<b>Date [YY-MM-DD]</b>	16-02-19
<b>Location</b> [if applicable]		<b>Project team participants</b> [list all]	Jessalyn Oke
<b>Names &amp; organizations of participants</b> [list all] <i>** For any new contacts, provide contact information at the bottom of this form **</i>		Lisa Myslicki, Infrastructure Ontario	
<b>Purpose of contact/event</b>	To inquire about the IO Class EA Process and whether the project triggers an EA (in response to information packaged provided by IO on December 18, 2015).		
<b>Attachments</b> None			
<b>Summary of discussion, with responses if applicable</b> [use a separate number for each topic of discussion and be as thorough as possible]: Called to inquire about the IO Class EA process, whether the project triggers an EA and if so, what steps are to be taken by the proponent. IO recommended that a meeting be scheduled to discuss as information about the IO Class EA process and project-specific inquires requires about an hours of time. IO stated they would set-up the meeting for February 25, 2016.			
<b>“Heads up”</b> [observations, cautions, etc.]			

Action / Follow-Up Required			
<b>Action(s) required</b>	Attend meeting.		
<b>Name of person to be followed up with</b> [stakeholder]	Lisa Myslicki	<b>Due date</b>	February 25, 2016
<b>Action assigned to</b> [team member]	Jessalyn Oke	<b>Date completed</b>	

*\*\* Copy above section if there is more than 1 action/follow-up item \*\**

Project Commitments			
[Actions that will be fulfilled after Project approval]			
<b>Commitment proposed</b>	None		
<b>Commitment made to</b>		<b>Commitment accepted</b> [Y/N]	
<b>Committed by</b> [team member]		<b>Date commitment made</b> [YY-MM-DD]	
<b>EA Document Reference:</b> [For internal use only]			

*\*\* Copy above section if there is more than 1 project commitment \*\**

Record Management			
<b>Form completed by</b>	Rob Young	<b>Date form completed</b> [YY-MM-DD]	16-02-17

Send Completed Form (and attachments) to:

Jessalyn Oke, Amec Foster Wheeler

E-mail: [jessalyn.oke@amecfw.com](mailto:jessalyn.oke@amecfw.com) (please put Area 47 ROC in subject line)

(Updated 16/01/27)

**From:** Young, Rob  
**Sent:** February-23-16 1:17 PM  
**To:** Oke, Jessalyn  
**Subject:** FW: Municipal Class EA - 427 Industrial Secondary Plan Area (Area 47)

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Another MTO contact update.

Rob.

---

**From:** Sinke, David  
**Sent:** February-23-16 1:14 PM  
**To:** Young, Rob <rob.young@amec.com>  
**Subject:** FW: Municipal Class EA - 427 Industrial Secondary Plan Area (Area 47)

**David Sinke B. Eng. Mgt., P.Eng.**

Principal, Transportation Engineering, Amec Foster Wheeler Environment & Infrastructure  
3215 North Service Road, Burlington ON L7N 3G2, Canada  
T +1 (905) 335-2353 X1287 M +1 (905) 630-5842  
[david.sinke@amecfw.com](mailto:david.sinke@amecfw.com) amecfw.com

---

**From:** Prestinaci, Nick (MTO) [<mailto:Nick.Prestinaci@ontario.ca>]  
**Sent:** Tuesday, February 23, 2016 11:08 AM  
**To:** Sinke, David <[David.Sinke@amec.com](mailto:David.Sinke@amec.com)>  
**Subject:** Municipal Class EA - 427 Industrial Secondary Plan Area (Area 47)

Hi David:

Ted Lagakos is currently working in another position within MTO. Please send all correspondence to me. We have no concerns but wish to remain on the contact list.

Thanks,

---

**Nick Prestinaci, CET | Senior Project Manager, Corridor Management Office | Ministry of Transportation**  
159 Sir William Hearst Avenue | 7<sup>th</sup> Floor, Building D | Downsview, Ontario M3M 1J8 | ( P: (416) 235-5135  
|



**Oke, Jessalyn**

---

**From:** Ferjak, Krista  
**Sent:** February-25-16 7:08 AM  
**To:** 'bishnu.parajuli@brampton.ca'; 'inderjit.hans@brampton.ca';  
'gino.delacruz@peelregion.ca'; 'mark.heaton@ontario.ca'; 'emily.funnell@ontario.ca';  
'slingertat@trca.on.ca'; 'amaher@trca.on.ca'; 'dchekol@trca.on.ca'; 'bpaul@trca.on.ca';  
Sinke, David; Young, Rob; Chipps, Steve; King, Maria E; Rideout, Daryl T  
**Subject:** Arterial Road Network with SP47 Area - TRCA and MNRF Meeting  
**Attachments:** 16-01-14 Technical Agency Meeting #1 MIN(REV1).pdf

Please find attached **Revised** Minutes of Meeting held on January 14, 2016, regarding the above-noted subject.

Thank you.

**Krista Ferjak**

Administrative Assistant, Amec Foster Wheeler Environment & Infrastructure  
3215 North Service Road, Burlington, ON L7N 3G2, Canada  
T +1(905) 335-2353 x 256  
[krista.ferjak@amecfw.com](mailto:krista.ferjak@amecfw.com) [www.amecfw.com](http://www.amecfw.com)  
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# Minutes of Technical Agency Meeting #1 - Revised

**Date:** February 9, 2016 - Revised February 24, 2016  
**File #:** TP115086-75  
**Meeting Date & Time:** January 14, 2016 @ 10:00 a.m.  
**Meeting at:** City of Brampton, Boardroom WT FCCC2-1A  
**Subject:** Arterial Road Network within SP47 Area – TRCA and MNRF Meeting

**Attendees:**

Bishnu Parajuli, City of Brampton	Dilnesaw Chekol, TRCA
Inderjit Hans, City of Brampton	Brennan Paul, TRCA
Gino Dela Cruz, Region of Peel	David Sinke, Amec Foster Wheeler
Mark Heaton, MNRF	Rob Young, Amec Foster Wheeler
Emily Funnell, MNRF	Steven Chipps, Amec Foster Wheeler
Annette Maher, TRCA	Maria King, Amec Foster Wheeler
Sharon Lingertat, TRCA	Daryl Rideout, Amec Foster Wheeler

**MATTERS DISCUSSED**

**ACTION BY:**

**1. Introduction**

Bishnu Parajuli, Project Manager with the City of Brampton introduced the project and the objectives of the meeting – to provide an overview of the project, status, and to obtain initial comments from MNRF and TRCA.

David Sinke, Amec Foster Wheeler Project Manager, provided an overview of the Municipal Class Environmental Assessment for the project (attached). Key items to discuss include how the agencies want to be involved and is there additional information we need to know

**2. Master Environmental Servicing Plan**

MNRF last provided comments on the MESP in 2013. Bobolink, Eastern Meadowlark, and Barn Swallow are the key Species at Risk (SAR). At the time MNRF had requested delineation of SAR habitat. Amec Foster Wheeler provided mapping from the latest MESP which identified fields with SAR habitat.

---

**PLEASE NOTE:** If there is any comment or amendment to be made to these meeting notes, they should be brought to the notice of Amec Foster Wheeler within 24 hours of issue and confirmed in writing

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Amec Foster Wheeler Environment & Infrastructure  
Registered office: 2020 Winston Park Drive, Suite 700, Oakville, Ontario L6H 6X7  
Registered in Canada No. 773289-9; GST: 899879050 RT0008; DUNS: 25-362-6642

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**MATTERS DISCUSSED**

**ACTION BY:**

TRCA is reviewing the latest (December 2015) draft of the MESP. [REDACTED] is undertaking block planning which will involve modification to the Rainbow Creek corridor. Details are not known at this time and it is expected these will be addressed in an addendum to the MESP. Timing for the approval of the Rainbow Creek modifications is not known.

TRCA recommends that the team should coordinate with Aquafor Beech and [REDACTED]

TRCA commented that regarding Headwater Drainage Features some have been designated for retention but most are going to be mitigated with details to be addressed through stormwater management planning and landscape design and are deferred to the block planning process.

The wildlife corridors shown in the MESP mapping have been negotiated and are a critical component of the proposed changes to the Rainbow Creek corridor. TRCA to advise are whether there are any criteria for crossing these corridors.

**TRCA**

It will be important for MESP and MCEA teams to be coordinated. The Brampton/Amec Foster Wheeler team will review the MESP and proposed projects with Brampton planners and then coordinate with [REDACTED]

**Amec Foster  
Wheeler/City  
of Brampton**

**3. Species at Risk**

MNRF does not have a sense as yet of compensation strategy for SAR birds which will be important for roadway planning purposes. MNRF would like the MESP to quantify habitat primarily related to the new roads. Long term concern is to what extent development will affect SAR habitat. Roads may be able to avoid habitat but development will require ESA permitting.

It was noted that habitat could change over time due to land use changes e.g. farmers could plant row crops as they are aware lands are to be developed. MNRF advised to plan for what is currently there.

Rainbow Creek is not considered Redside Dace habitat. There is an occupied reach in the West Humber River near The Gore Road/Countryside Drive intersection. This portion of the West Humber River may not be within the study area for the MCEA.

**Amec Foster  
Wheeler/City  
of Brampton to  
confirm**

MNRF noted that the proposed E-W Arterial may impact a woodlot close to The Gore Road Tributary and Amec Foster Wheeler may want to check the location for bats (using acoustic monitoring and hollow tree surveys) or preferably avoid the woodlot.

## **MATTERS DISCUSSED**

**ACTION BY:**

### **4. Road Network**

TRCA inquired as to how the proposed road network in the Transportation Master Plan was established, are they required, and are they in the right locations. In general, there is a need to a) demonstrate the need for new roads, and b) ensure roads are in the correct locations. Brampton responded that the proposed network was based on transportation needs for the planned future development. Amec Foster Wheeler noted that confirmation of the outcomes of the Transportation Master Plan is part of the current MCEA.

TRCA provided comments on the Transportation Master Plan and a response to the comments has not been provided. Comments pertaining to Area 47 should be considered in the design.

MNRF asked why 2 options are shown for the intersection of Mayfield Road and Arterial A2. Brampton noted that this area is a Special Policy Area and is being further evaluated. Amec Foster Wheeler noted that this is a starting point and will be reviewed together with connectivity as part of the MCEA.

MNRF would like crossings of the natural heritage system to be minimized.

TRCA asked whether Coleraine Drive will be maintained north of Regional Road 50 (current proposed alignment shows a new intersection with Arterial A2 northwest of the current Coleraine Drive/Regional Road 50 intersection. Brampton and Amec Foster Wheeler noted that it will depend on the landowner's future plans.

TRCA questioned whether the future of the GTA West Highway will impact the Area 47 road network plans. Also, Peel Region road widenings in and around Area 47 should be factored into the traffic analysis.

### **5. Stormwater**

Amec Foster Wheeler asked if the ponds shown in the MESP are final. TRCA noted that the locations are not final and could change and it remains an outstanding issue with the MESP. Amec Foster Wheeler noted that it is important that the stormwater management system includes the proposed transportation network.

TRCA noted that they have provided all hydrologic and hydraulic modeling as per Amec Foster Wheeler's request.

LID assumes 5 mm depth for the entire area.

Continued...  
Meeting Date: January 14, 2016

**MATTERS DISCUSSED**

**ACTION BY:**

**6. Other**

MCEA will be on-going through 2016 and 2017. The team will vet proposed PIC information with this group and will be having regular meetings to consult and obtain input.

TRCA noted that the recently issues Valley Crossing Guidelines be followed for water crossings.

Meeting Minutes prepared by,

Amec Foster Wheeler Environment & Infrastructure  
A Division of Amec Foster Wheeler Americas Limited

  
Per: Rob Young, P. Geo., MCIP, RPP  
Associate Environmental Planner

RY/kf





# Highway 427 Industrial Secondary Plan Area (Area 47) Environmental Assessment Study of Arterial Roads Agency Meeting – TRCA and MNRF

January 14, 2016



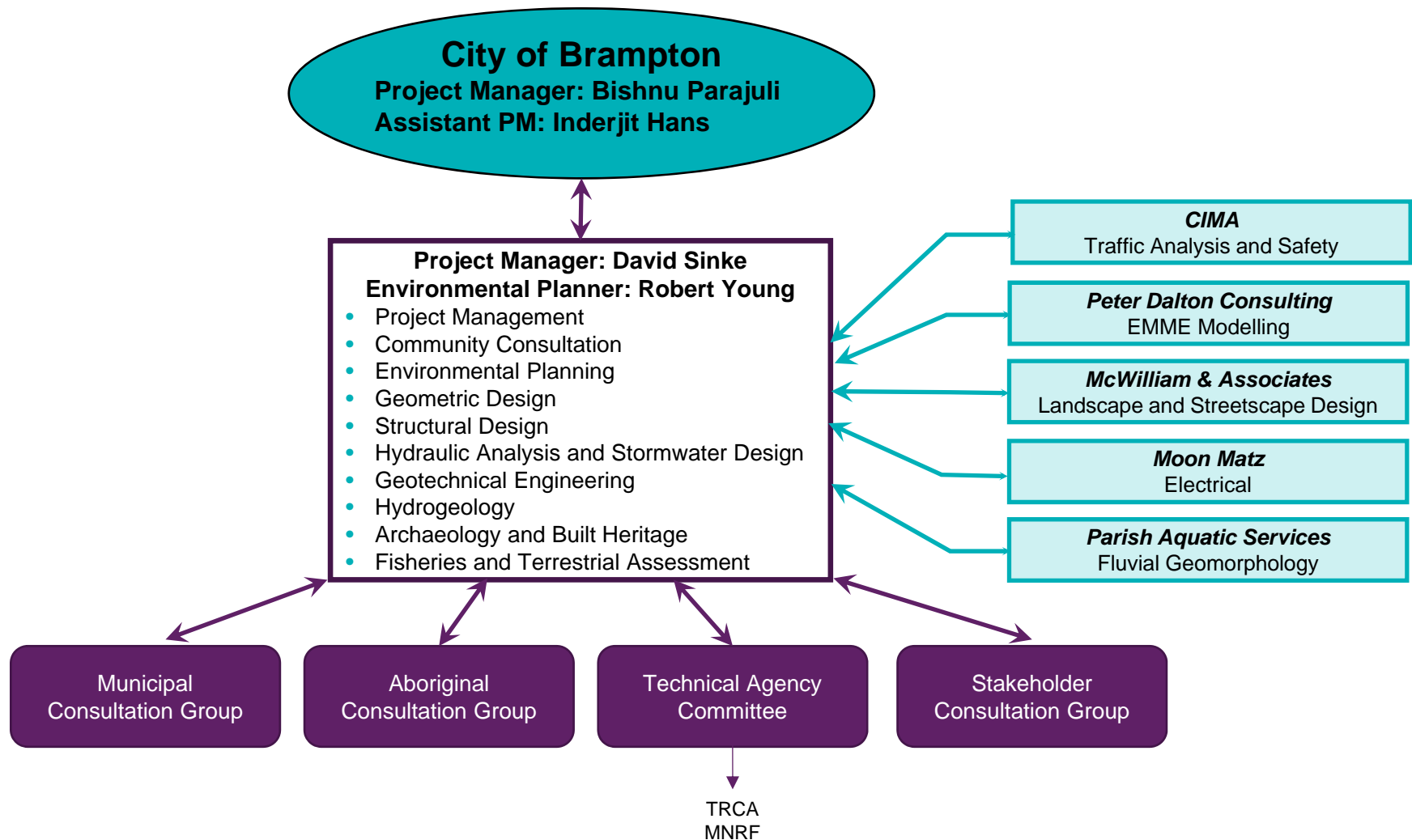
# Agenda

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1. Introductions
2. Project Overview
3. Study Scope, Class EA Process, Schedule
4. Discussion of Key Issues
5. Other
6. Next Meeting

# Introductions

## Project Team



# Project Overview

## Study Objectives

---

### **The Environmental Study for Arterial Roads within the Highway 427 Industrial Secondary Plan Area aims to:**

- Develop a safe, efficient and sustainable multi-modal transportation network in support of the proposed land use, with consideration of pedestrians, cyclists, transit, autos and trucks;
- Respect the natural and cultural environment,
  - ▶ Minimize impact to existing conditions,
  - ▶ Avoid impacts to, or provide net benefit to, to species at risk (SAR);
- Provide access to major Regional and Provincial corridors to facilitate goods movement;
- Provide opportunities for enhancement to:
  - ▶ Streetscape,
  - ▶ Landscape, and
  - ▶ Natural environment;
- Support provincial, regional and municipal planning objectives.

# Project Overview

## Class Environmental Assessment

---

### Transportation Master Plan (August, 2014)

- Phase 1 – Problem/opportunity identification
- Phase 2 – Identification of alternative solutions and the preferred solution

### Municipal Class Environmental Assessment

- Phase 3 – Identify alternative methods of implementing the preferred solution
  - ▶ Existing conditions
  - ▶ Identification of alternative designs
  - ▶ Identification of potential impacts and evaluation the alternatives
  - ▶ Confirmation of the preferred solution
  - ▶ Finalization of the preferred solution
  - ▶ Agency and public consultation
- Phase 4 – Environmental Study Report

Being undertaken as two concurrent studies:

#### Part A

- Arterial A2, and
- Coleraine Drive

#### Part B

- East-West Arterial,
- Clarkway Drive, and
- Countryside Drive.



# Project Overview

## Environmental Assessment Status & Upcoming Works

---

### Completed to Date/On-Going

- Notice of Commencement;
- Development of a Consultation and Communications Plan;
- Background data review;
- Initial review of traffic modelling data; and
- Technical Agency and Municipal Group meetings.

### Upcoming Work (through August 2016)

- Stormwater management / drainage baseline inventory;
- Natural environment investigations;
- Fluvial geomorphology investigations;
- Review of MESP commitments; and
- Assessment of alternatives and identification of impacts.

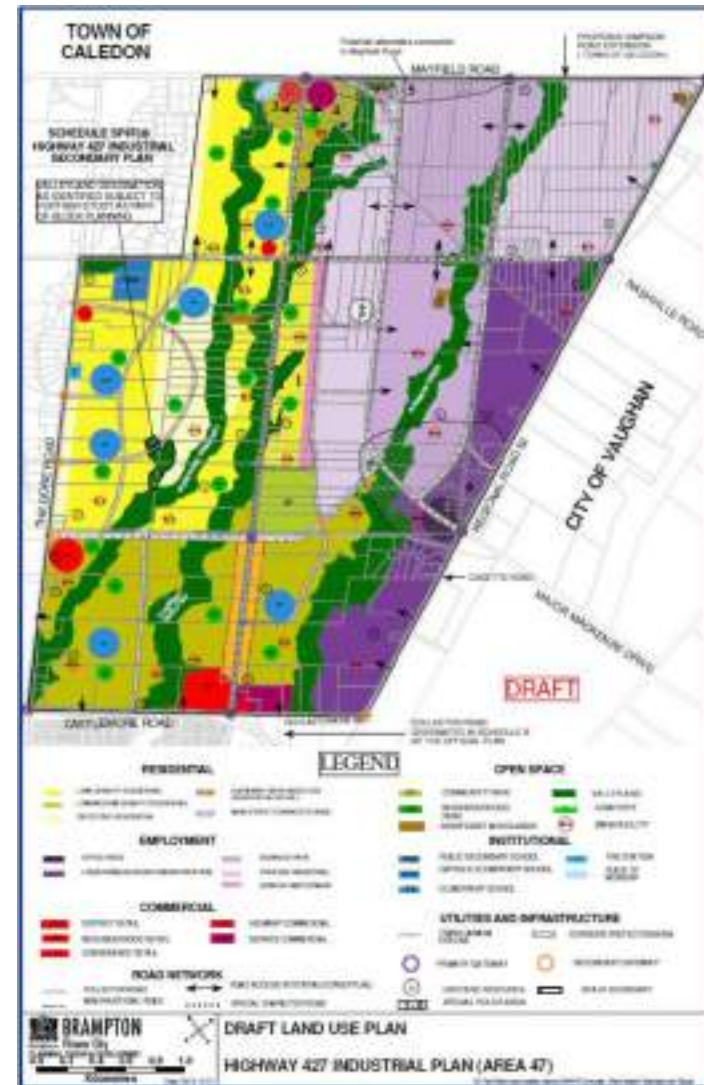


# Project Overview

## Planning Context and Project Rationale



- **The Highway 427 Industrial Secondary Master Plan (Area 47)**
  - ▶ Developed in support of the Official Plan
  - ▶ Fulfills Phase 1 and 2 of the Municipal Class EA Process.
- **By 2021 (5 year horizon), Area 47 is expected to support:**
  - ▶ 9,300 residents, and
  - ▶ 17,000 jobs.
- **By 2031 (full buildout), Area 47 will support:**
  - ▶ 26,300 residents, and
  - ▶ 20,500 jobs.



# Project Overview

## Existing Conditions

---

### Land use

- Currently supports:
  - ▶ 90 households; and
  - ▶ Approximately 300 jobs.

### Natural Environment

- Humber River Watershed;
- Three tributaries:
  - ▶ The Gore Road Tributary,
  - ▶ Clarkway Tributary, and
  - ▶ Rainbow Creek;
- Seven species at risk (SAR).

### Archaeological, Cultural and Built Heritage

- Cultural Heritage Study Report (March 2011)
  - ▶ 96% of area exhibits archaeological potential;
  - ▶ Built heritage resources along Clarkway Drive and Coleraine Drive.

# Project Overview

## Completed Studies



### Highway 427 Industrial Secondary Plan (Area 47)

- Developed a recommended network of arterial and collector roads.





# Project Overview

## Completed Studies



### Highway 427 Industrial Secondary Plan (Area 47)

- Roadway recommendations:

Roadway	Classification	# of Lanes	Right of Way (m)	Cycling Facilities		Sidewalks	Transit
				Off-Road	On-Road		
A2 (New)	Major Arterial	6	45-50	X		Both Sides	Secondary Corridor
Coleraine Dr.	Major Arterial	4	40-45	X		Both Sides	Secondary Corridor
Clarkway Dr. (Castlemore to EW Arterial)	Minor Arterial	4	36		X	Both Sides	Community Routes
Clarkway Dr. (EW Arterial to Countryside)	Major Collector	2	30		X	Both Sides	Secondary Corridor
Clarkway Dr. (Countryside to Mayfield)	Major Collector	2-4	30		X	Both Sides	Secondary Corridor
Countryside Dr.	Minor Arterial	4	36		X	Both Sides	Secondary Corridor
EW Arterial (New)	Minor Arterial	4	36	X		Both Sides	Secondary Corridor

# Discussion of Key Issues

---

- **Stormwater management and drainage:**
  - ▶ Stormwater management;
  - ▶ Hydraulic models;
  - ▶ Hydraulic structure sizing and configuration;
  - ▶ Geomorphology;
  - ▶ Low impact development measures (LID);
  - ▶ Stream restoration and grading works; and
  - ▶ Headwater drainage features.
- **Fisheries and Wildlife**
  - ▶ Aquatic and terrestrial species at risk (SAR); and
  - ▶ Wildlife passage.

**Arterial Roads within Highway 427  
Industrial Secondary Plan Area (Area 47)  
Class Environmental Assessment**



**ATTENDANCE RECORD – AGENCY CONSULTATION MEETING**  
Thursday, January 14, 2016

Name	E-mail	Organization
1. INDEBIT HANS	inderjit.hans@brampton.ca	COB
2. Sharon Lingertat	slingertat@trca.on.ca	TRCA
3. Steve Chipp	steve.chipp@amecfw.com	Amec Foster Wheeler
4. Gino Dela Cruz	gino.dela.cruz@peelregion.ca	Region of Peel
5. MARK HERTON	MARK.HERTON@DORPOND.CA	MNR
6. BRUNO PERAZZOLI	bruno.perazzoli@brampton.ca	COB
7. Rob Young	rob.young@amec.com	Amec Foster Wheeler
8. David Simke	david.simke@amec.com	"
9. Emily Funnell	emily.funnell@ontario.ca	MNR * please do not include on dist list
10. Dilnesaw Chokol	dchokol@trca.on.ca	TRCA
11. Annette Archer	anarcher@trca.on.ca	TRCA
12. BRENNAN PACK	bpack@trca.on.ca	TRCA
13. maria King	maria.c.king@amecfw.com	AMEC Foster Wheeler
14. Daryl Rideout	daryl.rideout@amecfw.com	"
15.		

## Record of Contact – Area 47 Project

Save the completed Record of Contact using the following naming convention:

<YY-MM-DD> ROC <Type of Event>- <Organization>.doc

EXAMPLE: 12-02-14 ROC Meeting – MOECC.doc

If you are sending a revised version, please change the date and # to the next number.

EXAMPLE: 12-02-14 ROC Meeting – MOECC2.doc

Send completed form to [jessalyn.oke@amecfw.com](mailto:jessalyn.oke@amecfw.com) with Area 47 ROC in the subject line

Contact/Event Information			
<b>Contact method</b>	Phone Call	<b>Date [YY-MM-DD]</b>	16-06-08
<b>Location</b> [if applicable]		<b>Project team participants</b> [list all]	Jessalyn Oke
<b>Names &amp; organizations of participants</b> [list all] <i>** For any new contacts, provide contact information at the bottom of this form **</i>		Tina Angelone, MTO	
<b>Purpose of contact/event</b>	To inquire about an MTO-owned property likely to be impacted by the Project (follow-up to ROC085).		
<b>Attachments</b> None			
<b>Summary of discussion, with responses if applicable</b> [use a separate number for each topic of discussion and be as thorough as possible]: Called to inquire about an MTO-owned property likely to be impacted by the Project and to obtain information about next steps in the process. The MTO confirmed receipt of the request and that the MTO would provide a response.			
<b>“Heads up”</b> [observations, cautions, etc.]			

Action / Follow-Up Required			
<b>Action(s) required</b>	None.		
<b>Name of person to be followed up with</b> [stakeholder]		<b>Due date</b>	
<b>Action assigned to</b> [team member]		<b>Date completed</b>	

*\*\* Copy above section if there is more than 1 action/follow-up item \*\**

Project Commitments [Actions that will be fulfilled after Project approval]			
<b>Commitment proposed</b>	None		
<b>Commitment made to</b>		<b>Commitment accepted</b> [Y/N]	
<b>Committed by</b> [team member]		<b>Date commitment made</b> [YY-MM-DD]	
<b>EA Document Reference:</b> [For internal use only]			

*\*\* Copy above section if there is more than 1 project commitment \*\**

Record Management			
<b>Form completed by</b>	Jessalyn Oke	<b>Date form completed</b> [YY-MM-DD]	16-06-09

Send Completed Form (and attachments) to:

Jessalyn Oke, Amec Foster Wheeler

E-mail: [jessalyn.oke@amecfw.com](mailto:jessalyn.oke@amecfw.com) (please put Area 47 ROC in subject line)

(Updated 16/01/27)

## Shams, Aniq

---

**From:** Noordhof, Jake (MOECC) <jake.noordhof@ontario.ca>  
**Sent:** Monday, April 4, 2016 4:11 PM  
**To:** Kelly, Mary K  
**Cc:** Bell, Trevor (MOECC); Young, Rob  
**Subject:** RE: City of Brampton - Area 47 Class EA - Aboriginal Consultation Follow-up

Hi Mary K.

For starters, all of the Aboriginal organizations should be removed from the consultation list. Consultation is to occur with individual Aboriginal communities who are the rights holders.

I recommend that the following Aboriginal communities and organization be notified of this project:

- Mississaugas of the New Credit First Nation
- Alderville First Nation
- Curve Lake First Nation
- Hiawatha First Nation
- Mississaugas of Scugog First Nation
- Métis Nation of Ontario
- Credit River Métis Council

Please let me know if you would like to discuss.

Jake

---

**From:** Kelly, Mary K [mailto:mary.k.kelly@amecfw.com]  
**Sent:** March-29-16 11:45 AM  
**To:** Noordhof, Jake (MOECC)  
**Cc:** Bell, Trevor (MOECC); Young, Rob  
**Subject:** City of Brampton - Area 47 Class EA - Aboriginal Consultation Follow-up

Hi Jake,

Thanks for our discussion regarding the longer list of Aboriginal groups that may have an interest in the Area 47 project for the City of Brampton. We provided a short list of potentially interested Aboriginal groups to Trevor Bell on March 14 for your review(see attached email, which included Six Nations of the Grand River, Mississaugas of the New Credit First Nation, Haudenosaunee Development Institute, and Métis Nation of Ontario). The longer list that we would like to seek further guidance on is below.

- Aboriginal organizations
  - Association of Iroquois & Allied Indians
  - Founding First Nation Circle
  - Peel Aboriginal Network
  - Union of Ontario Indians
- First Nations
  - Alderville First Nation
  - Beausoleil First Nation



- Chippewas of Georgina Island
- Chippewas of Rama First Nation
- Curve Lake First Nation
- Hiawatha First Nation
- Mississaugas of Scugog Island First Nation
- Moose Deer Point First Nation
- Métis
  - Credit River Métis Council

If you should have any questions please do not hesitate to contact us.

Cheers, Mary

**Mary Kathryn Kelly B.Sc.**

Senior Consultant - Human Environment, Amec Foster Wheeler Environment & Infrastructure

T/M +1 (705)-493-9393

[mary.k.kelly@amecfw.com](mailto:mary.k.kelly@amecfw.com) amecfw.com



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**From:** Oke, Jessalyn  
**Sent:** April-18-16 2:52 PM  
**To:** 'Zhang, Yolanda (IO)'  
**Subject:** RE: City of Brampton Class EA of Arterial Roads in Area 47

Many thanks.

---

**From:** Zhang, Yolanda (IO) [mailto:Yolanda.Zhang@infrastructureontario.ca]  
**Sent:** April-18-16 2:47 PM  
**To:** Oke, Jessalyn <jessalyn.oke@amec.com>  
**Subject:** City of Brampton Class EA of Arterial Roads in Area 47

Hello Jessalyn,

As per our conversation earlier, the subjected area owned by MTO is not managed by IO because it is vacant land. It is managed by MTO themselves. Please see correspondence for point of contacts.

Regards,

**Yolanda Zhang**  
Environmental Associate  
Infrastructure Ontario  
1 Dundas St. West, Suite 2000  
Toronto, Ontario M5G 2L5  
New Phone #: (416)-327-2778

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## Oke, Jessalyn

---

**From:** Esmatyar, Ammal (IO) <Ammal.Esmatyar@infrastructureontario.ca>  
**Sent:** April-06-16 12:01 PM  
**To:** Zhang, Yolanda (IO)  
**Cc:** Angelone, Tina (MTO)  
**Subject:** RE: City of Brampton Class EA of Arterial Roads in Area 47

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hi Yolanda,

Tina Angelone is the REO for the Brampton area. I have copied Tina on this email, she can also be reached at 416-235-5498.

Ammal Esmatyar

T: 416-325-9531  
C: 416-568-0694

---

**From:** Esmatyar, Ammal (IO)  
**Sent:** Wednesday, April 06, 2016 11:48 AM  
**To:** Zhang, Yolanda (IO) <Yolanda.Zhang@infrastructureontario.ca>  
**Subject:** RE: City of Brampton Class EA of Arterial Roads in Area 47

Hi Yolanda,

The PIN for that area of land owned by MTO is not managed by DMS because it is vacant land. All vacant lands owned by MTO are managed by MTO.

Here are some points of contacts for MTO in regards to this land:

- i. Sgro, Domenic, HWY 427 Project Supervisor, 416-235-4542, [domenic.sgro@ontario.ca](mailto:domenic.sgro@ontario.ca)
- ii. Barnett, Arlene, Land Management Supervisor, 416-235-5042, [arlene.barnett@ontario.ca](mailto:arlene.barnett@ontario.ca)

Ammal Esmatyar

T: 416-325-9531  
C: 416-568-0694

---

**From:** Zhang, Yolanda (IO)  
**Sent:** Tuesday, April 05, 2016 4:39 PM  
**To:** Esmatyar, Ammal (IO) <[Ammal.Esmatyar@infrastructureontario.ca](mailto:Ammal.Esmatyar@infrastructureontario.ca)>  
**Subject:** RE: City of Brampton Class EA of Arterial Roads in Area 47

Thanks again for the update

**Yolanda Zhang**  
Environmental Associate

Infrastructure Ontario  
1 Dundas St. West, Suite 2000  
Toronto, Ontario M5G 2L5  
New Phone #: (416)-327-2778

---

**From:** Esmatyar, Ammal (IO)  
**Sent:** Tuesday, April 05, 2016 4:38 PM  
**To:** Zhang, Yolanda (IO) <[Yolanda.Zhang@infrastructureontario.ca](mailto:Yolanda.Zhang@infrastructureontario.ca)>  
**Subject:** RE: City of Brampton Class EA of Arterial Roads in Area 47

Hi Yolanda,

I have been looking into this request ( [REDACTED] )  
I will update you when I have more information.

Thanks,

Ammal Esmatyar | Regional Information Coordinator - Service Integration  
**Infrastructure Ontario**  
**Asset Management & Central Operations**  
900 Bay Street, Macdonald Block, Suite M1-34i  
Toronto, ON, M7A 1N3  
[www.infrastructureontario.ca](http://www.infrastructureontario.ca)

T: 416-325-9531  
C: 416-568-0694

*If this is a building or service related enquiry, please contact the IO Property Services Line at 1-877-590-5090.  
Requests can also be made through the web request system at: <https://IOpropertyservices.cbre.com>*

---

**From:** Zhang, Yolanda (IO)  
**Sent:** Thursday, March 24, 2016 11:23 AM  
**To:** Julien, Consuelo <[Consuelo.Julien@infrastructureontario.ca](mailto:Consuelo.Julien@infrastructureontario.ca)>  
**Subject:** FW: City of Brampton Class EA of Arterial Roads in Area 47

Hello Julien,

Our surveyor has identified that the land referenced below belongs with MTO; however, it may still be managed by IO. There's been a request to clarify this by the proponent.

Do you know who I should speak to regarding this matter?

Thanks,

**Yolanda Zhang**  
Environmental Associate  
Infrastructure Ontario  
1 Dundas St. West, Suite 2000  
Toronto, Ontario M5G 2L5  
New Phone #: (416)-327-2778

---

**From:** Oke, Jessalyn [<mailto:jessalyn.oke@amecfw.com>]  
**Sent:** Thursday, March 24, 2016 10:30 AM

## Oke, Jessalyn

---

**From:** Oke, Jessalyn  
**Sent:** March-24-16 10:30 AM  
**To:** 'Zhang, Yolanda (IO)'  
**Cc:** Bishnu.Parajuli@brampton.ca; Sinke, David; Young, Rob; Myslicki, Lisa (IO); Lougheed, Stephen (IO)  
**Subject:** RE: City of Brampton Class EA of Arterial Roads in Area 47

Hi Yolanda,

We have reviewed the ownership information of property [REDACTED]. Our review has confirmed that this property is owned by the Ministry of Transportation (MTO) with the exception of the right-of-way along Regional Road 50 which has been downloaded to the Region of Peel. The portion adjacent to Regional Road 50 was downloaded to the Region of Peel in 1999 through the Order in Council identified on the Parcel Register that was attached to your correspondence below.

Based on direction provided in Lisa Myslicki's letter of December 18, 2015 to the City of Brampton, it is our understanding that Infrastructure Ontario (IO) manages lands owned by the province, including the MTO. Could you clarify whether IO manages this property and if further actions/studies are necessary? It is anticipated that property impacts may occur on this parcel. Should this trigger the need for an MOI Public Works Class EA, we would like to set-up a conference call to discuss IO's requirements and the possibility of a coordinated approach with the Municipal Class EA currently underway.

Kind regards,

### Jessalyn Oke

Intermediate Transportation Planner, Amec Foster Wheeler  
160 Traders Blvd E Suite #110  
Mississauga, Canada  
D 905 568-2929 Ext. 4152  
M 647 641-4041  
E jessalyn.oke@amecfw.com  
amecfw.com

---

**From:** Zhang, Yolanda (IO) [mailto:Yolanda.Zhang@infrastructureontario.ca]  
**Sent:** March-15-16 5:19 PM  
**To:** Oke, Jessalyn <jessalyn.oke@amec.com>  
**Cc:** Bishnu.Parajuli@brampton.ca; Sinke, David <David.Sinke@amec.com>; Young, Rob <rob.young@amec.com>; Myslicki, Lisa (IO) <Lisa.Myslicki@infrastructureontario.ca>; Lougheed, Stephen (IO) <Stephen.Lougheed@infrastructureontario.ca>  
**Subject:** RE: City of Brampton Class EA of Arterial Roads in Area 47

Hi Jessalyn,

Thank you for following up. Our Surveyor has found the subjected area belonging to MTO, please see attached correspondence.

However, even though these lands are owned by MTO in title, our Surveyor has recommended an appropriate legal search for confirmation.



Regards,

**Yolanda Zhang**

Environmental Associate  
Infrastructure Ontario  
1 Dundas St. West, Suite 2000  
Toronto, Ontario M5G 2L5  
New Phone #: (416)-327-2778

---

**From:** Oke, Jessalyn [<mailto:jessalyn.oke@amecfw.com>]

**Sent:** Monday, March 14, 2016 3:08 PM

**To:** Zhang, Yolanda (IO) <[Yolanda.Zhang@infrastructureontario.ca](mailto:Yolanda.Zhang@infrastructureontario.ca)>; Myslicki, Lisa (IO) <[Lisa.Myslicki@infrastructureontario.ca](mailto:Lisa.Myslicki@infrastructureontario.ca)>

**Cc:** [Bishnu.Parajuli@brampton.ca](mailto:Bishnu.Parajuli@brampton.ca); Sinke, David <[david.sinke@amecfw.com](mailto:david.sinke@amecfw.com)>; Young, Rob <[rob.young@amecfw.com](mailto:rob.young@amecfw.com)>

**Subject:** RE: City of Brampton Class EA of Arterial Roads in Area 47

Hi Lisa and Yolanda,

In follow-up to the email below, let me know if you require any additional information to confirm whether the Ministry of Transportation property of the City of Brampton's Class EA for Arterial Roads within Area 47 will be subject to the Public Work Class EA process. We look forward to your response.

**Jessalyn Oke**

Intermediate Transportation Planner, Amec Foster Wheeler  
160 Traders Blvd E Suite #110  
Mississauga, Canada  
D 905 568-2929 Ext. 4152  
M 647 641-4041  
E [jessalyn.oke@amecfw.com](mailto:jessalyn.oke@amecfw.com)  
amecfw.com

---

**From:** Oke, Jessalyn

**Sent:** February-26-16 9:38 AM

**To:** 'yolanda.zhang@infrastructureontario.ca' <[yolanda.zhang@infrastructureontario.ca](mailto:yolanda.zhang@infrastructureontario.ca)>; 'lisa.myslicki@infrastructureontario.ca' <[lisa.myslicki@infrastructureontario.ca](mailto:lisa.myslicki@infrastructureontario.ca)>

**Cc:** 'Bishnu.Parajuli@brampton.ca' <[Bishnu.Parajuli@brampton.ca](mailto:Bishnu.Parajuli@brampton.ca)>; Sinke, David <[david.sinke@amec.com](mailto:david.sinke@amec.com)>; Young, Rob <[rob.young@amec.com](mailto:rob.young@amec.com)>

**Subject:** City of Brampton Class EA of Arterial Roads in Area 47

Hi Lisa and Yolanda,

Thank you for speaking with us yesterday regarding the City of Brampton's Class Environmental Assessment (EA) of Arterial Roads within Area 47. A Transportation Master Plan for the area was previously completed fulfilling Phases 1 and 2 of the Municipal Engineer's Association Class EA process, and Phases 3 and 4 are currently underway through completion a Schedule 'C' EA. As discussed, there is a potential for the project to result in property impacts to land that may be managed by Infrastructure Ontario. The property of interest is located at [REDACTED] in the City of Brampton, as shown in the attached figure. The parcel of interest has the following title search information:

- [REDACTED]
- Owner Name: [REDACTED]

- Address: [REDACTED]

Let me know if you require additional information to confirm whether this property is subject to Infrastructure Ontario's Public Work Class EA process.

**Jessalyn Oke**

Intermediate Transportation Planner, Amec Foster Wheeler  
160 Traders Blvd E Suite #110  
Mississauga, Canada  
D 905 568-2929 Ext. 4152  
M 647 641-4041  
E [jessalyn.oke@amecfw.com](mailto:jessalyn.oke@amecfw.com)  
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Oke, Jessalyn

---

**From:** Lougheed, Stephen (IO) <Stephen.Lougheed@infrastructureontario.ca>  
**Sent:** March-10-16 3:23 PM  
**To:** Zhang, Yolanda (IO)  
**Cc:** Myslicki, Lisa (IO)  
**Subject:** [REDACTED] Brampton - ownership confirmation  
**Attachments:** 14213-0117.pdf; RO658726.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hi Yolanda,

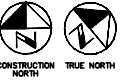
Pin [REDACTED] is MTO property, acquired in 1983 by Instrument [REDACTED]

Regards,

*Stephen Lougheed*  
Surveys Technician  
Infrastructure Ontario  
(416) 212-6918



Please forward all surveys, mapping and GeoPortal requests through the [Service tracking System](#)  
"STS for all tasks!"



COUNTRYSIDE DRIVE

REGIONAL ROAD 50

PIN # [REDACTED]  
[REDACTED]

LEGEND

PROPERTY FOR REVIEW 

SCALE 1:500



AREA 47 CLASS EA  
SCHEDULE C  
REVIEW OF POTENTIAL  
INFRASTRUCTURE ONTARIO  
PROPERTY

## Record of Contact – Area 47 Project

Save the completed Record of Contact using the following naming convention:

<YY-MM-DD> ROC <Type of Event>- <Organization>.doc

EXAMPLE: 12-02-14 ROC Meeting – MOECC.doc

If you are sending a revised version, please change the date and # to the next number.

EXAMPLE: 12-02-14 ROC Meeting – MOECC2.doc

Send completed form to [jessalyn.oke@amecfw.com](mailto:jessalyn.oke@amecfw.com) with Area 47 ROC in the subject line

Contact/Event Information			
<b>Contact method</b>	Conference Call	<b>Date [YY-MM-DD]</b>	16-02-25
<b>Location</b> [if applicable]		<b>Project team participants</b> [list all]	Jessalyn Oke Jason Stahl Bishnu Parajuli
<b>Names &amp; organizations of participants</b> [list all] <i>** For any new contacts, provide contact information at the bottom of this form **</i>		Lisa Myslicki, Infrastructure Ontario Yolanda Zhang, Infrastructure Ontario	
<b>Purpose of contact/event</b>	To obtain information about the IO Class EA Process and whether the project triggers an EA (in response to information packaged provided by IO on December 18, 2015).		
<b>Attachments</b> None			
<b>Summary of discussion, with responses if applicable</b> [use a separate number for each topic of discussion and be as thorough as possible]: <p>Provided an overview of the project: City of Brampton is completing a Schedule C Class EA (under MCEA) for arterial roads and road widening in Area 47 of Brampton. A TMP for the area was completed fulfilling phases 1 and 2 of the class EA process. As part of the project, we will be confirming the results of Phases 1 and 2. Technical studies will be completed, such as archeological, natural environment and contamination investigations.</p> <p>Identified that there is a potential for property impacts on lands potentially managed by Infrastructure Ontario. The property is owned by "Transportation Ministry, Director of Subsidies Branch". In order to confirm whether the subject property is managed by IO, Amec Foster Wheeler to provide a site map with the property identified and title search results for review by IO surveyors and legal. If review confirms the property is managed by IO, IO will schedule a conference call to discuss a streamlined process further.</p> <p>Infrastructure Ontario provided an overview of streamlining IO Class EA with the MCEA. In order for the MCEA to fulfill the IO Class EA, the ESR would need to include the following: 7 point analysis, identify severance of land from IO, Stage 1 archaeological investigation on the subject property, review of record of consultation. The Notice of Completion cannot be issued before the review of consultation is completed.</p> <p>IO recommended that the proponent contact the Ministry of Transportation early in the process should the property be owned by the MTO and not managed by IO. Permitting and approvals from the MTO is a lengthy process.</p>			
<b>"Heads up"</b> [observations, cautions, etc.]			

Action / Follow-Up Required			
<b>Action(s) required</b>	Provide site plan and title search results to IO for legal and surveyor review.		
<b>Name of person to be followed up with</b> [stakeholder]	Jason Stahl	<b>Due date</b>	February 26, 2016
<b>Action assigned to</b> [team member]	Jessalyn Oke	<b>Date completed</b>	

**\*\* Copy above section if there is more than 1 action/follow-up item \*\***

Send Completed Form (and attachments) to:

Jessalyn Oke, Amec Foster Wheeler

E-mail: [jessalyn.oke@amecfw.com](mailto:jessalyn.oke@amecfw.com) (please put Area 47 ROC in subject line)

(Updated 16/01/27)



## Oke, Jessalyn

---

**From:** Young, Rob  
**Sent:** March-03-16 1:00 PM  
**To:** Kelly.Brown@ontario.ca  
**Cc:** Parajuli, Bishnu; Sinke, David; King, Maria E; Oke, Jessalyn  
**Subject:** Highway 427 Industrial Secondary Plan Area (Area 47) EA Study of Arterial Roads  
**Attachments:** 15-11-12 Sent Notice of Commencement Arterial R5.doc

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Kelly,

We were provided your contact information as a point of contact for the GTA West Team from Dean Kemper.

The City of Brampton has identified through its Transportation and Transit Master Plan (TTMP) 2009 and Highway 427 Industrial Secondary Plan (Area 47) Transportation Master Plan Study (TMP), the need for additional capacity in the road network up to the planning horizon year of 2031. The TTMP and TMP recommended road network improvements within Secondary Plan Area 47 including a new north-south major arterial road (Arterial A2) from Mayfield Road to Major Mackenzie Drive/RR50; a new east-west minor arterial road (E-W Arterial) from The Gore Road to Arterial A2; and widening of Countryside Drive, Coleraine Drive and Clarkway Drive. The TMP satisfied Phases 1 and 2 of the Municipal Class Environmental Assessment process. The current study will satisfy Phases 3 and 4.

Please find attached for your information, a Notice of Commencement for the City of Brampton's Municipal Class Environmental Assessment Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47).

If you have any questions, comments, or inputs regarding the study, do not hesitate to contact us:

**Bishnu Parajuli, M.A.Sc., P.Eng.**  
**Senior Project Engineer**  
Public Works  
City of Brampton  
8850 McLaughlin Road, Unit 2,  
Brampton, ON L6Y 5T1  
Tel : 905.874.2500  
Fax : 905.874.2505  
E-mail : bishnu.parajuli@brampton.ca

**David Sinke, P.Eng.**  
**Consultant Project Manager**  
Amec Foster Wheeler  
Environment & Infrastructure  
3215 North Service Road  
Burlington, ON L7R 3G2  
Tel : 905.335.2353  
Fax : 905.335.1414  
Toll Free : 1.866.751.2353  
E-mail : david.sinke@amecfw.com

Regards,

**Rob Young P.Geo., MCIP RPP**  
Associate Environmental Planner  
Amec Foster Wheeler  
Environment & Infrastructure

Suite 110 – 160 Traders Blvd. East  
Mississauga, Ontario L4Z 3K7  
Canada

D +1 (905) 568 2929 ext 4325  
M +1 (647) 923 7659

**From:** Oke, Jessalyn  
**Sent:** March-14-16 11:04 AM  
**To:** 'raj.dhir@ontario.ca'  
**Cc:** 'Bishnu.Parajuli@brampton.ca'; Sinke, David; King, Maria E; Young, Rob  
**Subject:** Highway 427 Industrial Secondary Plan Area (Area 47) EA Study of Arterial Roads  
**Attachments:** Notice of Commencement\_Final.pdf

Raj,

We were provided your contact information as a point of contact from Claudia Tucci of the Ministry of the Attorney General.

The City of Brampton has identified through its Transportation and Transit Master Plan (TTMP) 2009 and Highway 427 Industrial Secondary Plan (Area 47) Transportation Master Plan Study (TMP), the need for additional capacity in the road network up to the planning horizon year of 2031. The TTMP and TMP recommended road network improvements within Secondary Plan Area 47 including a new north-south major arterial road (Arterial A2) from Mayfield Road to Major Mackenzie Drive/RR50; a new east-west minor arterial road (E-W Arterial) from The Gore Road to Arterial A2; and widening of Countryside Drive, Coleraine Drive and Clarkway Drive. The TMP satisfied Phases 1 and 2 of the Municipal Class Environmental Assessment process. The current study will satisfy Phases 3 and 4.

Please find attached for your information, a Notice of Commencement for the City of Brampton's Municipal Class Environmental Assessment Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47). A hard copy backdated to the Notice of Commencement issued date will follow by mail for your records.

If you have any questions, comments, or inputs regarding the study, do not hesitate to contact us:

**Bishnu Parajuli, M.A.Sc., P.Eng.**  
**Senior Project Engineer**  
Public Works  
City of Brampton  
8850 McLaughlin Road, Unit 2,  
Brampton, ON L6Y 5T1  
Tel : 905.874.2500  
Fax : 905.874.2505  
E-mail : [bishnu.parajuli@brampton.ca](mailto:bishnu.parajuli@brampton.ca)

**David Sinke, P.Eng.**  
**Consultant Project Manager**  
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Tel : 905.335.2353  
Fax : 905.335.1414  
Toll Free : 1.866.751.2353  
E-mail : [david.sinke@amecfw.com](mailto:david.sinke@amecfw.com)

Regards,

**Jessalyn Oke**  
Intermediate Transportation Planner, Amec Foster Wheeler  
160 Traders Blvd E Suite #110  
Mississauga, Canada  
D 905 568-2929 Ext. 4152  
M 647 641-4041  
E [jessalyn.oke@amecfw.com](mailto:jessalyn.oke@amecfw.com)  
[amecfw.com](http://amecfw.com)

**From:** Oke, Jessalyn  
**Sent:** March-14-16 11:04 AM  
**To:** 'alison.mackenzie@ontario.ca'  
**Cc:** 'Bishnu.Parajuli@brampton.ca'; Sinke, David; King, Maria E; Young, Rob  
**Subject:** Highway 427 Industrial Secondary Plan Area (Area 47) EA Study of Arterial Roads  
**Attachments:** Notice of Commencement\_Final.pdf

Alison,

We were provided your contact information as a point of contact from Claudia Tucci of the Ministry of the Attorney General.

The City of Brampton has identified through its Transportation and Transit Master Plan (TTMP) 2009 and Highway 427 Industrial Secondary Plan (Area 47) Transportation Master Plan Study (TMP), the need for additional capacity in the road network up to the planning horizon year of 2031. The TTMP and TMP recommended road network improvements within Secondary Plan Area 47 including a new north-south major arterial road (Arterial A2) from Mayfield Road to Major Mackenzie Drive/RR50; a new east-west minor arterial road (E-W Arterial) from The Gore Road to Arterial A2; and widening of Countryside Drive, Coleraine Drive and Clarkway Drive. The TMP satisfied Phases 1 and 2 of the Municipal Class Environmental Assessment process. The current study will satisfy Phases 3 and 4.

Please find attached for your information, a Notice of Commencement for the City of Brampton's Municipal Class Environmental Assessment Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47). A hard copy backdated to the Notice of Commencement issued date will follow by mail for your records.

If you have any questions, comments, or inputs regarding the study, do not hesitate to contact us:

**Bishnu Parajuli, M.A.Sc., P.Eng.**  
**Senior Project Engineer**  
Public Works  
City of Brampton  
8850 McLaughlin Road, Unit 2,  
Brampton, ON L6Y 5T1  
Tel : 905.874.2500  
Fax : 905.874.2505  
E-mail : [bishnu.parajuli@brampton.ca](mailto:bishnu.parajuli@brampton.ca)

**David Sinke, P.Eng.**  
**Consultant Project Manager**  
Amec Foster Wheeler  
Environment & Infrastructure  
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Tel : 905.335.2353  
Fax : 905.335.1414  
Toll Free : 1.866.751.2353  
E-mail : [david.sinke@amecfw.com](mailto:david.sinke@amecfw.com)

Regards,

**Jessalyn Oke**  
Intermediate Transportation Planner, Amec Foster Wheeler  
160 Traders Blvd E Suite #110  
Mississauga, Canada  
D 905 568-2929 Ext. 4152  
M 647 641-4041  
E [jessalyn.oke@amecfw.com](mailto:jessalyn.oke@amecfw.com)  
[amecfw.com](http://amecfw.com)

**From:** Oke, Jessalyn  
**Sent:** March-14-16 11:04 AM  
**To:** 'mary.gersht@ontario.ca'  
**Cc:** 'Bishnu.Parajuli@brampton.ca'; Sinke, David; King, Maria E; Young, Rob  
**Subject:** Highway 427 Industrial Secondary Plan Area (Area 47) EA Study of Arterial Roads  
**Attachments:** Notice of Commencement\_Final.pdf

Mary,

We were provided your contact information as a point of contact from Claudia Tucci of the Ministry of the Attorney General.

The City of Brampton has identified through its Transportation and Transit Master Plan (TTMP) 2009 and Highway 427 Industrial Secondary Plan (Area 47) Transportation Master Plan Study (TMP), the need for additional capacity in the road network up to the planning horizon year of 2031. The TTMP and TMP recommended road network improvements within Secondary Plan Area 47 including a new north-south major arterial road (Arterial A2) from Mayfield Road to Major Mackenzie Drive/RR50; a new east-west minor arterial road (E-W Arterial) from The Gore Road to Arterial A2; and widening of Countryside Drive, Coleraine Drive and Clarkway Drive. The TMP satisfied Phases 1 and 2 of the Municipal Class Environmental Assessment process. The current study will satisfy Phases 3 and 4.

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If you have any questions, comments, or inputs regarding the study, do not hesitate to contact us:

**Bishnu Parajuli, M.A.Sc., P.Eng.**  
**Senior Project Engineer**  
Public Works  
City of Brampton  
8850 McLaughlin Road, Unit 2,  
Brampton, ON L6Y 5T1  
Tel : 905.874.2500  
Fax : 905.874.2505  
E-mail : [bishnu.parajuli@brampton.ca](mailto:bishnu.parajuli@brampton.ca)

**David Sinke, P.Eng.**  
**Consultant Project Manager**  
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Fax : 905.335.1414  
Toll Free : 1.866.751.2353  
E-mail : [david.sinke@amecfw.com](mailto:david.sinke@amecfw.com)

Regards,

**Jessalyn Oke**  
Intermediate Transportation Planner, Amec Foster Wheeler  
160 Traders Blvd E Suite #110  
Mississauga, Canada  
D 905 568-2929 Ext. 4152  
M 647 641-4041  
E [jessalyn.oke@amecfw.com](mailto:jessalyn.oke@amecfw.com)  
[amecfw.com](http://amecfw.com)

**From:** Oke, Jessalyn  
**Sent:** March-14-16 11:04 AM  
**To:** 'halyna.perun2@ontario.ca'  
**Cc:** 'Bishnu.Parajuli@brampton.ca'; Sinke, David; King, Maria E; Young, Rob  
**Subject:** Highway 427 Industrial Secondary Plan Area (Area 47) EA Study of Arterial Roads  
**Attachments:** Notice of Commencement\_Final.pdf

Halyna,

We were provided your contact information as a point of contact from Claudia Tucci of the Ministry of the Attorney General.

The City of Brampton has identified through its Transportation and Transit Master Plan (TTMP) 2009 and Highway 427 Industrial Secondary Plan (Area 47) Transportation Master Plan Study (TMP), the need for additional capacity in the road network up to the planning horizon year of 2031. The TTMP and TMP recommended road network improvements within Secondary Plan Area 47 including a new north-south major arterial road (Arterial A2) from Mayfield Road to Major Mackenzie Drive/RR50; a new east-west minor arterial road (E-W Arterial) from The Gore Road to Arterial A2; and widening of Countryside Drive, Coleraine Drive and Clarkway Drive. The TMP satisfied Phases 1 and 2 of the Municipal Class Environmental Assessment process. The current study will satisfy Phases 3 and 4.

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If you have any questions, comments, or inputs regarding the study, do not hesitate to contact us:

**Bishnu Parajuli, M.A.Sc., P.Eng.**  
**Senior Project Engineer**  
Public Works  
City of Brampton  
8850 McLaughlin Road, Unit 2,  
Brampton, ON L6Y 5T1  
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**David Sinke, P.Eng.**  
**Consultant Project Manager**  
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Fax : 905.335.1414  
Toll Free : 1.866.751.2353  
E-mail : [david.sinke@amecfw.com](mailto:david.sinke@amecfw.com)

Regards,

**Jessalyn Oke**  
Intermediate Transportation Planner, Amec Foster Wheeler  
160 Traders Blvd E Suite #110  
Mississauga, Canada  
D 905 568-2929 Ext. 4152  
M 647 641-4041  
E [jessalyn.oke@amecfw.com](mailto:jessalyn.oke@amecfw.com)  
[amecfw.com](http://amecfw.com)



**From:** Young, Rob  
**Sent:** April-28-16 3:15 PM  
**To:** Oke, Jessalyn  
**Subject:** FW: Arterial Road Network with SP47 Area - Municipal Group Meeting

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Don't know we need to track this for SIMMS but just in case...

Rob.

---

**From:** Young, Rob  
**Sent:** April-28-16 11:38 AM  
**To:** Parajuli, Bishnu <Bishnu.Parajuli@brampton.ca>; Bobb, Compton <Compton.Bobb@brampton.ca>; 'Hans, Inderjit' <Inderjit.Hans@brampton.ca>; Majeed, Malik <Malik.Majeed@brampton.ca>; 'gavin.bailey@brampton.ca' <gavin.bailey@brampton.ca>; Gino Dela Cruz (gino.delacruz@peelregion.ca) <gino.delacruz@peelregion.ca>; 'eric.chan@peelregion.ca' <eric.chan@peelregion.ca>; 'tina.detaramani@peelregion.ca' <tina.detaramani@peelregion.ca>; 'sean.carrick@peelregion.ca' <sean.carrick@peelregion.ca>; Vandenburg, Ryan <Ryan.Vandenburg@peelregion.ca>; 'althaf.farouque@peelregion.ca' <althaf.farouque@peelregion.ca>; dean.kemper@ontario.ca; 'kathie.kurtz@caledon.ca' <kathie.kurtz@caledon.ca>; dean.mcmillan@caledon.ca; Ryan Tucker <Ryan.Tucker@caledon.ca>; 'Wang, Joshua' <Joshua.Wang@york.ca>  
**Cc:** 'mani.shahrokni@vaughan.ca' <mani.shahrokni@vaughan.ca>; Sinke, David <david.sinke@amec.com>; 'Stephen Keen' <Stephen.Keen@cima.ca>; King, Maria E <maria.e.king@amec.com>  
**Subject:** FW: Arterial Road Network with SP47 Area - Municipal Group Meeting

Good morning,

For your information, please see the link below to the West Vaughan Employment Area Secondary Plan Transportation Study courtesy of Mani Shahrokni.

Regards,  
Rob.

**Rob Young P.Geo., MCIP RPP**  
Associate Environmental Planner  
Amec Foster Wheeler  
Environment & Infrastructure

Suite 110 – 160 Traders Blvd. East  
Mississauga, Ontario L4Z 3K7  
Canada

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M +1 (647) 923 7659

E [rob.young@amecfw.com](mailto:rob.young@amecfw.com)  
amecfw.com

---

**From:** Shahrokni, Mani [<mailto:Mani.Shahrokni@vaughan.ca>]  
**Sent:** April-27-16 9:47 AM  
**To:** Ferjak, Krista <[Krista.Ferjak@amec.com](mailto:Krista.Ferjak@amec.com)>  
**Subject:** RE: Arterial Road Network with SP47 Area - Municipal Group Meeting

Good morning Krista,

I just went through my notes and noticed that at the February 17, 2016, I was asked by TAC members to provide the West Vaughan Employment Area Secondary Plan Transportation Study.

Please see below the link to it:

[https://www.vaughan.ca/projects/projects\\_and\\_studies/transportation\\_master\\_plan/General%20Documents/Appendix%20B%20-%20Transportation%20Analysis%20for%20West%20Vaughan%20Employment%20Area.pdf](https://www.vaughan.ca/projects/projects_and_studies/transportation_master_plan/General%20Documents/Appendix%20B%20-%20Transportation%20Analysis%20for%20West%20Vaughan%20Employment%20Area.pdf)

Feel free to share it with the rest of the TAC members.

Thank you  
**Mani Shahrokni**, P.Eng., PMP  
**Transportation Project Manager**  
905-832-8585, ext. 8163 | [mani.shahrokni@vaughan.ca](mailto:mani.shahrokni@vaughan.ca)

**City of Vaughan | Development Engineering and Infrastructure Planning**  
2141 Major Mackenzie Dr., Vaughan, ON L6A 1T1  
[vaughan.ca](http://vaughan.ca)



---

From: Ferjak, Krista [<mailto:krista.ferjak@amecfw.com>]  
Sent: March-04-16 1:27 PM  
To: [bishnu.parajuli@brampton.ca](mailto:bishnu.parajuli@brampton.ca); [malik.majeed@brampton.ca](mailto:malik.majeed@brampton.ca); [gavin.bailey@brampton.ca](mailto:gavin.bailey@brampton.ca); [gino.delacruz@peelregion.ca](mailto:gino.delacruz@peelregion.ca); [eric.chan@peelregion.ca](mailto:eric.chan@peelregion.ca); [tina.detaramani@peelregion.ca](mailto:tina.detaramani@peelregion.ca); [sean.carrick@peelregion.ca](mailto:sean.carrick@peelregion.ca); [ryan.vandenburg@peelregion.ca](mailto:ryan.vandenburg@peelregion.ca); [althaf.farouque@peelregion.ca](mailto:althaf.farouque@peelregion.ca); Kemper, Dean (MTO); [kathie.kurtz@caledon.ca](mailto:kathie.kurtz@caledon.ca); [dean.mcmillan@caledon.ca](mailto:dean.mcmillan@caledon.ca); [ryan.tucker@caledon.ca](mailto:ryan.tucker@caledon.ca); Shahrokni, Mani; [joshua.wang@york.ca](mailto:joshua.wang@york.ca); Sinke, David; Young, Rob; King, Maria E; [stephen.keen@cima.ca](mailto:stephen.keen@cima.ca)  
Subject: Arterial Road Network with SP47 Area - Municipal Group Meeting

Please find attached Minutes of Meeting held on February 17, 2016, regarding the above-noted subject.

Thank you.

**Krista Ferjak**

Administrative Assistant, Amec Foster Wheeler Environment & Infrastructure  
3215 North Service Road, Burlington, ON L7N 3G2, Canada

T +1(905) 335-2353 x 256

[krista.ferjak@amecfw.com](mailto:krista.ferjak@amecfw.com) [www.amecfw.com](http://www.amecfw.com)

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From: [McCutcheon, Aroni \(MTO\)](#)  
To: [Oke, Jessalyn](#)  
Cc: [Young, Rob](#); [Copeland, Christopher J. \(MTO\)](#); [Angelone, Tina \(MTO\)](#)  
Subject: RE: City of Brampton Class EA of Arterial Roads in Area 47 - [REDACTED] Countryside Drive  
Date: July-28-16 3:05:39 PM

---

Hi Jessalyn,

My apologies for the delay in getting back to you. The MTO does own the property at [REDACTED] Countryside Drive. If you have any specific question with regards to the property please let either Tina or myself know.

As for any comments with regards to the EA, I've forwarded your email to our EA section.

Regards,  
Aroni

---

From: Oke, Jessalyn [mailto:jessalyn.oke@amecfw.com]  
Sent: May 26, 2016 9:18 AM  
To: McCutcheon, Aroni (MTO); Angelone, Tina (MTO)  
Cc: Young, Rob  
Subject: RE: City of Brampton Class EA of Arterial Roads in Area 47 - [REDACTED] Countryside Drive

Good morning Aroni and Tina,

In follow-up to the emails below, I wanted to confirm if you have any questions about the City of Brampton's Class Environmental Assessment (EA) of Arterial Roads within Area 47. We are your seeking guidance regarding MTO requirements where projects have a potential to result in property impacts to an MTO-owned property. Specific to this project, the property of interest is located at [REDACTED] Countryside Drive in the City of Brampton.

We would like to initiate discussions with the Ministry to determine if there is information the Ministry requires at this time and steps moving forward. If you have any questions or concerns, please don't hesitate to give me a call,

**Jessalyn Oke**  
Intermediate Transportation Planner, Amec Foster Wheeler  
160 Traders Blvd E Suite #110  
Mississauga, Canada  
D 905 568-2929 Ext. 4152  
M 647 641-4041  
E [jessalyn.oke@amecfw.com](mailto:jessalyn.oke@amecfw.com)  
[amecfw.com](http://amecfw.com)

---

**From:** Sgro, Domenic (MTO) [mailto:[Domenic.Sgro@ontario.ca](mailto:Domenic.Sgro@ontario.ca)]

**Sent:** May-11-16 10:27 AM

**To:** McCutcheon, Aroni (MTO) <Aroni.McCutcheon@ontario.ca>; Angelone, Tina (MTO) <Tina.Angelone@ontario.ca>

**Cc:** Oke, Jessalyn <jessalyn.oke@amec.com>

**Subject:** FW: City of Brampton Class EA of Arterial Roads in Area 47 - [REDACTED] Countryside Drive

Aroni/Tina,

Please review the email below and if you have any question contact Jessalyn.

thanks

**Domenic Sgro**  
**Land Management/Marketing Supervisor**  
**Ministry of Transportation**  
**Central Region**  
**416-235-4542**

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---

From: Oke, Jessalyn [<mailto:jessalyn.oke@amecfw.com>]

Sent: May 11, 2016 9:27 AM

To: Sgro, Domenic (MTO); Barnett, Arlene (MTO)

Cc: Angelone, Tina (MTO); [Compton.Bobb@brampton.ca](mailto:Compton.Bobb@brampton.ca); [Bishnu.Parajuli@brampton.ca](mailto:Bishnu.Parajuli@brampton.ca); Sinke, David; Young, Rob

Subject: City of Brampton Class EA of Arterial Roads in Area 47 - [REDACTED] Countryside Drive

Hi Domenic and Arlene,

Amec Foster Wheeler on behalf of the City of Brampton is undertaking a Class Environmental Assessment (EA) of Arterial Roads within Area 47 (see attached Notice of Commencement). A Transportation Master Plan for the area was previously completed fulfilling Phases 1 and 2 of the Municipal Engineer's Association Class EA process, and Phases 3 and 4 are currently underway through completion of two Schedule 'C' EAs. There is a potential for the project to result in property impacts to land identified as being owned by "[REDACTED]". The property of interest is located at [REDACTED] in the City of Brampton, as shown in the attached figure. The parcel of interest has the following title search information:

- PIN: [REDACTED]
- Roll #: [REDACTED]
- Owner Name: [REDACTED]
- Address: [REDACTED] [REDACTED] [REDACTED]



Through prior discussions with Infrastructure Ontario (IO), we have confirmed that the property is a vacant lot and not managed by IO on behalf of the MTO. We have also determined that the right-of-way of Regional Road 50 within this property has been downloaded to the Region of Peel. We would like to initiate discussions with the Ministry to determine if there is information the Ministry requires at this time and steps moving forward. If you have any questions or concerns, please don't hesitate to give me a call; contact details are provided below.

**Jessalyn Oke**

Intermediate Transportation Planner, Amec Foster Wheeler  
160 Traders Blvd E Suite #110  
Mississauga, Canada  
D 905 568-2929 Ext. 4152  
M 647 641-4041  
E [jessalyn.oke@amecfw.com](mailto:jessalyn.oke@amecfw.com)  
amecfw.com



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## Oke, Jessalyn

---

**From:** Kelly, Mary K  
**Sent:** March-14-16 2:19 PM  
**To:** Bell, Trevor (MOECC)  
**Cc:** Young, Rob  
**Subject:** City of Brampton - Area 47 Class EA - Aboriginal Consultation  
**Attachments:** 15-11-12 Sent Notice of Commencement Arterial R5.pdf

Good afternoon Trevor,

As a follow-up to our ongoing discussions on identifying the list of potentially interested Aboriginal groups, we would like to request that the MOECC's Aboriginal Advisor consider the following list of Aboriginal groups for the Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47) Class EAs (City of Brampton).

- Mississaugas of the New Credit First Nation
- Six Nations of the Grand River
- Haudenosaunee Development Institute
- Métis Nation of Ontario (including CC to local chapter)

The project (Notice of Commencement attached) involves to Class EAs covering the following areas:

- Location 1: Part A
  - North-South Arterial (Arterial A2), a new north-south arterial roadway from Mayfield Road to Major Mackenzie Drive/Regional Road 50
  - Coleraine Drive from Arterial A2 to Mayfield Road including possible realignment at Arterial A2 west of Regional Road 50
- Location 2: Part B
  - East-West (E-W) Arterial, a new east-west minor arterial roadway from The Gore Road to Arterial A2
  - Clarkway Drive from Castlemore Road to Mayfield Road.
  - Countryside Drive from west of Clarkway Drive to Regional Road 50 including possible realignment at Regional Road 50

The potential effects from the proposed project will depend on the results of the Transportation and Traffic Study. If that study confirms road widening and the development of new roads there may be potential effects that will need to be mitigated. This may include effects on:

- Private property owners as a result of road widening or proposed road alignments (such as property purchase or changes to access)
- Heritage properties and cultural heritage landscapes
- Environmental features including land-based and water-based environments

If you should have any questions or comments please do not hesitate to contact. And again, thank-you for your continued support with this process.

Cheers, Mary

**Mary Kathryn Kelly B.Sc.**  
Senior Consultant - Human Environment, Amec Foster Wheeler Environment & Infrastructure

**From:** Young, Rob  
**Sent:** April-20-16 4:05 PM  
**To:** Oke, Jessalyn  
**Subject:** FW: SP27 Arterial Road Network - Additional Data

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

I assume this needs to be included with the comments and responses (which I am reviewing). I have asked Bishnu for the Aquafor Beech contact.

Rob.

**From:** Annette Maher [mailto:AMaher@trca.on.ca]  
**Sent:** April-04-16 3:34 PM  
**To:** Brouwers, Aaron <aaron.brouwers@amec.com>  
**Cc:** Parajuli, Bishnu <Bishnu.Parajuli@brampton.ca>; Liu, Maggie <Maggie.Liu@brampton.ca>; Young, Rob <rob.young@amec.com>; Sinke, David <David.Sinke@amec.com>; Sharon Lingertat <SLingertat@trca.on.ca>  
**Subject:** Fw: SP27 Arterial Road Network - Additional Data

Hi Aaron,

I have spoken with our staff about hydrologic, hydraulic and floodplain mapping updates associated with the Area 47 MESP. It is my understanding that information related to The Gore Road and Clarkway Tributaries have been updated. However, the realignment of Rainbow Creek is still under contention and not yet been finalized.

Please contact the MESP consultant (Aquafor Beech Ltd.) for the updated information related to the Gore Road and Clarkway Tributaries.

If you have any additional questions, please do not hesitate to contact me.  
Thank you,  
Annette

**Annette Maher, M.A.Sc.**

Planner II  
Environmental Assessment Planning  
Planning and Development  
Toronto and Region Conservation Authority  
☎ 416.661.6600 x5798 | ✉ [amaher@trca.on.ca](mailto:amaher@trca.on.ca)

Office Location & Courier Address: 101 Exchange Avenue | Concord ON L4K 5R6  
Mailing Address: 5 Shoreham Drive | Toronto ON M3N 1S4



Please consider the environment before printing this email

----- Forwarded by Annette Maher/TRCA on 04/04/2016 03:28 PM -----

From: Adam Miller/MTRCA  
To: Annette Maher/TRCA@MTRCA,  
Cc: Dilnesaw Chekol/TRCA@MTRCA  
Date: 04/01/2016 03:30 PM  
Subject: Fw: SP27 Arterial Road Network - Additional Data

---

Hi Annette,

Given that the Area 47 MESP is not yet approved and has not been incorporated into TRCA's floodplain mapping and modeling program, I don't believe we're in position to provide this information at this point. However, the consultant (Aquafor Beech Ltd.), who is retained by the City, should be able to provide to AMEC.

That being said, Rainbow Creek corridor is proposed to be realigned. The corridor design has not been finalized. As such, it is anticipated that further revisions to the floodplain modeling and mapping in support of the Area 47 MESP will occur. AMEC should be cognizant of this in the completion of any road alignment and/or design.

Hope this helps. If you have any questions or comments, please do not hesitate to contact me.

Thank you,

Adam

**Adam Miller** | Acting Senior Planner, Planning and Development | [Toronto and Region Conservation Authority](#) | ☎ 416 661-6600 ext. 5244 | 📞 416-661-6898 | ✉ [amiller@trca.on.ca](mailto:amiller@trca.on.ca) | 🌐 [www.trca.on.ca](http://www.trca.on.ca)

\* Mailing Address: 5 Shoreham Drive, Toronto, ON M3N 1S4

\* **NEW** - Location Address: 101 Exchange Avenue, Vaughan ON L4K 5R6

----- Forwarded by Adam Miller/MTRCA on 04/01/2016 03:25 PM -----

----- Forwarded by Dilnesaw Chekol/TRCA on 04/01/2016 02:02 PM -----

From: Annette Maher/TRCA  
To: Dilnesaw Chekol/TRCA@MTRCA,  
Cc: Adam Miller/MTRCA@MTRCA  
Date: 03/24/2016 01:28 PM  
Subject: Fw: SP27 Arterial Road Network - Additional Data

---

Hi Dilnesaw

Please see the below email. Do we have final hydraulic and hydrologic information from the SP47 MESP? City of Brampton is looking for this information for their SP47 Arterial Roads EA.

Thanks!  
Annette

**Annette Maher, M.A.Sc.**

Planner II  
Environmental Assessment Planning  
Planning and Development  
Toronto and Region Conservation Authority  
☎ 416.661.6600 x5798 | ✉ [amaher@trca.on.ca](mailto:amaher@trca.on.ca)

Office Location & Courier Address: 101 Exchange Avenue | Concord ON L4K 5R6  
Mailing Address: 5 Shoreham Drive | Toronto ON M3N 1S4



Please consider the environment before printing this email

----- Forwarded by Annette Maher/TRCA on 03/24/2016 01:27 PM -----

From: "Brouwers, Aaron" <[aaron.brouwers@amecfw.com](mailto:aaron.brouwers@amecfw.com)>  
To: Annette Maher <[AMaher@trca.on.ca](mailto:AMaher@trca.on.ca)>,  
Cc: "Parajuli, Bishnu" <[Bishnu.Parajuli@brampton.ca](mailto:Bishnu.Parajuli@brampton.ca)>, "Liu, Maggie" <[Maggie.Liu@brampton.ca](mailto:Maggie.Liu@brampton.ca)>, "Young, Rob" <[rob.young@amecfw.com](mailto:rob.young@amecfw.com)>, "Sinke, David" <[david.sinke@amecfw.com](mailto:david.sinke@amecfw.com)>  
Date: 03/23/2016 03:21 PM  
Subject: RE: SP27 Arterial Road Network - Additional Data

---

Hi Annette

We understand from the City's MESP team that TRCA now has what are considered the final versions of the hydrologic and hydraulic modelling and floodplain mapping for the MESP for approval (hydrology was provided previously in January 2016, but may now be updated?). Could you please advise on the status of approval of these models and if they can be provided for use in the EA at this time?

Thanks, Aaron

**Aaron Brouwers P.Eng.**

Senior Engineer, Water Resources, Amec Foster Wheeler Environment & Infrastructure  
3215 North Service Road, Burlington ON L7N 3G2, Canada  
T 905 335 2353 F 905 335 1414  
[aaron.brouwers@amecfw.com](mailto:aaron.brouwers@amecfw.com) amecfw.com

**From:** Annette Maher [<mailto:AMaher@trca.on.ca>]  
**Sent:** January-15-16 2:00 PM  
**To:** Sinke, David <[David.Sinke@amec.com](mailto:David.Sinke@amec.com)>  
**Cc:** Young, Rob <[rob.young@amec.com](mailto:rob.young@amec.com)>; Parajuli, Bishnu <[Bishnu.Parajuli@brampton.ca](mailto:Bishnu.Parajuli@brampton.ca)>  
**Subject:** SP27 Arterial Road Network - Additional Data

Hello David,

As mentioned in our Notice of Study Commencement response letter dated January 04, 2015, available information on TRCA Areas of Interest can be accessed at the following DropBox link:  
<https://www.dropbox.com/sh/lj6jursgitdrlqt/AABH943l5rgLL8DCE4kBPBaga?dl=0>

The record of data transmittal is also included within the above link. Please note that the hydrology update and models are the same as the ones that were provided for the Goreway Drive widening project



from Humberwest to Castlemore. Also hydraulic information is not currently available for the SP47 area as this is contingent on the MESP.

Also, TRCA's Crossings Guideline is available at the following link:  
<http://www.trca.on.ca/dotAsset/214493.pdf>.

Should you have any additional questions, please do not hesitate to contact me.  
Thank you,  
Annette

**Annette Maher, M.A.Sc.**

Acting Planner II  
Environmental Assessment Planning  
Planning and Development  
Toronto and Region Conservation Authority  
☎ 416.661.6600 x5798 | ✉ [amaher@trca.on.ca](mailto:amaher@trca.on.ca)

Office Location & Courier Address: 101 Exchange Avenue | Concord ON L4K 5R6  
Mailing Address: 5 Shoreham Drive | Toronto ON M3N 1S4



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---

## Shams, Aniq

---

**From:** King, Maria E  
**Sent:** Wednesday, May 25, 2016 2:55 PM  
**To:** 'cking@allstream.com'; 'jdong@bell.ca'; 'twhiteman@cogeco.ca';  
'Diana.beaulne@enbridge.com'; 'mark-ups@enbridge.com';  
'Ann.newman@enbridge.com'; 'lmorson@hydroonebrampton.com';  
'zone2scheduling@HydroOne.com'; 'lan.mitchell@hydroone.com';  
'Edgar.henriquez@rci.rogers.com'; 'stephen.hoy@telus.com';  
'Darlene\_presley@transcanada.com'  
**Subject:** City of Brampton Municipal Class EA - ACTION NEEDED  
**Attachments:** KeyPlan.pdf; 16-05-25 Utilities Circulation.pdf

Hello all,

The City of Brampton, in partnership with the Region of Peel, has initiated two Schedule 'C' Municipal Class Environmental Assessments (Class EAs) related to development of an arterial roads network within Industrial Secondary Plan Area 47 (refer to attached key plan). Amec Foster Wheeler is leading the study on behalf of the City and the Region, and requests your assistance with definition of existing and proposed utility infrastructure within the study limits.

To assist with evaluation of alternatives, and subsequent definition of preferred alignments, we are requesting details related to existing and/or proposed utility infrastructure within the study limits. This information will be used to ensure that any impacts to utility infrastructure is clearly identified and considered during the assessment process. Of critical importance is identification of vital or trunk mains/services. In this regard, could you kindly provide the following:

If you <b>DO NOT</b> have facilities within the study area:	Kindly respond to this email, <u>EXPLICITLY</u> stating that your utility/organization <u>does not</u> have facilities within the study area.
If you <b>DO</b> have facilities within the study area:	Kindly provide us with details regarding location, size and type of facilities in one or more of the following formats: <ul style="list-style-type: none"><li>• Mark-ups on the attached basemapping;</li><li>• AutoCAD, MicroStation or GIS drawings (preferred); or</li><li>• Digital copies of facility design drawings.</li></ul>
If you <b>PLAN TO</b> have facilities, or are modifying existing facilities within the study area:	Kindly provide us with details regarding proposed location, sizing and type of facilities in one or more the following formats: <ul style="list-style-type: none"><li>• Mark-ups on the attached basemapping;</li><li>• AutoCAD, MicroStation or GIS drawings (preferred); or</li><li>• Digital copies of facility design drawings.</li></ul> Please be sure to indicate that these are for future installations and, if known, provide timelines for implementation.

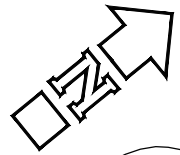
Please do not hesitate to contact us should you require additional information and/or file formats to work with. Your involvement with this study is greatly appreciated, and we will assist in any way possible.

Many thanks,

Maria

TOWN OF CALEDON

MAYFIELD ROAD



COUNTRYSIDE DRIVE

COLERAINE DR

COLD CREEK RD

THE GORE ROAD

CLARKWAY DRIVE

ARTERIAL A2

NASHVILLE RD

CITY OF VAUGHAN

E-W ARTERIAL

REGIONAL ROAD 50

MAJOR MACKENZIE DR

CITY OF BRAMPTON

REGION OF PEEL

CASTLEMORE RD

HUNTINGTON ROAD

**LEGEND**

..... PART 'A' STUDY CORRIDOR

— · — · — PART 'B' STUDY CORRIDOR

▭ LIMIT OF SECONDARY PLAN AREA 47



MAYFIELD ROAD

COUNTRYSIDE DRIVE

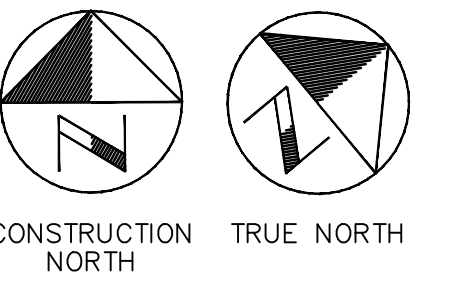
REGIONAL ROAD 50

THE GORE ROAD

CLARKWAY DRIVE

COLERAINE DRIVE

CASTLEMORE ROAD



SCALE 1:1250



EXISTING CONDITIONS FOR UTILITY MARK-UP  
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT ARTERIAL ROADS WITHIN HIGHWAY 427 INDUSTRIAL SECONDARY PLAN AREA (AREA 47)



## Shams, Aniq

---

**From:** King, Maria E  
**Sent:** Wednesday, May 25, 2016 3:35 PM  
**To:** 'cknight@allstream.com'; 'jing.dong@bell.ca'; 'max.pavese@telus.com'; 'skaur@hydroonebrampton.com'  
**Subject:** City of Brampton Municipal Class EA - ACTION NEEDED  
**Attachments:** KeyPlan.pdf; 16-05-25 Utilities Circulation.pdf

Hello all,

The City of Brampton, in partnership with the Region of Peel, has initiated two Schedule 'C' Municipal Class Environmental Assessments (Class EAs) related to development of an arterial roads network within Industrial Secondary Plan Area 47 (refer to attached key plan). Amec Foster Wheeler is leading the study on behalf of the City and the Region, and requests your assistance with definition of existing and proposed utility infrastructure within the study limits.

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Please do not hesitate to contact us should you require additional information and/or file formats to work with. Your involvement with this study is greatly appreciated, and we will assist in any way possible.

Many thanks,

Maria

**Maria E. King, P.Eng.**  
Project Engineer, Transportation  
Amec Foster Wheeler, Environment & Infrastructure



## Shams, Aniq

---

**From:** Utility Circulations <Utility.Circulations@mtsallstream.com>  
**Sent:** Thursday, May 26, 2016 9:54 AM  
**To:** King, Maria E  
**Subject:** RE: City of Brampton Municipal Class EA - ACTION NEEDED

Good Morning,

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

Ian Fleming  
Utility Circulations

---

**From:** King, Maria E [mailto:maria.e.king@amecfw.com]  
**Sent:** Wednesday, May 25, 2016 3:57 PM  
**To:** Utility Circulations <Utility.Circulations@mtsallstream.com>  
**Subject:** City of Brampton Municipal Class EA - ACTION NEEDED

Hello,

The City of Brampton, in partnership with the Region of Peel, has initiated two Schedule 'C' Municipal Class Environmental Assessments (Class EAs) related to development of an arterial roads network within Industrial Secondary Plan Area 47 (refer to attached key plan). Amec Foster Wheeler is leading the study on behalf of the City and the Region, and requests your assistance with definition of existing and proposed utility infrastructure within the study limits.

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## Shams, Aniq

---

**From:** Eryuzlu, Nina <Nina.Eryuzlu@Telecon.ca>  
**Sent:** Tuesday, May 31, 2016 9:53 AM  
**To:** King, Maria E  
**Subject:** RE: City of Brampton Municipal Class EA - ACTION NEEDED

Hi Maria,

We've created a mark-up # for this, and also sent it to the Bell manager for the area. If you have any questions for the Bell manager, her name is Renee Bergeron and she can be reached at [renee.bergeron@bell.ca](mailto:renee.bergeron@bell.ca). In the meantime we will work on completing a marked-up drawing for this area, and send it back to you asap.

Thank You,

**Nina Eryuzlu**

*Appui aux projets MOC, Ingénierie - Centre du Canada  
Project Support MOC, Engineering - Central Canada*

T 905 470-2112 # 40258 ·  
200 Town Centre Blvd, Suite 300, Markham (Ontario) L3R 8G5

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



---

**From:** MUNICIPAL OPERATIONS CENTRE [<mailto:moc.bell@bell.ca>]  
**Sent:** Thursday, May 26, 2016 8:09 AM  
**To:** MOC (Bell)  
**Subject:** FW: City of Brampton Municipal Class EA - ACTION NEEDED

---

**From:** King, Maria E [<mailto:maria.e.king@amecfw.com>]  
**Sent:** May-25-16 4:02 PM  
**To:** MUNICIPAL OPERATIONS CENTRE  
**Subject:** City of Brampton Municipal Class EA - ACTION NEEDED

Hello,

The City of Brampton, in partnership with the Region of Peel, has initiated two Schedule 'C' Municipal Class Environmental Assessments (Class EAs) related to development of an arterial roads network within Industrial Secondary Plan Area 47 (refer to attached key plan). Amec Foster Wheeler is leading the study on behalf of the City and the Region, and requests your assistance with definition of existing and proposed utility infrastructure within the study limits.

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## Shams, Aniq

---

**From:** Zhang, Mark <mark.zhang@Telecon.ca>  
**Sent:** Tuesday, June 28, 2016 11:32 AM  
**To:** King, Maria E  
**Subject:** MU#55948 / City of Brampton Municipal Class EA - ACTION NEEDED  
**Attachments:** MU 55948.dgn; MU 55948.dwg; MU 55948.pdf

Hello, Maria

Please see the attached markup drawing and document for the requested location.

Thanks,

### Mark Zhang

Technicien CAO, Ingénierie - Centre du Canada  
CAD Technician, Engineering - Central Canada

T 905 470-2112  
200 Town Centre Blvd, Suite 300, Markham (Ontario) L3R 8G5



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

---

**From:** MUNICIPAL OPERATIONS CENTRE [<mailto:moc.bell@bell.ca>]  
**Sent:** Thursday, May 26, 2016 8:09 AM  
**To:** MOC (Bell)  
**Subject:** FW: City of Brampton Municipal Class EA - ACTION NEEDED

---

**From:** King, Maria E [<mailto:maria.e.king@amecfw.com>]  
**Sent:** May-25-16 4:02 PM  
**To:** MUNICIPAL OPERATIONS CENTRE  
**Subject:** City of Brampton Municipal Class EA - ACTION NEEDED

Hello,



Bell Canada Municipal Operations Centre - C/O TELECON DESIGN INC.  
200 Town Centre Blvd., Suite #300  
Markham, Ontario L3R 8G5  
Ph: (905) 470-2112 Fax: (905) 460-8956

## **APPLICATION FOR PLANT LOCATION AND CONSENT**

**Applicant:** Amec Foster Wheeler/City of Brampton/Region of Pee

**Mark Up #:**55948

**Applicant Ref #:** N/A

**Location:** Area between Castlemore Rd, Regional Rd 50, Mayfield Rd, and The Gore Rd

**SwitchingCenter/NNX:** BRAMPTON-WALKER DR/458 BOLTON/857 KLEINBURG/893

**Date Received From Applicant:** 2016-05-26

**Marked By:** Mark Zhang

## **APPLICATION FOR PLANT LOCATION AND REQUEST**

- Existing and/or proposed Bell Canada underground plant are indicated on the attached plan
- Our records show no existing and / or proposed underground plant within 2m of your proposed installation
- Conflict indicated
- Meets with our approval
- Not for PUCC approval - Mark up only
- If within 1 metre of Bell plant, hand dig

**REMARKS:** Call for locates 1.800.400.2255. Tie-in measurements are a guideline only and physically verification may be required by applicant to determine the true separation between plant. Maintain clearance of 0.6m. Hand dig when crossing Bell plant.

### PROCEDURES TO FOLLOW:

1. Request locates prior to construction 1-800-400-2255
2. If exact location and depth are critical - test pits are recommended
3. Bell Canada plant location information is approximate
4. If the location of your proposed design changes, it will be necessary to re-apply
5. Permits expire six(6) months from approval date

Signature:  
Mark Zhang

Date:  
Jun 28, 2016

---

---

## Shams, Aniq

---

**From:** Mark-Ups <Mark-Ups@enbridge.com>  
**Sent:** Thursday, May 26, 2016 3:14 PM  
**To:** King, Maria E  
**Subject:** RE: EGD 12465026 - City of Brampton Municipal Class EA - ACTION NEEDED

Thank you for submitting your mark-up request. It has been assigned the following **EGD Number: 12465026**

**Please reference this number on all status inquiries and allow 15 business days for electronic requests and 20 business days for hard copy requests to be processed.**

**We can no longer respond to status inquiries if we have not exceeded the 15 or 20 business day processing time.**

All emails should be forwarded to [Mark-Ups@enbridge.com](mailto:Mark-Ups@enbridge.com).



---

**From:** King, Maria E [mailto:maria.e.king@amecfw.com]  
**Sent:** Wednesday, May 25, 2016 2:55 PM  
**To:** cking@allstream.com; jdong@bell.ca; twhiteman@cogeco.ca; Diana.beaulne@enbridge.com; Mark-Ups; Ann Newman; lmorson@hydroonebrampton.com; zone2scheduling@HydroOne.com; Ian.mitchell@hydroone.com; Edgar.henriquez@rci.rogers.com; stephen.hoy@telus.com; Darlene\_presley@transcanada.com  
**Subject:** EGD 12465026 - City of Brampton Municipal Class EA - ACTION NEEDED

Hello all,

The City of Brampton, in partnership with the Region of Peel, has initiated two Schedule 'C' Municipal Class Environmental Assessments (Class EAs) related to development of an arterial roads network within Industrial Secondary Plan Area 47 (refer to attached key plan). Amec Foster Wheeler is leading the study on behalf of the City and the Region, and requests your assistance with definition of existing and proposed utility infrastructure within the study limits.

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## Shams, Aniq

---

**From:** Mark-Ups <Mark-Ups@enbridge.com>  
**Sent:** Monday, May 30, 2016 9:31 AM  
**To:** King, Maria E  
**Cc:** PUCC.Apps@brampton.ca  
**Subject:** RE: EGD 12465026 - City of Brampton Municipal Class EA - ACTION NEEDED - General Location  
**Attachments:** 16-05-25 Utilities Circulation.pdf; Cover EGD 12465026.pdf; Guideline\_for\_Excavation\_in\_the\_Vicinity\_of\_Utility\_Lines.pdf; KeyPlan.pdf; Third Party Requirements in the Vicinity of Natural Gas Facilities[1].pdf

Hello,

Attached is the information you had requested.

Should you require anything further please let me know.

Kind Regards,

Kishore Sagar

---

**From:** King, Maria E [maria.e.king@amecfw.com]  
**Sent:** Wednesday, May 25, 2016 2:54 PM  
**To:** cking@allstream.com; jdong@bell.ca; twhiteman@cogeco.ca; Diana.beaulne@enbridge.com; Mark-Ups; Ann Newman; Imorson@hydroonebrampton.com; zone2scheduling@HydroOne.com; Ian.mitchell@hydroone.com; Edgar.henriquez@rci.rogers.com; stephen.hoy@telus.com; Darlene\_presley@transcanada.com  
**Subject:** EGD 12465026 - City of Brampton Municipal Class EA - ACTION NEEDED

Hello all,

The City of Brampton, in partnership with the Region of Peel, has initiated two Schedule 'C' Municipal Class Environmental Assessments (Class EAs) related to development of an arterial roads network within Industrial Secondary Plan Area 47 (refer to attached key plan). Amec Foster Wheeler is leading the study on behalf of the City and the Region, and requests your assistance with definition of existing and proposed utility infrastructure within the study limits.

To assist with evaluation of alternatives, and subsequent definition of preferred alignments, we are requesting details related to existing and/or proposed utility infrastructure within the study limits. This information will be used to ensure that any impacts to utility infrastructure is clearly identified and considered during the assessment process. Of critical importance is identification of vital or trunk mains/services. In this regard, could you kindly provide the following:

If you <b>DO NOT</b> have facilities within the study area:	Kindly respond to this email, <u>EXPLICITLY</u> stating that your utility/organization <u>does not</u> have facilities within the study area.
If you <b>DO</b> have facilities within the study area:	Kindly provide us with details regarding location, size and type of facilities in one or more of the following formats: <ul style="list-style-type: none"><li>• Mark-ups on the attached basemapping;</li><li>• AutoCAD, MicroStation or GIS drawings (preferred); or</li><li>• Digital copies of facility design drawings.</li></ul>



**Electrical  
Safety  
Authority**



# Guideline for Excavation in the Vicinity of Utility Lines

Ontario Regulation 210/01 Oil and Gas Pipeline Systems

Ontario Regulation 22/04 Electrical Distribution Safety

December 2008

## **Legal Disclaimer.**

This document contains GUIDELINES ONLY to assist members of the industry in interpreting:

- Ontario Regulation 22/04 - Electrical Distribution Safety - made under subsection 113(1) of Part VIII of the Electricity Act, 1998
- Ontario Regulation 210/01 – Oil And Gas Pipeline Systems – made under the Technical Standards and Safety Act, 2000

These guidelines do not have the force of law. Where there is a conflict between these guidelines and any legislation or regulation which may apply, the relevant law prevails.

Retention Periods stated in the guidelines set out the minimum period for which referenced documents are to be retained. Each distributor needs to make its own assessment of the appropriate retention period for specific documents based on its assessment of risk factors and potential liability.

## Definitions

**Abandoned utility lines** means those *utility lines* that have been identified by the *utility* in the *locate* as abandoned.

**Blanket Locate or Alternate Locate Agreement** means permission to excavate, subject to the terms and conditions outlined by a written agreement between the *Contractor* or *Excavator* and the *utility*.

**Boundary Limits** means the volume of soil contained by vertical planes placed 1.0 metre each side of the centre line of the marked *utility line* or 1.0 metre on either side of the marked limits of the underground structure.

**Contractor or Excavator** means the individual, partnership, corporation, public agency, or other entity that digs, bores, trenches, grades, excavates or breaks ground with mechanical equipment or explosives in the vicinity of a *utility line*.

**Hand dig** means to excavate using a shovel with a wooden or insulated handle, not including picks, bars, stakes or other earth piercing devices. Please note that Regulations requiring a *locate* include hand digging applications.

**Hydrovac** means the use of pressurized water or compressed air to loosen soil and a vacuum system to remove it.

**Live** means:

- a) electrically connected to a source of voltage difference or electrically charged so as to have a voltage different from that of the earth,
- b) connected to a source of fuel under the *Technical Standards and Safety Act, 2000*.

**Locate** means identification on the ground of the position of the *utility line(s)* based on records or electronic locating equipment and includes provision of necessary documentation such as a locate sheet.

**Mechanical Excavation** means boring or open cut excavation by means of mechanical excavating equipment such as powered excavator, earth mover, earth piercing equipment including hand held augers, picks, bars, stakes or any other device that may damage the *utility line*. Please note that Regulations requiring a locate include hand digging applications.

**Utility** means the individual, partnership, corporation, public agency, or other entity that is licensed to operate an electric distribution system under the *Ontario Energy Board Act* or a pipeline under the *Technical Standards and Safety Act, 2000*.

**Utility line** means those facilities operated by a *utility* through which gas or electric energy is conveyed and includes pipe, cables, and other directly related equipment and components such as switches, valves, meters and supporting structures.

## 1.0 General Conditions

- 1.1 All work shall be carried out in accordance with:
- (a) The *Occupational Health and Safety Act* (OH&S) and Regulations which apply under this Act including Regulations for Construction Projects; and
  - (b) as appropriate,
    - (i) the *Technical Standards and Safety Act, 2000* and Ontario Regulation 210/01 Oil and Gas Pipeline System and other regulations which apply under this Act; and / or
    - (ii) the *Electricity Act, 1998* and the Ontario Regulation 22/04 Electrical Distribution Safety Regulation and other regulations which apply under this Act.
- 1.2 The guidelines, procedures and requirements described herein are prepared in the interest of safety to the general public, the workers carrying out the excavation, and the prevention of damage to *utility lines* and property.
- 1.3 The *Excavator* shall assume that all *utility lines* are *live* unless otherwise expressly identified by the *utility* on the *locate*.

## 2.0 Locate Request

- 2.1 Prior to excavation the person responsible for the work shall contact “Ontario One Call” at the telephone or facsimile numbers listed in Table 1 below, or the *utility*, and request a *locate* of *utility lines* in the areas where excavation will be taking place. The *Excavator* must receive the *locate* as described in Section 3.0 prior to commencing any excavation.

**Table 1:**

Ontario One Call	
Telephone	1-800-400-2255
Fax	1-800-400-8876

**Note:** Not all *utilities* belong to Ontario One Call. If you are planning to excavate in an area not serviced by Ontario One Call please contact the local municipality for information on *utilities* in that area and contact the *utility* directly for *locate* requests.



- 2.2 Subject to entering into an agreement with an *Excavator*, the *utility* may provide that *Excavator* with a *blanket locate*.
- 2.3 If removing asphalt but not road base or underlying structure a *locate* is not required.  
**Note:** *Locates* are required for sidewalk removal.
- 2.4 The *Excavator*, when requesting a locate, shall provide the *utility* with relevant information describing the location where the work will take place, the expected time when the work will begin, the scope of the work, the nature of the work, the expected duration, the name address and telephone number of the *Excavator*, and the name of the *Excavator's* site representative.
- 2.5 Except in emergency situations, requests for stakeouts or *locate* information should be made as early as possible, and at least 5 working days in advance.
- 2.6 Except in cases of emergency, or where the response for the *locate* request has been agreed with the *Excavator*, the *utility* shall make every reasonable effort to respond to notification requests and provide *locates* within 4 working days of receiving the notification, and 5 working days during peak times.
- 2.7 In emergency situations, requests for *locate* information shall be provided by the *utility* as soon as possible.

### 3.0 Locates

- 3.1 The *utility* shall provide information using labeled stakes, flags, and/or highly visible paint marks (See section 11.0 for colour code) continuously or at regular intervals on the surface of the ground. The markings should clearly indicate the centre line of the *utility line* and the limits of underground structures, where applicable, in the defined area of the proposed excavation.
- 3.2 The *utility* shall also provide a diagram describing the *locate* information to the person who requested the *locate* or when requested to the *Contractor's* site representative at the time of the *locate*. The diagram should indicate in clear legible terms the *locate* information including additional clarifications, dimensions from fixed objects, orientation, and any unusual depths, if known.
- 3.3 When requested by either party, the *utility* and the *Excavator* shall meet on site to confirm details of the excavation and the location of the *utility line*.
- 3.4 Where there are no *utility lines* in the defined area of the proposed excavation the *utility* may provide verbal confirmation to the *Excavator*. Written confirmation will be provided on request.

#### 4.0 Locate Boundaries and Accuracy

- 4.1 The *Excavator* shall not excavate outside the area covered by the *locate* request without first obtaining a further *locate*.
- 4.2 *Locate* accuracy shall be considered to be 1 metre on either side of the surface centre line *locate* or 1 metre on either side of the marked limits of the underground structure, unless the *locate* instructions specifically indicate other *boundary limits*.
- 4.3 Irrespective of the depth of the *utility line*, the *Excavator* must not use mechanical excavating equipment to dig within the *boundary limits* to expose the *utility line*.

#### 5.0 Duration

- 5.1 The *utility* shall indicate the expiry date (normally 30 days) on the *locate* form or diagram and the *utility* contact phone number.
- 5.2 Stakes or markings may disappear or be displaced. *Excavators* shall not rely on expired *locates*. Where delays occur beyond the period specified in 5.1 or where the *locate* markings become unclear, a new *locate* must be requested by the *Excavator*.
- 5.3 Where the *utility* has ascertained that no changes have taken place since releasing the *locate* information and the *locate* markings are still clear, the *utility* may provide a new expiry date in writing.

#### 6.0 Hydrovac Excavation

- 6.1 With prior agreement of the *utility*, *hydrovac* may be used as an alternative to *hand digging*.
- 6.2 For detailed procedures for using *hydrovac* excavation in the vicinity of pipelines see Appendix 5.
- 6.3 For detailed procedures for using *hydrovac* excavation in the vicinity of electric distribution lines see the E&USA Safe Practice Guide “*Excavating with Hydrovacs in the Vicinity of Underground Electrical Plant*”

## 7.0 Initial Exposure

- 7.1 At no time, with the exception of 2.3, should an *Excavator* use *mechanical excavation* within the *boundary limits* of the *locate* without first *hand digging* test holes to determine the exact centre line and depth of cover of the *utility line*.
- 7.2 Where the proposed excavation is to be parallel and within the *boundary limits* of a *utility line*, the *Excavator* shall expose the *utility line* by *hand digging* a series of test holes along the entire route at regular intervals. The separation between test holes shall not exceed 4.5 metres.
- 7.3 Test holes may be excavated by one of the following methods:
- (a) *mechanical excavation* may be used to dig test holes immediately outside of the *boundary limits* and then *hand digging* used laterally until the *utility line* is found; or
  - (b) A combination of *hand digging* and *mechanical excavation* as follows:
    - (i) *hand digging* between the *boundary limits* of the *locate* in cuts of at least 0.3 metre (1 foot) in depth,
    - (ii) *mechanical excavation* could then be used to widen the hand dug trench to within 0.3 metre (1 foot) of the depth of the *hand digging*,
    - (iii) repeat step (i) and (ii) until the *utility line* is located.
- 7.4
- (a) Concrete saws, jackhammers, hand tools or other similar equipment may be used to break concrete or asphalt on a road or sidewalk surface.
  - (b) With the exception of 2.3 and 7.3, mechanical excavating equipment should only be used to remove broken asphalt or concrete.
  - (c) Concrete below the road and sidewalk surface layers may have *utility lines* encased therein and should not be removed without consultation with the *utility*.
- 7.5 The *Excavator* shall dig additional test holes where the *utility* has identified changes in alignment or in elevation.
- 7.6 Where the *utility line* cannot be located following the procedures described above, the *Excavator* shall contact the *utility* for assistance with the *locate*.

## 8.0 Excavating After Test Holes Are Completed

- 8.1 Where test holes in an area have been completed and the *utility line* located, *mechanical excavation* may take place provided the following procedures are used:
- (a) wherever possible, mechanical excavating equipment should be operated parallel to the direction of the *utility line* when the excavation is within 1 metre of the *utility line*; and
  - (b) *mechanical excavation* must not be used closer than 0.3 metre (1 foot) in any direction to the *utility line*;
  - (c) excavation within 0.3 metre (1 foot) in any direction of the *utility line* must be carried out by *hand digging*;
- 8.2 Prior to initiating any blasting activities in proximity of *utility lines* *Excavators* must obtain specific guidelines from the *utilities*.
- 8.3 Specific instructions for *utility lines* needing support must be obtained from the *utilities*. The *Excavator* will install temporary support acceptable to the *utilities* that is adequate to prevent any deflection or damage to the *utility line*. (for an electric utility sample see Appendix 4).
- 8.4 Temporary support shall remain in place until the backfill material underneath the structure has cured or it has been compacted adequately to restore support.
- 8.5 Under no circumstances shall an *Excavator* attempt to move *utility lines*. Where such a need arises during excavation, the *Excavator* shall contact the *utilities* to make the necessary arrangements.

## 9.0 Backfilling Trenches

- 9.1 Where trenches are to be backfilled, the following requirements should be followed:
- (a) backfilling should be performed in such a manner as to provide firm support under the *utility lines*; and
  - (b) the trench must be backfilled with clean fill or granular material free of material injurious to the *utility lines*
  - (c) where flooding of gas *utility* trenches is done to consolidate the backfill, care must be exercised so that the gas line is not floated from its firm bearing on the ditch bottom.
  - (d) backfilling should be performed without using tamping equipment directly on exposed *utility lines* and using extra caution around electric cable splices.









## 10.0 Unidentified and Abandoned Distribution Lines

- 10.1 Where a *utility line* is found during excavation that was not identified by the *utility*, but within the area covered by the *locate*, the *Excavator* shall never assume the line is an abandoned *utility line*. The *Excavator* shall immediately contact the *utility* as appropriate, to determine if the line is abandoned or *live*.
- 10.2 Excavations in the vicinity of *abandoned utility lines* shall not be subject to the guidelines in Section 8.0.

**Note:** In circumstances where a *locate* shows an abandoned utility line the *utility* should clearly state on the *locate* form that the *utility line* is abandoned.

## 11.0 Colour Coding

Markings on stakes, streets and sidewalks must be “Safety Yellow” for gas lines and highly visible “Safety Red” paint for electric distribution lines

COLOUR		TYPE OF FACILITY/INDICATOR	MUNSELL NOTATIONS
Red		Electric - Powerlines, Cables, Conduit & Lighting cables	(Safety Red 7.5R 4.0/14)
Yellow		Gas, Oil, Steam, Petroleum, Compressed air, Gases and other hazardous liquid or gaseous materials	(Safety Yellow 5.0Y 8.0/12)
Blue		Potable water	(Safety Blue 2.5PB 3.5/10)
Orange		Communications - Alarm, Cable TV, Signal lines, Cables & Conduit	(Safety Orange 5.0YR 6.0/15)
Green		Sewers & Drain lines	(Safety Green 7.5G 4.0/9)
Purple		Reclaimed/treated water, Irrigation & Slurry lines	
Pink		Temporary survey markers	
White		Proposed excavation	



## 12.0 Procedure When Damage Occurs

- 12.1 If damage to the *utility line* occurs, including damage to the coating, the *Excavator* shall leave the *utility line* exposed, barricade the area and contact the *utility* immediately.
- 12.2 If gas is escaping from a gas pipeline, shut off vehicles or equipment, remove or extinguish all ignition sources, barricade the area off, and keep public and workers away. Call 911 and the Gas *utility* immediately. No attempt should be made to control the escaping gas.
- 12.3 If there are any flames or sparks originating from the exposed electric distribution line or other works, barricade the area off, and keep public and workers away. Call 911 and the Local Electric Distribution *utility* immediately.

**Note:** In no case shall the *Excavator* attempt to control or make repairs to the damaged *utility line* or equipment.

## 13.0 Acts and Regulations

A copy of the relevant sections of Acts and Regulations are attached as appendices.

Appendix 1: The *Technical Standards and Safety Act, 2000* and the *Ontario Regulation 210/01 Oil and Gas Pipeline Systems*.

Appendix 2: The *Ontario Energy Board Act*

Appendix 3: *Ontario Regulation 22/04 “Electrical Distribution Safety”*.

Appendix 4: Guideline for Temporary Support of Electric Distribution Lines across the Trench

Appendix 5: Procedures for using hydro-excavation machines in the vicinity of Pipelines.

## Appendix 1

### Sections of the *Technical Standards and Safety Act*:

#### Offences

37. (1) Every person who,
- (a) contravenes or fails to comply with any provision of this Act, the regulations or a Minister's order;
  - (b) knowingly makes a false statement or furnishes false information under this Act, the regulations or a Minister's order;
  - (c) contravenes or fails to comply with a term or condition of an authorization;
  - (d) contravenes or fails to comply with an order or requirement of an inspector or obstructs an inspector,

is guilty of an offence and on conviction is liable to a fine of not more than \$50,000 or to imprisonment for a term of not more than one year, or to both, or, if the person is a body corporate, to a fine of not more than \$1,000,000. 2000, c. 16, s. 37 (1).

#### Duty of director or officer

- (2) Every director or officer of a body corporate has a duty to take all reasonable care to prevent the body corporate from committing an offence under subsection (1). 2000, c. 16, s. 37 (2).

#### Offence

- (3) Every director or officer of the body corporate who has a duty under subsection (2) and who fails to carry out that duty is guilty of an offence and on conviction is liable to a fine of not more than \$50,000 or to imprisonment for a term of not more than one year, or to both. 2000, c. 16, s. 37 (3).

#### Separate offence

- (4) Where a person contravenes any of the provisions of this Act, the regulations, a Minister's order or any notice or order made under them on more than one day, the continuance of the contravention on each day shall be deemed to constitute a separate offence. 2000, c. 16, s. 37 (4).

#### Administrative penalty

- (5) A person against whom an administrative penalty has been levied by a designated administrative authority or, in the absence of such authority, by the Minister does not preclude a person from being charged with, and convicted of, an offence under this Act for the same matter. 2000, c. 16, s. 37 (5).

#### Time limit

- (6) No proceeding in respect of an alleged offence under this Act may be commenced after two years following the date on which the facts that gave rise to the alleged offence were discovered. 2000, c. 16, s. 37 (6).
- 41.** Every contractor and employer shall take all reasonable precautions to ensure that they and their agents and employees comply with this Act, the regulations or a Minister's order.

**Sections of the Oil and Gas Pipeline Systems Regulation:**

Ascertaining pipeline locations

- 9.** (1) No person shall dig, bore, trench, grade, excavate or break ground with mechanical equipment or explosives without first ascertaining from the licence holder the location of any pipeline that may be interfered with.
- (2) The licence holder shall provide as accurate information as possible on the location of any pipeline within a reasonable time in all the circumstances.

No interference with pipeline

- 10.** No person shall interfere with or damage any pipeline without authority to do so.

## **Appendix 2**

### **Ontario Energy Board Act, Section V**

#### Requirement to hold licence

57. Neither the OPA nor the Smart Metering Entity shall exercise their powers or perform their duties under the Electricity Act, 1998 unless licensed to do so under this Part and no other person shall, unless licensed to do so under this Part,

- (a) own or operate a distribution system;
- (b) own or operate a transmission system;
- (c) generate electricity or provide ancillary services for sale through the IESO-administered markets or directly to another person;
- (d) retail electricity;
- (e) purchase electricity or ancillary services in the IESO-administered markets or directly from a generator;
- (f) sell electricity or ancillary services through the IESO-administered markets or directly to another person, other than a consumer;
- (g) direct the operation of transmission systems in Ontario;
- (h) operate the market established by the market rules; or
- (i) engage in an activity prescribed by the regulations that relates to electricity. 1998, c. 15, Sched. B, s. 57; 2002, c. 1, Sched. B, s. 6; 2004, c. 23, Sched. B, s. 10; 2006, c. 3, Sched. C, s. 4.

#### Emergency

59. (1) Despite this Act, the Board may issue an interim licence authorizing a person to undertake any of the activities described in section 57 if the Board considers it necessary to do so to ensure the reliable supply of electricity to consumers. 1998, c. 15, Sched. B, s. 59 (1).

## Appendix 3

### Ontario Regulation 22/04, “Electrical Distribution Safety”

#### Section 10 Proximity to Distribution Lines

- (1) Despite section 4 of CSA Standard C22.3, No. 1-01 Overhead Systems, a person may place an object closer to an energized conductor forming part of a system of overhead distribution lines than the required minimum separations from energized conductors forming part of such a system if the person first obtains an authorization from the distributor responsible for the energized conductor. O. Reg. 22/04, s. 10 (1).
- (2) Despite sections 4 and 5 of CSA Standard C22.3, No. 7-94 Underground Systems (Reaffirmed 1999), a person may place an object closer to an energized conductor forming part of a system of distribution lines than the required minimum separations from energized conductors forming part of such system if the person first obtains an authorization from the distributor responsible for the energized conductor. O. Reg. 22/04, s. 10 (2).
- (3) Before digging, boring, trenching, grading, excavating or breaking ground with tools, mechanical equipment or explosives, a Excavator, owner or occupant of land, buildings or premises shall, in the interests of safety, ascertain from the distributor responsible for the distribution of electricity to the land, building or premises the location of any distribution line that may be interfered with in the course of such activities. O. Reg. 22/04, s. 10 (3).
- (4) The distributor shall provide reasonable information with respect to the location of its distribution lines and associated plant within a reasonable time. O. Reg. 22/04, s. 10 (4).

Note: Section 10 came into force on November 11, 2004.

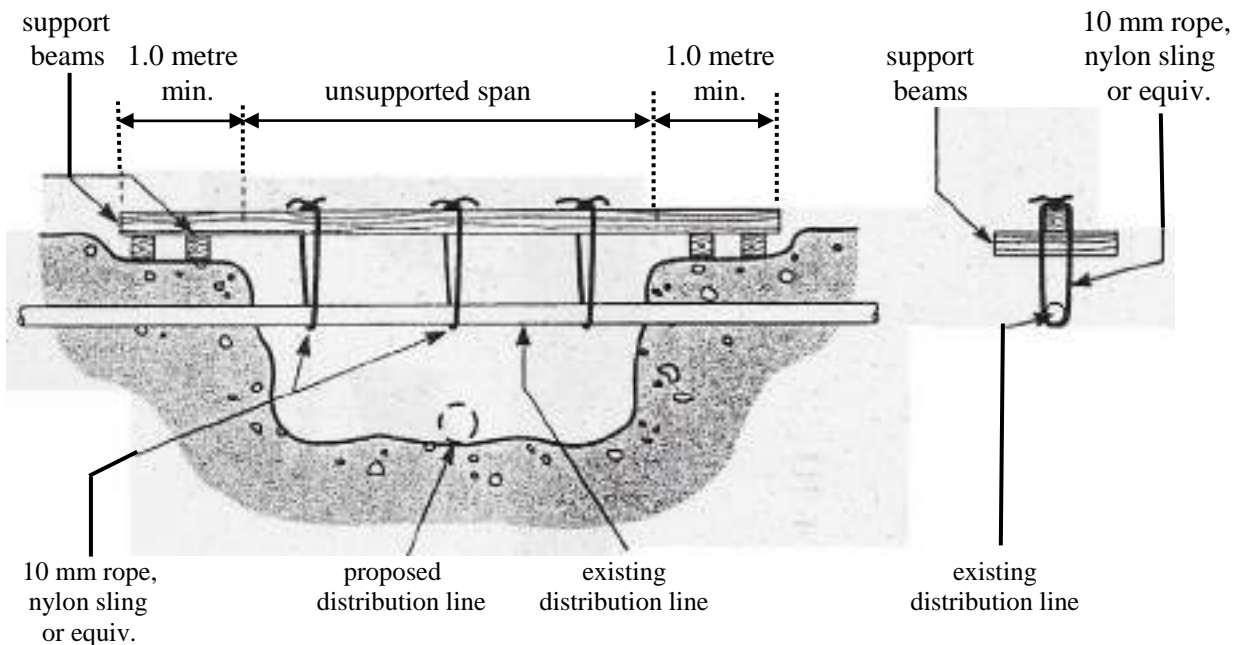


## Appendix 4

### Guideline for Temporary Support of Electric Distribution Lines across the Trench

1. When trenching beneath underground conduit systems a temporary support may be required to prevent deflection and damage to the electric distribution line.
2. Prior to trenching beneath the electric distribution line the Excavator is to install a temporary support if the unsupported span of conduit in the trench exceeds 1.0 meter in length. However, a support with closer spacing intervals may be required as identified below.

#### TYPICAL TEMPORARY SUPPORT OF EXISTING ELECTRIC DISTRIBUTION LINE CROSSING EXCAVATION



From EUSA Handbook for Excavation near Electrical Cables

3. **Concrete Encased PVC, Transite, or Fibre Conduit** must not be underexposed without adequate support. When temporary support is required, support beams and posts shall be placed in a manner that will prevent damage to the conduit and eliminate sag. The maximum span that the conduit is permitted to be supported in this manner is 2.0 metres and the spacing between supports shall not exceed 1.0 metre. The Excavator is to contact the distributor for special instructions if the distribution line is to be underexposed by more than 2.0 metres or if the conduit cross-section dimensions exceed 1.5 metres by 1.5 metres.

4. **Concrete Encased Clay Tile Conduit** must be supported at short-spaced intervals. Since the conduit can be damaged very easily, exposed conduit should be inspected by the distributor's representative when uncovered and again before backfilling. The maximum span that the conduit is permitted to be supported in this manner is 2.0 metres and the spacing between supports shall not exceed 0.6 metres. The Excavator is to contact the distributor for special instructions if the distribution line is to be underexposed by more than 2.0 metres or if the conduit cross-section dimensions exceed 1.5 metres by 1.5 metres.
5. **High Density Polyethylene (HDPE) and Direct Buried PVC Duct** are very flexible and must be continually supported with a set of pressure treated timbers consisting of 50 mm x 150 mm planks nailed together in a "V" formation. These timbers shall be placed under the cable and supported every 2.0 metres with vertical 100 mm x 100 mm timbers with a "V" notch at the top to hold the 50 mm x 150 mm planks in place. The conduit bundles must not be separated or displaced.
6. Support is required when a trench is parallel to a distribution line and soil rupture or lateral movement of the soil may undermine the distribution line.
7. Table #1 shows the maximum allowed horizontal distances from the edge of the trench to the distribution line affected by the excavation. Shoring may be already in place if workers are to enter a trench excavation that is deeper than 1.2 metres.
8. In case the distributor's structure is closer than the maximum allowed distances given in Table 1, then the excavation shall be suitably shored to prevent movement of the conduit structure. The shoring shall remain in place until the backfill material has restored support. A sliding trench box does not provide adequate support.
9. Where the trench bottom is below the water table, the trench shall be suitably shored with close sheathing.

**TABLE #1**  
**Maximum Allowed Horizontal Distances from**  
**Distribution Line to Edge of Unshored Excavation**

Proposed Trench Depth (m)	Horizontal Distance Type 1 and 2 Soils Hard, Dry, Stiff (m)	Horizontal Distance Type 3 and 4 Soils Wet, Soft, Clay, or Sand (m)
Up to 1.2	0.6	0.6
Up to 2.4	1.0	1.0
Up to 3.6	1.0	2.0
Up to 4.5	1.5	3.0
Over 4.5	2.0	4.0

## Appendix 5

### **Procedures for using hydro-excavation machines to locate and expose pipelines as an alternative to hand digging.**

#### **Please note that this applies to pipelines only.**

For hydrovac excavation in the vicinity of electric distribution lines see the E&USA Safe Practice Guide “*Excavating with Hydrovacs in the Vicinity of Underground Electrical Plant*”

The following procedures shall be followed at all times when excavating with hydro-excavation technology within 1 m of gas plants.

1. Obtain locates prior to commencement of work. Only a competent, qualified worker shall operate hydro-excavation equipment.
2. The maximum water pressure to be used at any time with a straight tip nozzle<sup>1</sup> during excavation in public roads or easements shall be 17250 kPa (2500 psi). Below a depth of 45 cm (18”) the water pressure to be used at any time with a straight tip nozzle<sup>1</sup> during excavation shall be reduced to a maximum of 10350 kPa (1500 psi). All pressure measurements are to be taken at the hydro-excavation machine (truck, pump).
3. The maximum water pressure to be used at any time with a spinning tip nozzle<sup>2</sup> during excavation shall be 20684 kPa (3000 psi). When a spinning tip nozzle<sup>2</sup> is used, pressure measurements are to be permanently monitored using a calibrated device mounted on either the hydro-excavation machine (truck, pump) or the wand.
4. The wand shall never remain motionless during excavation. Aiming directly at the plant shall be avoided at all times.
5. A distance of 20 cm (8”) shall be maintained between the end of the pressure wand nozzle and the plant and / or subsoil. The nozzle shall never be inserted into the subsoil while excavating above the plant.
6. Only use hydro-excavation equipment and nozzles that have been specifically designed for use above buried gas lines or other reasonably expected underground gas plant.
7. A device capable of stopping the excavation on demand, such as a dead man trigger or valve, shall be installed on the wand.

8. If heated water is used during excavation, the temperature and pressure of the water shall never exceed 115 oF (45 oC) and 17250 kPa (2500 psi) respectively.
9. If damage to gas plant occurs while using hydro-excavation technology or any other method of excavation, the excavator shall contact the gas utility.

Notes:

1) Straight Tip Nozzle – A straight tip nozzle is a single orifice fitting that can be inserted into the end of the wand used with a hydro-excavation machine such that there is a single concentrated jet of water exiting from the tip of the nozzle.

2) Spinning Tip Nozzles – A spinning tip nozzle consists of a conically shaped housing that contains a single exit port (to facilitate the flow of liquid) as well as a rotor insert. The rotor insert has a series of blades such that when liquid is flowing through the nozzle, the rotor is forced to spin around the longitudinal axis of the the nozzle. The rotor insert also contains three or more channels that force liquid to flow in different pathways through the rotor insert to the tip of the rotor which, as a result of the high pressure liquid is forced into contact with the nozzle housing. The liquid flowing through the nozzle is dispersed through the tip of the nozzle housing in a conical shape, having an angle of not less than 20o.



# Third Party Requirements

In the Vicinity of Natural Gas Facilities

**2015**  
V2.1





# Revision History

Version	Date	Approved by:	Revisions
V2.1	2015-Sep-30	Gonzalo Juarez, Senior Engineering Construction & Maintenance	<p><b>2.2 NEB Pipelines &amp; Vital Mains</b></p> <ul style="list-style-type: none"> <li>Added requirement for new NPS 42 Vital Main for GTA project, EGD's approval is required for all work within 30 m of the pipeline</li> </ul> <p><b>2.3 Pipeline Location Verification</b></p> <ul style="list-style-type: none"> <li>Table 2-2, 2-3, 2-4 and 2-5. Added specific pipeline verification requirement for horizontal directional drilling</li> </ul> <p><b>5.1 General</b></p> <ul style="list-style-type: none"> <li>Added additional daylight hole requirement for horizontal directional drilling</li> </ul> <p><b>5.2 Drilling Parallel to Pipelines</b></p> <ul style="list-style-type: none"> <li>For drilling parallel to the pipeline, changed distance requirement to be measured from the side of the pipeline instead of locate marks</li> </ul> <p><b>5.3 Drilling Across Pipelines</b></p> <ul style="list-style-type: none"> <li>Added additional daylight hole requirement and diagram, for horizontal directional drilling</li> </ul>
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V1.0	2007- Oct-01	Rob Fox, Chief Engineer	Initial release.

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# INTRODUCTION

This document is intended for anyone involved in planning or carrying out work in the vicinity of Enbridge Gas Distribution's (EGD) network. It summarizes the requirements to be followed and specifies the technical requirements aimed at protecting EGD's facilities, and by extension, ensuring public and worker safety.

This document supersedes all previous versions of EGD's Third Party Requirements in the Vicinity of Natural Gas Facilities.

Constructors must follow the regulations and legislation applicable to their work, in addition to the requirements outlined in this document. It is understood that all legal provisions applicable to work carried out around natural gas pipelines take precedence over this document.

The terms "gas lines", "gas pipelines" and "mains" used throughout this document apply equally to natural gas mains and service lines, as well as any other component of the EGD's natural gas distribution system found on public or private land.

**Note:** Printed copies are not controlled and may not be the current version in use. Ensure you have the latest revision by downloading the controlled copy at <https://www.enbridgegas.com/gas-safety/before-you-dig.aspx>.

# 1.0 DEFINITIONS

Terms used in the following document are defined as follows:

Applicant: The owner of the proposed work.

Blaster: The person or persons responsible for setting the charges and performing the blast.

Blasting, Surface: An operation involving the excavation of rock foundations for various types of structures, grade construction for highways or railroads, or canals (trenches) for water supply or collection purposes.

Blasting, Tunnel: Operations involving the piercing of below ground (generally horizontal) opening in rock.

Compaction: Any vibration generating operation which will result in a potential increase of the density of soils or controlled backfill materials. The means to increase the density may be static or dynamic.

Enbridge Gas Distribution (EGD): EGD refers to Enbridge Gas Distribution Inc., Enbridge Gas New Brunswick LP, Gazifère Inc., St. Lawrence Gas Company Inc., Niagara Gas Transmissions Limited, 2193914 Canada Limited.

Contractor or Excavator: Any individual, partnership, corporation, public agency or other entity that intends to dig, bore, trench, grade, excavate, hammer into or break ground with mechanical equipment or explosives in the vicinity of a gas pipeline or related facility.

Engineer, Independent Engineering Consultant: A Professional Engineer who is registered with the provincial or state Professional Engineering Association and a holder of Certificate of Authorization (C of A).

Facility: Any Enbridge Gas Distribution main, service, regulator station or storage facility and their related components.

Ground Disturbance: Activities associated with mechanical excavation, hydro excavation, directional drilling, blasting, piling, compaction, boring, ploughing, grading, backfilling and hand digging

Hand Dig: To excavate using either a shovel with a wooden or fiberglass handle, or using hydro vacuum excavation equipment. The use of picks, bars, stakes or other earth piercing devices are not considered hand digging.

Locate Service Provider: Any entity that performs locates under the terms of a Locate service agreement.

Mark-Ups: The formal review process used by infrastructure owners to evaluate and comment on proposed designs.

Pile: Any vertical or slightly slanted structural member introduced or constructed in the soil in order to transmit loads and forces from the superstructure to the subsoil; the structural member can also be used as a component of a retaining wall system.

Pile Driving: The placement of piles carried out by gravity hammer, vibratory hammer, auguring, pressing, screwing or any combinations of the above methods.

Temporary Support: The support of gas pipelines before or during an excavation to protect the pipeline from its own weight; minimize deflection stresses

Main, Vital: A subset of mains that consists of NEB (National Energy Board) pipelines, IMP (Integrity Management Program) pipelines, and select distribution pipelines.

## 2.0 GENERAL REQUIREMENTS

### 2.1 Work in the Vicinity of Pipelines

All work in the vicinity of gas pipelines must adhere to the requirements set forth in this document. Work includes, but not limited to, any ground disturbance in the vicinity of EGD's facilities or equipment crossing. Ground disturbance includes, but is not limited to, activities such as mechanical excavating, hand digging, hydro excavating, directional drilling, grading, blasting and pile installation.

A locate of the gas pipeline must be requested at least five (5) business days prior to beginning any work.

**Table 2-1: Locate Contact Information**

Area	Locates
Enbridge Gas Distribution Inc.	Ontario One Call: <a href="http://www.on1call.com">www.on1call.com</a>
Gazifère	Info Excavation: <a href="http://www.info-ex.com">www.info-ex.com</a>
Enbridge Gas New Brunswick	EGNB: 1-800-994-2762
St. Lawrence Gas	Dig Safely New York: Dial 811

### 2.2 NEB Pipelines & Vital Mains

The NEB regulates natural gas, oil and commodity pipelines that extend beyond provincial, territorial or national boundaries. All work within 30 m (100 ft.) from each side of the right of way of a NEB-regulated pipeline must be approved by the applicable EGD NEB-regulated company prior to commencing. This is a regulatory requirement of the NEB.

Mains are designated as Vital Mains by EGD. The designation of pipelines as Vital Main may change at the discretion of EGD. For the NPS 42 Vital Main, all work within 30 m (100 ft.) from either side of the pipeline must be approved by EGD prior to commencing. For all other Vital Mains, all ground disturbance work within 3 m (10 ft.) from either side of the Vital Main, must be approved by EGD prior to commencing. Approval by EGD may include specific conditions that third parties must follow.

EGD may require representation on site for any ground disturbance work within the vicinity of Vital Main and NEB regulated pipelines.

#### **NEB Vital Main**

NEB pipelines and Vital Mains will be identified through locates and Mark-Ups process. In this document, special considerations for NEB pipelines and Vital Mains will be highlighted.



## 2.3 Pipeline Location Verification

*Table 2-2: Pipeline Location Verification Requirements for NEB pipelines and Vital Mains* indicates EGD’s minimum requirements for the verification of the pipeline location based on the nature of work. The frequency and location of verification holes may change at the discretion of EGD. Additional verification holes may be required to sufficiently confirm the location of the pipeline.

When using hydro excavation as an alternative to hand digging, refer to the *ESA/TSSA Guideline for Excavation in the Vicinity of Utility Lines, December 2008 edition* for safe operating practices.

**Note:** For all pipelines (including NEB, and Vital Mains), a minimum horizontal clearance of 1 m (3.3 ft.) is required when drilling parallel to the pipeline and a minimum vertical clearance of 1 m (3.3 ft.) is required when crossing perpendicular to the pipeline. See *Section 5.0 Horizontal Directional Drilling*.

**Table 2-2: Pipeline Location Verification Requirements for NEB pipelines and Vital Mains**

Location of work relative to Pipeline	Required Verification of Pipe Location by Hand Digging or Hydro Excavation
Work within 3 m (10 ft.) but not crossing main	Top and sides of pipeline
Crossing below pipeline (open excavation)	All sides of pipeline including 0.6 m (2 ft.) below pipeline
Crossing above pipeline (open excavation)	Top of pipeline and all sides or 0.6 m (2 ft.) below the proposed installation
Work parallel to pipe, within 1 m (3.3 ft.) of edge of pipe	Spacing of test holes must not exceed 4.5 m (15 ft.)
Work parallel to pipe, 1 m – 3 m (3.3 ft. – 10 ft.) from edge of pipe	Spacing of test holes must not exceed 10 m (33 ft.)

**Table 2-3: Pipeline Location Verification Requirements for All Other Pipelines**

Location of work relative to Pipeline	Required Verification of Pipe Location by Hand Digging or Hydro Excavation
Work within 3 m (10 ft.) but not crossing pipeline	Top and sides of pipeline
Crossing below pipeline (open excavation)	All sides of pipeline including 0.3 m (1 ft.) (for less than NPS 12) or 0.6 m (2 ft.) (for NPS 12 and larger) below pipeline
Crossing above pipeline (open excavation)	Top of pipeline and all sides or 0.3 m (1 ft.) (for less than NPS 12) or 0.6 m (2 ft.) (for NPS 12 and larger) below the proposed installation
Work parallel to pipe, within 1 m (3.3 ft.) of edge of pipe	Spacing of test holes must not exceed 4.5 m (15 ft.)
Work parallel to pipe, 1 m – 3 m (3.3 ft. – 10 ft.) from edge of pipe	Spacing of test holes must not exceed 10 m (33 ft.)

**Table 2-4: Pipeline Location Verification and Clearance Requirements for HDD for all pipelines (including NEB and Vital Mains)**

Location of work relative to Pipeline*	Required Verification of Pipe Location by Hand Digging or Hydro Excavation
Crossing below pipeline (HDD)	All sides of pipeline (including below pipeline) exposed to 1.0 m (3.3 ft.) from the pipeline's sidewalls  Additional daylight hole at 2.0 to 4.0 m (6.6 to 13.1 ft) prior to the daylight hole at the crossing, to verify depth and trajectory of drill head and backreamer
Crossing above pipeline (HDD)	Top of pipeline and all sides exposed to 1.0 m (3.3 ft) or 1.0 m (3.3 ft.) below the proposed installation  Additional daylight hole at 2.0 to 4.0 m (6.6 to 13.1 ft) prior to the daylight hole at the crossing, to verify depth and trajectory of drill head and backreamer

\*See *Figure 5-2: Pipeline Location Verification and Clearance Requirements for HDD for all pipelines (including NEB and Vital Mains)*

## 2.4 Safe Excavation

### **NEB** **Vital** **Main**

Mechanical excavation is not permitted within 3 m (10 ft.) of NEB-regulated pipelines or Vital Mains, unless verified visually. After the exact location of the main is verified visually, mechanical excavation is allowed up to 1 m (3.3 ft.) of the pipeline. Within 1 m (3.3 ft.) of the NEB or Vital Main, only hand digging or hydro excavation is allowed, unless otherwise approved by EGD.

Mechanical excavation is not allowed within 1 m (3.3 ft.) of the locate marks of the pipeline (excluding NEB and Vital Mains), until the exact location of the pipeline has been visually verified. The excavator must expose the pipeline by hand digging or hydro excavation. Once complete, mechanical excavation is then permitted up to 0.3 m (1 ft.) from the pipeline. Within 0.3 m (1 ft.) of any pipeline (excluding NEB and Vital Mains), only hand digging or hydro excavation is permitted.

Only hand held compaction equipment may be used within 1 m (3.3 ft.) of the sides or top of all gas pipelines.

Spoil from excavation must not be piled on the pipeline or its easement.

## 2.5 Points of Thrust

Additional precautions must be taken when working in the vicinity of points of thrust. Points of thrust occur at pipeline fittings such as elbows (45° or 90°), end caps, weld tees, reducers, closed valves and reduced port valves. In the event that the excavation involves exposing a point of thrust, or exposing an area near a point of thrust, specific instructions provided by EGD with a white sticker on the locate sheet must be followed. If a point of thrust is identified through the locate process, EGD may require additional time to review. Failure to follow these instructions can result in significant harm to persons, property and the environment.

## 2.6 Minimum Clearance from Other Structures

The following clearances must be maintained between the circumference of the gas pipeline and other underground structures:

**Table 2-5: Gas Pipelines (Less than NPS 12)**

Direction	Minimum Clearance m (ft.)
Horizontal	0.6 m (2 ft.)
Vertical	0.3 m (1 ft.)

**Table 2-6: Gas Pipelines (NPS 12 and larger)**

Direction	Minimum Clearance m (ft.)
Horizontal	0.6 m (2 ft.)
Vertical	0.6 m (2 ft.)

**Table 2-7: NEB-regulated pipelines and Vital Mains**

Direction	Minimum Clearance m (ft.)
Horizontal	1 m (3.3 ft.)
Vertical	0.6 m (2 ft.)

When crossing EGD's pipelines, all proposed installations must be installed as close to a 90° angle as possible.

**Note:** For all pipelines (including NEB and Vital Mains), a minimum horizontal clearance of 1 m (3.3 ft.) is required when drilling parallel to the pipeline and a minimum vertical clearance of 1 m (3.3 ft.) is required when crossing perpendicular to the pipeline. See to [Section 5.0 Horizontal Directional Drilling](#).

**Table 2-8: Minimum Cover Requirements**

	Location	Min. Cover m (ft.)
Mains	Under traveled surfaces (roads), Road Crossings	1.2 m (4 ft.)
	Right-of-way	1 m (3.3 ft.)
	Highways	1.5 m (5 ft.)
	Railways – Cased	1.7 m (5.5 ft.)
	Railways – Uncased	3.1 m (10 ft.)
	Below drainage and irrigation ditch	1 m (3.3 ft.)

	Location	Min. Cover m (ft.)
Services	Private property	0.5 m (1.6 ft.)
	Streets and Roads	0.9 m (2.9 ft.)

## 2.7 Blasting, Pile Installation and Compaction

Blasting, pile installation or compaction activities in the vicinity of natural gas pipelines require the prior approval of EGD.

Written notification from the owner of the proposed work must be submitted to EGD at the contact information listed in the [Appendix](#). The request must be submitted a minimum of four (4) weeks prior to beginning work to allow sufficient time for review. (See to [Section 7.0 Blasting Requirements](#), and [Section 8.0 Pile Installation Or Compaction Requirements](#), for specific responsibilities.)

### NEB Vital Main

Piles within 3.0 m (10 ft.) of NEB-regulated pipelines and Vital Main must be installed by augering, unless otherwise approved by EGD. Vibration and displacement monitoring must be conducted, and communicated to EGD daily. Work must stop if the peak particle velocity exceeds 50 mm/sec (2 in/s) or displacement exceeds 50 mm (2 in.). Augering will not be permitted within 1 m of a NEB-regulated pipeline or Vital Main, unless approved by EGD.

## 2.8 Repair of Damaged Pipe and Pipe Coating

In all cases where the pipeline or the pipeline coating is damaged by construction activities, contact EGD immediately and leave the excavation open until EGD personnel have made the necessary repairs.

## 2.9 Encroachment

Permanent awnings and roof structures are prohibited above gas pipelines within the public right-of-way, or EGD's right-of-way. EGD will not accept responsibility for any damages resulting from maintenance or operation of its gas facilities to encroaching structures within the public or EGD right-of-ways. Example of encroaching structure may include: bus shelters, street benches or garbage bins.



EGD requires that all permanent structures be built a minimum of 7 m away from EGD's Vital and NEB mains, unless otherwise approved by EGD Engineering. This requirement is in place as to allow EGD sufficient access and working space should an inspection or repair be needed.

## 2.10 Tree Planting

When planting trees, the gas pipeline in and near the area of excavation must be located. This is to ensure sufficient clearance is maintained.

### **NEB Vital Main**

For pipelines regulated by the NEB and Vital Mains, trees or large shrubs must have a minimum horizontal clearance between the edge of the root ball or open bottom container and adjacent edge of the existing pipeline of not less than 2.5 m (8 ft).

For all other pipelines (excluding NEB and Vital Mains), a minimum horizontal clearance of 1.2 m (4 ft.) is recommended between the edge of the root ball or open bottom container and adjacent edge of the existing gas pipeline.

In cases where the recommended clearance (2.5 m (8 ft.) for NEB pipelines and Vital Mains or 1.2 m (4 ft.) for all other gas pipelines) cannot be achieved, EGD may specify the installation of a root deflector.

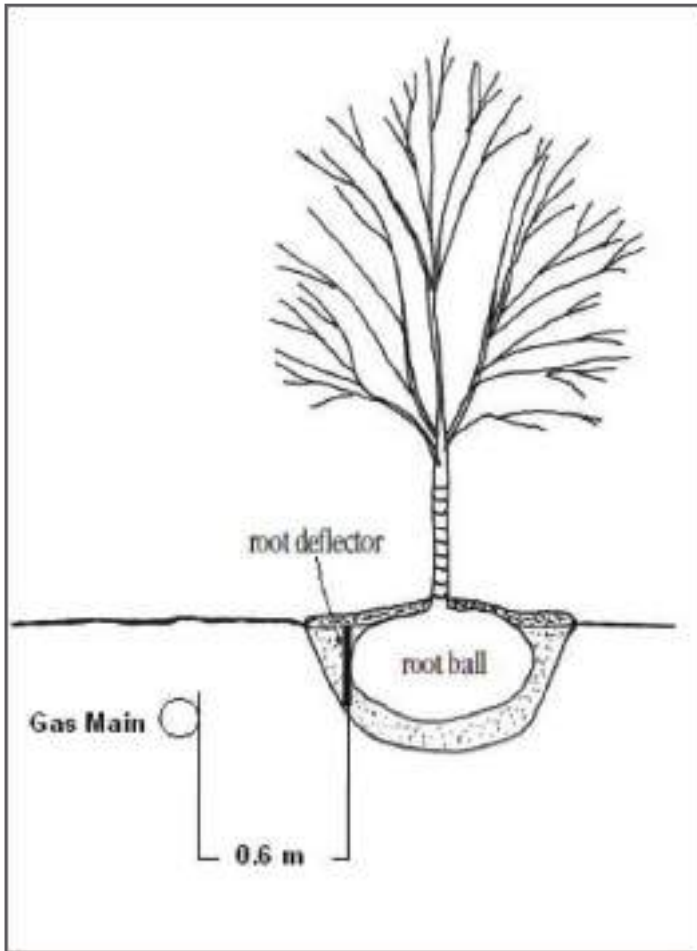
### **Root Deflectors**

A root deflector is a physical barrier placed between tree roots and pipelines to prevent damage to the pipelines. A root deflector can be made from ¼ in. thick rigid plastic, fiberglass or other non-degradable material. The root deflector is intended to prevent the root tips from attaching to the gas main. Typically root deflectors are installed 0.6 m (2 ft.) from the pipeline on the tree-side of the pipeline and extend 1.2 m (4 ft.) from the center of the tree trunk, parallel to the pipeline, in both directions, or encircle the tree.

Root deflectors usually have a collar to keep the top of the deflector at ground level, and extend down to the bottom of the root-ball as shown in *Figure 2-1: Root Deflector*.

For further information regarding tree planting, refer to the Tree Planting information available on the Enbridge Gas Distribution's website (<https://www.enbridgegas.com/gas-safety/safety-tips/tree-planting.aspx>).

**Figure 2-1: Root Deflector**



# 3.0 OPERATION OF HEAVY EQUIPMENT

## 3.1 General

Additional precautions are necessary when equipment in excess of the weights listed in *Table 3-1: Vehicle Load Restrictions* is operated in the vicinity of buried pipelines where no pavement exists or where grading operations are taking place.

**Table 3-1: Vehicle Load Restrictions**

Pipe Material	Weight/Axle Maximum Allowable Load kg (lb)
Plastic	7,000 kg (15,400 lb)
Steel	10,000 kg (22,046 lb)

Prior to any crossing, the location of the gas main must first be staked out by an EGD representative.

The Excavator is responsible for confirming the location and depth of the main. Test hole spacing must not exceed 50 m (160 ft.).

## 3.2 Equipment Moving Across the Pipeline

Crossing locations for heavy equipment must be kept to a minimum.

The crossing locations must be determined by EGD after reviewing the nature of the construction operation, the types and number of equipment involved, as well as the line and depth of the existing gas main. The use of equipment is contingent upon the review of EGD's Engineering department.

Once the crossing locations have been established, heavy equipment is restricted to crossing at these locations only. It is the responsibility of the Constructor to inform their personnel of the crossing location restrictions.

Pipelines may require additional protection at crossing locations by constructing berms and/or installing steel plates over the pipeline.

Equipment must be operated at "dead-slow" speed when crossing pipelines in order to minimize loading impact. The pipeline must also be crossed at a 90°, angle.

### **3.3 Equipment Moving Along the Pipeline**

Heavy equipment can be operated parallel to existing pipelines provided that a minimum offset of 1 m (3.3 ft.) is maintained on pipeline sizes less than NPS 12 and 2 m (6.6 ft.) on pipeline sizes NPS 12 and larger, unless otherwise directed by EGD.

Only lightweight, rubber-tired equipment may be operated directly over the existing gas pipelines, unless a minimum pipe cover of twice the pipe diameter or 1 m (3.3 ft.) (whichever is greater) can be verified. The use of all other equipment is contingent upon review and approval by EGD Engineering.

### **3.4 Damage to Enbridge Gas Distribution's Facilities**

Damage to EGD's facilities must be reported immediately by calling the Emergency Contact numbers listed in the [Appendix](#). All work must stop immediately.

## 4.0 SUPPORT OF GAS PIPELINES

### 4.1 General

The support requirements specified in this section are the minimum requirements. EGD must be notified regarding the support of any main. EGD has complete discretion in the approval of any support system. Excavators must not depart from these unless a Professional Engineer working for or on behalf of the Excavator has designed an alternative method. Any alternative method must be comparable to these specifications and be, in the opinion of the Professional Engineer, consistent with good engineering practices. The alternative specification must be documented, approved by a Professional Engineer and provided to EGD for review.

The Excavator is responsible for the adequate support of the buried gas pipelines exposed during excavation according to this section.

Pipelines being exposed for extended periods of time (longer than one month) require the approval of EGD's Engineering department.

### 4.2 Support of Gas Pipelines Perpendicular to Excavation

Temporary support must remain in place until the backfill material underneath the pipeline is compacted adequately to restore support of the pipeline.

Before trenching beneath a main or service, temporary support must be erected for pipelines if the unsupported span of pipe in the trench exceeds the length indicated in Table 4-1: Maximum Span without Support Beam.

**Note:** For pipelines larger than NPS 8, contact EGD. Refer to the Appendix for contact information.

When temporary support is required, Table 4-2: Support Beam Sizes and Maximum Span Between Beam Supports indicates the required beam for a given span. The beam must be a continuous length grade No. 1 Spruce-Pine-Fir (S-P-F) or equivalent. For spans exceeding 4.5 m (15 ft.), a continuous length timber beam may not be available. In that case, steel I-beams (or equivalents) can be used as the support beam. Steel beam selection must be certified by a Professional Engineer.



**Table 4-1: Maximum Span without Support Beam**

Pipe Size (NPS)	Steel m (ft.)	PE (polyethylene) m (ft.)
½	2 m (6.6 ft.)	1 m (3.3 ft.)
¾ - 1¼	2.5 m (8.2 ft.)	1.25 m (4.1 ft.)
2	3 m (10 ft.)	1.5 m (5 ft.)
3 to 4	4.5 m (15 ft.)	1.75 m (6 ft.)
6	6 m (20 ft.)	2 m (7 ft.)
8	7 m (23 ft.)	2 m (7 ft.)

**Table 4-2: Support Beam Sizes and Maximum Span Between Beam Supports**

Pipe Size (NPS)	Steel		PE	
	≤ 2 m (≤ 6.6 ft.)	≤ 4.5 m (≤ 14.7 ft.)	≤ 2 m (≤ 6.6 ft.)	≤ 4.5 m (≤ 14.7 ft.)
½ - 2	Nil	4 x 6	4 x 4	4 x 6
3 - 6	Nil	Nil	4 x 4	6 x 6

The beam must be placed above the pipe with the ends of the beam resting on firm undisturbed soil. The beam must not bear directly on the gas line. The pipe must be supported from the beam with rope, canvas sling or equivalent in a manner that will prevent damage to the pipe or coating and eliminate sag. The spacing between the ropes must not exceed 1 m (3.3 ft.) (refer to *Figure 4-1: Support of Gas Pipelines Crossing Excavations*).

Backfill material underneath the exposed pipeline must be compacted to a minimum of 95% standard Proctor density. Sand padding must be placed to a level 150 mm (6 in.) below and above the main. See *Section 6.0 Backfilling* for additional details.

Perform compaction with the loose lift height not exceeding 200 mm (8 in.) or one-quarter of the trench width, whichever is less. Injecting water into the backfill beneath the pipe is not an acceptable method of compaction.

All temporary support on pipelines must be removed before backfilling. Adequate support must remain in place until the backfill material has restored support.

### 4.3 Support of Pipelines Parallel to Excavation

Trench wall support may not be required for excavations less than 1.2 m (4 ft.) deep. In this case support is not required if the pipeline is at least 0.6 m (2 ft.) from the edge of the excavation or outside the 45° line projected upward from the trench bottom (refer to Figure 4-2: Influence Lines for Gas Pipelines Adjacent to Excavations). If the pipe does not meet these requirements and the soil is soft clay or sand (soil types 3 and 4), the excavation must be suitably shored to prevent movement of the pipe. The shoring must remain in place until the backfill material has restored support.

Trench wall support is required for excavations with the following conditions: depth is equal or greater than 1.2 m (4 ft.), the pipeline is closer to the edge of the excavation than the minimum allowed distance indicated in Table 4-3: Minimum Allowed Distance from Main to Excavation, or the soil is unstable.

Table 4-3: Minimum Allowed Distance from Main to Excavation gives minimum distances from the edge of the trench to the pipeline in which the excavation influences pipelines. The pipeline must be supported if these minimum distances cannot be met.

**Table 4-3: Minimum Allowed Distance from Main to Excavation**

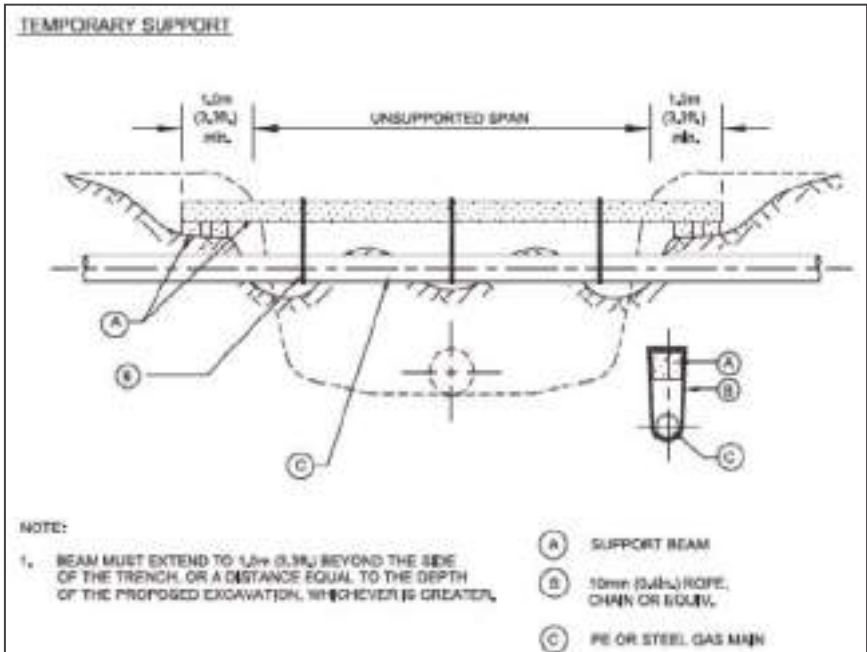
Minimum Allowed Distance from Main to Excavation		
Trench Depth (m)	Soils* Type 1 & 2	Soils* Type 3 & 4
≥ 1.2 m (3.9 ft.)	0.9 m (3 ft.)	0.9 m (3 ft.)
≥ 1.5 m (4.9 ft.)	0.9 m (3 ft.)	0.9 m (3 ft.)
≥ 1.8 m (5.9 ft.)	0.9 m (3 ft.)	0.9 m (3 ft.)
≥ 2.1 m (6.9 ft.)	0.9 m (3 ft.)	0.9 m (3 ft.)
≥ 2.4 m (7.9 ft.)	0.9 m (3 ft.)	0.9 m (3 ft.)
≥ 2.7 m (8.9 ft.)	0.9 m (3 ft.)	1 m (3.3 ft.)
≥ 3 m (9.8 ft.)	0.9 m (3 ft.)	1.5 m (4.9 ft.)
≥ 3.3 m (10.8 ft.)	0.9 m (3 ft.)	1.8 m (5.9 ft.)
≥ 3.6 m (11.8 ft.)	0.9 m (3 ft.)	2.2 m (7.2 ft.)
≥ 3.9 m (12.8 ft.)	0.9 m (3 ft.)	2.5 m (8.2 ft.)
≥ 4.2 m (13.8 ft.)	0.9 m (3 ft.)	3 m (9.8 ft.)
≥ 4.5 m (14.8 ft.)	1 m (3.3 ft.)	3.4 m (11.2 ft.)
≥ 4.8 m (15.7 ft.)	1.5 m (4.9 ft.)	3.8 m (12.5 ft.)
≥ 5.1 m (16.7 ft.)	2 m (6.6 ft.)	4.1 m (13.5 ft.)
≥ 5.4 m (17.7 ft.)	2.5 m (8.2 ft.)	4.6 m (15.1 ft.)
≥ 5.7 m (18.7 ft.)	3 m (9.8 ft.)	5 m (16.4 ft.)
≥ 6 m (19.7 ft.)	3.4 m (11.2 ft.)	5.5 m (18 ft.)
*as defined in the Occupational Health and Safety Act		

For pipelines where the trench bottom is below the water table, the trench must be suitably shored as required in Section 4.3 Support of Pipelines Parallel to Excavation.

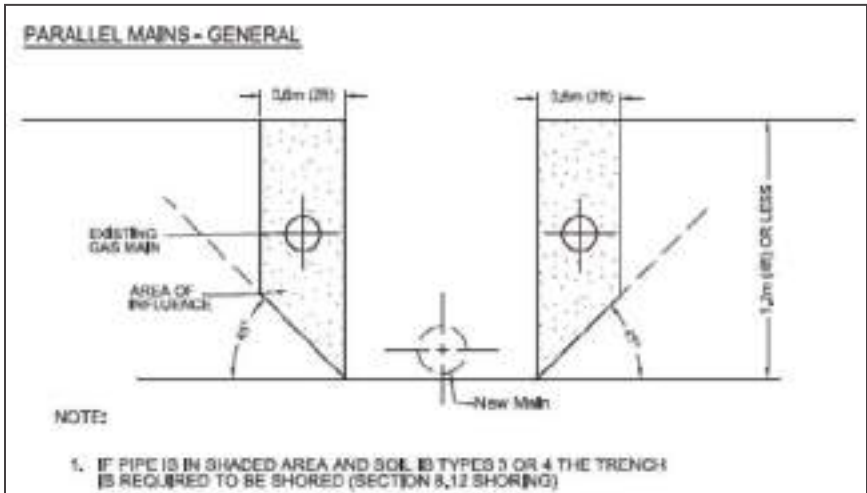
For pipelines within the minimum distances given in Table 4-3: Minimum Allowed Distance from Main to Excavation, shoring must remain in place until backfill material restores support.

Any pipeline that is exposed for a length greater than indicated in Table 4-1: Maximum Span without Support Beam must require a field assessment.

**Figure 4-1: Support of Gas Pipelines Crossing Excavations**



**Figure 4-2: Influence Lines for Gas Pipelines Adjacent to Excavations**



# 5.0 HORIZONTAL DIRECTIONAL DRILLING

## 5.1 General

Horizontal Directional Drilling (HDD) or Directional Boring is a steerable trenchless method of installing underground facilities.

For installations using any other type of drilling or augering equipment in the vicinity of the pipeline, contact EGD's Engineering Department.

In all cases, an additional daylight hole is required to visually verify the drill head's location (including depth) relative to the measurement of the tracking equipment. For daylight hole requirements, see Figure 5-2: Pipeline Location Verification and Clearance Requirements for HDD for all pipelines (including NEB and Vital Mains)

## 5.2 Drilling Parallel to Pipelines

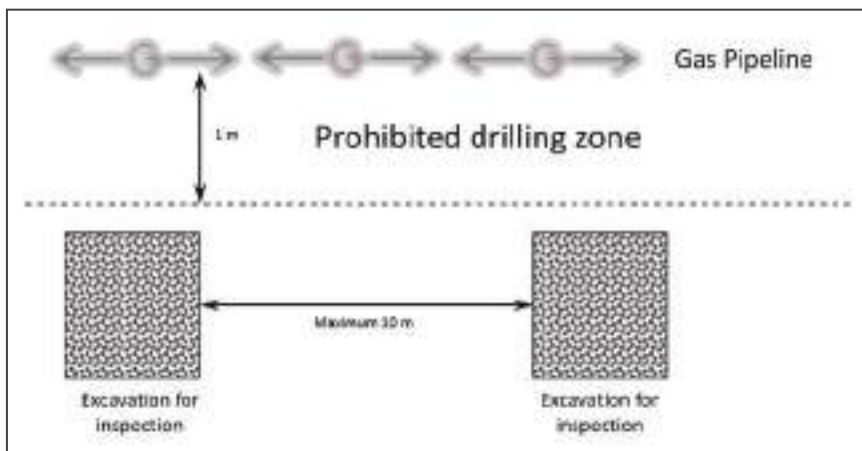
When the proposed route is parallel to a natural gas pipeline at a perpendicular distance of 3 m (10 ft.) or less, daylighting must be performed at intervals of no more than 10 m (33 ft.) along the drilling path so that the precise location of the drilling head and backreamers (if any) can be verified visually. These excavations must be sufficiently wide to see the entire width of the drilling head, backreamers and structures from entry point to exit point.

The location of the pipeline must be visually confirmed as per the requirements set out in Table 2-2: Pipeline Location Verification Requirements for NEB pipelines and Vital Mains and Table 2-3: Pipeline Location Verification Requirements for All Other Pipelines.

No drilling installation is to be performed within a distance of 1 m (3.3 ft.) or less from either side of the pipeline. This prohibited zone may be widened in some cases.



**Figure 5-1: Drilling Parallel to Pipelines**



### 5.3 Drilling Across Pipelines

When the proposed drill path crosses an EGD pipeline, the pipeline must be exposed to the desired depth of the crossing to ensure that the natural gas pipeline is not affected and that the required clearance is maintained during all drilling operations.

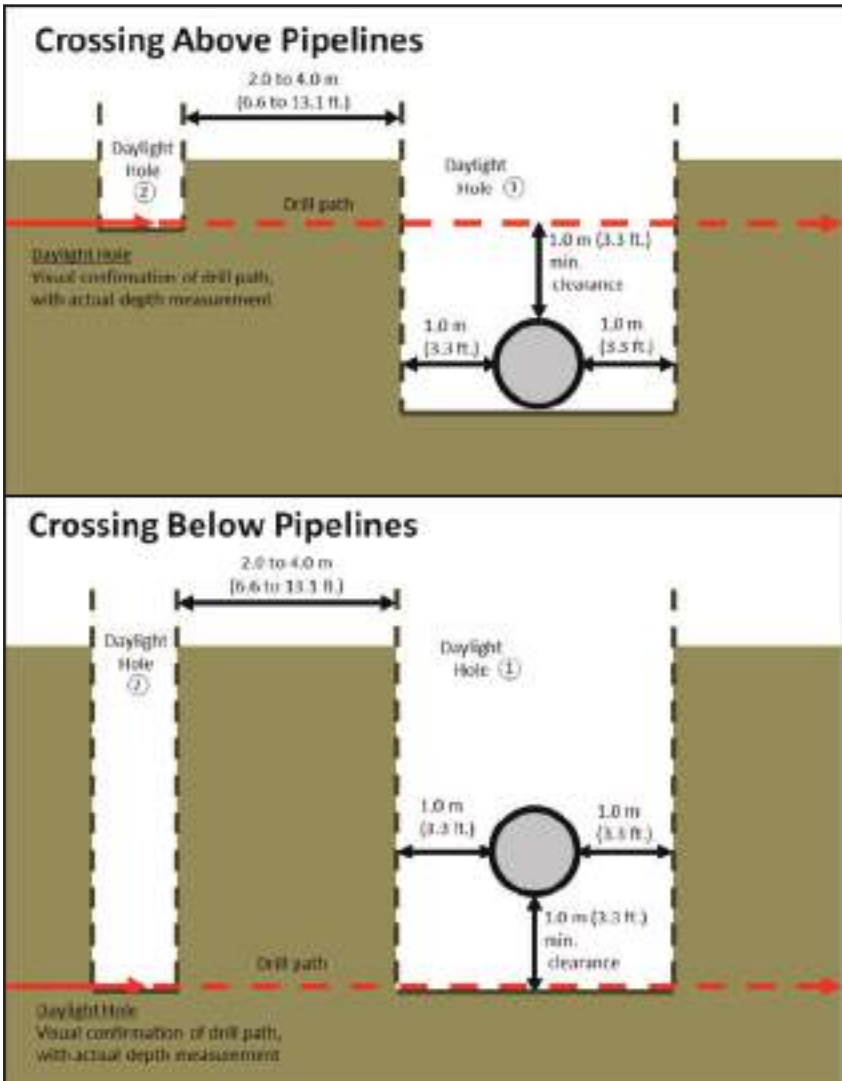
To assure that the directional drilling operation will not result in damage to the pipeline, the following daylight hole requirements must be followed:

- A pipeline daylight hole must be created that is sufficiently wide enough to see the drill head and backreamer entering the excavation at a minimum of 1 m (3.3 ft) before crossing the pipeline. See *Figure 5-2: Pipeline Location Verification and Clearance Requirements for HDD for all pipelines (including NEB and Vital Mains)* Daylight Hole 1.
- A second daylight hole must be created prior to reaching the pipeline such that the precise location of the drill head and backreamer (if any) can be verified visually. The daylight hole must be sufficiently wide to measure the depth and trajectory of the drill head and backreamer. See *Figure 5-2: Pipeline Location Verification and Clearance Requirements for HDD for all pipelines (including NEB and Vital Mains)* Daylight Hole 2.

See *Figure 5-2: Pipeline Location Verification and Clearance Requirements for HDD for all pipelines (including NEB and Vital Mains)*.

The location of the pipeline must be visually confirmed as per the requirements set out in *Table 2-2: Pipeline Location Verification Requirements for NEB pipelines and Vital Mains* and *Table 2-3: Pipeline Location Verification Requirements for All Other Pipelines*. See *Section 2.6 Minimum Clearance from Other Structures* for specified minimum clearances.

**Figure 5-2: Pipeline Location Verification and Clearance Requirements for HDD for all pipelines (including NEB and Vital Mains)**



## **6.0 BACKFILLING**

### **6.1 General**

The gas pipeline must be inspected by EGD for damages before backfilling the excavation. It is the Excavator's responsibility to ensure that the gas pipeline is not undermined or endangered in any way. If any damage occurs, contact EGD immediately at the Emergency phone numbers listed in the *Appendix*.

Backfilling must be done in such a manner as to prevent any rocks from being placed at or near the surface of the pipe. Native excavated material must be used as backfill unless otherwise directed by EGD. Where native material is unsuitable, 150 mm (6 in.) of approved earth or sand padding must be placed over the pipe for protection. Topsoil must not be used for backfilling.

Aggregate backfill must be replaced in 300 mm (12 in.) layers. Each layer must be thoroughly compacted by pneumatic tampers or an equivalent method acceptable to EGD to ensure no settlement.

The final layer must be smoothed down with a grader (or a rake for small scale projects) and must be tamped flush or slightly higher than the surrounding ground surface in order to prevent ponding of water and accommodate any future soil subsidence over the trench line.

Backfilling a flooded trench will not be allowed. The Constructor is responsible for the removal of water from the trench, before backfilling. If backfilling on a slope, backfill must be first placed from the bottom of the slope, working upwards. This will prevent large voids in the backfill which can occur when the backfill is dumped from the top of a slope.

Backfill and compaction within road allowances must be completed in accordance with the local governing authority. Any excess spoil must be removed as specified by EGD.

Unshrinkable fill or other engineered backfill material must be installed only when requested by the municipalities, local governing authority or as directed by EGD. The pipe and valve assemblies must be sand padded before placement of unshrinkable fill. The Construction must ensure that placement of the unshrinkable fill does not displace sand padding or directly contact the pipeline.

The final covering of gas pipelines must adhere to municipal requirements.

# 7.0 BLASTING REQUIREMENTS

## 7.1 General

Before any blasting operation in the vicinity of a gas pipeline can occur, the hazards to EGD's plant must be evaluated. Responsibility for the design of the blast and any resultant damage is borne entirely by the party using the explosives.

A recognized independent blasting consultant must be retained at the applicant's expense to perform an evaluation. The validation report of the blast must be submitted to EGD for review if the blasting will occur within 30 m (100 ft.) of EGD facilities.

The Independent Blasting Consultant must be a Registered Professional Engineer and a holder of a Certificate of Authorization (C of A) specializing in blasting.

A copy of the consultant's report must be forwarded to EGD's Engineering Department for review.

If in the opinion of EGD or an independent blasting consultant, blasting cannot be carried out without affecting the facility's integrity, alternatives must be considered, including the replacement or relocation of the affected facility at the applicant's expense. In these situations, additional time must be allowed to obtain the necessary permits and to complete the necessary construction work.

In the event a third party is affected as a result of the blasting operations, all expenses associated therewith incurred by EGD must also be at the applicant's expense.

Ontario: The applicant must comply with the Ontario Provincial Standard Specification (OPSS 120 - General Specification for the Use of Explosives) in addition to EGD's blasting requirements.

New Brunswick: The applicant must comply with the New Brunswick Provincial Standard Specification (NB Reg 89-108) in addition to EGD's blasting requirements.

Quebec: The applicant must comply with Quebec's Acts regarding explosives (CQLR c E-22 and CQLR c E-22, r 1) and Safety Code (CQLR c S-2.1, r 4), in addition to EGD's blasting requirements.

## 7.2 Notification Requirements

### Surface Blasting Applications

For surface blasting, a letter must be obtained from the applicant, which includes:

- Name of the owner of the project, general contractor and design engineer
- Name of the blasting contractor and person in charge of the blast
- Proof of liability insurance in the minimum amount of \$2 million. Additional insurance requirements may be necessary.
  - Date for the blasting operation
  - A copy of a construction drawing drawn to scale indicating:
  - Details of the proposed drilling and loading pattern for explosives
  - Diameters of drilled holes, relative to EGD's facilities
  - Location of other public utilities (i.e. Bell, hydro, water)
  - Number and timing of delays
  - Total explosive weight to be detonated per delay
  - Specifications for the type of explosives to be used
  - Predicted vibration levels anticipated at any affected facilities
  - Controls to be used to confirm vibration levels (i.e. seismographs)
- Potential stabilization of rock face and type of potential stabilization techniques (i.e. rock anchors, shot crete, ribs, etc.).
- Geological parameters (borehole logs or geological reports) which indicate the design of the blast are acceptable
- Written confirmation that the blasting operation will be carried out by qualified workers with appropriate engineering supervision

## Tunnel Blasting Applications

For tunnel blasting, the applicant's letter must contain all information required in the surface blasting application as set out above. In addition, the required independent blasting consultant's report must include:

- Location plan and profile views with construction drawing or sketch drawn to scale
- Evaluation of geotechnical data
- Exact stand-off distances, horizontal and direct (radial)
- Type of advancement proposed and type of tunnel method; full face, top-heading and bench, pilot tunnel
- Type of tunnel lining proposed
- Other pertinent information specific to tunneling techniques
- The use of preventative blasting techniques such as line drilling, cushion blasting, etc.

To assist with the preparation of the written request, locates to determine the location of the pipeline should be requested. Lists of regional addresses and phone numbers are outlined in the [\*Appendix\*](#)

## 7.3 Guidelines for Blasting

The information provided in this section is not to be construed as an exhaustive list of performance specifications, but rather a guide for conducting blasting in the vicinity of EGD's gas pipelines. The applicant is responsible for ensuring that all blasting work is performed in a good and workmanlike manner in accordance with all applicable laws, codes, by-laws, and regulations.

The contractor will be held liable for and indemnify EGD in relation to any and all damage directly or indirectly caused or arising as a result of blasting operations carried out by the applicant, its employees, contractors or those for whom the applicant is responsible at law.

Prior to blasting operations, a site meeting must be arranged with an authorized representative of the applicant and an EGD representative to confirm the location of EGD's facilities and details of the proposed blast.

EGD's pipelines must not be excavated prior to blasting. If excavation is unavoidable, then the pipeline must be properly supported according to EGD's requirements as referred to in [\*Section 4.0 Support Of Gas Pipelines\*](#). The Contractor must take suitable precautions to protect the exposed pipeline from fly-rock. Blasting mats must be used to minimize the risk of fly-rock.



Explosives must be of a type which must not propagate between holes or be desensitized due to compression pressures. Explosives must not be left in the drill hole overnight.

For surface blasts located at distances of 10 m (33 ft.) or less from a pipeline and when the excavation of the first blast hole has attained a depth equal to the top of the buried natural gas pipeline, when the vertical depth of subsequent blast holes exceeds one half of the horizontal distance to the closest portion of the natural gas pipeline, the required independent blasting consultant's report must specifically address the impact of these conditions. This condition is not applicable for tunnel blasting operations.

Monitoring of blasting vibrations with a portable seismograph capable of producing on site print outs in the vicinity of EGD's facilities is mandatory to confirm that predicted vibration levels are respected. On a daily basis, a copy of the seismographic report must be provided to EGD.

Peak Particle Velocity (PPV) must be limited to 50 mm/sec (2 in./s) and maximum amplitude must be limited to 0.15 mm (0.006 in.).

## **7.4 Post Blasting Operation**

Upon completion of daily blasting operations and within 30 days after the final blasting, EGD will conduct a leak survey of the pipeline at the applicant's expense. Leak survey will also be completed at the end of each day of blasting. Damage that has resulted from the blasting will be repaired at the applicant's expense. A summary of all blasting operations including blasting logs, vibration control, seismograph reports and other pertinent information must be provided to EGD by the applicant daily and at the completion of blasting operations.

# 8.0 PILE INSTALLATION OR COMPACTION REQUIREMENTS

## 8.1 General

Pile installation or compaction activities in the vicinity of EGD's facilities must be evaluated by EGD prior to beginning. Any resultant damage as a result of these activities will be borne entirely by the Contractor undertaking the proposed work.

If in the opinion of EGD, the particular pile installation or compaction operation cannot be carried out without affecting the pipeline or facility integrity, the following must be considered:

- Risk analysis and/or mitigation program for the proposed operation
- Alternate construction methods
- Relocation or replacement of the pipeline/facility.

All costs incurred will be covered by the Contractor undertaking the proposed work with final approval being granted by EGD.

Piles installed via augering must satisfy the locating and clearance requirements listed in Section 2.3 Pipeline Location Verification and Section 2.6 Minimum Clearance from Other Structures, respectively. EGD must provide approval for the installation of pile within 3 m (10 ft.) of a NEB-regulated pipeline or Vital Main.

The Contractor will be responsible for all costs related to customer interruption as well as costs incurred because of work delays. In the event a third party is affected as a result of the pile installation and/or compaction operations, all expenses associated therewith incurred by EGD will be passed to the Contractor.

## 8.2 Pile Installation or Compaction Application

The application to pile drive or do compaction work must be sent to EGD. Refer to the Appendix for contact information. The application must include the following:

- Name of project owner, general contractor and applicable sub-contractors

- A copy of the permits, certificates or other forms that are municipal bylaw requirements
- Name of design engineer and a copy of the construction plans with drawings. These must detail the natural gas facilities that can be affected.
- The type of piles and equipment to be used. Also the control methods to prevent pile deviation.
- Geo-technical reports and other applicable information
- A copy of the location of other public utilities: telephone, cable TV, sewer and water mains, electrical services, etc.
- A technical report with appropriate analysis and prediction of the vibration levels according to the opinion of an independent Engineering Consultant specialized in vibration control and analysis

This work must be completed under the supervisor of qualified personnel. Vibration results must be provided to EGD on a daily basis.

### **8.3 Guidelines**

The information provided in this section is to be viewed as a guideline only. The Contractor is responsible for ensuring that all pile installation and compaction work is performed in accordance with all applicable laws, codes, by-laws and regulations.

No operations must be permitted within a standoff distance of 1.5 m (5 ft.) from the pipeline or other natural gas facility, unless approved by EGD's Engineering Department.

Prior to pile installation and/or compaction work, a site meeting must be arranged with an authorized representative of the Contractor and an EGD representative to confirm the location of EGD's facilities and details of the proposed work.

The pipeline should not be excavated prior to the piling or compaction operation. If excavation of the pipeline is necessary, then it must be properly supported in accordance with Section 4.0 Support Of Gas Pipelines.

The following situations will require the opinion of an independent Engineer:

1. Compaction of soils or backfill rated at 10,000 ft-lbs (13,600 Nm) or higher at a stand-off distance of 6 m (20 ft.) or less from the pipeline

2. Pile driving at a stand-off distance of 10 m (33 ft.) or less from the pipeline or other natural gas facility.
3. High-energy dynamic compaction for the rehabilitation of soils at a stand-off distance of 30 m (100 ft.) or less from the pipeline.
4. Type 4 soil as defined in Article 226 of the Occupational Health and Safety Act and Regulations for Construction Projects (See to Section 8.5 Soil Types).

For these situations, the appropriate number of seismographs to monitor vibrations is mandatory. The seismographs must be the portable type with the capability of producing on site printouts. This control will confirm the intensity of the vibrations generated by the pile installation or compaction work as projected. Furthermore, reports of recorded intensities must be provided on a regular basis or at the request of EGD.

Should a situation with low energy compaction operations with a soil cover of less than 1.5 m (5 ft.) above the pipeline at a stand-off distance of 3 m (10 ft.) or less from a pipeline be encountered, EGD may require the opinion of an independent Engineering Consultant.

In addition, if a Type 3 soil (see Section 8.5 Soil Types) is present on site, EGD may require the opinion of an independent Engineering Consultant.

The Peak Particle Velocity (PPV) measured on the pipeline, or at the closest point of the related structure with respect to the work, must not exceed 50 mm/sec (2 in/s). Furthermore, the maximum displacement for the vertical and/or horizontal component corresponding to the above stated vibration intensity must not exceed 50 mm (2 in.) at any given length of the pipeline in question.

If the PPV or displacement limit are surpassed, all operations must stop notwithstanding any delays or costs incurred by the Contractor or owner of the proposed work. EGD will require that the cause of these higher vibrations or displacements be investigated. EGD may arrange for a leak survey to be conducted. EGD's Engineering Department must approve resumption of operations.

Auguring may be required in order to avoid the use piles.

All operations must comply with the Provincial Occupational Health and Safety Act and Regulations for Construction Projects as well as all applicable EGD specifications, standards and guidelines.

## 8.4 Post Piling or Compaction Operations

The Contractor must send EGD the items that follow within five (5) business days of the completion of the pile installation via pile driving or compaction operations:

- A summary of all operations
- Pile driving and compaction logs
- Vibration control records
- Seismograph records

On completion of each day's work, and approximately 30 days after all work is completed, EGD will arrange to conduct a leak survey of the facility. If damage to EGD's facilities is found, it will be repaired by the Contractor. An invoice will be sent to the Contractor responsible for the work.

### Maximum Vibration Intensities Expected from Pile Driving

(E/D) <sup>1/2</sup>	Particle Velocity (in/s)			(E/D) <sup>1/2</sup>	Particle Velocity (mm/s)		
	Dry Sand	Wet Sand	Clay		Dry Sand	Wet Sand	Clay
0.10	0.020	0.030		0.10	0.43	0.74	
0.22	0.040	0.060	0.010	0.22	0.97	1.50	0.25
0.30	0.050	0.080	0.020	0.30	1.27	1.27	0.43
0.40	0.070	0.110	0.040	0.40	1.75	2.80	0.66
0.50	0.080	0.130	0.040	0.50	0.06	3.30	1.02
0.60	0.100	0.180	0.050	0.60	2.54	4.57	1.27
0.70	0.110	0.200	0.060	0.70	2.80	5.08	1.52
0.80	0.130	0.230	0.080	0.80	3.30	5.84	1.96
0.90	0.160	0.270	0.090	0.90	4.06	6.86	2.29
1	0.180	0.290	0.100	1	4.57	7.37	2.54
2	0.330	0.590	0.300	2	8.38	14.99	7.62
3	0.560	0.880	0.580	3	14.22	22.35	14.73
4	0.700	1.100	0.890	4	17.78	27.94	22.61
5	0.880	1.400	1.100	5	22.35	35.56	27.94
6	1.050	1.850	1.800	6	26.67	46.99	45.72
7	1.100	2.010	2.010	7	27.94	50.80	50.80
8	1.400	2.300	2.400	8	35.56	58.42	60.96
9	1.750	2.800	3.100	9	44.45	71.12	78.74
10	1.850	2.900	3.400	10	46.99	73.66	86.36

E is defined as rated energy of the pile hammer in ft-lbs.

D is defined as distance in inches.

Values highlighted in red indicate unacceptable vibration levels.

## 8.5 Soil Types

### (Occupational Health and Safety Act and Regulations for Construction Projects)

1. For the purposes of this Part, soil must be classified as Type 1, 2, 3, or 4 in accordance with the descriptions set out in this section.
2. **Type 1 soil:**
  - a) is hard, very dense and only able to be penetrated with difficulty by a small sharp object;
  - b) has a low natural moisture content and a high degree of internal strength;
  - c) has no signs of water seepage; and
  - d) can be excavated only by mechanical equipment.
3. **Type 2 soil:**
  - a) is very stiff, dense and can be penetrated with moderate difficulty by a small sharp object;
  - b) has a low to medium natural moisture content and a medium degree of internal strength; and
  - c) has a damp appearance after it is excavated.
4. **Type 3 soil:**
  - a) is stiff to firm and compact to loose in consistency or is previously- excavated soil;
  - b) exhibits signs of surface cracking;
  - c) exhibits signs of water seepage;
  - d) if it is dry, may run easily into a well-defined conical pile; and
  - e) has a low degree of internal strength.
5. **Type 4 soil:**
  - a) is soft to very soft and very loose in consistency, very sensitive and upon disturbance is significantly reduced in natural strength;
  - b) runs easily or flows, unless it is completely supported before excavating procedures;
  - c) has almost no internal strength;
  - d) is wet or muddy, and
  - e) exerts substantial fluid pressure on its supporting system.



# APPENDIX

## Contact Information

<b>ENBRIDGE GAS DISTRIBUTION</b> 500 Consumers Road North York, ON M2J 1P8	Markups: Mark-Ups@enbridge.com Mail to: Distribution Asset Management Ontario One Call Locates: 1 (800) 400-2255 Damage Prevention: 1 (866) 922-3622 <b>Emergency: 1 (866) 763-5427</b>
<b>ENBRIDGE GAS STORAGE</b> 3595 Tecumseh Road Mooretown, ON N0N 1M0	Ontario One Call Locates: 1 (800) 400-2255 Engineering Dept.: 1 (519) 862-6027 Operations Dept.: 1 (519) 862-6017 <b>Emergency: 1 (866) 763-5427</b>
<b>GAZIFÈRE</b> 706 Boulevard Greber, Gatineau QC J8V 3P8	Locates: 1 (800) 663-9228 Planning Dept.: 1 (819) 771-8321 X-2449 <b>Emergency: 1 (819) 771-8321, press 1</b>
<b>ST. LAWRENCE GAS COMPANY LTD.</b> 33 Stearns Street, P.O. Box 270 Massena, NY. 13662	Dig Safely New York Locates: 811 or 1 (800) 962-7962 Damage Prevention: 1 (315) 842-3621 <b>Emergency: 1 (800) 673-3301</b>
<b>ENBRIDGE GAS NEW BRUNSWICK INC</b> 440 Wilsey Road Fredericton NB E3B 7G5	Locates: 1 (800) 994-2762 Locates (Saint John only): 1 (866) 344-5463 Planning and Technical Services: 1 (888) 642-2020 <b>Emergency: 1 (800) 994-2762</b>



# Engineering Memo

**Effective:** 2015-Nov-15

**Issued:**2015-Sep-30

**To:** All Manual holders, Gazifère, St. Lawrence Gas, Area Planning and Design, Distribution Planning, Asset Renewal & Improvement, Damage Prevention, Major Projects, and Land Services Departments

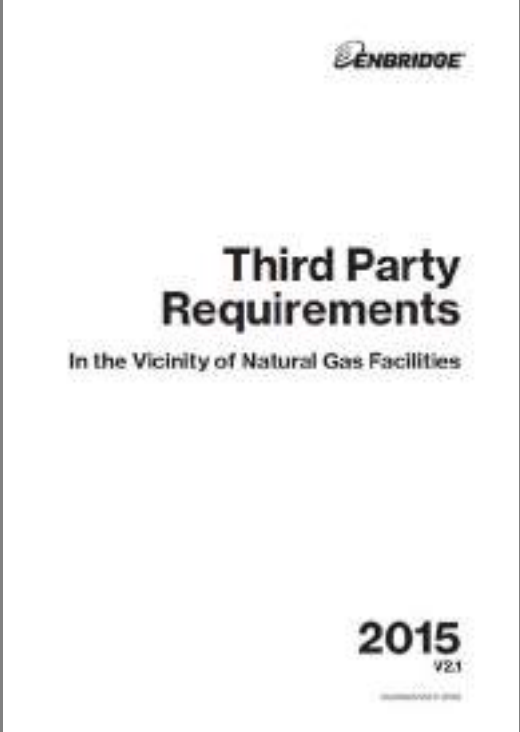
## Updates to the Third Party Requirements In the Vicinity of Natural Gas Facilities Manual

### Summary

The Third Party Requirements in the Vicinity of Natural Gas Facilities Manual is now updated to include requirements for work performed near the new NPS 42 pipeline. Additional requirements for Horizontal Directional Drilling (HDD) are now defined to continue to ensure safe work practices when drilling across or parallel to a pipeline.

### Reason for the Change

These new requirements are added to continually ensure the safe delivery of natural gas as work is performed within the vicinity of Enbridge Gas Distribution's (EGD) natural gas facilities.

 <p>The image shows the cover of the 'Third Party Requirements In the Vicinity of Natural Gas Facilities' manual. It features the ENBRIDGE logo at the top, the title 'Third Party Requirements' in large bold letters, the subtitle 'In the Vicinity of Natural Gas Facilities' below it, and the year '2015' with 'V2.1' underneath at the bottom.</p>	<p><b>Table of Contents</b></p> <ul style="list-style-type: none"> <li>1 Definitions</li> <li>2 General Requirements</li> <li>3 Operation of Heavy Equipment</li> <li>4 Support of Gas Pipelines</li> <li>5 Horizontal Directional Drilling</li> <li>6 Backfilling</li> <li>7 Blasting Requirements</li> <li>8 Pile Installation or Compaction</li> <li>9 Requirements</li> <li>Appendix</li> </ul>
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## Action

1. All groups affected by the change must review the revised manual and complete all required training.
2. Supervisors of all groups affected by the change must ensure their direct reports have reviewed all changes and completed all training.

## Summary of Changes

The Third Party Requirements In the Vicinity of Natural Gas Facilities Manual is updated with the following changes:

Section	Change	Training
2.2 NEB Pipelines & Vital Mains	<ul style="list-style-type: none"><li>▪ Added requirement for new NPS 42 Vital Main: EGD approval is required for all work within 30m (100 ft) of the pipeline.</li></ul>	✓ Yes, for: <ul style="list-style-type: none"><li>▪ AR&amp;I</li><li>▪ Utilities &amp; Markups</li><li>▪ Damage Prevention</li><li>▪ Quality Assurance</li></ul>
2.3 Pipeline Location Verification	<ul style="list-style-type: none"><li>▪ Added specific pipeline verification requirement for horizontal directional drilling to Tables 2-2, 2-3, 2-4 and 2-5</li></ul>	
5.1 General	<ul style="list-style-type: none"><li>▪ Added additional daylight hole requirement for horizontal directional drilling</li></ul>	
5.2 Drilling Parallel to Pipelines	<ul style="list-style-type: none"><li>▪ Changed distance requirement to be measured from the side of the pipeline instead of locate marks</li></ul>	
5.3 Drilling Across Pipelines	<ul style="list-style-type: none"><li>▪ Added additional daylight hole requirement and diagram, for horizontal directional drilling</li></ul>	

## Contact

**Project Manager:** [Ronnie Fong](#), 416-753-4659

**Manual Manager:** Stephanie Pazuki

**Engineering Project Number:** 5347-15

Stephanie Pazuki  
Program Manager,  
Engineering Construction and Maintenance  
Engineering

## Shams, Aniq

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**From:** Eastern Region Crossing <est.reg.crossing@enbridge.com>  
**Sent:** Thursday, May 26, 2016 7:50 AM  
**To:** King, Maria E  
**Subject:** RE: City of Brampton Municipal Class EA - ACTION NEEDED

I have reviewed this project and Enbridge Pipelines Inc does not have any assets in the area  
Thank you

### Amy Vandendool

ROW Administrator  
519-339-0517

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**From:** King, Maria E [mailto:maria.e.king@amecfw.com]  
**Sent:** Wednesday, May 25, 2016 2:55 PM  
**To:** cking@allstream.com; jdong@bell.ca; twhiteman@cogeco.ca; Diana.beaulne@enbridge.com; Mark-Ups; Ann Newman; lmorson@hydroonebrampton.com; zone2scheduling@HydroOne.com; Ian.mitchell@hydroone.com; Edgar.henriquez@rci.rogers.com; stephen.hoy@telus.com; Darlene\_presley@transcanada.com  
**Subject:** City of Brampton Municipal Class EA - ACTION NEEDED

Hello all,

The City of Brampton, in partnership with the Region of Peel, has initiated two Schedule 'C' Municipal Class Environmental Assessments (Class EAs) related to development of an arterial roads network within Industrial Secondary Plan Area 47 (refer to attached key plan). Amec Foster Wheeler is leading the study on behalf of the City and the Region, and requests your assistance with definition of existing and proposed utility infrastructure within the study limits.

To assist with evaluation of alternatives, and subsequent definition of preferred alignments, we are requesting details related to existing and/or proposed utility infrastructure within the study limits. This information will be used to ensure that any impacts to utility infrastructure is clearly identified and considered during the assessment process. Of critical importance is identification of vital or trunk mains/services. In this regard, could you kindly provide the following:

If you <b>DO NOT</b> have facilities within the study area:	Kindly respond to this email, <u>EXPLICITLY</u> stating that your utility/organization <u>does not</u> have facilities within the study area.
If you <b>DO</b> have facilities within the study area:	Kindly provide us with details regarding location, size and type of facilities in one or more of the following formats: <ul style="list-style-type: none"><li>• Mark-ups on the attached basemapping;</li><li>• AutoCAD, MicroStation or GIS drawings (preferred); or</li><li>• Digital copies of facility design drawings.</li></ul>
If you <b>PLAN TO</b> have facilities, or are modifying existing facilities within the study area:	Kindly provide us with details regarding proposed location, sizing and type of facilities in one or more the following formats: <ul style="list-style-type: none"><li>• Mark-ups on the attached basemapping;</li><li>• AutoCAD, MicroStation or GIS drawings (preferred); or</li><li>• Digital copies of facility design drawings.</li></ul> Please be sure to indicate that these are for future installations and, if known, provide timelines for implementation.

## Shams, Aniq

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**From:** King, Maria E  
**Sent:** Tuesday, May 31, 2016 8:04 AM  
**To:** 'Justin Clarke'  
**Cc:** Ian Mitchell; Bryan Brennan  
**Subject:** RE: FW: City of Brampton Municipal Class EA - ACTION NEEDED

Hi Justin,

We have pole locations for those intersections already, so we will make note that you have overhead on that pole line as well. No more information needed!

Thanks again,

Maria

**Maria E. King, P.Eng.**

Project Engineer, Transportation  
Amec Foster Wheeler, Environment & Infrastructure  
3215 North Service Road, Burlington, Ontario L7N 3G2, Canada  
T +1 (905) 335-2353 ext.1261 C +1 (905) 320-5386  
[maria.e.king@amecfw.com](mailto:maria.e.king@amecfw.com) amecfw.com

**From:** Justin Clarke [mailto:jclarke@cablecon.com]  
**Sent:** May-31-16 8:02 AM  
**To:** King, Maria E <maria.e.king@amec.com>  
**Cc:** Ian Mitchell <ian.mitchell@hydroone.com>; Bryan Brennan <bryan.brennan@hydroone.com>  
**Subject:** Re: FW: City of Brampton Municipal Class EA - ACTION NEEDED

Hi Maria,

Not a problem I can find them for you.

I apologize for not being clearer in my previous e-mail (coffee obviously hasn't kicked in yet), but we are aerial along the existing hydro poles in the locations I mentioned. Would you still require the plans in this instance?

Thanks,

Justin

On Tue, May 31, 2016 at 7:58 AM, King, Maria E <[maria.e.king@amecfw.com](mailto:maria.e.king@amecfw.com)> wrote:

Hi Justin,

Thank-you for the quick response. We'll make note that there is not Hydro One Telecom plant within the boundaries of the study area.



As part of the EA we will be doing preliminary design for the following intersections and road segments which, based on your comments, may have plant located at them. If this is the case, could you please mark-up or provide drawings for the appropriate intersections?

- Mayfield Road at Clarkway Drive,
- Mayfield Road at Coleraine Drive,
- Castlemore Road at Clarkway Drive,
- Along Mayfield Road between Clarkway Drive and Coleraine Drive, and
- The Gore Road, south of the Trans-Canada pipeline.

Thank-you again for your assistance,

Maria

**Maria E. King, P.Eng.**

Project Engineer, Transportation

Amec Foster Wheeler, Environment & Infrastructure

3215 North Service Road, Burlington, Ontario L7N 3G2, Canada

T [+1 \(905\) 335-2353 ext.1261](tel:+1(905)335-2353) C [+1 \(905\) 320-5386](tel:+1(905)320-5386)

[maria.e.king@amecfw.com](mailto:maria.e.king@amecfw.com) [amecfw.com](http://amecfw.com)

**From:** Justin Clarke [mailto:[jclarke@cablecon.com](mailto:jclarke@cablecon.com)]

**Sent:** May-31-16 7:48 AM

**To:** King, Maria E <[maria.e.king@amec.com](mailto:maria.e.king@amec.com)>

**Cc:** Ian Mitchell <[ian.mitchell@hydroone.com](mailto:ian.mitchell@hydroone.com)>; Bryan Brennan <[bryan.brennan@hydroone.com](mailto:bryan.brennan@hydroone.com)>

**Subject:** Re: FW: City of Brampton Municipal Class EA - ACTION NEEDED

Hi Maria,

Hydro One Telecom has no plant inside the extents of your EA. We run only along the major routes outside of your limits - Castlemore, The Gore and Mayfield only.

Let me know if this is sufficient or if you require more information.

Regards,

Justin

On Fri, May 27, 2016 at 8:29 AM, <[ian.mitchell@hydroone.com](mailto:ian.mitchell@hydroone.com)> wrote:

Justin,

Can you please review this utility circulation for EA study and respond to Maria.

Thanks,

**Ian Mitchell**

Outside Plant Manager, Telecom Engineering & Service Delivery, C09

Hydro One Telecom Inc.

P. [416-240-6701](tel:416-240-6701)

F. [416-240-5714](tel:416-240-5714)

C. [647-287-3007](tel:647-287-3007)

[ian.mitchell@hydroone.com](mailto:ian.mitchell@hydroone.com)

---

**From:** King, Maria E [mailto:[maria.e.king@amecfw.com](mailto:maria.e.king@amecfw.com)]

**Sent:** Wednesday, May 25, 2016 2:55 PM

**To:** [cking@allstream.com](mailto:cking@allstream.com); [jdong@bell.ca](mailto:jdong@bell.ca); [twhiteman@cogeco.ca](mailto:twhiteman@cogeco.ca); [Diana.beaulne@enbridge.com](mailto:Diana.beaulne@enbridge.com); [3](mailto:mark-</a></p></div><div data-bbox=)

## Shams, Aniq

---

**From:** Craig.Norton@HydroOne.com  
**Sent:** Tuesday, June 7, 2016 1:06 PM  
**To:** King, Maria E  
**Cc:** Zone2Scheduling@HydroOne.com  
**Subject:** FW: City of Brampton Municipal Class EA - ACTION NEEDED  
**Attachments:** KeyPlan.pdf; 16-05-25 Utilities Circulation.pdf

The location of this assessment is not within Hydro One Networks service territory, no further inclusion is required.

Craig Norton  
**Hydro One Networks** | ADET Trainee  
Bolton Operations Centre  
Cell: (289) 541-5038 | Email: [Craig.Norton@HydroOne.com](mailto:Craig.Norton@HydroOne.com)

---

**From:** REGAN Kyle  
**Sent:** Friday, June 03, 2016 1:02 PM  
**To:** NORTON Craig  
**Subject:** FW: City of Brampton Municipal Class EA - ACTION NEEDED

301005381 - ZMIS - PG - Municipal Class EA - CN 6/7/2016

Issued To: Craig Norton

Notif.#: 301005381

Time has been scheduled in PCAD for:6/7/2016

Please return completed notification to my attention - **include SKF# and Time Charged to WO.**

---

**From:** King, Maria E [<mailto:maria.e.king@amecfw.com>]  
**Sent:** Wednesday, May 25, 2016 2:55 PM  
**To:** [cking@allstream.com](mailto:cking@allstream.com); [jdong@bell.ca](mailto:jdong@bell.ca); [twhiteman@cogeco.ca](mailto:twhiteman@cogeco.ca); [Diana.beaulne@enbridge.com](mailto:Diana.beaulne@enbridge.com); [mark-ups@enbridge.com](mailto:mark-ups@enbridge.com); [Ann.newman@enbridge.com](mailto:Ann.newman@enbridge.com); [lmorson@hydroonebrampton.com](mailto:lmorson@hydroonebrampton.com); ZONE 2 SCHEDULING; MITCHELL Ian; [Edgar.henriquez@rci.rogers.com](mailto:Edgar.henriquez@rci.rogers.com); [stephen.hoy@telus.com](mailto:stephen.hoy@telus.com); [Darlene\\_presley@transcanada.com](mailto:Darlene_presley@transcanada.com)  
**Subject:** City of Brampton Municipal Class EA - ACTION NEEDED

Hello all,

The City of Brampton, in partnership with the Region of Peel, has initiated two Schedule 'C' Municipal Class Environmental Assessments (Class EAs) related to development of an arterial roads network within Industrial Secondary Plan Area 47 (refer to attached key plan). Amec Foster Wheeler is leading the study on behalf of the City and the Region, and requests your assistance with definition of existing and proposed utility infrastructure within the study limits.

To assist with evaluation of alternatives, and subsequent definition of preferred alignments, we are requesting details related to existing and/or proposed utility infrastructure within the study limits. This information will be used to ensure that any impacts to utility infrastructure is clearly identified and considered during the assessment process. Of critical importance is identification of vital or trunk mains/services. In this regard, could you kindly provide the following:

## Shams, Aniq

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**From:** Max Pavese <Massimo.Pavese@telus.com>  
**Sent:** Tuesday, June 28, 2016 3:24 PM  
**To:** King, Maria E  
**Subject:** RE: City of Brampton Municipal Class EA - ACTION NEEDED

Hi Maria,  
TELUS has no fiber within these borders.



---

**From:** King, Maria E [mailto:maria.e.king@amecfw.com]  
**Sent:** June 28, 2016 01:02 PM  
**To:** Max Pavese <Massimo.Pavese@telus.com>  
**Subject:** FW: City of Brampton Municipal Class EA - ACTION NEEDED

Hello Max,

We are following up with respect to our previous request for utility mark-ups (refer to previously-sent email below). Would it be possible for you to let us know if there is an anticipated timeframe for providing a response and/or if your team requires any additional information?

Thank-you for your assistance,

Maria

**From:** Oke, Jessalyn  
**Sent:** May-26-16 9:18 AM  
**To:** McCutcheon, Aroni (MTO); Angelone, Tina (MTO)  
**Cc:** Young, Rob  
**Subject:** RE: City of Brampton Class EA of Arterial Roads in Area 47 - [REDACTED] Countryside Drive

Good morning Aroni and Tina,

In follow-up to the emails below, I wanted to confirm if you have any questions about the City of Brampton's Class Environmental Assessment (EA) of Arterial Roads within Area 47. We are your seeking guidance regarding MTO requirements where projects have a potential to result in property impacts to an MTO-owned property. Specific to this project, the property of interest is located at [REDACTED] in the City of Brampton.

We would like to initiate discussions with the Ministry to determine if there is information the Ministry requires at this time and steps moving forward. If you have any questions or concerns, please don't hesitate to give me a call,

**Jessalyn Oke**

Intermediate Transportation Planner, Amec Foster Wheeler  
160 Traders Blvd E Suite #110  
Mississauga, Canada  
D 905 568-2929 Ext. 4152  
M 647 641-4041  
E jessalyn.oke@amecfw.com  
amecfw.com

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**From:** Sgro, Domenic (MTO) [mailto:Domenic.Sgro@ontario.ca]  
**Sent:** May-11-16 10:27 AM  
**To:** McCutcheon, Aroni (MTO) <Aroni.McCutcheon@ontario.ca>; Angelone, Tina (MTO) <Tina.Angelone@ontario.ca>  
**Cc:** Oke, Jessalyn <jessalyn.oke@amec.com>  
**Subject:** FW: City of Brampton Class EA of Arterial Roads in Area 47 - [REDACTED]

Aroni/Tina,

Please review the email below and if you have any question contact Jessalyn.

thanks

**Domenic Sgro**  
**Land Management/Marketing Supervisor**  
**Ministry of Transportation**  
**Central Region**  
**416-235-4542**

Confidentiality Warning: This message and any attachments may contain PRIVILEGED and CONFIDENTIAL INFORMATION and is intended only for the use of the recipient(s). If you are not the intended recipient, you are hereby notified that any review, retransmission, conversion to hard copy, copying, circulation or other use of this message and any attachments is strictly prohibited. If you have received this message in error, please immediately notify the sender by return e-mail, and delete this message and any attachments from your system. Thank you.

---

From: Oke, Jessalyn [<mailto:jessalyn.oke@amecfw.com>]  
Sent: May 11, 2016 9:27 AM  
To: Sgro, Domenic (MTO); Barnett, Arlene (MTO)  
Cc: Angelone, Tina (MTO); [Compton.Bobb@brampton.ca](mailto:Compton.Bobb@brampton.ca); [Bishnu.Parajuli@brampton.ca](mailto:Bishnu.Parajuli@brampton.ca); Sinke, David; Young, Rob  
Subject: City of Brampton Class EA of Arterial Roads in Area 47 - [REDACTED] Countryside Drive

Hi Domenic and Arlene,

Amec Foster Wheeler on behalf of the City of Brampton is undertaking a Class Environmental Assessment (EA) of Arterial Roads within Area 47 (see attached Notice of Commencement). A Transportation Master Plan for the area was previously completed fulfilling Phases 1 and 2 of the Municipal Engineer's Association Class EA process, and Phases 3 and 4 are currently underway through completion of two Schedule 'C' EAs. There is a potential for the project to result in property impacts to land identified as being owned by "Transportation Ministry, Director of Subsidies Branch". The property of interest is located at [REDACTED] Countryside Drive in the City of Brampton, as shown in the attached figure. The parcel of interest has the following title search information:

- PIN: [REDACTED]
- Roll #: [REDACTED]
- Owner Name: [REDACTED]
- Address: [REDACTED]

Through prior discussions with Infrastructure Ontario (IO), we have confirmed that the property is a vacant lot and not managed by IO on behalf of the MTO. We have also determined that the right-of-way of Regional Road 50 within this property has been downloaded to the Region of Peel. We would like to initiate discussions with the Ministry to determine if there is information the Ministry requires at this time and steps moving forward. If you have any questions or concerns, please don't hesitate to give me a call; contact details are provided below.

**Jessalyn Oke**

Intermediate Transportation Planner, Amec Foster Wheeler  
160 Traders Blvd E Suite #110  
Mississauga, Canada  
D 905 568-2929 Ext. 4152  
M 647 641-4041  
E [jessalyn.oke@amecfw.com](mailto:jessalyn.oke@amecfw.com)  
[amecfw.com](http://amecfw.com)



From: [King, Maria E](#)  
To: [Oke, Jessalyn](#); [Brennan Paul](#); [Darlene Presley](#); [Dilnesaw Chekol](#); [Emily Funnell](#); [Mark Heaton](#); [Robert Agostini](#); [Sharon Lingertat](#); [Simer Kaur](#); [Todd Whitmann](#); [Parajuli, Bishnu](#); [Hans, Inderjit](#); [Sinke, David](#); [Young, Rob](#); [Ravi Bhim](#); [Stephen Keen](#)  
Cc: [belen.biaoco@bell.ca](mailto:belen.biaoco@bell.ca); [mark.houston@cogecopeer1.com](mailto:mark.houston@cogecopeer1.com); [dpresley@mhbcpplan.com](mailto:dpresley@mhbcpplan.com); [kathryn.kula@bell.ca](mailto:kathryn.kula@bell.ca); [jim.washburn@rci.rogers.com](mailto:jim.washburn@rci.rogers.com); [ragostini@hydroonebrampton.com](mailto:ragostini@hydroonebrampton.com); [paul.giovanetti@enbridge.com](mailto:paul.giovanetti@enbridge.com); [robert.paradis@hydroone.com](mailto:robert.paradis@hydroone.com); [Majeed, Malik](#)  
Subject: FW: Technical Agency Meeting #2 : Municipal Class Environmental Assessment Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47)  
Start: November-02-16 10:30:00 AM  
End: November-02-16 12:00:00 PM  
Location: City of Brampton, Flower City Campus, Room FCCC1-B1  
Attachments: [2016-10-11 Map to Meeting Location.pdf](#)

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-----Original Appointment-----

From: King, Maria E  
Sent: October-07-16 2:08 PM  
To: King, Maria E; Brennan Paul; Darlene Presley; Dilnesaw Chekol; Emily Funnell; Mark Heaton; Robert Agostini; Sharon Lingertat; Simer Kaur; Todd Whitmann; Parajuli, Bishnu; Hans, Inderjit; Sinke, David; Young, Rob; Ravi Bhim; Stephen Keen  
Cc: belen.biaoco@bell.ca; mark.houston@cogecopeer1.com; dpresley@mhbcpplan.com; kathryn.kula@bell.ca; jim.washburn@rci.rogers.com; ragostini@hydroonebrampton.com; paul.giovanetti@enbridge.com; robert.paradis@hydroone.com; Majeed, Malik  
Subject: Technical Agency Meeting #2 : Municipal Class Environmental Assessment Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47)  
When: November-02-16 10:30 AM-12:00 PM (UTC-05:00) Eastern Time (US & Canada).  
Where: City of Brampton, Flower City Campus, Room FCCC1-B1

Good day,

You are invited to the second Technical Agency Meeting for the City of Brampton's Municipal Class Environment Assessment (Class EA's) for Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47). The City of Brampton has identified through its Transportation and Transit Master Plan (TTMP) 2009 and Area 47 Transportation Master Plan Study (TMP 2014), the need for additional capacity in the road network within Area 47 up to the planning horizon year of 2031. The City of Brampton, in partnership with the Region of Peel, is undertaking two Schedule 'C' Municipal Class EA's to satisfy the TTMP and TMP recommendations as follows:

Part A

- \* North-South Arterial ("Arterial A2"), which is a new north-south arterial roadway from Mayfield Road to Major Mackenzie Drive/Regional Road 50
- \* Widening of Coleraine Drive from Arterial A2 to Mayfield Road including possible realignment of the southern section to connect to Arterial A2

Part B

- \* East-West (E-W) Arterial, which is a new east-west arterial roadway from The Gore Road to Arterial A2
- \* Widening of Clarkway Drive from Castlemore Road to Mayfield Road
- \* Widening of Countryside Drive from west of Clarkway Drive to Regional Road 50 including possible realignment at Regional Road 50

The purpose of the meeting is to present the results of technical studies completed to date, to solicit feedback on preliminary alternatives, and to identify any design or environmental issues that your Agency may have. This will be the second of several planned meetings that will occur throughout the course of the environmental assessment.

The meeting has been scheduled for November 2nd , 10:30 a.m. -12:00 p.m. at the following location:

Brampton Flower City Campus  
Room FCCC1-B1

8850 McLaughlin Road, Unit #1 (Basement)  
Brampton, ON L6Y 5T1  
Use the east side door to enter into the building

From: [King, Maria E](#)  
To: [Brennan Paul](#); [Darlene Presley](#); [Dilnesaw Chekol](#); [Emily Funnell](#); [Mark Heaton](#); [Robert Agostini](#); [Sharon Lingertat](#); [Simer Kaur](#); [Todd Whitmann](#); [Parajuli, Bishnu](#); [Hans, Inderjit](#); [Sinke, David](#); [Young, Rob](#); [Ravi Bhim](#); [Stephen Keen](#)  
Cc: [belen.biaoco@bell.ca](#); [mark.houston@cogecopeer1.com](#); [dpresley@mhbcpplan.com](#); [kathryn.kula@bell.ca](#); [jim.washburn@rci.rogers.com](#); [ragostini@hydroonebrampton.com](#); [paul.giovannetti@enbridge.com](#); [robert.paradis@hydroone.com](#); [Majeed, Malik](#); [Oke, Jessalyn](#); [Rideout, Daryl T](#); [Brouwers, Aaron](#); [Jennifer Henshaw](#); [Bailey, Gavin](#)  
Subject: Technical Agency Meeting #2 : Municipal Class Environmental Assessment Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47)  
Date: October-31-16 3:08:22 PM  
Attachments: [2016-11-02 SP47 Arterial Rds Class EA - AGEN.pdf](#)

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Good day all,

Please find attached the agenda for this coming Wednesday's Technical Agency Meeting for the Municipal Class EA being completed for arterial roads within Secondary Plan Area 47 (northeast Brampton). A draft set of PIC boards will be provided shortly, should you wish to review them prior to our meeting.

Please note that the map provided with the original meeting invitation was incorrect. Page 2 of the attached agenda provides a corrected map and additional information on where to access the basement meeting room.

Best regards,

Maria

**Maria E. King, P.Eng.**

Project Engineer, Transportation  
Amec Foster Wheeler, Environment & Infrastructure  
3215 North Service Road, Burlington, Ontario L7N 3G2, Canada  
T +1 (905) 335-2353 ext.1261 C +1 (905) 320-5386  
[maria.e.king@amecfw.com](mailto:maria.e.king@amecfw.com) amecfw.com

From: [King, Maria E](#)  
To: [Brennan Paul](#); [Darlene Presley](#); [Dilnesaw Chekol](#); [Emily Funnell](#); [Mark Heaton](#); [Robert Agostini](#); [Sharon Lingertat](#); [Simer Kaur](#); [Todd Whitmann](#); [Parajuli, Bishnu](#); [Hans, Inderjit](#); [Sinke, David](#); [Young, Rob](#); [Ravi Bhim](#); [Stephen Keen](#)  
Cc: [belen.biaoco@bell.ca](#); [mark.houston@cogecopeer1.com](#); [dpresley@mhbcpplan.com](#); [kathryn.kula@bell.ca](#); [jim.washburn@rci.rogers.com](#); [ragostini@hydroonebrampton.com](#); [paul.giovannetti@enbridge.com](#); [robert.paradis@hydroone.com](#); [Majeed, Malik](#); [Oke, Jessalyn](#); [Rideout, Daryl T](#); [Brouwers, Aaron](#); [Jennifer Henshaw](#); [Bailey, Gavin](#)  
Subject: Technical Agency Meeting #2 : Municipal Class Environmental Assessment Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47)  
Date: October-31-16 11:40:48 PM  
Attachments: [2016-11-02 Brampton PIC#1 R7.pdf](#)

---

Hi all,

Please find attached the draft PIC presentation materials that we will be discussing at Wednesday's Technical Agency Meeting.

Regards,

Maria

**Maria E. King, P.Eng.**

Project Engineer, Transportation  
Amec Foster Wheeler, Environment & Infrastructure  
3215 North Service Road, Burlington, Ontario L7N 3G2, Canada  
T +1 (905) 335-2353 ext.1261 C +1 (905) 320-5386  
[maria.e.king@amecfw.com](mailto:maria.e.king@amecfw.com) amecfw.com



# Meeting Agenda

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**Date:** November 2, 2016

**Meeting at:** City of Brampton  
Flower City Community Campus  
Room FCCC-B1  
10:30 a.m. to 12:00 p.m.

**File No.:** TP115086

**Subject/purpose:** Technical Agency Meeting to Review PIC #1 Materials

**Attendees:**

To Be Confirmed.

---

**To be presented/discussed:**

1. Introductions
2. Brief Project Overview
3. Presentation of PIC Materials
  - a. Traffic Modelling Results
  - b. Proposed Alternative Alignments
  - c. Proposed Alternative Cross-Sections
4. Agency Comments and Recommendations
5. Next Steps

Continued...







# Minutes

**Date:** November 3, 2016  
**File #:** TP115086  
**Meeting Date & Time:** November 2, 2016 @ 10:30 am  
**Meeting at:** City of Brampton, Room FCCC-B1  
**Subject:** Arterial Road Network within SP47—Technical Agency Meeting #2

## Attendees:

Bishnu Parajuli, City of Brampton	Stephen Keen, CIMA
Inderjit Hans, City of Brampton	David Sinke, Amec Foster Wheeler
Sharon Lingertat, TRCA	Maria King, Amec Foster Wheeler
Brennan Paul, TRCA	Rob Young, Amec Foster Wheeler
Dilnesaw Chekol, TRCA	Aaron Brouwers, Amec Foster Wheeler
Jennifer Henshaw, Matrix	Daryl Rideout, Amec Foster Wheeler
Robert Agostini, Hydro One Brampton	Olivia Babcock, Amec Foster Wheeler
Toby Shepherd, Bell Canada	

## Regrets:

Darlene Presley, MHBC	Ravi Rhim, CIMA
Emily Funnell, Government of Ontario	Kathryn Kula, Bell
Mark Heaton, Government of Ontario	Jim Washburn, Rogers
Simer Kaur, Hydro One Brampton	Paul Giovannetti, Enbridge
Thomas Goodwin, Hydro One	Majeed Malik, City of Brampton
Robert Paradis, Hydro One	Gavin Bailey, City of Brampton
Todd Whitmann, Cogeco	Jessalyn Oke, Amec Foster Wheeler
Mark Houston, Cogeco	

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**PLEASE NOTE:** If there is any comment or amendment to be made to these meeting notes, they should be brought to the notice of Amec Foster Wheeler within five (5) business days of issue and confirmed in writing.



## **MATTERS DISCUSSED**

## **ACTION BY:**

### **1. Introduction**

Bishnu Parajuli, Project Manager with the City of Brampton, introduced the project and the objective of the meeting – to receive feedback on the draft PIC presentation.

David Sinke, Amec Foster Wheeler Project Manager, summarized the work that has been done to date and presented the meeting agenda. It was stressed that no definitive recommendation for the alignment or cross-section of any roads will be taken to the public at PIC 1.

The meeting was turned over to Maria King, who presented the draft PIC slides. The expertise of Rob Young, Daryl Rideout, Jennifer Henshaw, Aaron Brouwers and Stephen Keen was called upon throughout the presentation.

### **2. Aquatic Habitat**

Sharon Lingertat noted the presence of data gaps being filled by the block planning process and asked how the EA process is being coordinated with development plans.

David Sinke confirmed the differences between the studies and stated that Amec Foster Wheeler has been meeting with the planning group to improve understanding and coordination between the two studies.

Sharon Lingertat asked whether field work for all features were being looked at for all alignments.

David Sinke stated that existing roads alignments will not change much and that as alignments of new roads are refined, further field work may be required.

### **3. Vegetative Communities**

Brennan Paul stated the importance of not aligning roads where a wetland restoration is being proposed. It was noted that the restoration of Rainbow Creek has very specific quantitative objectives and that these should not be impaired by the alignment of the new roads.

### **4. Drainage and Stormwater**

TRCA confirmed that the hydrologic model for the Humber Hydrology Update Study (Clarifica, 2015) applied the future land use parametrization from the Area 47 MESP hydrologic model (Aquafor Beech, 2016).

TRCA noted that there would be a need to establish an interim stormwater management strategy for road works that rely on stormwater management in adjacent developments, where the road works will be

Continued...

Meeting Date: November 2, 2016

## **MATTERS DISCUSSED**

**ACTION BY:**


implemented ahead of adjacent development. Amec Foster Wheeler to include an interim strategy.

TRCA noted that applying Humber River unit flow rates for flood control may be too stringent for existing roads proposed to be widened and suggested that controlling post-development peak flows to pre-development rates could be considered as an option. Amec Foster Wheeler to consider both options in the evaluation.

### **5. Geomorphology**

David Sinke asked Jennifer Henshaw if a three times bank full width span could be provided where Arterial A2 will cross Rainbow Creek. Jennifer Henshaw replied that bank full width is equal to 1.5 m and that the structure should span 10.5 m to accommodate creek meander.

### **6. GTA West**

The City (via Peter Dalton Consulting) completed some preliminary EMME modeling of a scenario which included a GTA West connection on Coleraine Drive south of Mayfield Road. This scenario assumed lane  cross-section on GTA West, and that tolling of the freeway was not implemented. Modelling results indicated that approximately 1500 vehicles per hour were removed from the network during the p.m. peak. David Sinke noted that Amec Foster Wheeler will continue to consult with MTO. Some alignment options for the GTA West may be affected by the work being completed in this project.

### **7. Alignment Alternatives**

Sharon Lingertat questioned if the alignment alternatives were all predetermined by SP47 and the block plan and raised concerns in regards to the need for environmental consideration and the opportunity for input from the TRCA.

David Sinke stated that the first PIC will be used to start the conversation but that no defined recommendation for alignments will come from it. It is imperative that all stakeholders have an opportunity to comment on the information presented at the first PIC.

Amec Foster Wheeler to provide technical reports to TRCA for their review and inclusion in the project file.

TRCA were unable to indicate a preferred alternative intersection configuration within Special Policy Area 2 due to a lack of design detail at this stage, though they did note that limiting the number of creek crossings is preferred.

**Amec Foster  
Wheeler**

Continued...

Meeting Date: November 2, 2016

## **MATTERS DISCUSSED**

**ACTION BY:**

### **8. Other**

Robert Agostini noted the need to know design speeds in order to determine the required clear zone widths to complete cross sections.

Bishnu Parajuli suggested comments on the presentation should be sent within a week. Maria King noted that comments are always welcome, though they will need to be sent within the week if they are to be incorporated in time for the November 17<sup>th</sup> Stakeholder meeting.

Meeting Minutes prepared by:

Amec Foster Wheeler Environment & Infrastructure  
A division of Amec Foster Wheeler Americas Limited

Per: Olivia Babcock  
Junior Transportation Engineer

OB



# Minutes

**Date:** October 24, 2016  
**File #:** TP115086  
**Meeting Date & Time:** October 24, 2016 @ 10:30 am  
**Meeting at:** City of Brampton, Room FCCC-B1  
**Subject:** Arterial Road Network within SP47—Municipal Group Meeting #2

## Attendees:

Bishnu Parajuli, City of Brampton	Jennifer Hughson, Region of Peel
Inderjit Hans, City of Brampton	Mani Shahrokni, City of Vaughan
Henrik Zbogor, City of Brampton	Steve Mota, York Region
Jenn Morrison, City of Brampton	Dean Kemper, MTO
Gavin Bailey, City of Brampton	Ravi Bhim, CIMA+
Eric Chan, Region of Peel	Steve Keen, CIMA+
Ryan Vandenburg, Region of Peel	David Sinke, Amec Foster Wheeler
Gino Dela Cruz, Region of Peel	Maria King, Amec Foster Wheeler
Sean Carrick, Region of Peel	Rob Young, Amec Foster Wheeler
Tina Detaramani, Region of Peel	Olivia Babcock, Amec Foster Wheeler

## Regrets:

Malik Majeed, City of Brampton	Natalie Rouskov, GTA West
Althaf Farouque, Region of Peel	Casey Blakely, City of Caledon
Bob Nieuwenhuysen, Region of Peel	Kant Chawla, City of Caledon
Ryan Gulya, Region of Peel	Kathie Kurtz, City of Caledon
Joshua Wang, York Region	Ryan Tucker, City of Caledon
Shawn Ellsworth, York Region	

## MATTERS DISCUSSED

## ACTION BY:

### 1. Introduction

Bishnu Parajuli, Project Manager with the City of Brampton, introduced the project and the objective of the meeting – to present an overview of

---

**PLEASE NOTE:** If there is any comment or amendment to be made to these meeting notes, they should be brought to the notice of Amec Foster Wheeler within five (5) business days of issue and confirmed in writing.

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Burlington, Ontario L7N 3G2  
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Registered in Canada No. 773289-9; GST: 899879050 RT0008; DUNS: 25-362-6642

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Continued...

Meeting Date: October 24, 2016

## **MATTERS DISCUSSED**

## **ACTION BY:**

the progress made since the February 2016 meeting and to receive feedback on the draft PIC presentation.

David Sinke, Amec Foster Wheeler Project Manager, reiterated the goal of the meeting and the need for feedback prior to the PIC planned for November 24<sup>th</sup>, 2016. It was stressed that no definitive recommendation for the alignment or cross-section of any roads will be taken to the public at PIC 1.

The meeting was turned over to Maria King and Rob Young, who presented the draft PIC slides.

### **2. Design Criteria**

The City of Brampton identified the possibility of narrowing lane widths to 3.50 m in some cross sections (Clarkway Drive). The City suggested narrower lanes and larger medians in order to slow down traffic. They also requested that Amec Foster Wheeler confirm the need for buffer space wherever on-road cycling facilities are to be provided.

**Amec Foster  
Wheeler**

The City will review design speeds and the potential for narrower lane widths along the study corridors and will provide direction to Amec Foster Wheeler with regards to where modifications to the proposed cross-sections and design criteria need to be made.

**City of  
Brampton**

### **3. Intersection Configurations**

MTO asked about the consideration of roundabouts in the study area, specifically at the intersection of Arterial A2 and Mayfield.

CIMA+ responded that they have only looked at internal roundabouts and that a larger scale roundabout may not be possible due to land access, space requirements and environmental impact. Regardless, Amec Foster Wheeler and CIMA+ will work together to assess the potential for implementation of a roundabout at this location.

**Amec Foster  
Wheeler  
CIMA+**

The Region of Peel identified the collector road from Coleraine to Regional Road 50, and included in the area designated as Special Policy Area 2, is a significant issue and asked if it could be removed or relocated.

**Amec Foster  
Wheeler  
CIMA+**

Bishnu Parajuli reminded the group that the current study is focused on the arterial road network, and not on the collector roadways.

CIMA+ identified several possible options to improve the area, including the creation of a box around the collector road from Coleraine to Regional Road 50, a smaller network in the area, or a grade separation of Arterial A2 at Regional Road 50.

## **MATTERS DISCUSSED**

## **ACTION BY:**

Amec Foster Wheeler identified that grade separation is a tool that may still be used but that other options are preferred due to costing issues. 2041 LOS projection was deemed acceptable but should this change, CIMA+ may need to model traffic with the inclusion of a grade separated interchange.

### **4. Transit**

SP47 TMP identifies all roads in the study as transit corridors. Amec Foster Wheeler will continue to consult with Brampton Transit and will make the necessary assumptions in the meantime.

CIMA+ has made assumptions concerning transit in their models.

### **5. Alternative Alignments**

Gavin Bailey identified the “green alternative” from Special Area 2 as potentially clashing with the Block Plan.

Ryan Vandenburg is concerned with the “green alternative” in all three areas (SP1, SP2, E-W).

CIMA+ has not tested the network with the link removed from Coleraine to Hwy 50. All modelling was done with this link in place.

### **6. MTO Updates**

Presented an update on the status of the 427 extension. Currently three consortiums have submitted proposals and MTO is aiming to select one by December 2016. Financial close can be expected around March 2017, where construction would begin in 2018 and continue until 2020, with a goal of the facility being open in 2021. HOT lanes would be active one year after the opening of the facility.

Update of GTA West, the consensus being that the project will not be starting soon, but will not be entirely ruled out in the future.

Dean Kemper requested that the study team keep the MTO informed throughout the EA process so that they are aware of any decisions that may preclude certain alternative alignments for the GTA West from being feasibly considered in the future.

### **7. York Region Updates**

York Region expressed their approval for GTA West and asked if the lands in the North East SP47 are still protect for GTA West. The City of Brampton confirmed that these lands are still protected.

Widening of Regional Road 50 from Castlemore Road to Mayfield Road was identified in the 2016 10-Year Capital Construction Program, in



Continued...  
Meeting Date: October 24, 2016

**MATTERS DISCUSSED**

**ACTION BY:**

addition to Mayfield Road intersection improvements, and widening of Major MacKenzie Drive.

**8. Other**

Bishnu Parajuli requested that any feedback on the handout of the draft PIC boards distributed be emailed within a week.

Gavin Bailey indicated that the CAD files for Blocks 47-1 and 47-2, as well as the [REDACTED] development, would be provided to the study team for their reference.

**City of  
Brampton**

Ryan Vandenburg would like to be included in meeting to be scheduled with Amec Foster Wheeler, Bishnu Parajuli and Gavin Bailey in regards to land use.

**City of  
Brampton**

Meeting Minutes prepared by:

Amec Foster Wheeler Environment & Infrastructure  
A division of Amec Foster Wheeler Americas Limited

Per: Olivia Babcock  
Junior Transportation Engineer

OB

From: [King, Maria E](#)  
To: [Oke, Jessalyn](#)  
Subject: FW: Municipal Group Meeting #2: Municipal Class Environmental Assessment Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47)  
Date: October-17-16 2:54:07 PM

---

FYI

**Maria E. King, P.Eng.**

Project Engineer, Transportation  
Amec Foster Wheeler, Environment & Infrastructure  
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T +1 (905) 335-2353 ext.1261 C +1 (905) 320-5386  
[maria.e.king@amecfw.com](mailto:maria.e.king@amecfw.com) amecfw.com

---

**From:** King, Maria E

**Sent:** October-07-16 1:55 PM

**Subject:** Municipal Group Meeting #2: Municipal Class Environmental Assessment Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47)

Good day,

You are invited to the second Municipal Group Meeting for the City of Brampton's Municipal Class Environment Assessment (Class EA's) for Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47). The City of Brampton has identified through its Transportation and Transit Master Plan (TTMP) 2009 and Area 47 Transportation Master Plan Study (TMP 2014), the need for additional capacity in the road network within Area 47 up to the planning horizon year of 2031. The City of Brampton, in partnership with the Region of Peel, is undertaking two Schedule 'C' Class EA's to satisfy the TTMP and TMP recommendations as follows:

**Part A**

- North-South Arterial ("Arterial A2"), which is a new north-south arterial roadway from Mayfield Road to Major Mackenzie Drive/Regional Road 50
- Widening of Coleraine Drive from Arterial A2 to Mayfield Road including possible realignment of the southern section to connect to Arterial A2

**Part B**

- East-West (E-W) Arterial, which is a new east-west arterial roadway from The Gore Road to Arterial A2
- Widening of Clarkway Drive from Castlemore Road to Mayfield Road
- Widening of Countryside Drive from west of Clarkway Drive to Regional Road 50 including possible realignment at Regional Road 50

The purpose of the meeting is to present the results of technical studies completed to date, solicit feedback on preliminary alignment alternatives, and to identify any design or environmental issues that your Municipality may have. This will be the second of several planned meetings that will occur throughout the course of the environmental assessment.

The meeting has been scheduled for **October 24th, 10:30 a.m. to 12:00 p.m.** at the following

location:

Brampton Flower City Campus  
Room FCCC1-B1

8850 McLaughlin Road, Unit #1 (Basement)  
Brampton, ON L6Y 5T1  
Use the east side door to enter into the building

**An Outlook meeting invitation will follow shortly with additional date and location information.**

Regards,

Maria King

**Maria E. King, P.Eng.**

Project Engineer, Transportation  
Amec Foster Wheeler, Environment & Infrastructure  
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From: [King, Maria E](#)  
To: [Althaf Farouque](#); [Casey Blakely](#); [Dean Kemper](#); [Eric Chan](#); [Gino Dela Cruz](#); [Joshua Wang](#); [Kant Chawla](#); [Kathie Kurtz](#); [Mani Shahrokni](#); [Natalie Rouskov](#); [Ryan Gulyas](#); [Ryan Tucker](#); [Ryan Vandenburg](#); [Sean Carrick](#); [Shawn Ellsworth](#); [Steve Mota](#); [Tina Detaramuni](#); [Parajuli, Bishnu](#); [Hans, Inderjit](#); [Young, Rob](#); [Sinke, David](#); [Ravi Bhim](#); [Stephen Keen](#); [jennifer.hughson@peelregion.ca](mailto:jennifer.hughson@peelregion.ca)  
Cc: [Oke, Jessalyn](#); [Nieuwenhuysen, Bob](#); [Majeed, Malik](#); [Bailey, Gavin](#)  
Subject: Municipal Group Meeting #2: Municipal Class Environmental Assessment Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47)  
Date: October-21-16 2:49:14 PM  
Attachments: [2016-10-24 SP47 Arterial Rds Class EA - AGEN.pdf](#)  
[2016-10-20 Brampton PIC#1 DRAFT.pdf](#)

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Good afternoon all,

Please find attached the Agenda and DRAFT PIC boards for review for Monday's Municipal Group meeting.

Please note that the location map provided with the original outlook meeting invitation was incorrect. An improved map, which also indicates which door should be used to access the basement meeting room, is included in the Agenda document.

Regards,

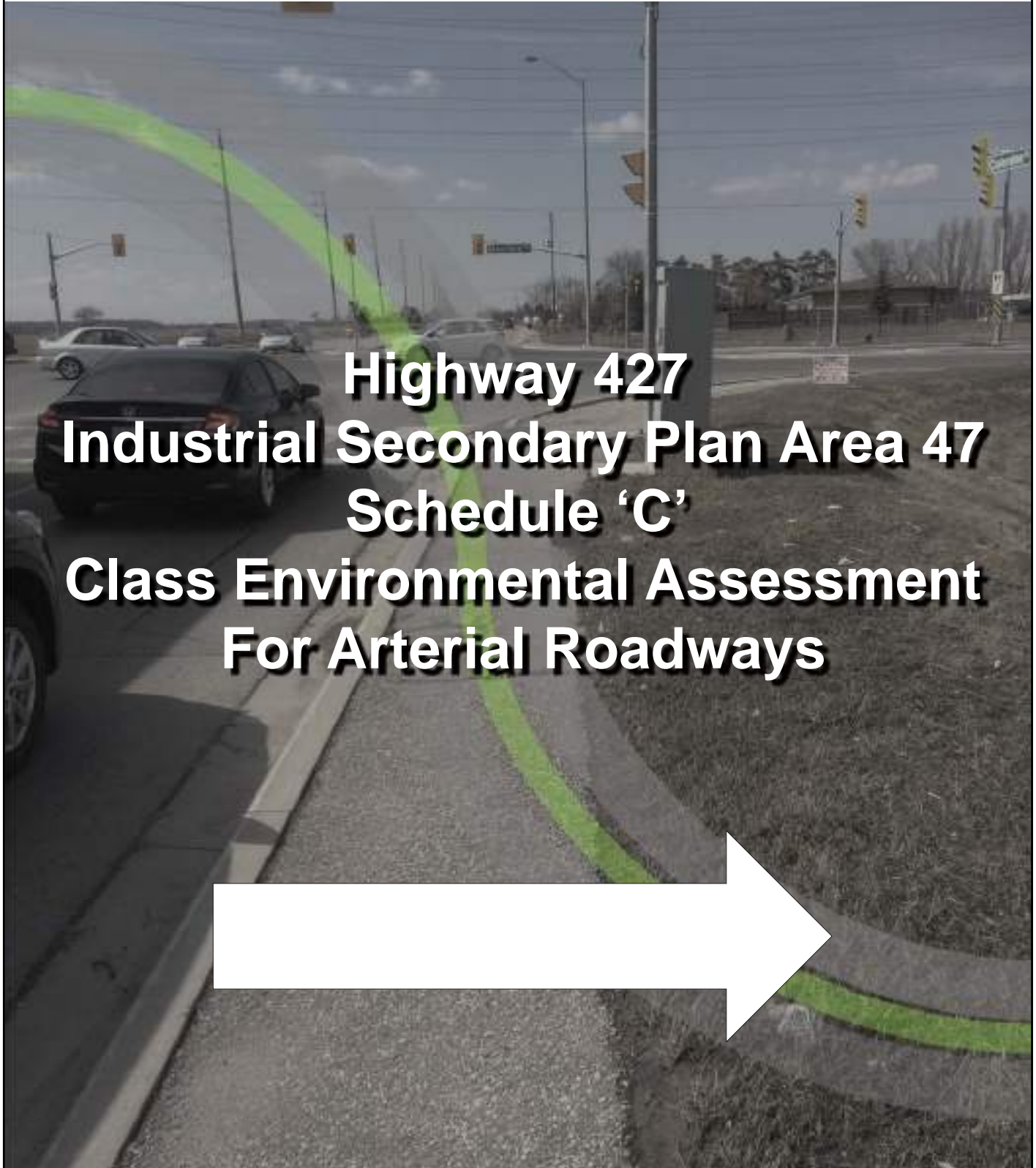
Maria

**Maria E. King, P.Eng.**

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Welcome to  
Public Information Centre #1











**Highway 427  
Industrial Secondary Plan Area 47  
Schedule 'C'  
Class Environmental Assessment  
For Arterial Roadways**



# Welcome to Open House # 1

Tonight, we invite you to....

- |   |   |   |
|---|---|---|
|  <b>01</b>   |  <b>02</b>   |  <b>03</b>   |
| Sign-in and take a comment sheet  | Learn about the Environmental Assessment process.   | Review work completed in previous studies.  |
|  <b>04</b>   |  <b>05</b>   |  <b>06</b>   |
| Learn about future development and traffic patterns.  | Discover the problems and opportunities being addressed by the current study.                 | Ask questions of, and provide insight to, City and design team members.                         |
|  <b>07</b> |  <b>08</b> |  <b>09</b> |
| Review preliminary alternatives and provide feedback.   | Let us know what is most important to you, your family and/or your business.                  | Find out where the study is going next...   |

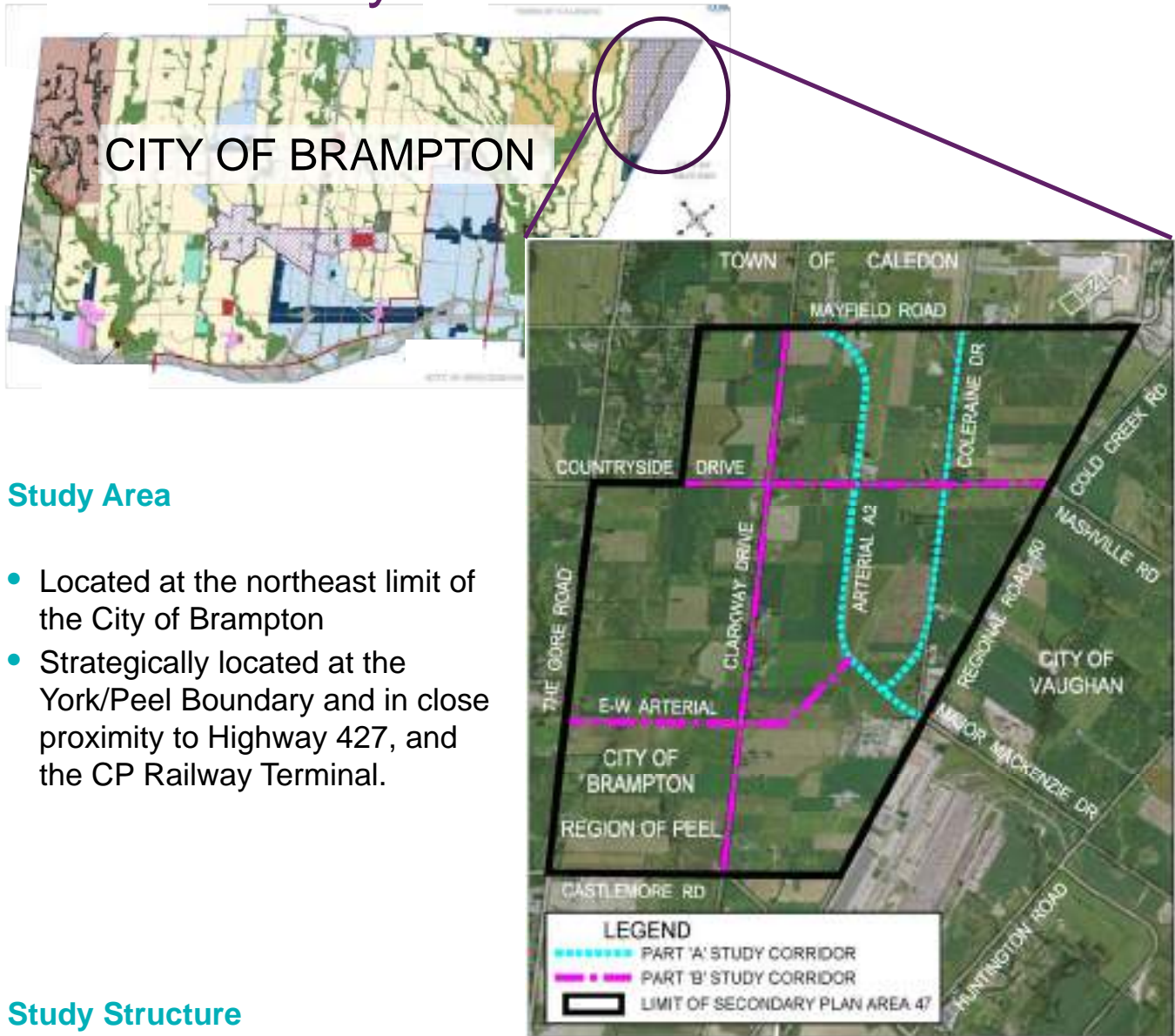
Your feedback is important, and will be incorporated and considered in the preferred alignment selection process!

**Comment Deadline is Thursday December 1<sup>st</sup>, 2016**





## Study Area and Structure



### Study Area

- Located at the northeast limit of the City of Brampton
- Strategically located at the York/Peel Boundary and in close proximity to Highway 427, and the CP Railway Terminal.

### Study Structure

This Schedule 'C' Class Environmental Assessment is being carried out in two parts, as illustrated in the figure above.

#### Part 'A'

- Arterial A2 – a new north-south major arterial roadway between Mayfield Road and Regional Road 50 at Major Mackenzie Drive
- Improvements and realignment of Coleraine Drive

#### Part 'B'

- Improvements to Countryside Drive
- Improvements to Clarkway Drive
- East-West Arterial – a new minor arterial connecting The Gore Road to future Arterial A2.



# Project Timeline and Environmental Assessment Process

**Phase 1**  
Problem or Opportunity

The City of Brampton's Secondary Plan Area 47 Transportation Master Plan (TMP)

**Phase 2**  
Alternative Solutions

**Phase 3**  
Alternative Design Concepts for the Preferred Solution

Technical experts are working with the City of Brampton and Region of Peel to confirm findings of previous studies and develop the preferred arterial roadway designs.

To be completed by the end of this project, and will include:

- Existing and future conditions;
- Confirmation of need and opportunities;
- Record of all public input;
- Alternative road designs and evaluation
- Preliminary designs for all arterial roads within the study area
- Environmental impacts and mitigations

Nov. 2016  
PIC # 1

Spring 2017  
PIC # 2

**Phase 4**  
Environmental Study Report

Winter 2017  
30 Day Review

**Phase 5**  
Implementation

Public input is an important and mandated component of the EA process. **Your opinions matter.**

To stay up-to-date with project progress and join the discussion, please consider signing up for the Stakeholder Group.





## Planning and Policy Context

The current EA Study builds upon the following earlier consultative planning and policy studies:



Provincial document that forecasts Peel's population will grow to 1.77 million by 2031.



Future road network recommendations, planning horizons and budgets for road improvements, active transportation and transit.



Identifies significant increase in population and employment over the next 15 years.



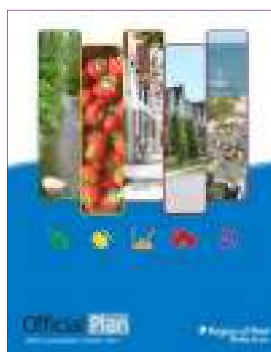
Identifies city road network needs to 2041, including road widening and construction of arterial roads within SP 47.



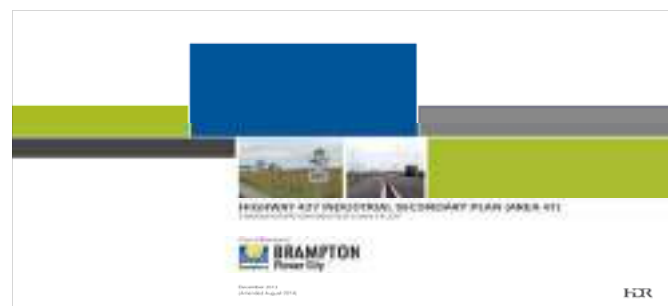
Recommends Arterial A2 and identifies intersection issues along Regional Road 50.



Identifies stormwater and natural heritage management strategies for future development



Identifies Regional population growth and required road network to 2021.



Identifies road network requirements within SP47 Area





## Planning Solutions Vision

*SP47 is to become a desirable, marketable, sustainable and complete community providing a full range of employment and residential opportunities and amenities and transitional uses, set within the natural fabric of the headwater valleys. To achieve this vision, the following guiding principles were established:*

- *A sustainable and multi-modal transportation network*
- *Minimization of impacts on the natural and cultural environment*
- *Accommodation of all users*
- *Road system with enhanced connectivity in support of:*
  - *Provincial, Regional, and local municipal initiatives*
  - *Efficient movement of people*
  - *Efficient movement of goods*
  - *Reduction in air pollution and GHG (green house gas) emissions*
  - *Integrated transit and active transportation*
  - *Streetscape / landscape enhancements*
  - *Mixed-use, main street areas.*

## EA Problem/Opportunity Statement

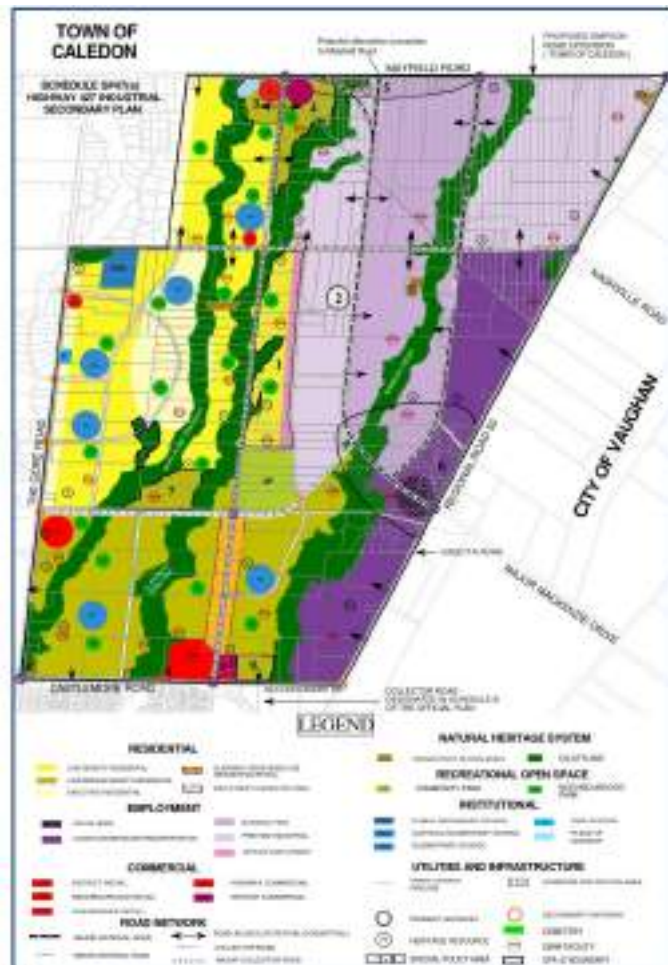
The following problems and opportunities will be addressed through the current Class Environmental Assessment Study:

- Provide enhanced inter-regional connectivity;
- Provide access to proposed development;
- Address anticipated traffic capacity issues resulting from extension of Highway 427 to Major Mackenzie Drive, as well as development of the study area;
- Improve roadway geometrics to meet or exceed City and Regional standards;
- Provide transit, pedestrian and cycling facilities;
- Improve traffic, pedestrian and cyclist safety;
- Improve intersection safety and operations;
- Design watercourse crossings to enhance hydraulics, stream function and fisheries and wildlife passage;
- Address structural deficiencies; and
- Improve pavement conditions.

# Existing and Future Land Use

## Existing Land Use

- Primarily agricultural and rural residential
- Some industrial and commercial developments
- Currently less than 100 households and 300 jobs within Secondary Plan Area 47
- Identified as Special Policy and Corridor Protection Areas in the City of Brampton's Official Plan



## Future Land Use

### SP47 TMP- Population Forecast

	Population		
	2021	2031	2041
SP 47	5,080	22,890	26,030
Brampton	686,800	836,800	888,600

### SP47 TMP- Employment Forecast

	Employment		
	2021	2031	2041
SP 47	1,960	11,920	16,980
Brampton	244,030	292,430	321,960

## Existing and Future Traffic Volumes

Anticipated changes to traffic patterns in the study area were previously studied as components of:

- Peel Region's *Highway 427 Extension Area Transportation Master Plan* (2009)
- City of Brampton's *Transportation and Transit Master Plan* (2009, 2015);
- City of Brampton's *Highway 427 Industrial Secondary Plan Area 47 Transportation Master Plan* (2013).

### Existing Traffic Volumes

- Currently functions well with exception of the following locations, at which some turning movements are becoming congested:
  - Coleraine Drive at Mayfield Road;
  - Regional Road 50 at Countryside Drive;
  - Clarkway Drive at Castlemore Road;
  - Clarkway Drive at Mayfield Road; and
  - Regional Road 50 at Major Mackenzie Drive/Coleraine Drive.



Southbound Regional Road 50 at Coleraine Drive during the p.m. peak period



Northbound Regional Road 50 at Coleraine Drive during the a.m. peak period.

### Future Traffic Volumes

At full build-out in 2031, Secondary Plan Area 47 will experience almost 20,000 trips during the critical p.m. peak.

As a result, provision of new arterial roadways, as well as widening of existing arterials in, and bordering, the study area is required.





# Existing and Future Transportation Network

## Existing Network

The existing road network consists of two-lane rural roadways with narrow shoulders.

There are currently no Active Transportation (cycling, pedestrian) or transit facilities within the study area.



Existing Traffic Control Within the Study Area



Coleraine Drive



Clarkway Drive



Countryside Drive

## Future Network

The future transportation network will include increased roadway capacity, new arterials, intersection and alignment improvements, as well as enhanced facilities for all road users including pedestrians, cyclists and transit.

### SP47 TMP-Recommended Arterial Road Infrastructure

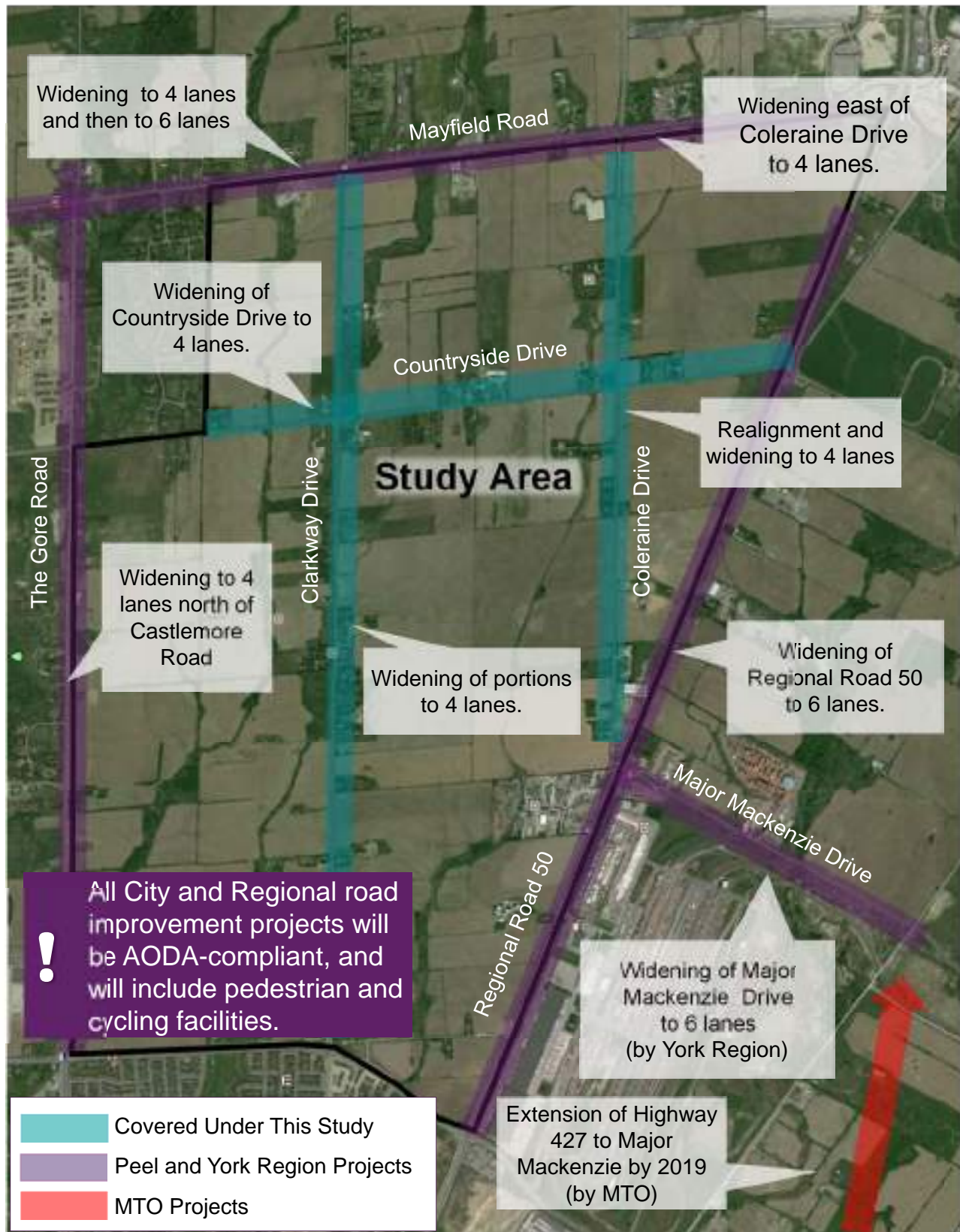
Roadway	Future # of Lanes	Right-of-Way (m)	Cycling Facility Type		Transit
			Multi-Use	Cycle Lanes	
Arterial A2 <b>(NEW!)</b>	6	45-50	X		X
Coleraine Drive	4	40-45	X		X
Clarkway Drive	4	36		X	X
	2	30		X	X
Countryside Drive	2-4	30		X	X
	4	36		X	X
East-West Arterial <b>(NEW!)</b>	4	36	X		X



Recommendations for basic lane requirements from the SP 47 TMP have been confirmed through updated traffic modelling.



# Planned Improvements to Existing Roads



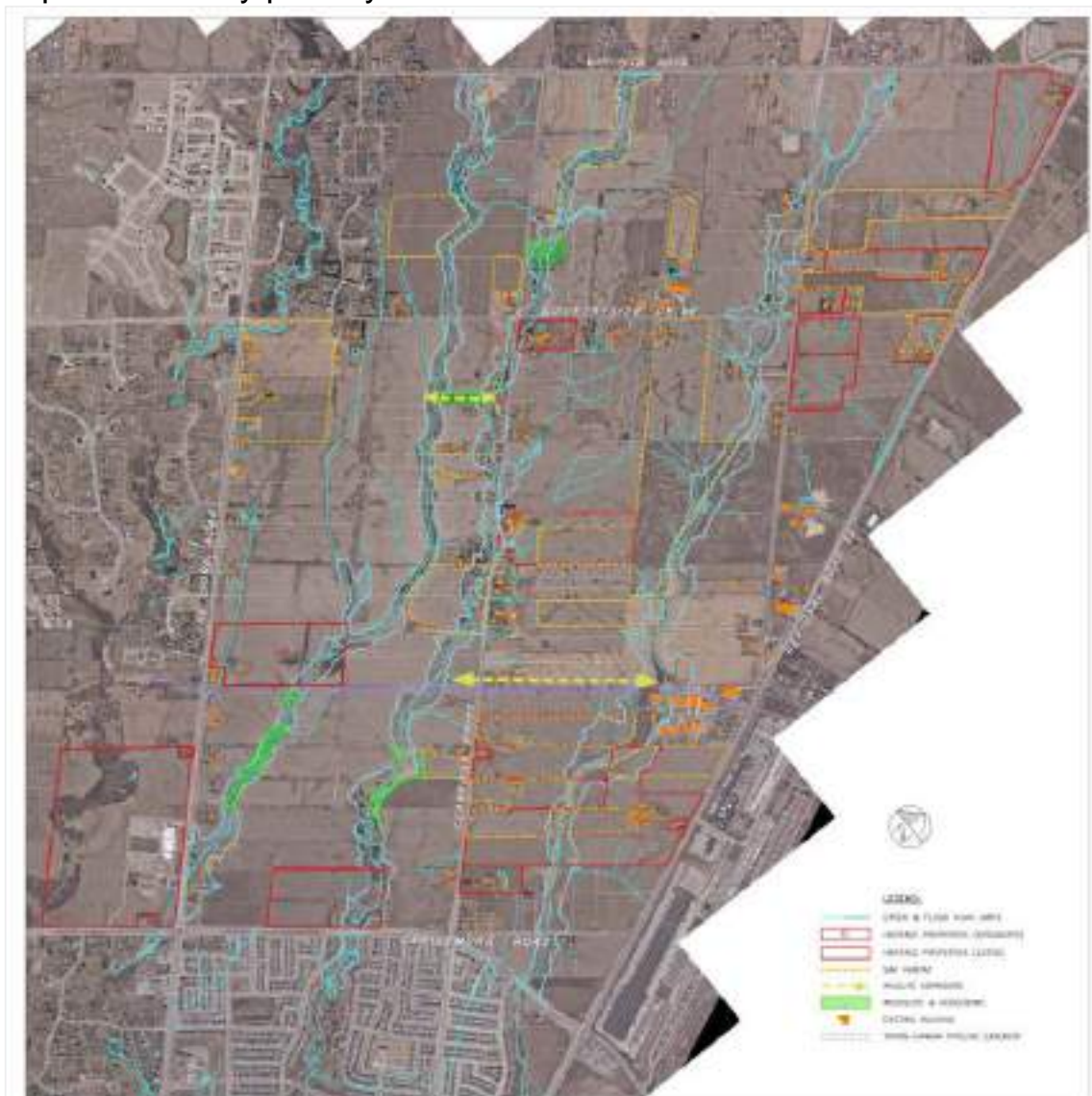


## Technical Studies Being Completed

The following investigations and inventories are being completed as part of the current Class EA:

- Transportation and Traffic
- Archaeology
- Built and Cultural Heritage
- Natural Environment, including:
  - Aquatics and Fish Habitat
  - Terrestrial Environment
- Geomorphology
- Structural Assessment
- Drainage and Stormwater Management
- Geotechnical and Hydrogeology
- Contamination Overview Study
- Traffic Noise Assessment

Based on the outcome of some of these studies, the following mapping was developed to identify primary constraints.





# Preliminary Technical Study Findings

## Archaeology

Stage 1 Archaeological Assessment was completed

- ~ 7% of the Study Area has no archaeological potential
- > 85% of the Study Area exhibits archaeological potential

## Built and Cultural Heritage Adjacent to Study Corridors

- 2 Designated heritage properties
- 8 Listed heritage properties

## Natural Heritage

Natural heritage has been well documented within the SP47 Master Environmental Servicing Plan. Targeted field studies have found the following:

- 49 species of birds
- The following wildlife
  - White-tailed deer
  - Snapping and other turtles
  - Green frogs
- Species at Risk (SAR)
  - Bobolink
  - Barn Swallow
  - Snapping Turtle



White-Tailed Deer



Barn Swallow



Bobolink



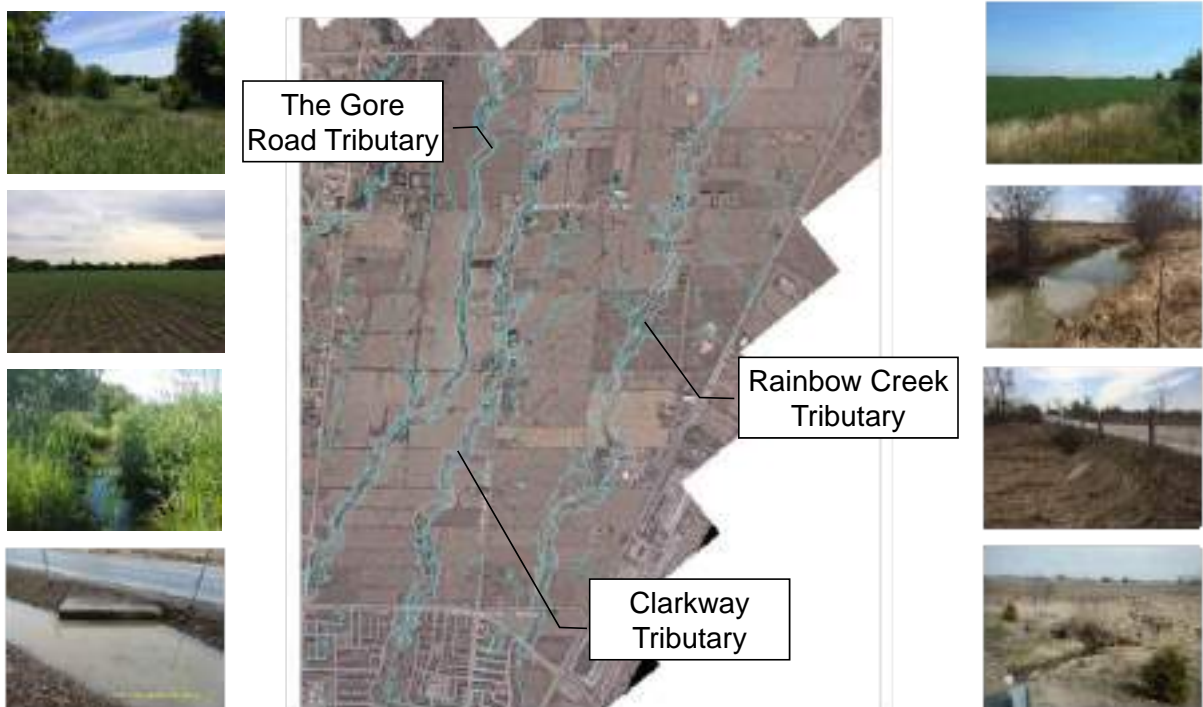
Snapping Turtle



# Preliminary Technical Study Findings

## Vegetative Communities

- Mainly agricultural fields, maintained lawns and hedgerows
- Some cultural meadows, thickets, savannahs and woods
- Marshes are found throughout, with most containing invasive species
- No identified Areas of Natural or Scientific Interest (ANSI)
- Field investigations are in progress to confirm locations of rare and/or endangered plant species



## Drainage and Stormwater

- Part of the Humber River Watershed which includes:
  - the Gore Road Tributary
  - Clarkway Tributary
  - Rainbow Creek
- Sizing will be determined for new culvert/bridges to meet current Municipal and Provincial design criteria
- Stormwater management will be required to mitigate potential impacts to water balance, water quality, erosion and flooding
- Use of Low Impact Development (LID) stormwater techniques (i.e. swales, dry ponds, permeable pavements) will be investigated



# Preliminary Technical Study Findings

## Geomorphology (Creek Form and Evolution)

An evaluation of creek geomorphology has been completed.

The evaluation considered:

- 10 major watercourse crossings of Rainbow Creek, The Gore Road Tributary and Clarkway Tributary



Field observations:

- Watercourses range from well-defined systems to agricultural drainage features
- Low to intermitted flow was observed in late June
- Potential localized channel realignment on the Clarkway Tributary at Countryside Drive and north of the proposed East-West Arterial
- MESP recommends the restoration/enhancement of Rainbow Creek

## Structural Assessment

Structural inspection was completed for:

- 3 structural culverts, and
- 2 bridges

Based on visual inspection and analysis of structural capacity:

- 2 bridges and two culverts will need replacement
- Evaluation from a hydrological and geomorphological perspective will be required to determine if the remaining culvert can be maintained



Countryside over Gore Road



Clarkway over West Humber Tributary



Countryside over West Humber Tributary





# Preliminary Technical Study Findings

## Traffic

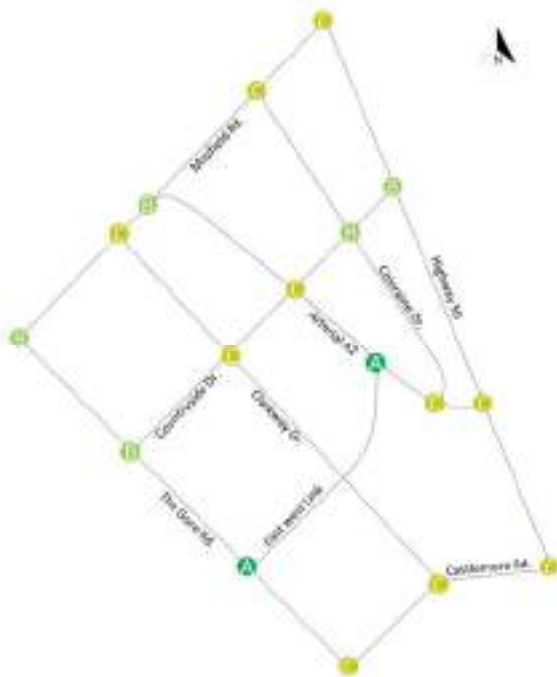
- Traffic analysis has been conducted at strategic and operational levels.
- Analysis concluded that the future road network recommended by SP47 TMP was appropriate.
- Overall levels of service are acceptable for all locations and turning movements to 2031, as shown in the plots below.



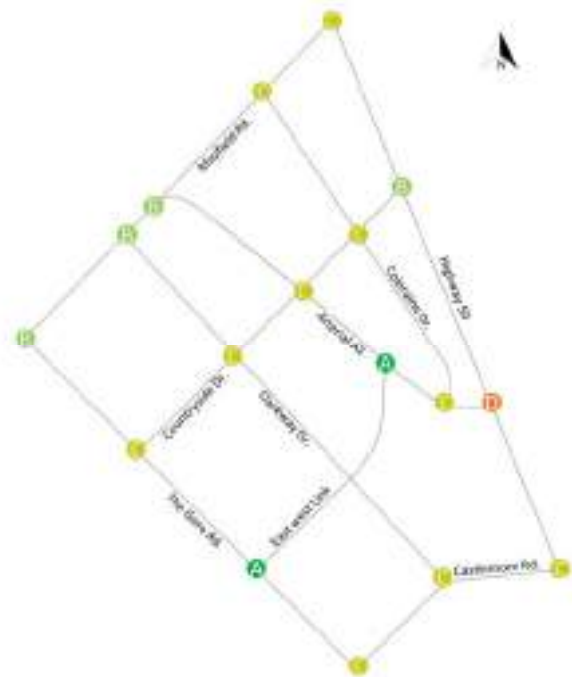
SP47 TMP – Recommended Transportation Network

LOS	Description of Operations	LOS	Description of Operations
A	Very good	D	Typically acceptable
B	Good	E	Undesirable, potential unstable flow
C	Typical planning objective	F	Failing movements may impeded traffic flow

2031 a.m. Peak Period LOS



2031 p.m. Peak Period LOS





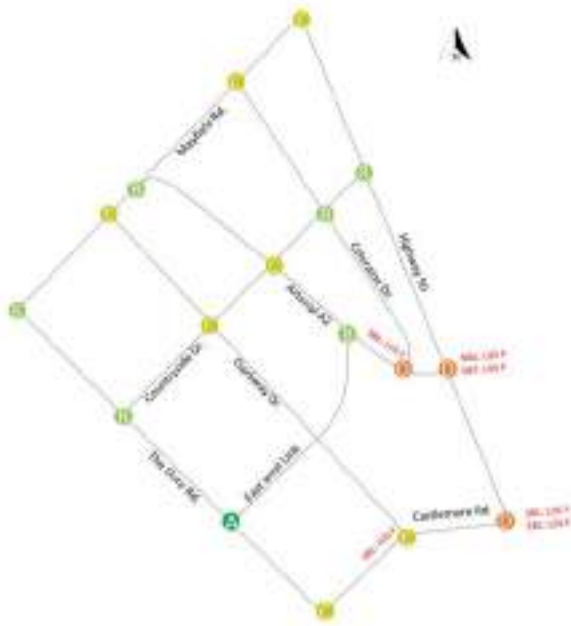
# Preliminary Technical Study Findings

## Traffic

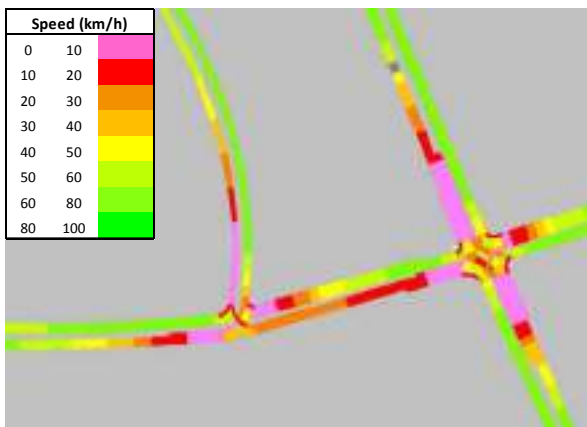
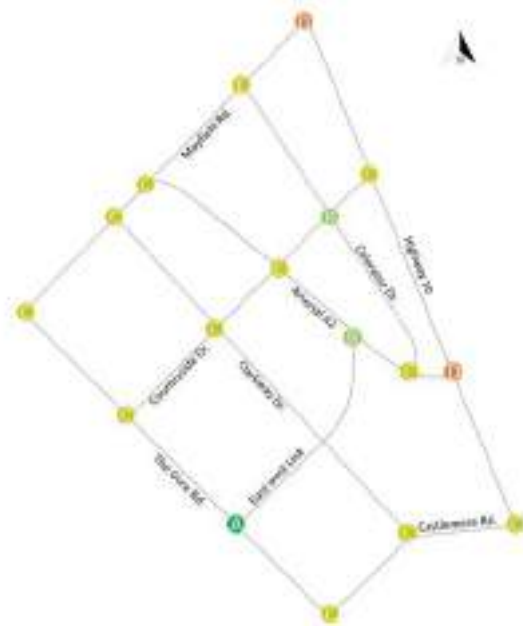
- With exception of some turning movements, the overall levels of service are acceptable at all intersections to beyond 2041 during the peak hours.

LOS	Description of Operations	LOS	Description of Operations
A	Very good	D	Typically acceptable
B	Good	E	Undesirable, potential unstable flow
C	Typical planning objective	F	Failing movements may impeded traffic flow

2041 a.m. Peak Period LOS



2041 p.m. Peak Period LOS



2041 a.m. peak travel speeds along Arterial A2 between Coleraine Drive and Regional Road 50 under SP47 TMP configuration.

- SP47 TMP network configuration results in some localized traffic “hot spots”.
- “Hot Spots” will be addressed through intersection spacing, design and signal timing.



# Moving Towards a Preferred Design

The current EA study will help move the City of Brampton and Region of Peel closer to delivering a robust arterial road network that will meet the needs of all users within the rapidly developing Secondary Plan Area 47.

A critical component of this study is the determination of preferred alignments, intersection configurations and cross-sections for new and widened roadways. This will be carried out through a detailed evaluation process that considers the criteria summarized below.

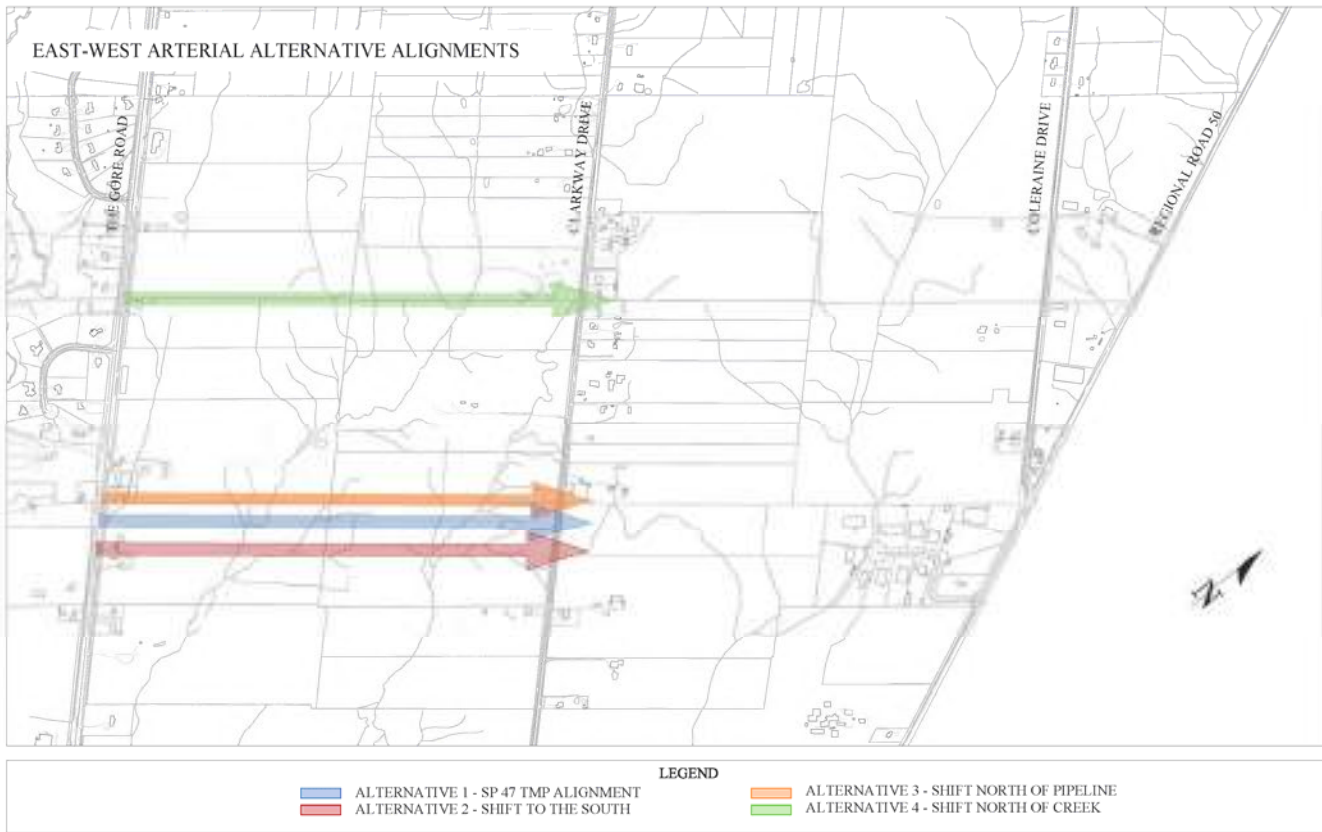


A preliminary screening of alignments, intersection configurations and cross-sections is provided on the following boards for your comment.





## Alternative Alignments – East-West Arterial

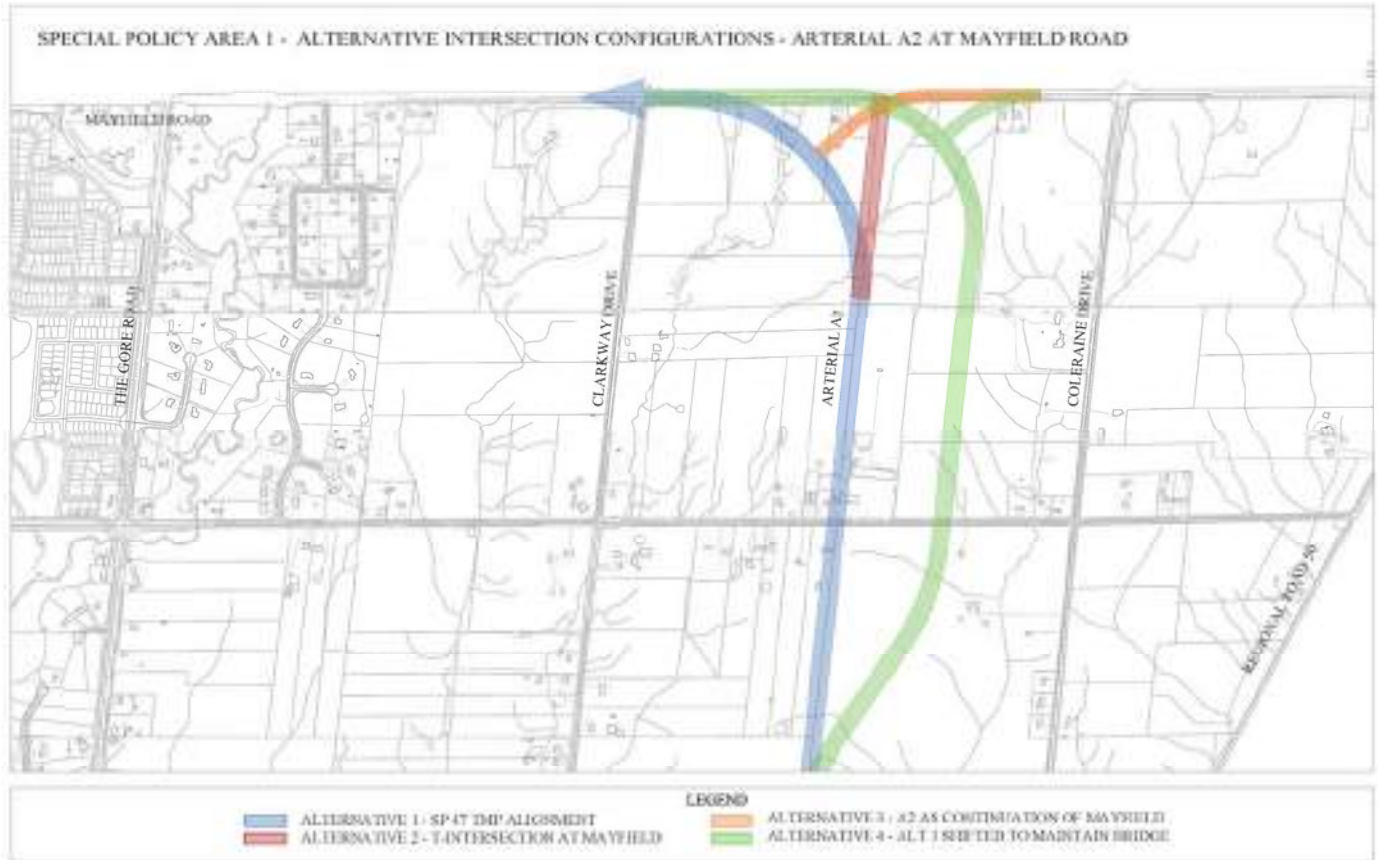


High-Level Evaluation				
Criteria	Alternative 1 (Blue)	Alternative 2 (Red)	Alternative 3 (Orange)	Alternative 4 (Green)
Description	As presented in the SP47 TMP.	Aligned with opening between woodlots.	North of the Trans-Canada Pipeline	Moved north of curve in A2 and branching of The Gore Tributary.
Social-Cultural	Would require removal of one residence.	Would require removal of one residence/farm. Would create a strip of property with limited development potential.	Would require removal of two residences and have impacts on 1 or more adjacent properties.	Would require removal of four residences/farms.
Natural Environment	Would require removal of a mature woodlot, and crossing of Clarkway Creek within a wide section of floodplain.	Crosses The Gore Road and Clarkway Tributaries at their narrowest points.	Crosses The Gore Road and Clarkway Tributaries at narrow points.	Crosses The Gore Road and Clarkway Tributaries at narrow points, but also impacts four headwater drainage features.
Technical (Engineering)	Would require a large bridge structure to cross Clarkway Creek. Good opportunities to employ LID techniques due to proximity to Trans-Canada easement.	Good opportunities to employ LID techniques due to proximity to Trans-Canada easement.	Would require the shortest crossing structures over The Gore Road and Clarkway Tributaries.	Would provide an east-west link at the mid-point between Countryside Drive and Castlemore Road. Could tie in to a tangent section of Arterial A2.
Economic	Most costly due to required bridges.	Lower cost alternative due to shorter span bridges.	Lower cost alternative due to shorter span bridges.	High cost due to property acquisition, two bridges and culverts over headwater drainage features.





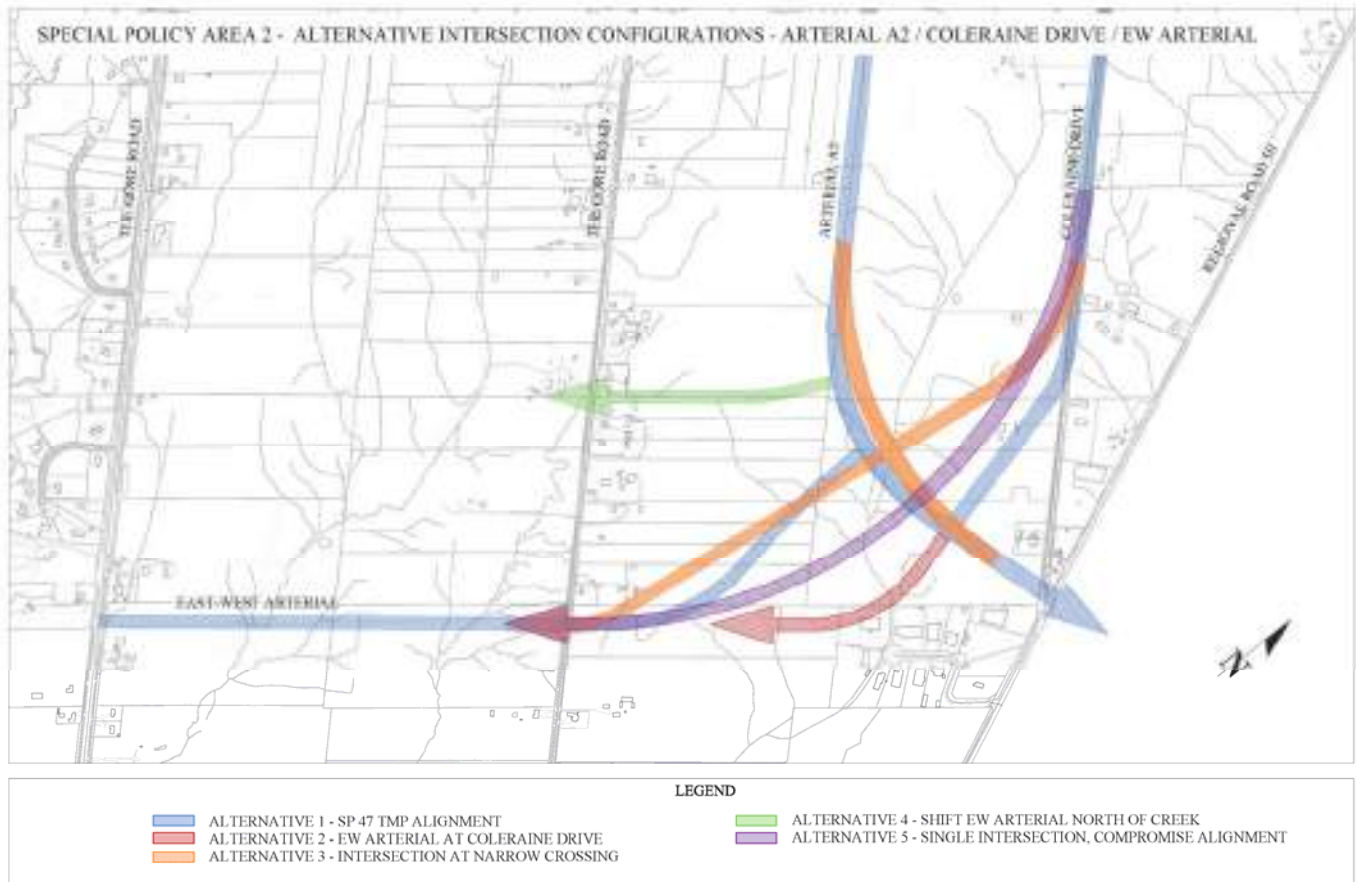
## Alternative Configurations for Special Policy Area # 1



Criteria	High Level Evaluation			
	Alternative 1 (Blue)	Alternative 2 (Orange)	Alternative 3 (Yellow)	Alternative 4 (Green)
Description	As presented in the SP47 TMP.	T-intersection at Mayfield Road.	A2 becomes continuation of Mayfield Road east of Clarkway.	Alternative 3, shifted east to use existing crossing structure.
Social-Cultural	Required removal of two residences and a portion of a business. Additional impacts on adjacent properties /businesses.	Require removal of two residences with additional impacts on adjacent properties (businesses).	Required removal of two residences and a business. Additional impacts on adjacent properties/businesses.	Minimal impacts to existing structures, however, a number of farm properties would be segmented.
Natural Environment	Would introduce a new crossing of Clarkway Creek.	Minimal impacts.	Would introduce a new crossing of Clarkway Creek.	Tie in to the south would impact existing SAR habitat.
Technical (Engineering)	Complex intersection required at Clarkway Drive/Mayfield Road/Arterial A2/Humber Station Road.	Ability for T-intersection to function at acceptable levels needs to be investigated.	Improved east-west flow along Arterial A2/Mayfield Road. Intersection located on a curve – not preferred.	Improved east-west flow along Arterial A2/Mayfield. Intersection located on a curve – not preferred. Not located mid-block between Clarkway and Coleraine Drives, creating small development blocks.
Economic	Would require a new bridge over Clarkway Creek.	Lowest construction cost.	Would require a new bridge over Clarkway Creek.	Longest roadway required.



## Alternative Configurations for Special Policy Area # 2



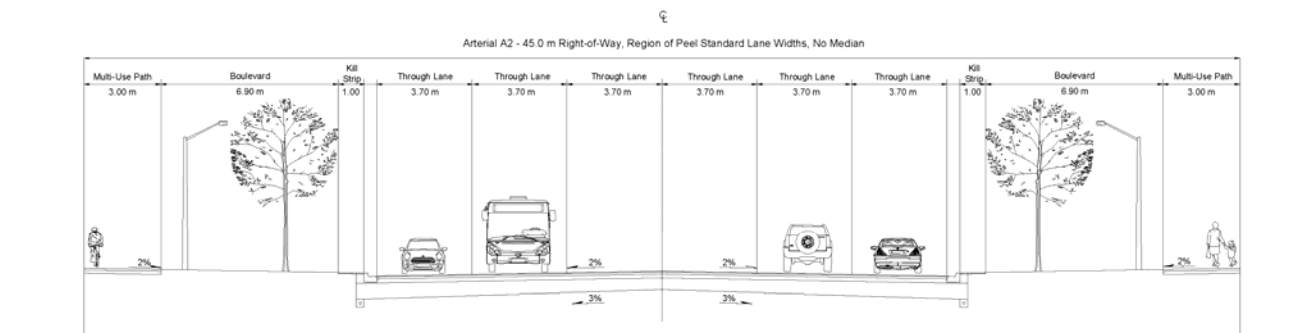
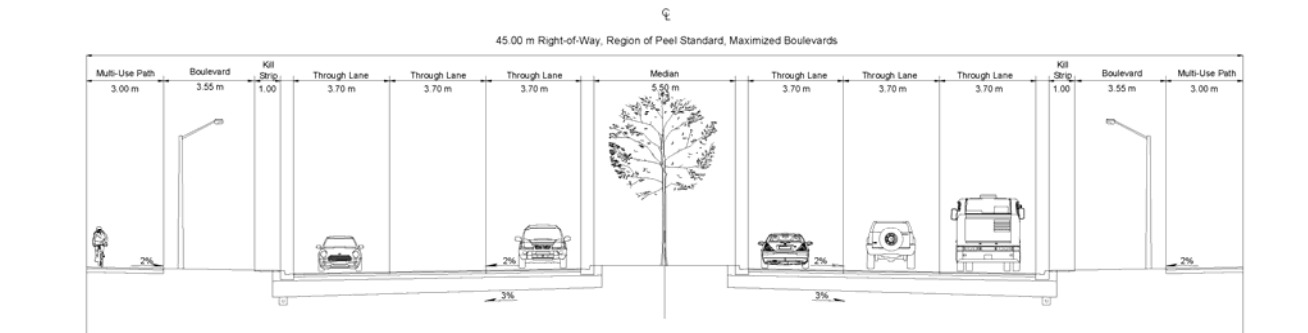
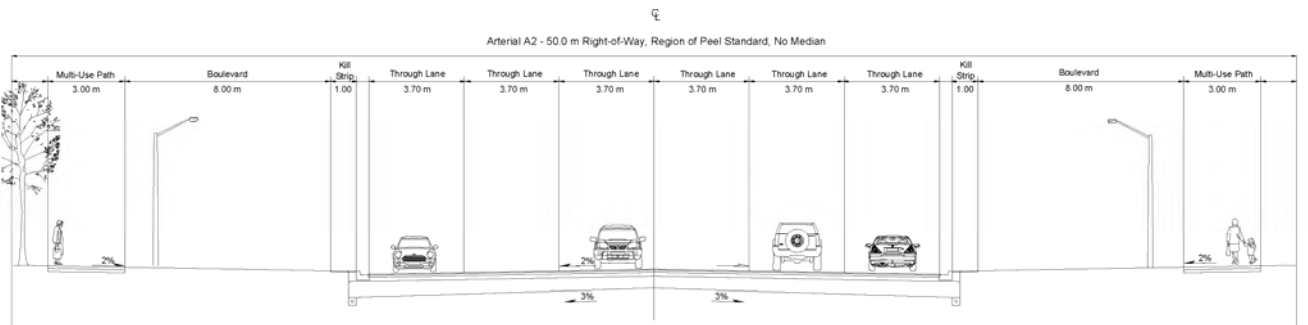
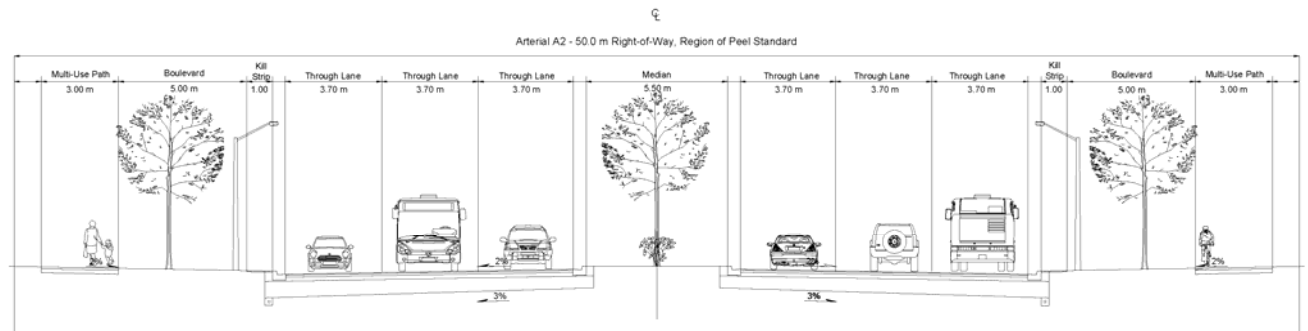
High-Level Evaluation					
Criteria	Alternative 1 (Blue)	Alternative 2 (Red)	Alternative 3 (Orange)	Alternative 4 (Green)	Alternative 5 (Purple)
Description	As presented in the SP47 TMP.	Four-way intersection along SP47 TMP alignment of Coleraine	Four-way intersection at narrowest point on Rainbow Creek.	Increased offset between EW Arterial and Coleraine Drive.	Crossing midway between Alternatives 2 and 3.
Social-Cultural	Required removal of an existing residence. Provides balanced development block sizes between arterial roads.	Required removal of an existing residence and a commercial property. Would isolate ~ 4.5 ha between the new arterials and existing commercial/industrial.	Limited impacts to existing properties. Would create larger development blocks.	Required removal of four residences/farms. Improved development potential southwest of Arterial A2 and E-W Arterial; but, E-W link is removed from south development block.	Required removal of an existing residence. Provides balanced development block sizes between arterial roads.
Natural Environment	Single crossing of Rainbow Creek.	Two separate crossings of Rainbow Creek.	Single, crossing of Rainbow Creek.	Single crossing of Rainbow Creek.	Two separate crossings of Rainbow Creek.
Technical (Engineering)	Potential traffic issues due to closely spaced intersections.	Improved intersection placement on tangent section of A2. Potential traffic issues due to proximity to Regional Road 50.	Improved intersection function due to single intersection and greater spacing. Large bridge will be required.	Improved intersection spacing.	Improved intersection function due to single intersection and greater spacing. Two bridges will be required.
Economic	Increased cost due to need for two intersections.	Substantial bridge costs (two required).	Increased cost due to potentially larger bridge.	Increased cost due to need for two intersections.	Substantial bridge costs (two required).





## Alternative Cross-Sections

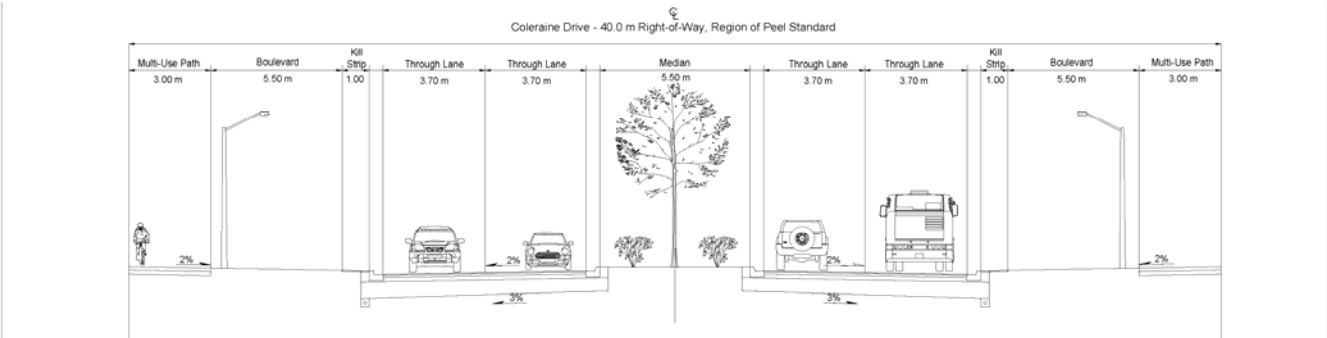
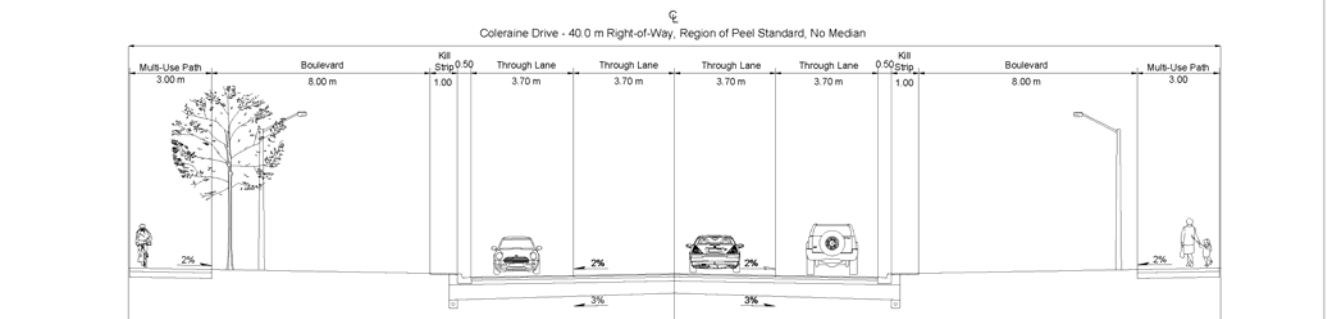
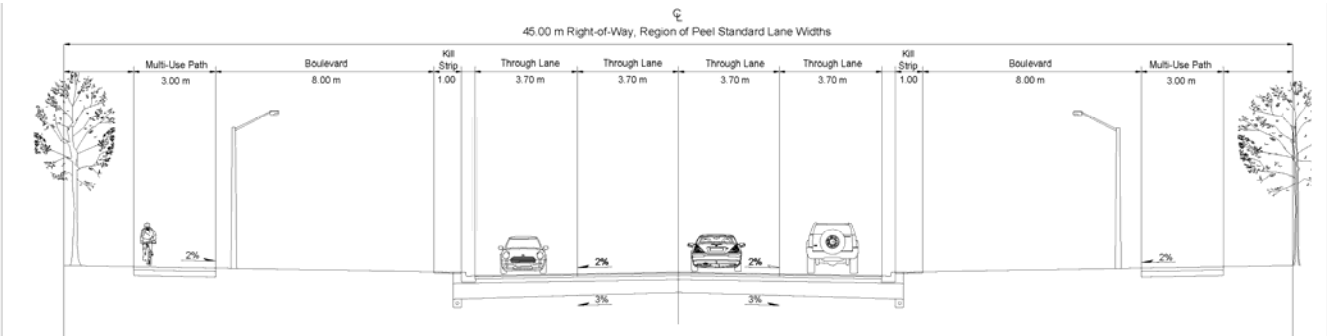
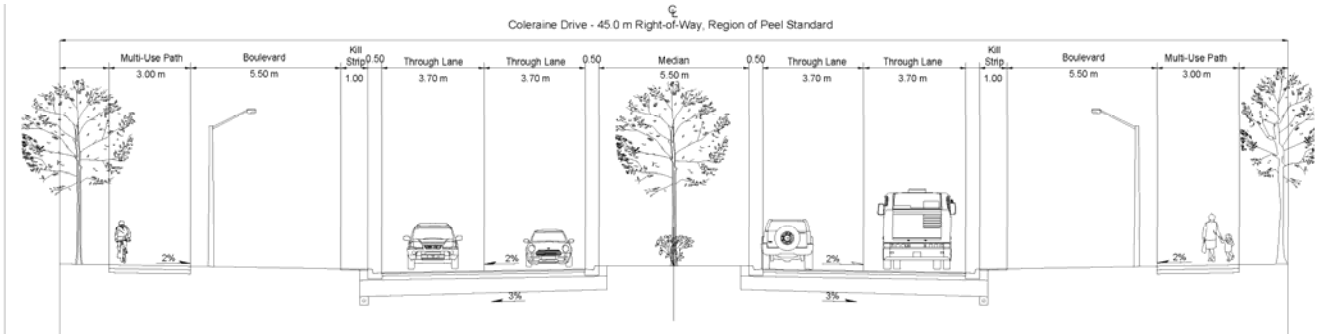
Arterial A2 (NEW !)	
Jurisdiction	Region of Peel
Required number of lanes	6
SP47 TMP-Recommended Active Transportation Facilities	Multi-use path





## Alternative Cross-Sections

Coleraine Drive	
Jurisdiction	Region of Peel
Required number of lanes	4
SP47 TMP-Recommended Active Transportation Facilities	Multi-use path



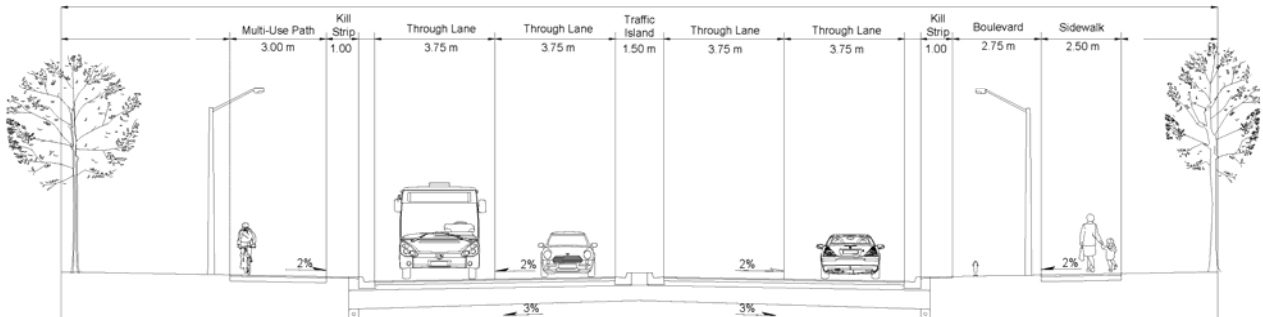


## Alternative Cross-Sections

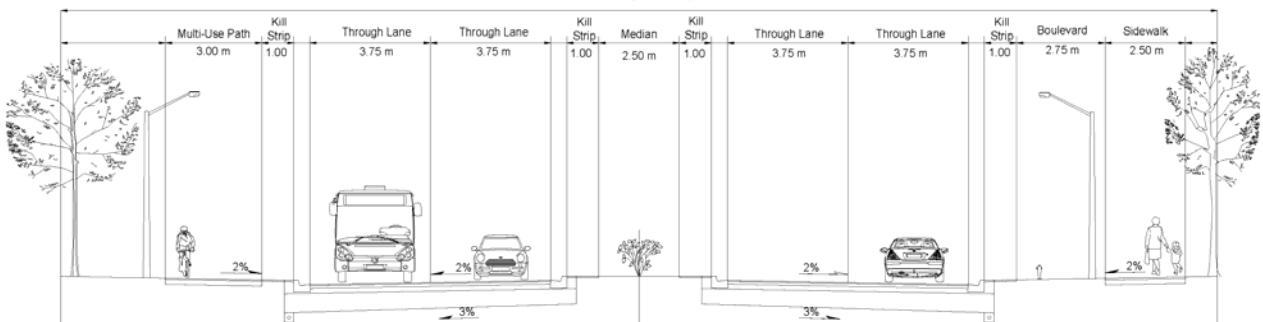
### East – West Arterial (NEW !)

Jurisdiction	City of Brampton
Required number of lanes	4
SP47 TMP-Recommended Active Transportation Facilities	Multi-use path, 2.5 m sidewalks opposite side from multi-use path

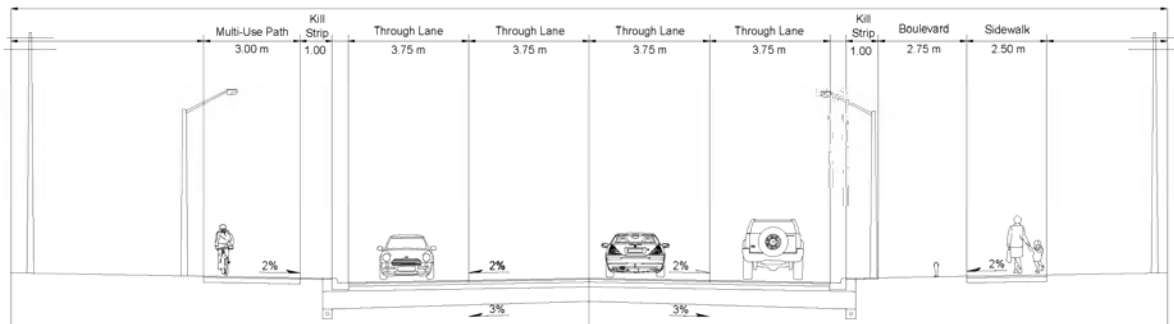
EW Arterial - 36.0 m Right-of-Way, City of Brampton Standard Median



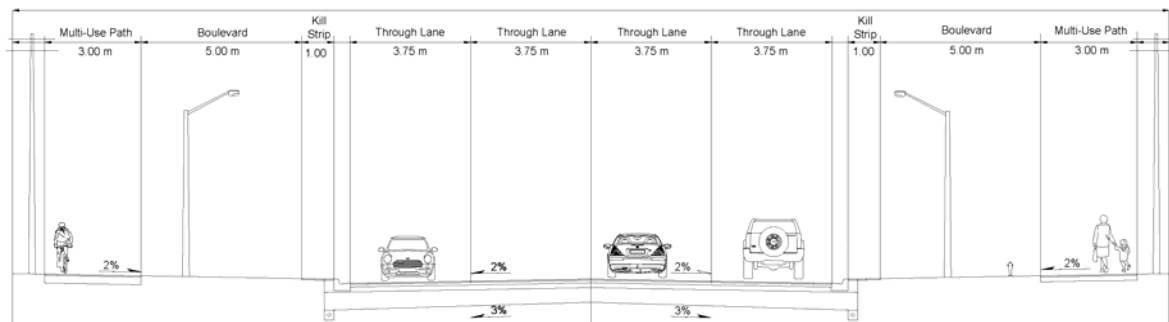
EW Arterial - 36.0 m Right-of-Way, Wide Median



EW Arterial - 36.0 m Right-of-Way, City of Brampton Standard with No Median



EW Arterial - 36.0 m Right-of-Way, Wide Boulevards and Dual Multi-Use Pathways

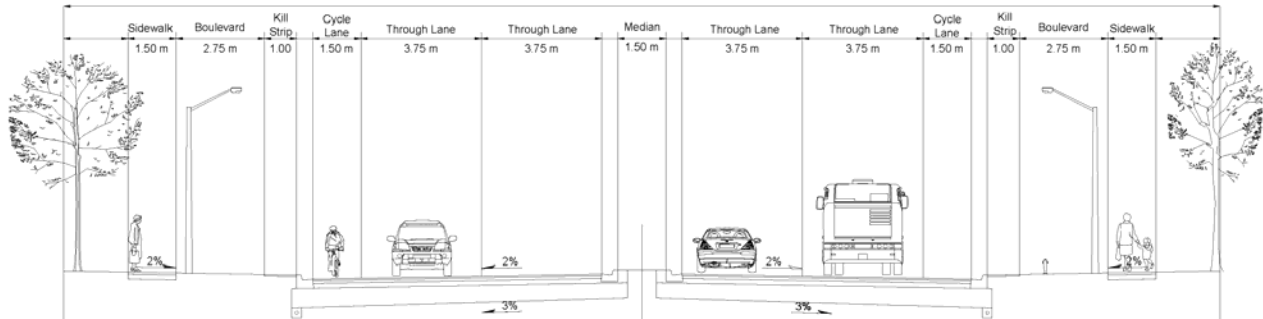




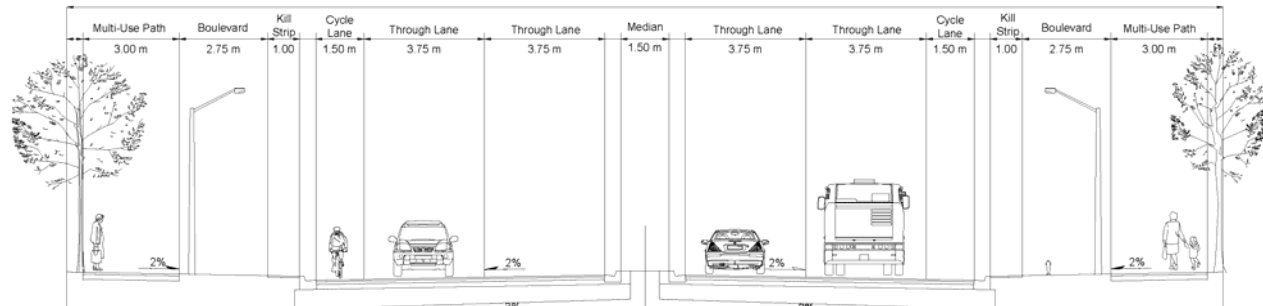
## Alternative Cross-Sections

Countryside Drive	
Jurisdiction	City of Brampton
Required number of lanes	4
SP47 TMP-Recommended Active Transportation Facilities	On-road cycle lanes and sidewalks on both sides.

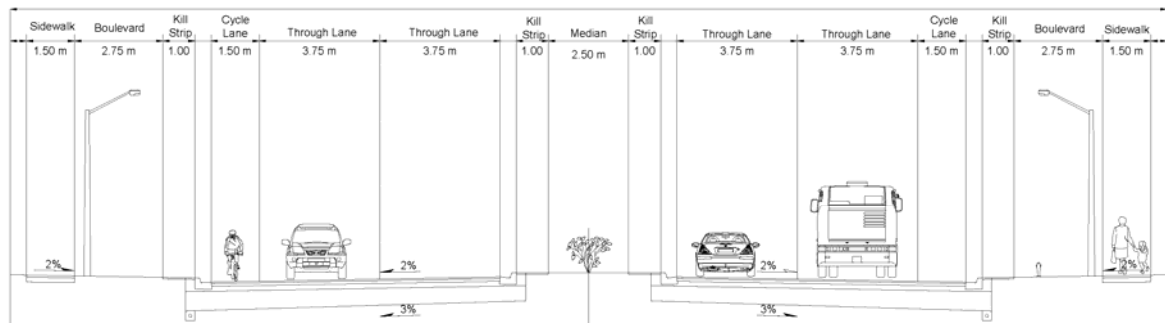
Countryside Drive - 36.0 m Right-of-Way, City of Brampton Standard



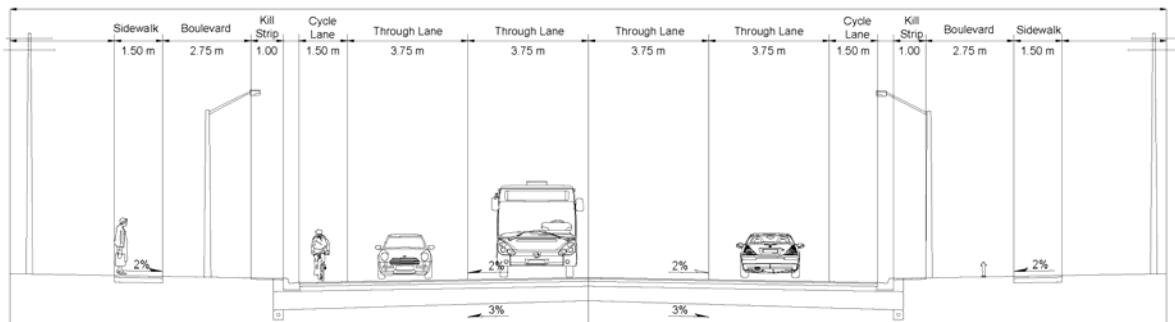
36.0 m Right-of-Way, City of Brampton Standard Lane with Dual Multi-Use Pathways



Countryside Drive - 36.0 m Right-of-Way, Wide Median



Countryside Drive - 36.0 m Right-of-Way, City of Brampton Standard with No Median



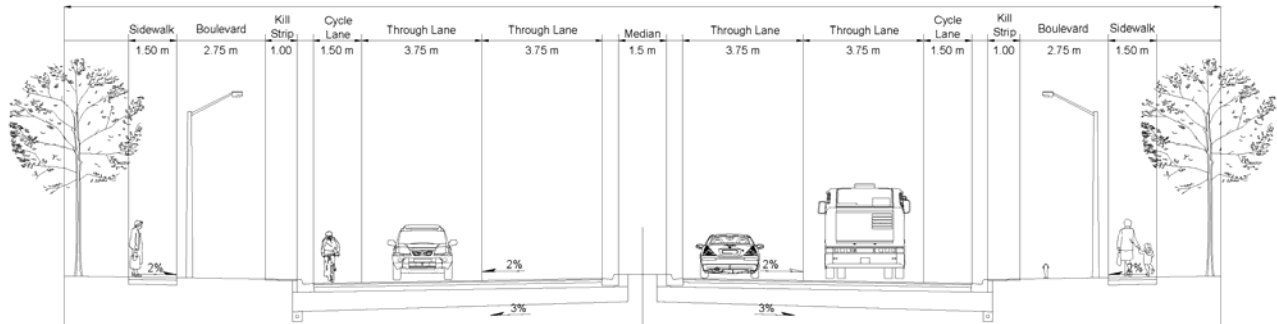


## Alternative Cross-Sections

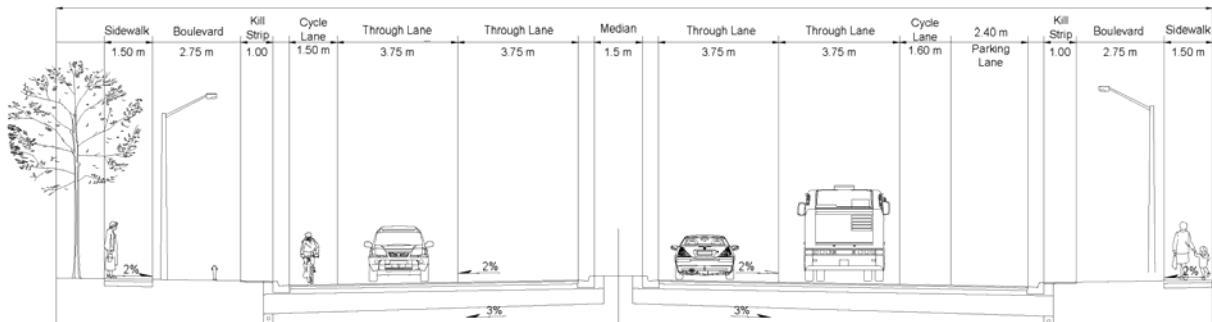
### Clarkway Drive, Castlemore Road to Downtown Core

Jurisdiction	City of Brampton
Required number of lanes	4
SP47 TMP-Recommended Active Transportation Facilities	On road cycles lanes, sidewalks on both sides

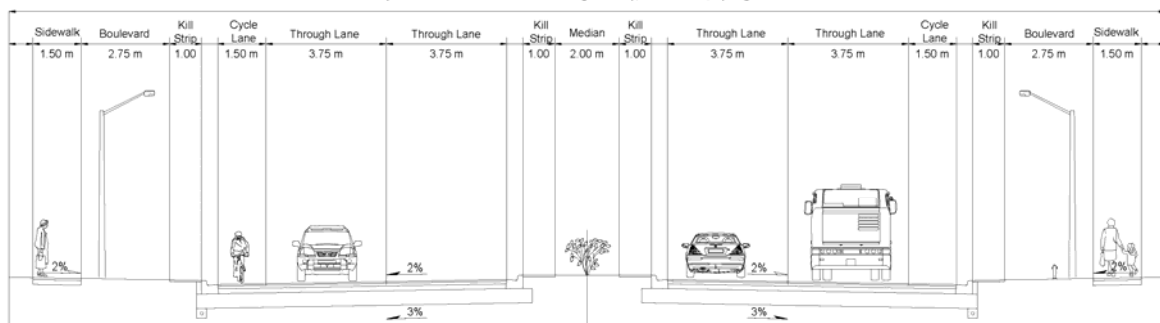
Clarkway Drive South of Downtown - 36.0 m Right-of-Way, City of Brampton Standard



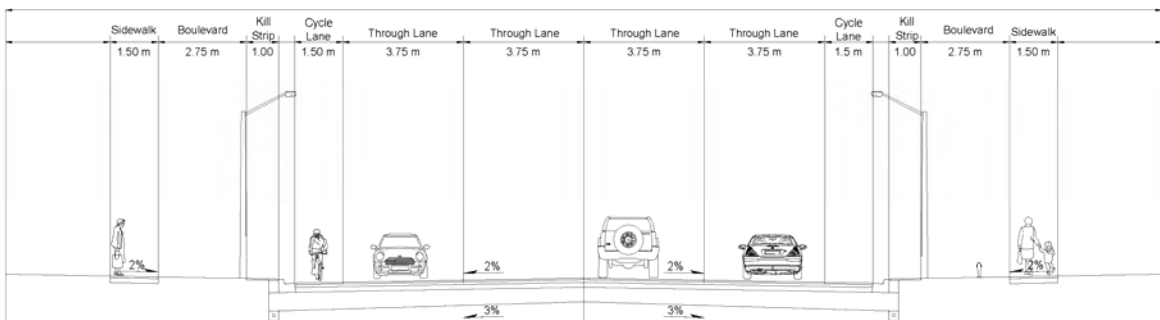
Clarkway Drive South of Downtown - 36.0 m Right-of-Way, City of Brampton Standard with On-Street Parking



Clarkway Drive South of Downtown - 36.0 m Right-of-Way, Wide Median, Cycling and Sidewalks



Clarkway Drive South of Downtown - 36.0 m Right-of-Way, No Median, Cycling and Sidewalks



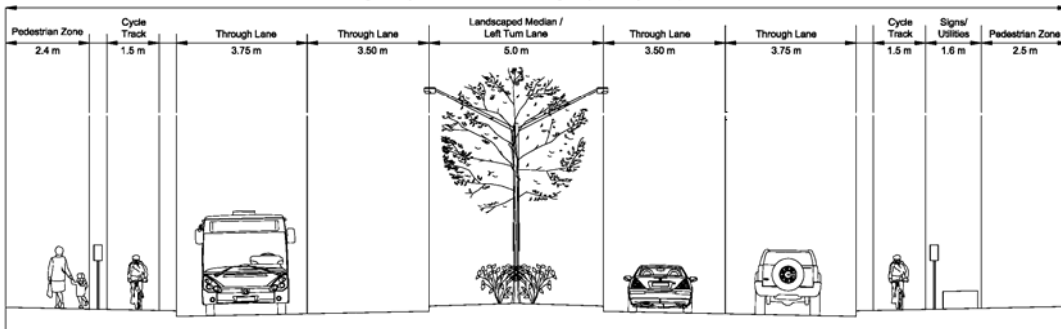
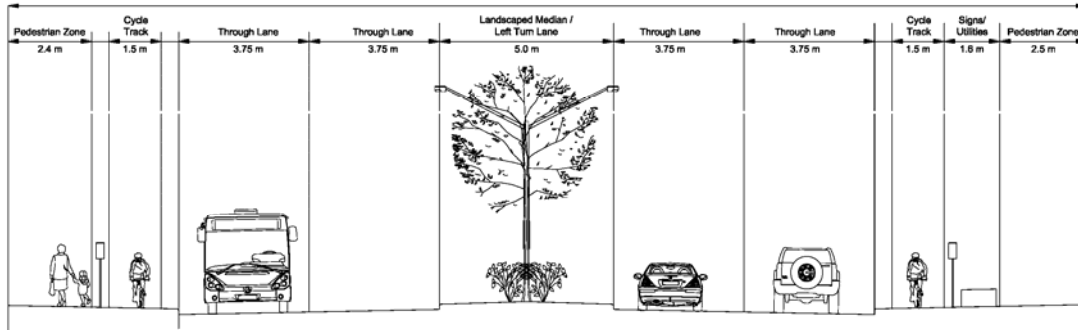


## Alternative Cross-Sections

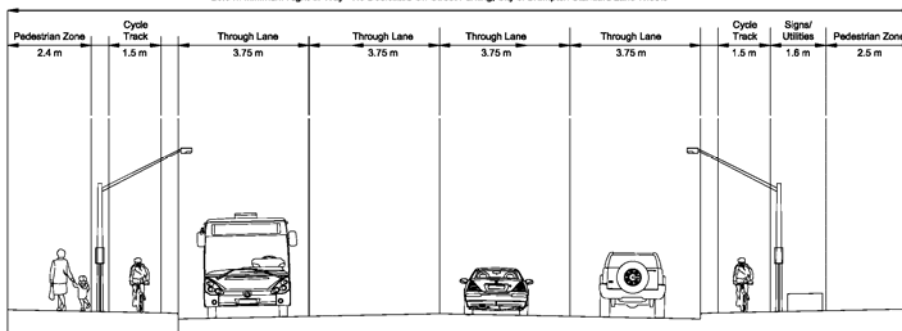
### Clarkway Drive, Downtown Core

Jurisdiction	City of Brampton
Required number of lanes	4
SP47 TMP-Recommended Active Transportation Facilities	On road cycles lanes, sidewalks on both sides

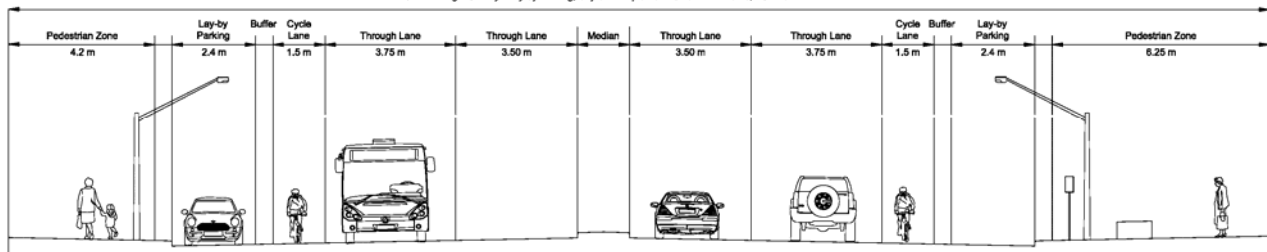
31.00 m Minimum Right-of-Way - No Dedicated On-Street Parking, City of Brampton Standard Lane Widths



26.0 m Minimum Right-of-Way - No Dedicated On-Street Parking, City of Brampton Standard Lane Widths



36.25 m Right-of-Way - Lay-by Parking, City of Brampton Standard Lane Widths, No Median



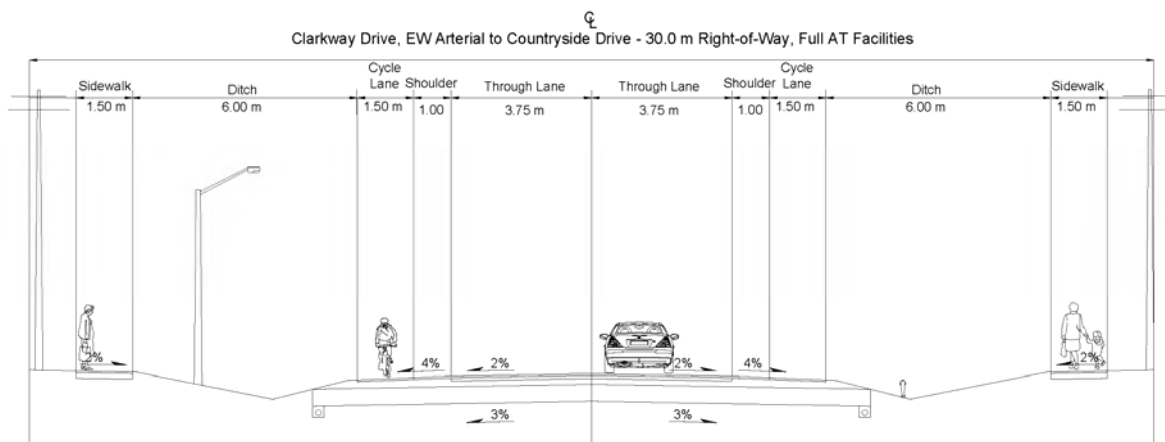
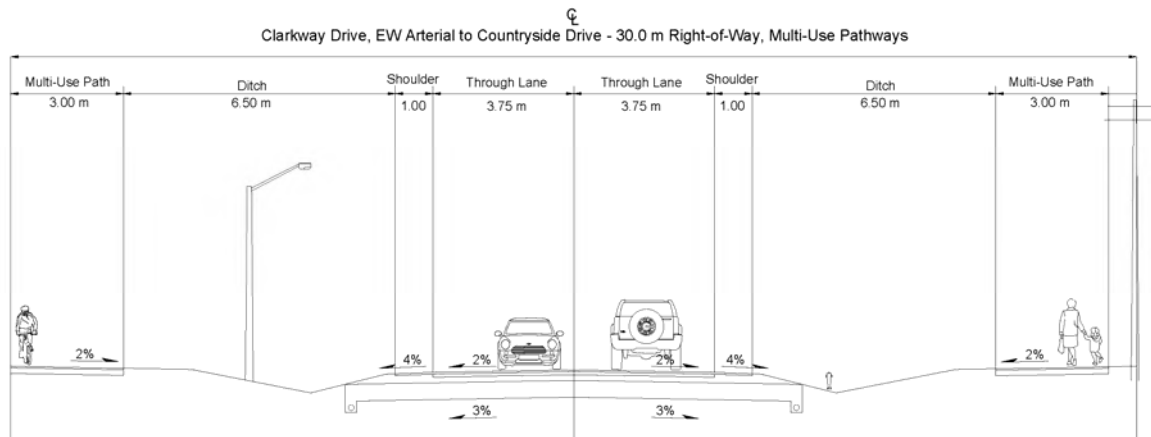
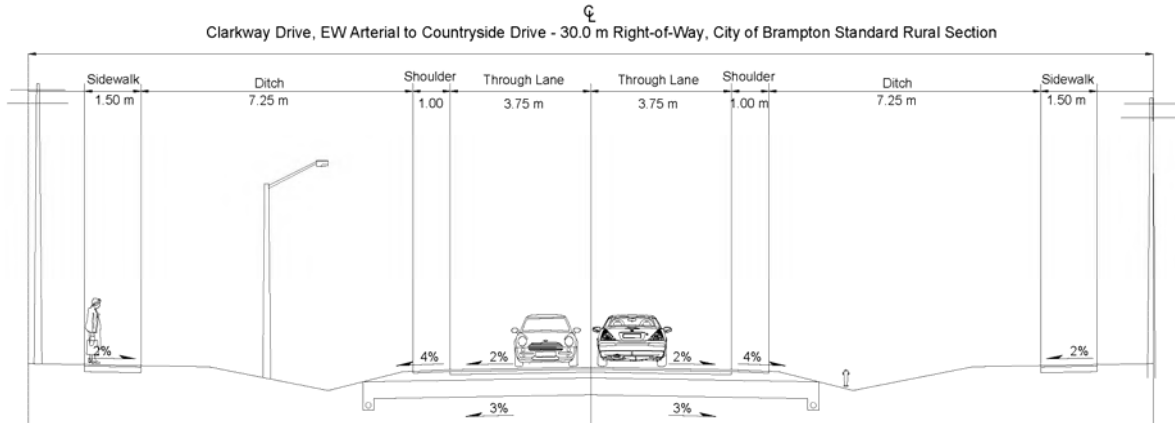




## Alternative Cross-Sections

### Clarkway Drive, East-West Arterial to Countryside Drive

Jurisdiction	City of Brampton
Required number of lanes	2
SP47 TMP-Recommended Active Transportation Facilities	On road cycle lanes, 1.5 m sidewalk on both sides

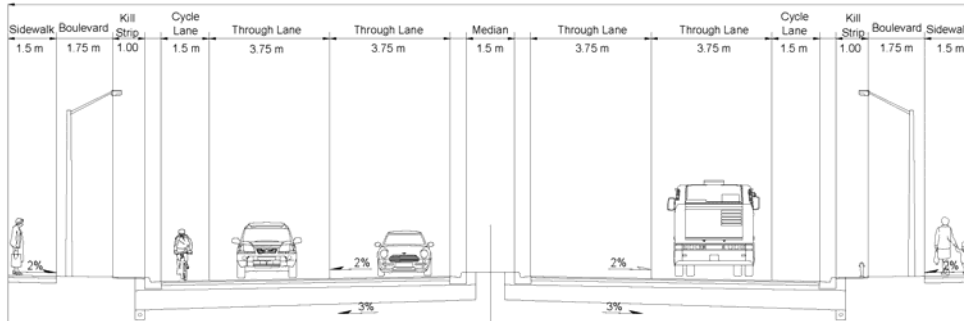


## Alternative Cross-Sections

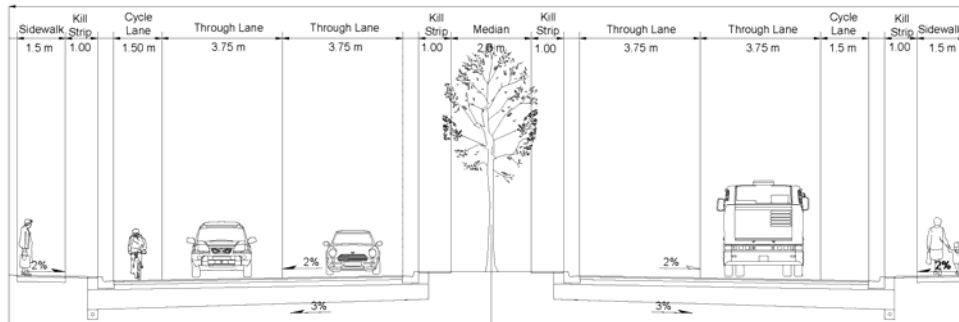
### Clarkway Drive, Countryside Drive to Mayfield Road

Jurisdiction	City of Brampton
Required number of lanes	2-4
SP47 TMP-Recommended Active Transportation Facilities	Multi-use path, 2.5 m sidewalks opposite side from multi-use path

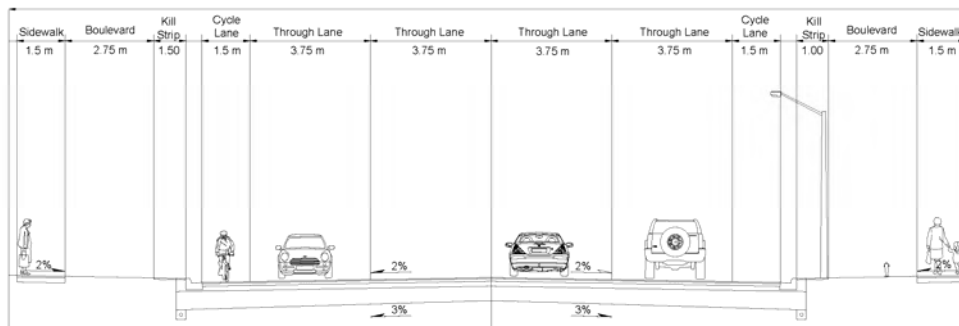
Clarkway Drive, Countryside Drive to Mayfield Road - 30.0 m Right-of-Way, City of Brampton Standard



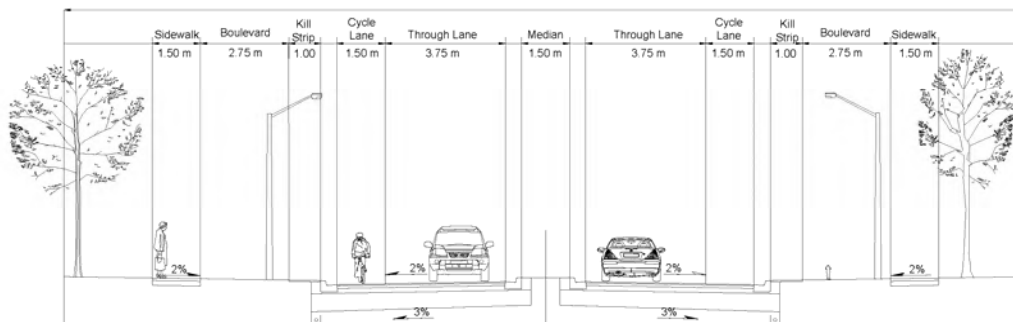
Clarkway Drive, Countryside Drive to Mayfield Road - 30.0 m Right-of-Way, 4 Lanes with Wide Median



Clarkway Drive, Countryside Drive to Mayfield Road - 30.0 m Right-of-Way, 4 Lanes with No Median



Clarkway Drive, Countryside Drive to Mayfield Road - 30.0 m Right-of-Way, 2 Lanes with Standard Median





# Thank-you for your Participation!

## Next Steps

- 1. Your input is important!** The project team will be determining preferred alternatives based on feedback from this PIC, technical investigations, and consultation with technical and regulatory agencies.
- 2. Complete the Environmental Inventory** through field investigations to confirm findings of the SP47 Master Environmental Servicing Plan, particularly along the preferred alignments.
- 3. Develop the preferred design concepts and cross-sections.** Using comments received at this PIC, as well as input from stakeholders and agencies, the conceptual designs for each arterial will be developed.
- 4. Present and gather input on the preliminary designs at PIC #2.** The preliminary designs will be presented for further comment at:

**! PIC # 2 planned for spring 2017**

- 5. Complete the preliminary designs.** Based on feedback from PIC#2, as well as consultation with stakeholder groups and agencies, the conceptual designs will be modified and advanced to the preliminary design stage. Anticipated impacts and mitigation methods will be fully documented.
- 6. Prepare and file the Environmental Study Report.** The Environmental Study Report will be prepared and available for review and comment during a 30 day review period.



### We Want to Hear From You!



Let us know what is most important to you, your family and/or your business.

Please complete the comment sheet and place it in the Comment Box or send your comments to one of the mailing or email addresses listed on the comment sheet.

**Comment  
Deadline  
December  
1st**



# Meeting Agenda

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**Date:** October 24<sup>st</sup>, 2016

**Meeting at:** City of Brampton  
Flower City Community Campus  
Room FCCC-B1  
10:30 a.m. to 12:00 p.m.

**File No.:** TP115086

**Subject/purpose:** Project Team Meeting to Review PIC #1 Materials

**Attendees:**

To Be Confirmed.

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**To be presented/discussed:**

1. Introductions
2. Brief Project Overview
3. Presentation of PIC Materials
  - a. Traffic Modelling Results
  - b. Proposed Alternative Alignments
  - c. Proposed Alternative Cross-Sections
4. Update on MTO Projects
5. Comments and Recommendations
6. Next Steps



Continued...



**Subject:** FW: Technical Agency Meeting #2 : Municipal Class Environmental Assessment Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47)  
**Location:** City of Brampton, Flower City Campus, Room FCCC1-B1  
**Start:** Wed 11/2/2016 10:30 AM  
**End:** Wed 11/2/2016 12:00 PM  
**Show Time As:** Tentative  
**Recurrence:** (none)  
**Meeting Status:** Not yet responded  
**Organizer:** King, Maria E

-----Original Appointment-----

**From:** King, Maria E

**Sent:** October-07-16 2:08 PM

**To:** 'Brennan Paul'; 'Darlene Presley'; 'Dilnesaw Chekol'; 'Emily Funnell'; 'Mark Heaton'; 'Robert Agostini'; 'Sharon Lingertat'; 'Simer Kaur'; 'Todd Whitmann'; Parajuli, Bishnu; Hans, Inderjit; Sinke, David; Young, Rob; 'Ravi Bhim'; 'Stephen Keen'

**Subject:** Technical Agency Meeting #2 : Municipal Class Environmental Assessment Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47)

**When:** November-02-16 10:30 AM-12:00 PM (UTC-05:00) Eastern Time (US & Canada).

**Where:** City of Brampton, Flower City Campus, Room FCCC1-B1

Good day,

You are invited to the second Technical Agency Meeting for the City of Brampton's Municipal Class Environment Assessment (Class EA's) for Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47). The City of Brampton has identified through its Transportation and Transit Master Plan (TTMP) 2009 and Area 47 Transportation Master Plan Study (TMP 2014), the need for additional capacity in the road network within Area 47 up to the planning horizon year of 2031. The City of Brampton, in partnership with the Region of Peel, is undertaking two Schedule 'C' Municipal Class EA's to satisfy the TTMP and TMP recommendations as follows:

**Part A**

- North-South Arterial ("Arterial A2"), which is a new north-south arterial roadway from Mayfield Road to Major Mackenzie Drive/Regional Road 50
- Widening of Coleraine Drive from Arterial A2 to Mayfield Road including possible realignment of the southern section to connect to Arterial A2

**Part B**

- East-West (E-W) Arterial, which is a new east-west arterial roadway from The Gore Road to Arterial A2
- Widening of Clarkway Drive from Castlemore Road to Mayfield Road



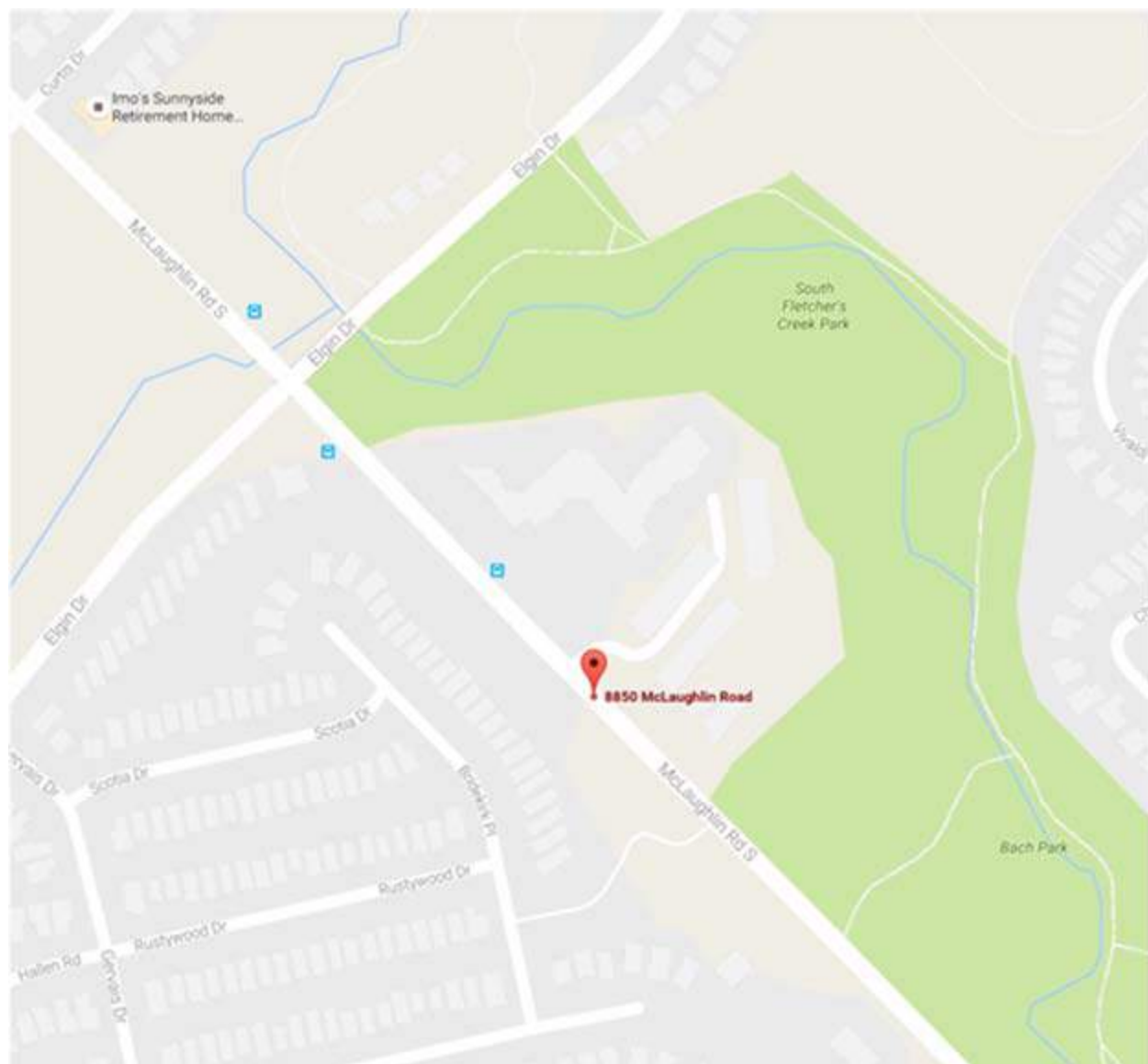
- Widening of Countryside Drive from west of Clarkway Drive to Regional Road 50 including possible realignment at Regional Road 50

The purpose of the meeting is to present the results of technical studies completed to date, to solicit feedback on preliminary alternatives, and to identify any design or environmental issues that your Agency may have. This will be the second of several planned meetings that will occur throughout the course of the environmental assessment.

The meeting has been scheduled for **November 2nd , 10:30 a.m. -12:00 p.m.** at the following location:

Brampton Flower City Campus  
Room FCCC1-B1

8850 McLaughlin Road, Unit #1 (Basement)  
Brampton, ON L6Y 5T1  
Use the east side door to enter into the building



Imo's Sunnyside Retirement Home...

South Fletcher's Creek Park

8850 McLaughlin Road

Bach Park

From: [Young, Rob](#)  
To: [Oke, Jessalyn](#)  
Subject: FW: SP27 Arterial Road Network - Additional Data  
Date: October-26-16 12:52:56 PM

---

For SIIMS?

TRCA confirming the hydrology model to be used for the project.

Rob.

**From:** Adam Miller [mailto:AMiller@trca.on.ca]  
**Sent:** October-26-16 10:30 AM  
**To:** Brouwers, Aaron <Aaron.Brouwers@amecfw.com>  
**Cc:** Liu, Maggie <Maggie.Liu@brampton.ca>; Dilnesaw Chekol <DChekol@TRCA.on.ca>; Sharon Lingertat <SLingertat@trca.on.ca>  
**Subject:** RE: SP27 Arterial Road Network - Additional Data

Hi Aaron,

We have compared the 2002 and 2015 Humber Hydrology Update for the Area 47 and found out that the 2015 flows are much higher, so the EA should be based on the 2015 Humber Hydrology Update peak flows. For future reference, Sharon Lingertat of our EA team is dealing with the EA elements for Area 47.

Thanks

Adam

**Adam Miller** BES, MCIP, RPP | Senior Planner, Planning and Development | [Toronto and Region Conservation Authority](#) |  
☎ 416 661-6600 ext. 5244 | 📠 416-661-6898 | ✉ [amiller@trca.on.ca](mailto:amiller@trca.on.ca) | 🌐 [www.trca.on.ca](http://www.trca.on.ca)

\* Mailing Address: 5 Shoreham Drive, Toronto, ON M3N 1S4

\* NEW - Location Address: 101 Exchange Avenue, Vaughan ON L4K 5R6

From: "Brouwers, Aaron" <[Aaron.Brouwers@amecfw.com](mailto:Aaron.Brouwers@amecfw.com)>  
To: "Adam Miller ([AMiller@trca.on.ca](mailto:AMiller@trca.on.ca))" <[AMiller@trca.on.ca](mailto:AMiller@trca.on.ca)>,  
Cc: "Liu, Maggie" <[Maggie.Liu@brampton.ca](mailto:Maggie.Liu@brampton.ca)>  
Date: 10/26/2016 10:17 AM  
Subject: RE: SP27 Arterial Road Network - Additional Data

---

Hi Adam

Were you able to consider our question?

Thanks, Aaron

**From:** Brouwers, Aaron  
**Sent:** Thursday, September 15, 2016 4:20 PM  
**To:** Liu, Maggie <[Maggie.Liu@brampton.ca](mailto:Maggie.Liu@brampton.ca)>; Adam Miller ([AMiller@trca.on.ca](mailto:AMiller@trca.on.ca)) <[AMiller@trca.on.ca](mailto:AMiller@trca.on.ca)>  
**Subject:** RE: SP27 Arterial Road Network - Additional Data

Thanks Maggie

Adam – let me know if you have any questions

Thanks, Aaron

**Aaron Brouwers P.Eng.**

Senior Engineer, Water Resources, Amec Foster Wheeler Environment & Infrastructure  
3215 North Service Road, Burlington ON L7N 3G2, Canada  
T 905 335 2353 F 905 335 1414  
[aaron.brouwers@amecfw.com](mailto:aaron.brouwers@amecfw.com) amecfw.com\_

**From:** Liu, Maggie [<mailto:Maggie.Liu@brampton.ca>]  
**Sent:** September-15-16 11:08 AM  
**To:** Brouwers, Aaron <[Aaron.Brouwers@amecfw.com](mailto:Aaron.Brouwers@amecfw.com)>  
**Cc:** Adam Miller ([AMiller@trca.on.ca](mailto:AMiller@trca.on.ca)) <[AMiller@trca.on.ca](mailto:AMiller@trca.on.ca)>  
**Subject:** RE: SP27 Arterial Road Network - Additional Data

Hi Aaron,

I had a great summer.

Please confirm your questions with TRCA. You can contact Adam Miller, who is the planner for Area 47.

Please let me know if you need further assistance.

Thanks,

**Maggie Liu**



From: Brouwers, Aaron [<mailto:Aaron.Brouwers@amecfw.com>]  
Sent: 2016/09/15 11:01 AM  
To: Liu, Maggie  
Subject: FW: SP27 Arterial Road Network - Additional Data

Hi Maggie

Hope you've had a nice summer.

A question - we were wondering which hydrologic model (flows) the City/TRCA wants applied for the hydraulic

assessment of existing and proposed structures for the Area 47 EA? We initially assumed it would be the MESP hydrology (based on the 2002 Aquafor Humber models, with 2012 South Albion-ESI updates for Clarkway Trib), however there is also now the 2015 Civica Humber model.

Thought I'd check first with you first, but expect we'll need confirmation from TRCA.

Thx Aaron

**Aaron Brouwers P.Eng.**

Senior Engineer, Water Resources, Amec Foster Wheeler Environment & Infrastructure

3215 North Service Road, Burlington ON L7N 3G2, Canada

T 905 335 2353 F 905 335 1414

[aaron.brouwers@amecfw.com](mailto:aaron.brouwers@amecfw.com) amecfw.com\_

**From:** Annette Maher [<mailto:AMaher@trca.on.ca>]

**Sent:** April-04-16 3:34 PM

**To:** Brouwers, Aaron <[aaron.brouwers@amec.com](mailto:aaron.brouwers@amec.com)>

**Cc:** Parajuli, Bishnu <[Bishnu.Parajuli@brampton.ca](mailto:Bishnu.Parajuli@brampton.ca)>; Liu, Maggie <[Maggie.Liu@brampton.ca](mailto:Maggie.Liu@brampton.ca)>; Young, Rob <[rob.young@amec.com](mailto:rob.young@amec.com)>; Sinke, David <[David.Sinke@amec.com](mailto:David.Sinke@amec.com)>; Sharon Lingertat <[SLingertat@trca.on.ca](mailto:SLingertat@trca.on.ca)>

**Subject:** Fw: SP27 Arterial Road Network - Additional Data

Hi Aaron,

I have spoken with our staff about hydrologic, hydraulic and floodplain mapping updates associated with the Area 47 MESP. It is my understanding that information related to The Gore Road and Clarkway Tributaries have been updated. However, the realignment of Rainbow Creek is still under contention and not yet been finalized.

Please contact the MESP consultant (Aquafor Beech Ltd.) for the updated information related to the Gore Road and Clarkway Tributaries.

If you have any additional questions, please do not hesitate to contact me.

Thank you,

Annette

**Annette Maher, M.A.Sc.**

Planner II

Environmental Assessment Planning

Planning and Development

Toronto and Region Conservation Authority

☎ 416.661.6600 x5798 | ✉ [amaher@trca.on.ca](mailto:amaher@trca.on.ca)

Office Location & Courier Address: 101 Exchange Avenue | Concord ON L4K 5R6

Mailing Address: 5 Shoreham Drive | Toronto ON M3N 1S4



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----- Forwarded by Annette Maher/TRCA on 04/04/2016 03:28 PM -----

From: Adam Miller/MTRCA  
To: Annette Maher/TRCA@MTRCA,  
Cc: Dilnesaw Chekol/TRCA@MTRCA  
Date: 04/01/2016 03:30 PM  
Subject: Fw: SP27 Arterial Road Network - Additional Data

---

Hi Annette,

Given that the Area 47 MESP is not yet approved and has not been incorporated into TRCA's floodplain mapping and modeling program, I don't believe we're in position to provide this information at this point. However, the consultant (Aquafor Beech Ltd.), who is retained by the City, should be able to provide to AMEC.

That being said, Rainbow Creek corridor is proposed to be realigned. The corridor design has not been finalized. As such, it is anticipated that further revisions to the floodplain modeling and mapping in support of the Area 47 MESP will occur. AMEC should be cognizant of this in the completion of any road alignment and/or design.

Hope this helps. If you have any questions or comments, please do not hesitate to contact me.

Thank you,

Adam

**Adam Miller** | Acting Senior Planner, Planning and Development | Toronto and Region Conservation Authority | ☎ 416 661-6600 ext. 5244 | 📞 416-661-6898 | ✉ [amiller@trca.on.ca](mailto:amiller@trca.on.ca) | 🌐 [www.trca.on.ca](http://www.trca.on.ca)

\* Mailing Address: 5 Shoreham Drive, Toronto, ON M3N 1S4

\* NEW - Location Address: 101 Exchange Avenue, Vaughan ON L4K 5R6

----- Forwarded by Adam Miller/MTRCA on 04/01/2016 03:25 PM -----

----- Forwarded by Dilnesaw Chekol/TRCA on 04/01/2016 02:02 PM -----

From: Annette Maher/TRCA  
To: Dilnesaw Chekol/TRCA@MTRCA,  
Cc: Adam Miller/MTRCA@MTRCA  
Date: 03/24/2016 01:28 PM  
Subject: Fw: SP27 Arterial Road Network - Additional Data

---

Hi Dilnesaw

Please see the below email. Do we have final hydraulic and hydrologic information from the SP47 MESP? City of Brampton is looking for this information for their SP47 Arterial Roads EA.

Thanks!  
Annette



## Annette Maher, M.A.Sc.

Planner II

Environmental Assessment Planning

Planning and Development

Toronto and Region Conservation Authority

☎ 416.661.6600 x5798 | ✉ [amaher@trca.on.ca](mailto:amaher@trca.on.ca)

Office Location & Courier Address: 101 Exchange Avenue | Concord ON L4K 5R6

Mailing Address: 5 Shoreham Drive | Toronto ON M3N 1S4



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----- Forwarded by Annette Maher/TRCA on 03/24/2016 01:27 PM -----

From: "Brouwers, Aaron" <[aaron.brouwers@amecfw.com](mailto:aaron.brouwers@amecfw.com)>  
To: Annette Maher <[AMaher@trca.on.ca](mailto:AMaher@trca.on.ca)>,  
Cc: "Parajuli, Bishnu" <[Bishnu.Parajuli@brampton.ca](mailto:Bishnu.Parajuli@brampton.ca)>, "Liu, Maggie" <[Maggie.Liu@brampton.ca](mailto:Maggie.Liu@brampton.ca)>, "Young, Rob" <[rob.young@amecfw.com](mailto:rob.young@amecfw.com)>, "Sinke, David" <[david.sinke@amecfw.com](mailto:david.sinke@amecfw.com)>  
Date: 03/23/2016 03:21 PM  
Subject: RE: SP27 Arterial Road Network - Additional Data

---

Hi Annette

We understand from the City's MESP team that TRCA now has what are considered the final versions of the hydrologic and hydraulic modelling and floodplain mapping for the MESP for approval (hydrology was provided previously in January 2016 , but may now be updated?). Could you please advise on the status of approval of these models and if they can be provided for use in the EA at this time?

Thanks, Aaron

## Aaron Brouwers P.Eng.

Senior Engineer, Water Resources, Amec Foster Wheeler Environment & Infrastructure

3215 North Service Road, Burlington ON L7N 3G2, Canada

T 905 335 2353 F 905 335 1414

[aaron.brouwers@amecfw.com](mailto:aaron.brouwers@amecfw.com) amecfw.com\_

**From:** Annette Maher [<mailto:AMaher@trca.on.ca>]

**Sent:** January-15-16 2:00 PM

**To:** Sinke, David <[David.Sinke@amec.com](mailto:David.Sinke@amec.com)>

**Cc:** Young, Rob <[rob.young@amec.com](mailto:rob.young@amec.com)>; Parajuli, Bishnu <[Bishnu.Parajuli@brampton.ca](mailto:Bishnu.Parajuli@brampton.ca)>

**Subject:** SP27 Arterial Road Network - Additional Data

Hello David,

As mentioned in our Notice of Study Commencement response letter dated January 04, 2015, available information on TRCA Areas of Interest can be accessed at the following DropBox link:

<https://www.dropbox.com/sh/lj6jurgitdrlqt/AABH943l5rgLL8DCE4kBPBaga?dl=0>

The record of data transmittal is also included within the above link. Please note that the hydrology update and models are the same as the ones that were provided for the Goreway Drive widening project from Humberwest to Castlemore. Also hydraulic information is not currently available for the SP47 area as this is contingent on the MESP.

Also, TRCA's Crossings Guideline is available at the following link:

<http://www.trca.on.ca/dotAsset/214493.pdf>.

Should you have any additional questions, please do not hesitate to contact me.

Thank you,

Annette

**Annette Maher, M.A.Sc.**

Acting Planner II

Environmental Assessment Planning

Planning and Development

Toronto and Region Conservation Authority

☎ 416.661.6600 x5798 | ✉ [amaher@trca.on.ca](mailto:amaher@trca.on.ca)

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Mailing Address: 5 Shoreham Drive | Toronto ON M3N 1S4



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## Kelly, Mary K

---

**From:** Young, Rob  
**Sent:** Tuesday, December 20, 2016 9:39 AM  
**To:** Kelly, Mary K  
**Subject:** FW: 54636 - Area 47 - PIC 1  
**Attachments:** 54636 - PIC1.pdf

For SIIMS. I will forward a copy of the response letter which should be going out today.

Rob.

---

**From:** Sinke, David  
**Sent:** November-22-16 10:01 AM  
**To:** Young, Rob <Rob.Young@amecfw.com>  
**Cc:** King, Maria E <maria.e.king@amecfw.com>  
**Subject:** FW: 54636 - Area 47 - PIC 1

Rob, for your records and action.

thx

David

**David Sinke B. Eng. Mgt., P.Eng.**

Principal, Transportation Engineering, Amec Foster Wheeler Environment & Infrastructure  
3215 North Service Road, Burlington ON L7N 3G2, Canada  
T +1 (905) 335-2353 X1287 M +1 (905) 630-5842  
[david.sinke@amecfw.com](mailto:david.sinke@amecfw.com) amecfw.com

**From:** Sharon Lingertat [<mailto:SLingertat@trca.on.ca>]  
**Sent:** Tuesday, November 22, 2016 9:48 AM  
**To:** [bishnu.parajuli@brampton.ca](mailto:bishnu.parajuli@brampton.ca)  
**Cc:** Sinke, David <[David.Sinke@amecfw.com](mailto:David.Sinke@amecfw.com)>; Sonia Dhir <[SDhir@trca.on.ca](mailto:SDhir@trca.on.ca)>  
**Subject:** 54636 - Area 47 - PIC 1

Hi Bishnu

Please find attached our response to the notice of PIC#1.

Regards  
Sharon

**Sharon Lingertat**, MCIP, RPP | Senior Planner, Environmental Assessment Planning | [Toronto and Region Conservation Authority](http://www.trca.ca) | **Office Location and Courier Address:** 101 Exchange Avenue, Concord, ON L4K 5R6 | **Mailing Address:** 5 Shoreham Drive, Downsview, ON M3N 1S4 | ☎ 416-661-6600 ext. 5717 | ✉ [slingertat@trca.on.ca](mailto:slingertat@trca.on.ca) | 🌐 [www.trca.ca](http://www.trca.ca)

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November 22, 2016

CFN 54636

**BY E-MAIL ONLY** ([bishnu.parajuli@brampton.ca](mailto:bishnu.parajuli@brampton.ca))

Bishnu Parajuli  
City of Brampton  
8850 McLaughlin Road, Unit 2  
Brampton, ON L6Y 5T1

Dear Mr. Parajuli:

**Re: Response to Notice of Public Information Centre #1  
Arterial Roads Within Highway 427 Industrial Secondary Plan Area (Area 47)  
Humber River Watershed; City of Brampton; Region of Peel**

Toronto and Region Conservation Authority (TRCA) staff received notice of the upcoming Public Information Centre (PIC) scheduled for November 24, 2016. Further to our meeting of November 2, 2016 and email response of November 3, 2016, staff has expressed interest in this project. While staff is unable to attend the meeting, please forward one copy of any new or revised handouts or display materials from this meeting for our files. Please include a PDF copy of all materials as part of your submission, with drawings pre-scaled to print on 11"x17" pages. Materials may be submitted on discs, via e-mail (if less than 2.5 MB), or through file transfer protocol (FTP) sites (if posted for a minimum of two weeks).

Should you have any questions, please contact me at extension 5717 or at [slingertat@trca.on.ca](mailto:slingertat@trca.on.ca).

Yours truly,

Sharon Lingertat  
Senior Planner, Environmental Assessment Planning  
Planning and Development

**BY E-MAIL**

cc: Consultant: David Sinke ([david.sinke@amecfw.com](mailto:david.sinke@amecfw.com))  
TRCA: Sonia Dhir, Senior Project Manager, Humber River Watershed

## Kelly, Mary K

---

**From:** Young, Rob  
**Sent:** Tuesday, November 22, 2016 2:14 PM  
**To:** Parajuli, Bishnu  
**Cc:** King, Maria E; Sinke, David; Kelly, Mary K  
**Subject:** RE: Municipal Class EA - Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47)

Thanks Bishnu. Mailing list updated.

Rob.

---

**From:** Parajuli, Bishnu [mailto:Bishnu.Parajuli@brampton.ca]  
**Sent:** November-22-16 1:14 PM  
**To:** Young, Rob <Rob.Young@amecfw.com>  
**Cc:** King, Maria E <maria.e.king@amecfw.com>; Sinke, David <David.Sinke@amecfw.com>  
**Subject:** FW: Municipal Class EA - Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47)

Hi Rob,

Please see below and update our mailing list accordingly.

Thank you,

Bishnu

---

**From:** Copeland, Christopher J. (MTO) [mailto:Christopher.Copeland@ontario.ca]  
**Sent:** 2016/11/21 4:15 PM  
**To:** Parajuli, Bishnu  
**Subject:** RE: Municipal Class EA - Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47)

Bishnu,

See below email.

Apologies for sending to the wrong email address.

Regards,

Chris

---

**From:** Copeland, Christopher J. (MTO)  
**Sent:** November-21-16 4:12 PM  
**To:** 'bisnu.parajuli@brampton.ca'; 'david.sinke@amecfw.com'  
**Subject:** RE: Municipal Class EA - Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47)

Hello Bishnu and David,

My colleague Chris Brown has just forwarded me the PIC notification for the above project. Dean Kemper and I are the MTO Major Projects Office contacts for this project. I am unable to attend the PIC but would like to be on the mailing list. Could you please update your mailing list to include my contact information provided below and remove Chris Brown.

Thanks,

Chris

**Chris Copeland**

Environmental Planner

Ministry of Transportation | Central Region | Major Projects Office

159 Sir William Hearst Ave, 7<sup>th</sup> Floor | Toronto, Ontario, M3M 0B7

telephone: 416-235-4283 | fax: 416-235-4267

email: [Christopher.Copeland@ontario.ca](mailto:Christopher.Copeland@ontario.ca)

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## Kelly, Mary K

---

**From:** Young, Rob  
**Sent:** Thursday, November 24, 2016 2:30 PM  
**To:** Kelly, Mary K  
**Subject:** FW: Class EA - Highway 427 (Area 47) Arterial Roads Industrial Secondary Plan Area: NEATS 43363  
**Attachments:** Class EA - Highway 427 (Area 47) Arterial Roads Industrial Secondary Plan Area.pdf

Correspondence from TC. We reviewed and there are no federal properties affected and the Acts TC is responsible for do not apply to the project.

Rob.

---

**From:** Sinke, David  
**Sent:** November-15-16 4:19 PM  
**To:** Young, Rob <Rob.Young@amecfw.com>  
**Cc:** King, Maria E <maria.e.king@amecfw.com>  
**Subject:** FW: Class EA - Highway 427 (Area 47) Arterial Roads Industrial Secondary Plan Area: NEATS 43363

Hi Rob, see below and attached. Please review and advise if you see any issues.

thx

**David Sinke B. Eng. Mgt., P.Eng.**  
Principal, Transportation Engineering, Amec Foster Wheeler Environment & Infrastructure  
3215 North Service Road, Burlington ON L7N 3G2, Canada  
T +1 (905) 335-2353 X1287 M +1 (905) 630-5842  
[david.sinke@amecfw.com](mailto:david.sinke@amecfw.com) amecfw.com

---

**From:** EnviroOnt [<mailto:EnviroOnt@tc.gc.ca>]  
**Sent:** Tuesday, November 15, 2016 12:43 PM  
**To:** [bishnu.parajuli@brampton.ca](mailto:bishnu.parajuli@brampton.ca); Sinke, David <[David.Sinke@amecfw.com](mailto:David.Sinke@amecfw.com)>  
**Subject:** Class EA - Highway 427 (Area 47) Arterial Roads Industrial Secondary Plan Area: NEATS 43363

Hello,

Thank you for your correspondence.

Please note Transport Canada **does not** require receipt of all individual or Class EA related notifications. We are requesting project proponents to self-assess if their project will interact with a federal property **and** require approval and/or authorization under any Acts administered by Transport Canada\*.

Under *the Canadian Environmental Assessment Act, 2012*, Transport Canada is required to determine the likelihood of significant adverse environmental effects of projects that will occur on federal property prior to exercising a power, performing a function or duty in relation to that project. The project proponent should review the Directory of Federal Real Property, available at <http://www.tbs-sct.gc.ca/dfpr-rbif/>, to verify if the project will potentially interact with any federal property and/or waterway. The project proponent should also review the list of Acts that Transport Canada administers and assists in administering that may apply to the project, available at: <https://www.tc.gc.ca/eng/acts-regulations/acts.htm>.

If the aforementioned does not apply, the Environmental Assessment program should not be included in any correspondence. If there is a role under the program, correspondence should be forwarded *electronically* to: [EnviroOnt@tc.gc.ca](mailto:EnviroOnt@tc.gc.ca).

\*Below is a summary of the most common Acts that have applied to projects in an Environmental Assessment context:

- **Navigation Protection Act (NPA)** – the Act applies primarily to works constructed or placed in, on, over, under, through, or across scheduled navigable waters set out under the Act. The Navigation Protection Program administers the NPA through the review and authorization of works affecting scheduled navigable waters. Information about the Program, NPA and approval process is available at: <http://www.tc.gc.ca/eng/programs-621.html>. Enquiries can be directed to [NPPONT-PPNONT@tc.gc.ca](mailto:NPPONT-PPNONT@tc.gc.ca) or by calling (519) 383-1863.
- **Railway Safety Act (RSA)** – the Act provides the regulatory framework for railway safety, security, and some of the environmental impacts of railway operations in Canada. The Rail Safety Program develops and enforces regulations, rules, standards and procedures governing safe railway operations. Additional information about the Program is available at: <https://www.tc.gc.ca/eng/railsafety/menu.htm>. Enquiries can be directed to [RailSafety@tc.gc.ca](mailto:RailSafety@tc.gc.ca) or by calling (613) 998-2985.
- **Transportation of Dangerous Goods Act (TDGA)** – the transportation of dangerous goods by air, marine, rail and road is regulated under the TDGA. Transport Canada, based on risks, develops safety standards and regulations, provides oversight and gives expert advice on dangerous goods to promote public safety. Additional information about the transportation of dangerous goods is available at: <https://www.tc.gc.ca/eng/tdg/safety-menu.htm>. Enquiries can be directed to [TDG-TMDOntario@tc.gc.ca](mailto:TDG-TMDOntario@tc.gc.ca) or by calling (416) 973-1868.
- **Aeronautics Act** – Transport Canada has sole jurisdiction over aeronautics, which includes aerodromes and all related buildings or services used for aviation purposes. Aviation safety in Canada is regulated under this Act and the Canadian Aviation Regulations (CARs). Elevated Structures, such as wind turbines and communication towers, would be examples of projects that must be assessed for lighting and marking requirements in accordance with the CARs. Transport Canada also has an interest in projects that have the potential to cause interference between wildlife and aviation activities. One example would be waste facilities, which may attract birds into commercial and recreational flight paths. The *Land Use In The Vicinity of Aerodromes* publication recommends guidelines for and uses in the vicinity of aerodromes, available at: <https://www.tc.gc.ca/eng/civilaviation/publications/tp1247-menu-1418.htm>. Enquires can be directed to [CASO-SACO@tc.gc.ca](mailto:CASO-SACO@tc.gc.ca) or by calling 1 (800) 305-2059 / (416) 952-0230.

Please advise if additional information is needed.

Thank you,

Environmental Assessment Program | Programme d'évaluation environnementale  
Transport Canada, Ontario Region | Transports Canada, Région de l'Ontario  
4900 Yonge St., Toronto, ON M2N 6A5 | 4900, rue Yonge, Toronto, ON, M2N 6A5  
Email | Courriel: [EnviroOnt@tc.gc.ca](mailto:EnviroOnt@tc.gc.ca)  
Facsimile | télécopieur: (416) 952-0514  
Government of Canada | Gouvernement du Canada

## Kelly, Mary K

---

**From:** Young, Rob  
**Sent:** Thursday, November 24, 2016 1:58 PM  
**To:** Kelly, Mary K  
**Subject:** FW: EA Arterial Roads in Secondary Plan area 47

For SIIMS

---

**From:** Sinke, David  
**Sent:** November-17-16 11:57 AM  
**To:** Koops, Krystina <Krystina.Koops@dpcdsb.org>  
**Cc:** 'bishnu.parajuli@brampton.ca' <bishnu.parajuli@brampton.ca>; Young, Rob <Rob.Young@amecfw.com>  
**Subject:** RE: EA Arterial Roads in Secondary Plan area 47

Thanks for the confirmation Kyrstina. We will be sure to keep you on our list for future notification.

Regards,

**David Sinke B. Eng. Mgt., P.Eng.**  
Principal, Transportation Engineering, Amec Foster Wheeler Environment & Infrastructure  
3215 North Service Road, Burlington ON L7N 3G2, Canada  
T +1 (905) 335-2353 X1287 M +1 (905) 630-5842  
[david.sinke@amecfw.com](mailto:david.sinke@amecfw.com) amecfw.com

---

**From:** Koops, Krystina [<mailto:Krystina.Koops@dpcdsb.org>]  
**Sent:** Thursday, November 17, 2016 8:28 AM  
**To:** 'bishnu.parajuli@brampton.ca' <[bishnu.parajuli@brampton.ca](mailto:bishnu.parajuli@brampton.ca)>; Sinke, David <[David.Sinke@amecfw.com](mailto:David.Sinke@amecfw.com)>  
**Subject:** EA Arterial Roads in Secondary Plan area 47

Hi Bishnu and David,

Thank you for allowing Dufferin-Peel Catholic District School Board the opportunity to provide comments on this matter. We have no concerns at this time, however we would like to continue receiving updates and future notices.

Regards,

Krystina Koops, MCIP, RPP  
Planner  
Dufferin-Peel Catholic District School Board  
Phone: (905) 890-0708 ext. 24407  
Fax: (905) 890-1557  
E-mail: [krystina.koops@dpcdsb.org](mailto:krystina.koops@dpcdsb.org)

## Healy, Maria

---

**From:** Young, Rob  
**Sent:** Monday, February 13, 2017 5:10 PM  
**To:** Kelly, Mary K  
**Subject:** FW: 54636 - Area 47 PIC Boards  
**Attachments:** 54636 - PIC#1 response.pdf

Hi Mary, for SIIMS.

I still owe you a response to your email for missing materials but have been buried with proposals lately.

Rob.

**From:** Sharon Lingertat [mailto:SLingertat@trca.on.ca]  
**Sent:** February-08-17 11:02 AM  
**To:** Sinke, David <David.Sinke@amecfw.com>  
**Cc:** bishnu.parajuli@brampton.ca; Young, Rob <Rob.Young@amecfw.com>  
**Subject:** 54636 - Area 47 PIC Boards

Hi David

Please find our comments attached.

Thanks  
Sharon

**Sharon Lingertat**, MCIP, RPP | Senior Planner, Environmental Assessment Planning | [Toronto and Region Conservation Authority](#) | **Office Location and Courier Address:** 101 Exchange Avenue, Concord, ON L4K 5R6 | **Mailing Address:** 5 Shoreham Drive, Downsview, ON M3N 1S4 | ☎ 416-661-6600 ext. 5717 | ✉ [slingertat@trca.on.ca](mailto:slingertat@trca.on.ca) | 🌐 [www.trca.ca](http://www.trca.ca)

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*Thank you."*

February 8, 2017

CFN 54636

**BY E-MAIL ONLY** ([david.sinke@amecfw.com](mailto:david.sinke@amecfw.com))

David Sinke  
Amec Foster Wheeler Environment and Infrastructure  
3215 North Service Road  
Burlington, ON L7N 3G2

Dear Mr. Sinke:

**Re: Response to Public Information Centre #1 Boards  
Highway 427 Industrial Secondary Plan Area 47 – Schedule C  
Humber River Watershed; City of Brampton; Region of Peel**

Toronto and Region Conservation Authority (TRCA) staff received the Public Information Centre (PIC) #1 boards on December 22, 2016. It is our understanding that the purpose of this Environmental Assessment (EA) is to address road, transit, pedestrian and cyclist improvements within Area 47 as a result of proposed development, as well as the future extension of Highway 427 to Major Mackenzie Drive.

TRCA staff previously provided feedback on these boards at a meeting held on November 2, 2016 at the City of Brampton office. Staff has now reviewed the final PIC#1 boards and comments are provided in Appendix A. Please note that these comments pertain to the boards only. Additional comments will be provided once supporting documentation has been submitted for review through the EA process as we understand that an assessment of the alternative alignments is still underway.

Should you have any questions or require any additional information, please contact me at extension 5717 or at [slingertat@trca.on.ca](mailto:slingertat@trca.on.ca).

Yours truly,

Sharon Lingertat  
Senior Planner, Environmental Assessment Planning  
Planning and Development

**BY E-MAIL**

cc: Brampton: [Bishnu Parajuli \(bishnu.parajuli@brampton.ca\)](mailto:bishnu.parajuli@brampton.ca)  
Amec: [Rob Young \(rob.young@amecfw.com\)](mailto:rob.young@amecfw.com)

## APPENDIX A

### Previous Correspondence

1. Preliminary comments were sent on December 2, 2015. Please ensure those items have been addressed through the EA process including but not limited to completing the headwater feature studies, consideration for aquatic and wildlife passage, pedestrian passage, minimizing the number of watercourse crossings, minimizing impacts to the natural heritage system and interim stormwater management measures.

### Watercourse Crossings

2. The PIC material does not directly address crossing size requirements from a natural heritage perspective. Due to the significant effort that has gone into designing a new natural heritage system for the Rainbow Creek corridor through the MESP and block planning process, crossing sizes should be as large as possible to not impair the connectivity of the design.
3. Crossing locations should consider the restoration opportunities associated with the design. For example, a larger, wider portion of the natural heritage system may better accommodate a feature more dependent on size/shape ratios, such as a woodlot. If a crossing is proposed in such a location it would significantly undermine, if not preclude that restoration opportunity. As such, those areas with high value restoration potential should be determined as a part of a collaborative process between the EA and block planning processes, and crossings should avoid those areas.
4. Crossing structures should be designed such that minimal fill is required within valleys in order to maximize the restoration potential and ecological function. Alternatives are being explored where intersections are located very near or on top of valley systems. This would not seem to support the ecological objectives of the MESP and block planning process. Furthermore, these intersections are likely to require significant fill within the natural heritage system. Please ensure this is coordinated.

### Flood Plain Management

5. Please ensure that the hydraulic analysis for crossings utilizes the most up-to-date hydraulic model obtained from the Block 47-1, Block47-2 and Block 47-3 work.
6. Please ensure that the 2015 Humber Hydrology updated flows are used in the analysis.
7. Please ensure that sizing and design of future bridge structures will be completed using the TRCA Road Crossing Guidelines and that there is no increase in flooding upstream and downstream.

### Stormwater Management

8. TRCA staff recommends that the stormwater from the proposed roads be treated in the proposed SWM ponds within Area 47. In situations where it is difficult to direct runoff to the ponds, the applicant should refer the TRCA Stormwater Management Criteria Document to acquire the SWM targets for the site.



## Healy, Maria

---

**From:** Young, Rob  
**Sent:** Friday, March 17, 2017 2:39 PM  
**To:** Kelly, Mary K  
**Subject:** FW: Provincial Comments on Brampton Area 47 Environmental Assessment  
**Attachments:** MMA OW Letter\_Brampton Area 47 EA\_Feb9\_17.pdf

For SIIMS

---

**From:** Parajuli, Bishnu [mailto:Bishnu.Parajuli@brampton.ca]  
**Sent:** February-09-17 11:46 AM  
**To:** Sinke, David <David.Sinke@amecfw.com>  
**Cc:** Young, Rob <Rob.Young@amecfw.com>; King, Maria E <maria.e.king@amecfw.com>  
**Subject:** FW: Provincial Comments on Brampton Area 47 Environmental Assessment

FYI

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**From:** Ivanic, Erika (MMA/MHO) [mailto:Erika.Ivanic@ontario.ca]  
**Sent:** 2017/02/09 11:30 AM  
**To:** Parajuli, Bishnu  
**Cc:** Waters, David; Lyons, Darryl (MMA/MHO); Kulathinal, Rina (MTO); Dirks, Tija (MTO)  
**Subject:** Provincial Comments on Brampton Area 47 Environmental Assessment

Hi Bishnu,

Please see attached comments from the Ministry on the Municipal Class Environmental Assessment for arterial roads within the Highway 427 Industrial Secondary Plan Area (Area 47).

All the best,  
Erika

---

**Erika Ivanic**, MPlan, MCIP, RPP  
Senior Planner | Municipal Services Office – Central Ontario  
Ministry of Municipal Affairs | Ministry of Housing  
777 Bay Street, 13<sup>th</sup> Floor | Toronto, ON M5G 2E5  
416.585.6652 | [erika.ivanic@ontario.ca](mailto:erika.ivanic@ontario.ca) | [ontario.ca/mah](http://ontario.ca/mah)

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**Ministry of  
Municipal Affairs**

**Ministère des  
Affaires municipales**

**Ministry of Housing**

**Ministère du Logement**



Municipal Services Office  
Central Ontario  
777 Bay Street, 13<sup>th</sup> Floor  
Toronto ON M5G 2E5  
Phone: 416 585-5226  
Facsimile: 416 585-6882  
Toll Free : 800 668 0230

Bureau des services aux municipalités  
du Centre de l'Ontario  
777, rue Bay, 13<sup>e</sup> étage  
Toronto ON M5G 2E5  
Téléphone : 416 585-5226  
Télécopieur : 416 585-6882  
Sans frais : 1 800 668 0230

February 9, 2017

*Sent via email only*

Mr. Bishnu Parajuli  
Acting Manager of Infrastructure Planning  
City of Brampton  
8850 McLaughlin Road, Unit 2  
Brampton, ON L6Y 5J1

Dear Mr. Parajuli,

**RE: Municipal Class Environmental Assessment  
Arterial Roads within Highway 427 Industrial Secondary Plan Area  
MMA File No: 21-EA-177886**

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Thank you for circulating the Notice of Public Information Centre No. 1 for two Schedule 'C' Municipal Class Environmental Assessments (Class EAs) within the Highway 427 Industrial Secondary Plan Area (Area 47) to the Ministry of Municipal Affairs (MMA). Ministry staff understand that the City of Brampton is proceeding with Phases 3 and 4 of the Class EA process to confirm the solutions recommended by the City's 2013 Transportation Master Plan Study (Phases 1 and 2 of the Class EA process).

As the City is aware, an Advisory Panel has been established to conduct the review of the GTA West Corridor Environmental Assessment (the GTA West EA). The Panel has been tasked with conducting an internal review of analysis and consultations on the GTA West Corridor. Additional information on the GTA West EA can be found on the Ministry of Transportation's website at [www.gtawestreview.com](http://www.gtawestreview.com).

Ministry staff note that a large portion of the study corridor identified for these Class EAs is also within the Study Area of the GTA West EA. Further, Official Plan Amendment OP2006-105, being Area 47, is currently under appeal before the Ontario Municipal Board (OMB). The Ministry is involved in this appeal as it relates to protection of the GTA West Study Area pursuant to the policies of the Provincial Policy Statement (PPS) and Growth Plan for the Greater Golden Horseshoe (Growth Plan). As the Ontario Municipal Board held in its Decision dated August 26, 2016 regarding the City's Official Plan Amendment OP2006-105, "Corridor protection is a fundamental requirement for a

provincially significant transportation facility having the magnitude of the GTA West Corridor Project; the full implications of not appropriately recognising that necessity are immeasurable”.

Section 1.6.8.1 of the PPS states that planning authorities shall plan for and protect corridors and rights-of-way for infrastructure, including transportation, transit and electricity generation facilities and transmission systems to meet current and projected needs.

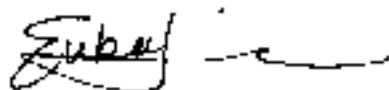
Section 1.6.8.3 of the PPS states that planning authorities shall not permit development in *planned corridors* that could preclude or negatively affect the use of the corridor for the purpose for which it was identified. *Planned corridors* include those that have been identified through planning studies where MTO is actively pursuing identification of a corridor.

Policy 3.2.2.3 of the Growth Plan further states that in planning for the development, optimization, and/or expansion of new or existing *transportation corridors*, municipalities will ensure that corridors are identified and protected to meet current and projected needs for various travel modes. Schedule 6 of the Growth Plan also maps the GTA West corridor as a Future Transportation Corridor.

In light of the above, it is recommended that the City not finalize the Class EAs until the GTA West Corridor EA process is completed. Given the Ministry’s involvement in the Area 47 matter before the OMB, it is also requested that the City keep Ministry staff apprised as to the status of these Class EAs within Area 47.

If you have any questions, please do not hesitate to contact me at 416-585-6652 or by email at [erika.ivanic@ontario.ca](mailto:erika.ivanic@ontario.ca). Alternatively, you may contact Darryl Lyons, Manager, Community Planning and Development (West) at 416-585-6048 or by email at [darryl.lyons@ontario.ca](mailto:darryl.lyons@ontario.ca)

Yours Truly,



Erika Ivanic, MPlan, MCIP, RPP  
Senior Planner, Community Planning and Development (West)  
Municipal Services Office – Central Ontario

c David Waters, Manager, Land Use Policy City of Brampton  
Tija Dirks, Director, Policy and Planning, MTO  
Rina Kulathinal, Area Manager, Provincial Highways Management, MTO



# Meeting Agenda

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**Date:** May 11, 2017

**Meeting at:** Brampton City Hall, Bdrm CH-2D

**File No.:** TP115086

**Subject/purpose:** Hydrology and Hydraulic Models within Secondary Plan Area 47

**Attendees:**

Bishnu Parajuli, City of Brampton

Peter Nimmrichter, Amec Foster Wheeler

Mario Goolsarran, City of Brampton

Matthew Britton, Amec Foster Wheeler

Maggie Liu, City of Brampton

David Sinke, Amec Foster Wheeler

Malik Majeed, City of Brampton

Rob Young, Amec Foster Wheeler

Sharon Lingertat, TRCA

Maria King, Amec Foster Wheeler

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**To be presented/discussed:**

1. Introductions/Project Overview
2. Hydraulic model for Rainbow Creek, including plans, profiles and cross-sections
3. Catchment boundaries, drainage areas & impervious coverages for new developments
4. Rating curves for SWM Ponds within planned developments
5. Planned approach and scheduling
6. Next Steps



# Minutes of Meeting – Special Policy Area #2 and Rainbow Creek NHS

**Date:** May 4, 2017  
May 17, 2017 - **Revised**

**File #:** TP115086-75

**Meeting Date & Time:** April 13, 2017 @ 9:30 a.m.

**Meeting at:** City of Brampton, Boardroom CH 2F

**Subject:** Review of Alternatives for SPA #2 and Crossing of the Rainbow Creek NHS

## Attendees:

Bishnu Parajuli, City of Brampton	Sharon Lingertat, TRCA
Ghazanfar Mohammad, City of Brampton	
Gino Dela Cruz, Region of Peel	David Sinke, Amec Foster Wheeler
Dilnesaw Chekol, TRCA	Maria King, Amec Foster Wheeler
Brennan Paul, TRCA	Rob Young, Amec Foster Wheeler

## MATTERS DISCUSSED

## ACTION BY:

1. Purpose of the meeting was to review the proposed alternatives for Special Policy Area #2 and proposed crossing alternatives for the Rainbow Creek NHS.
2. Additional analysis is being conducted to confirm the need for an interchange for Regional Road 50 and Arterial A2. Preliminary information indicates that an interchange will improve the traffic operation in the area. To provide sufficient length for weaving, the intersection of Arterial A2 and Coleraine Drive needs to shift west from the location identified in the SP47 Transportation Master Plan to accommodate traffic movements. The shift in the intersection location will also change the crossing of Rainbow Creek, resulting in either two crossings or a longer single crossing.
3. TRCA noted that with a proposed crossing there will be significant impacts to the NHS. TRCA typically requires a 10 m buffer be applied to the greater of the natural hazard including limit of contiguous vegetation. The existing floodplain of Rainbow Creek is wide through

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**PLEASE NOTE:** If there is any comment or amendment to be made to these meeting notes, they should be brought to the notice of Amec Foster Wheeler within five (5) business days of issue and confirmed in writing

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Burlington, Ontario L7N 3W5  
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Fax +1 905 335-1414  
amecfw.com

Amec Foster Wheeler Environment & Infrastructure  
Registered office: 2020 Winston Park Drive, Suite 700, Oakville, Ontario L6H 6X7  
Registered in Canada No. 773289-9; GST: 899879050 RT0008; DUNS: 25-362-6642

P:\Work\TP115086\04\_COR\05\_MTG\17-04-13 TRCA\17-04-13 SPA2 Rainbow Creek NHS Mtg Min\_REV1.docx

Continued...

Meeting Date: April 13, 2017

## MATTERS DISCUSSED


**ACTION BY:**

- the study area and the proposed crossing will ultimately reduce the total area of the NHS. Therefore, the crossings need to be re-examined.
4. Brampton should examine crossing alternatives that span the NHS including the floodplain. This would reduce impacts to connectivity within the NHS.
  5. Minimum opening width determined by Matrix Solutions based on fluvial geomorphology is 10 m. TRCA noted that the span of the crossing needs to take into account other factors, including connectivity, wildlife passage, configuration of the valley and proposed plans for Rainbow Creek.
  6. The openness ratio for wildlife passage needs to be achieved to ensure daylight penetration is maximized. Crossing details need to be reviewed.
  7. The number of crossings and associated connectivity and openness will need to be examined through analysis and review.
  8. It is possible to revise the locations of the wetlands proposed for the NHS in the vicinity of the crossing provided water can be provided to the wetland and the function is preserved. Other minor modifications to the NHS may be acceptable.
  9. In addition to the dimensions of the crossing, the team needs to take amount of valley fill into consideration. Valley fill needs to be minimized.
  10. TRCA requested that the EA team prepare alternative designs that indicate size of opening, openness factor and grading limits for their further review and comment.
  11. Losses need to be quantified and the flood line is to be shown on the concept plan. There should be no increased flood risk as a result of the proposed works.
  12. [REDACTED] will provide a revised hydraulic model to Brampton and Amec Foster Wheeler once updated.

**Amec Foster  
Wheeler**

Meeting Minutes prepared by,

Amec Foster Wheeler Environment & Infrastructure  
a Division of Amec Foster Wheeler Americas Limited

  
Per: Rob Young, P. Geo., MCIP, RPP  
Associate Environmental Planner

RY/kf



## Meeting Notes - Area 47 MESP Addendum

November 16, 2018, 10am

### Boardroom Admin 2E - Williams Parkway Operations Centre

#### Attendees

Bishnu Parajuli - City of Brampton

Mari King - Wood

Mario Goolsarran - City of Brampton

David Waters - City of Brampton

Sharon Lingertat - TRCA

Malik Majeed - City of Brampton

Dilnesaw Chekol - TRCA

Maggie Liu - City of Brampton

Adam Miller - TRCA

John Hardcastle – Region of Peel

Brennan Paul - TRCA

Tina Detaramani – Region of Peel

#### Update on Block Planning for Area 47

The draft Block Plan presented at a statutory public meeting in June 2017 has been appealed to the LPAT on the basis of the City's failure to make a decision on the Block Plan within the stipulated time frame. The first pre-hearing on this appeal is scheduled for January 2019.

City Council endorsed the Brampton 2040 Vision in May 2018. Since then, the draft Block Plan has been revised three times to address the higher densities proposed in the Vision as part of a Town Centre generally located in the northeast quadrant of The Gore Road and Castlemore Road. The latest revision provides some additional densities within this general area. In order to allow for more detailed studies to be undertaken as part of planning within this area, the draft Block Plan would propose a Special Study Area designation.

In response to a question from Adam (TRCA), \_\_\_\_\_ responded that updated EIR and FSR will have to be submitted with respect to a revised Block Plan.

Dilnesaw stated that TRCA will need to see the revised Block Plan to determine if flood modeling will need to be revisited. \_\_\_\_\_ stated that only modeling for The Gore Road Tributary would be impacted by the proposed land use changes.

\_\_\_\_\_ as of the view that the Block Plan proposals would not impact the Area 47 Arterial Roads EA.

Action:                 will provide information to TRCA in December, identifying the general area in the draft Block Plan where higher density is proposed.

Maria will check and confirm with TRCA if they have the latest flood modeling information.

### **Area 47 MESP Addendum**

The latest draft of the Area 47 MESP Addendum (dated January 2018) was received in November, and has been circulated to TRCA and City staff for review and comments. stated that the Addendum has also been circulated to all the landowners affected by the proposed Rainbow Creek alignment.

Action: TRCA expects to provide comments on the Addendum in early December.

Wood, consultants to the Arterial Roads EA will also review and provide comments.

### **Area 47 Arterial Roads EA**

Bishnu stated that the consultant (Wood) and City staff are currently seeking input from agencies on the network alternatives that are being assessed as part of the EA.

Stakeholder consultation with respect to the network alternatives is expected to be held in May 2019 and a public information centre (PIC) is tentatively scheduled for June 2019.

The ESR is expected to be completed approximately nine months from the date of finalization of preferred alignments, and is tentatively scheduled for late 2019.

The next prehearing conference of the                 Appeal with respect to the Collector Road identified through their property is scheduled for April 20, 2019.

Action: Staff and Wood will meet with                 at the earliest to discuss the alignment alternatives in the context of Rainbow Creek realignment, traffic and transportation requirements and                 development proposal, with the objective of exploring an alignment alternative that meets TRCA's requirements and has minimal overall impact.

Maria will have the structural implications of the proposed Rainbow Creek crossings reviewed by Wood's structural engineers.

# Minutes

**Date:** April 24, 2019  
**File #:** TP11086  
**Meeting Date & Time:** April 16, 2019 at 2:30 p.m.  
**Meeting at:** City of Brampton – Williams Parkway Operations Facility  
**Subject:** Rainbow Creek Crossing Workshop  
**Attendees:**  
 See List under Item 1.

## MATTERS DISCUSSED

## ACTION BY:

### 1. Introductions

All in attendance provided an introduction and identified their roles with respect to the project and their organization. The following is a summary:

Name	Role
Steve Ganesh	Strategist, Infrastructure Planning and Design Region of Peel
Junior Mohammed	Program Manager, Development Engineering Region of Peel
Althaf Farouque	Development Planning Facilitator Region of Peel
John Hardcastle	Manager, Development Services Region of Peel
Dilnesaw Chekol	Senior Water Resources Engineer TRCA
Sharon Lingertat	Senior Planner, Infrastructure Planning and Permits, TRCA
Adam Miller	Senior Planner, Development Planning TRCA
Brennan Paul	Senior Planning Ecologist TRCA

**PLEASE NOTE:** If there is any comment or amendment to be made to these meeting notes, they should be brought to the notice of Wood within five (5) business days of issue and confirmed in writing.



Continued...

Meeting Date: April 16, 2019

## **MATTERS DISCUSSED**

## **ACTION BY:**

Quentin Hanchard	Associate Director, Development Planning and Permits , TRCA
Beth Williston	Associate Director, Infrastructure Planning and Permits, TRCA
Jayne Holmes	Director, Capital Works City of Brampton
Bob Bjerke	Director, Policy Planning City of Brampton
Bishnu Parajuli	Manager, Infrastructure Planning City of Brampton
Mario Goolsarran	Senior Project Engineer City of Brampton
Maggie Liu	Water Resources Engineer City of Brampton
John McGill	Principal, Transportation Wood
Maria King	Senior Engineer, Transportation Wood
Melissa Torchia	Senior Environmental Specialist, Wood
Matthew Britton	Intermediate Engineer, Water Resources, Wood

It should be noted that Jayne Holmes, Bob Bjerke, Steve Ganesh, Beth Williston, and Quintin Hanchard are directors in their respective organizations and have the delegated responsibility to make decisions on such matters as were discussed at this meeting.

## **2. Project Overview and Timelines**

A brief overview of project status was provided.

It was highlighted that aggressive delivery timelines are being placed on the project due to significant landowner and political pressures. The critical portion of the SP47 Arterial Roads Class EA cannot proceed without 'Agreement in Principle' on the Rainbow Creek crossing design.

TRCA indicated that there needed to be significantly improved coordination between all the studies that are currently on-going in the study area – Block Planning, MESP Addendum, Development Applications, etc.

**Brampton**

**Peel**

## **3. Preliminary Preferred Design Solution**

Continued...

Meeting Date: April 16, 2019

## **MATTERS DISCUSSED**

## **ACTION BY:**

Ahead of the meeting, all in attendance were provided with a technical memorandum that outlined the design requirements, constraints, alternative design concepts and evaluation process used to arrive at a preliminary preferred alternative for the Rainbow Creek crossing. All were asked to identify any short-comings or additional analysis requirements ahead of the April 16, 2019 workshop. No additional requirements were identified.

Wood presented Alternative 1B – Intersection within the Rainbow Creek NHS with a single, long-span crossing structure as the preliminary preferred alternative.

TRCA was specifically requested to provide commentary regarding any reasons why the preferred design would not receive approval, as well as how any concerns could be addressed through feasible design modifications.

### **4. Identified Design Concerns**

Clarification was requested regarding the justification for modifying the road network design from what was identified in the SP47 TMP. Wood responded that the SP47 TMP clearly stated that intersection spacing, the Rainbow Creek Crossing Design and address of identified traffic operation issues were to be deferred to the Class EA Phase, and were therefore encompassed in a Special Policy Area within the SP47 TMP. Traffic analysis completed as part of the Class EA indicated that the intersection of Arterial A2/Coleraine Drive illustrated within the SP47 TMP was not adequately separated from the Arterial A2/Regional Road 50 intersection, and would result in significant traffic issues at both intersections. Traffic analysis indicated that Coleraine Drive needed to be shifted west at least as far as the Rainbow Creek NHS. Due to resulting insufficient spacing between the Coleraine Drive and East-West Arterial intersections, it was recommended that they be combined into a single intersection.

TRCA asked whether the structure identified could be modified to increase the openness ratio to a minimum target ratio of 0.6 through increasing the span, raising the height and/or decreasing the crossing length. Wood agreed to review.

**Wood**

Clarification was requested regarding whether the Study Team considered locating the single intersection east of the Rainbow Creek NHS. Wood responded that the alternative was considered but screened

Continued...

Meeting Date: April 16, 2019

## **MATTERS DISCUSSED**

## **ACTION BY:**

out due to the significantly longer segment of the East-West Arterial that would be located within the NHS.

Clarification was requested as to how the Study Team determined that the two separate, yet shorter, crossing options (Alternative 2) were inferior for animal passage compared to the single, longer crossing options (Alternative 1). Wood responded that available research on the subject was limited, but that documentation from Credit Valley Conservation and Conservation Halton Wildlife Passage Guidelines indicated that a spacing of 150 to 300 m was required between crossings to be beneficial for mid-sized mammals. Due to insufficient space between crossings, the area between Coleraine Drive and Arterial A2 would essentially become a 'dead zone' for animal passage.

TRCA indicated that they had animal passage experts in-house and would confirm Wood's research with their in-house team.

**TRCA**

Wood enquired as to whether TRCA felt that connectivity could be improved through provision of artificial lighting within the crossing structure, or provision of parallel culverts specifically constructed to facilitate animal passage. TRCA responded that there was no research available that would suggest that those design modifications would improve connectivity. TRCA indicated they would discuss this further with their animal passage expert in-house.

**TRCA**

### **5. Agreement in Principle**

TRCA provided approval in principle for Alternative 1B, provided the Project Team could confirm the following:

**Wood**

1. Design meets hydraulic requirements;
2. Minimum openness ratio of 0.6 is achieved; this may require design measures such as introducing retaining structures, changing road profile and grading or any combination thereof.
3. Design adheres to the underlying principal of the Rainbow Creek Corridor Design which has a focus on animal passage and connectivity; and
4. Lost NHS area and any loss of flood storage resulting from the crossing are compensated elsewhere along the corridor.

**Wood**

**Peel**

### **6. Next Steps**

The project team will address the conditions set on the Approval in Principle provided by TRCA.



Continued...

Meeting Date: April 16, 2019

**MATTERS DISCUSSED**

**ACTION BY:**

Agency and Municipal Group meetings will be scheduled for mid-May and a Stakeholder Meeting scheduled for May 30<sup>th</sup>.

Meeting Minutes prepared by:

Wood Environment & Infrastructure Solutions  
a Division of Wood Canada Limited

Per: Maria King, P.Eng.  
Senior Transportation Engineer, Assistant PM

## Shams, Aniq

---

**From:** Shams, Aniq  
**Sent:** Wednesday, May 1, 2019 12:01 PM  
**To:** 'mani.shahrokni@vaughan.ca'; 'kant.chawla@caledon.ca'; 'casey.blakely@caledon.ca'; 'kathie.kurtz@caledon.ca'; 'gino.delacruz@peelregion.ca'; 'eric.chan@peelregion.ca'; 'sean.carrick@peelregion.ca'; 'althaf.farouque@peelregion.ca'; 'ryan.gulyas@peelregion.ca'; 'Tina.Detaramani@peelregion.ca'; 'Ryan.Vandenburg@peelregion.ca'; 'steve.mota@york.ca'; 'joshua.wang@york.ca'; 'shawn.ellsworth@york.ca'; 'Ryan.Tucker@caledon.ca'; 'dean.kemper@ontario.ca'; 'project\_team@gta-west.com'; 'steve.ganash@peel.ca'; 'mark.heaton@ontario.ca'; 'emily.funnell@ontario.ca'; 'slingertat@trca.on.ca'; 'dchekol@trca.on.ca'; 'bpaul@trca.on.ca'; 'Robert.Agostini@alecrautilities.com'  
**Cc:** 'Goolsarran, Mario'; 'Bishnu.Parajuli@brampton.ca'; McGill, John; King, Maria E; Polonsky, Loren  
**Subject:** Arterial Roads within Highway 427 Industrial Secondary Plan Area (SP47): Agency / Municipal Group Meeting #3

Good day,

You are invited to attend the third Agency / Municipal Group Meeting for the Schedule 'C' Class EA for Arterial Roads within Highway 427 Industrial Secondary Plan Area (SP47) – a joint endeavor by the City of Brampton and Region of Peel. The study is being conducted to identify and confirm the need and design of new and widened arterial roadways within this rapidly developing area. The focus of the Agency / Municipal Group Meeting will be the preliminary preferred designs for Coleraine Drive, Arterial A2 (Major Mackenzie Drive extension), and the eastern portion of the East-West Arterial. The Agency/Stakeholder meeting for the remaining roadways covered under this Class EA will be held in September.

During the meeting, the Project Team will:

- Provide an update on the status of the study;
- Provide an overview of the study's schedule moving forward;
- Discuss the process used to evaluate alternatives and arrive at preliminary preferred solutions;
- Detail elements of the preliminarily preferred design; and
- Solicit input on any design concerns ahead of taking the preliminary preferred design to the Stakeholders Group on May 30<sup>th</sup>.

The meeting is being held:

**Date:** May 17, 2019  
**Location:** Williams Parkway Operations Centre – Training Room 1C  
1975 Williams Parkway, Brampton, ON L6S 6E5  
**Time:** 1:30 pm - 3:30 pm

If you have any questions, please contact Mario Goolsarran (City of Brampton Project Manager - [Mario.Goolsarran@brampton.ca](mailto:Mario.Goolsarran@brampton.ca), 905-874-5164) or John McGill (Consultant Project Manager – [John.McGill@woodplc.com](mailto:John.McGill@woodplc.com), 905-330-9569).

Kindly acknowledge either your or other staff attendance by **May 13, 2019**. We look forward to seeing you on May 17.

# Minutes

**Date:** May 30, 2019  
**File #:** TP11086  
**Meeting Date & Time:** May 17, 2019 at 9:30 a.m.  
**Meeting at:** City of Brampton – City Hall West Tower - 41 George Street - 2nd Floor Board Room WT2C  
**Subject:** 3rd Agency / Municipal Group Meeting  
**Attendees:**  
 See List under Item 1.

## MATTERS DISCUSSED

## ACTION BY:

### 1. Introductions

All in attendance provided an introduction and identified their roles with respect to the project and their organization. The following is a summary:

Name	Role
Steve Ganesh	Strategist, Infrastructure Planning and Design Region of Peel
Tina Detaramani	Manager Strategic Policy and Projects Infrastructure Planning and Design Region of Peel
Sean Carrick	Supervisor, Traffic Development and Permits Region of Peel
Dilnesaw Chekol	Senior Water Resources Engineer TRCA
Sharon Lingertat	Senior Planner, Infrastructure Planning and Permits TRCA
Adam Miller	Senior Planner, Development Planning TRCA
Brennan Paul	Senior Planning Ecologist TRCA

**PLEASE NOTE:** If there is any comment or amendment to be made to these meeting notes, they should be brought to the notice of Wood within five (5) business days of issue and confirmed in writing.



Continued...

Meeting Date: May 17, 2019

## **MATTERS DISCUSSED**

## **ACTION BY:**

Malik Majeed	Policy Planner, Land Use Policy City of Brampton
Sandra Sadek	Project Engineer Ministry of Transportation
Mani Shahrokni	Transportation Project Manager City of Vaughan (Phone-in Participant)
Dan Foong	Project Manager York Region
Bishnu Parajuli	Manager, Infrastructure Planning City of Brampton
Mario Goolsarran	Senior Project Engineer City of Brampton
Maggie Liu	Water Resources Engineer City of Brampton
John McGill	Principal, Transportation Wood
Maria King	Senior Engineer, Transportation Wood
Loren Polonsky	Senior Environmental Planner Wood
Aniqa Shams	Junior Environmental Planner Wood

### **2. Project Overview and Timelines**

Wood provided a brief overview of the project and an update since the last meeting.

The Public Information Centre (PIC) is currently scheduled for the fall of 2019. Between now and the PIC, Wood will be refining the designs.

The purpose of the Agency and Municipal Group Meeting is to update the status of the project and elicit input on the preliminary preferred designs.

### **3. Comment – Utilities**

The presentation slides illustrating the design does not portray utilities. For the PIC and the Stakeholder Meeting on May 30<sup>th</sup>, it is recommended that the illustration include the utility locations or include a note indicating that the drawings do not include utilities.

Continued...

Meeting Date: May 17, 2019

## **MATTERS DISCUSSED**

## **ACTION BY:**

Wood agreed that the design drawings will either include a note or the utilities will be included.

**Wood**

### **4. Comment – Lane Widths**

What are the lane widths for A2?

Wood indicated that the lane widths were reduced to 3.5 m for all roadways to provide additional boulevard space for utilities.

### **5. Comment – General Environmental Assessment Questions**

Is Wood preparing both Municipal Class Environmental Assessment (EA) studies and will they be prepared in two separate documents? Will TRCA have a chance to review all documents?

Wood will prepare both Environmental Assessment (EA) studies and they will be filed separately. These documents will be circulated to Agencies for their review.

### **6. Comment – Headwater Drainage Features**

TRCA indicated that headwater drainage features for the watercourse crossing must be identified in the drawings for the Stakeholder Meeting on May 30th.

Wood confirmed that the headwater drainage features will be included for the Stakeholder Meeting.

### **7. Comment – Design Criteria**

Why is erosion not included in the design criteria?

Wood responded that erosion will be assessed

### **8. Comment – York Region Major Mackenzie Drive Widening**

York Region will be widening Major Mackenzie Drive from Highway 50 to the new Highway 427 extension starting next year. York Region has already expropriated portions of a resident's property. York Region suggests not showing this drawing at the PIC until we inform this resident about the City's plans. York Region has previously experienced some difficulty negotiating for property along this corridor.

York Region will be providing their final drawings ahead of the PIC.

**York Region**

Wood thanked York Region for the input and will be taking the suggestions into consideration.

Continued...

Meeting Date: May 17, 2019

## **MATTERS DISCUSSED**

## **ACTION BY:**

Post meeting comment – COB preference is to show the ultimate preliminary design recommendation in order to maintain transparency in the EA process and at the same time present consistent information to all stakeholders.

### **9. Comment – MESP Addendum**

The MESP Addendum has not been finalized yet, however the study should take this into consideration.

Wood will take this into consideration.

### **10. Comment – Collector Road Shifts in Area 47**

The City of Vaughan has a secondary plan in place. Any change in the road exceeding 20 metres is considered significant and will require an Official Plan amendment.

The City of Brampton indicated that this issue is separate from the Class EA and they will coordinate a separate meeting with the Region of Peel, City of Vaughan, and York Region to discuss this issue further.

### **11. Next Steps**

All attendees will receive a digital copy of the presentation.

**Wood**

The Progress Report is currently being updated and will be distributed to all Agency members.

**Wood**

A Stakeholder Meeting is scheduled for May 30th.

Meeting Minutes prepared by:

Wood Environment & Infrastructure Solutions  
a Division of Wood Canada Limited

Per: Maria King, P.Eng.  
Senior Transportation Engineer, Assistant PM





Agency / Municipal Group Meeting #3

MEETING ATTENDANCE RECORD

Name	Company	E-mail Address
Tina Detaramani	Region of Peel	tina-detaramani@peelregion.ca
Sean Carrick	"	Sean.Carrick@peelregion.ca
DILNESA W. CHEKOL	TRCA	dilnesaw.chekol@trca.ca
Sharon Lingertat	TRCA	sharon.lingertat@trca.ca
DAN FOONG	YORK REGION	DAN.FOONG@YORK.CA
BISHNU PARAJULI	COB	BISHNU.PARAJULI@BRAMPTON.CA
MARIO GODSACRU	COB	MARIO.GODSACRU@BRAMPTON.CA
Adam Miller	TACA	adam.miller@trca.ca
Sandra Sedek	HTO	Sandra.sedek@ontario.ca
Malik Majeed	COB	malik.majeed@brampton.ca
Brennan Paul	TRCA	brennan.paul@trca.ca

**Highway 427 Industrial Secondary Plan Area 47  
Class Environmental Assessment for Arterial Roads**



**Agency / Municipal Group Meeting #3**

**MEETING ATTENDANCE RECORD**

Name	Company	E-mail Address
Maria King	Wood	maria.e.king@woodplc.com
John McGill	"	John.McGill@woodplc.com
Loren Tolansky	"	Loren.Tolansky@woodplc.com
Aniga Shams	"	aniga.shams@woodplc.com



# **Schedule 'C' Municipal Class EA for Arterial Roads Within Highway 427 Industrial Secondary Plan Area 47**

## **Part A Roadways – Coleraine Drive and Arterial A2**

Agency and Municipal Group Meeting #3

May 17, 2019

[woodplc.com](http://woodplc.com)

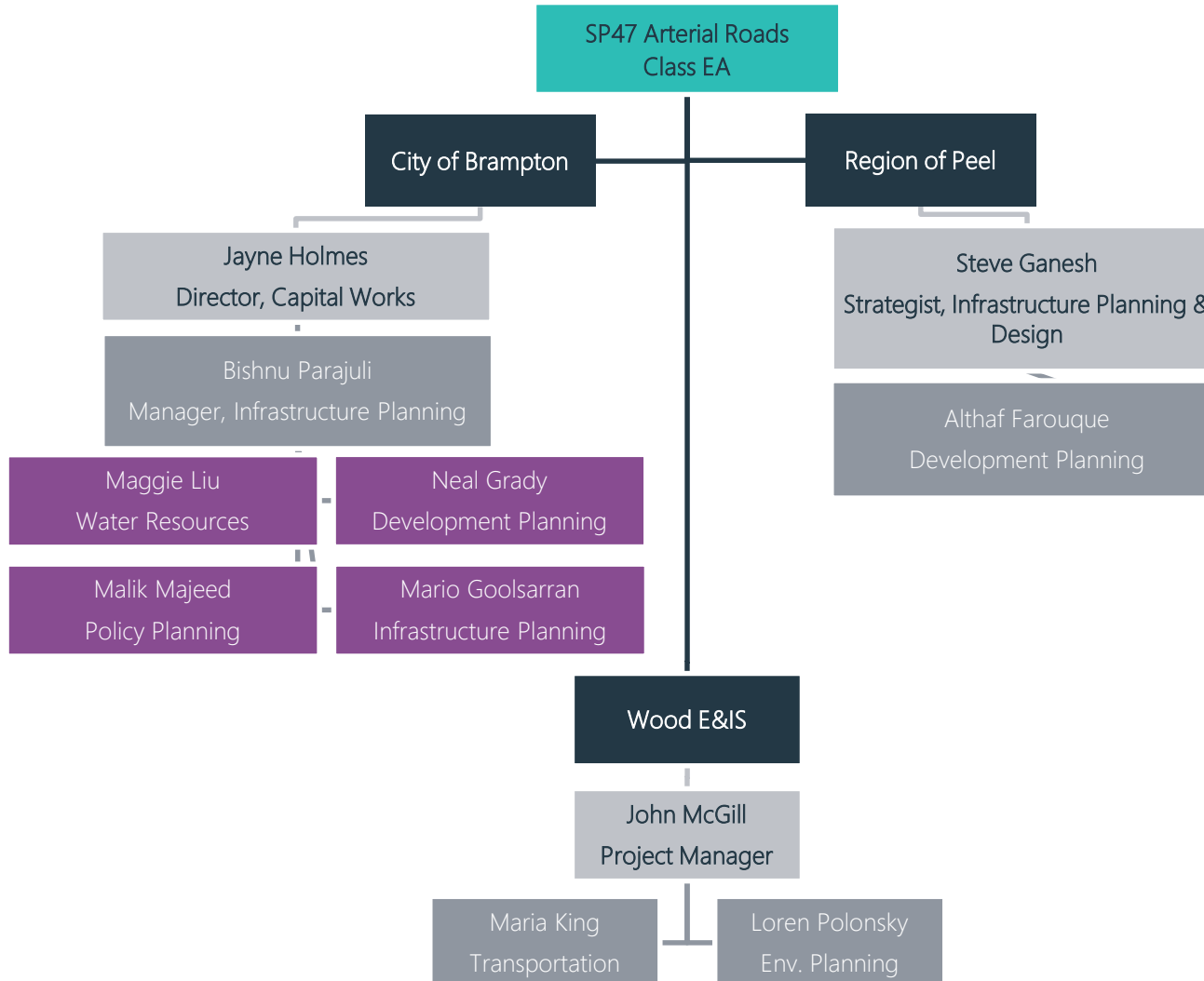


## Agenda

- Welcome and Introductions
- Project Refresher
- Project Schedule Update
- Design Alternatives
- Preliminary Preferred Alternative
- Other Opportunities – Development Group
- Opportunity to Provide Input
- Next Steps



# Welcome and Introductions



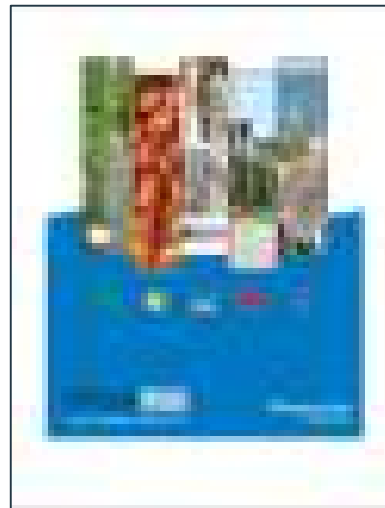
# Project Refresher

## Planning and Policy Context

The current study builds on the following earlier consultative planning and policy studies:



Provincial document that forecasts Peel's population will grow to 1.97 million and employment will grow to 970 k by 2041.



Identifies Regional population growth and required road network to 2031.



Forecasts the City of Brampton population to increase from 430,000 in 2006 to 725,000 by 2031.



Sets out Brampton's Vision to 2040, which includes recommendations for multi-modal transportation networks, green spaces, and a focus on active living



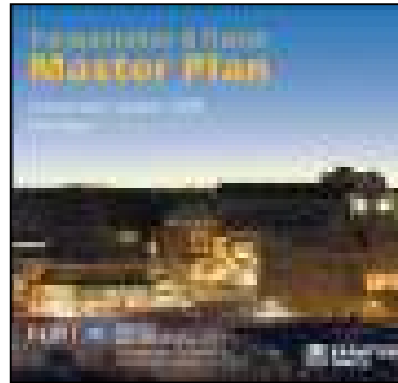
# Project Refresher

## Planning and Policy Context

The current EA Study builds upon the following earlier consultative planning and policy studies:



Recommends Arterial A2 and identifies intersection issues along Regional Road 50.



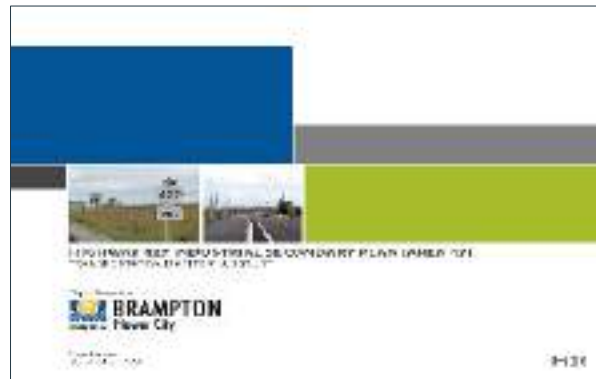
Future road network recommendations, planning horizons and budgets for road improvements, active transportation and transit.



Identifies stormwater and natural heritage management strategies for future development



Identifies city road network needs to 2041, including road widening and construction of arterial roads within SP 47.



Identifies road network requirements within SP47 Area



Lays out a strategy for reconfiguration and significant improvement to the Rainbow Creek corridor.

# Project Refresher

## Class Environmental Assessment Process

Phase 1  
Problem or  
Opportunity

Phase 2  
Alternative  
Solutions

Nov. 2016  
PIC # 1

Phase 3  
Alternative  
Design  
Concepts for  
the Preferred  
Solution

Fall 2019  
PIC # 2

Phase 4  
Environmental  
Study Report

Winter 2019/2020  
30 Day Review

Phase 5  
Implementation

The City of Brampton's Secondary Plan Area 47 Transportation Master Plan (TMP).

To be completed by the end of this project and will include:

- Existing and future conditions;
- Confirmation of need and opportunities;
- Record of all public input;
- Alternative road designs and evaluation
- Preliminary preferred designs for all arterial roads within the study area
- Environmental impacts and mitigations.

Technical experts have worked with the City of Brampton and Region of Peel to confirm findings of previous studies



# Project Refresher

## Study Structure

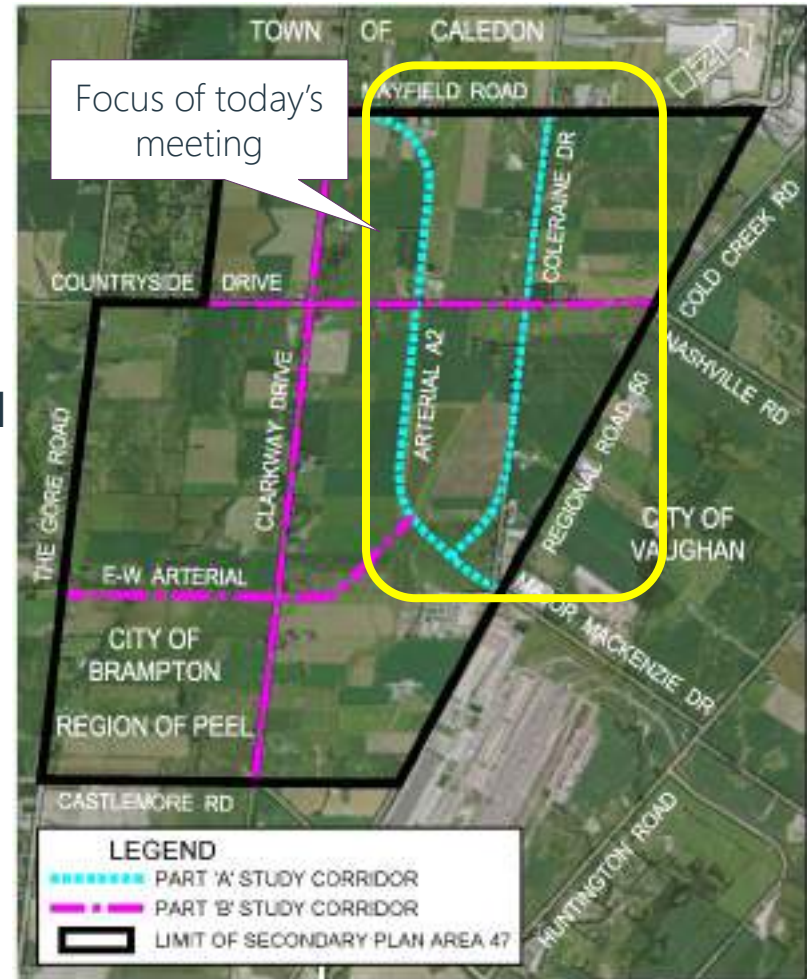
This Schedule 'C' Class Environmental Assessment is being carried out in two parts, as illustrated to the right.

### Part 'A' (Subject of Today's Meeting)

- Arterial A2 – a new north-south major arterial roadway between Mayfield Road and Regional Road 50/Major Mackenzie Drive
- Improvements to, and realignment of Coleraine Drive

### Part 'B'

- Improvements to Countryside Drive
- Improvements to Clarkway Drive
- East-West Arterial – a new minor arterial connecting The Gore Road to Arterial A2.



# Project Status Update

## Part 'A' Roadways



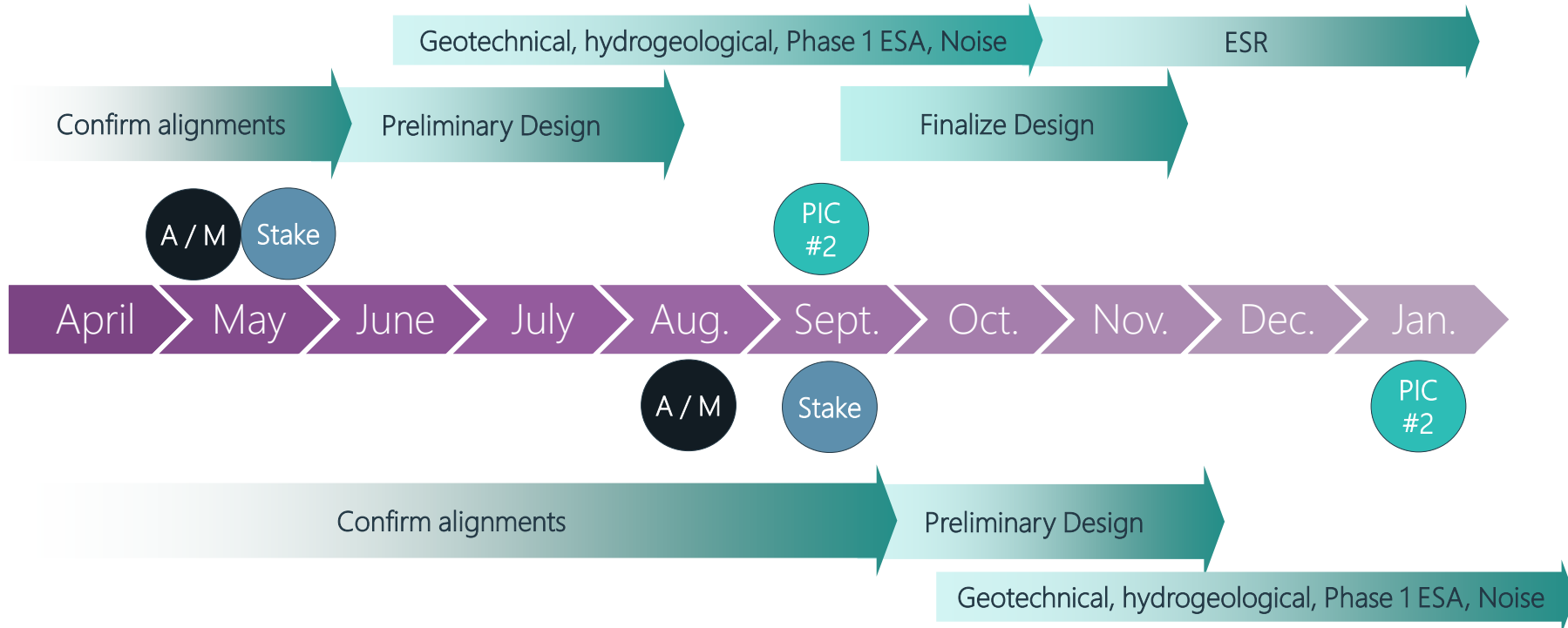
We are here



# Project Timelines

## PART A ROADWAYS

(Arterial A2 & Coleraine Drive)



## PART B ROADWAYS

(Countryside, Clarkway, East-West Arterial)



# Design Alternatives

---

- Roadway alignments
  - Address misaligned intersections
  - Determine configurations within Special Policy Areas
- Interchange warrant
  - Highest volume intersections
  - GTA West
- Roadway cross-sections
- Creek crossing structures





# Design Alternatives – Evaluation Criteria

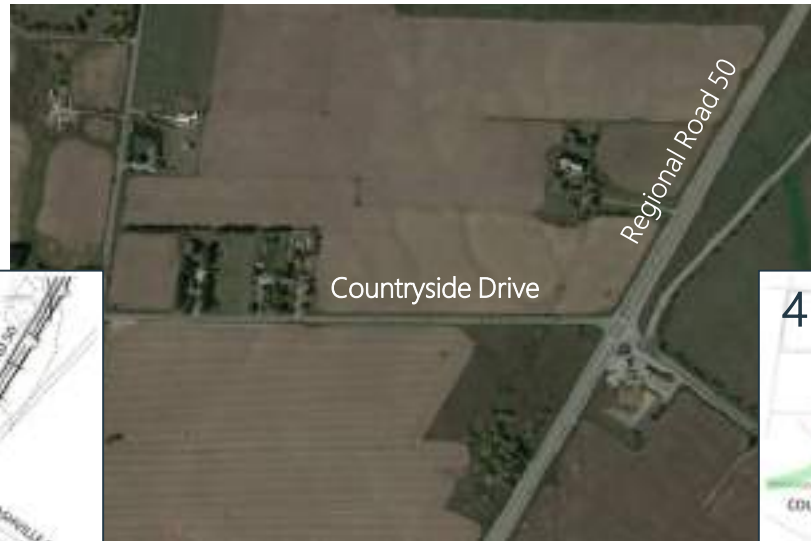
Engineering/Technical	Inter-regional connectivity
	Development access
	Roadway geometrics
	Transportation network safety
	Internal network connectivity
	Transportation network capacity
	Promotion of active transportation
	Transit supportive development
	Structural impacts
	Hydraulics and hydrology impacts
Economic Factors	Utility relocation
	Capital costs
	Operating costs
	Property acquisition
Social Environment	Conformance to Planning Objectives
	Residential/ Business Access and Displacement
	Archaeological, Built and Cultural Heritage
Natural Environment	Impact to Designated Natural Heritage Features
	Impact to Natural Heritage Features
	Improve watercourse crossings to enhance hydraulics, stream function and fisheries and wildlife passage;
	Impact to Avian, Wildlife and Plant Species at Risk (SAR)



# Design Criteria

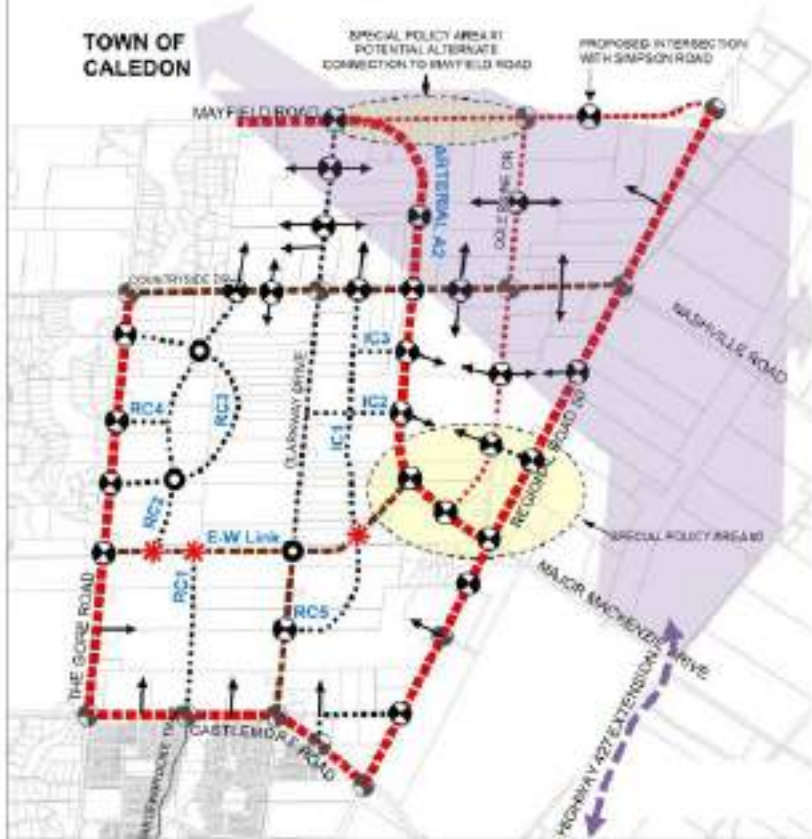
	Roadway Segment	Classification	Posted / Design Speeds	Clear Zone	Lane Widths
PEEL	Arterial A2	Major Arterial	70/90 km/h	7.5 m	3.5
	Coleraine Drive	Major Arterial	70/90 km/h	7.5 m	3.5
BRAMPTON	East-West Arterial	Minor Arterial	50/70 km/h	6.5 m	3.5
	Countryside Drive	Minor Arterial	50/70 km/h	7.5 m	3.5
	Clarkway Drive				3.5
	Castlemore to Main	Minor Arterial	50/70 km/h	4.5 m	3.5
	Main Street	Minor Arterial	50/70 km/h	4.5 m	3.5
	Special Character	Major Collector	50/70 km/h	7.5 m	3.5
	North of Countryside	Major Collector	70/90 km/h	7.5 m	3.5

# Design Alternatives – Misaligned Intersections



# Design Alternatives – Special Policy Areas

Hwy 427 Industrial Secondary Plan Area (SP 47)  
Recommended Road Network Map



Secondary Plan Road Network

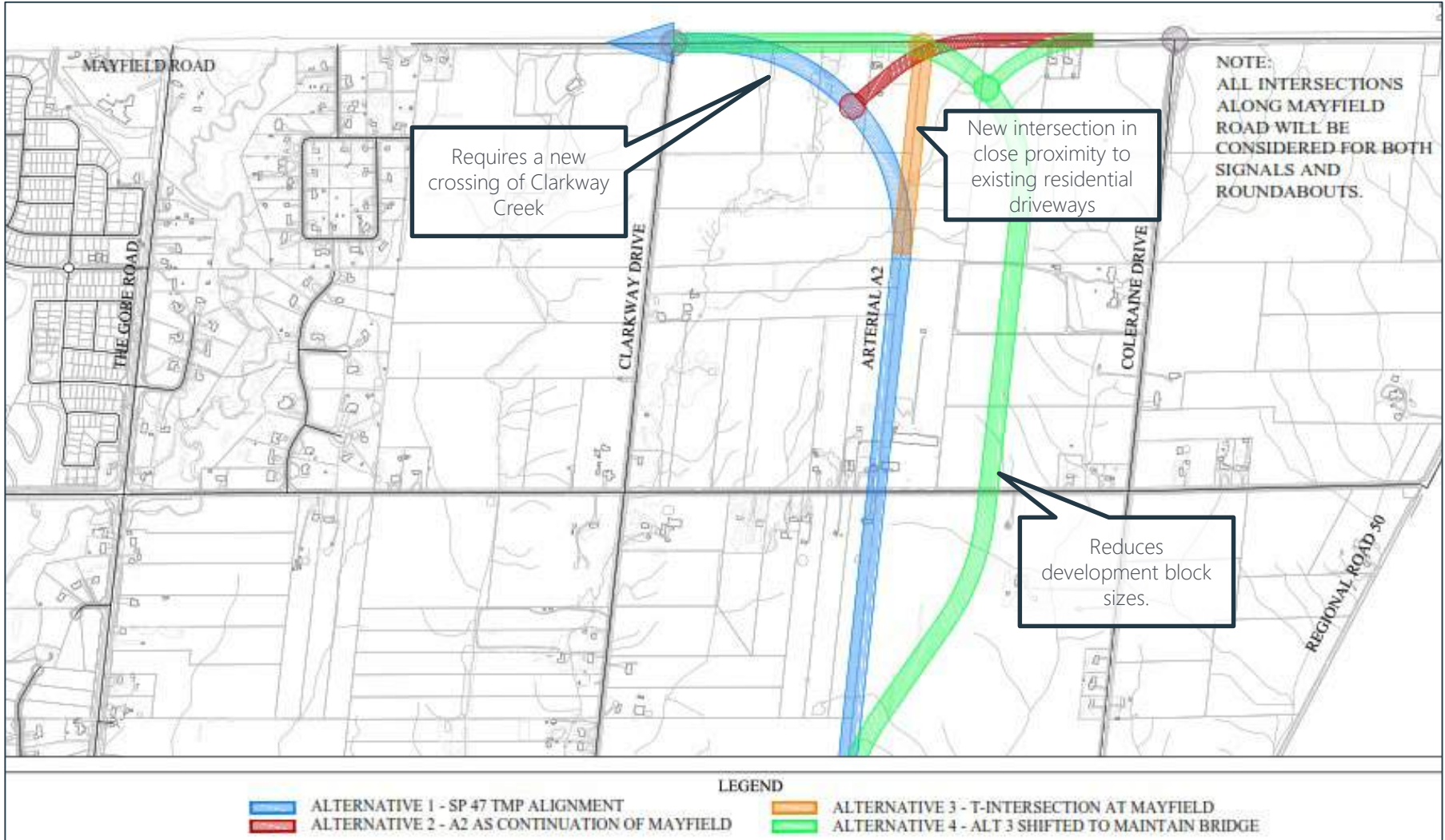
*Special Policy Area #1* identifies potential alternative intersections of Arterial A2 with Mayfield Road. Lands within this area shall be protected from development until the intersection of Arterial A2 with Mayfield Road has been determined as part of an EA ...

"Road segments and intersections within the *Special Policy Area #2* require... more in-depth functional analysis to determine network/operational solutions including intersection spacing, connectivity to the municipal and regional road network, intersection geometry and controls. It is anticipated that such in-depth assessment will be completed [as part of an EA] study for Arterial A2. Lands within Special Policy Area #2 shall be protected from development until the locations of these intersections and the arterial road alignment ..have been determined as part of the EA..."

HDR, Highway 427 Industrial Secondary Plan (Area 47) Transportation Master Plan Study, 2014. Reference Section 7.1.



# Design Alternatives – Special Policy Area 1





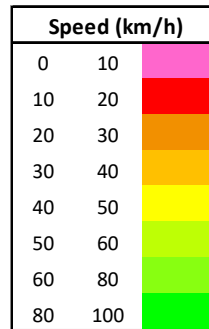
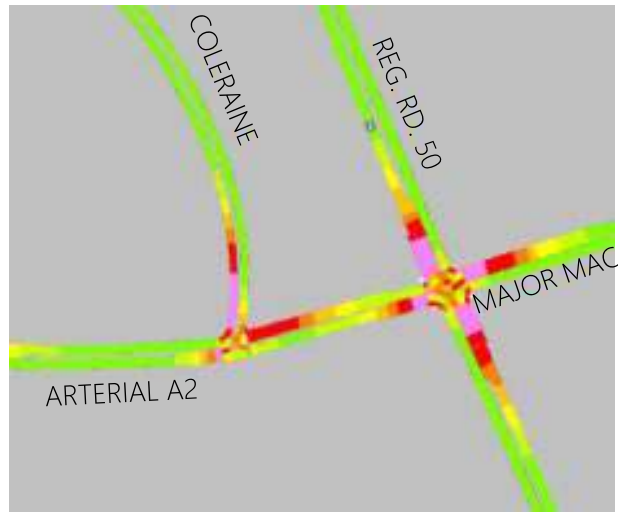
# Design Alternatives – Special Policy Area 1





# Design Alternatives – Special Policy Area 2

2041 a.m. Peak Period



2041 p.m. Peak Period



- SP47 TMP configuration for SPA 2 resulted in queue spill back through the Coleraine intersection during the p.m. peak.
- As a result, alternative configurations were examined that shifted Coleraine Drive further to the west, increasing separation between intersections.

# Design Alternatives – Special Policy Area 2

## Network Configuration

- Several alternative network configurations were developed and presented at PIC #1.
- Detailed analysis led to the recommendation to proceed with a single intersection of Arterial A2 / Coleraine Drive / East-West Arterial
- Ultimate recommendation was to construct the intersection immediately over Rainbow Creek

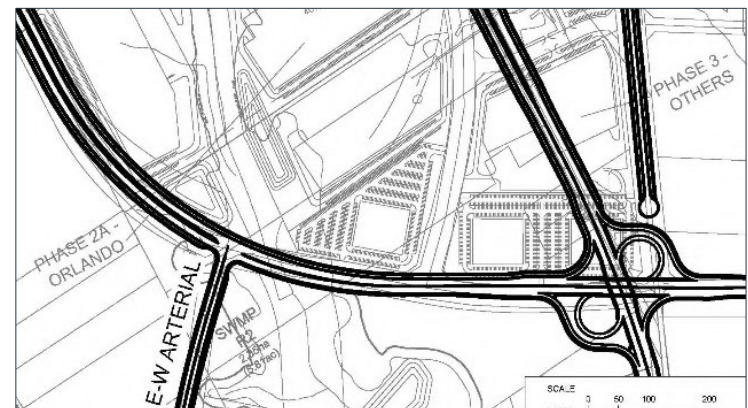


# Design Alternatives – Special Policy Area 2

## Grade-Separation

A total of 11 alternatives were designed and evaluated to improve traffic flow at the intersection:

- Parclo B4
- Directional Split
- Semi-Directional Ramps
- ➔ • Single Point Urban Interchange
- Roundabout
- Single North-East Quadrant Ramp
- Single Southwest Quadrant Ramp
- Two Three-Lane Roundabouts
- ➔ • Modified Parclo A (Versions 0,1,2)



# Design Alternatives – Special Policy Area 2

## Opportunities

- Potential to stage implementation
- Lowest net present value
- Lowest congestion costs
- Clear active transportation linkages.
- Primarily consistent with TMP and Secondary Plan road alignments.

## Challenges

- Impact to property on both the York Region and Peel Region sides of Regional Road 50.
- Potential impacts to proposed development networks
- Rainbow Creek crossing structure to be specially designs for connectivity.





# Design Alternatives – Cross-Sections

## Arterial A2 – Major Mackenzie Extension

- 6 lane cross-section
- Multi-use pathways will be provided on both sides of the roadway for walking and cycling
- Alignment adjusted from what was shown in the SP47 TMP to:
  - Line up better with the changes happening on Major Mackenzie Drive,
  - Eliminate the need for “banking”, and
  - Allow for proper grading at the intersection with Coleraine Drive and East-West Arterial



# Design Alternatives – Cross-Sections

## Coleraine Drive

- 4 lane cross-section
- Multi-use pathways will be provided on both sides of the roadway for walking and cycling
- Alignment adjusted from what was shown in the SP47 TMP to tie into Arterial A2 further to the west
- Right-of-way widened evenly about the existing center line (8 m either side)

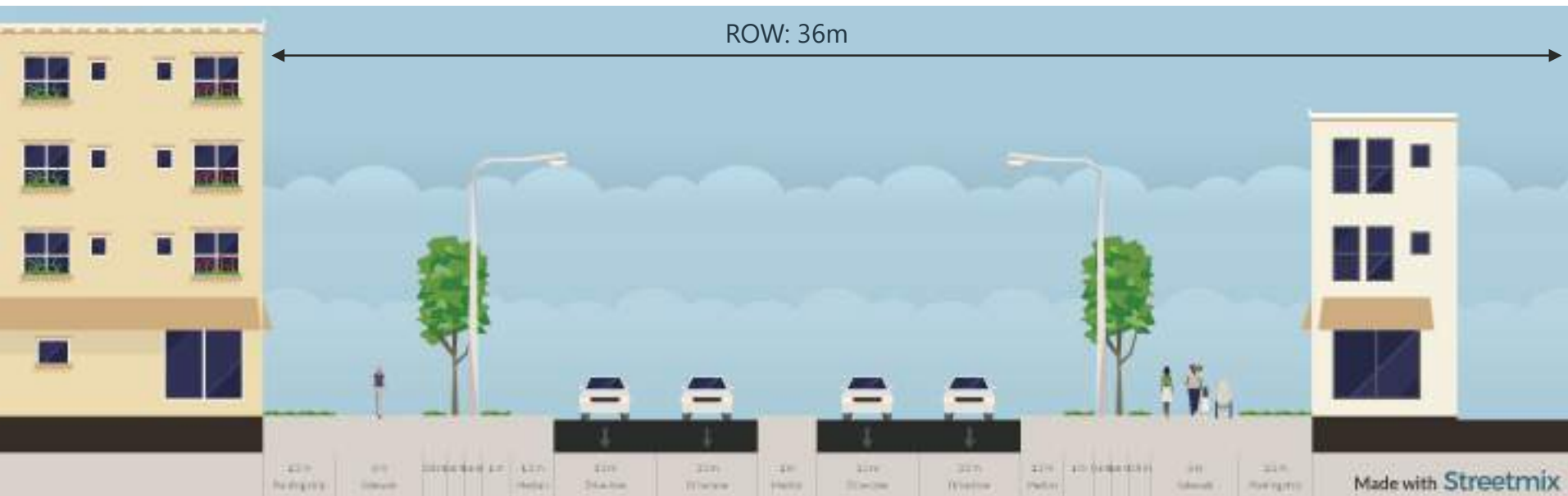




# Design Alternatives – Cross-Sections

## East-West Arterial

- 4 lane cross-section (nearly identical to Coleraine Drive)
- Multi-use pathways will be provided on both sides of the roadway for walking and cycling
- Primarily follows the south side of the Trans-Canada Pipeline Corridor
- Alignment adjusted at east end from what was shown in the SP47 TMP to tie into Arterial A2 further to the east



# Design Alternatives – Cross-Sections

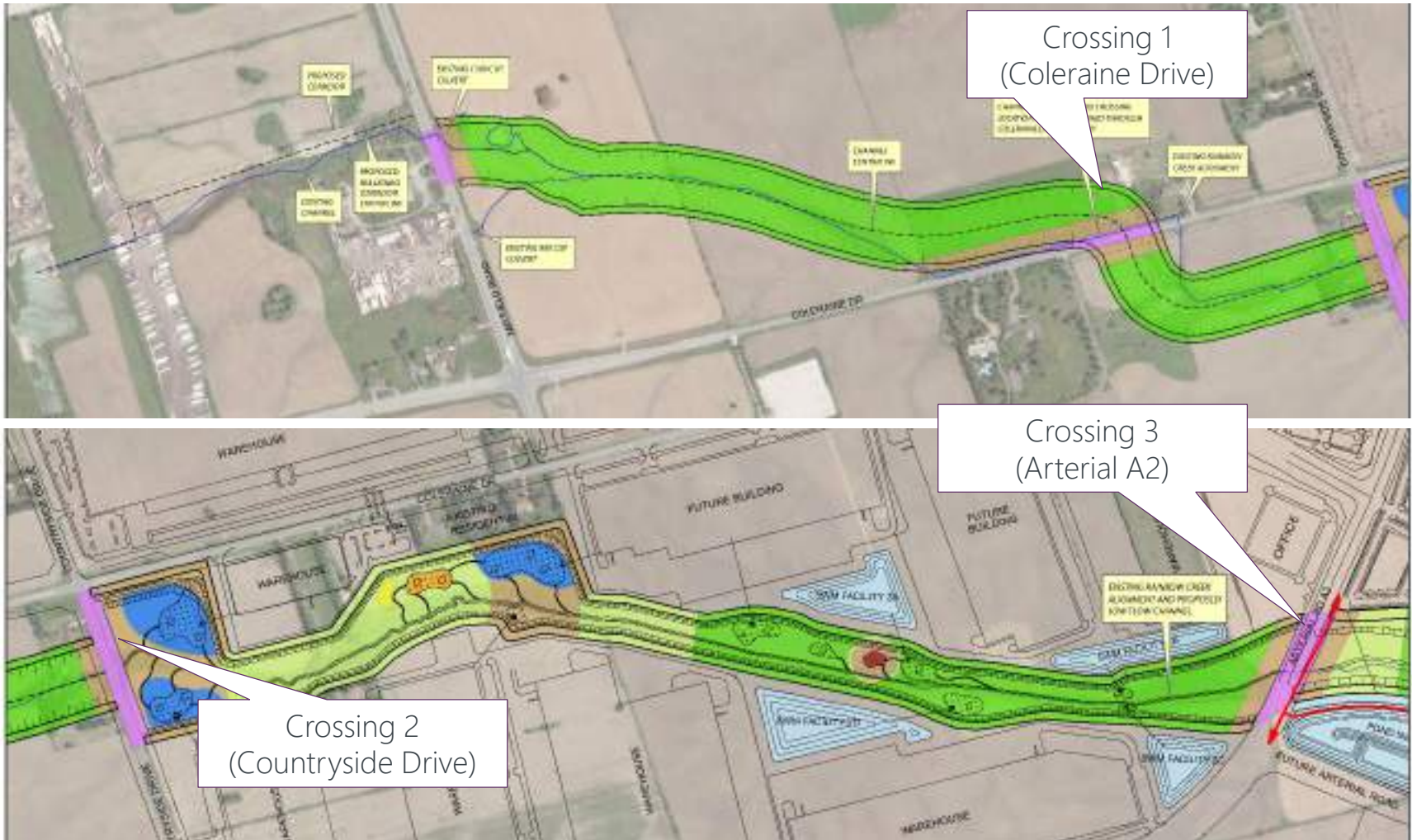
## Countryside Drive

- 4 lane cross-section
- Buffered cycle lanes and sidewalks provided on both sides of the roadway
- Right-of-way widened to the south by 16 m to avoid non-participating residential properties.



# Design Alternatives – Creek Crossings

## MESP Addendum – Rainbow Creek Improvements



# Design Alternatives – Creek Crossings

Design Criteria	Minimum Required Value
City/Region Conveyance Capacity Requirement	Regional Storm
MTO Design Flow Return Period Criteria	100 Year Storm
MTO Required Freeboard and Clearance (m)	1.0 m
Impact to Flood Plain	Assumption: Contain Regional WSEL within Creek Corridor
Minimum height for animal passage	2.0
Minimum structural openness ratio for system connectivity (calculated as $[H \times W] / L$ )	0.6



# Design Alternatives – Creek Crossings

#	Location	Meets Design Criteria?	Structure Type	Dimensions	Openness Ratio (with RSS)
1	Coleraine Drive	Yes	Single Span Bridge	Height – 2.0 m Width (Span) – 17 m Length – 35 m	0.97
2	Countryside Drive	Yes	Single Span Bridge	Height – 2.0 m Width (Span) – 17 m Length – 33 m	1.03
3	Future A2 / Coleraine Drive/ East-West Arterial	Yes	Single Span Bridge	Height – 3.0 m Width (Span) – 24 m Length – 80 m	0.89*

\* Based on conservative length





# Preliminary Preferred Alternative



## Arterial A2

- set along west side of the dividing line between blocks to mitigate property impacts along Countryside Drive
- Improved alignment at Major Mackenzie Drive
- Correct curve radius to eliminate banking

## Coleraine Drive

- Widened evenly either side of centerline
- Alignment adjusted at south end to mitigate traffic queuing to beyond 2041.

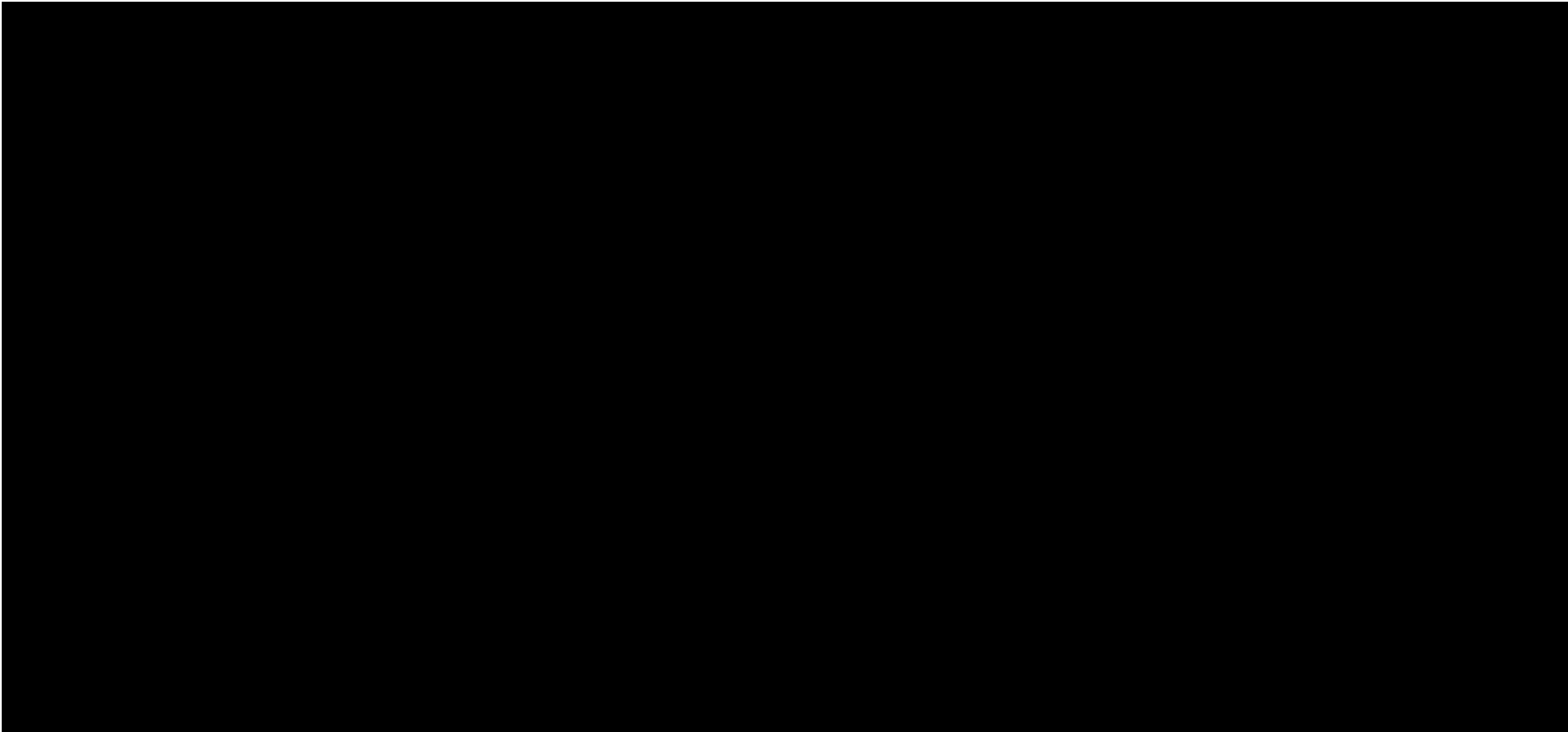


# Preliminary Preferred Alternative

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## Coleraine Drive at Mayfield Road

- Roadway realigned easterly to further correct the misalignment on the northbound and southbound approaches (in line with Mayfield Road Class EA recommendations).



# Preliminary Preferred Alternative

---

## Coleraine Drive at Countryside Drive

- Rainbow Creek crossing structure height held at 2 m to minimize grading impacts on adjacent properties.
- Regrading of driveways will be required.

# Preliminary Preferred Alternative

## Arterial A2 at Countryside Drive

- Alignment shifted west so as only to impact a single property owner

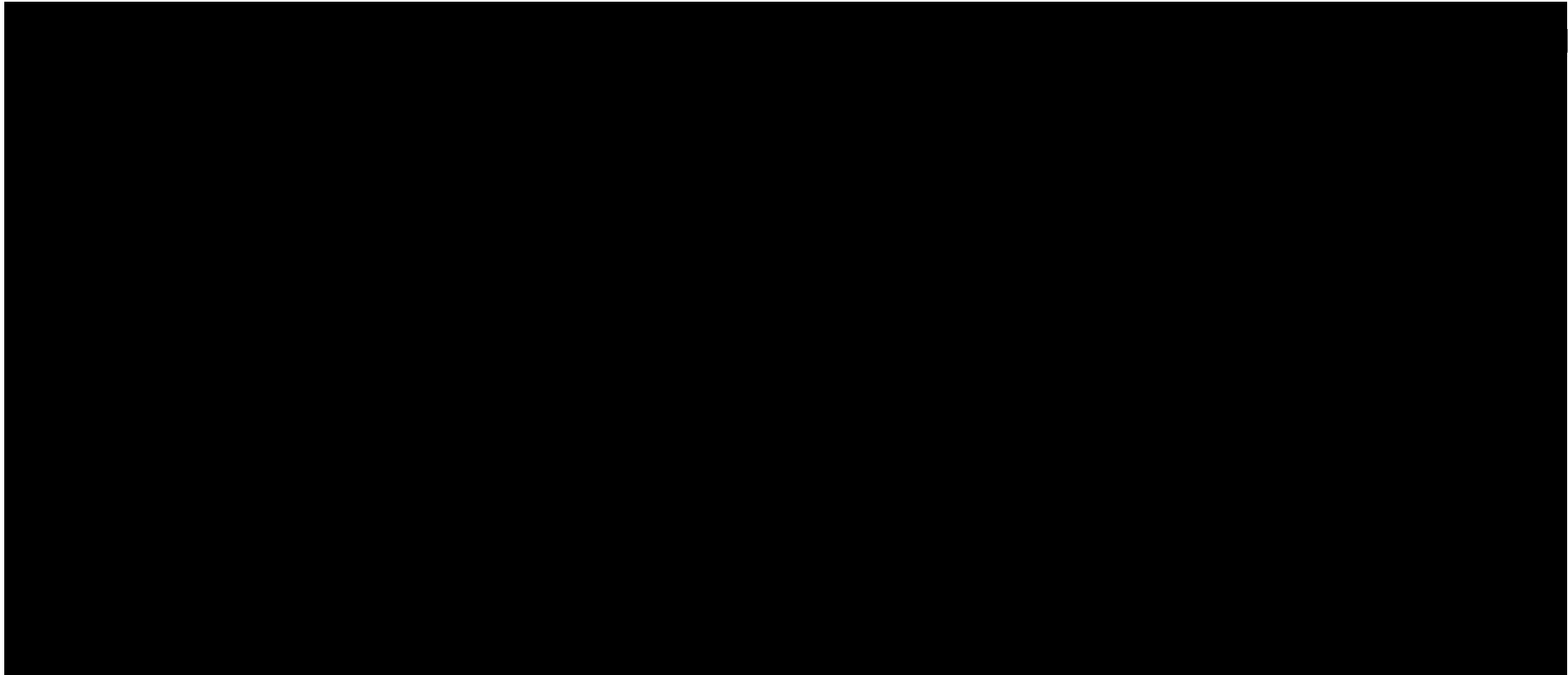


# Preliminary Preferred Alternative

---

## Countryside Drive at Regional Road 50

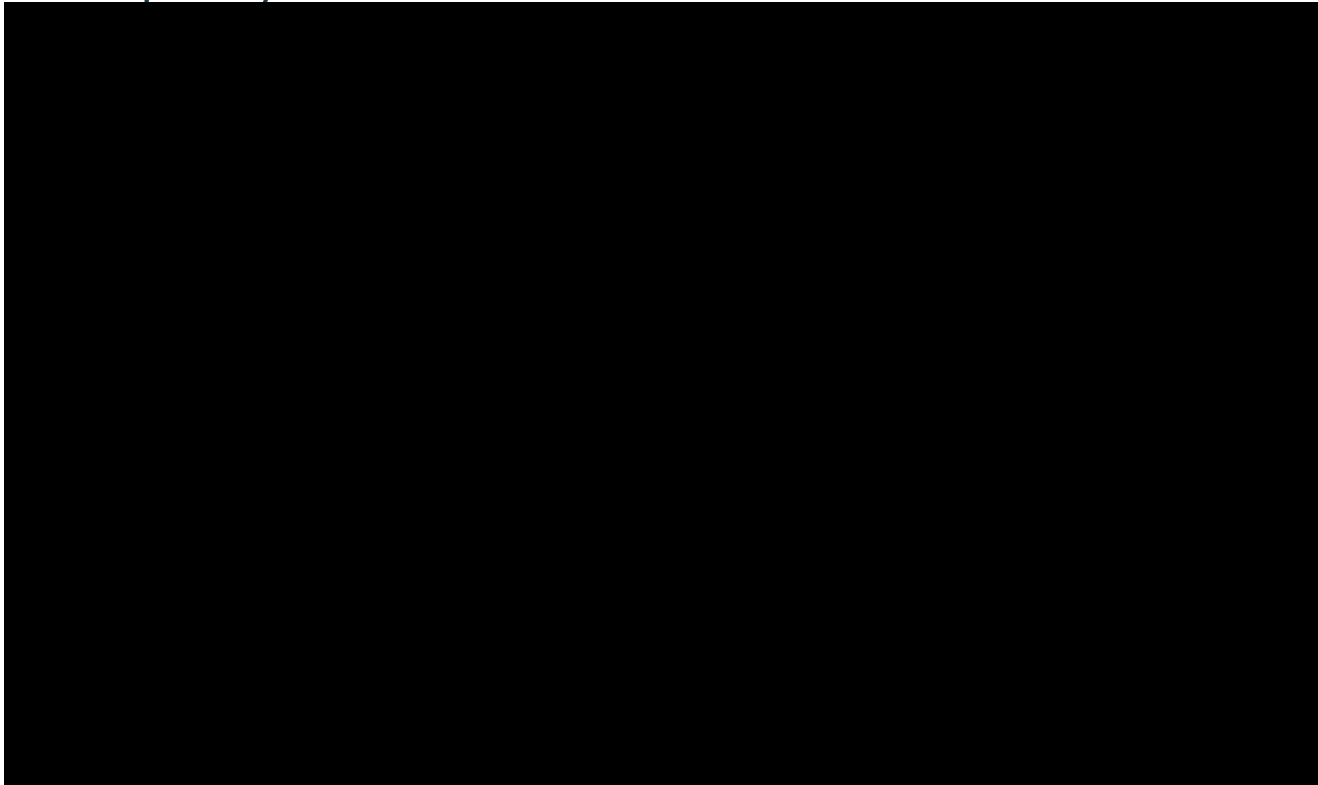
- Intersection approach angle corrected through realignment between existing residential and Regional Road 50



# Preliminary Preferred Alternative

## Arterial A2 at Coleraine Drive

- East-West Arterial and Coleraine Drive vary from what was presented in the SP47 TMP (Special Policy Area 2)
- Additional fill into Rainbow Creek NHS will require compensation for flood capacity and loss of land base.



# Preliminary Preferred Alternative

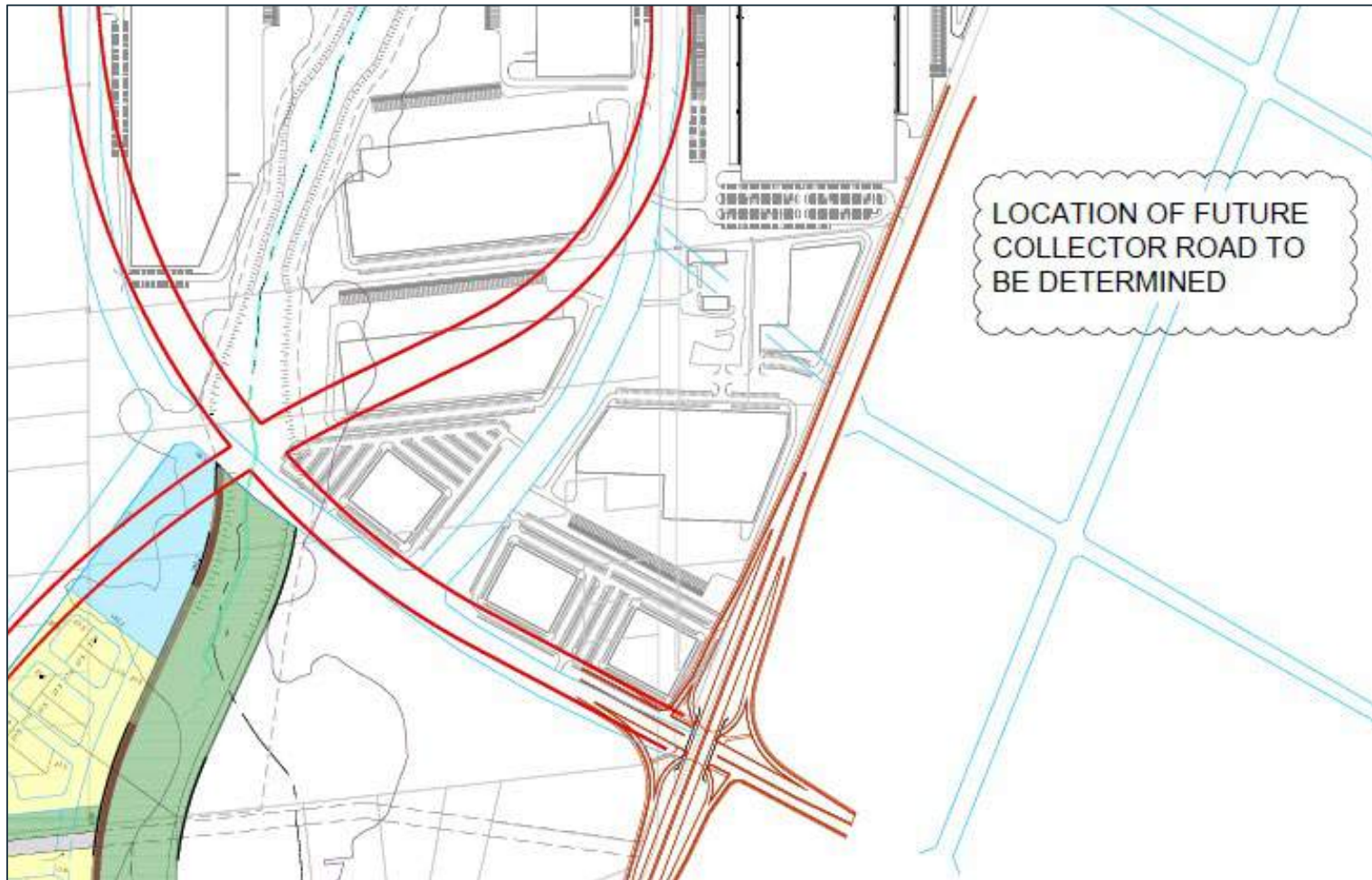
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## Regional Road 50 at Major Mackenzie

- Potential impact to industrial facility in northeast quadrant beyond 2041 (anticipated)
- Current concept for office towers need to be adjusted to account for future interchange.
- Regional Road 50 overpasses Major Mackenzie Drive



# Other Opportunities



## Next Steps

---

- Stakeholder meeting May 30<sup>th</sup>
- Complete additional technical studies
  - Road drainage
  - Geotechnical
  - Hydrogeotechnical
  - Arborist study
- Amend design
  - Finalize alignments
  - Transit
- PIC September 2019



**Author:** Kant Chawla  
**Author email:** Kant.Chawla@caledon.ca  
**Subject:** RE: TP115086 SP47 Arterial Rds MCEA - PRESENTATION  
**Sent datetime:** 05/23/2019 19:23:54

---

Hello Bishnu , thanks for the opportunity to review the materials.

I have now reviewed the materials and noted that the Town's major concern to provide an efficient access to Highway 427 from Coleraine Drive intersecting with A2 onto Major Mackenzie drive has been addressed. We would like to review the intersection details between A2 Arterial-Coleraine drive as and when they are ready.

Please keep us informed for any future meetings/stakeholder/PIC meetings. It is heartening to see the TMP we all worked hard and completed in 2009 is coming to fruition.

Thanks,  
Kant

---

**From:** Parajuli, Bishnu <Bishnu.Parajuli@brampton.ca>  
**Sent:** Friday, May 17, 2019 12:24 PM  
**To:** Kant Chawla <Kant.Chawla@caledon.ca>  
**Cc:** Goolsarran, Mario <Mario.Goolsarran@brampton.ca>  
**Subject:** Fw: TP115086 SP47 Arterial Rds MCEA - PRESENTATION

Hi Kant,

Please see below as requested. Let us know if you have any contents. By May 24th as we are presenting it to stakeholders on May 30th.

Thanks,

Bishnu

Sent from my BlackBerry 10 smartphone on the Rogers network.

---

**From:** King, Maria E <[maria.e.king@woodplc.com](mailto:maria.e.king@woodplc.com)>  
**Sent:** Thursday, May 16, 2019 4:48 PM  
**To:** Goolsarran, Mario; Parajuli, Bishnu; Ganesh, Steve  
**Cc:** McGill, John  
**Subject:** TP115086 SP47 Arterial Rds MCEA - PRESENTATION

Hi all,

The presentation materials for tomorrow's meeting can be downloaded from the link below. The files are quite large due to the number of images.

Maria

<https://www.dropbox.com/sh/qy0eorb1ytun0bg/AACN-MUHf63lkSELcvaZ3aMga?dl=0>

**Maria E. King, P.Eng.**  
Senior Engineer - Transportation  
Direct: +1 (905) 335-2353 ext. 3070  
Mobile: +1 (905) 320-5386  
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The logo for Wood Group PLC, featuring the word "wood." in a bold, lowercase, sans-serif font.

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## Shams, Aniq

---

**From:** Shams, Aniq  
**Sent:** Tuesday, November 12, 2019 1:55 PM  
**To:** Sharon Lingertat  
**Cc:** Mcgill, John; King, Maria E; Goolsarran, Mario; Ganesh, Steve; Parajuli, Bishnu  
**Subject:** RE: Arterial Roads Within Highway 427 Industrial Secondary Plan (Area 47): Part A Roadways – Coleraine Drive and Arterial A2 - PIC Notice

Hi Sharon,

The PIC boards will be available on the website after the PIC.

Thanks,  
Aniq

**Aniq Shams, B.E.S. LEED Green Associate**

Junior Environmental Planner  
160 Traders Blvd E., Suite 110  
Mississauga, ON L4Z 3K7  
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---

**From:** Sharon Lingertat <Sharon.Lingertat@trca.ca>  
**Sent:** Tuesday, November 12, 2019 1:52 PM  
**To:** Shams, Aniq <aniqa.shams@woodplc.com>  
**Cc:** Mcgill, John <john.mcgill@woodplc.com>; King, Maria E <maria.e.king@woodplc.com>; Goolsarran, Mario <mario.goolsarran@brampton.ca>; Ganesh, Steve <steve.ganesh@peelregion.ca>; Parajuli, Bishnu <Bishnu.Parajuli@brampton.ca>  
**Subject:** RE: Arterial Roads Within Highway 427 Industrial Secondary Plan (Area 47): Part A Roadways – Coleraine Drive and Arterial A2 - PIC Notice

Hi Aniq,

Will the PIC boards be available on the website after the PIC?

Regards,

**Sharon Lingertat, B.Sc. (Hons), MCIP, RPP**

Senior Planner  
Infrastructure Planning and Permits | Development and Engineering Services

T: (416) 661-6600 ext. 5717

C: (437) 333-4183

E: [sharon.lingertat@trca.ca](mailto:sharon.lingertat@trca.ca)

A: 101 Exchange Avenue, Vaughan, ON L4K 5R6 | [trca.ca](http://trca.ca)

---

**From:** Shams, Aniqah <[aniqa.shams@woodplc.com](mailto:aniqa.shams@woodplc.com)>

**Sent:** Thursday, October 31, 2019 1:09 PM

**Cc:** McGill, John <[john.mcgill@woodplc.com](mailto:john.mcgill@woodplc.com)>; King, Maria E <[maria.e.king@woodplc.com](mailto:maria.e.king@woodplc.com)>; Goolsarran, Mario <[mario.goolsarran@brampton.ca](mailto:mario.goolsarran@brampton.ca)>; Ganesh, Steve <[steve.ganesh@peelregion.ca](mailto:steve.ganesh@peelregion.ca)>; Parajuli, Bishnu <[Bishnu.Parajuli@brampton.ca](mailto:Bishnu.Parajuli@brampton.ca)>

**Subject:** Arterial Roads Within Highway 427 Industrial Secondary Plan (Area 47): Part A Roadways – Coleraine Drive and Arterial A2 - PIC Notice

The City of Brampton (City), in partnership with the Region of Peel (Region), is undertaking two Municipal Class Environmental Assessments (Schedule C) to address transportation capacity needs in northeast section of the City of Brampton. The study will assess arterial roads within the Highway 427 Industrial Secondary Plan Area (Area 47).

#### **Part A**

- North-South Arterial (Arterial A2), a new north-south arterial roadway from Mayfield Road to Major Mackenzie Drive/Regional Road 50.
- Coleraine Drive from Arterial A2 to Mayfield Road including possible realignment at Arterial A2 west of Regional Road 50.

#### **Part B**

- East-West (E-W) Arterial, a new east-west minor arterial roadway from The Gore Road to Arterial A2.
- Clarkway Drive from Castlemore Road to Mayfield Road.
- Countryside Drive from west of Clarkway Drive to Regional Road 50 including possible realignment at Regional Road 50.

On November 14<sup>th</sup>, 2019, the City and the Region will be organizing the second Public Information Centre (PIC). [This will be for Part A only.](#) The preliminary preferred design for Part A will be presented.

The Notice of PIC and project update is attached to this email and includes further details.

---

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## Shams, Aniq

---

**From:** Shams, Aniq  
**Sent:** Thursday, November 14, 2019 9:24 AM  
**To:** Mota, Steve  
**Cc:** King, Maria E; Parajuli, Bishnu; Goolsarran, Mario; McGill, John; Ganesh, Steve  
**Subject:** RE: (Area 47): Part A Roadways – Coleraine Drive and Arterial A2 - PIC Notice

Hi Steve,

Thank you for letting us know. I will let you know when the documents are available online.

Thanks,  
Aniq

**Aniq Shams, B.E.S. LEED Green Associate**

Junior Environmental Planner  
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**wood.**

---

**From:** Mota, Steve <Steve.Mota@york.ca>  
**Sent:** Thursday, November 14, 2019 8:19 AM  
**To:** Shams, Aniq <aniqa.shams@woodplc.com>  
**Subject:** (Area 47): Part A Roadways – Coleraine Drive and Arterial A2 - PIC Notice

Hi Aniq,

I likely won't be able to make the PIC meeting tonight. Please let me know when the information is available online.  
Regards.

**Steve Mota, P.Eng.** | Program Manager – Transportation Planning  
Transportation & Infrastructure Planning Branch | Transportation Services

---

The Regional Municipality of York | 17250 Yonge Street | Newmarket, ON L3Y 6Z1  
**O:** 905-830-4444 ext. 75056 | [Steve.Mota@york.ca](mailto:Steve.Mota@york.ca) | [www.york.ca](http://www.york.ca)

---

**From:** Shams, Aniq [<mailto:aniqa.shams@woodplc.com>]  
**Sent:** Thursday, October 31, 2019 1:09 PM  
**Cc:** McGill, John; King, Maria E; Goolsarran, Mario; Ganesh, Steve; Parajuli, Bishnu

**Subject:** Arterial Roads Within Highway 427 Industrial Secondary Plan (Area 47): Part A Roadways – Coleraine Drive and Arterial A2 - PIC Notice

The City of Brampton (City), in partnership with the Region of Peel (Region), is undertaking two Municipal Class Environmental Assessments (Schedule C) to address transportation capacity needs in northeast section of the City of Brampton. The study will assess arterial roads within the Highway 427 Industrial Secondary Plan Area (Area 47).

**Part A**

- North-South Arterial (Arterial A2), a new north-south arterial roadway from Mayfield Road to Major Mackenzie Drive/Regional Road 50.
- Coleraine Drive from Arterial A2 to Mayfield Road including possible realignment at Arterial A2 west of Regional Road 50.

**Part B**

- East-West (E-W) Arterial, a new east-west minor arterial roadway from The Gore Road to Arterial A2.
- Clarkway Drive from Castlemore Road to Mayfield Road.
- Countryside Drive from west of Clarkway Drive to Regional Road 50 including possible realignment at Regional Road 50.

On November 14<sup>th</sup>, 2019, the City and the Region will be organizing the second Public Information Centre (PIC). This will be for Part A only. The preliminary preferred design for Part A will be presented.

The Notice of PIC and project update is attached to this email and includes further details.

## Shams, Aniq

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**From:** McGill, John  
**Sent:** Thursday, April 30, 2020 1:25 PM  
**To:** Shams, Aniq  
**Cc:** Khan, Muhammad; Suggett, Jeff  
**Subject:** FW: Cadetta Rd Access - Workshop Summary  
**Attachments:** Cadetta Rd Access\_Design Workshop (2020 04 22).pdf

As discussed.

**John McGill, P.Eng., PTOE, RSP**  
Strategy & Development Lead  
Southwest Ontario  
Engineering & Infrastructure Solutions  
Mobile: 1 (905) 330-9569  
[john.mcgill@woodplc.com](mailto:john.mcgill@woodplc.com)  
[www.woodplc.com](http://www.woodplc.com)



---

**From:** Bubas, Sonya <sonya.bubas@peelregion.ca>  
**Sent:** Wednesday, April 22, 2020 1:34 PM  
**To:** Bobb, Compton <Compton.Bobb@brampton.ca>; Ranjan, Kumar <Kumar.Ranjan@brampton.ca>; Daniel Crosthwaite <daniel.crosthwaite@ibigroup.com>; sjohnston@IBIGroup.com; Goolsarran, Mario <Mario.Goolsarran@brampton.ca>; Parajuli, Bishnu <Bishnu.Parajuli@brampton.ca>; McGill, John <john.mcgill@woodplc.com>; Khan, Muhammad <muhammad.khan@woodplc.com>; Nieuwenhuysen, Bob <bob.nieuwenhuysen@peelregion.ca>; Lee, Arthur <arthur.lee@peelregion.ca>; Avsec, Joe <joe.avsec@peelregion.ca>; Carrick, Sean <sean.carrick@peelregion.ca>  
**Subject:** Cadetta Rd Access - Workshop Summary

**Good afternoon,**

My notes from our workshop this morning are provided below. Please let me know of any errors/omissions and feel free to add your notes to this summary.

### Design Workshop Summary

**Participation:** See email circulation above.

**Agenda and Presentations:** See PowerPoint slides attached.

#### **Key discussion points:**

##### **Option 1 – South/West extension of Cadetta Road; and**

##### **Option 2 – South extension of Cadetta Road**

- Does not serve transit needs to provide northbound bus service
- Screened from further assessment

##### **Option 3 – West extension of Cadetta Road**

- TRCA is generally not supportive of a third creek crossing in the area

- Need to demonstrate all other possible options have been exhausted before considering a creek crossing
- Existing culvert crossing could be adjusted for a road crossing; Would TRCA consider this option as a new crossing or an upgraded crossing with less environmental impact?
- Developers with active applications to the west are not supportive of the road extension
- Incompatible land use by introducing industrial traffic through a planned residential area
- Less property impact than Options 1 and 2 (at least 2 properties required)
- To be further explored in EA process, factoring in environmental and planning impacts

#### **Option 4 – SPUI modifications with full-moves access at Cadetta Road**

- Need to consider impact of reduced turn radii at interchange to traffic capacity
- Consider property needs for existing proposed turn radii at interchange (i.e., worse-case scenario)
- May not need to change turn radii in the southeast, northeast and northwest quadrants of interchange
- Left-turn phasing is required for northbound left-turn at Cadetta Road
- Realign Cadetta Road at least 40-50m or as much as possible to the south (provide as much of a 90 degree connection to Highway 50 as possible)
- Weaving issue is removed
- Acceleration lane needs to extend beyond intersection lane at Cadetta Road
- Design northbound left at Cadetta Road for truck turning movements
- May need to address drainage issues along the transit site, south of Cadetta Road
- Considered as primary option: Wood to forward preliminary functional design early next week
- Note separate access issue at Coleraine Drive and Highway 50
- Note similar solution could work for access north of interchange; Access to the east on Vaughan collector road does not have the same constraints

#### **Option 5 – Grade-separated access at Cadetta Road**

- Elements of design concept were integrated into Option 4
- Requires pumping
- Potentially high cost
- Less preferred in comparison to Option 4

#### **Next steps:**

- Wood to provide preliminary functional design before Tuesday
- Region to arrange a meeting to review functional design on Tuesday after 2:30pm
- If functional design is feasible, next steps may include a traffic analysis and an update to EA documentation in response to public comments; Note Wood will need TIS for transit facility
- All to forward key notes from discussion and Region to forward consolidated workshop summary by Friday
- Region to update Brampton Transit on workshop results through ongoing discussions
- Brampton Transit to update building design team

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

## Bubas, Sonya

---

**From:** Bubas, Sonya  
**Sent:** April 30, 2020 7:41 AM  
**To:** Daniel Crosthwaite; Bobb, Compton; Ranjan, Kumar; Scott Johnston; Goolsarran, Mario; Parajuli, Bishnu; McGill, John; Khan, Muhammad; Nieuwenhuysen, Bob; Lee, Arthur; Avsec, Joe; Carrick, Sean  
**Subject:** RE: Cadetta Rd Access - Functional Design Review

Good morning,

My notes from our meeting on Tuesday are summarized below. Please let me know of any errors or omissions.

### Functional Design Review

April 28, 2020; 2:45pm

**Participation:** See email circulation above.

**Purpose:** To review the preliminary functional design for Option 4 (SPUI modifications with full moves access to Cadetta Road) as a follow-up to the Design Workshop held on April 22.

### **Agenda:**

#### (1) Functional Design Overview

- Presented by Wood
- Wood to circulate the design in CAD and PDF

#### (2) Feedback re Functional Design

- Preference is for design with no right on red at Cadetta
- Design was considered to be a step toward a workable and holistic solution, subject to traffic analysis for interchange and traffic impact study for transit site
- Transit to confirm if no right on red is acceptable; This restriction will not likely be an issue given that the major issue for Transit is the left versus right turn movement
- Suggested features:
  - Add crosswalk at Cadetta on south side
  - Provide for flexibility in phasing at Cadetta
  - Provide 2 lanes (left and through movements)
  - Separate second access from Highway 50 as much as possible
  - Need place to store snow (e.g., 2.5m island)
  - Consider T-intersection design
- Conditions:
  - 300m for merge/diverge needs to be proven to work
- Potential Impacts:
  - May impact bridge structure size with retaining wall on west side
  - Entrance to industrial property southwest of interchange will need to be relocated from Coleraine Drive to Cadetta Road

#### (3) Next Steps

- Wood to make minor revisions to design based on discussion; and circulate PDF and CAD versions
- Region, City and Wood/CIMA to discuss next steps for SP47 EA (traffic analysis and EA documentation)
- Wood and IBI to coordinate traffic volume assumptions for Highway 50

Thanks,

**Sonya Bubas, MCIP, RPP**

Project Manager

Infrastructure Programming & Studies

Region of Peel

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

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---

**From:** Daniel Crosthwaite <daniel.crosthwaite@ibigroup.com>

**Sent:** April 22, 2020 2:44 PM

**To:** Bubas, Sonya <sonya.bubas@peelregion.ca>; Bobb, Compton <compton.bobb@brampton.ca>; Ranjan, Kumar <Kumar.Ranjan@brampton.ca>; Scott Johnston <sjohnston@IBIGroup.com>; Goolsarran, Mario <Mario.Goolsarran@brampton.ca>; Parajuli, Bishnu <Bishnu.Parajuli@brampton.ca>; McGill, John <john.mcgill@woodplc.com>; Khan, Muhammad <muhammad.khan@woodplc.com>; Nieuwenhuysen, Bob <bob.nieuwenhuysen@peelregion.ca>; Lee, Arthur <arthur.lee@peelregion.ca>; Avsec, Joe <joe.avsec@peelregion.ca>; Carrick, Sean <sean.carrick@peelregion.ca>

**Subject:** Re: Cadetta Rd Access - Workshop Summary

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

Sonya,

My notes attached.

Daniel

---

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

**Sent:** Wednesday, April 22, 2020 1:33 PM

**To:** Bobb, Compton <[compton.bobb@brampton.ca](mailto:compton.bobb@brampton.ca)>; Ranjan, Kumar <[Kumar.Ranjan@brampton.ca](mailto:Kumar.Ranjan@brampton.ca)>; Daniel Crosthwaite <[daniel.crosthwaite@ibigroup.com](mailto:daniel.crosthwaite@ibigroup.com)>; Scott Johnston <[sjohnston@IBIGroup.com](mailto:sjohnston@IBIGroup.com)>; Goolsarran, Mario <[Mario.Goolsarran@brampton.ca](mailto:Mario.Goolsarran@brampton.ca)>; Parajuli, Bishnu <[Bishnu.Parajuli@brampton.ca](mailto:Bishnu.Parajuli@brampton.ca)>; McGill, John <[john.mcgill@woodplc.com](mailto:john.mcgill@woodplc.com)>; Khan, Muhammad <[muhammad.khan@woodplc.com](mailto:muhammad.khan@woodplc.com)>; Nieuwenhuysen, Bob <[bob.nieuwenhuysen@peelregion.ca](mailto:bob.nieuwenhuysen@peelregion.ca)>; Lee, Arthur <[arthur.lee@peelregion.ca](mailto:arthur.lee@peelregion.ca)>; Avsec, Joe <[joe.avsec@peelregion.ca](mailto:joe.avsec@peelregion.ca)>; Carrick, Sean <[sean.carrick@peelregion.ca](mailto:sean.carrick@peelregion.ca)>

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**Agenda and Presentations:** See PowerPoint slides attached.

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#### **Option 2 – South extension of Cadetta Road**

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- TRCA is generally not supportive of a third creek crossing in the area
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- Brampton Transit to update building design team

Regards,

**Sonya Bubas, MCIP, RPP**

Project Manager

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PARTICIPANTS



Presenters (13)

Avsec, Joe				
Bobb, Compton				
Bubas, Sonya				
Carrick, Sean				
<b>Daniel Crosthwaite</b>	Guest			
Goolsarran, Mario				
Khan, Muhammad	Guest			
Lee, Arthur				
Mcgill, John	Guest			
Nieuwenhuysen, Bob				
Parajuli, Bishnu				
Ranjan, Kumar				
Scott	Guest			

# EA Planning Context (5min)





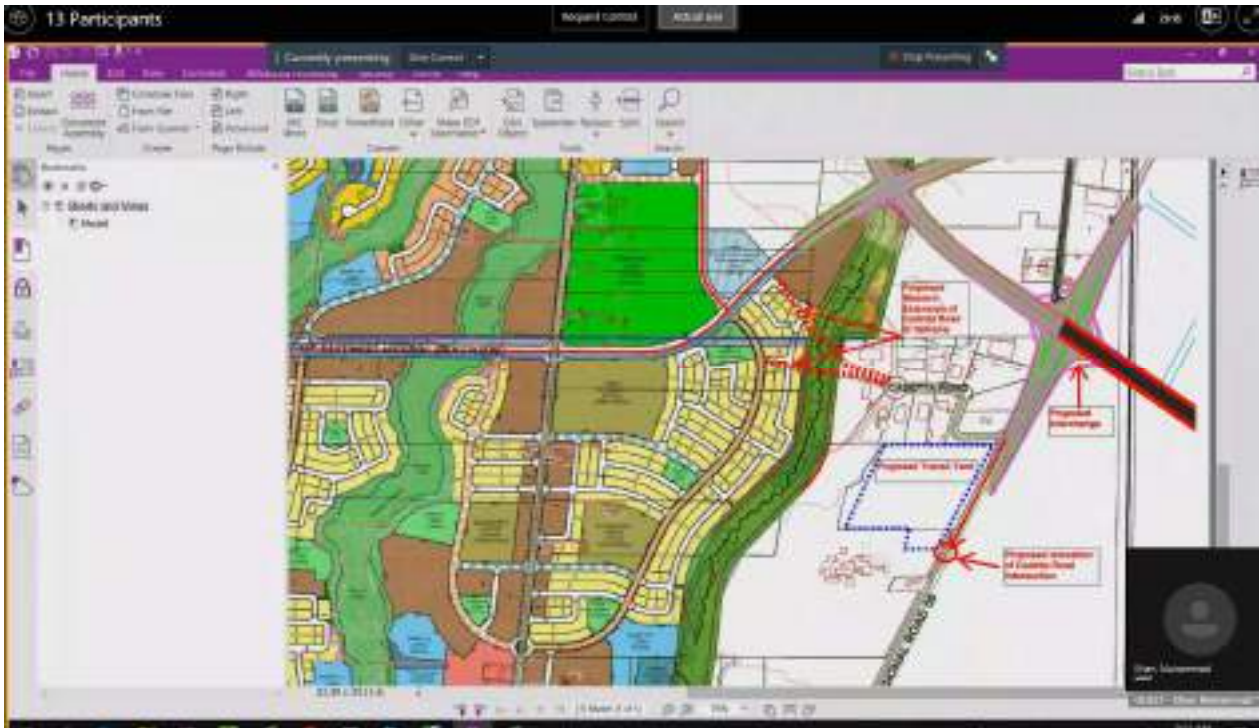
## Brainstorm Questions (1.75hr)

- Part 1: Can we move forward with an alternative to the relocation of Cadetta Rd access?
- Part 2: Can we move forward with an alternative design for existing Cadetta Rd Access?
  - Which design elements work? Why?
  - Which design elements do not work? Why not?
  - What other design elements would improve concepts?
  - Which design elements can be incorporated into the proposed interchange design at A2/Hwy 50?

### Misc Notes;

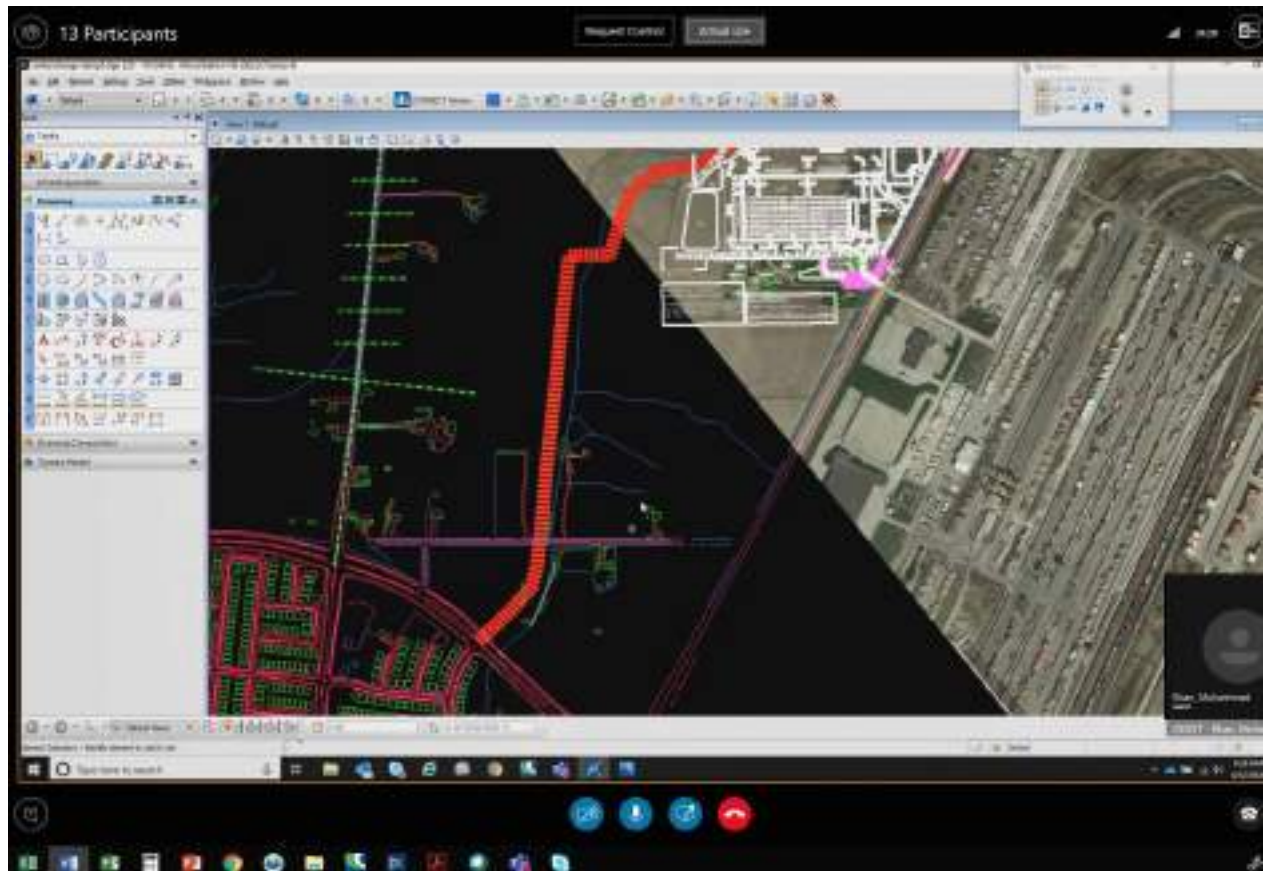
- Two EA's Peel - Area 47 + CoB - New TMF
- Cadetta Rd move is less than 50m + full moves
- TRCA is not supportive of 3<sup>rd</sup> crossing of Rainbow Creek
- Transit expansion is to support Caledon so traffic must be to the North
- Vertical alignment for A2 Arterial Rd is 8m
- Reduced radius turns discouraged as first step; start big and move down
- Peel Region has Semus ; timing issue?
- Option 4
  - 50 South bound thru lane added
  - New arrangement provides 335m for weaving
  - Improved situation with Cadetta Rd intersection moved 50m +/- South to provide right angle intersection and more distance
  - Anticipated traffic 100 cars / hour

Option 1 West Extension On South side

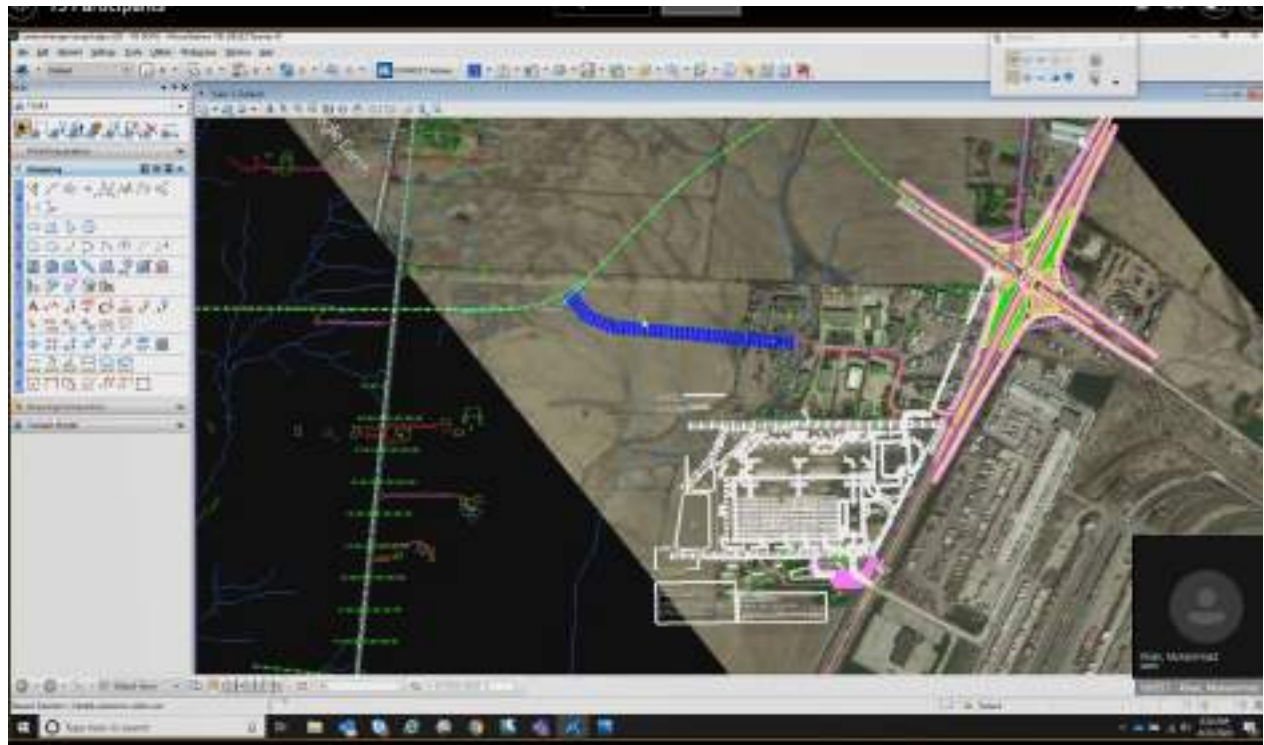


Option 2



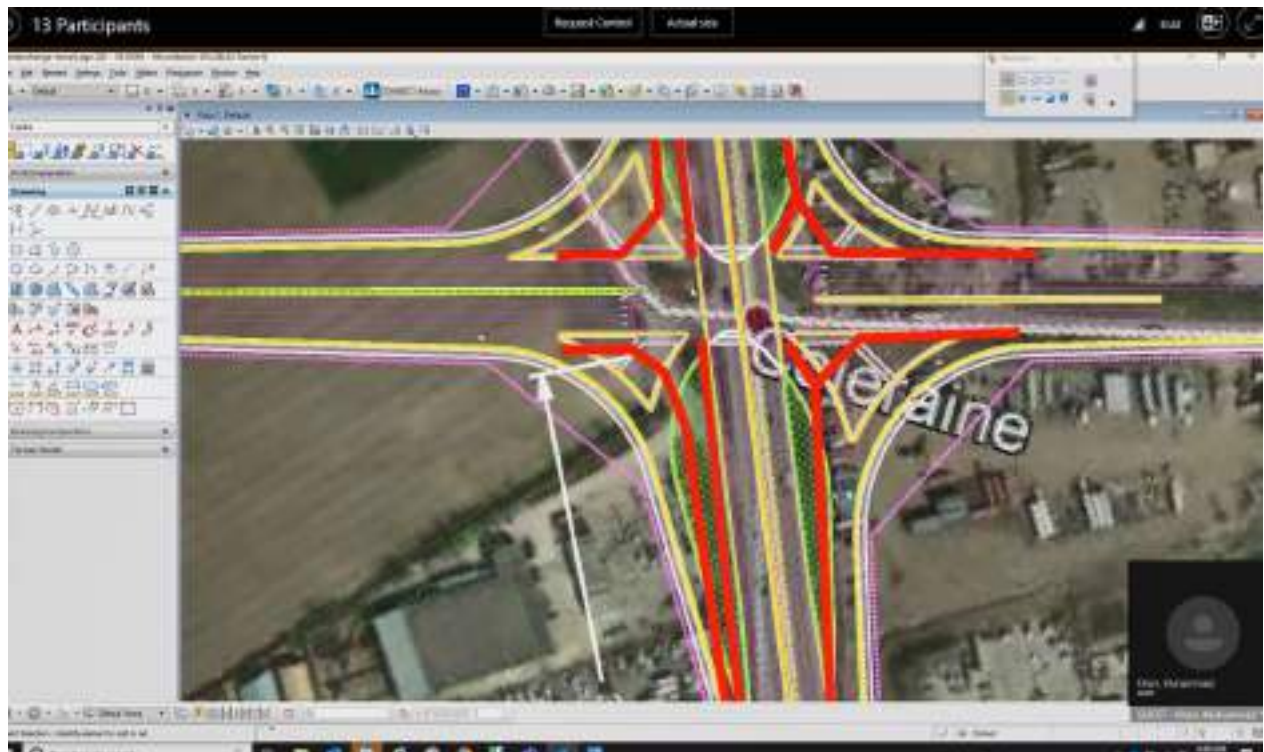


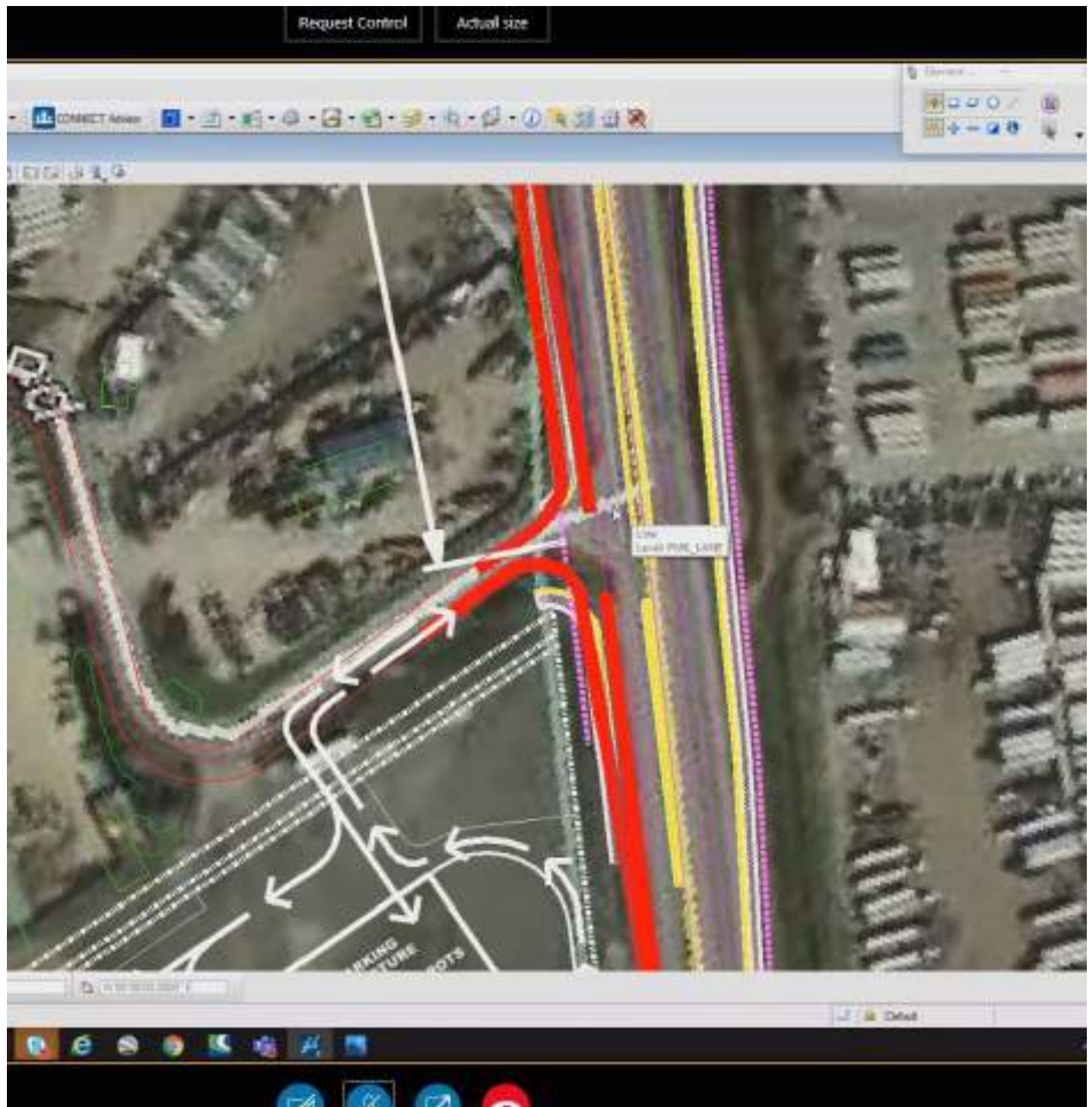
Option 3



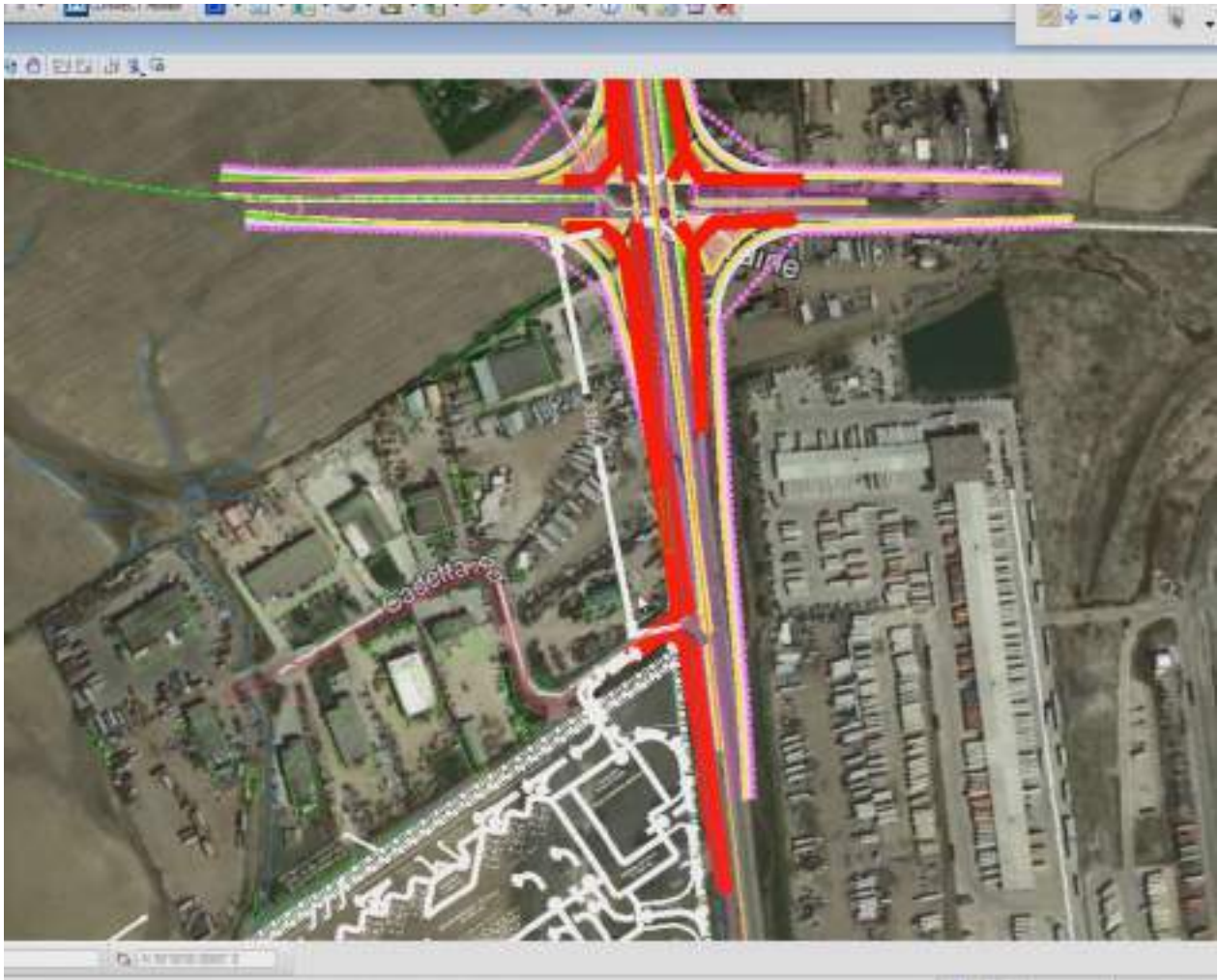
Creek crossing and land use issue residential property and introducing industrial traffic

Option 4





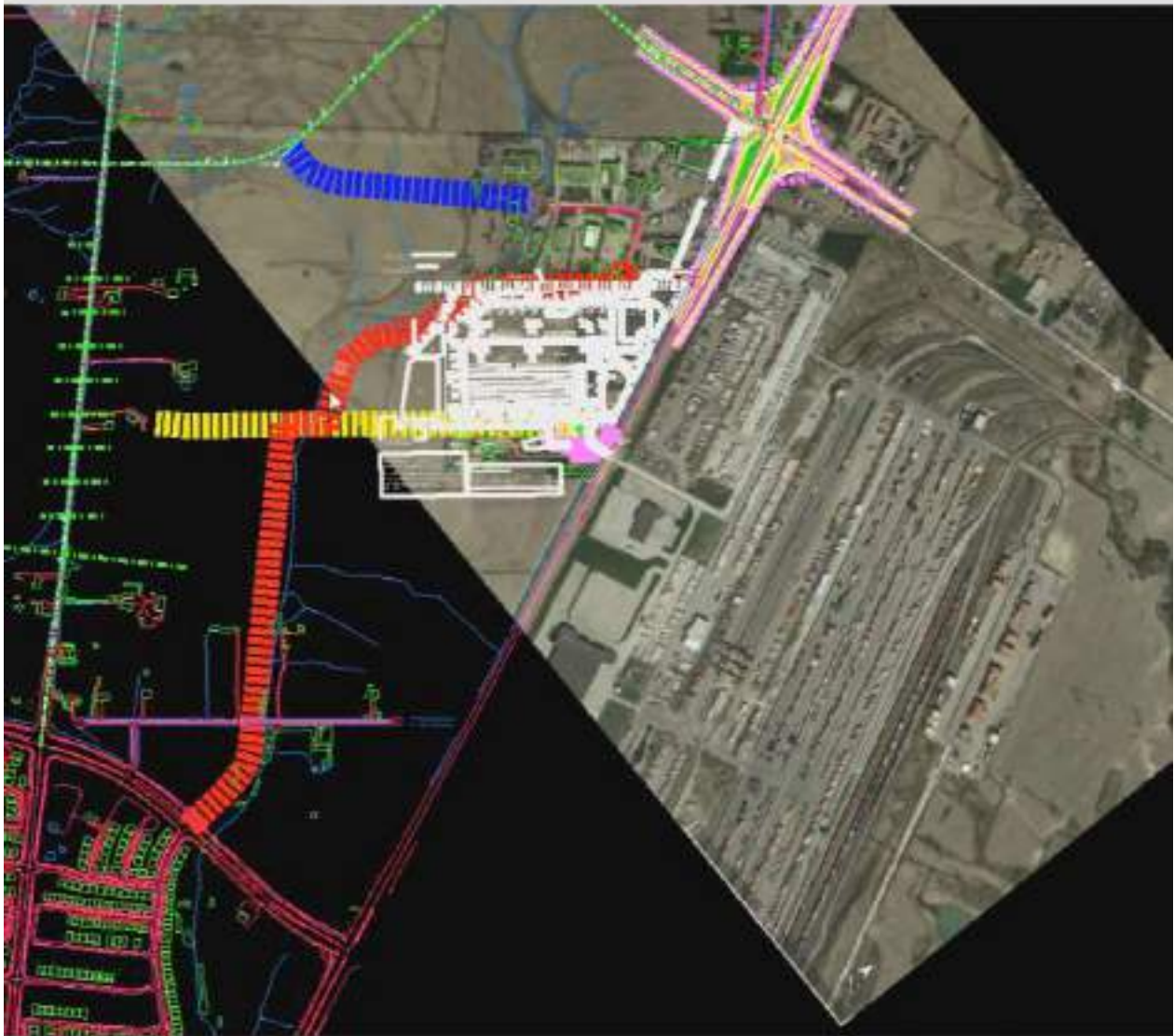




Composite Viable, let EA process judge

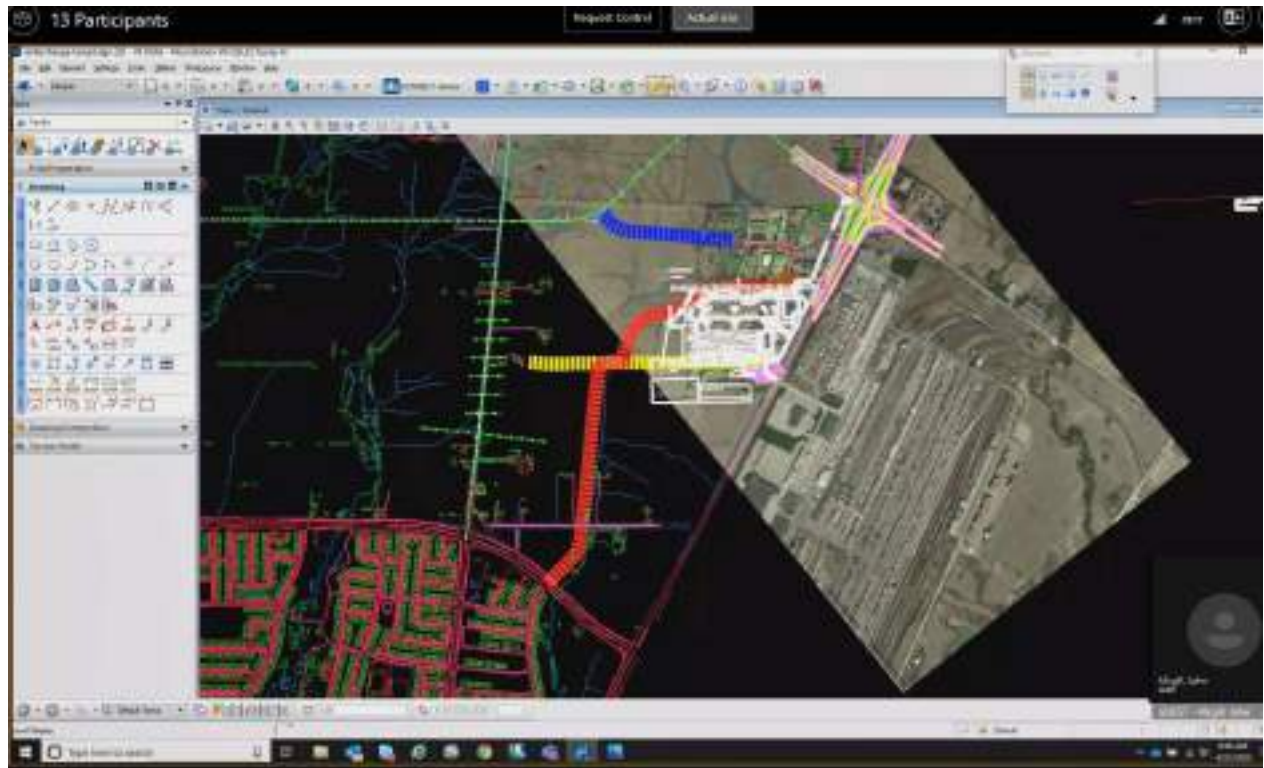
## Outcome and Next Steps (5min)

- Can we move forward with an alternative to the relocation of Cadetta Rd access?
  - If yes, determine EA process for further analysis
  - If no, consider alternative designs for existing Cadetta Rd access
  
- Can we move forward with an alternative design for existing Cadetta Rd Access?
  - If yes, determine next steps in EA process
  - If no, the City and Region to explore other alternatives:
    - Westerly extension and closure on Hwy 50
    - Relocate access approximately 500m south
    - Other?



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# Design Workshop

## Cadetta Road Access on Highway 50

Facilitated by:  
Transportation  
Region of Peel



# Introduction (2min)

- **Purpose:**

- To explore design concepts for a safe, full-moves access at the existing location of Cadetta Road on Highway 50 under the ultimate planning scenario for a proposed interchange at A2 and Highway 50.

- **Objective:**

- To confirm screening of alternatives to relocation of Cadetta Road access (3 options)
- To determine feasibility of design concepts, or elements thereof, for existing Cadetta Road access (4 options)



# Agenda (1min)

## 1. Introduction

## 2. EA Planning Context

- Impacts and Constraints to Cadetta Road Access
- Alternatives to Relocation of Cadetta Road Access

## 3. Brainstorm

### Part 1: Alternatives to Relocation of Cadetta Rd Access

- South and west extension (Wood/IBI)
- South extension (Wood/IBI)
- West extension (Wood/IBI)

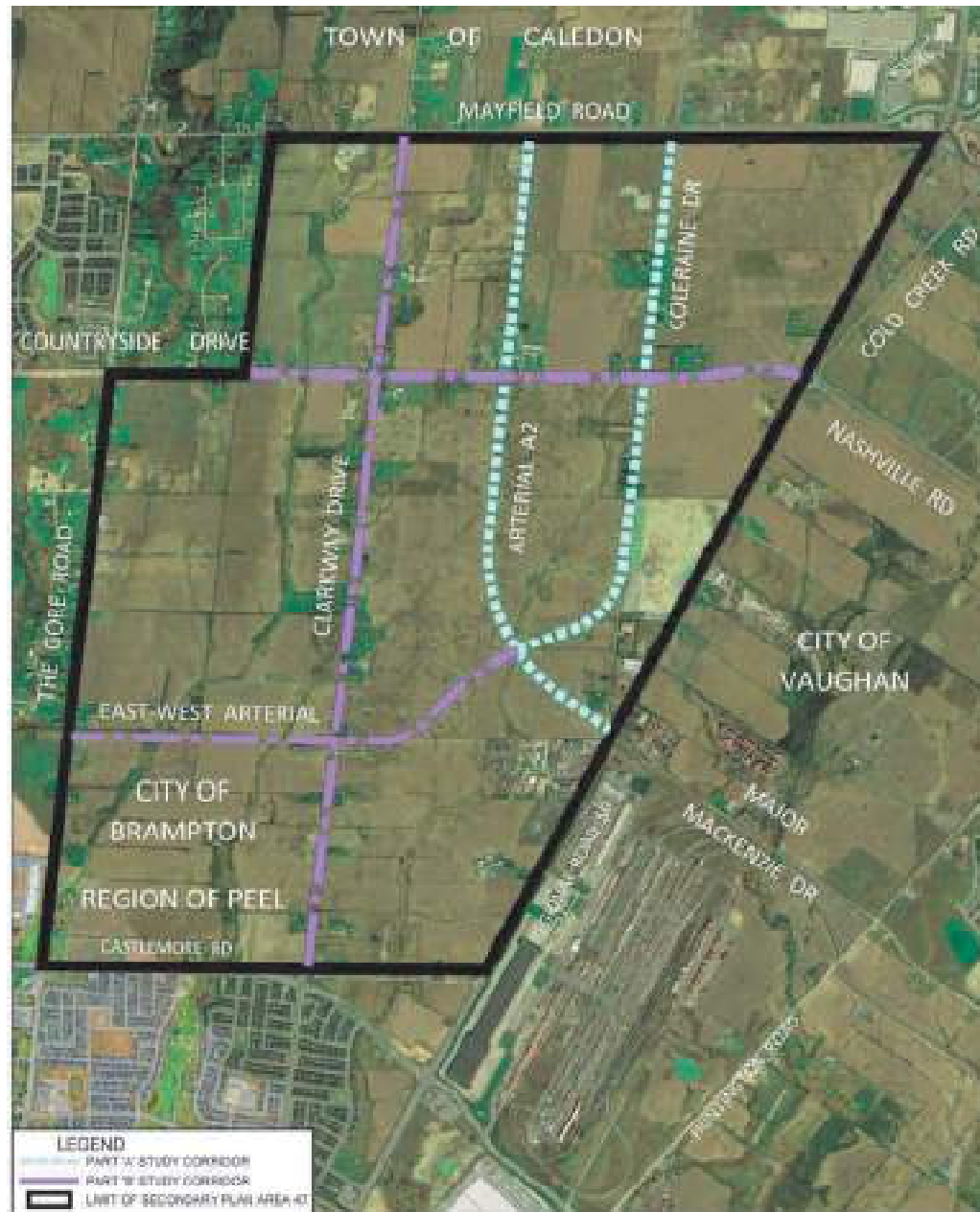
### Part 2: Alternative Designs for Existing Access Location

- SPUI modifications to allow for full-moves access (Wood/IBI)
- Grade-separated access (City/Region)
- Other design concepts (All)

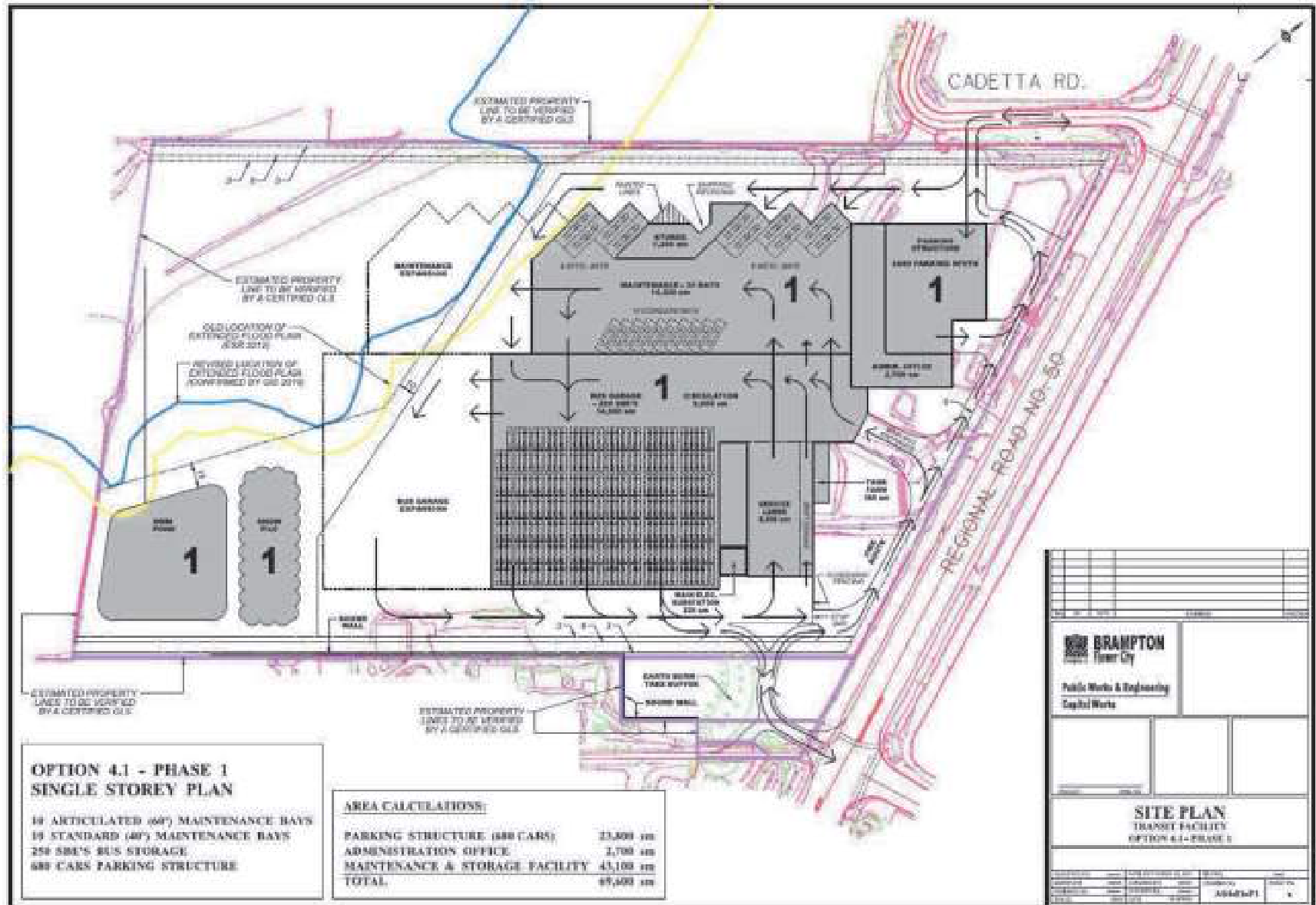
## 4. Outcome and Next Steps



# EA Planning Context (5min)



# EA Planning Context (5min)





## EA Planning Context (2min)

- Alternatives to Cadetta Road access
  - Extension and closure at Highway 50
  - SPUI design modifications to allow for full-moves access
  - Grade-separated access at existing location
  - Relocate approximately 500m south
  - Other?



# Brainstorm Questions (1.75hr)

- Part 1: Can we move forward with an alternative to the relocation of Cadetta Rd access?
- Part 2: Can we move forward with an alternative design for existing Cadetta Rd Access?
  - Which design elements work? Why?
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**Brainstorm (max 1.75hr)**

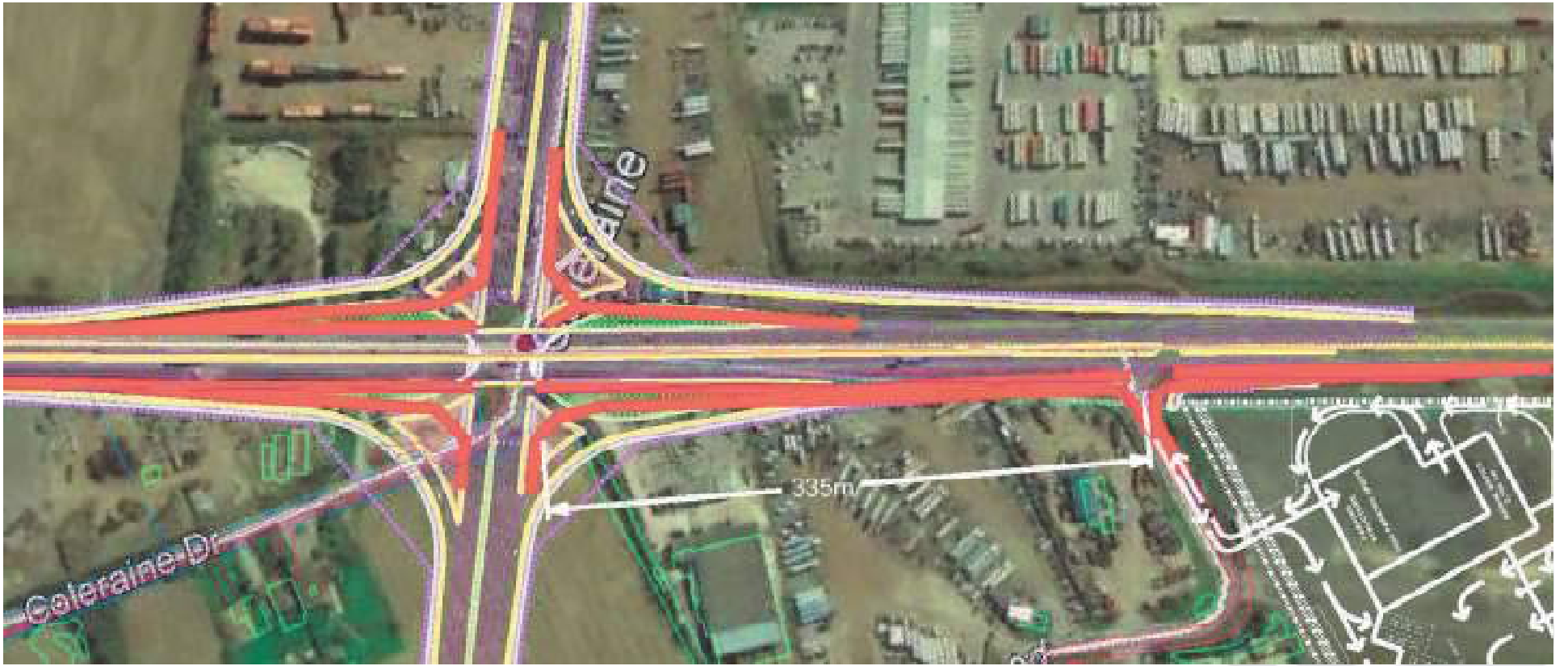
**Alternatives to Relocation of Cadetta Rd Access**



**Brainstorm (max 1.75hr)**

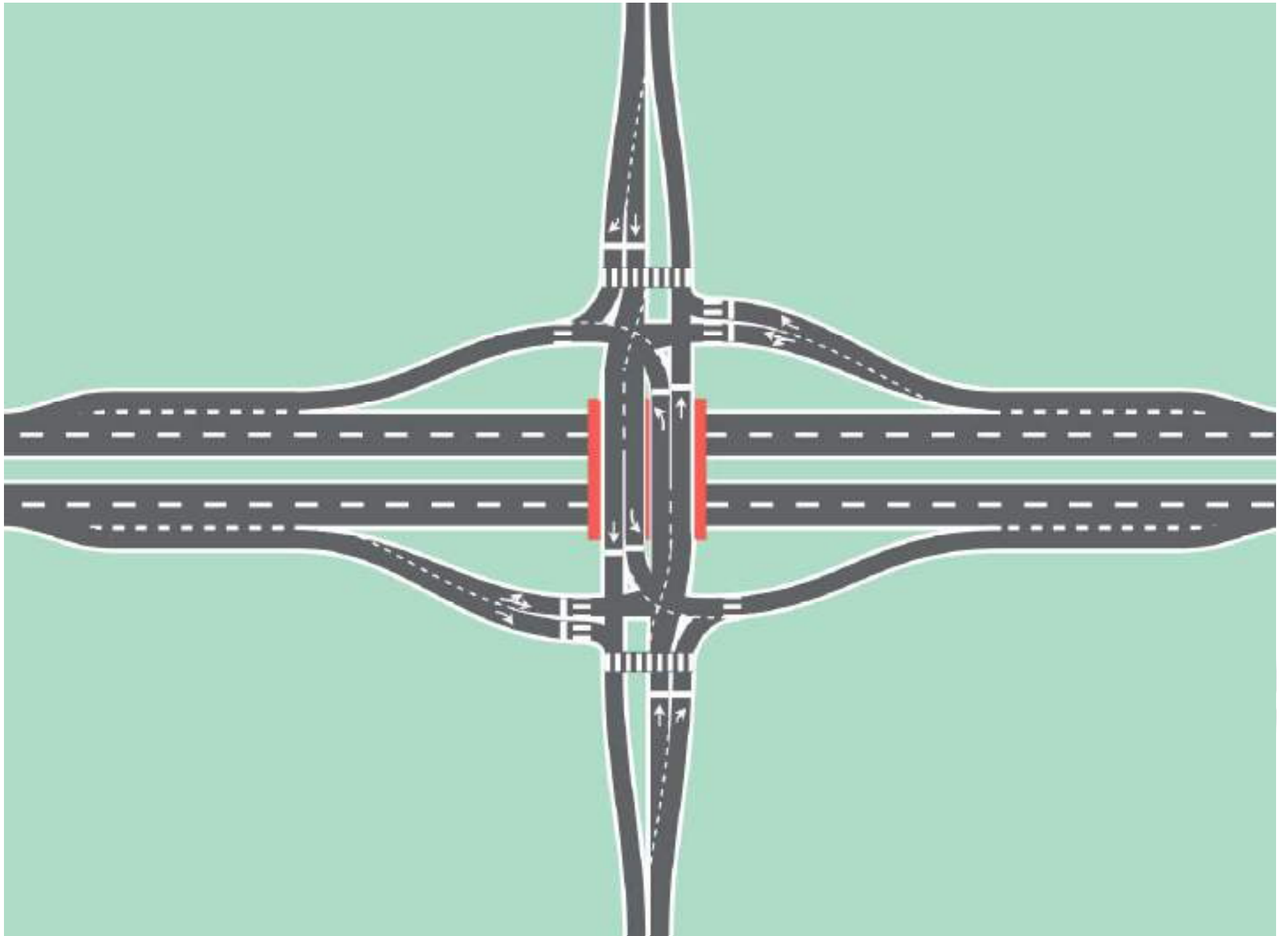
**Alternative Designs for Existing Access  
Location**











# Outcome and Next Steps (5min)

- Can we move forward with an alternative to the relocation of Cadetta Rd access?
  - If yes, determine EA process for further analysis
  - If no, consider alternative designs for existing Cadetta Rd access
- Can we move forward with an alternative design for existing Cadetta Rd Access?
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  - If no, the City and Region to explore other alternatives:
    - Westerly extension and closure on Hwy 50
    - Relocate access approximately 500m south
    - Other?





Thank you



## Shams, Aniq

---

**From:** Geoff Kneller <geoff\_kneller@tcenergy.com>  
**Sent:** Tuesday, October 27, 2020 6:57 PM  
**To:** Shams, Aniq; McGill, John  
**Cc:** dqilty@mhbcplan.com  
**Subject:** RE: Area 47: Utility Conflicts Discussion  
**Attachments:** East-West Arterial Response Letter.pdf

**CAUTION:** External email. Please do not click on links/attachments unless you know the content is genuine and safe.

Please find attached a PDF copy of our written comments in response to the Environmental Assessment for the proposed East-West Arterial supporting the Block 47 Block Plan. I would be happy to discuss our comments further with you if that would be helpful.

**Geoff Geoffrey R. Kneller CD P.Eng MBA**  
Integrated Land-use Management  
Right-of-way Management  
Canada Gas Engineering, Canada Gas Operations

[geoff\\_kneller@tcenergy.com](mailto:geoff_kneller@tcenergy.com)

desk: 587-933-3882



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October 27, 2020

John McGill P.Eng, PTOE, RSP  
Wood PLC  
3450 Harvester Road, Suite 100  
Burlington, ON, L7N 3W5

Dear Mr. McGill,

Thank-you for engaging TC Energy as an impacted stakeholder with respect to the Environmental Assessment for the proposed East-West Arterial road in support of the Block 47 Block Design Plan. We have now had an opportunity to review the proposed Block Plan and prepare additional comments regarding the proposed East-West Arterial. TC Energy maintains one 36-inch natural gas pipeline (the TransCanada Pipeline, or TCPL) within a right-of-way through the Block 47 area, and we lease a portion of the right-of-way to Enbridge for a pipeline that is part of their system.

TC Energy strongly recommends that accurate survey locations and depths of cover be obtained in the field by hydro-vac for both pipelines throughout the Environmental Assessment study area, at a minimum at all of the proposed locations for intersections and crossings. Pipeline locations should be shared with the City and the land-owners group for their awareness and planning purposes for Block 47. Survey-quality information on the pipeline location is going to be a key design factor throughout Block 47 where interactions with the pipelines and the proposed East-West Arterial are planned.

After reviewing the most recent version of the Block 47 plans, TC Energy strongly recommends that the Environmental Assessment consider all of the proposed infrastructure that interacts with the East-West Arterial. The Block Plans propose three new intersections of the East-West Arterial with Major Collector roads in addition to the intersections with Highway 50, Clarkway Drive, and Gore Road shown on the plan you provided for our consultation meeting on September 15, 2020. In addition, two stormwater crossings of the proposed East-West Arterial are key elements of the Block Plan. A complete Environmental Assessment of the proposed East-West Arterial cannot be completed, in our opinion, without incorporating all of the proposed intersections and crossings into the assessment and completing a full appraisal of how the proposed crossings interact with two large-diameter natural gas pipelines within the right-of-way.

Regarding the alignment of the proposed East-West Arterial, TC Energy offers the following comments:

- a. The East-West Arterial, including grading and all structures such as curbs and gutters, street lighting, catch-basins, manholes and retaining walls, must be set back a minimum of 7 meters from the edge of the pipeline right-of-way.
- b. Based on your assurance in the meeting on September 15 that significant grading will not be required along the extent of the proposed East-West Arterial, TC energy is not anticipating accepting grading within the right-of-way outside of crossings. Grading design should be planned such that the depth of cover over the pipeline will be maintained at current levels.
- c. The proposed eastern-most crossing of the right-of-way by a curved portion of the East-West Arterial is at an angle that does not conform with code as specified in CSA-Z662 Section 4.12. Depending on the outcome of a preliminary review of the crossing design, it is possible that an

engineering assessment, involving excavation and inspection, of the pipeline prior to construction will be required in conformance with Section 10.8.1 of CSA-Z662. TC Energy will be required by the Canada Energy Regulator to prepare a detailed engineering analysis of all loads expected during construction and operation of the crossing and will provide designs for appropriate mitigation. The cost of this engineering assessment, analysis and design work, and the costs of any required mitigation, if incurred will be 100% the responsibility of the proponents.

Alternatives such as a bridge crossing over the right-of-way will not eliminate the requirement to conduct an engineering assessment at the cost of the proponents but may be an appropriate mitigation for the pipeline crossing loads. One additional potential solution, which was raised in our September 15 meeting, is to move the proposed East-West Arterial road alignment to the north side of the pipeline right-of-way, which is likely to reduce the pipeline crossing mitigation required for the current design.

- d. Additional information is required on the height and lateral extents of fill proposed to support the approaches for the interchange of Major Mackenzie Drive with Highway 50 where Highway 50 crosses the right-of-way. If a significant amount of fill (greater than 1m) is proposed at this crossing, a similar engineering assessment and analysis of the pipeline may be required prior to construction, with the costs outside of a preliminary review, and the costs of any required mitigation, being 100% the responsibility of the proponents.
- e. If incorporating the appropriate 7 meter setback and location of the East-West Arterial and intersections or moving the alignment to the north side of the right-of-way requires an alteration of the position of the road rights-of-way in the proposed Block Plan, this information should urgently be provided to the City of Brampton and the landowners' group to support a redesign prior to Block Plan approval.

Regarding the intersections of the proposed East-West Arterial with major collector roads in the Block 47 area, TC Energy offers the following comments:

- a. TC Energy will not accommodate the turning radius of the intersections within the right-of-way as shown in the block plans. The crossings should be designed so that only the perpendicular road surface is within the right-of-way and the 7 meter setback. All other structures such as curbs and gutters that are not part of the perpendicular road surface, street lighting, catch-basins, manholes and retaining walls should be located outside of the 7 meter setback.
- b. TC Energy will be required by the Canada Energy Regulator to prepare a detailed engineering analysis of all loads expected during construction and operation of the crossings and will provide designs for appropriate mitigation. The cost of engineering analysis and design work outside of a preliminary review, and the costs of any required mitigation, will be 100% the responsibility of the proponents.

On the topic of stormwater management, TC Energy requires a full understanding of the stormwater drainage scheme for Block 47, including how stormwater is proposed to cross the right-of-way, and how stormwater will interact with the proposed East-West Arterial. Major system flows of stormwater, including those carried by the proposed East-West Arterial, must be designed so as not to spill into the right-of-way at the crossings. All drainage of the proposed East-West Arterial should be directed away from the pipeline right-of-way.

The following requirements from the *Canadian Energy Regulator Act* (the Act) and the *Canadian Energy Regulator Pipeline Damage Prevention Regulations – Authorizations* (the DPRs) should be considered well in advance of any construction of the proposed East-West Arterial. Pursuant to Section 335 of the Act and the DPRs, written consent from TC Energy must be obtained with respect to any of the following:



- Constructing or installing a facility across, on, along or under a pipeline, which includes anywhere within the pipeline right-of-way arising from the definition of "Pipeline" in the Act, which includes the associated real property;
- Conducting any ground disturbance (most commonly excavation or digging) within the Prescribed Area which is measured 30 meters perpendicularly from the center of each pipe;
- Operating a vehicle or piece of mobile equipment or machinery, outside the travelled portion of a highway or public road, across, on, or along a pipeline, which includes anywhere in the pipeline right-of-way given the definition of "Pipeline" in the Act, which includes the associated real property;
- Use of the Prescribed Area or the pipeline right-of-way for storage purposes.

TC Energy also requests that no blasting activities occur within 300 meters from the pipeline. More information on safe digging and how to apply for written consent are available on our website at: <https://www.tcenergy.com>.

We trust that these comments are helpful in formulating the Environmental Assessment of the proposed East-West Arterial. In closing, we understand that variations of the proposed designs may change the interaction with our facilities and our guidance in that regard. The goal of our Integrated Land-use Management service is to assist all parties to optimize the proposed design, resolve issues related to the pipeline, and minimize the costs and timeframes that may be required to facilitate development. We continue to offer to work collaboratively with the municipalities, the developers and their consultants in the Block 47 area.

Sincerely,



Geoffrey R. Kneller CD P.Eng MBA  
Senior Engineer, Right-of-Way Management  
Canada Gas Engineering



## Shams, Aniq

---

**From:** Darlene Quilty <dquilty@mhbcplan.com>  
**Sent:** Thursday, June 4, 2020 9:23 AM  
**To:** Shams, Aniq  
**Cc:** Khan, Muhammad  
**Subject:** RE: City of Brampton and Region of Peel Municipal Class Environmental Assessments - Area 47 - ACTION NEEDED  
**Attachments:** 44098 Brampton EA Response letter.pdf

**CAUTION:** External email. Please do not click on links/attachments unless you know the content is genuine and safe.

Good Morning Aniq,

Based on the information we have received, attached are our comments on the proposed road network in relation to TCPL's pipeline.

If you have any questions or require any additional information please let me know.

Thank you,

**DARLENE QUILTY** | Planning Co-ordinator

**Special Note:** Due to the Covid-19 outbreak, all our staff are working remotely and our offices are physically closed. We will make this transition as seamless as possible and we remain available during business hours.

**MHBC** Planning, Urban Design & Landscape Architecture  
On behalf of TransCanada PipeLines Limited

113 Collier St. | Barrie | ON | L4M 1H2 | T 705 728 0045 x 243 | C 705 627 2302 | [dquilty@mhbcplan.com](mailto:dquilty@mhbcplan.com) |

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---

**From:** Shams, Aniq [mailto:aniqa.shams@woodplc.com]  
**Sent:** May-22-20 10:22 AM  
**To:** Darlene Quilty  
**Cc:** Khan, Muhammad  
**Subject:** RE: City of Brampton and Region of Peel Municipal Class Environmental Assessments - Area 47 - ACTION NEEDED

We are currently in Phase 3 for both Part A and Part B (Part A is further advanced than Part B) – you can see the difference between Part A and B in my first email below. If you could provide comments now, that would be very helpful! Do you need any background information from us?

Thanks,  
Aniqa

---

**From:** Darlene Quilty <dquilty@mhbcplan.com>  
**Sent:** Friday, May 22, 2020 10:14 AM  
**To:** Shams, Aniqa <aniqa.shams@woodplc.com>  
**Subject:** RE: City of Brampton and Region of Peel Municipal Class Environmental Assessments - Area 47 - ACTION NEEDED

No problem!

When will you be looking for comments on the EA? There are requirements for roads that cross and parallel the pipeline right-of-way we will provide.

Thank you,

**DARLENE QUILTY** | Planning Co-ordinator

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---

**From:** Shams, Aniqa [<mailto:aniqa.shams@woodplc.com>]  
**Sent:** May-22-20 10:12 AM  
**To:** Darlene Quilty  
**Subject:** RE: City of Brampton and Region of Peel Municipal Class Environmental Assessments - Area 47 - ACTION NEEDED

Thank you Darlene!

---

**From:** Darlene Quilty <dquilty@mhbcplan.com>  
**Sent:** Friday, May 22, 2020 10:10 AM  
**To:** Shams, Aniqa <[aniqa.shams@woodplc.com](mailto:aniqa.shams@woodplc.com)>

**Cc:** Khan, Muhammad <[muhammad.khan@woodplc.com](mailto:muhammad.khan@woodplc.com)>; McGill, John <[john.mcgill@woodplc.com](mailto:john.mcgill@woodplc.com)>; [sonya.bubas@peelregion.ca](mailto:sonya.bubas@peelregion.ca); Goolsarran, Mario <[Mario.Goolsarran@brampton.ca](mailto:Mario.Goolsarran@brampton.ca)>

**Subject:** RE: City of Brampton and Region of Peel Municipal Class Environmental Assessments - Area 47 - ACTION NEEDED

Good Morning Aniq,

Attached are the GIS files as requested.

If you have any questions or require any additional information let me know.

Thank you,

**DARLENE QUILTY** | Planning Co-ordinator

**Special Note: Due to the Covid-19 outbreak, all our staff are working remotely and our offices are physically closed. We will make this transition as seamless as possible and we remain available during business hours.**

**MHBC** Planning, Urban Design & Landscape Architecture  
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---

**From:** Shams, Aniq [<mailto:aniqa.shams@woodplc.com>]

**Sent:** May-20-20 12:44 PM

**To:** Darlene Quilty

**Cc:** Khan, Muhammad; McGill, John; [sonya.bubas@peelregion.ca](mailto:sonya.bubas@peelregion.ca); Goolsarran, Mario

**Subject:** RE: City of Brampton and Region of Peel Municipal Class Environmental Assessments - Area 47 - ACTION NEEDED

Hi Darlene,

Please find attached the signed agreement.

Thanks,  
Aniq

---

**From:** Darlene Quilty <[dquilty@mhbcplan.com](mailto:dquilty@mhbcplan.com)>

**Sent:** Wednesday, May 20, 2020 11:17 AM

**To:** Shams, Aniq <[aniqa.shams@woodplc.com](mailto:aniqa.shams@woodplc.com)>

**Cc:** Khan, Muhammad <[muhammad.khan@woodplc.com](mailto:muhammad.khan@woodplc.com)>; McGill, John <[john.mcgill@woodplc.com](mailto:john.mcgill@woodplc.com)>; [sonya.bubas@peelregion.ca](mailto:sonya.bubas@peelregion.ca); Goolsarran, Mario <[Mario.Goolsarran@brampton.ca](mailto:Mario.Goolsarran@brampton.ca)>

**Subject:** RE: City of Brampton and Region of Peel Municipal Class Environmental Assessments - Area 47 - ACTION NEEDED

Hi Aniq,

Attached is the confidentiality agreement for review and execution.

If you have any questions let me know.

Thank you,

**DARLENE QUILTY** | Planning Co-ordinator

**Special Note: Due to the Covid-19 outbreak, all our staff are working remotely and our offices are physically closed. We will make this transition as seamless as possible and we remain available during business hours.**

**MHBC** Planning, Urban Design & Landscape Architecture  
On behalf of TransCanada PipeLines Limited

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---

**From:** Shams, Aniq [<mailto:aniqa.shams@woodplc.com>]

**Sent:** May-19-20 2:20 PM

**To:** Darlene Quilty

**Cc:** Khan, Muhammad; McGill, John; [sonya.bubas@peelregion.ca](mailto:sonya.bubas@peelregion.ca); Goolsarran, Mario

**Subject:** RE: City of Brampton and Region of Peel Municipal Class Environmental Assessments - Area 47 - ACTION NEEDED

Hi Darlene,

Thank you for your prompt response to my email. Please forward the confidentiality agreement at your earliest convenience.

Aniq

**Aniq Shams, B.E.S. MCIP, RPP**  
Environmental Planner  
160 Traders Blvd E., Suite 110  
Mississauga, ON L4Z 3K7  
Office: +1 (905) 568-2929 ext. 4149  
Mobile: (416) 357-2093  
[www.woodplc.com](http://www.woodplc.com)



---

**From:** Darlene Quilty <[dquilty@mhbcplan.com](mailto:dquilty@mhbcplan.com)>

**Sent:** Tuesday, May 19, 2020 1:31 PM

**To:** Shams, Anika <[anika.shams@woodplc.com](mailto:anika.shams@woodplc.com)>

**Subject:** FW: City of Brampton and Region of Peel Municipal Class Environmental Assessments - Area 47 - ACTION NEEDED

Good Afternoon Anika,

Further to your email below, TC Energy has one 36" high pressure natural gas pipeline crossing the study area as shown below in orange.

We can provide you with CAD of GIS files of the pipeline centreline for the study area, however a confidentiality agreement would be required with TC prior to releasing the files. Please let me know if you would be interested in this option.

If sufficient, I can also have the pipeline overlaid onto the circulation attached.

Please advise,





Thank you,

**DARLENE QUILTY** | Planning Co-ordinator

**Special Note: Due to the Covid-19 outbreak, all our staff are working remotely and our offices are physically closed. We will make this transition as seamless as possible and we remain available during business hours.**

**MHBC** Planning, Urban Design & Landscape Architecture  
On behalf of TransCanada PipeLines Limited

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---

**From:** Echo Chapman [[mailto:echo\\_chapman@tcenergy.com](mailto:echo_chapman@tcenergy.com)]  
**Sent:** May-19-20 10:50 AM  
**To:** Darlene Quilty; Geoff Kneller  
**Subject:** FW: City of Brampton and Region of Peel Municipal Class Environmental Assessments - Area 47 - ACTION NEEDED

Good morning,

See below.

Thanks,

**Echo Chapman**  
**Crossing Analyst**  
ROW Management & Project Support  
desk: 403-920-6318  
[TCEnergy.com](http://TCEnergy.com)

---

**From:** Shams, Aniq <[aniqa.shams@woodplc.com](mailto:aniqa.shams@woodplc.com)>  
**Sent:** Tuesday, May 19, 2020 8:40 AM  
**To:** Echo Chapman <[echo\\_chapman@tcenergy.com](mailto:echo_chapman@tcenergy.com)>  
**Cc:** Khan, Muhammad <[muhammad.khan@woodplc.com](mailto:muhammad.khan@woodplc.com)>; McGill, John <[john.mcgill@woodplc.com](mailto:john.mcgill@woodplc.com)>; Goolsarran, Mario <[Mario.Goolsarran@brampton.ca](mailto:Mario.Goolsarran@brampton.ca)>; [sonya.bubas@peelregion.ca](mailto:sonya.bubas@peelregion.ca)  
**Subject:** [EXTERNAL] City of Brampton and Region of Peel Municipal Class Environmental Assessments - Area 47 - ACTION NEEDED

Hello Echo,

The City of Brampton and the Region of Peel is undertaking two Schedule 'C' Municipal Class Environmental Assessments (Class EAs) related to development of an arterial roads network within Industrial Secondary Plan Area 47 (See map below). Wood is leading the study on behalf of the City and the Region, and requests your assistance with definition of existing and proposed utility infrastructure within the study limits. Wood contacted TransCanada in 2016 requesting utility locates within our Study Area and have received no response since. It has been determined that TransCanada pipelines are located within the Study Area and digital files identifying the exact location of the pipeline is required in order to avoid encroaching.

We are requesting details related to existing and/or proposed utility infrastructure within the study limits. This information will be used to ensure that any impacts to utility infrastructure is clearly identified and considered during the assessment process. Of critical importance is identification of vital or trunk mains/services. In this regard, could you kindly provide the following information by **May 29 2020**:

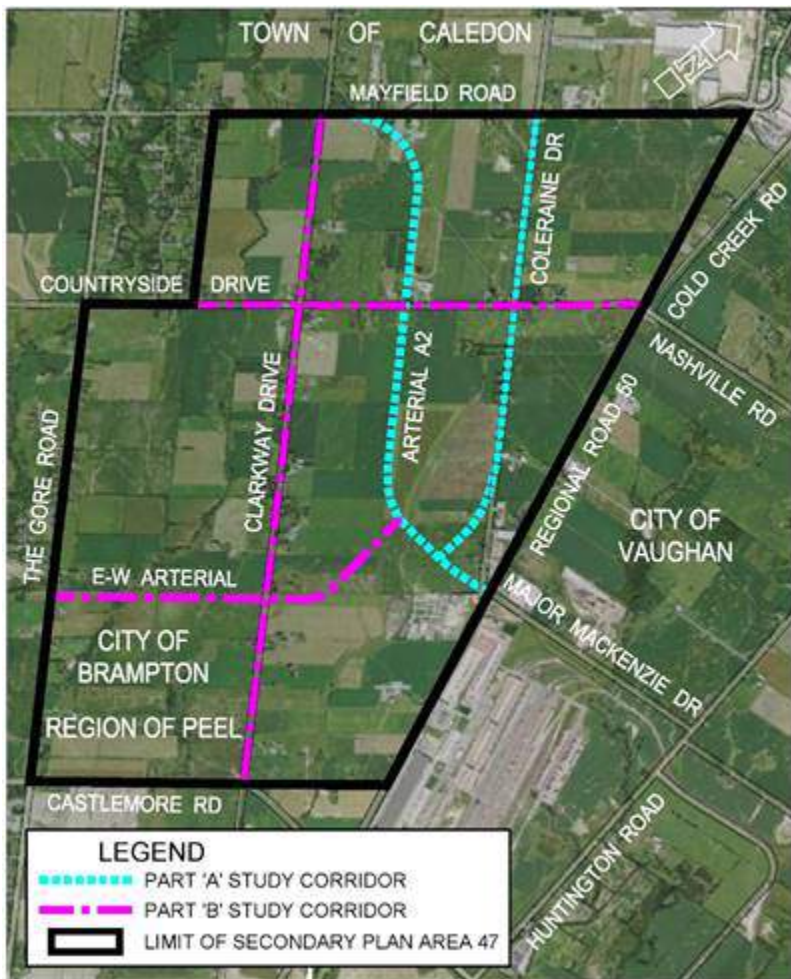
If you <b>DO NOT</b> have facilities within the study area:	Kindly respond to this email, <b>EXPLICITLY</b> stating that your utility/organization <u>does not</u> have facilities within the study area.
If you <b>DO</b> have facilities within the study area:	Kindly provide us with details regarding location, size and type of facilities in one or more of the following formats: <ul style="list-style-type: none"><li>• Mark-ups on the attached basemapping;</li><li>• AutoCAD, MicroStation or GIS drawings (preferred); or</li><li>• Digital copies of facility design drawings.</li></ul>

If you **PLAN TO** have facilities, or are modifying existing facilities within the study area:

Kindly provide us with details regarding proposed location, sizing and type of facilities in one or more the following formats:

- Mark-ups on the attached basemapping;
- AutoCAD, MicroStation or GIS drawings (preferred); or
- Digital copies of facility design drawings.

Please be sure to indicate that these are for future installations and, if known, provide timelines for implementation.



Please do not hesitate to contact us should you require additional information and/or file formats to work with. If you're not the right person to contact, can you please forward me the correct contact name and info?

Your involvement with this study is greatly appreciated, and we will assist in any way possible. Many thanks,

Aniqa

**Aniqa Shams, B.E.S. MCIP, RPP**

Environmental Planner

160 Traders Blvd E., Suite 110

Mississauga, ON L4Z 3K7

Office: +1 (905) 568-2929 ext. 4149

Mobile: (416) 357-2093

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



June 4, 2020

Aniqa Shams, B.E.S. MCIP, RPP  
Environmental Planner  
Wood, Environment and Infrastructure Solutions  
160 Traders Blvd E., Suite 110  
Mississauga, ON  
L4Z 3K7

Via email: [aniqa.shams@woodplc.com](mailto:aniqa.shams@woodplc.com)

Dear Aniqa:

**Re: City of Brampton and Region of Peel Municipal Class Environmental Assessments  
Highway 427 Industrial Secondary Plan Area  
Our File No. PAR 44098**

---

We are the planning consultants for TransCanada PipeLines Limited (TCPL), an affiliate of TC Energy Corporation (TC Energy). This letter is in response to notification of the City of Brampton and Region of Peel Municipal Class Environmental Assessments for the Highway 427 Secondary Plan Area. TCPL has one high pressure natural gas pipeline crossing the Plan area.

TCPL's pipelines and related facilities are subject to the jurisdiction of the Canada Energy Regulator (CER) – formerly the National Energy Board ("NEB"). As such, certain activities must comply with the Canadian Energy Regulator Act ("Act") and the National Energy Board Damage Prevention Regulations ("Regulations"). The Act and the Regulations noted can be accessed from the CER's website at [www.cer-rec.gc.ca](http://www.cer-rec.gc.ca).

The E-W Arterial road in the Part B Study Corridor parallels and crosses TCPL's pipeline. The following provides design guidance for crossings. While exceptions might be made once an assessment has been completed, adhering to the guidance will assist in efforts to process applications expeditiously.

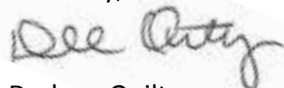
1. General Requirements:

- Crossings must be as close to 90 degrees as possible, and no less than 45 degrees.
- The crossing shall not occur at a bend in a TCPL pipeline.
- Paralleling roads are only permitted on one side of the right-of-way.
- A paralleling road must be outside the boundary of the right-of-way and a minimum of 7m from the edge of the right-of-way including sidewalks and curbs to ensure TC has construction access to the right-of-way, taking into account the topography in the area.
- Servicing is to be located outside of the pipeline right-of-way, except at approved crossings.

- TC may require the installation of permanent protective measures depending on site-specific conditions and engineering analyses.
2. General Conditions for Crossings of TCPL Pipelines by Highways, Private Roads, and Railways:
    - A highway or private road shall be constructed so that the travelled surface is no less than 1.5 meters above the top of the pipeline.
    - The bottom of the ditches adjacent to roads should not be less than 1.4 meters above the top of the pipeline.
    - Minimum cover for railway crossings (below base of rail) is 3.05 meters for uncased pipe.
  3. Any costs associated with the widening of Clarkway Drive or crossing the right-of-way for the E-W arterial will be at the expense of the applicant.
  4. Original depth of cover over the pipelines within TCPL's right-of-way shall be restored after construction. This depth of cover over the pipelines shall not be compromised over the life of the road due to rutting, erosion or other means.
  5. The road shall be constructed to ensure drainage is directed away from the right-of-way so erosion that would adversely affect the depth of cover over the pipelines does not occur.
  6. Written consent must be obtained from TCPL prior to undertaking the following activities:
    - a. constructing or installing a facility across, on, along or under a TCPL pipeline right-of-way.
    - b. conducting a ground disturbance (excavation or digging) on TCPL's pipeline right-of-way or within 30 meters of the centreline of TCPL's pipe (the "Prescribed Area");
    - c. driving a vehicle, mobile equipment or machinery across a TCPL pipeline right-of-way outside the travelled portion of a highway or public road; and
    - d. using any explosives within 300 meters of TCPL's pipeline right-of-way.
  7. Following is a link to TCPL's website for additional information on approval requirements:  
<https://www.tcenergy.com/sustainability/safety/safe-digging/canada/landowners-and-neighbours/>
  8. Storage of materials and/or equipment on TCPL's right-of-way is not permitted.

Thank you for the opportunity to comment. Kindly forward a copy of the EA Report to the undersigned by mail or by email to [dquilty@mhbcpplan.com](mailto:dquilty@mhbcpplan.com). If you have any questions, please do not hesitate to contact our office.

Sincerely,



Darlene Quilty,  
Planning Co-ordinator  
on behalf of TransCanada PipeLines Limited

October 27, 2020

John McGill P.Eng, PTOE, RSP  
Wood PLC  
3450 Harvester Road, Suite 100  
Burlington, ON, L7N 3W5

Dear Mr. McGill,

Thank-you for engaging TC Energy as an impacted stakeholder with respect to the Environmental Assessment for the proposed East-West Arterial road in support of the Block 47 Block Design Plan. We have now had an opportunity to review the proposed Block Plan and prepare additional comments regarding the proposed East-West Arterial. TC Energy maintains one 36-inch natural gas pipeline (the TransCanada Pipeline, or TCPL) within a right-of-way through the Block 47 area, and we lease a portion of the right-of-way to Enbridge for a pipeline that is part of their system.

TC Energy strongly recommends that accurate survey locations and depths of cover be obtained in the field by hydro-vac for both pipelines throughout the Environmental Assessment study area, at a minimum at all of the proposed locations for intersections and crossings. Pipeline locations should be shared with the City and the land-owners group for their awareness and planning purposes for Block 47. Survey-quality information on the pipeline location is going to be a key design factor throughout Block 47 where interactions with the pipelines and the proposed East-West Arterial are planned.

After reviewing the most recent version of the Block 47 plans, TC Energy strongly recommends that the Environmental Assessment consider all of the proposed infrastructure that interacts with the East-West Arterial. The Block Plans propose three new intersections of the East-West Arterial with Major Collector roads in addition to the intersections with Highway 50, Clarkway Drive, and Gore Road shown on the plan you provided for our consultation meeting on September 15, 2020. In addition, two stormwater crossings of the proposed East-West Arterial are key elements of the Block Plan. A complete Environmental Assessment of the proposed East-West Arterial cannot be completed, in our opinion, without incorporating all of the proposed intersections and crossings into the assessment and completing a full appraisal of how the proposed crossings interact with two large-diameter natural gas pipelines within the right-of-way.

Regarding the alignment of the proposed East-West Arterial, TC Energy offers the following comments:

- a. The East-West Arterial, including grading and all structures such as curbs and gutters, street lighting, catch-basins, manholes and retaining walls, must be set back a minimum of 7 meters from the edge of the pipeline right-of-way.
- b. Based on your assurance in the meeting on September 15 that significant grading will not be required along the extent of the proposed East-West Arterial, TC energy is not anticipating accepting grading within the right-of-way outside of crossings. Grading design should be planned such that the depth of cover over the pipeline will be maintained at current levels.
- c. The proposed eastern-most crossing of the right-of-way by a curved portion of the East-West Arterial is at an angle that does not conform with code as specified in CSA-Z662 Section 4.12. Depending on the outcome of a preliminary review of the crossing design, it is possible that an



engineering assessment, involving excavation and inspection, of the pipeline prior to construction will be required in conformance with Section 10.8.1 of CSA-Z662. TC Energy will be required by the Canada Energy Regulator to prepare a detailed engineering analysis of all loads expected during construction and operation of the crossing and will provide designs for appropriate mitigation. The cost of this engineering assessment, analysis and design work, and the costs of any required mitigation, if incurred will be 100% the responsibility of the proponents.

Alternatives such as a bridge crossing over the right-of-way will not eliminate the requirement to conduct an engineering assessment at the cost of the proponents but may be an appropriate mitigation for the pipeline crossing loads. One additional potential solution, which was raised in our September 15 meeting, is to move the proposed East-West Arterial road alignment to the north side of the pipeline right-of-way, which is likely to reduce the pipeline crossing mitigation required for the current design.

- d. Additional information is required on the height and lateral extents of fill proposed to support the approaches for the interchange of Major Mackenzie Drive with Highway 50 where Highway 50 crosses the right-of-way. If a significant amount of fill (greater than 1m) is proposed at this crossing, a similar engineering assessment and analysis of the pipeline may be required prior to construction, with the costs outside of a preliminary review, and the costs of any required mitigation, being 100% the responsibility of the proponents.
- e. If incorporating the appropriate 7 meter setback and location of the East-West Arterial and intersections or moving the alignment to the north side of the right-of-way requires an alteration of the position of the road rights-of-way in the proposed Block Plan, this information should urgently be provided to the City of Brampton and the landowners' group to support a redesign prior to Block Plan approval.

Regarding the intersections of the proposed East-West Arterial with major collector roads in the Block 47 area, TC Energy offers the following comments:

- a. TC Energy will not accommodate the turning radius of the intersections within the right-of-way as shown in the block plans. The crossings should be designed so that only the perpendicular road surface is within the right-of-way and the 7 meter setback. All other structures such as curbs and gutters that are not part of the perpendicular road surface, street lighting, catch-basins, manholes and retaining walls should be located outside of the 7 meter setback.
- b. TC Energy will be required by the Canada Energy Regulator to prepare a detailed engineering analysis of all loads expected during construction and operation of the crossings and will provide designs for appropriate mitigation. The cost of engineering analysis and design work outside of a preliminary review, and the costs of any required mitigation, will be 100% the responsibility of the proponents.

On the topic of stormwater management, TC Energy requires a full understanding of the stormwater drainage scheme for Block 47, including how stormwater is proposed to cross the right-of-way, and how stormwater will interact with the proposed East-West Arterial. Major system flows of stormwater, including those carried by the proposed East-West Arterial, must be designed so as not to spill into the right-of-way at the crossings. All drainage of the proposed East-West Arterial should be directed away from the pipeline right-of-way.

The following requirements from the *Canadian Energy Regulator Act* (the Act) and the *Canadian Energy Regulator Pipeline Damage Prevention Regulations – Authorizations* (the DPRs) should be considered well in advance of any construction of the proposed East-West Arterial. Pursuant to Section 335 of the Act and the DPRs, written consent from TC Energy must be obtained with respect to any of the following:

- Constructing or installing a facility across, on, along or under a pipeline, which includes anywhere within the pipeline right-of-way arising from the definition of "Pipeline" in the Act, which includes the associated real property;
- Conducting any ground disturbance (most commonly excavation or digging) within the Prescribed Area which is measured 30 meters perpendicularly from the center of each pipe;
- Operating a vehicle or piece of mobile equipment or machinery, outside the travelled portion of a highway or public road, across, on, or along a pipeline, which includes anywhere in the pipeline right-of-way given the definition of "Pipeline" in the Act, which includes the associated real property;
- Use of the Prescribed Area or the pipeline right-of-way for storage purposes.

TC Energy also requests that no blasting activities occur within 300 meters from the pipeline. More information on safe digging and how to apply for written consent are available on our website at: <https://www.tcenergy.com>.

We trust that these comments are helpful in formulating the Environmental Assessment of the proposed East-West Arterial. In closing, we understand that variations of the proposed designs may change the interaction with our facilities and our guidance in that regard. The goal of our Integrated Land-use Management service is to assist all parties to optimize the proposed design, resolve issues related to the pipeline, and minimize the costs and timeframes that may be required to facilitate development. We continue to offer to work collaboratively with the municipalities, the developers and their consultants in the Block 47 area.

Sincerely,



Geoffrey R. Kneller CD P.Eng MBA  
Senior Engineer, Right-of-Way Management  
Canada Gas Engineering



## Shams, Aniq

---

**From:** Shams, Aniq <aniqa.shams@woodplc.com>  
**Sent:** Thursday, September 3, 2020 10:59 AM  
**To:** Meetpal Chhina; Sales Area20  
**Cc:** McGill, John; Khan, Muhammad; Aron Murdoch; Goolsarran, Mario; Bubas, Sonya  
**Subject:** RE: Message from ANIQA SHAMS (4163572093)  
**Attachments:** PART B Roads (2020-09-01).pdf

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

Hi Meetpal,

Thank you for taking the time to speak to me today. I have attached our draft design for the East-West Arterial with TransCanada and Enbridge infrastructure overlaid.

As mentioned, we would like to have a meeting with Enbridge and TransCanada to discuss our design. Can you please identify a few times in the next two weeks that you are available for the meeting?

Thank you,  
Aniq

**Aniq Shams, B.E.S. RPP, MCIP**  
Environmental Planner  
2020 Winston Park Drive, Suite #600  
Oakville, Ontario, Canada, L6H 6X7  
Office: +1 (905) 568-2929 ext. 4149  
Mobile: (416) 357-2093  
[www.woodplc.com](http://www.woodplc.com)

The logo for Wood Group, featuring the word "wood." in a bold, lowercase, sans-serif font. The period is a solid dot.

---

**From:** Meetpal Chhina <Meetpal.Chhina@enbridge.com>  
**Sent:** Thursday, September 3, 2020 9:37 AM  
**To:** Shams, Aniq <aniqa.shams@woodplc.com>; Sales Area20 <SalesArea20@enbridge.com>  
**Cc:** McGill, John <john.mcgill@woodplc.com>; Khan, Muhammad <muhammad.khan@woodplc.com>; Aron Murdoch <Aron.Murdoch@enbridge.com>  
**Subject:** RE: Message from ANIQA SHAMS (4163572093)

**CAUTION:** External email. Please do not click on links/attachments unless you know the content is genuine and safe.

Good Morning Aniq;

I reviewed your emails and I believe Enbridge's Mark up department provided you general locates for Enbridge infrastructure around the area for EA study. Currently we don't have any further comments regarding the proposed EA study. Please be advised that general locates are not an approved PUCC and once you have detailed design of the industrial area please submit the drawings to our Mark Up for review.

Also, as soon as you have proposed building loads please reach out to our Sales Department ([SalesArea20@enbridge.com](mailto:SalesArea20@enbridge.com)) and they can provide comment on how to service this industrial block plan. Considering this is a big area we would appreciate if you keep us informed throughout the process.

I hope this helps. If you have any further question please reach out at my cell.

Thanks

**Meetpal Chhina, P.ENG. MBA**  
Supervisor, Construction Project Management  
Regional Construction, GTA-W/Niagara

**ENBRIDGE**  
TEL: 905-458-2159 | CELL: 905-867-9329 | email address: [meetpal.chhina@enbridge.com](mailto:meetpal.chhina@enbridge.com)  
6 Colony Court, Brampton, ON – L6T 4E4

[enbridge.com](http://enbridge.com)  
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---

**From:** Shams, Aniq <[aniqa.shams@woodplc.com](mailto:aniqa.shams@woodplc.com)>  
**Sent:** Tuesday, September 1, 2020 1:18 PM  
**To:** Meetpal Chhina <[Meetpal.Chhina@enbridge.com](mailto:Meetpal.Chhina@enbridge.com)>  
**Cc:** Mcgill, John <[john.mcgill@woodplc.com](mailto:john.mcgill@woodplc.com)>; Khan, Muhammad <[muhammad.khan@woodplc.com](mailto:muhammad.khan@woodplc.com)>; Aron Murdoch <[Aron.Murdoch@enbridge.com](mailto:Aron.Murdoch@enbridge.com)>  
**Subject:** [External] RE: Message from ANIQA SHAMS (4163572093)

**EXTERNAL: PLEASE PROCEED WITH CAUTION.**

This e-mail has originated from outside of the organization. Do not respond, click on links or open attachments unless you recognize the sender or know the content is safe.

Hi Meetpal,

I am following up on the email below. We would like to set up a meeting with Enbridge to discuss our proposed alignment for the roads identified in the key plan and would like Enbridge's input.

Please let me know your availability. Feel free to give me a call if you would like more details about the project.

Thanks,  
Aniq

**Aniq Shams, B.E.S. RPP, MCIP**  
Environmental Planner  
2020 Winston Park Drive, Suite #600  
Oakville, Ontario, Canada, L6H 6X7  
Office: +1 (905) 568-2929 ext. 4149  
Mobile: (416) 357-2093  
[www.woodplc.com](http://www.woodplc.com)

**wood.**

---

**From:** Shams, Aniq  
**Sent:** Friday, August 28, 2020 2:22 PM  
**To:** Meetpal Chhina <[Meetpal.Chhina@enbridge.com](mailto:Meetpal.Chhina@enbridge.com)>  
**Cc:** Aron Murdoch <[Aron.Murdoch@enbridge.com](mailto:Aron.Murdoch@enbridge.com)>; Tara Kuuskman <[Tara.Kuuskman@enbridge.com](mailto:Tara.Kuuskman@enbridge.com)>; [john.mcgill@woodplc.com](mailto:john.mcgill@woodplc.com); Khan, Muhammad <[muhammad.khan@woodplc.com](mailto:muhammad.khan@woodplc.com)>  
**Subject:** RE: Message from ANIQA SHAMS (4163572093)

Hi Meetpal and Tara,

Thank you so much for helping me coordinate this Tara.

Meetpal: Please find attached the email I sent to the mark-ups department, which also includes the email we received in 2016. I have also attached our study area map. Please let me know if you have a few minutes for a quick discussion about this project and what we're looking for.

Thanks,  
Aniq

**Aniq Shams, B.E.S. RPP, MCIP**  
Environmental Planner  
2020 Winston Park Drive, Suite #600  
Oakville, Ontario, Canada, L6H 6X7  
Office: +1 (905) 568-2929 ext. 4149  
Mobile: (416) 357-2093  
[www.woodplc.com](http://www.woodplc.com)



---

**From:** Tara Kuuskman <[Tara.Kuuskman@enbridge.com](mailto:Tara.Kuuskman@enbridge.com)>  
**Sent:** Friday, August 28, 2020 2:16 PM  
**To:** Meetpal Chhina <[Meetpal.Chhina@enbridge.com](mailto:Meetpal.Chhina@enbridge.com)>  
**Cc:** Shams, Aniq <[aniqa.shams@woodplc.com](mailto:aniqa.shams@woodplc.com)>; Aron Murdoch <[Aron.Murdoch@enbridge.com](mailto:Aron.Murdoch@enbridge.com)>  
**Subject:** FW: Message from ANIQA SHAMS (4163572093)

**CAUTION:** External email. Please do not click on links/attachments unless you know the content is genuine and safe.

Good afternoon Meetpal,

Aniq Sham reached out to me (copied on this email) to discuss a road widening project she is working on. We discussed and confirmed the project is not a Transit driven project and I directed her to contact you for further coordination and communication. She has a mark-ups drawing from 2016 and will be reaching out to [Mark-ups@enbridge.com](mailto:Mark-ups@enbridge.com) to get refreshed Atlas Plates. Please engage Aron Murdoch if the gas infrastructure is large diameter pipe. Also, I forgot to mention to Aniq that Enbridge Oil Pipeline infrastructure information would need to be coordinated with Enbridge Pipelines, not Enbridge Gas Inc and I know you can go over that if/as needed.

Thanks,

**Tara Kuuskman**, M.Eng, PMP  
Supervisor Transit  
Capital Development and Delivery

—  
**ENBRIDGE**

TEL: 416-758-4314 | CELL: 647-965-8416

101 Honda Blvd, Markham, ON L6C 0M6

enbridge.com

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**From:** Enbridge Voice Mail System <[unityconnection@vpc-unity1.egd.enbridge.com](mailto:unityconnection@vpc-unity1.egd.enbridge.com)>

**Sent:** Friday, August 28, 2020 12:20 PM

**To:** [kuuskmat@vpc-unity1.egd.enbridge.com](mailto:kuuskmat@vpc-unity1.egd.enbridge.com)

**Subject:** Message from ANIQA SHAMS (4163572093)

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## Shams, Aniq

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**From:** Shams, Aniq <aniqa.shams@woodplc.com>  
**Sent:** Friday, October 30, 2020 11:33 AM  
**To:** Henry Gamboa  
**Cc:** Joel Lacombe; Emily Pelleja; Goolsarran, Mario; McGill, John; Khan, Muhammad; Bubas, Sonya  
**Subject:** RE: Area 47 - City of Brampton/Region of Peel Municipal Class EA - 30% EA Design Coordination

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

Hi Henry,

Thank you for providing this information. We're actually looking for some more information for the design of the new roadways. This would be best explained in a meeting. Are you available to meet next week? Please let me know times and dates that work for yourself and your team.

Thanks,  
Aniq

**Aniq Shams, B.E.S. RPP, MCIP**  
Environmental Planner  
2020 Winston Park Drive, Suite #600  
Oakville, Ontario, Canada, L6H 6X7  
Office: +1 (905) 568-2929 ext. 4149  
Mobile: (416) 357-2093  
[www.woodplc.com](http://www.woodplc.com)



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**From:** Henry Gamboa <Henry.Gamboa@alecrautilities.com>  
**Sent:** Wednesday, October 28, 2020 10:36 AM  
**To:** Emily Pelleja <Emily.Pelleja@alecrautilities.com>; Shams, Aniq <aniqa.shams@woodplc.com>  
**Cc:** Joel Lacombe <joel.lacombe@alecrautilities.com>  
**Subject:** RE: Area 47 - City of Brampton/Region of Peel Municipal Class EA - 30% EA Design Coordination

**CAUTION:** External email. Please do not click on links/attachments unless you know the content is genuine and safe.

Hi Emily / Aniq,

Please find the attached site plan we received from the developer and the comments we have provided to the City of Brampton early this year.

Alectra's Subdivision Design group does not have a hydro design for the proposed hydro plant to be installed on the new roads yet. We have presented 3 options to the developer and their consultant on how to provide service to their development. The hydro design will depend on the timing, phasing and ultimate loads of this development. As of now, we haven't received any feedback from the developer to proceed with our design. Any easement requirements will also be determined and confirmed during the final design of the subdivision.

Regards,



**Henry Gamboa, CET**  
**Supervisor, Distribution Design – Subdivisions (West)**

175 Sandalwood Pky W, Brampton, ON L7A 1E8

m 416.819.4975

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---

**From:** Emily Pelleja

**Sent:** Tuesday, October 20, 2020 11:39 AM

**To:** Shams, Aniq <[aniqa.shams@woodplc.com](mailto:aniqa.shams@woodplc.com)>; Joel Lacombe <[joel.lacombe@alectrautilities.com](mailto:joel.lacombe@alectrautilities.com)>

**Cc:** Henry Gamboa <[Henry.Gamboa@alectrautilities.com](mailto:Henry.Gamboa@alectrautilities.com)>

**Subject:** RE: Area 47 - City of Brampton/Region of Peel Municipal Class EA - 30% EA Design Coordination

Hi Aniq,

I had sent this on to Henry, who is our supervisor for subdivisions. I will follow up with him again, and he will get back to you shortly.

Thanks



Emily Pelleja, P.Eng

**Supervisor, Distribution Design, Customer Capital**

175 Sandalwood Parkway, Brampton, Ontario, L7A 1E8

m 437.488.4090

[alectrautilities.com](http://alectrautilities.com)



***Please note: Alectra has implemented a set of precautionary procedures surrounding the COVID-19 outbreak to protect the health of our employees and the public. We are replacing all in-person meetings with conference calls and visitor access to our facilities will be restricted until further notice.***

---

**From:** Shams, Aniq <[aniqa.shams@woodplc.com](mailto:aniqa.shams@woodplc.com)>

**Sent:** Tuesday, October 20, 2020 11:36 AM

**To:** Emily Pelleja <[Emily.Pelleja@alectrautilities.com](mailto:Emily.Pelleja@alectrautilities.com)>; Joel Lacombe <[joel.lacombe@alectrautilities.com](mailto:joel.lacombe@alectrautilities.com)>

**Cc:** Goolsarran, Mario <[Mario.Goolsarran@brampton.ca](mailto:Mario.Goolsarran@brampton.ca)>; Bubas, Sonya <[sonya.bubas@peelregion.ca](mailto:sonya.bubas@peelregion.ca)>; Khan, Muhammad <[muhammad.khan@woodplc.com](mailto:muhammad.khan@woodplc.com)>; McGill, John <[john.mcgill@woodplc.com](mailto:john.mcgill@woodplc.com)>

**Subject:** RE: Area 47 - City of Brampton/Region of Peel Municipal Class EA - 30% EA Design Coordination

**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.

Hi again,

I am following up on the request below. We require relocation designs and easement requirements as soon as possible in order to avoid delays in the preliminary design work. Can you please provide this information at your earliest convenience?

Thanks,  
Aniqa

---

**From:** Shams, Aniqa

**Sent:** Monday, September 28, 2020 12:09 PM

**To:** [Emily.Pelleja@alectrautilities.com](mailto:Emily.Pelleja@alectrautilities.com); [joel.lacombe@alectrautilities.com](mailto:joel.lacombe@alectrautilities.com)

**Cc:** Goolsarran, Mario <[Mario.Goolsarran@brampton.ca](mailto:Mario.Goolsarran@brampton.ca)>; Bubas, Sonya <[sonya.bubas@peelregion.ca](mailto:sonya.bubas@peelregion.ca)>; Khan, Muhammad <[muhammad.khan@woodplc.com](mailto:muhammad.khan@woodplc.com)>; McGill, John <[john.mcgill@woodplc.com](mailto:john.mcgill@woodplc.com)>

**Subject:** Area 47 - City of Brampton/Region of Peel Municipal Class EA - 30% EA Design Coordination

Hello Emily and Joel,

I was provided your contact information by the City of Brampton to coordinate the 30% EA design for Area 47 project. The City of Brampton, in partnership with the Region of Peel, is currently completing two Schedule 'C' Municipal Class Environmental Assessments (Class EAs) related to development of an arterial roads network within Industrial Secondary Plan Area 47. Wood is leading the study on behalf of the City and the Region, and requests your assistance with definition of existing and proposed utility infrastructure within the study limits. Below is the study area and the proposed improvements:

The roadways within Part 'A' will be owned and operated by the Region and will include the following:

- Arterial A2 – a new six (6) lane north-south roadway that connects Major Mackenzie Drive to Mayfield Road; and
- Coleraine Drive – an existing roadway which will be widened to four (4) lanes and be upgraded to include curb and gutter and multi-use pathways.

The roadways within Part 'B' will be owned and operated by the City and will include the following:

- Countryside Drive - an existing roadway which will be widened to four (4) lanes and be upgraded to include curb and gutter and multi-use pathways.
- Clarkway Drive – an existing roadway which will have portions widened to four (4) lanes and upgraded to include storm sewers, sidewalks and cycle lanes
- East-West Arterial – a new four (4) lane roadway connecting The Gore Road to Arterial A2.



Wood first reached out to Alectra in 2016 for initial mark-ups. Since then, we have finalized the preferred design and will begin working on the streetlighting aspects of the project. As such, we require Alectra to identify utility infrastructure within the study area. The design of the roadways are attached to this email. Can you please provide relocation designs for the roadways that are proposed for widening? There are also new roads proposed within the study area - as such, can you please identify the easement requirements for the new roadways?

Please let me know if you have any questions or comments.

Thank you,  
Aniqa

**Aniqa Shams, B.E.S. RPP, MCIP**  
Environmental Planner  
2020 Winston Park Drive, Suite #600  
Oakville, Ontario, Canada, L6H 6X7  
Office: +1 (905) 568-2929 ext. 4149  
Mobile: (416) 357-2093  
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## Shams, Aniq

---

**From:** Henry Gamboa <Henry.Gamboa@alectrautilities.com>  
**Sent:** Tuesday, November 10, 2020 4:43 PM  
**To:** Khan, Muhammad; Claude Valentine; Goolsarran, Mario; Bubas, Sonya; Shams, Aniq  
**Subject:** RE: SP47 - MCEA Study Area

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

Hi All,

As requested, please find the table below for the proposed Alectra plant for the segments of the roads in the subject study area.

Street	Boundaries	Proposed	Location
Clarkway Dr	Mayfield Rd to Countryside Dr	OH pole line	East
Clarkway Dr	Countryside Dr to East-West Arterial	OH pole line	East
Clarkway Dr	East-West Arterial to Castlemore Rd	OH pole line	East
Arterial A2	Mayfield Rd to Countryside Dr	OH pole line	East
Arterial A2	Countryside Dr to East-West Arterial	UG ductbank	East
Arterial A2	East-West Arterial to Hwy 50	UG ductbank	East
Coleraine Dr	Mayfield Rd to Countryside Dr	OH pole line	West
Coleraine Dr	Countryside Dr to BE Devt Limit	UG ductbank	West
Coleraine Dr	BE Devt Limit to Arterial A2	UG ductbank	West
Countryside Dr	The Gore Rd to Clarkway Dr	OH pole line	North
Countryside Dr	Clarkway Dr to Arterial A2	OH pole line	North
Countryside Dr	Arterial A2 to Coleraine Dr	OH pole line	North
Countryside Dr	Coleraine Dr to Hwy 50	OH pole line	North
East-West Arterial	The Gore Rd to Clarkway Dr	OH pole line	South
East-West Arterial	Clarkway Dr to Arterial A2	OH pole line	South

Please note that configurations (OH pole line or UG ductbank) and locations (East, West, North or South side of the road) are preliminary. These may change as we receive more information on other developments and on the progress of the road designs.

Pole lines are typically 3 meters from the ultimate property line to the center of the pole. Ductbank locations follow the City of Brampton 200 series road cross section drawings.

Regards,



**Henry Gamboa, CET**  
**Supervisor, Distribution Design – Subdivisions (West)**

175 Sandalwood Pky W, Brampton, ON L7A 1E8

m 416.819.4975

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---

**From:** Khan, Muhammad <muhammad.khan@woodplc.com>

**Sent:** Wednesday, November 4, 2020 1:33 PM

**To:** Henry Gamboa <Henry.Gamboa@alectrautilities.com>; Claude Valentine <cvalentine@moon-matz.com>

**Cc:** Goolsarran, Mario <Mario.Goolsarran@brampton.ca>; Bubas, Sonya <sonya.bubas@peelregion.ca>; Shams, Aniq <aniqa.shams@woodplc.com>

**Subject:** SP47 - MCEA Study Area

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# Study Area and Structure

## Study Area

- Located in the northeast area of the City of Brampton
- Strategically located at the York/Peel Boundary and close to Highway 427, the CP Railway Terminal and the future GTA West Corridor.

## Study Structure

This Schedule 'C' Class Environmental Assessment is being carried out in two parts, as illustrated in the figure right and further explained below. Technical studies were completed for both Part A and B at the same time. **This PIC is only for Part A roadways.**



### FOCUS OF THIS PUBLIC INFORMATION CENTRE

### PUBLIC INFORMATION CENTRE FOR THESE ROADS TO BE HELD IN MID 2020

#### PART 'A' ROADWAYS

Part 'A' roadways will be owned and operated by the Region of Peel.

They include:

- Arterial A2 – a new 6 lane north-south roadway that connects Major Mackenzie Drive to Mayfield Road.
- Coleraine Drive – an existing roadway which will be widened to 4 lanes and be upgraded to include curb and gutter and multi-use pathways.

#### PART 'B' ROADWAYS

Part 'B' roadways will be owned and operated by the City of Brampton.

They include:

- Countryside Drive - an existing roadway which will be widened to 4 lanes and be upgraded to include curb and gutter and multi-use pathways.
- Clarkway Drive – an existing roadway which will have portions widened to four lanes and upgraded to include storm sewers, sidewalks and cycle lanes
- East-West Arterial – a new four lane roadway connecting The Gore Road to Arterial A2.



Muhammad Khan M.Eng., P.Eng.

Direct: +1 (905) 335 2353 x 3086

Mobile: +1 (905) 407 3438

[muhammad.khan@woodplc.com](mailto:muhammad.khan@woodplc.com)

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## Shams, Aniq

---

**From:** Emily Pelleja <Emily.Pelleja@alecrautilities.com>  
**Sent:** Friday, November 20, 2020 5:10 PM  
**To:** Goolsarran, Mario; Henry Gamboa; Khan, Muhammad; Claude Valentine; Bubas, Sonya; Shams, Aniq; Blake Lemire  
**Subject:** RE: [EXTERNAL]RE: SP47 - MCEA Study Area

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

Hi Mario,  
If the 3m is not possible, then that is your property requirement. Street lighting will rely on the geometric design of the road as well so for this preliminary phase, I don't see how that is an issue.

We do not provide designs for any project, road widening or otherwise, until there is a 60% design complete.

However, if you really feel that this project is outside of the norm, we will accept a [REDACTED] to prepare a preliminary design.

Please let me know how you would like to proceed.

Thanks, and have a great weekend!



Emily Pelleja, P.Eng  
**Supervisor, Distribution Design, Customer Capital**  
175 Sandalwood Parkway, Brampton, Ontario, L7A 1E8  
m 437.488.4090  
[alecrautilities.com](http://alecrautilities.com)



*Please note: Alectra has implemented a set of precautionary procedures surrounding the COVID-19 outbreak to protect the health of our employees and the public. We are replacing all in-person meetings with conference calls and visitor access to our facilities will be restricted until further notice.*

---

**From:** Goolsarran, Mario <Mario.Goolsarran@brampton.ca>  
**Sent:** Monday, November 16, 2020 3:11 PM  
**To:** Emily Pelleja <Emily.Pelleja@alecrautilities.com>; Henry Gamboa <Henry.Gamboa@alecrautilities.com>; Khan, Muhammad <muhammad.khan@woodplc.com>; Claude Valentine <cvalentine@moon-matz.com>; Bubas, Sonya <sonya.bubas@peelregion.ca>; Shams, Aniq <aniqa.shams@woodplc.com>; Blake Lemire <blake.lemire@alecrautilities.com>  
**Subject:** RE: [EXTERNAL]RE: SP47 - MCEA Study Area

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Hi Emily,

It may not be possible to provide a blanket 3 m off set of hydro pole from property line, considering all road elements within the ROW. We can consider pole off-set of 1m from property line and additional 2 m as aerial easements (if required) in properties. As part of the EA we have completed 30 % designs for some roads (A2 and Coleraine) and are currently in the process of developing 30% design for the remaining roads. We can provide the CAD files for the completed 30% road designs to Hydro for pole layout and easement requirements and also to help us design street lighting accordingly. The roads identified for future underground plant are not an issue

We are required to identify all property requirements as part of EA, including those required for hydro plant. Therefore, it is critical that these preliminary designs be coordinated with Hydro to ensure all requirements and impacts can be determined and documented. I trust that hydro can work with the City to achieve these requirements.

Regards,

---

**Mario Goolsarran, P. Eng., PMP**

Senior Project Engineer, Infrastructure Planning  
Public Works & Engineering, City of Brampton  
1975 Williams Parkway, Brampton, ON, L6S 6E5  
Tel: 905-874-5164  
Email: [Mario.Goolsarran@brampton.ca](mailto:Mario.Goolsarran@brampton.ca)



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---

**From:** Emily Pelleja <[Emily.Pelleja@alecrautilities.com](mailto:Emily.Pelleja@alecrautilities.com)>

**Sent:** 2020/11/12 9:58 AM

**To:** Goolsarran, Mario <[Mario.Goolsarran@brampton.ca](mailto:Mario.Goolsarran@brampton.ca)>; Henry Gamboa <[henry.gamboa@alecrautilities.com](mailto:henry.gamboa@alecrautilities.com)>; Khan, Muhammad <[muhammad.khan@woodplc.com](mailto:muhammad.khan@woodplc.com)>; Claude Valentine <[cvalentine@moon-matz.com](mailto:cvalentine@moon-matz.com)>; Bubas, Sonya <[sonya.bubas@peelregion.ca](mailto:sonya.bubas@peelregion.ca)>; Shams, Aniq <[aniqa.shams@woodplc.com](mailto:aniqa.shams@woodplc.com)>; Blake Lemire <[blake.lemire@alecrautilities.com](mailto:blake.lemire@alecrautilities.com)>

**Subject:** RE: [EXTERNAL]RE: SP47 - MCEA Study Area

Good morning Mario,

It is far to early for us to consider any preliminary design. As Henry proposed, please assume our running line will be 3m from property line. If this cannot be provided, assume easements/property acquisition will be required to the 3m extent. At this point in the EA I assume you are working on creating 30% designs. When you have 60% drawings complete (or nearing completion), please reach out and we can start our design.

Any questions, please let me know,



Emily Pelleja, P.Eng  
**Supervisor, Distribution Design, Customer Capital**  
 175 Sandalwood Parkway, Brampton, Ontario, L7A 1E8  
 m 437.488.4090  
[alectrautilities.com](http://alectrautilities.com)



**Please note: Alectra has implemented a set of precautionary procedures surrounding the COVID-19 outbreak to protect the health of our employees and the public. We are replacing all in-person meetings with conference calls and visitor access to our facilities will be restricted until further notice.**

**From:** Goolsarran, Mario <[Mario.Goolsarran@brampton.ca](mailto:Mario.Goolsarran@brampton.ca)>  
**Sent:** Thursday, November 12, 2020 8:53 AM  
**To:** Henry Gamboa <[Henry.Gamboa@alectrautilities.com](mailto:Henry.Gamboa@alectrautilities.com)>; Khan, Muhammad <[muhammad.khan@woodplc.com](mailto:muhammad.khan@woodplc.com)>; Claude Valentine <[cvalentine@moon-matz.com](mailto:cvalentine@moon-matz.com)>; Bubas, Sonya <[sonya.bubas@peelregion.ca](mailto:sonya.bubas@peelregion.ca)>; Shams, Aniq <[aniqa.shams@woodplc.com](mailto:aniqa.shams@woodplc.com)>; Emily Pelleja <[Emily.Pelleja@alectrautilities.com](mailto:Emily.Pelleja@alectrautilities.com)>  
**Subject:** RE: [EXTERNAL]RE: SP47 - MCEA Study Area

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Good Morning Henry and Emily,  
 Thank you for providing the information below. However, as discussed at the meeting, there are a number of existing road segments where OH hydro plant relocation will be required to accommodate road widening and other infrastructure. Therefore, we would like Alectra to provide preliminary design for these roads, as this will assist us to design street lighting considering joint use poles, where appropriate. This will also provide preliminary easement requirements for hydro plant. Please see highlighted roads below, where these are required.

Street	Boundaries	Proposed	Location
Clarkway Dr	Mayfield Rd to Countryside Dr	OH pole line	East
Clarkway Dr	Countryside Dr to East-West Arterial	OH pole line	East
Clarkway Dr	East-West Arterial to Castlemore Rd	OH pole line	East
Arterial A2	Mayfield Rd to Countryside Dr	OH pole line	East
Arterial A2	Countryside Dr to East-West Arterial	UG ductbank	East
Arterial A2	East-West Arterial to Hwy 50	UG ductbank	East
Coleraine Dr	Mayfield Rd to Countryside Dr	OH pole line	West
Coleraine Dr	Countryside Dr to BE Devt Limit	UG ductbank	West
Coleraine Dr	BE Devt Limit to Arterial A2	UG ductbank	West
Countryside Dr	The Gore Rd to Clarkway Dr	OH pole line	North
Countryside Dr	Clarkway Dr to Arterial A2	OH pole line	North
Countryside Dr	Arterial A2 to Coleraine Dr	OH pole line	North
Countryside Dr	Coleraine Dr to Hwy 50	OH pole line	North
East-West Arterial	The Gore Rd to Clarkway Dr	OH pole line	South
East-West Arterial	Clarkway Dr to Arterial A2	OH pole line	South

We would appreciate your response on these.

Kind regards,

---

**Mario Goolsarran, P. Eng., PMP**

Senior Project Engineer, Infrastructure Planning  
Public Works & Engineering, City of Brampton  
1975 Williams Parkway, Brampton, ON, L6S 6E5  
Tel: 905-874-5164  
Email: [Mario.Goolsarran@brampton.ca](mailto:Mario.Goolsarran@brampton.ca)



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**From:** Henry Gamboa <[Henry.Gamboa@alectrautilities.com](mailto:Henry.Gamboa@alectrautilities.com)>

**Sent:** 2020/11/10 4:43 PM

**To:** Khan, Muhammad <[muhammad.khan@woodplc.com](mailto:muhammad.khan@woodplc.com)>; Claude Valentine <[cvalentine@moon-matz.com](mailto:cvalentine@moon-matz.com)>; Goolsarran, Mario <[Mario.Goolsarran@brampton.ca](mailto:Mario.Goolsarran@brampton.ca)>; Bubas, Sonya <[sonya.bubas@peelregion.ca](mailto:sonya.bubas@peelregion.ca)>; Shams, Aniq <[aniqa.shams@woodplc.com](mailto:aniqa.shams@woodplc.com)>

**Subject:** [EXTERNAL]RE: SP47 - MCEA Study Area

Hi All,

As requested, please find the table below for the proposed Alectra plant for the segments of the roads in the subject study area.

Street	Boundaries	Proposed	Location
Clarkway Dr	Mayfield Rd to Countryside Dr	OH pole line	East
Clarkway Dr	Countryside Dr to East-West Arterial	OH pole line	East
Clarkway Dr	East-West Arterial to Castlemore Rd	OH pole line	East
Arterial A2	Mayfield Rd to Countryside Dr	OH pole line	East
Arterial A2	Countryside Dr to East-West Arterial	UG ductbank	East
Arterial A2	East-West Arterial to Hwy 50	UG ductbank	East
Coleraine Dr	Mayfield Rd to Countryside Dr	OH pole line	West
Coleraine Dr	Countryside Dr to BE Devt Limit	UG ductbank	West
Coleraine Dr	BE Devt Limit to Arterial A2	UG ductbank	West
Countryside Dr	The Gore Rd to Clarkway Dr	OH pole line	North
Countryside Dr	Clarkway Dr to Arterial A2	OH pole line	North
Countryside Dr	Arterial A2 to Coleraine Dr	OH pole line	North
Countryside Dr	Coleraine Dr to Hwy 50	OH pole line	North

---

**From:** Choudhury, Fahmi (MTO) <Fahmi.Choudhury@ontario.ca>

**Sent:** Monday, December 21, 2020 12:31 PM

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

**Cc:** Gotts, Brent <Brent.Gotts@wsp.com>; Morneau, Denise <Denise.Morneau@wsp.com>; Goldberg, Jay (Jay.Goldberg@wsp.com) <Jay.Goldberg@wsp.com>; Templeton, Heather <Heather.Templeton@wsp.com>; Nejatian, Soheil <Soheil.Nejatian@brampton.ca>; McGill, John <john.mcgill@woodplc.com>; Khan, Muhammad <muhammad.khan@woodplc.com>; Avsec, Joe <joe.avsec@peelregion.ca>; Rook, Sally <sally.rook@peelregion.ca>; Lee, Arthur <arthur.lee@peelregion.ca>; Dave, Richa <richa.dave@peelregion.ca>

**Subject:** RE: SP47 EA - GTA West - Update

**CAUTION:** External email. Please do not click on links/attachments unless you know the content is genuine and safe.

Sonya, Arthur,

As per our last meeting with GTA West Project team, we identified significant challenges with proposed A2 arterial road original alignment. Original alignment is geometrically and operationally challenging with the interchange location and crossing of GTAW over Mayfield Road. We requested Region to evaluate alternative alignment further west to mitigate some impacts. We appreciate your team looking into it and hoped that a westerly alignment would be selected. The



attached comparative evaluation table does not consider compatibility with GTAW as a major factor of the assessment. We request your team to reconsider and add this factor in. Can you please provide us with the following:

1. What is the EA submission timeline?
2. What is the construction timeline?

When you get a chance, can you please give me a call to discuss further? Thanks.

**Fahmi Choudhury, P.Eng., PMP**

Area Contracts Engineer  
Capital Program Delivery Branch  
Ministry of Transportation  
159 Sir William Hearst Avenue, 2<sup>nd</sup> Floor  
Toronto, Ontario  
Cell: 437-688-4385  
[fahmi.choudhury@ontario.ca](mailto:fahmi.choudhury@ontario.ca)

---

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

**Sent:** December 16, 2020 11:57 AM

**To:** Choudhury, Fahmi (MTO) <[Fahmi.Choudhury@ontario.ca](mailto:Fahmi.Choudhury@ontario.ca)>

**Cc:** Grobel, Lukasz (MTO) <[Lukasz.Grobel@ontario.ca](mailto:Lukasz.Grobel@ontario.ca)>; Gotts, Brent <[Brent.Gotts@wsp.com](mailto:Brent.Gotts@wsp.com)>; Morneau, Denise <[Denise.Morneau@wsp.com](mailto:Denise.Morneau@wsp.com)>; Goldberg, Jay ([Jay.Goldberg@wsp.com](mailto:Jay.Goldberg@wsp.com)) <[Jay.Goldberg@wsp.com](mailto:Jay.Goldberg@wsp.com)>; Templeton, Heather <[Heather.Templeton@wsp.com](mailto:Heather.Templeton@wsp.com)>; Nejatian, Soheil <[Soheil.Nejatian@brampton.ca](mailto:Soheil.Nejatian@brampton.ca)>; McGill, John <[john.mcgill@woodplc.com](mailto:john.mcgill@woodplc.com)>; Khan, Muhammad <[muhammad.khan@woodplc.com](mailto:muhammad.khan@woodplc.com)>; Avsec, Joe <[joe.avsec@peelregion.ca](mailto:joe.avsec@peelregion.ca)>; Rook, Sally <[sally.rook@peelregion.ca](mailto:sally.rook@peelregion.ca)>; Lee, Arthur <[arthur.lee@peelregion.ca](mailto:arthur.lee@peelregion.ca)>

**Subject:** RE: SP47 EA - GTA West - Update

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Hi Fahmi,

Sorry for the delay in sending this to you. I just wanted to clear this circulation with the Project Team.

I've attached the comparative evaluation matrix and alternative alignments for the additional options considered for A2.

In view of discussion with stakeholders and MTO, Wood developed two additional alignment alternatives to determine their feasibility and associated impacts as follows:

- **Option 1 - Proposed Alignment** (originally proposed and displayed at PIC # 2)
- **Option 2 - Proposed Alignment shift to the East**
- **Option 3 - Proposed Alignment shift to the West**

A high-level evaluation of these three alternatives is summarized in the attached table.

Feel free to contact me if you have any questions.

Regards,

**Sonya Bubas, MCIP, RPP**

Project Manager  
Infrastructure Programming & Studies  
Region of Peel  
10 Peel Centre Dr., Suite B, 4<sup>th</sup> Floor

Brampton, ON L6T 4B9  
905-791-7800 ext. 7801



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**From:** Choudhury, Fahmi (MTO) <[Fahmi.Choudhury@ontario.ca](mailto:Fahmi.Choudhury@ontario.ca)>  
**Sent:** November 13, 2020 9:08 AM  
**To:** Bubas, Sonya <[sonya.bubas@peelregion.ca](mailto:sonya.bubas@peelregion.ca)>  
**Cc:** Grobel, Lukasz (MTO) <[Lukasz.Grobel@ontario.ca](mailto:Lukasz.Grobel@ontario.ca)>; Gotts, Brent <[Brent.Gotts@wsp.com](mailto:Brent.Gotts@wsp.com)>; Morneau, Denise <[Denise.Morneau@wsp.com](mailto:Denise.Morneau@wsp.com)>; Goldberg, Jay (<[Jay.Goldberg@wsp.com](mailto:Jay.Goldberg@wsp.com)> <[Jay.Goldberg@wsp.com](mailto:Jay.Goldberg@wsp.com)>); Templeton, Heather <[Heather.Templeton@wsp.com](mailto:Heather.Templeton@wsp.com)>  
**Subject:** Re: SP47 EA - GTA West - Update

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Sonya

Would you be able to send us the other options your team looked at and comparative analysis of the options.

As we have voiced concern about original alignment conflicting with GTAW, we would like to ensure the western alignment was seriously considered by your team. Thanks

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---

**From:** Bubas, Sonya <[sonya.bubas@peelregion.ca](mailto:sonya.bubas@peelregion.ca)>  
**Sent:** Friday, November 13, 2020 8:44:35 AM  
**To:** Choudhury, Fahmi (MTO) <[Fahmi.Choudhury@ontario.ca](mailto:Fahmi.Choudhury@ontario.ca)>  
**Cc:** Dave, Richa <[richa.dave@peelregion.ca](mailto:richa.dave@peelregion.ca)>; Detaramani, Tina <[tina.detaramani@peelregion.ca](mailto:tina.detaramani@peelregion.ca)>; Grobel, Lukasz (MTO) <[Lukasz.Grobel@ontario.ca](mailto:Lukasz.Grobel@ontario.ca)>; Chi, Robin (MTO) <[Robin.Chi@ontario.ca](mailto:Robin.Chi@ontario.ca)>; Goldberg, Jay <[Jay.Goldberg@wsp.com](mailto:Jay.Goldberg@wsp.com)>; Gotts, Brent <[Brent.Gotts@wsp.com](mailto:Brent.Gotts@wsp.com)>; [Jim.Dowell@wsp.com](mailto:Jim.Dowell@wsp.com) <[Jim.Dowell@wsp.com](mailto:Jim.Dowell@wsp.com)>; Goolsarran, Mario <[Mario.Goolsarran@brampton.ca](mailto:Mario.Goolsarran@brampton.ca)>; McGill, John <[john.mcgill@woodplc.com](mailto:john.mcgill@woodplc.com)>; Khan, Muhammad <[muhammad.khan@woodplc.com](mailto:muhammad.khan@woodplc.com)>; Lakeman, Brian <[Brian.Lakeman@brampton.ca](mailto:Brian.Lakeman@brampton.ca)>; Parajuli, Bishnu <[Bishnu.Parajuli@brampton.ca](mailto:Bishnu.Parajuli@brampton.ca)>; Avsec, Joe <[joe.avsec@peelregion.ca](mailto:joe.avsec@peelregion.ca)>; Rook, Sally <[sally.rook@peelregion.ca](mailto:sally.rook@peelregion.ca)>; Lee, Arthur <[arthur.lee@peelregion.ca](mailto:arthur.lee@peelregion.ca)>  
**Subject:** RE: SP47 EA - GTA West - Update

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Hi Fahmi,

The SP47 EA Project Team completed a high-level assessment of additional options for the alignment of A2 in light of the proposed GTA West Route. The assessment determined that the original preliminary preferred alignment as presented at PIC 2 is feasible to carry forward. Notwithstanding, the final preferred alignment is subject to completion of the EA for Part A.

We will continue to keep you informed of this EA and its filing date. If you have any questions, please feel free to contact me.

Regards,

**Sonya Bubas, MCIP, RPP**  
Project Manager  
Infrastructure Programming & Studies  
Region of Peel  
10 Peel Centre Dr., Suite B, 4<sup>th</sup> Floor  
Brampton, ON L6T 4B9  
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**From:** Bubas, Sonya  
**Sent:** September 18, 2020 12:04 PM  
**To:** Choudhury, Fahmi (MTO) <[Fahmi.Choudhury@ontario.ca](mailto:Fahmi.Choudhury@ontario.ca)>  
**Cc:** Dave, Richa <[richa.dave@peelregion.ca](mailto:richa.dave@peelregion.ca)>; Detaramani, Tina <[Tina.Detaramani@peelregion.ca](mailto:Tina.Detaramani@peelregion.ca)>; Grobel, Lukasz (MTO) <[Lukasz.Grobel@ontario.ca](mailto:Lukasz.Grobel@ontario.ca)>; Chi, Robin (MTO) <[Robin.Chi@ontario.ca](mailto:Robin.Chi@ontario.ca)>; Goldberg, Jay <[Jay.Goldberg@wsp.com](mailto:Jay.Goldberg@wsp.com)>; Gotts, Brent <[Brent.Gotts@wsp.com](mailto:Brent.Gotts@wsp.com)>; Jim.Dowell@wsp.com; Goolsarran, Mario <[Mario.Goolsarran@brampton.ca](mailto:Mario.Goolsarran@brampton.ca)>; McGill, John <[john.mcgill@woodplc.com](mailto:john.mcgill@woodplc.com)>; Khan, Muhammad <[muhammad.khan@woodplc.com](mailto:muhammad.khan@woodplc.com)>; Lakeman, Brian <[Brian.Lakeman@brampton.ca](mailto:Brian.Lakeman@brampton.ca)>; Parajuli, Bishnu <[Bishnu.Parajuli@brampton.ca](mailto:Bishnu.Parajuli@brampton.ca)>  
**Subject:** SP47 EA - GTA West - Meeting Notes  
**Importance:** High

Hi Fahmi,

Thank you for meeting with the Region, City and consulting team on August 27 regarding the preferred GTA West route and proposed A2 alignment in SP47.

I summarized our discussion below. Please let me know if the notes accurately reflect the Ministry's input regarding the A2 alignment, specifically:

- Easterly shift in A2 alignment would be challenging for the design of the GTA West route
- Current proposed A2 alignment may result in a skewed crossing of transit from the south to north side of the GTA West route, however the design is not impossible
- Consider westerly shift or stay in current alignment

I welcome all copied on this email to advise of any errors or omissions to the notes by **September 25**.

**GTA West / SP47 EA Coordination Meeting**  
August 27, 2020, 10:30am  
Microsoft Teams

**Participants:** See email circulation above.

**Discussion:**

- The Region will clarify if the detailed design for Mayfield Rd includes correcting the offset at Clarkway Dr and Humber Station Rd. The Region will also confirm the cross-section at this location (the detailed design circulated to the Ministry showed 6 lanes on Mayfield Rd).
  
- Wood overlaid the proposed A2 alignment that was presented to the Public onto the preferred GTA West route. Wood looked at the potential to shift the alignment to the east (by approximately 15m) to address property concerns. Shifting the alignment to the west could have natural environment constraints due to the creek to the west.
  
- The Ministry advised:
  - The GTA West route may change but not by much.
  - The proposed transitway was not shown in the GTA West route but was considered on the south side of the route. The transitway could be considered on the north side. The current proposed A2 alignment may result in a skewed crossing of transit from the south to north side of the GTA West route, however the design is not impossible. An easterly shift in the A2 alignment would be more challenging for the design of the transitway.
  - The width of the route is approximately 250m, which ultimately could be reduced to 170-175m. However, the location of the transmission facility has not been determined and the width required for the transmission facility would be additional.
  - To address concerns related to the location of piers and the effect on sight distance at A2/Mayfield Rd, lower signal heads and/or slightly raising the GTA West route could be considered.
  - The preferred GTA West route resulted in more potential impact to property at A2/Mayfield due to the southerly shift, but the impact may depend on where the 170m width is situated.
  - The preliminary design has been initiated with the third Public Information Centre planned in Fall 2021 / Winter 2022 to present a refined Focused Analysis Area and detailed plan for the highway corridor.
  - The Ministry will add transitway options to the CAD alignment. The CAD alignment may be ready in a week or two for reference only.
  
- Discussion noted the need to be cognizant of intersection spacing (e.g., proximity of A2 to Humber Station Rd). Intersection spacing may not be a concern if A2 is located east of the creek.
  
- Action Item: Consider westerly shift or current alignment of A2. Implications to the SP47 EA and property will need to be considered.

Regards,

**Sonya Bubas, MCIP, RPP**

Project Manager

Infrastructure Programming & Studies

Region of Peel

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

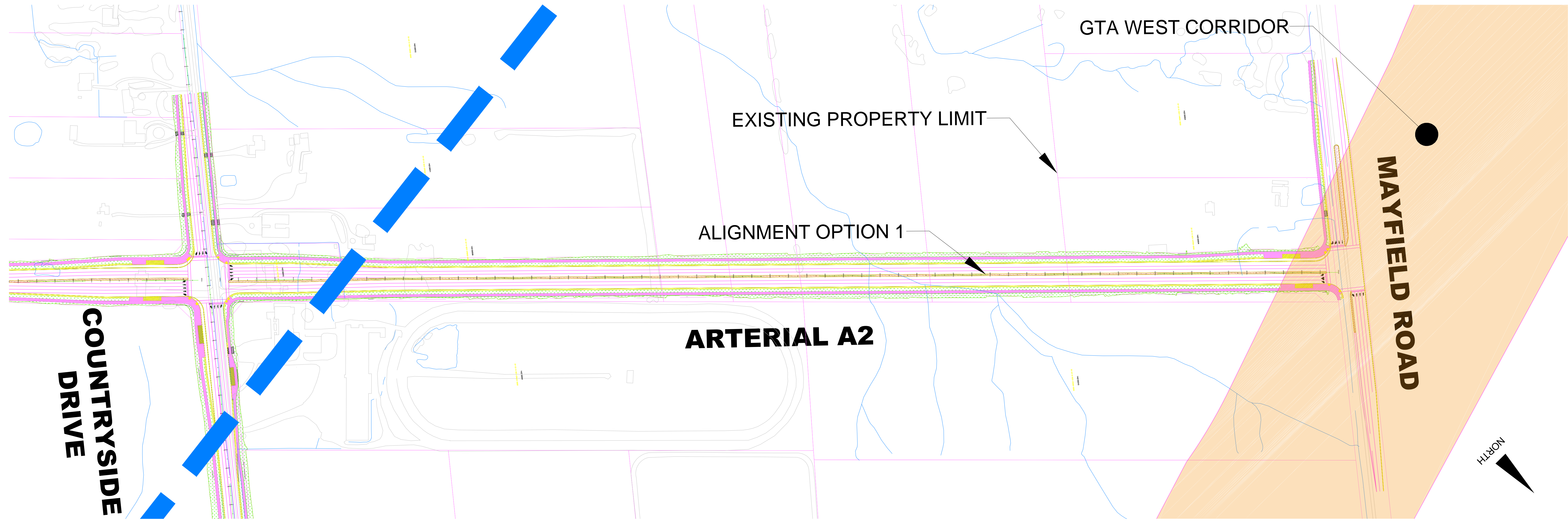
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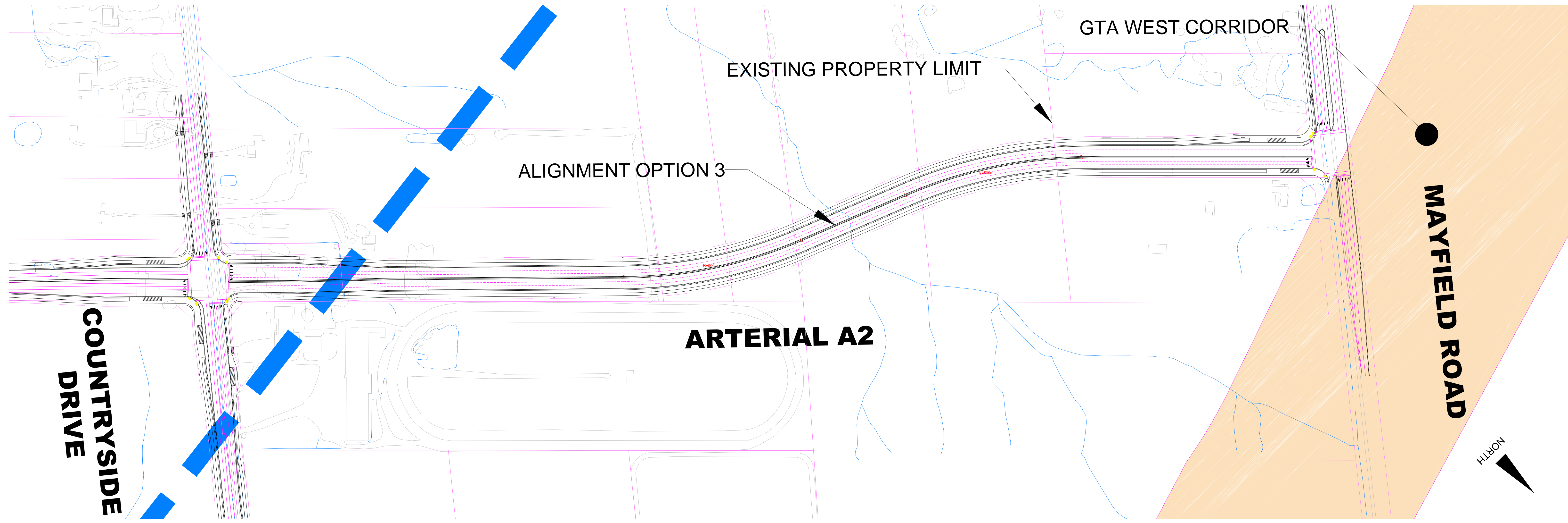
City of Brampton/Region of Peel  
November 3, 2020

<b>ARTERIAL A2 OPTIONS</b>	<b>Option -1 Proposed Alignment (Original)</b>	<b>Option -2 Proposed Alignment (shift to the east)</b>	<b>Option -3 Proposed Alignment (shift to the west)</b>
<b>ROW</b>	45m	45m	45m
<b>Property Impacts</b>	<ul style="list-style-type: none"> <li>Impact: ±57435 sq-m</li> <li>Affected: 8, Buy-out: 1</li> </ul>	<ul style="list-style-type: none"> <li>Impact: ±60090 sq-m</li> <li>Affected: 8, Buy-out: 1</li> </ul>	<ul style="list-style-type: none"> <li>Impact: ±59760 sq-m</li> <li>Affected: 8, Buy-out: 1</li> </ul>
<b>Environmental Impact</b>	One crossing to be realigned	Three crossing to be realigned	<ul style="list-style-type: none"> <li>One crossing to be realigned</li> <li>Potential Impacts to creek and natural habitat located on the west</li> </ul>
<b>Geometric Design</b>	<ul style="list-style-type: none"> <li>No horizontal curvature</li> <li>Intersection spacing between Clarkway Drive and Arterial A2 centerline will be ±625m</li> </ul>	<ul style="list-style-type: none"> <li>Horizontal Curve radius: 1500m</li> <li>Shift to the east is not desirable due to GTA West Corridor location</li> <li>Intersection spacing between Clarkway Drive and Arterial A2 centerline will be ±660m</li> </ul>	<ul style="list-style-type: none"> <li>Horizontal Curve radius: 500m</li> <li>Compromised geometrics</li> <li>Intersection spacing between Clarkway Drive and Arterial A2 centerline will be reduced to ±490m</li> </ul>
<b>Socio-Economic</b>	Major impact on property located in southwest quadrant of Mayfield/A2 intersection	<ul style="list-style-type: none"> <li>Impact on properties located in southwest and southeast quadrant of Mayfield/A2 intersection</li> </ul>	<ul style="list-style-type: none"> <li>Impact on properties located in southwest and southeast quadrant of Mayfield/A2 intersection</li> <li>Potential of creating small remnant land parcels</li> </ul>
<b>Cost</b>	<b>Medium High</b> due to: <ul style="list-style-type: none"> <li>Property Acquisition</li> </ul>	<b>Medium High</b> due to: <ul style="list-style-type: none"> <li>Property Acquisition</li> </ul>	<b>High</b> due to: <ul style="list-style-type: none"> <li>Property Acquisition</li> <li>Mitigation measure to protect natural environment</li> </ul>
<b>Recommendations</b>	Feasible to carry forward	Not feasible to carry forward	Not feasible to carry forward









GTA WEST CORRIDOR

EXISTING PROPERTY LIMIT

ALIGNMENT OPTION 3

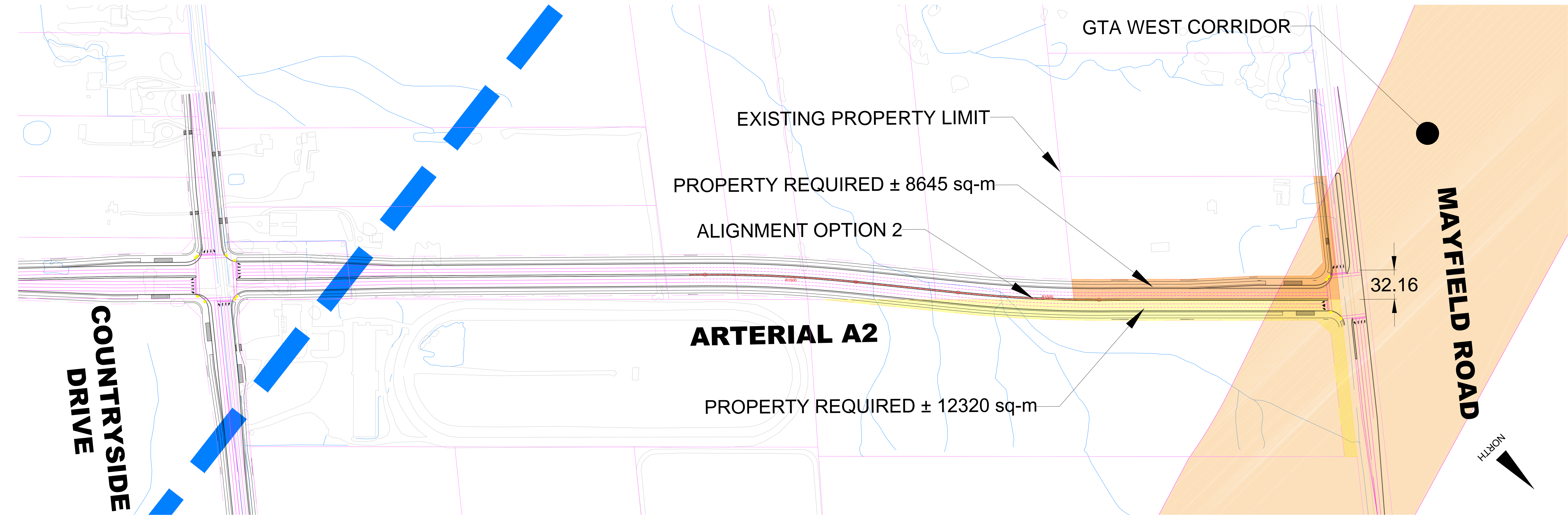
ARTERIAL A2

COUNTRYSIDE DRIVE

MAYFIELD ROAD

NORTH





GTA WEST CORRIDOR

EXISTING PROPERTY LIMIT

PROPERTY REQUIRED ± 8645 sq-m

ALIGNMENT OPTION 2

**ARTERIAL A2**

PROPERTY REQUIRED ± 12320 sq-m

32.16

**MAYFIELD ROAD**

NORTH

**COUNTRYSIDE DRIVE**

## Bubas, Sonya

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**From:** Bubas, Sonya  
**Sent:** February 4, 2021 1:01 PM  
**To:** Choudhury, Fahmi (MTO)  
**Cc:** Gotts, Brent; Morneau, Denise; Goldberg, Jay (Jay.Goldberg@wsp.com); Templeton, Heather; Nejatian, Soheil; McGill, John; Khan, Muhammad; Avsec, Joe; Rook, Sally; Lee, Arthur; Dave, Richa; Jian.Guan@wsp.com; Chris.Barber@ontario.ca; Bishnu.Parajuli@brampton.ca; Hossein.Hosseini@ontario.ca; Jay.Goldberg@wsp.com; britta.patkowski@aecom.com; Grobel, Lukasz (MTO); Jim.Dowell@wsp.com  
**Subject:** SP47 EA - GTA West - Meeting Notes

Hi everyone,

This email is to summarize our discussion on January 22 regarding the preferred GTA West route and proposed A2 alignment in SP47. **Please advise of any errors or omissions before or during our next scheduled meeting on Friday, February 5.**

**Accepted and/or Joined Meeting:** See circulation above

**Absent:** Richa Dave

### Discussion:

#### (1) Introduction and Background

- The Region facilitated introductions and provided background to the meeting
- Wood provided an overview of the A2 Realignment options at Mayfield Rd

#### (2) Option 1: Proposed A2 Alignment at Mayfield Rd

- The Ministry noted:
  - The highway would cross Mayfield Rd at a high skew and with Piers in the median at the Mayfield Rd / A2 intersection
  - The transitway is planned on the south side of the highway
  - Potential traffic, property and cost impacts due to Pier location and movement of utilities and infrastructure
- Wood showed an example of a similar highway crossing (401 interchange at Martin Grove Road) with Piers in the median close to an intersection, and suggested the EA Teams could work together to see how the design can be improved
- **Action: The EA Teams will share the current designs for GTAW and A2 at Mayfield Rd, including an update on Mayfield Rd**

#### (3) Option 2: Easterly Shift in A2 Alignment at Mayfield Rd

- The Ministry noted that moving A2 to the east is not an option

#### (4) Option 3: Westerly Shift in A2 Alignment at Mayfield Rd

- Wood explained that Option 3 results in more remnant parcels and greater impacts to the creek than Option 1
- The Ministry noted that:
  - Piers would be located in the median on Mayfield Rd for either Option 1 or 3; and preference is for the Piers to be located further away from the intersection (the option with higher skew is more costly)
  - The transitway may need to move further [southwest]

---

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

**Sent:** 2021/02/03 12:38 PM

**To:** Nejatian, Soheil <Soheil.Nejatian@brampton.ca>; Khan, Muhammad <muhammad.khan@woodplc.com>

**Cc:** Lee, Arthur <arthur.lee@peelregion.ca>; Rook, Sally <sally.rook@peelregion.ca>; Avsec, Joe <joe.avsec@peelregion.ca>

**Subject:** [EXTERNAL]SP47 EA - GTA West - Meeting Notes

**Importance:** High

Hi Soheil and Muhammad,

Could you advise this afternoon if there are any errors or omissions in the following notes. I would like to circulate these notes to MTO and the rest of our teams today.

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This email is to summarize our discussion on January 22 regarding the preferred GTA West route and proposed A2 alignment in SP47. ***Please advise of any errors or omissions before or during our next scheduled meeting on Friday, February 5.***

**Participants:** See email circulation above.

**Discussion:**

## (1) Introduction and Background

- a. The Region facilitated introductions and provided background to the meeting
- b. Wood provided an overview of the A2 Realignment options at Mayfield Rd

## (2) Option 1: Proposed A2 Alignment at Mayfield Rd

- The Ministry noted:
  - The highway would cross Mayfield Rd at a high skew and with Piers in the median at the Mayfield Rd / A2 intersection
  - The transitway is planned on the south side of the highway
  - Potential traffic, property and cost impacts due to Pier location and movement of utilities and infrastructure
- Wood showed an example of a similar highway crossing with Piers in the median close to an intersection, and suggested the EA Teams could work together to see how the design can be improved
- **Action: The EA Teams will share the current designs for GTAW and A2 at Mayfield Rd, including an update on Mayfield Rd**

## (3) Option 2: Easterly Shift in A2 Alignment at Mayfield Rd

- a. The Ministry noted that moving A2 to the east is not an option

## (4) Option 3: Westerly Shift in A2 Alignment at Mayfield Rd

- a. Wood explained that Option 3 results in more remnant parcels and greater impacts to the creek than Option 1
- b. The Ministry noted that:
  - i. Piers would be located in the median on Mayfield Rd for either Option 1 or 3; and preference is for the Piers to be located further away from the intersection (the option with higher skew is more costly)
  - ii. The transitway may need to move further [southwest]
- c. The Ministry suggested that the environmental significance of Option 3 may be reduced and developers may pick-up [remnant] properties
  - i. **Action: The Ministry asked for the delta difference in property and environmental impacts between Options 1 and 3 (considering the potential of future development land); and also to consider if the southwest property at A2 and Mayfield Rd is contaminated and whether avoiding it is necessary.**
  - ii. The City and Wood noted the potential for Realty impacts. Remnants can be redeveloped but may not be useful for a meaningful purpose **and can result in significant increase in cost.**
  - iii. **Action: The Region and City asked if the Ministry could review the highway design for opportunities to address or mitigate impacts under Options 1 and 3 (e.g., adding a lower signal head)**

## (5) Next Meeting

- **Action: The Region will arrange for the next meeting in two weeks [February 5]**

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

## Shams, Aniq

---

**From:** Bubas, Sonya <sonya.bubas@peelregion.ca>  
**Sent:** Thursday, February 18, 2021 9:43 AM  
**To:** Hosseini, Hossein (MTO); Nejatian, Soheil; Khan, Muhammad; Parajuli, Bishnu; Fahmi.Choudhury; Lukasz.Grobel; Gotts, Brent; britta.patkowski@aecom.com; michael.hoy@brampton.ca; Chinnery, Owen; Cooper, Pam; Oldford, Steven; Barber, Chris (MTO); Cherneski, Keith (MTO); Jian.Guan@wsp.com; Lee, Arthur; Rook, Sally  
**Cc:** Mcgill, John; Avsec, Joe; Dave, Richa; LaRota, Claudia; Morneau, Denise; Templeton, Heather; Jay.Goldberg@wsp.com  
**Subject:** RE: SP47 EA - GTA West - Meeting Notes

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Thank you for the update Hossein. We look forward to the Ministry's response.

**Sonya Bubas, MCIP, RPP**  
Project Manager  
Infrastructure Programming & Studies  
Region of Peel  
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**From:** Hosseini, Hossein (MTO) <Hosseini.Hosseini@ontario.ca>  
**Sent:** February 18, 2021 8:51 AM  
**To:** Bubas, Sonya <sonya.bubas@peelregion.ca>; Nejatian, Soheil <Soheil.Nejatian@brampton.ca>; Khan, Muhammad <muhammad.khan@woodplc.com>; Parajuli, Bishnu <Bishnu.Parajuli@brampton.ca>; Fahmi.Choudhury <Fahmi.Choudhury@ontario.ca>; Lukasz.Grobel <Lukasz.Grobel@ontario.ca>; Gotts, Brent <Brent.Gotts@wsp.com>; britta.patkowski@aecom.com; michael.hoy@brampton.ca; Chinnery, Owen <owen.chinnery@peelregion.ca>; Cooper, Pam <Pam.Cooper@brampton.ca>; Oldford, Steven <steven.oldford@peelregion.ca>; Barber, Chris (MTO) <Chris.Barber@ontario.ca>; Cherneski, Keith (MTO) <Keith.Cherneski@ontario.ca>; Jian.Guan@wsp.com; Lee, Arthur <arthur.lee@peelregion.ca>; Rook, Sally <sally.rook@peelregion.ca>  
**Cc:** Mcgill, John <john.mcgill@woodplc.com>; Avsec, Joe <joe.avsec@peelregion.ca>; Dave, Richa <richa.dave@peelregion.ca>; LaRota, Claudia <Claudia.LaRota@brampton.ca>; Morneau, Denise <Denise.Morneau@wsp.com>; Templeton, Heather <Heather.Templeton@wsp.com>; Jay.Goldberg@wsp.com  
**Subject:** RE: SP47 EA - GTA West - Meeting Notes

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Hello Sonya,

I just wanted to provide you an update with respect to MTO's response and the action item below.

We need more time to discuss this item with MTO senior management. Currently a management meeting is scheduled for March 1<sup>st</sup> for this item and we anticipate a response back to you shortly after, in the first week of March. We trust there should not be any scheduling impact to your EA project. However, if Region requires an earlier response, please let me know.

Regards,  
Hossein

**Hossein Hosseini, P.Eng., PMP**  
Senior Project Engineer

Major Planning Projects Section  
Asset Management Branch, Transportation Infrastructure Management Division  
Direct: 437-771-5385  
E-mail: [hossein.hosseini@ontario.ca](mailto:hossein.hosseini@ontario.ca)

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

**Sent:** February 12, 2021 4:24 PM

**To:** Nejatian, Soheil <[Soheil.Nejatian@brampton.ca](mailto:Soheil.Nejatian@brampton.ca)>; Khan, Muhammad <[muhammad.khan@woodplc.com](mailto:muhammad.khan@woodplc.com)>; Parajuli, Bishnu <[Bishnu.Parajuli@brampton.ca](mailto:Bishnu.Parajuli@brampton.ca)>; Choudhury, Fahmi (MTO) <[Fahmi.Choudhury@ontario.ca](mailto:Fahmi.Choudhury@ontario.ca)>; Grobel, Lukasz (MTO) <[Lukasz.Grobel@ontario.ca](mailto:Lukasz.Grobel@ontario.ca)>; Gotts, Brent <[Brent.Gotts@wsp.com](mailto:Brent.Gotts@wsp.com)>; [britta.patkowski@aecom.com](mailto:britta.patkowski@aecom.com); Hosseini, Hossein (MTO) <[Hossein.Hosseini@ontario.ca](mailto:Hossein.Hosseini@ontario.ca)>; [michael.hoy@brampton.ca](mailto:michael.hoy@brampton.ca); Chinnery, Owen <[owen.chinnery@peelregion.ca](mailto:owen.chinnery@peelregion.ca)>; Cooper, Pam <[Pam.Cooper@brampton.ca](mailto:Pam.Cooper@brampton.ca)>; Oldford, Steven <[steven.oldford@peelregion.ca](mailto:steven.oldford@peelregion.ca)>; Barber, Chris (MTO) <[Chris.Barber@ontario.ca](mailto:Chris.Barber@ontario.ca)>; Cherneski, Keith (MTO) <[Keith.Cherneski@ontario.ca](mailto:Keith.Cherneski@ontario.ca)>; [Jian.Guan@wsp.com](mailto:Jian.Guan@wsp.com); Lee, Arthur <[arthur.lee@peelregion.ca](mailto:arthur.lee@peelregion.ca)>; Rook, Sally <[sally.rook@peelregion.ca](mailto:sally.rook@peelregion.ca)>

**Cc:** McGill, John <[john.mcgill@woodplc.com](mailto:john.mcgill@woodplc.com)>; Avsec, Joe <[joe.avsec@peelregion.ca](mailto:joe.avsec@peelregion.ca)>; Dave, Richa <[richa.dave@peelregion.ca](mailto:richa.dave@peelregion.ca)>; LaRota, Claudia <[Claudia.LaRota@brampton.ca](mailto:Claudia.LaRota@brampton.ca)>; Morneau, Denise <[Denise.Morneau@wsp.com](mailto:Denise.Morneau@wsp.com)>; Templeton, Heather <[Heather.Templeton@wsp.com](mailto:Heather.Templeton@wsp.com)>; [Jay.Goldberg@wsp.com](mailto:Jay.Goldberg@wsp.com)

**Subject:** SP47 EA - GTA West - Meeting Notes

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Hello everyone,

The following is a summary of our discussion regarding the above projects on February 5. **Please advise of any errors or omissions by February 19.**

**Joined Meeting:** see email distribution addressed "To"

**Absent:** see email distribution copied to "Cc"

**Discussion:**

- The Region facilitated introductions and provided context to the meeting.
- Wood explained the difference in impacts between all options.
- Attached are the options and updated evaluation table for Options 1 to 3.
- Wood introduced Option 4 with Option 3 shifted slightly to the east to show equal distribution of property impact near Mayfield Road (see attached).
- Property impact of Option 3 and 4 was considered to be greater than Option 1 partly due to land acquisition, access constraints and potential impact of several remnant properties.

- Environmental impact of Option 3 and 4 was considered greater than Option 1 partly due to their proximity to the floodplain and sensitive habitat. The Ministry noted that the impact of Option 4 may not be as significant as anticipated given that this Option is mostly removed from sensitive areas and may add only marginal impact to the environment when considered in combination with the ongoing widening of Mayfield Road.
- Option 3 and 4 would require additional consultation with property owners and review by environmental authorities, which would significantly delay the project.
- Option 1 was considered to have less negative impact overall than Option 3 and 4. Option 3 and 4 are anticipated to have significantly greater cost than Option 1 due to property impact and environmental mitigation. The design of Option 1 is also preferred over Option 3 and 4.
- Option 1 was recommended as the preferred alignment.
- The Ministry reiterated that piers would be placed in the median on Mayfield Road and their preference is Option 4. However, the highway configuration at A2 and Mayfield Road in Option 1 can be designed to meet standards. There would be no conflicts with daylight triangle and sightlines at the intersection. Signal lights may have to be adjusted to accommodate for A2 under Option 1.
- **ACTION: The Ministry will provide the SP47 EA Team with an update on their response in two weeks.**

Thanks,

**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

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## Bubas, Sonya

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**From:** Bubas, Sonya  
**Sent:** June 10, 2021 8:29 AM  
**To:** Lee, Arthur; Avsec, Joe; Chinnery, Owen; Oldford, Steven; Rook, Sally; Bubas, Sonya; Nieuwenhuysen, Bob; Mohammad, Ghazanfar; Gotts, Brent; Naylor, Amanda (MTO); jennifer.fisher@wsp.com  
**Cc:** Nejatian, Soheil; Hossein.Hosseini  
**Subject:** SP47 - GTA West at Coleraine - Meeting Notes

Hello everyone,

Please see below for notes of our meeting on May 26 regarding GTA West at Coleraine Drive. Please let me know of any errors or omissions by June 17.

Present: Per above recipient list

Regrets: Per above cc list

Discussion:

- MTO's project team explained that GTA West would have to go over:
  - Mayfield Rd due to its proximity to the proposed Arterial A2
  - Hwy 50 due to the proposed freeway interchange
- For GTA West to go over Coleraine Dr, a substantial amount of fill would be required due to watercourse constraints. An alternative is for GTA West to go under Coleraine Dr.
- The need to consider a change to the vertical profile of Coleraine Dr was identified by the GTA West EA. Therefore, the potential change in vertical profile will be assessed under the GTA West EA and not the SP47 EA. The section of Coleraine Dr potentially affected by this change will be highlighted in the SP47 EA as subject to vertical grade refinements by the GTA West EA.
- When available, the MTO will forward to the Region, draft preliminary designs of GTA West at Coleraine Dr.

Regards,

**Sonya Bubas, MCIP, RPP**

Project Manager

Infrastructure Programming & Studies

Region of Peel

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**Ministry of Heritage, Sport,  
Tourism and Culture Industries**

Programs and Services Branch  
401 Bay Street, Suite 1700  
Toronto, ON M7A 0A7  
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**Ministère des Industries du Patrimoine,  
du Sport, du Tourisme et de la Culture**

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June 14, 2021

EMAIL ONLY

Heidy Schopf, MES, CAHP  
Senior Cultural Heritage Specialist, Environment and Infrastructure Solutions  
Wood PLC  
50 Cogell Road, Unit 3  
Richmond Hill, ON L4B 3K6  
Heidy.schopf@woodplc.com

**MHSTCI File** : **0004014**  
**Proponent** : **City of Brampton**  
**Subject** : **Cultural Heritage Assessment Report: Existing Conditions and Impact Assessment**  
**Project** : **Arterial Roads (Part A) Within Highway 427 Industrial Secondary Plan Area**  
**Location** : **City of Brampton, Ontario**

Dear Ms. Schopf:

Thank you for providing the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) with the *Cultural Heritage Assessment Report: Existing Conditions and Impact Assessment* for the above-referenced project (dated April 30, 2021, prepared by Wood).

### **Project Summary**

The purpose of this study is to satisfy Phases 3 and 4 of the Municipal Class EA process for a number of road improvements selected through the Highway 427 Industrial Secondary Plan Area Transportation Master Plan, namely a new six-lane north-south major arterial road from Mayfield Road east of Clarkway Drive to Major Mackenzie Drive (RR50), and a widening of Coleraine Drive from the aforementioned new road to Mayfield Road including realignment at the new road west of RR50.

### **Comments on Cultural Heritage Assessment Report**

We have reviewed the report and offer the following comments.

1. The report identifies the potential impacts to CHR 3 (5556 Countryside Drive) as indirect impacts consisting of minor property acquisition and removal of mature trees along property frontages and driveways. Physical encroachment on a property with CHVI would normally be considered a direct impact. We note in particular that this resource is identified as a cultural heritage landscape, and as such its cultural heritage attributes may not be limited to buildings, and possibly include the trees or other landscape elements being impacted. As such we would recommend that these potential impacts be treated as direct impacts.
2. In Figure 6, it is visually very difficult to distinguish CHR 6 from the project footprint where they overlap, which could cause readers to misinterpret CHR 6 as consisting only of the segment of Coleraine Drive south of the proposed realignment. We recommend adjusting the symbology of the "Direct Impacts" layer for greater visibility.

3. Section 7 references Appendix D; this should be corrected to Appendix C. However, it may in fact be preferable to move the information from Appendix C into Section 7 itself and eliminate the appendix.

Thank you for consulting MHSTCI on this project and please continue to do so throughout the EA process. If you have any questions or require clarification, do not hesitate to contact me.

Sincerely,

Dan Minkin  
Heritage Planner  
[dan.minkin@ontario.ca](mailto:dan.minkin@ontario.ca)

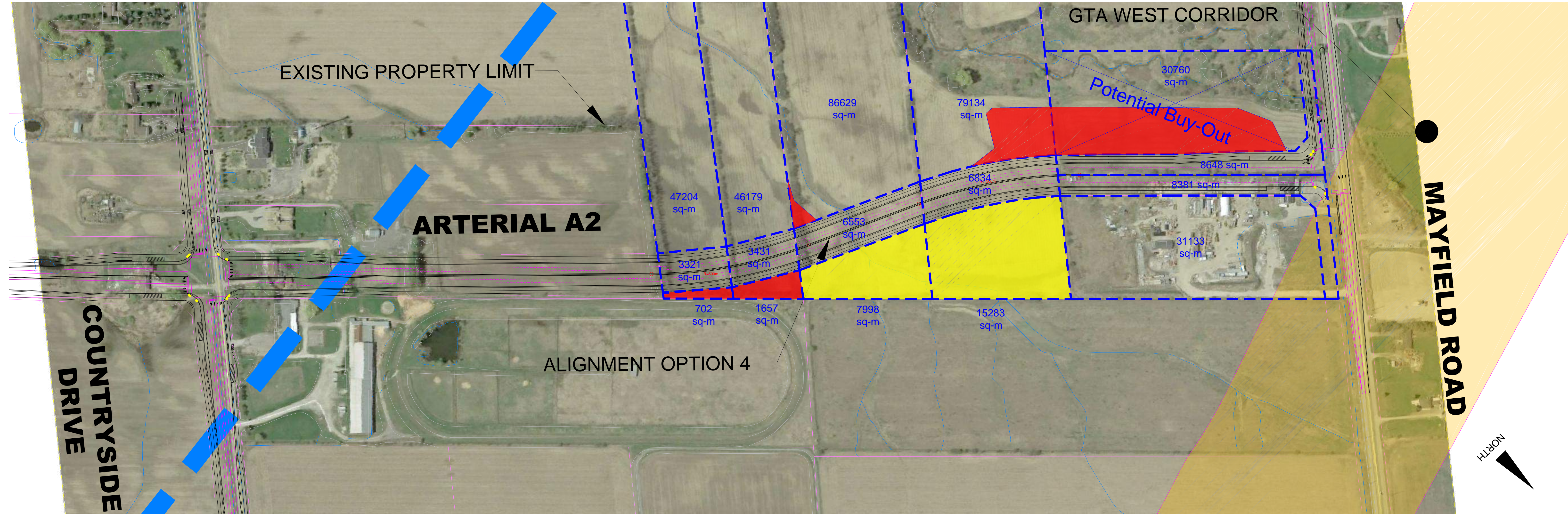
It is the sole responsibility of proponents to ensure that any information and documentation submitted as part of their EA report or file is accurate. MHSTCI makes no representation or warranty as to the completeness, accuracy or quality of the any checklists, reports or supporting documentation submitted as part of the EA process, and in no way shall MHSTCI be liable for any harm, damages, costs, expenses, losses, claims or actions that may result if any checklists, reports or supporting documents are discovered to be inaccurate, incomplete, misleading or fraudulent.

Please notify MHSTCI if archaeological resources are impacted by EA project work. All activities impacting archaeological resources must cease immediately, and a licensed archaeologist is required to carry out an archaeological assessment in accordance with the *Ontario Heritage Act* and the *Standards and Guidelines for Consultant Archaeologists*.

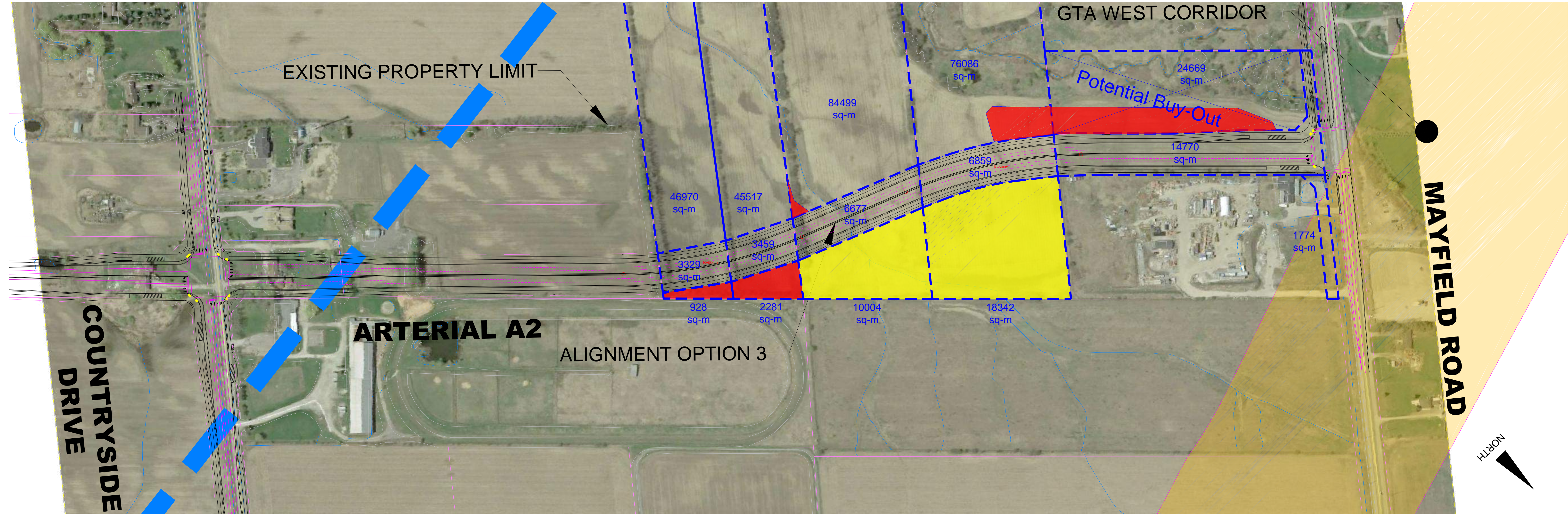
If human remains are encountered, all activities must cease immediately and the local police as well as the Registrar, Burials of the Ministry of Government and Consumer Services (416-326-8800) must be contacted. In situations where human remains are associated with archaeological resources, MHSTCI should also be notified to ensure that the site is not subject to unlicensed alterations which would be a contravention of the *Ontario Heritage Act*.

ARTERIAL A2 OPTIONS	Option -1 Proposed Alignment ( <i>Original</i> )	Option -3 Proposed Alignment ( <i>shift to the west</i> )	Option -4 Proposed Alignment ( <i>Hybrid shift to the west</i> )
<b>ROW</b>	45m	45m	45m
<b>Property Impacts</b>	<ul style="list-style-type: none"> <li>Affected Properties: 6</li> <li>Potential Buy-Out: 0</li> <li>Acquisition for Roadway: 34656 sq-m</li> <li>Remnant land on West: 304738 sq-m</li> <li>Remnant land on East: 7214 sq-m</li> </ul>	<ul style="list-style-type: none"> <li>Affected Properties: 6</li> <li>Potential Buy-Out: 1</li> <li>Acquisition for Roadway: 35094 sq-m</li> <li>Remnant land on West: 277741 sq-m</li> <li>Remnant land on East: 33329 sq-m</li> </ul>	<ul style="list-style-type: none"> <li>Affected Properties: 6</li> <li>Potential Buy-Out: 1</li> <li>Acquisition for Roadway: 37168 sq-m</li> <li>Remnant land on West: 289906 sq-m</li> <li>Remnant land on East: 56773 sq-m</li> </ul>
<b>Environmental Impact</b>	<ul style="list-style-type: none"> <li>One crossing to be realigned</li> <li>No impacts to Clarkway Tributary</li> <li>No encroachment into Regional Flood plain</li> <li>No encroachment into proposed limit of development (10.0m offset from constraint) as identified in Block Plan</li> </ul>	<ul style="list-style-type: none"> <li>One crossing to be realigned</li> <li>Potential Impacts to Clarkway Tributary which is a significant natural environment feature comprising direct fish habitat, bobolink habitat and eastern meadowlark habitat.</li> <li>Encroachment into Regional Flood plain and proposed limit of development (10.0m offset from constraint) as identified in Block Plan at multiple locations.</li> </ul>	<ul style="list-style-type: none"> <li>One crossing to be realigned</li> <li>Potential Impacts to Clarkway Tributary which is a significant natural environment feature comprising direct fish habitat, bobolink habitat and eastern meadowlark habitat.</li> <li>Encroachment into Regional Flood plain</li> <li>Encroachment into proposed limit of development (10.0m offset from constraint) as identified in Block Plan</li> </ul>
<b>Geometric Design</b>	<ul style="list-style-type: none"> <li>No horizontal curvature</li> <li>Intersection spacing between Clarkway Drive and Arterial A2 centerline will be <math>\pm 625</math>m</li> </ul>	<ul style="list-style-type: none"> <li>Horizontal Curve radius: 500m</li> <li>Compromised geometrics</li> <li>Intersection spacing between Clarkway Drive and Arterial A2 centerline will be reduced to <math>\pm 490</math>m</li> </ul>	<ul style="list-style-type: none"> <li>Horizontal Curve radius: 500m</li> <li>Compromised geometrics</li> <li>Intersection spacing between Clarkway Drive and Arterial A2 centerline will be reduced to <math>\pm 511</math>2m</li> </ul>
<b>Socio-Economic</b>	<ul style="list-style-type: none"> <li>Major impact on property located in southwest quadrant of Mayfield/A2 intersection</li> </ul>	<ul style="list-style-type: none"> <li>Impact on properties located in southwest and southeast quadrant of Mayfield/A2 intersection</li> <li>Potential of creating small remnant land parcels</li> </ul>	<ul style="list-style-type: none"> <li>Impact on properties located in southwest and southeast quadrant of Mayfield/A2 intersection</li> <li>Potential of creating small remnant land parcels</li> </ul>
<b>Cost</b>	<b>Medium High</b> due to: <ul style="list-style-type: none"> <li>Property Acquisition</li> <li>No mitigation measure required</li> </ul>	<b>High</b> due to: <ul style="list-style-type: none"> <li>Property Acquisition</li> <li>Mitigation measure to protect natural environment</li> </ul>	<b>High</b> due to: <ul style="list-style-type: none"> <li>Property Acquisition</li> <li>Mitigation measure to protect natural environment</li> </ul>
<b>General Comments</b>	<ul style="list-style-type: none"> <li>Project schedule not affected</li> </ul>	<ul style="list-style-type: none"> <li>High risk of reducing developable land value.</li> <li>Difficult to predict value of remnant parcels and forecast subsequent damages that arises as a result of bifurcating properties and reducing meaningful development opportunity.</li> <li>Difficult to establish cost of environmental mitigation without detailed investigation and design parameters/options.</li> <li>Increase in project budget to further investigate feasibility.</li> <li>Significantly delay project schedule due to further investigation, consultation with Agencies (TRCA, DFO, etc.), landowner, stakeholders and public as a result of redesign.</li> </ul>	<ul style="list-style-type: none"> <li>High risk of reducing developable land value.</li> <li>Difficult to predict value of remnant parcels and forecast subsequent damages that arises as a result of bifurcating properties and reducing meaningful development opportunity.</li> <li>Difficult to establish cost of environmental mitigation without detailed investigation and design parameters/options.</li> <li>Increase in project budget to further investigate feasibility.</li> <li>Significantly delay project schedule due to further investigation, consultation with Agencies (TRCA, DFO, etc.), landowner, stakeholders and public as a result of redesign.</li> </ul>
<b>Recommendations</b>	Feasible to carry forward	Not feasible to carry forward	Not feasible to carry forward

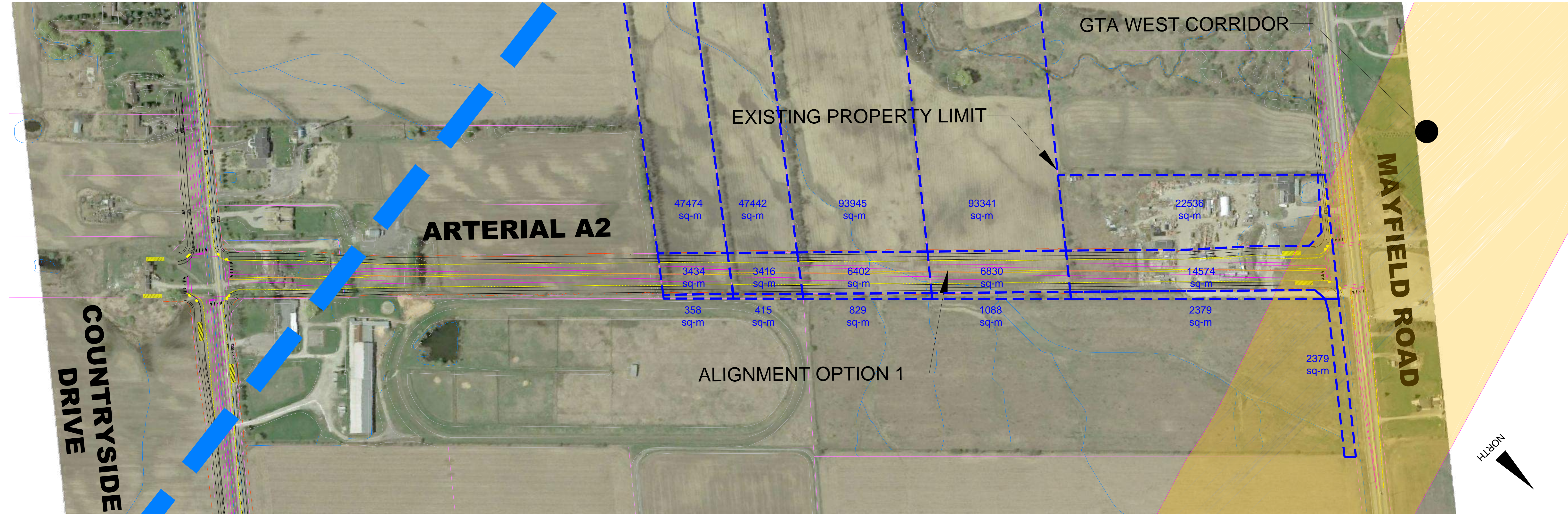
















June 18, 2021

Sonya Bubas, MCIP, RPP  
Project Manager  
Infrastructure Programming & Studies  
Region of Peel  
10 Peel Centre Drive, Suite B, 4th Floor  
Brampton, ON L6T 4B9

**Subject: GTA West EA/SP47 EA Coordination**

Dear Ms. Bubas,

The purpose of this letter is to provide a formal response from the GTA West (GTAW) Transportation Corridor Environmental Assessment and preliminary design project team regarding the proposed alignment for the future 'Arterial A2' road, which is being studied as part of the Region's Secondary Plan 47 Environmental Assessment Study.

The Region's proposed intersection of Arterial A2 and Mayfield Road is approximately 50 m west of the currently proposed GTAW alignment, and approximately 15 m west of the proposed transitway alignment. Given this close proximity, the GTAW team reviewed whether the intersection would be compatible with the future GTAW and its associated transitway. As a result of this review, the GTAW project team has agreed that a change to Arterial A2 alignment will not be requested.

It should be noted that, based on the design plans provided to the GTAW project team by the Region, additional median width will be required on Mayfield Road in the area of the GTAW. This additional width will be required to accommodate median bridge piers that will be required for the GTAW and transitway overpasses. Given the proximity of the GTAW and transitway bridges to the Arterial A2/ Mayfield Road intersection, it is likely that the intersection geometry will require modification to accommodate the median widening.



The GTAW project team will continue to consult with the Region via periodic study updates; however, we welcome discussion with you at any time.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Brent Gotts'. The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Brent Gotts

Senior Project Manager  
Transportation Planning  
WSP Canada Inc.

Copies: Arthur Lee, Region of Peel  
Soheil Nejatian, City of Brampton  
Hossein Hosseini, MTO  
Amanda Naylor, MTO  
Mara Bullock, WSP  
Nadia Diczki, WSP  
Tim Sorochinsky, AECOM  
Britta Patkowski, AECOM

## Bubas, Sonya

---

**From:** Mota, Steve <Steve.Mota@york.ca>  
**Sent:** July 2, 2021 2:36 PM  
**To:** Bubas, Sonya; Nieuwenhuysen, Bob; Hasselbacher, John  
**Cc:** Crawford, Lauren  
**Subject:** SP47 - Arterial A2 and Hwy 50 Interchange

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

Hi folks,

Thank you for sharing information regarding the A2 intersection at Highway 50. Please include the following wording in the final EA report:

York Region was consulted during this Class EA and has no concerns with the interim at-grade intersection being proposed at A2/Highway 50. At the time of completing this Class EA, York Region had not endorsed the recommended ultimate grade-separated intersection/interchange. Additional consultation will be carried out with York Region as part of post EA approval activities. Major Mackenzie Drive forms the east leg of this intersection and is under York Region's jurisdiction. York Region's approval will ultimately be required in order to implement the recommended ultimate grade-separated intersection/interchange which extends along Major Mackenzie Drive and into York Region's jurisdiction.

I trust this wording represents our mutual understanding and is acceptable.

Regards.

**Steve Mota, P.Eng.** | Program Manager – Transportation Planning  
Transportation & Infrastructure Planning Branch | Transportation Services

---

The Regional Municipality of York | 17250 Yonge Street | Newmarket, ON L3Y 6Z1  
O: 905-830-4444 ext. 75056 | [Steve.Mota@york.ca](mailto:Steve.Mota@york.ca) | [www.york.ca](http://www.york.ca)

---

**From:** Bubas, Sonya <sonya.bubas@peelregion.ca>  
**Sent:** Wednesday, June 30, 2021 11:32 AM  
**To:** Mota, Steve <Steve.Mota@york.ca>  
**Cc:** Nieuwenhuysen, Bob <bob.nieuwenhuysen@peelregion.ca>; Hasselbacher, John <john.hasselbacher@peelregion.ca>  
**Subject:** RE: SP47 - Arterial A2 and Hwy 50 Interchange

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Hi Steve,

The interchange is the preliminary preferred design for the ultimate (2041) scenario at Hwy 50/A2. The intersection would be constructed at-grade for the interim.



Additional information on the ultimate and interim preliminary preferred design concepts is available on the Project website at <https://www.brampton.ca/EN/residents/Roads-and-Traffic/Planning-and-Projects/Pages/Area-47-Arterial-Roads.aspx>.

We are working to file the Environmental Study Report this Fall.

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



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July 21, 2021

TC Energy  
450 - 1 Street S. W.  
Calgary, Alberta  
T2P 5H1

Attn: Mr. Geoffrey R. Kneller, CD, P.Eng., MBA  
Senior Engineer, Right of Way Management  
Canada Gas Energy

**Re: City of Brampton  
Class EA Study  
Proposed East-West Arterial Road  
Block Plans 47-1/47-2  
The Gore Road to Proposed North-South Arterial Road  
Our [REDACTED]**

Dear Mr. Kneller:

**By e-mail**

We advise that [REDACTED] is assisting the City of Brampton and Wood PLC in responding to TC Energy on the subject Study. More specifically, you provided detailed comments to Wood PLC by letter dated October 27<sup>th</sup> 2020 to Wood PLC and MHBC provided comments to the City of Brampton by letter dated October 23<sup>rd</sup> 2020. These comments are particularly helpful in understanding the TC Energy requirements and in considering how the proposed East-West Arterial Road and associated Collector Road crossings and infrastructure interact with the TC Energy and Enbridge Gas pipelines.

As background, we advise that pursuant to the Class EA process Wood evaluated a number of alternative alignments for the East-West Arterial Road between The Gore Road and Clarkway Drive including:

- Alternative 1... Alignment located immediately to the south of and contiguous with the TC Energy Easement [as per Secondary Plan for Area 47 as adopted by City of Brampton Council in 2014].
- Alternative 2... Alignment located approximately 120m south of the TC Energy Easement.
- Alternative 3... Alignment located north of the TC Energy Easement.

These Alternatives were presented at a Public Information Centre held in November 2016 and were subsequently evaluated in the context of Social/Cultural, Natural Environment, Technical (Engineering) and Economic criteria. Alternative 1 was confirmed as being the Preferred Alternative and was subsequently reflected in the Block Plans for 47-1/47-2 as approved by the Local Planning Appeal Tribunal (LPAT) on October 6<sup>th</sup> 2020 with the concurrence of the Region of Peel, City of Brampton and Toronto and Region Conservation.

Page 2  
July 21, 2021

TC Energy  
Attn: Mr. Geoffrey R. Kneller, CD, P.Eng., MBA  
**Re: City of Brampton**  
**Class EA Study**  
**Proposed East-West Arterial Road**  
**Block Plans 47-1/47-2**  
**The Gore Road to Proposed North-South Arterial Road**

As recommended in your letter of October 27<sup>th</sup> 2020, and, on behalf of the City of Brampton, [REDACTED] coordinated the fieldwork required to accurately locate the TC Energy and Enbridge pipelines at all of the proposed crossing locations and subsequently prepared preliminary engineering drawings to show all of the proposed aboveground and underground infrastructure at the proposed road crossings of the Easement. The specifics of the work that was completed are summarized as follows:

1. Hydrovac test pits were completed at the proposed crossings of the TC Energy Easement to determine the locations and obverts of the existing TC Energy and Enbridge pipe lines. This work was coordinated with (and under the inspection of) representatives of TC Energy and Enbridge. The locations and pipe obverts were surveyed by J.D. Barnes OLS and the information was provided to Candevcon for subsequent use.
2. Based on the survey information provided by J.D. Barnes OLS, drawings were prepared to show the proposed road and infrastructure crossings of the Easement including the survey information of the pipelines, as well as proposed aboveground (curbs, sidewalks) and underground (sanitary sewers and watermains where applicable) infrastructure. As illustrated on the enclosed pdf's of Drawings 1 to 5, the drawings illustrate the following crossings of the Easement:
  - Drawing No. 1 Rev. 1: Collector Road "E" Crossing
  - Drawing No. 2 Rev. 1: Collector Road G1 Crossing
  - Drawing No. 3 Rev. 1: East-West Arterial Road Crossing
  - Drawing No. 4: Collector Road "K" and Street "L" Crossings
  - Drawing No. 5: Proposed Rainbow Creek Corridor Crossing
3. In consideration of the technical requirements as outlined in your letter dated October 27<sup>th</sup> 2020, the preliminary design of the road and infrastructure reflected the following parameters:
  - (i) Minimum cover of 1.2m as per Table 4.9 of CSA Z662;
  - (ii) Minimum clearance to underground pipes of 0.5m [*0.3m minimum specified in Table 4.9 of CSA Z662*];
  - (iii) Storm drainage directed away from the TC Energy Easement;
  - (iv) No structures such as manholes, catch basins, retaining walls, utility poles, located within the TC Energy Easement;
  - (v) Proposed grades generally provide 1.35m cover to the most shallow pipeline [*1.2m minimum required as per Table 4.9 of CSA Z662*].

Page 3  
July 21, 2021

TC Energy

Attn: Mr. Geoffrey R. Kneller, CD, P.Eng., MBA

**Re: City of Brampton  
Class EA Study  
Proposed East-West Arterial Road  
Block Plans 47-1/47-2  
The Gore Road to Proposed North-South Arterial Road  
Our File [REDACTED]**

4. With respect to Item “c” of your letter concerning the crossing by the East-West Arterial Road of the TC Energy Easement, we note that Section 4.12.1.3 of CSA Z662 states:

*“Where practical, crossings other than water crossings shall be made so that the angle between the centreline of the railway, road, or utility being crossed and the centreline of the pipeline is not less than 45° and is as close to 90° as practical.”*

The commentary on Section 4.12.1.3 states:

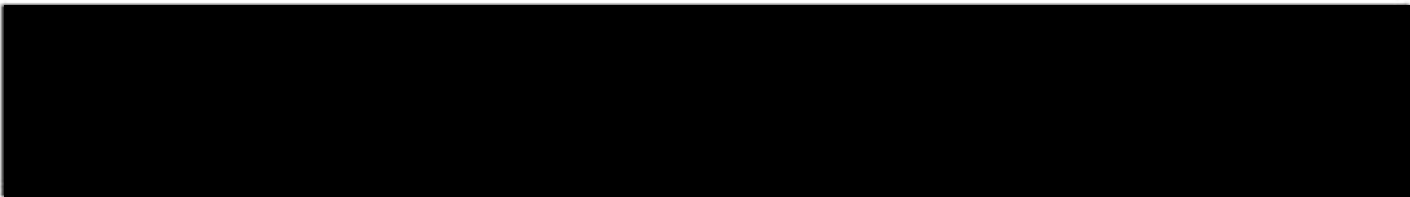
*“Crossings other than water crossings are to be made, where practicable, using the minimum amount of piping, in order to minimize the associated interaction of the piping with the item being crossed and thereby reduce the risk of damage. Water crossings are exempt from this requirement in recognition of the fact that other design criteria can dictate the preferred crossing angle.”*

It is evident that the aforementioned section is contingent on the practicality of crossing alignments and recognizes that, with respect to such infrastructure as water crossings other design criteria can dictate the preferred crossing angle. Clearly, the crossing angle with respect to the East-West Arterial Road is governed by the results of a rigorous evaluation of Alternatives that was completed as part of the Arterial Roads EA process pursuant to the spacing of the intersection of the East-West Arterial Road/Coleraine Drive/North-South Arterial Road to the Regional Road 50 intersection. This EA process included two (2) Public Information Centres and detailed traffic analyses and road design.

We understand that TC Energy will be required by the Canada Energy Regulator to prepare a detailed engineering analysis of all loads expected during construction and operation of the crossings and to provide designs for appropriate mitigation. We also understand that the cost of engineering analysis and design work outside of a preliminary review, and, the costs of any required mitigation, will be 100% the responsibility of the proponents.

We trust that the enclosed information provides you with the information requested in your letter to facilitate your further review. If there is any missing information please advise.

The City of Brampton wishes to finalize the EA Study as soon as possible, and, in this regard, will be pleased to host a virtual meeting with TC Energy and all stakeholders to address any questions or comments. Kindly advise of the availability of TC Energy representatives for such a meeting.



Page 4  
July 21, 2021

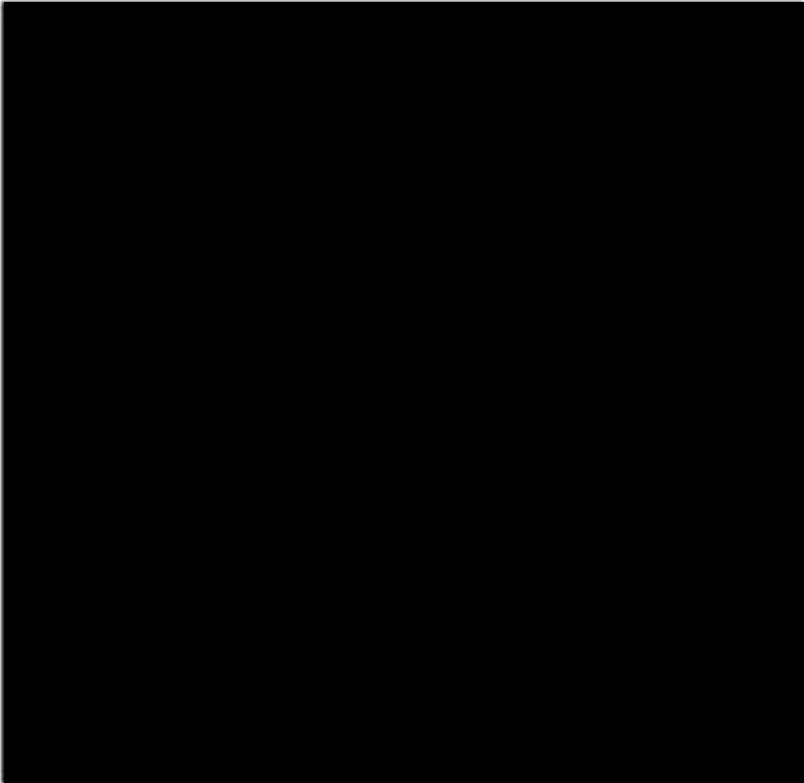
TC Energy

Attn: Mr. Geoffrey R. Kneller, CD, P.Eng., MBA

**Re: City of Brampton  
Class EA Study  
Proposed East-West Arterial Road  
Block Plans 47-1/47-2  
The Gore Road to Proposed North-South Arterial Road  
Our File No. W20167**

We look forward to working collaboratively with TC Energy to advance the EA Study.

Yours truly,



# Minutes

**Date:** March 10, 2022  
**File #:** TP115086  
**Meeting Date & Time:** Friday – December 3, 2021 (1:30 pm – 2:30 pm)  
**Meeting at:** Microsoft Teams  
**Subject:** Area 47 Project – TAC and Municipal Group Meeting

**Attendees:**

Ghaz Mohammad, City of Brampton	Andrew Kim, Peel Region
Soheil Nejatian, City of Brampton	Steven Oldford, Peel Region
Bishnu Parajuli, City of Brampton	Aleksander Masley, Peel Region
Claudia LaRota, City of Brampton	Muhammad Khan, Wood
Alice Herculson, City of Brampton	James Milton, Wood
Gurmeet Saini, City of Brampton	Aniqa Shams, Wood
Sonya Bubas, Region of Peel	Steve Mota, York Region
Matthew Cambas, Peel Region	Marco Mucciarelli, MTO
Italia Ponce Vanelli, Peel Region	Curtis Beyer, MTO
Roger Silva, Peel Region	Martin Michalek, MTO
Syeda Banuri, Peel Region	Jonathan McGarry, MTO
Manvir Tatla, Region of Peel	Geoff Kneller, TC Energy
Rebecca Caughey, Peel Region	Adam Saab, TC Energy
Owen Chinnery, Peel Region	Mani Shahrokni, City of Vaughan
Orest Jacyla, Peel Region	Mara Bullock, WSP
Jerry Kulyk, Peel Region	Britta Patkowski, AECOM
Damien Jamroz, Peel Region	Arash Olia, Town of Caledon

## MATTERS DISCUSSED

1. City of Brampton introduced the meeting followed by introductions from all present.
2. Wood presented the PIC slides and preliminary design of the Part B roads.

## Comments and Responses Received

### Comment

3. MTO: Is there an overall map in terms of how it impacts GTA West / Highway 413?

### Response

- a. Project Team has been in discussion with MTO staff. The City can provide an overall map.

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**PLEASE NOTE:** If there is any comment or amendment to be made to these meeting notes, they should be brought to the notice of Wood within five (5) business days of issue and confirmed in writing.





Continued...

Meeting Date: December 3, 2021

### **MATTERS DISCUSSED**

4. MTO is interested in crossings and how it can be incorporated in the Highway 413 project.
5. Has any safety audits been completed? Or a collision analysis?
6. TC Energy will require a detailed review of the proposed plans. Please circulate those detailed plans for comments and feedback. Main points of contact are:  
Geoff Kneller:  
[geoff\\_kneller@tcenergy.com](mailto:geoff_kneller@tcenergy.com).
7. Have any SUE investigation been completed?
8. Are there plans to meet with utilities prior to detailed design?
9. Can an updated schedule be provided along with the meeting minutes?
10. Enbridge noted the need to be engaged separately from TC Energy.
- b. Wood, Region and City have already discussed with MTO and have received confirmation for proposed Arterial A2/Mayfield intersection.
- c. A separate meeting will be scheduled with MTO to further discuss Clarkway/Mayfield Intersection and Hwy 50/Countryside Dr intersection in relation to the Highway 413 design and protection zone.
- d. A traffic study was completed and the report can be provided. However, no safety audit was completed as part of the traffic study.
- e. Project team will circulate the plans to TC Energy for review.
- f. No SUE investigations have been completed.
- g. Yes, the Project Team will be meeting with utilities once Stakeholder and TAC meetings are complete.
- h. The draft schedule is provided on the next page.
- i. Noted

Meeting Minutes prepared by:

Wood Environment & Infrastructure Solutions  
a Division of Wood Canada Limited

Per: Aniq Shams  
Environmental Planner

Continued...

Meeting Date: December 3, 2021

**Draft Schedule - Tentative Milestones**

- Q1 2022 - Geotech Field Investigation
- Q2 2022 - Stormwater Management
- Q2 2022 - Structural Design
- Q2 2022 - Road Design
- Q2 2022 - PIC
- Q3 2022 - Filing ESR

## Shams, Aniq

---

**From:** Adam Saab <adam\_saab@tcenergy.com>  
**Sent:** Thursday, January 6, 2022 11:55 AM  
**To:** Shams, Aniq  
**Cc:** Khan, Muhammad; Nejatian, Soheil; Bubas, Sonya; Geoff Kneller  
**Subject:** RE: SP47: Part B Agency / Municipal Group Meeting

**CAUTION:** External email. Please do not click on links/attachments unless you know the content is genuine and safe.

Hello Aniq,

We met with you on December 3<sup>rd</sup> regarding the City of Brampton arterial roads and requested that detailed designs be sent to us for our review. When do you expect that these detailed designs would be forwarded on to us?

Thanks!

Regards,

Adam Saab, P.Eng.  
Integrated Land-use Management  
Right-of-way Management  
Canada Gas Engineering

[adam\\_saab@tcenergy.com](mailto:adam_saab@tcenergy.com)



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Canada, T2P 5H1

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**From:** Shams, Aniq <aniqa.shams@woodplc.com>

**Sent:** Friday, December 3, 2021 1:15 PM

**To:** Cambas, Matthew <matthew.cambas@peelregion.ca>; Hamdani, Hashim <hashimali.hamdani@peelregion.ca>; Nieuwenhuysen, Bob <bob.nieuwenhuysen@peelregion.ca>; Silva, Roger <roger.silva@peelregion.ca>; Caughey, Rebecca <rebecca.caughey@peelregion.ca>; ZZG-PWI <pwi@peelregion.ca>; Ponce Vanelli, Italia <italia.ponce@peelregion.ca>; Banuri, Syeda <syeda.banuri@peelregion.ca>; Jamroz, Damian <damian.jamroz@peelregion.ca>; mani.shahrokni@vaughan.ca; kant.chawla@caledon.ca; kathie.kurtz@caledon.ca; ryan.gulyas@peelregion.ca; steve.mota@york.ca; joshua.wang@york.ca; shawn.ellsworth@york.ca; Ryan.Tucker@caledon.ca; dean.kemper@ontario.ca; project\_team@gta-west.com; emily.funnell@ontario.ca; Robert.Agostini@alecrautilities.com; Suzanne Bevan <Suzanne.Bevan@trca.ca>; Adam Miller <Adam.Miller@trca.ca>; richa.dave@peelregion.ca; Arash Olia <Arash.Olia@caledon.ca>; Andrew Pearce <Andrew.Pearce@caledon.ca>; Durdle, Scott <scott.durdle@peelregion.ca>; Geoff Kneller <geoff\_kneller@tcenergy.com>; Gentile, Catherine <Catherine.Gentile@wsp.com>; Adam Saab <adam\_saab@tcenergy.com>; James Dymont <jim@municipalplanning.ca>; Goldberg, Jay <Jay.Goldberg@wsp.com>; Tatla, Manvir <manvir.tatla@peelregion.ca>; Mucciarelli, Marco (MTO) <Marco.Mucciarelli@ontario.ca>; Bullock, Mara <Mara.Bullock@wsp.com>; Patkowski, Britta <britta.patkowski@aecom.com>; Jacyla, Orest <orest.jacyla@peelregion.ca>; Kulyk, Jerry <yaroslav.kulyk@peelregion.ca>; Saini, Gurmeet <Gurmeet.Saini@brampton.ca>; Shane.Beirnes@brampton.ca; LaRota, Claudia <Claudia.LaRota@brampton.ca>; Alice.Herculson@brampton.ca; Oldford, Steven

<steven.olford@peelregion.ca>; Jonathan.McGarry@ontario.ca; andrew.kim@peelregion.ca; Curtis.Beyer@ontario.ca; Martin.Michalek@ontario.ca; Chinnery, Owen <owen.chinnery@peelregion.ca>; alex.masley@peelregion.ca  
**Cc:** Khan, Muhammad <muhammad.khan@woodplc.com>; Milton, James <james.milton@woodplc.com>; Nejatian, Soheil <Soheil.Nejatian@brampton.ca>; Mohammad, Ghazanfar <Ghazanfar.Mohammad@brampton.ca>; Parajuli, Bishnu <Bishnu.Parajuli@brampton.ca>; Bubas, Sonya <sonya.bubas@peelregion.ca>  
**Subject:** [EXTERNAL] SP47: Part B Agency / Municipal Group Meeting

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Hi all,

Thank you to everyone who attended today's Area 47 Part B Agency / Municipal Group meeting. As mentioned during the call, the presentation is attached to this email for review and comment. Following this email, our design team will forward design files. If you have any comments, please send it to myself and the Project Team cc'd on this email.

Meeting minutes will also be circulated at a later date.

Hope everyone has a great weekend!

Best regards,  
Aniqa

**Aniqa Shams, RPP, MCIP**

Human Environment Consultant

Pronouns – She/Her/Hers

Mobile: + (416) 357-2093

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

**wood.**

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## Shams, Aniq

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**From:** Khan, Muhammad  
**Sent:** Wednesday, December 8, 2021 6:33 PM  
**To:** Arash Olia  
**Cc:** Shams, Aniq; Bubas, Sonya; Nejatian, Soheil  
**Subject:** RE: SP47: Part B Agency / Municipal Group Meeting

Hi Arash

We are doing well, thank you. The points you have noted are correct and could be summarized as:

- **PIC # 2 for Part B Roads:** Yes, we are targeting January 2022.
- **Design Feedback:** That is our approach for now to obtain feedback from the agencies, stakeholders and address them prior to PIC # 2 if received intime. If not, the design will again be distributed before filing ESR. The agencies/stakeholders/public will still have time to provide input before filing.
- **Future Roads:** Yes, the future road design has been created based on the cross sections displayed during the meeting and it will be circulated shortly.
- **ESR:** Tentative timeline for Part A is first quarter of 2022 and Part B is second quarter of 2022.
- **Clarkway Drive/Humber Station Road:** Yes, it is proposed to align Clarkway Drive with Humber Station Road and eliminate Jog by Shifting Clarkway drive to the east south of Mayfield Road.

Regards,

**Muhammad Khan M.Eng., P.Eng.**

Mobile: +1 (905) 407 3438  
[www.woodplc.com](http://www.woodplc.com)

**wood.**

---

**From:** Arash Olia <Arash.Olia@caledon.ca>  
**Sent:** Tuesday, December 7, 2021 7:44 AM  
**To:** Khan, Muhammad <muhammad.khan@woodplc.com>  
**Subject:** Fwd: SP47: Part B Agency / Municipal Group Meeting

**CAUTION:** External email. Please do not click on links/attachments unless you know the content is genuine and safe.

Hi Muhammad, I hope all is well.

I have some technical difficulties at the end of the meeting. Would you please update me on the outcome of this meeting?

It is my understanding that the PIC 2 will be held in January 2022. Also, the project team will be finalizing the preliminary preferred designs based on feedback from the meeting, technical investigations, and consultation with technical and regulatory agencies and will be presented to the public in PIC 2.

Will the project team prepare the preliminary design based on the cross-sections outlined in the slides deck to present at the second PIC? Any timeline for the ESR?

Finally, as for the connection with Mayfield Road, it is my understanding that Clarkway Drive will be aligned with Humber Station to address the existing offset. Am I right?

Thanks,

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)

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**From:** Shams, Aniq <[aniqa.shams@woodplc.com](mailto:aniqa.shams@woodplc.com)>

**Sent:** Friday, December 3, 2021 3:15 PM

**To:** Cambas, Matthew <[matthew.cambas@peelregion.ca](mailto:matthew.cambas@peelregion.ca)>; Hamdani, Hashim <[hashimali.hamdani@peelregion.ca](mailto:hashimali.hamdani@peelregion.ca)>; Nieuwenhuysen, Bob <[bob.nieuwenhuysen@peelregion.ca](mailto:bob.nieuwenhuysen@peelregion.ca)>; Silva, Roger <[roger.silva@peelregion.ca](mailto:roger.silva@peelregion.ca)>; Caughey, Rebecca <[rebecca.caughey@peelregion.ca](mailto:rebecca.caughey@peelregion.ca)>; ZZG-PWI <[pwi@peelregion.ca](mailto:pwi@peelregion.ca)>; Ponce Vanelli, Italia <[italia.ponce@peelregion.ca](mailto:italia.ponce@peelregion.ca)>; Banuri, Syeda <[syeda.banuri@peelregion.ca](mailto:syeda.banuri@peelregion.ca)>; Jamroz, Damian <[damian.jamroz@peelregion.ca](mailto:damian.jamroz@peelregion.ca)>; mani.shahrokni@vaughan.ca <[mani.shahrokni@vaughan.ca](mailto:mani.shahrokni@vaughan.ca)>; Kant Chawla <[Kant.Chawla@caledon.ca](mailto:Kant.Chawla@caledon.ca)>; kathie.kurtz@caledon.ca <[kathie.kurtz@caledon.ca](mailto:kathie.kurtz@caledon.ca)>; ryan.gulyas@peelregion.ca <[ryan.gulyas@peelregion.ca](mailto:ryan.gulyas@peelregion.ca)>; steve.mota@york.ca <[steve.mota@york.ca](mailto:steve.mota@york.ca)>; joshua.wang@york.ca <[joshua.wang@york.ca](mailto:joshua.wang@york.ca)>; shawn.ellsworth@york.ca <[shawn.ellsworth@york.ca](mailto:shawn.ellsworth@york.ca)>; Ryan.Tucker@caledon.ca <[Ryan.Tucker@caledon.ca](mailto:Ryan.Tucker@caledon.ca)>; dean.kemper@ontario.ca <[dean.kemper@ontario.ca](mailto:dean.kemper@ontario.ca)>; project\_team@gta-west.com <[project\\_team@gta-west.com](mailto:project_team@gta-west.com)>; emily.funnell@ontario.ca <[emily.funnell@ontario.ca](mailto:emily.funnell@ontario.ca)>; Robert.Agostini@aelectrautilities.com <[Robert.Agostini@aelectrautilities.com](mailto:Robert.Agostini@aelectrautilities.com)>; Suzanne Bevan <[Suzanne.Bevan@trca.ca](mailto:Suzanne.Bevan@trca.ca)>; Adam Miller <[Adam.Miller@trca.ca](mailto:Adam.Miller@trca.ca)>; richa.dave@peelregion.ca <[richa.dave@peelregion.ca](mailto:richa.dave@peelregion.ca)>; Arash Olia <[Arash.Olia@caledon.ca](mailto:Arash.Olia@caledon.ca)>; Andrew Pearce <[Andrew.Pearce@caledon.ca](mailto:Andrew.Pearce@caledon.ca)>; Durdle, Scott <[scott.durdle@peelregion.ca](mailto:scott.durdle@peelregion.ca)>; Geoff Kneller <[geoff\\_kneller@tcenergy.com](mailto:geoff_kneller@tcenergy.com)>; Gentile, Catherine <[Catherine.Gentile@wsp.com](mailto:Catherine.Gentile@wsp.com)>; Adam Saab <[adam\\_saab@tcenergy.com](mailto:adam_saab@tcenergy.com)>; James Dymont <[jim@municipalplanning.ca](mailto:jim@municipalplanning.ca)>; Goldberg, Jay <[Jay.Goldberg@wsp.com](mailto:Jay.Goldberg@wsp.com)>; Tatla, Manvir <[manvir.tatla@peelregion.ca](mailto:manvir.tatla@peelregion.ca)>; Mucciarelli, Marco (MTO) <[Marco.Mucciarelli@ontario.ca](mailto:Marco.Mucciarelli@ontario.ca)>; Bullock, Mara <[Mara.Bullock@wsp.com](mailto:Mara.Bullock@wsp.com)>; Patkowski, Britta <[britta.patkowski@aecom.com](mailto:britta.patkowski@aecom.com)>; Jacyla, Orest <[orest.jacyla@peelregion.ca](mailto:orest.jacyla@peelregion.ca)>; Kulyk, Jerry <[yaroslav.kulyk@peelregion.ca](mailto:yaroslav.kulyk@peelregion.ca)>; Saini, Gurmeet <[Gurmeet.Saini@brampton.ca](mailto:Gurmeet.Saini@brampton.ca)>; Shane.Beirnes@brampton.ca <[Shane.Beirnes@brampton.ca](mailto:Shane.Beirnes@brampton.ca)>; LaRota, Claudia <[Claudia.LaRota@brampton.ca](mailto:Claudia.LaRota@brampton.ca)>; Alice.Herculson@brampton.ca <[Alice.Herculson@brampton.ca](mailto:Alice.Herculson@brampton.ca)>; Oldford, Steven <[steven.oldford@peelregion.ca](mailto:steven.oldford@peelregion.ca)>; Jonathan.McGarry@ontario.ca <[Jonathan.McGarry@ontario.ca](mailto:Jonathan.McGarry@ontario.ca)>; andrew.kim@peelregion.ca <[andrew.kim@peelregion.ca](mailto:andrew.kim@peelregion.ca)>; Curtis.Beyer@ontario.ca <[Curtis.Beyer@ontario.ca](mailto:Curtis.Beyer@ontario.ca)>; Martin.Michalek@ontario.ca <[Martin.Michalek@ontario.ca](mailto:Martin.Michalek@ontario.ca)>; Chinnery, Owen <[owen.chinnery@peelregion.ca](mailto:owen.chinnery@peelregion.ca)>; alex.masley@peelregion.ca <[alex.masley@peelregion.ca](mailto:alex.masley@peelregion.ca)>

**Cc:** Khan, Muhammad <[muhammad.khan@woodplc.com](mailto:muhammad.khan@woodplc.com)>; Milton, James <[james.milton@woodplc.com](mailto:james.milton@woodplc.com)>; Nejatian, Soheil <[Soheil.Nejatian@brampton.ca](mailto:Soheil.Nejatian@brampton.ca)>; Mohammad, Ghazanfar <[Ghazanfar.Mohammad@brampton.ca](mailto:Ghazanfar.Mohammad@brampton.ca)>; Parajuli, Bishnu <[Bishnu.Parajuli@brampton.ca](mailto:Bishnu.Parajuli@brampton.ca)>; Bubas, Sonya <[sonya.bubas@peelregion.ca](mailto:sonya.bubas@peelregion.ca)>

**Subject:** SP47: Part B Agency / Municipal Group Meeting



## Shams, Aniq

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**From:** Bubas, Sonya <sonya.bubas@peelregion.ca>  
**Sent:** Wednesday, December 8, 2021 12:48 PM  
**To:** Khan, Muhammad; Shams, Aniq; Nejatian, Soheil  
**Subject:** FW: SP47: Part B Agency / Municipal Group Meeting

**CAUTION:** External email. Please do not click on links/attachments unless you know the content is genuine and safe.

Hi Muhammad, Aniq and Soheil,

See comments below for review. In response, we may need to clarify when the transportation studies were completed and the extent of scope on Highway 50.

Thanks,

**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



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**From:** Silva, Roger <roger.silva@peelregion.ca>  
**Sent:** December 7, 2021 9:55 AM  
**To:** Bubas, Sonya <sonya.bubas@peelregion.ca>  
**Subject:** RE: SP47: Part B Agency / Municipal Group Meeting

Hi Sonya,

The only two comments I have are the following:

- As mentioned in the meeting I would like to see the safety audit that was completed by the consultant for review. Additionally, the collision analysis that was completed did they note the fatal collision that occurred at Highway 50 and Nashville Road in 2021?
- Highway 50 does have a speeding issue and is a road that we constantly receive complaints from the Public and Council. I would like to know what the consultant is recommending to mitigate these issues?

Regards,

# Minutes

**Date:** March 10, 2022  
**File #:** TP115086  
**Meeting Date & Time:** December 13, 2021, 1:00pm – 2:30pm  
**Meeting at:** Microsoft Teams  
**Subject:** Area 47 TAC-TRCA-Part B Roads and SWM Discussion

**Attendees:**

Soheil Nejatian, City of Brampton	Muhammad Khan, Wood
Bishnu Parajuli, City of Brampton	James Milton, Wood
Sonya Bubas, Region of Peel	Aniqa Shams, Wood
Maggie Liu, City of Brampton	Peter Nimmrichter, Wood
Claudia LaRota, City of Brampton	Eeshan Kumar, Wood
Colleen Bonner, TRCA	Brennan Paul, TRCA
Suzanne Bevan, TRCA	Dilnesaw Chekol, TRCA
Sinthujan Navaratnavel, TRCA	

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**PLEASE NOTE:** If there is any comment or amendment to be made to these meeting notes, they should be brought to the notice of Wood within five (5) business days of issue and confirmed in writing.



## MATTERS DISCUSSED

## ACTION BY:

1. City of Brampton introduced the meeting followed by introductions from all present.
2. Wood presented the PIC slides and preliminary design of the Part B roads.
3. TRCA asked what all information will be provided for review. Wood noted that prior to filing the ESR in early spring 2022, draft reports and presentations will be provided to all agencies.
4. Stormwater management strategies were discussed for the four scenarios for crossings A and C.
5. Wood presented the four scenarios that were tested in HEC-RAS.
  - a. Scenario 1 represents crossing openings/spans that are based on an openness ratio of 0.6. For this scenario, the Crossing A structure span was set at 13.88 m and the Crossing C span was set at 26.88 m.
  - b. Scenario 2 is based on 40 m spans, for both crossings, which are the largest single span structures that can be designed as a rigid frame.
  - c. Scenario 3 is based on full span of floodplains, which results in the least impact to the upstream computed water surface elevations. For this scenario both structures have been evaluated having a span of 85 m.
  - d. Scenario 4 represents crossing openings/spans that are based on an openness ratio of 1.0. Based on an openness ratio of 1, the Crossing A structure span was set at 24 m and the Crossing C span was set at 45 m.
6. Wood noted that the maps for the four different scenarios were created using a recent block plan PDF file received from the City but was not fully and accurately georeferenced.
7. Wood noted that the floodplains were plotted on the existing DEM and since the grading of the block plans was unknown/could change in future, the floodplains may differ from what were shown.
8. Wood suggested exporting the valley land as a georeferenced shapefile from the CAD drawing and update the maps for the scenarios.
9. City and TRCA discussed possibility of edits to the Block Plan, at the subdivision level.
10. Wood will refine the floodplain lines and present the updated drawings to TRCA for further approval.

**Wood**

**Wood**

**Wood**

Meeting Minutes prepared by:  
Wood Environment & Infrastructure Solutions  
a Division of Wood Canada Limited

## Shams, Aniq

---

**From:** Shams, Aniq <aniqa.shams@woodplc.com>  
**Sent:** Friday, February 25, 2022 9:23 AM  
**To:** Emily Pelleja; Nejatian, Soheil; Henry Gamboa  
**Cc:** Henry Gamboa; Khan, Muhammad; Milton, James; Bubas, Sonya; Mohammad, Ghazanfar  
**Subject:** RE: [EXTERNAL]RE: Arterial Roads within Highway 427 Industrial Secondary Plan Area (SP47) - Streetlighting Documents

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

Hi Emily,

We wanted to let you know that you should also be able to find CAD files for the streetlighting design in the link below now. Hope this helps with your review.

Thanks,  
Aniq

### Aniq Shams, RPP, MCIP

Human Environment Consultant

Pronouns – She/Her/Hers

Mobile: + (416) 357-2093


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

**wood.**

---

**From:** Shams, Aniq  
**Sent:** Tuesday, February 15, 2022 10:16 AM  
**To:** Emily Pelleja <Emily.Pelleja@alecrautilities.com>; Nejatian, Soheil <Soheil.Nejatian@brampton.ca>; Henry Gamboa <Henry.Gamboa@alecrautilities.com>  
**Cc:** Henry Gamboa <Henry.Gamboa@alecrautilities.com>; Khan, Muhammad <muhammad.khan@woodplc.com>; Milton, James <james.milton@woodplc.com>; Bubas, Sonya <sonya.bubas@peelregion.ca>; Mohammad, Ghazanfar <Ghazanfar.Mohammad@brampton.ca>  
**Subject:** RE: [EXTERNAL]RE: Arterial Roads within Highway 427 Industrial Secondary Plan Area (SP47) - Streetlighting Documents

Hi Emily,

Understood – here are the CAD files  [Design Files](#)

Thanks,

Aniqa

**Aniqa Shams, RPP, MCIP**

Human Environment Consultant

Pronouns – She/Her/Hers

Mobile: + (416) 357-2093

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



---

**From:** Emily Pelleja <[Emily.Pelleja@alecrautilities.com](mailto:Emily.Pelleja@alecrautilities.com)>

**Sent:** Monday, February 14, 2022 3:17 PM

**To:** Nejatian, Soheil <[Soheil.Nejatian@brampton.ca](mailto:Soheil.Nejatian@brampton.ca)>; Henry Gamboa <[Henry.Gamboa@alecrautilities.com](mailto:Henry.Gamboa@alecrautilities.com)>

**Cc:** Henry Gamboa <[Henry.Gamboa@alecrautilities.com](mailto:Henry.Gamboa@alecrautilities.com)>; Khan, Muhammad <[muhammad.khan@woodplc.com](mailto:muhammad.khan@woodplc.com)>;

Milton, James <[james.milton@woodplc.com](mailto:james.milton@woodplc.com)>; Bupas, Sonya <[sonya.bupas@peelregion.ca](mailto:sonya.bupas@peelregion.ca)>; Mohammad, Ghazanfar <[Ghazanfar.Mohammad@brampton.ca](mailto:Ghazanfar.Mohammad@brampton.ca)>; Shams, Aniqa <[aniqa.shams@woodplc.com](mailto:aniqa.shams@woodplc.com)>

**Subject:** RE: [EXTERNAL]RE: Arterial Roads within Highway 427 Industrial Secondary Plan Area (SP47) - Streetlighting Documents

**CAUTION:** External email. Please do not click on links/attachments unless you know the content is genuine and safe.

Hi Soheil,

No problem. For future reference, if you are looking for property requirements to facilitate an EA, you need to ask for that. Aniqa's email requested comment on streetlighting.

Please provide CAD, and Henry and I will coordinate a response.

Thanks



Emily Pelleja, P.Eng

**Supervisor, Distribution Design, Customer Capital**

175 Sandalwood Parkway, Brampton, Ontario, L7A 1E8

m 437.488.4090

[alecrautilities.com](http://alecrautilities.com)



**Please note: Alectra has implemented a set of precautionary procedures surrounding the COVID-19 outbreak to protect the health of our employees and the public. We are replacing all in-person meetings with conference calls and visitor access to our facilities will be restricted until further notice.**

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**From:** Nejatian, Soheil <[Soheil.Nejatian@brampton.ca](mailto:Soheil.Nejatian@brampton.ca)>

**Sent:** Monday, February 14, 2022 3:06 PM

**To:** Emily Pelleja <[Emily.Pelleja@alectrautilities.com](mailto:Emily.Pelleja@alectrautilities.com)>

**Cc:** Henry Gamboa <[Henry.Gamboa@alectrautilities.com](mailto:Henry.Gamboa@alectrautilities.com)>; Khan, Muhammad <[muhammad.khan@woodplc.com](mailto:muhammad.khan@woodplc.com)>; Milton, James <[james.milton@woodplc.com](mailto:james.milton@woodplc.com)>; Bubas, Sonya <[sonya.bubas@peelregion.ca](mailto:sonya.bubas@peelregion.ca)>; Mohammad, Ghazanfar <[Ghazanfar.Mohammad@brampton.ca](mailto:Ghazanfar.Mohammad@brampton.ca)>; Shams, Aniq <[aniqa.shams@woodplc.com](mailto:aniqa.shams@woodplc.com)>

**Subject:** RE: [EXTERNAL]RE: Arterial Roads within Highway 427 Industrial Secondary Plan Area (SP47) - Streetlighting Documents

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Hi Emily,

The City requires Alectra's review of the proposed roadway design and the utilities to determine if any additional easement is required beyond the proposed ROW.

We're close to finalizing our 30% design and prior to hosting our Public Information Centre #2 we need to indicate on our plan drawings any properties that will require additional land to facilitate any utility easements.

Any property requirements needed for the utilities has to be determined during the EA process, as such would appreciate your review and feedback.

Thanks,

### **Soheil Nejatian**

Project Engineer, Infrastructure Planning  
Public Works & Engineering, City of Brampton  
T: 905.874.5909

---

**From:** Emily Pelleja <[Emily.Pelleja@alectrautilities.com](mailto:Emily.Pelleja@alectrautilities.com)>

**Sent:** 2022/02/14 2:02 PM

**To:** Shams, Aniq <[aniqa.shams@woodplc.com](mailto:aniqa.shams@woodplc.com)>

**Cc:** Henry Gamboa <[henry.gamboa@alectrautilities.com](mailto:henry.gamboa@alectrautilities.com)>; Khan, Muhammad <[muhammad.khan@woodplc.com](mailto:muhammad.khan@woodplc.com)>; Milton, James <[james.milton@woodplc.com](mailto:james.milton@woodplc.com)>; Nejatian, Soheil <[Soheil.Nejatian@brampton.ca](mailto:Soheil.Nejatian@brampton.ca)>; Bubas, Sonya <[sonya.bubas@peelregion.ca](mailto:sonya.bubas@peelregion.ca)>

**Subject:** [EXTERNAL]RE: Arterial Roads within Highway 427 Industrial Secondary Plan Area (SP47) - Streetlighting Documents

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Hi Aniq,

I don't believe there is anything for me to comment on. These streetlighting locations are on proposed roads.

Thanks!





Emily Pelleja, P.Eng  
**Supervisor, Distribution Design, Customer Capital**  
175 Sandalwood Parkway, Brampton, Ontario, L7A 1E8  
m 437.488.4090  
[alectrautilities.com](http://alectrautilities.com)



*Please note: Alectra has implemented a set of precautionary procedures surrounding the COVID-19 outbreak to protect the health of our employees and the public. We are replacing all in-person meetings with conference calls and visitor access to our facilities will be restricted until further notice.*

---

**From:** Shams, Aniq <[aniqa.shams@woodplc.com](mailto:aniqa.shams@woodplc.com)>  
**Sent:** Monday, February 14, 2022 1:31 PM  
**To:** Emily Pelleja <[Emily.Pelleja@alecrautilities.com](mailto:Emily.Pelleja@alecrautilities.com)>  
**Cc:** Henry Gamboa <[Henry.Gamboa@alecrautilities.com](mailto:Henry.Gamboa@alecrautilities.com)>; Khan, Muhammad <[muhammad.khan@woodplc.com](mailto:muhammad.khan@woodplc.com)>; Milton, James <[james.milton@woodplc.com](mailto:james.milton@woodplc.com)>; Nejatian, Soheil <[soheil.nejatian@brampton.ca](mailto:soheil.nejatian@brampton.ca)>; Bubas, Sonya <[sonya.bubas@peelregion.ca](mailto:sonya.bubas@peelregion.ca)>  
**Subject:** RE: Arterial Roads within Highway 427 Industrial Secondary Plan Area (SP47) - Streetlighting Documents

**NOT FROM ALECTRA!** Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Emily,

We wanted to follow-up on this email below – can you please let me know when you can provide comments?

Thanks,  
Aniq

**Aniq Shams, RPP, MCIP**  
Human Environment Consultant  
Pronouns – She/Her/Hers  
Mobile: + (416) 357-2093  
[www.woodplc.com](http://www.woodplc.com)



---

**From:** Shams, Aniq  
**Sent:** Monday, February 7, 2022 9:13 AM  
**To:** Emily Pelleja <[Emily.Pelleja@alecrautilities.com](mailto:Emily.Pelleja@alecrautilities.com)>  
**Cc:** Henry Gamboa <[Henry.Gamboa@alecrautilities.com](mailto:Henry.Gamboa@alecrautilities.com)>; Khan, Muhammad <[muhammad.khan@woodplc.com](mailto:muhammad.khan@woodplc.com)>;

Milton, James <[james.milton@woodplc.com](mailto:james.milton@woodplc.com)>

**Subject:** RE: Arterial Roads within Highway 427 Industrial Secondary Plan Area (SP47) - Streetlighting Documents

Hi Emily,

Apologies for the delay in responding. Any emails from Alectra keep ending up in junk for me. Here's the link again - [Streetlighting](#)

Hope this works! Please let me know if it does not work.

Thanks,  
Aniqa

**Aniqa Shams, RPP, MCIP**

Human Environment Consultant

Pronouns – She/Her/Hers

Mobile: + (416) 357-2093

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



---

**From:** Emily Pelleja <[Emily.Pelleja@alecrautilities.com](mailto:Emily.Pelleja@alecrautilities.com)>

**Sent:** Wednesday, February 2, 2022 3:24 PM

**To:** Henry Gamboa <[Henry.Gamboa@alecrautilities.com](mailto:Henry.Gamboa@alecrautilities.com)>

**Cc:** Shams, Aniqa <[aniqa.shams@woodplc.com](mailto:aniqa.shams@woodplc.com)>

**Subject:** RE: Arterial Roads within Highway 427 Industrial Secondary Plan Area (SP47) - Streetlighting Documents

**CAUTION:** External email. Please do not click on links/attachments unless you know the content is genuine and safe.

Hi Aniqa,  
Could you resend me the link? I can't get access.

Thanks!



Emily Pelleja, P.Eng

**Supervisor, Distribution Design, Customer Capital**

175 Sandalwood Parkway, Brampton, Ontario, L7A 1E8

m 437.488.4090

[alecrautilities.com](http://alecrautilities.com)



*Please note: Alectra has implemented a set of precautionary procedures surrounding the COVID-19 outbreak to protect the health of our employees and the public. We are replacing all in-person meetings with conference calls and visitor access to our facilities will be restricted until further notice.*

---

**From:** Henry Gamboa <[Henry.Gamboa@alecrautilities.com](mailto:Henry.Gamboa@alecrautilities.com)>  
**Sent:** Friday, January 28, 2022 1:43 PM  
**To:** Emily Pelleja <[Emily.Pelleja@alecrautilities.com](mailto:Emily.Pelleja@alecrautilities.com)>  
**Cc:** Shams, Aniq <[aniqa.shams@woodplc.com](mailto:aniqa.shams@woodplc.com)>  
**Subject:** RE: Arterial Roads within Highway 427 Industrial Secondary Plan Area (SP47) - Streetlighting Documents

Hi Emily,

I spoke briefly to Aniq about this. They are looking for Alectra's comments with regards to our proposed pole locations.

If you have additional inquiries, you can reach Aniq through her number below.

Thanks,



**Henry Gamboa, CET**  
**Supervisor, Distribution Design –**  
**Subdivisions (Central)**

175 Sandalwood Pky W, Brampton, ON L7A 1E8

m 416.819.4975

[alecrautilities.com](http://alecrautilities.com)



*At Alectra, the health and safety of our employees remains our highest priority and we have implemented vaccination policies for all our worksites and offices. Effective **November 12, 2021**, all visitors and contractors entering any Alectra worksite or facility must provide satisfactory proof of vaccination at Security when requested. Couriers and deliveries are excluded. Please review our [visitor vaccine policy](#)*

---

**From:** Shams, Aniq <[aniqa.shams@woodplc.com](mailto:aniqa.shams@woodplc.com)>  
**Sent:** Monday, January 24, 2022 5:07 PM  
**To:** Henry Gamboa <[Henry.Gamboa@alecrautilities.com](mailto:Henry.Gamboa@alecrautilities.com)>  
**Cc:** Emily Pelleja <[Emily.Pelleja@alecrautilities.com](mailto:Emily.Pelleja@alecrautilities.com)>; Joel Lacombe <[joel.lacombe@alecrautilities.com](mailto:joel.lacombe@alecrautilities.com)>; Milton, James <[james.milton@woodplc.com](mailto:james.milton@woodplc.com)>; Khan, Muhammad <[muhammad.khan@woodplc.com](mailto:muhammad.khan@woodplc.com)>; Bubas, Sonya <[sonya.bubas@peelregion.ca](mailto:sonya.bubas@peelregion.ca)>; Nejatian, Soheil <[soheil.nejatian@brampton.ca](mailto:soheil.nejatian@brampton.ca)>; Mohammad, Ghazanfar <[Ghazanfar.Mohammad@brampton.ca](mailto:Ghazanfar.Mohammad@brampton.ca)>; Blake Lemire <[blake.lemire@alecrautilities.com](mailto:blake.lemire@alecrautilities.com)>; Dave A. Robinson <[DaveA.Robinson@alecrautilities.com](mailto:DaveA.Robinson@alecrautilities.com)>  
**Subject:** Arterial Roads within Highway 427 Industrial Secondary Plan Area (SP47) - Streetlighting Documents

**NOT FROM ALECTRA! Do not click links or open attachments unless you recognize the sender and know the content is safe.**

Hi Henry,

Hope you're doing well. Please find in the link below the streetlighting files for Part A and Part B for your review and comment.

 [Streetlighting](#)

Please let us know if you have any questions or would like to meet to further discuss the designs.

Thanks,  
Aniqa

**Aniqa Shams, RPP, MCIP**

Human Environment Consultant

Pronouns – She/Her/Hers

Mobile: + (416) 357-2093

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# Minutes

**Date:** March 21, 2022  
**File #:** TP115086  
**Meeting Date & Time:** Monday – March 21, 2022 (2:30 pm – 3:30 pm)  
**Meeting at:** Teams Call  
**Subject:** Area 47 – Utility Coordination Discussion

**Attendees:**

Soheil Nejatian, City of Brampton	Muhammad Khan, Wood
Sonya Bubas, Region of Peel	Aniqa Shams, Wood
Henry Gamboa, Alectra Utilities	James Milton, Wood
Emily Pelleja, Alectra Utilities	Owen Chinnery, Region of Peel
Mark Gayowsky, RTG Systems	Ghazanfar Mohammad, City of Brampton
Steven Oldford, Region of Peel	Bishnu Parajuli, City of Brampton

**MATTERS DISCUSSED**

**ACTION BY:**

**1. Utility Coordination**

- Alectra doesn't specifically comment on independent poles from streetlighting design
- Overhead utilities will be along Hwy 50 and Countryside Drive
- Proposed Hydro along Arterial A2 north of Countryside will be overhead and south of Countryside Drive to Highway 50 will be underground ductbank
- Proposed Hydro along Coleraine north of Countryside will be overhead and south of Countryside Drive to Arterial A2 will be underground ductbank
- Enough space is noted per typical cross sections and appears that is no need for extra property beyond what is already identified in the EA
- Any new underground utilities will be through the development process and the City/Region is not responsible for the cost. No relocation costs required
- Alectra requested MicroStation design files for Coleraine and Countryside

**Wood**

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**PLEASE NOTE:** If there is any comment or amendment to be made to these meeting notes, they should be brought to the notice of Wood within five (5) business days of issue and confirmed in writing.



Continued...

Meeting Date: March 21, 2022

**MATTERS DISCUSSED**

- Developers to provide a letter confirming that they agree to underground utilities
- Wood to determine how this consultation will be incorporated in the EA
- Based on information that Alectra will provide, Wood to cross-reference with typical sections
- 5 m is standard easement requirement

**ACTION BY:**

**Alectra**

**Wood**

Meeting Minutes prepared by:

Wood Environment & Infrastructure Solutions  
a Division of Wood Canada Limited

Per: Aniq Shams  
Environmental Planner



## Shams, Aniq

---

**From:** Henry Gamboa <Henry.Gamboa@alectrautilities.com>  
**Sent:** Monday, March 21, 2022 5:10 PM  
**To:** Shams, Aniq; Bubas, Sonya; Nejatian, Soheil; Mohammad, Ghazanfar; Khan, Muhammad; Milton, James; Emily Pelleja; Mark Gayowsky  
**Subject:** RE: SP47 - Meeting with Alectra Utilities  
**Attachments:** SP47 - Alectra Comments for COB.pdf

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

Hi All,

As requested, please find the attached.

This was initially provided to COB in November 2020. It was updated (with the minor comment) in August 2021.

Disclaimer:

- For existing roads with existing pole line: Proposed pole line location is not final
- For existing roads without existing pole line: Proposed pole line will only be installed if needed
- For new roads: Proposed pole line will only be installed if needed

Regards,  
Henry Gamboa  
416.819.4975

-----Original Appointment-----

**From:** Shams, Aniq <aniqa.shams@woodplc.com>  
**Sent:** Monday, March 14, 2022 10:41 AM  
**To:** Shams, Aniq; Bubas, Sonya; Nejatian, Soheil; Mohammad, Ghazanfar; Khan, Muhammad; Milton, James; Henry Gamboa; Emily Pelleja  
**Subject:** SP47 - Meeting with Alectra Utilities  
**When:** Monday, March 21, 2022 2:30 PM-3:30 PM (UTC-05:00) Eastern Time (US & Canada).  
**Where:** Microsoft Teams Meeting

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## Microsoft Teams meeting

**Join on your computer or mobile app**

[Click here to join the meeting](#)

Street	Boundaries	Proposed	Location
Clarkway Dr	Mayfield Rd to Countryside Dr	OH pole line	East
Clarkway Dr	Countryside Dr to East-West Arterial	OH pole line	East
Clarkway Dr	East-West Arterial to Castlemore Rd	OH pole line	East
Arterial A2	Mayfield Rd to Countryside Dr	OH pole line	East
Arterial A2	Countryside Dr to East-West Arterial	UG ductbank	East
Arterial A2	East-West Arterial to Hwy 50	UG ductbank	East
Coleraine Dr	Mayfield Rd to Countryside Dr	OH pole line	West
Coleraine Dr	Countryside Dr to BE Devt Limit	UG ductbank	West
Coleraine Dr	BE Devt Limit to Arterial A2	UG ductbank	West
Countryside Dr	The Gore Rd to Clarkway Dr	OH pole line	North
Countryside Dr	Clarkway Dr to Arterial A2	OH pole line	North
Countryside Dr	Arterial A2 to Coleraine Dr	OH pole line	North
Countryside Dr	Coleraine Dr to Hwy 50	OH pole line	North
East-West Arterial	The Gore Rd to Clarkway Dr	OH pole line	South
East-West Arterial	Clarkway Dr to Arterial A2	OH pole line	South

Developers'  
comment:  
South Side

## Shams, Aniq

---

**From:** Henry Gamboa <Henry.Gamboa@alectrautilities.com>  
**Sent:** Wednesday, April 20, 2022 3:40 PM  
**To:** Lee, Arthur  
**Cc:** Bubas, Sonya; Durdle, Scott; De Luca, Jason  
**Subject:** RE: SP47 - Meeting with Alectra Utilities

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

Hi Lee,

The underground hydro infrastructure around the future developments will be under the developers' costs.

Regards,  
Henry Gamboa  
416.819.4975

---

**From:** Lee, Arthur <arthur.lee@peelregion.ca>  
**Sent:** Wednesday, April 20, 2022 3:25 PM  
**To:** Henry Gamboa <Henry.Gamboa@alectrautilities.com>  
**Cc:** Bubas, Sonya <sonya.bubas@peelregion.ca>; Durdle, Scott <scott.durdle@peelregion.ca>; De Luca, Jason <jason.deluca@peelregion.ca>  
**Subject:** RE: SP47 - Meeting with Alectra Utilities

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Hi Henry,

Thank you for your response.

The alignment of the curved road along Coleraine is curved at 400m radius so it wouldn't be considered something that is necessarily a sharp radius especially from the outside edge of the boulevard.

Could you let us know what are the design constraints or requirements for requirement of guy poles and anchors(minimum/maximum spacing and maximum angle between poles without supports)?

Additionally, could you please let us know which party would be paying for the underground premium for these locations?

Please feel free to let us know if you would like to set up a meeting with the Region to discuss any of the items.

Regards,

**Arthur Lee, P.Eng**  
Senior Designer  
Infrastructure Programming and Studies, Transportation  
Region of Peel  
10 Peel Centre Dr., Suite B, 4<sup>th</sup> Floor  
Brampton, ON L6T 4B9  
905-791-7800, ext. 7872

---

**From:** Henry Gamboa <[Henry.Gamboa@alectrautilities.com](mailto:Henry.Gamboa@alectrautilities.com)>  
**Sent:** April 19, 2022 8:12 AM  
**To:** Lee, Arthur <[arthur.lee@peelregion.ca](mailto:arthur.lee@peelregion.ca)>  
**Cc:** Bubas, Sonya <[sonya.bubas@peelregion.ca](mailto:sonya.bubas@peelregion.ca)>  
**Subject:** RE: SP47 - Meeting with Alectra Utilities

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

Hi Lee,

One of the reasons hydro is going underground at this location is because of the geometry of the proposed road.

An overhead pole line along the curved road will require guying and permanent easements for the anchors.

Regards,  
Henry Gamboa  
416.819.4975

---

**From:** Lee, Arthur <[arthur.lee@peelregion.ca](mailto:arthur.lee@peelregion.ca)>  
**Sent:** Thursday, April 14, 2022 5:28 PM  
**To:** Henry Gamboa <[Henry.Gamboa@alectrautilities.com](mailto:Henry.Gamboa@alectrautilities.com)>  
**Cc:** Bubas, Sonya <[sonya.bubas@peelregion.ca](mailto:sonya.bubas@peelregion.ca)>  
**Subject:** RE: SP47 - Meeting with Alectra Utilities

**NOT FROM ALECTRA! Do not click links or open attachments unless you recognize the sender and know the content is safe.**

Hi Henry,

I am assisting Sonya in some of the utility works for this EA.

Could you please provide some clarity or engineering rationale behind the need for the underground ductbank at the development site? Is it due to the aerial easement requirements?

## Shams, Aniq

---

**From:** Emily Pelleja <Emily.Pelleja@alectrautilities.com>  
**Sent:** Friday, April 29, 2022 1:00 PM  
**To:** Nejatian, Soheil; Henry Gamboa; mgayowsky@rtgsystems.com  
**Cc:** Bubas, Sonya; Mohammad, Ghazanfar; Shams, Aniq; Khan, Muhammad  
**Subject:** RE: [EXTERNAL]RE: SP47 Meeting Minutes (Discussion with Alectra)

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As we have stated on several occasions, we cannot provide input until there is a 60% design to consider. As such we request a 5m offset from the running line you proposed as easement requirements at the high level.

Regards,



Emily Pelleja, P.Eng  
**Supervisor, Distribution Design, Customer Capital**

175 Sandalwood Parkway, Brampton, Ontario, L7A 1E8

m 437.488.4090

[alectrautilities.com](http://alectrautilities.com)



*Please note: Alectra has implemented a set of precautionary procedures surrounding the COVID-19 outbreak to protect the health of our employees and the public. We are replacing all in-person meetings with conference calls and visitor access to our facilities will be restricted until further notice.*

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**From:** Nejatian, Soheil <Soheil.Nejatian@brampton.ca>  
**Sent:** Friday, April 29, 2022 10:03 AM  
**To:** Emily Pelleja <Emily.Pelleja@alectrautilities.com>; Henry Gamboa <Henry.Gamboa@alectrautilities.com>; mgayowsky@rtgsystems.com  
**Cc:** Bubas, Sonya <sonya.bubas@peelregion.ca>; Mohammad, Ghazanfar <Ghazanfar.Mohammad@brampton.ca>; Shams, Aniq <aniqa.shams@woodplc.com>; Khan, Muhammad <muhammad.khan@woodplc.com>  
**Subject:** RE: [EXTERNAL]RE: SP47 Meeting Minutes (Discussion with Alectra)  
**Importance:** High

**NOT FROM ALECTRA! Do not click links or open attachments unless you recognize the sender and know the content is safe.**

Morning Emily/Henry,

Following up on the request below, can you please provide your comments as this delay is critically impacting the project schedule. We've not received any response from Alectra post our meeting over a month ago.

In addition, kindly provide the letter of confirmation to the Region regarding the underground utility costs that the developer will endure as it was discussed during our meeting.

Thanks,

**Soheil Nejatian, P. Eng.**

Senior Project Engineer – Capital Works

T: 905-874-5909, C:437-922-5106

---

**From:** Khan, Muhammad <[muhammad.khan@woodplc.com](mailto:muhammad.khan@woodplc.com)>

**Sent:** 2022/04/26 11:50 AM

**To:** [emily.pelleja@alecrautilities.com](mailto:emily.pelleja@alecrautilities.com); Henry Gamboa <[henry.gamboa@alecrautilities.com](mailto:henry.gamboa@alecrautilities.com)>; [mgayowsky@rtgsystems.com](mailto:mgayowsky@rtgsystems.com)

**Cc:** Nejatian, Soheil <[Soheil.Nejatian@brampton.ca](mailto:Soheil.Nejatian@brampton.ca)>; Bubas, Sonya <[sonya.bubas@peelregion.ca](mailto:sonya.bubas@peelregion.ca)>; Mohammad, Ghazanfar <[Ghazanfar.Mohammad@brampton.ca](mailto:Ghazanfar.Mohammad@brampton.ca)>; Shams, Aniq <[aniqa.shams@woodplc.com](mailto:aniqa.shams@woodplc.com)>

**Subject:** [EXTERNAL]RE: SP47 Meeting Minutes (Discussion with Alectra)

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Hi Henry and Emily,

Following up on the request for streetlighting design/Hydro poles placement and associated easement requirements. Can you please provide your feedback by end of this week (Friday April 29<sup>th</sup>)? As mentioned earlier, your input is critical for the finalizing ESR as well as upcoming PIC session where we need to illustrate property/easement requirement.

Your earliest attention in this regard is highly appreciated.

Regards,

**Muhammad Khan M.Eng., P.Eng.**

Mobile: +1 (905) 407 3438

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

The logo for Wood PLC, featuring the word "wood." in a bold, lowercase, sans-serif font.

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**From:** Khan, Muhammad

**Sent:** Monday, April 18, 2022 7:43 PM

**To:** Nejatian, Soheil <[soheil.nejatian@brampton.ca](mailto:soheil.nejatian@brampton.ca)>; Bubas, Sonya <[sonya.bubas@peelregion.ca](mailto:sonya.bubas@peelregion.ca)>; Mohammad, Ghazanfar <[Ghazanfar.Mohammad@brampton.ca](mailto:Ghazanfar.Mohammad@brampton.ca)>; [emily.pelleja@alecrautilities.com](mailto:emily.pelleja@alecrautilities.com); Henry Gamboa <[Henry.Gamboa@alecrautilities.com](mailto:Henry.Gamboa@alecrautilities.com)>; [mgayowsky@rtgsystems.com](mailto:mgayowsky@rtgsystems.com); Shams, Aniq <[aniqa.shams@woodplc.com](mailto:aniqa.shams@woodplc.com)>

**Subject:** RE: SP47 Meeting Minutes (Discussion with Alectra)

Further to my previous email, attached are the updated typical cross section per Alectra's input for the proposed Hydro locations within the study area.



**Muhammad Khan M.Eng., P.Eng.**

Mobile: +1 (905) 407 3438  
[www.woodplc.com](http://www.woodplc.com)



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**From:** Khan, Muhammad  
**Sent:** Monday, April 18, 2022 4:53 PM  
**To:** Nejatian, Soheil <[soheil.nejatian@brampton.ca](mailto:soheil.nejatian@brampton.ca)>; Bubas, Sonya <[sonya.bubas@peelregion.ca](mailto:sonya.bubas@peelregion.ca)>; Mohammad, Ghazanfar <[Ghazanfar.Mohammad@brampton.ca](mailto:Ghazanfar.Mohammad@brampton.ca)>; [emily.pelleja@alecrautilities.com](mailto:emily.pelleja@alecrautilities.com); Henry Gamboa <[Henry.Gamboa@alecrautilities.com](mailto:Henry.Gamboa@alecrautilities.com)>; [mgayowsky@rtgsystems.com](mailto:mgayowsky@rtgsystems.com); Shams, Aniq <[aniqa.shams@woodplc.com](mailto:aniqa.shams@woodplc.com)>  
**Subject:** SP47 Meeting Minutes (Discussion with Alectra)

Good Afternoon

Please find attached minutes of meeting.

**Henry/Emily:** Although the link to design files was provided earlier via OneDrive, design files for Coleraine Dr & Countryside Dr are attached for your review to advise if additional property is needed (Easements, etc.) beyond proposed ROW. As discussed during the meeting, this section of Regional Road comes under Part A of the study area for which the draft ESR has been completed and awaiting Alectra's review of streetlighting design prepared by Moon Matz (sub-consultant for this assignment) and confirmation of property taking. Please note that the Region's staff is receiving site plan applications and this section particularly need expedited effort. Your earliest attention to this matter is highly appreciated.

Regards,

**Muhammad Khan M.Eng., P.Eng.**  
Senior Transportation Engineer

Mobile: +1 (905) 407 3438  
[www.woodplc.com](http://www.woodplc.com)



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## Shams, Aniq

---

**From:** Kaitlin Webber <kwebber@mhbcplan.com>  
**Sent:** Friday, June 3, 2022 3:49 PM  
**To:** Shams, Aniq  
**Subject:** RE: City of Brampton/Region of Peel – Arterial Roads within Secondary Plan Area 47 Class EA (Part A) - Draft Environmental Study Report (Municipal Group & TAC)

**CAUTION:** External email. Please do not click on links/attachments unless you know the content is genuine and safe.

Hi Aniq,

Apologies for the delay, TCPL provides the following comments for Part A:

1. Written consent is required from TCPL for any work within 30m of the pipeline(s)
2. The City of Brampton/Region of Peel shall engage with TCPL for an evaluation of the road widening/reconstruction across TCPL's facilities. Any costs associated with the evaluation and any mitigations required for TCPL's facilities shall be borne by the City/Region
3. It is recommended that overburden/additional grading within the TCPL easement and within 7m of either edge of it be reduced as much as possible. Significant overburden over TCPL's assets may have a material impact on TCPL's evaluation of the widening and reconstruction

Please let me know if you have any questions.

Kind regards,

Kaitlin Webber, BA, BEd, MA Candidate | Planner

**MHBC** Planning, Urban Design & Landscape Architecture

442 Brant Street, Suite 204 | Burlington | ON | L7R 2G4 | T 905 639 8686 x 228 | C 905 442 3772  
| [kwebber@mhbcplan.com](mailto:kwebber@mhbcplan.com)

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**From:** Shams, Aniq <aniqa.shams@woodplc.com>  
**Sent:** May-31-22 4:59 PM  
**To:** Kaitlin Webber <kwebber@mhbcplan.com>  
**Subject:** RE: City of Brampton/Region of Peel – Arterial Roads within Secondary Plan Area 47 Class EA (Part A) - Draft Environmental Study Report (Municipal Group & TAC)

Hi Kaitlin,

## Shams, Aniq

---

**From:** Caughey, Rebecca <rebecca.caughey@peelregion.ca>  
**Sent:** Wednesday, June 15, 2022 3:59 PM  
**To:** Shams, Aniq  
**Subject:** RE: City of Brampton/Region of Peel – Arterial Roads within Secondary Plan Area 47 Class EA (Part A) - Draft Environmental Study Report (City & Regional Staff)  
**Attachments:** TSS Comments.xlsx

**CAUTION:** External email. Please do not click on links/attachments unless you know the content is genuine and safe.

Hello,

Please find comments attached regarding Streetlighting comments from the Region of Peel.

Thanks,

**Rebecca Caughey**

Acting Supervisor, Traffic Signals and Streetlighting  
Traffic Engineering  
Region of Peel  
10 Peel Centre Drive, 4<sup>th</sup> Floor, Suite B  
Brampton, Ontario, L6T 4B9  
Office - 905-791-7800 ext. 7851  
Cell - 905-866-4142



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**From:** Shams, Aniq <aniqa.shams@woodplc.com>  
**Sent:** May 25, 2022 9:39 AM  
**To:** Cambas, Matthew <matthew.cambas@peelregion.ca>; Dave, Richa <richa.dave@peelregion.ca>; Lee, Anna (Public Works) <anna.lee2@peelregion.ca>; Banuri, Syeda <syeda.banuri@peelregion.ca>; Carrick, Sean <sean.carrick@peelregion.ca>; Hassan, Mohammad <mohammad.hassan@peelregion.ca>; Silva, Roger <roger.silva@peelregion.ca>; Kol, Rani <rani.kol@peelregion.ca>; Caughey, Rebecca <rebecca.caughey@peelregion.ca>; Lee, Arthur <arthur.lee@peelregion.ca>; Alexander, Tamara <tamara.alexander@peelregion.ca>; Gnoyke, Danielle <danielle.gnoyke@peelregion.ca>; Gulyas, Ryan <ryan.gulyas@peelregion.ca>; ZG-PWI <pwi@peelregion.ca>; Ponce Vanelli, Italia <italia.ponce@peelregion.ca>; Masley, Aleksander <alex.masley@peelregion.ca>; Lasso Arboleda, Luis <luis.lasso@peelregion.ca>; theresa.estephan@peelregion.ca; De Luca, Jason <jason.deluca@peelregion.ca>; Jacyla, Orest <orest.jacyla@peelregion.ca>; Kulyk, Jerry <yaroslav.kulyk@peelregion.ca>; Chinnery, Owen <owen.chinnery@peelregion.ca>; Oldford, Steven <steven.oldford@peelregion.ca>; ZG-Peel Health & Built Environment <zzg-peelhealthbuiltenvironment@peelregion.ca>; Henrik.Zbogor@brampton.ca; Brian Lakeman <Brian.Lakeman@brampton.ca>; Cadete, Nelson <nelson.cadete@brampton.ca>; Cakmak, Cengiz

Review Comments Spreadsheet Street Lighting Design Arterial Roads Within Highway 427 Industrial Secondary Plan Area (Area 47)						* Actions: 1 = Will comply 2 = Discuss, clarification required 3 = Not applicable because .....	** Status: O = Open, not resolved P = Pending incorporation in design C = Closed, implementation complete	
Document Name:		Structural Assessment	Revised By:	Moon Matz				
% Completion: 100%		Initial Submission Date: May 21, 2021	Date comments received: Aug 5, 2021 & Aug 12, 2021 Oct 14, 2021 & Oct 29, 2021	Date resubmitted:				
Item No.	Reviewer	City/Region Comment	Response & Details	City/Region Response	Response	Status	Regional Comments (June 15 2022 - Rebecca Caughey)	Final Response
1	Region of Peel	Pg 4 - Calculation summary? Or is the one summary set for both sections? (LC-R-01)	The summary is provided for Phase A only	No Comments				
2	Region of Peel	Pg 5 - Should this max/min be 5 or under? (LC-R-01)	It does not need to be under. Avg to Min is the ratio that typically needs to be met	Max.Min and Avg. Min needs to be met as per RP-8	Addressed		Can't review as not in final submission	To be completed during detailed design (once hydro pole layout is provided)
3	Region of Peel	Pg 7 - Should this max/min be 5 or under? (LC-R-01)	It does not need to be under. Avg to Min is the ratio that typically needs to be met	Max.Min and Avg. Min needs to be met as per RP-8	Addressed		Can't review as not in final submission	To be completed during detailed design (once hydro pole layout is provided)
4	Region of Peel	Pg 9 - Calculation summary? Or is the one summary set for both sections? (LC-R-01)	The summary is identified by leaders and tags as to what section it pertains to	No Comments				
5	Region of Peel	Pg 10 - Should this max/min be 5 or under? (LC-R-01)	It does not need to be under. Avg to Min is the ratio that typically needs to be met	Max.Min and Avg. Min needs to be met as per RP-8	Addressed		Can't review as not in final submission	To be completed during detailed design (once hydro pole layout is provided)
6	Region of Peel	Pg 11 - Calculation summary? Or is the one summary set for both sections? (LC-R-01)	The summary is identified by leaders and tags as to what section it pertains to	No Comments				
7	Region of Peel	Pg 12 - No chart to confirm the target vs achieved, please add (LC-R-01)	For every chart? Design criteria column (pg 2 Left side) shows what values it is being design to as well as the relevant sections	Leave as it is for now				
8	Region of Peel	Pg 13 - This has been cut off (LC-R-01)	What has been cut off?	The last three parts of the calculation has been cut off from the table	Addressed		Can't review as not in final submission	To be completed during detailed design (once hydro pole layout is provided)
9	Region of Peel	Pg 13 - Should this max/min be 5 or under? (LC-R-01)	It does not need to be under. Avg to Min is the ratio that typically needs to be met	Max.Min and Avg. Min needs to be met as per RP-8	Addressed		Can't review as not in final submission	To be completed during detailed design (once hydro pole layout is provided)
10	Region of Peel	Pg 14 - Should this max/min be 5 or under? (LC-R-01)	It does not need to be under. Avg to Min is the ratio that typically needs to be met	Max.Min and Avg. Min needs to be met as per RP-8	Addressed		Can't review as not in final submission	To be completed during detailed design (once hydro pole layout is provided)
11	Region of Peel	Pg 2 - What type of pole is this? Legend item doesn't clarify. Is this existing wood pole or new circular spun Aluminum pole? (5901 Proposed Street Lighting Layout)	Cutsheets were provided as to the type of pole to be used. Round Steel poles for the lighting and octagonal Steel poles for the traffic signals	As the clearance clearly isn't met at the intersections, would it be better to use Aluminum Poles where clearance requirements aren't achieved?	Addressed		Still showing as steel poles not aluminum poles where 5 metre clearance requirements are not met	E1 to E17 has been revised. Steel poles has been removed from the chart.
12	Region of Peel	Pg 2 - If N represents New, please use P for proposed and E for existing (5901 Proposed Street Lighting Layout)	There are no existing lights on this project. And the City of Brampton design standards were used	No Comments				
13	Region of Peel	Pg 4 - Is this a signalized intersection? Should the high poles be so close to the intersection? I would look at pushing back the larger poles if necessary and additional pedestrian push button poles. (5901 Proposed Street Lighting Layout)	Traffic Signal design not in scope and at a 30% design level to show proposed lighting at intersections	To be reviewed at 60% design if signals are being designed at this location				
14	Region of Peel	Pg 6 - Is this a signalized intersection? Should the high poles be so close to the intersection? I would look at pushing back the larger poles if necessary and additional pedestrian push button poles. (5901 Proposed Street Lighting Layout)	Traffic Signal design not in scope and at a 30% design level to show proposed lighting at intersections	To be reviewed at 60% design if signals are being designed at this location				
15	Region of Peel	Pg 10 - Is this a signalized intersection? Should the high poles be so close to the intersection? I would look at pushing back the larger poles if necessary and additional pedestrian push button poles. (5901 Proposed Street Lighting Layout)	Traffic Signal design not in scope and at a 30% design level to show proposed lighting at intersections	To be reviewed at 60% design if signals are being designed at this location				
16	Region of Peel	Pg 12 - Should you protect for any future widening at this intersection by pushing the poles away from the intersection? (5901 Proposed Street Lighting Layout)	Traffic Signal design not in scope and at a 30% design level to show proposed lighting at intersections	To be reviewed at 60% design if signals are being designed at this location				
17	Region of Peel	Pg 16 - Is this a signalized intersection? Should the high poles be so close to the intersection? I would look at pushing back the larger poles if necessary and additional pedestrian push button poles. (5901 Proposed Street Lighting Layout)	Traffic Signal design not in scope and at a 30% design level to show proposed lighting at intersections	To be reviewed at 60% design if signals are being designed at this location				
18	City of Brampton	Countyside Drive Only: Photometric Calculations Drawing - 5901 - LC-R-01: 1. The luminaire used in the calculations has a colour Temp. of 3K but we need 4K luminaires for Countyside Drive.	Please confirm change 3K color temp should be used in this suburban area.	4K color temp. luminaires shall be used for the whole Countyside Drive.	Addressed			
19	City of Brampton	Countyside Drive Only: Photometric Calculations Drawing - 5901 - LC-R-01: 2. Your layout drawings show that you have selected 35' Tapered Round Steel poles for the Countyside Drive but COB don't use Steel poles for standalone street lights. COB uses 35' or 45' Round Aluminum base mounted poles or direct buried round concrete poles 32.5', 40' or 45'. So you can select any of those as you see fit making sure the clear zones are met.	Please advise of clear zone requirement that does not encroach on future hydro line development. Please provide standards for the purposes of the photometric calc nothing will be affected changing the material of the pole	Please contact Alectra for the Hydro line development and their standard. We don't have any information about the future hydro line development. We understand that the material change wouldn't affect the photometric calculations, but the correct information should be reflected on the drawings	Addressed			
20	City of Brampton	Countyside Drive Only: Photometric Calculations Drawing - 5901 - LC-R-01: 3. The Bracket length shown on Page 2 of Calculations is 3.8m while calculations show 3.6m. COB uses 2.4m or 3.6m standard length Brackets.	where 3.8 shown on page 2 it included distance of the point source at the end of the bracket. 3.6 m is being used throughout the project	No Comments				
21	City of Brampton	Countyside Drive Only: Photometric Calculations Drawing - 5901 - LC-R-01: 4. Westbound 3 Grids doesn't seem to be in correct place. Please show pavement markings if possible.	pavement markings are shown they are just covered by the grid lines	Please check and confirm that the location of Grid points in this section is correct.	Addressed			
22	City of Brampton	Countyside Drive Only: Photometric Calculations Drawing - 5901 - LC-R-01: 5. Westbound 1 Calculations doesn't meet RP-8.	It does not need to be under. Avg to Min is the ratio that typically needs to be met	Max.Min and Avg. Min needs to be met as per RP-8	Addressed		Can't review as not in final submission	To be completed during detailed design.
23	City of Brampton	Countyside Drive Only: Photometric Calculations Drawing - 5901 - LC-R-01: 6. LV Ratio calculations are not shown in the actual calculation results but only shown in the charts on Page 2 of the calculations pdf.	To show the LV ratio AGI will have to plot the grid lines which will unnecessarily clutter the drawing. Can add in CAD file for resubmission	We don't expect to see the grid points for Veiling luminance. The veiling luminance values are not shown in the calculation summary.	Addressed			
24	City of Brampton	Countyside Drive Only: Photometric Calculations Drawing - 5901 - LC-R-01: 7. Match line U,V, X and Y is missing. Are you trying to show the break up of the street?	It is not missing it is in other parts of the submission that include the intersection	No Comments				
25	City of Brampton	Countyside Drive Only: Layout Drawing - 5901 Proposed Street lighting layout: 1. The pole symbol needs to match with Legend.	Legend is the wrong title it should be the fixture summary table	Fixture Summary table is not shown.	Addressed			
26	City of Brampton	Countyside Drive Only: Layout Drawing - 5901 Proposed Street lighting layout: 2. Show Existing Hydro poles and make sure the clearance between proposed poles and Hydro lines are maintained.	Can't comply no hydro pole line design provided	Please contact Alectra for hydro pole line design.	Addressed			
% Completion: 100%		Date comments received: Feb 7, 2022	Date resubmitted:					
27	City of Brampton	Summary table doesn't show the luminaire colour temperature used for the luminaires. Please provide the full catalogue number for all the luminaires used.	We have used 4000K as indicated in the legend. We will make it clearer.	We will review it again in the updated drawings.	No further comments.			
28	City of Brampton	Clarkway Drive and Coleraine intersection is shown on LC drawings but Clarkway Drive doesn't intersect with Coleraine	Noted - will be addressed	We will review it again in the updated drawings.	No further comments.			
29	City of Brampton	Pedestrian Luminaires are shown in the layout drawing for Countyside Drive but not in photometric calculations.	Pedestrian scale lighting will have not much effect on the roadway lighting that already meets.	Even though the pedestrian luminaires doesn't affect much on the roadway photometric calculations, so when it comes to the detail design we would like to see the pedestrian luminaires in photometric calculations during detail design.	No further comments.			
30	City of Brampton	Layout design for Arterial A2 have been provided but Photometric calculations are not provided.	This was provided in Part A.	No Comments	No further comments.			
31	City of Brampton	Countyside location of luminaires shown in the layout is different from the photometric plans.	They are in the same location. We will recheck. Please clarify if this for Part A.	No Comments	No further comments.			
32	City of Brampton	Show calculation grid points for the whole Countyside drive as last time. Show the lighting levels are property line	This is outside original scope of roadway lighting only to 30%. The hydro poles, street lighting poles etc. are all conceptual and will change once we receive hydro's hydro pole layout.	No Comments now but we will review it during detailed design.	No further comments.			
33	City of Brampton	Clearly identify the property line and pavement markings on layout drawings	This is a conceptual 30% drawing.	Please show the property line	To be completed during detailed design			
34	City of Brampton	Calculate the lighting levels at property line.	See response to comment #32.	We will need it during detailed design	No further comments.			
35	City of Brampton	Show separate calculation grids for the locations where there is a change of the road width or change in the direction of the roadway. All calculation grids should be as per current RP-8	Already shown. Again, note that this is a conceptual 30% design drawing and everything will change in detailed design.	Even during conceptual design, the grids should be as per RP-8	No further comments.			
36	City of Brampton	Show the correct pole description on layout plans. It still shows as tapered round steel as pointed out earlier.	Charts will be removed in Part A to match Part B as this is only a 30% conceptual design.	Even during conceptual drawings, whatever information you show should correctly reflect the descriptions.	To be completed during detailed design.			
37	City of Brampton	Layout drawing symbols should match with Symbols in the Title sheet	Please mark-up, our symbols follow the symbols in the Legend.	I have marked up page 10 of pdf drawing 5901 - E01 to E17 - Part A, where the legend shows as existing wood pole but as per design it's a different type of pole.	Revised			
38	City of Brampton	Provide complete design with duct work, grounding, pole numbers, offsets, coordinates and details etc.	This is a conceptual 30% drawing.	No Comments now but we will review it during detailed design.	No further comments.			
39	City of Brampton	Please show on the layout drawings where the Note 1 belongs to.	Note 1 to be removed for clarity. This is a conceptual design and this note is not required.	No comments	No further comments.			
% Completion: 100%		Date comments received: Feb 9, 2022	Date resubmitted:					

40	Region of Peel	Photometrics to be completed and submitted for Regional Roads and intersections as well as Brampton Roads. In that submission I would like to see a calculation for the sidewalk/multi-use pat as well.	This is a 30% design submission for an EA study in which all of the street lights and hydro poles are guaranteed to change in detailed design. Sidewalk and MUP analysis is completed during detailed design.			Can't review as they were not submitted	Photometrics to be reviewed with the Region during detailed design.
41	Region of Peel	Wiring diagram is to be submitted with the next drawing package.	This is a 30% design package for an EA. Wiring diagrams are part of detailed design.	No Comments now but we will review it during detailed design.			
42	Region of Peel	0.5 metres should be maintained between the multi-use path/sidewalks and the poles for winter maintenance. On the drawing, they appear to be right beside it.	0.5m are maintained.	No comments			

## Shams, Aniq

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**From:** Lui, Michelle <Michelle.Lui@brampton.ca>  
**Sent:** Tuesday, June 14, 2022 10:54 AM  
**To:** Shams, Aniq  
**Cc:** Lakeman, Brian; Stowe, David; Charles, Andrew; Lafleur, Chris; Mikkila, Andrea  
**Subject:** RE: [EXTERNAL]City of Brampton/Region of Peel – Arterial Roads within Secondary Plan Area 47 Class EA (Part A) - Draft Environmental Study Report (City & Regional Staff)

**CAUTION:** External email. Please do not click on links/attachments unless you know the content is genuine and safe.

### General Comments

Brampton Transit has reviewed the Highway 427 Industrial Secondary Plan Area 47 – Part A Municipal Class Environmental Assessment Schedule 'C' Environmental Study Report. We are concerned that previous comments were not incorporated into the most recent submission:

1. We are unable to operate buses on Clarkway Drive between Countryside Drive and the E-W Arterial due to its designation as a Special Character Road that does not support regular transit operations. Therefore, some areas in the adjacent residential neighbourhood will not be within a 400 metre walking distance of transit services
2. The indirect layout of the collector road network will impact operational efficiency and missing pedestrian linkages will have a negative effect on ridership demand. It is likely that Transit services will operate at a significantly lower service frequency than the proposed 10-15 minute headways on page 52 and 140.

The actual transit service design for the community, including service levels to be provided, will be further refined through Transit's long range strategic planning process, and the Annual Transit Service Plan process. The timing of implementation of services in the development will be dependent on the pace of development and the completion of the necessary infrastructure required to support regular transit operations.

Please refer to comments from Brian Lakeman, Transportation Policy Planner, regarding the Conceptual Brampton Transit Routes that are identified in the Growth Management Staging and Sequencing Strategy and in the Transportation Study for Block Plan Areas 47-1 and 47-2 to ensure cohesion and to address the outstanding comments above.

### Appendix P – Preliminary Road Design (Plan and Profile) Drawings Comments

Brampton Transit does not foresee Zum service along Arterial A2 or Coleraine Drive. Transit stops and their associated transit infrastructure should be designed for standard 12.2 m (40') transit vehicles as per Brampton STD 260 and 261. Please see details below regarding specific proposed transit stop locations:

#### Arterial A2 at Mayfield Road

- Southbound stop
  - The proposed bus pad and bus bay should be designed for a standard 40' conventional transit vehicle as per STD 260 and 261.
  - The revised bus pad shall remain 15.0 m south of the curb return at Mayfield Road.
- Northbound stop
  - The proposed bus pad should be designed for a standard 40' conventional transit vehicle as per STD 260.
  - The revised bus pad shall remain 15.0 m south of the curb return at Mayfield Road.

#### Arterial A2 at Countryside

- Southbound stop
  - Please remove the proposed bus bay
  - The proposed bus pad should be designed for a standard 40' conventional transit vehicle as per STD 260.



- The revised pad shall remain approximately 15.0 m south of the curb return at Countryside Drive.
- Northbound stop
  - The proposed bus pad should be designed for a standard 40' conventional transit vehicle as per STD 260.
  - The revised pad shall remain at the same location, approximately 25.0 m south of the curb return at Countryside Drive

#### Arterial A2 at Coleraine Drive

- Southbound stop
  - The proposed bus pad should be designed for a standard 40' conventional transit vehicle as per STD 260.
  - The revised pad shall remain approximately 15.0 m north of the curb return at Countryside Drive.
- Northbound stop
  - The proposed bus pad should be designed for a standard 40' conventional transit vehicle as per STD 260.
  - The revised pad shall be approximately 15.0 m south of the curb return at Countryside Drive.

#### Coleraine Drive at Mayfield Road

- Southbound stop
  - Please provide a southbound bus pad and bay for a standard 40' conventional transit vehicle as per STD 260 and 261.
  - The bus pad shall be 15.0 m south of the curb return at Mayfield Road.
- Northbound stop
  - Please provide a northbound bus pad for a standard 40' conventional transit vehicle as per STD 260.
- The bus pad shall be 15.0 m south of the curb return at Mayfield Road

#### Coleraine Drive at Countryside Drive

- Southbound stop
  - Please remove the proposed bus bay
  - The proposed bus pad should be designed for a standard 40' conventional transit vehicle as per STD 260.
  - The revised pad shall remain approximately 15.0 m south of the curb return at Countryside Drive.
- Northbound stop
  - Please remove the proposed bus bay
  - Please relocate the proposed bus pad nearside, 15.0 m south of the curb return at Countryside Drive
  - The proposed bus pad should be designed for a standard 40' conventional transit vehicle as per STD 260.

#### Coleraine at Arterial A2

- Southbound stop
  - Please remove the proposed bus bay
  - Please relocate the bus pad nearside, approximately 15.0 m north of the curb return at Arterial A2
  - The proposed bus pad should be designed for a standard 40' conventional transit vehicle as per STD 260.
- Northbound stop
  - Please remove the proposed bus bay
  - Please relocate the bus pad nearside, approximately 15.0 m south of the curb return at Arterial A2
  - The proposed bus pad should be designed for a standard 40' conventional transit vehicle as per STD 260.

#### Hwy 50

- Stops may be required at the intersection at Hwy 50 and Major Mackenzie and additional stops along Hwy 50 may also be required. Future stop details will require further discussion at detailed design phase

Thank you,

**Michelle Lui**

Planning Coordinator, Transit | City of Brampton

**To:** Aniq Shams, Human Environment Consultant, Wood  
**From:** Brian Lakeman, Transportation Policy Planner, City of Brampton  
**Date:** June 15, 2022  
**Subject:** Comments on the Highway 427 Industrial Secondary Plan Area 47 Part A Environmental Study Report

Thank you for the opportunity to review the draft Environmental Study Report for the Highway 427 Industrial Secondary Plan Area 47 Part A Environmental Assessment. The Transportation Planning section at the City of Brampton (“staff”) support the conclusions of the study as regards arterial roads A2 and Coleraine Drive and their associated transit and active transportation infrastructure. That said, staff have a number of comments for your consideration, provided below.

#### Transportation-Related Comments

1. Section 1.4.3, Page 19: Revise the title of this section and the first sentence to refer to the “City of Brampton’s Transportation Master Plan” and use the acronym “TMP”. The City’s Active Transportation Master Plan, dating from 2019, is a separate document.
2. Section 3.4.2, Page 49: The information regarding proposed cycling facilities depicted in Figure 3-3, taken from the 2014 Secondary Plan TMP, is outdated. To align with the stated intention on page 48 to illustrate cycling facility types and routing planned for the area, staff request that newer information, available from the Block Plans for areas 47-1 and 47-2 and the City’s Active Transportation Master Plan, be used. Alternate illustrations can be drawn from the Blocks 47-1 and 47-2 Transportation Study (Figures 4-10 and 5-10) and, for the employment lands, from the Active Transportation Master Plan (Figure 4-16).

In general, the figures in the report that depict planned infrastructure should use the most recent information available. A challenge for this study is that information at the Block Plan level is not available for the employment lands in SP47. Planned transportation infrastructure for this area must therefore be obtained from other sources (with the information from these sources typically being less detailed than the information provided in Block Plan component studies).

3. Section 3.4.2, Page 50: The information regarding proposed transit facilities depicted in Figure 3-4, taken from the 2014 Secondary Plan TMP, is outdated – it does not reflect current thinking about, or plans for, the provision of transit in the area. (See the comments submitted by Michelle Lui from Brampton Transit for more information on this.) Staff request that newer information be used. Alternate illustrations can be drawn from the Blocks 47-1 and 47-2 Growth Management Staging and Sequencing Strategy (Figure 8) and, for the employment lands, from draft Schedule 3B from the City’s Official Plan Update (Brampton Plan).

Note the use of the term “conceptual” in Figure 8 from the GMSSS – staff favour the use of such wording in this report, along with the inclusion of wording in Michelle Lui’s comments regarding how “The actual transit service design for the community, including service levels to be provided, will be further refined through Transit’s long range strategic planning process, and the Annual Transit Service Plan process. The timing of implementation of services in the development will be

dependent on the pace of development and the completion of the necessary infrastructure required to support regular transit operations.”

4. Section 4.3.1.1, Page 62: This section states that “It was found that there was very little difference between the alternatives, though it was noted that Option 3C supports transit and the auto passenger travel modes better because of the planned HOV lane along Arterial A2.” While being supportive of HOV lanes in general, staff question the benefits of the lane along Arterial A2 unless it is part of a broader HOV network.
5. Section 4.3.1.1, Page 62: This section states that Option 3B was noted as creating the fewest GHG emissions. What is the difference in the GHG emissions arising from Options 3B and 3C? (The City’s Community Energy and Emissions Reduction Plan identified transportation as the largest source of GHG emissions in Brampton – 59% of total emissions. Reducing emissions from transportation sources is therefore key to the achievement of the City’s climate change targets. Actions to support the reduction of emissions need to be considered in all transportation projects undertaken by/within the City.)
6. Section 4.4, Page 64: This section states that it was concluded that Option 3C was the preferred alternative planning solution. For clarity, and to support this statement, consider providing a summary ranking of the options (using circular “overall rating” symbols as per Table 5-8) and brief explanatory text outlining why Option 3C is preferred.
7. Section 4.4, Page 64: Comparable to comments 2 and 3 above, use a more recent illustration of the proposed road network than that provided in the figure on this page (from the 2014 Area 47 TMP). Alternate illustrations can be drawn from the Blocks 47-1 and 47-2 GMSSS (Figure 5) and, for the employment lands, from Schedule 3C in Brampton Plan.

#### Non-Transportation Comments

8. Section 1.6.2, Page 27: The projected numbers of residents and jobs provided in this section differ from the figures provided in Section 4.1 on Page 60. Further, this section provides build out figures from the Area 47 TMP that differ from either of the other two sets of figures. Still further, the population envisioned for Block Plan Area 47-1 and 47-2, per the Population Forecasts/Density Table included in the Growth Management Staging and Sequencing Strategy prepared during block planning for Areas 47-1 and 47-2 (36,365), exceeds the figures in all of the other sources. There needs to either be consistency amongst the figures or an explanation as to why the figures differ.

The Secondary Plan states that: “To ensure conformity with the Provincial Growth Plan and the City’s Growth Management objectives, the Highway 427 Industrial Secondary Plan shall be planned to achieve in the order of 27,000 persons and 20,500 jobs.” An approach could be to cite the numbers from the Secondary Plan and note that planned residential development will result in higher than originally forecasted population figures.

9. Section 3.2.1, Page 40: This section presents population data from two sources – the Census and forecasts prepared for the Region of Peel. These two sources derive and report population differently. The Census reports people counted by Statistics Canada (the “census population”). The forecasts use what is known as “total population”, which includes a factor (the undercoverage rate) to account for people missed by or counted more than once in the Census. (The City uses “total population” in all of its transportation and land use planning studies.) The two sets of data are thus

not directly comparable, as seen in the Census figure of 656,480 for 2021 and the forecasts figure of 698,200 for that year. To avoid confusion, staff recommend removing the sentence that provides the Census figures.

## Shams, Aniq

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**From:** Minkin, Dan (MHSTCI) <Dan.Minkin@ontario.ca>  
**Sent:** Wednesday, June 15, 2022 5:47 PM  
**To:** Shams, Aniq  
**Subject:** RE: City of Brampton/Region of Peel – Arterial Roads within Secondary Plan Area 47 Class EA (Part A) - Draft Environmental Study Report (Municipal Group & TAC)  
**Attachments:** 2022-06-15\_427ArterialRdsPartA\_MHSTCIcomments.pdf; MHSTCI Copy of TP115086\_Technical Studies\_Blank Comment Table for Stakeholders (2022\_05\_19).xlsx

**CAUTION:** External email. Please do not click on links/attachments unless you know the content is genuine and safe.

Good afternoon,  
Please see our comments attached, in letter form and on the Excel template.

Dan Minkin | Heritage Planner  
Ministry of Heritage, Sport, Tourism and Culture Industries  
Heritage, Tourism and Culture Division | Programs and Services Branch | Heritage Planning Unit  
T. 416. 786.7553 | Email: [dan.minkin@ontario.ca](mailto:dan.minkin@ontario.ca)

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**From:** Shams, Aniq <aniqa.shams@woodplc.com>  
**Sent:** May 25, 2022 9:39 AM  
**To:** mani.shahrokn@vaughan.ca; Arash Olia <Arash.Olia@caledon.ca>; Andrew Pearce <andrew.pearce@caledon.ca>; Kant Chawla <kant.chawla@caledon.ca>; steve.mota@york.ca; joshua.wang@york.ca; shawn.ellsworth@york.ca; Mucciarelli, Marco (MTO) <Marco.Mucciarelli@ontario.ca>; Robert.Agostini@alectrautilities.com; Geoff Kneller <geoff\_kneller@tcenergy.com>; Adam Saab <adam\_saab@tcenergy.com>; kwebber@mhbcpplan.com; Emily Pelleja <emily.pelleja@alectrautilities.com>; Bell, Trevor (MECP) <Trevor.Bell@ontario.ca>; Minkin, Dan (MHSTCI) <Dan.Minkin@ontario.ca>; Hosseini, Hossein (MTO) <Hosseini.Hosseini@ontario.ca>; Henry Gamboa <Henry.Gamboa@alectrautilities.com>  
**Cc:** Bubas, Sonya <sonya.bubas@peelregion.ca>; Nejatian, Soheil <soheil.nejatian@brampton.ca>; Khan, Muhammad <muhammad.khan@woodplc.com>; Parajuli, Bishnu <Bishnu.Parajuli@brampton.ca>; Mohammad, Ghazanfar <Ghazanfar.Mohammad@brampton.ca>  
**Subject:** City of Brampton/Region of Peel – Arterial Roads within Secondary Plan Area 47 Class EA (Part A) - Draft Environmental Study Report (Municipal Group & TAC)

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

Hi everyone,

The Region of Peel, in partnership with the City of Brampton, has completed the Draft Environmental Study Report (ESR) for the Municipal Class Environmental Assessment Schedule 'C' Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47 in northeast Brampton) for Part A. As a reminder, the roadways within Part A will be owned and operated by the Region and will include the following:

- Arterial A2 – a new roadway that connects Major Mackenzie Drive to Mayfield Road
- Coleraine Drive – an existing roadway

The roadways within Part 'B' will be owned and operated by the City and will include the following:

- Countryside Drive - an existing roadway
- Clarkway Drive – an existing roadway
- East-West Arterial - a new roadway that connects The Gore Road to Arterial A2.

We are pleased to provide you with the Draft ESR and accompanying appendices for your review and comment. Please note that this is a Draft report only and is intended for internal review. We would like to initiate the public review period for this report in advance of the

**Ministry of Heritage, Sport,  
Tourism and Culture Industries**

Programs and Services Branch  
400 University Ave, 5<sup>th</sup> Flr  
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June 15, 2022

EMAIL ONLY

Aniqa Shams, RPP, MCIP  
Human Environment Consultant  
Wood Environment & Infrastructure Solutions  
[aniqa.shams@woodplc.com](mailto:aniqa.shams@woodplc.com)

**MHSTCI File : 0004014**  
**Proponent : City of Brampton**  
**Subject : Draft Environmental Study Report**  
**Project : Arterial Roads (Part A) Within Highway 427 Industrial Secondary  
Plan Area**  
**Location : City of Brampton, Ontario**

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Dear Ms. Shams:

Thank you for providing the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) with the draft Environmental Study Report (ESR) for the above-referenced project. MHSTCI's interest in this Environmental Assessment (EA) project relates to its mandate of conserving Ontario's cultural heritage.

### **Project Summary**

The purpose of this study is to satisfy Phases 3 and 4 of the Municipal Class EA process for a number of road improvements selected through the Highway 427 Industrial Secondary Plan Area Transportation Master Plan, namely a new six-lane north-south major arterial road from Mayfield Road east of Clarkway Drive to Major Mackenzie Drive (RR50), and a widening of Coleraine Drive from the aforementioned new road to Mayfield Road including realignment at the new road west of RR50.

### **Comments on Draft ESR**

We have reviewed the draft ESR and offer the following comments.

1. In the terminology generally used and understood in the cultural heritage field and associated provincial policy and guidance, "cultural heritage" or "cultural heritage resources" encompasses archaeological resources, built heritage resources, and cultural heritage landscapes. As such, we would recommend:
  - o That Sections 3.8 be renamed "Built Heritage Resources and Cultural Heritage Landscapes";
  - o That the criterion "Archaeological, Built Heritage and Cultural Landscape Impacts" in Tables 5-6, 5-8, 5-9, 5-10, and 5-31 be renamed "Cultural Heritage Impacts";
  - o That "built heritage features" in Table 5-31 be changed to "built heritage resources [and cultural heritage landscapes]" as appropriate; and



- That the row “Built and Cultural Heritage” in Table 7-2 be renamed “Built Heritage Resources and Cultural Heritage Landscapes”.
2. The cultural heritage criteria rows in Table 5-8 and 5-31 include within their indicator “Impact to cultural landscape and aesthetic nature of the roadway corridor”, and the fields in that row in Table 5-31 note visual impacts on the Rainbow Creek Natural Heritage System (NHS). It does not appear that the cultural heritage documentation in this EA study have identified the Rainbow Creek NHS as a cultural heritage resource with its aesthetic qualities as a heritage attribute, and the ESR elsewhere addresses vegetation and aesthetics separately from cultural heritage. As such we would recommend removing aesthetics from the cultural heritage row in the impact assessment tables and making it a separate criterion. Relatedly, it is not clear what “cultural landscape” refers to in this indicator, but from context it does not appear to refer to a cultural heritage landscape. If there are “cultural landscape” impacts to be addressed separately from cultural heritage, this should be done as a separate row in the social/cultural environment category.
  3. In Table 5-10, the fields for the various alternatives in the cultural heritage row indicate the amount for existing agricultural land, in hectares, that would be impacted by each alternative. It is unclear whether these data were entered into this row in error, or whether they are intended to reflect some value relevant to cultural heritage, such as land with archaeological potential. This should be corrected or clarified as appropriate.
  4. In Table 7-2, the archaeology commitment is to complete the Stage 2 archaeological assessment prior to any land altering activities. As the Stage 2 assessment may recommend further stages, the commitment should be to complete all necessary further stages of archaeological assessment. We would also recommend that the commitment undertake to complete these stages as early as practicable in the detailed design phase, and to not commence ground-disturbing activities until all required archaeological reports have been entered into the Ontario Public Register of Archaeological Reports. The outstanding stages of archaeological assessment could also be noted in Section 7.13.
  5. Table 7-2 should also include a commitment for the possibility of previously undocumented archaeological resources being unexpectedly encountered during construction, in spite of prior assessment. In this scenario, MHSTCI should be notified (at [archaeology@ontario.ca](mailto:archaeology@ontario.ca)), all activities impacting archaeological resources must cease immediately, and a licensed archaeologist is required to carry out an archaeological assessment in accordance with the Ontario Heritage Act and the Standards and Guidelines for Consultant Archaeologists. If human remains are encountered, all activities must cease immediately, and the local police and coroner must be contacted.

Thank you for consulting MHSTCI on this project and please continue to do so throughout the EA process. If you have any questions or require clarification, please do not hesitate to contact me.

Sincerely,

Dan Minkin  
Heritage Planner  
[Dan.Minkin@Ontario.ca](mailto:Dan.Minkin@Ontario.ca)

It is the sole responsibility of proponents to ensure that any information and documentation submitted as part of their EA report or file is accurate. MHSTCI makes no representation or warranty as to the completeness, accuracy or quality of the any checklists, reports or supporting documentation submitted as part of the EA process, and in no way shall MHSTCI be liable for any harm, damages, costs, expenses, losses, claims or actions that may result if any checklists, reports or supporting documents are discovered to be inaccurate, incomplete, misleading or fraudulent.

## Shams, Aniq

---

**From:** Capelle, Pauline (NDMNRF) <Pauline.Capelle@ontario.ca>  
**Sent:** Wednesday, June 15, 2022 1:44 PM  
**To:** Shams, Aniq  
**Cc:** Bubas, Sonya; Nejatian, Soheil; Khan, Muhammad; Parajuli, Bishnu; Mohammad, Ghazanfar; McCloskey, Amanda (NDMNRF)  
**Subject:** RE: City of Brampton/Region of Peel – Arterial Roads within Secondary Plan Area 47 Class EA (Part A) - Draft Environmental Study Report (Municipal Group & TAC)

**CAUTION:** External email. Please do not click on links/attachments unless you know the content is genuine and safe.

Good Afternoon Aniq,

NDMNRF has received the draft Environmental Study Report for Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47 in northeast Brampton), as part of Peel Region's Municipal Class EA, and appreciates this opportunity to provide the following information:

### **Public Lands Act & Lakes and Rivers Improvement Act**

Some projects may be subject to the provisions of the *Public Lands Act* or *Lakes and River Improvement Act*. Please review the information on NDMNRF's web pages provided below regarding when an approval is, or is not, required. Please note that many of the authorizations under the *Lakes and Rivers Improvement Act* are administered by the local Conservation Authority.

- For more information about the *Public Lands Act*: <https://www.ontario.ca/page/crown-land-work-permits>
- For more information about the *Lakes and Rivers Improvement Act*: <https://www.ontario.ca/page/lakes-and-rivers-improvement-act-administrative-guide>

### **Fish and Wildlife Conservation Act**

Please note, that should the project require:

- The relocation of fish outside of the work area, a Licence to Collect Fish for Scientific Purposes under the *Fish and Wildlife Conservation Act* will be required.
- The relocation of wildlife outside of the work area (including amphibians, reptiles, and small mammals), a Wildlife Collector's Authorization under the *Fish and Wildlife Conservation Act* will be required.

Please contact [scp.aurora@ontario.ca](mailto:scp.aurora@ontario.ca) with any questions about the above information or to apply for a permit.

Thank you for the opportunity to provide comments.

All the best,  
Pauline

### **Pauline Capelle (she/her), Regional Planner**

Land Use Planning and Strategic Issues Section | Southern Region  
Ministry of Northern Development, Mines, Natural Resources and Forestry  
[Pauline.Capelle@Ontario.ca](mailto:Pauline.Capelle@Ontario.ca) | 705-761-5633

## Shams, Aniq

---

**From:** Suzanne Bevan <Suzanne.Bevan@trca.ca>  
**Sent:** Wednesday, June 22, 2022 3:03 PM  
**To:** Bubas, Sonya  
**Cc:** Shams, Aniq; Nejatian, Soheil; Khan, Muhammad; Parajuli, Bishnu; Mohammad, Ghazanfar; Adam Miller  
**Subject:** CFN 54636 - TRCA Response to Draft ESR Part A - City of Brampton/Region of Peel – Arterial Roads within Secondary Plan Area 47 Class EA (Part A) - Draft Environmental Study Report (TRCA)  
**Attachments:** CFN 54636 - Table Only Draft ESR Part A Area 47 - June 22, 2022.docx; CFN 54636 - Draft ESR, Part A, Arterial Roads - June 22, 2022.pdf

**CAUTION:** External email. Please do not click on links/attachments unless you know the content is genuine and safe.

Hi Sonya,

Please find TRCA correspondence attached.

Should you have any questions please do not hesitate to contact me directly.

Thank you,  
Suzanne

**Suzanne Bevan, B.Sc. (Hons), ENV SP**  
Senior Manager  
Infrastructure Planning and Permits – Peel/York | Development and Engineering Services

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A: 101 Exchange Avenue, Vaughan, ON, L4K 5R6 | [trca.ca](http://trca.ca)



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**From:** Shams, Aniq <aniqa.shams@woodplc.com>  
**Sent:** May 25, 2022 9:39 AM  
**To:** Suzanne Bevan <Suzanne.Bevan@trca.ca>; Dilnesaw Chekol <Dilnesaw.Chekol@trca.ca>; Adam Miller <Adam.Miller@trca.ca>; Sinthujan Navaratnavel <Sinthujan.Navaratnavel@trca.ca>; Shirin Varzgani <Shirin.Varzgani@trca.ca>  
**Cc:** Bubas, Sonya <sonya.bubas@peelregion.ca>; Nejatian, Soheil <soheil.nejatian@brampton.ca>; Khan, Muhammad <muhammad.khan@woodplc.com>; Parajuli, Bishnu <Bishnu.Parajuli@brampton.ca>; Mohammad, Ghazanfar <ghazanfar.mohammad@brampton.ca>  
**Subject:** City of Brampton/Region of Peel – Arterial Roads within Secondary Plan Area 47 Class EA (Part A) - Draft Environmental Study Report (TRCA)

Hi everyone,

June 22, 2022

CFN 54636

**BY E-MAIL ONLY** ([sonya.bubas@peelregion.ca](mailto:sonya.bubas@peelregion.ca))

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

Dear Sonya Bubas,

**Re: Area 47 Municipal Class Environmental Assessment – Schedule C  
Draft Environmental Study Report, Part A  
Humber River Watershed; City of Brampton; Region of Peel**

Toronto and Region Conservation Authority (TRCA) staff received the draft Environmental Study Report and response to previous comments on May 25, 2022.

### **PROJECT OVERVIEW**

It is our understanding that the Region of Peel, in partnership with the City of Brampton, has completed the Draft Environmental Study Report (ESR) for the Municipal Class Environmental Assessment Schedule 'C' Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47 in northeast Brampton) for Part A (Arterial A2 – a new roadway that connects Major Mackenzie Drive to Mayfield Road and Coleraine Drive – an existing roadway). Staff understands that the current submission is for Part A. The roadways within Part 'B' will be owned and operated by the City (Countryside Drive - an existing roadway, Clarkway Drive – an existing roadway and East-West Arterial - a new roadway that connects The Gore Road to Arterial A2). The study area is bounded by Highway 50 to the east, Castlemore Road to the south, The Gore Road to the west and Mayfield Road to the north.

While staff has no objection in principle to the preferred alternative, the following concerns must be addressed in the final EA document. Additional detailed comments are provided in Appendix A. These comments should be included as an appendix in the final EA report.

### **RESUBMISSION REQUIREMENTS**

Please ensure that TRCA staff receives one (1) digital copy of the **Environmental Study Report**. The document should be accompanied by a covering letter that uses the numbering scheme provided in this letter and identifies how these comments have been addressed. Digital materials must be submitted in PDF format, with

drawings pre-scaled to print on 11"x17" pages. Materials may be submitted on discs, via e-mail (if less than 25 MB), or through file transfer protocol (FTP) sites (if posted for a minimum of two weeks).

Should you have any questions or require any additional information please contact me at extension 5759 or at [suzanne.bevan@trca.ca](mailto:suzanne.bevan@trca.ca).

Regards,



Suzanne Bevan  
Senior Manager, Infrastructure Planning and Permits  
Development and Engineering Services

Attached: Appendix A - TRCA Comments and Proponent Responses  
Appendix A - TRCA Comments and Proponent Responses, WORD digital file for consultant/proponent response purposes

**BY E-MAIL**

cc: Brampton: Ghaz Mohammad ([ghazanfar.muhammad@brampton.ca](mailto:ghazanfar.muhammad@brampton.ca))  
Soheil\_Nejatian ([soheil.nejatian@brampton.ca](mailto:soheil.nejatian@brampton.ca))  
Bishnu Parajuli ([bishnu.parajuli@brampton.ca](mailto:bishnu.parajuli@brampton.ca))  
Consultant: Aniq Shams ([aniqa.shams@woodplc.com](mailto:aniqa.shams@woodplc.com))  
Muhammad Khan ([Muhammad.khan@woodplc.com](mailto:Muhammad.khan@woodplc.com))  
TRCA: Adam Miller, Associate Director, Development Planning and Permits

**APPENDIX A: TRCA COMMENTS AND PROPONENT RESPONSES**

#	TRCA COMMENTS (FEBRUARY 8, 2017)	PROponent RESPONSE (OCTOBER 14, 2020)	TRCA COMMENTS – NHS REVIEW (NOVEMBER 9, 2020)	PROponent RESPONSE (MAY 26, 2021)	TRCA COMMENTS (AUGUST 6, 2021)	PROponent RESPONSE (MAY 19, 2022)	TRCA COMMENTS PART A (JUNE 22, 2022)
<b>Previous Correspondence</b>							
1	Preliminary comments were sent on December 2, 2015. Please ensure those items have been addressed through the EA process including but not limited to completing the headwater feature studies, consideration for aquatic and wildlife passage, pedestrian passage, minimizing the number of watercourse crossings, minimizing impacts to the natural heritage system and interim stormwater management measures.	Responsibility for completion of the headwater feature study will be coordinated between the EA team and the Block Plan Study teams by the City. Aquatic, wildlife and pedestrian passage at structures, as well as minimizing the number of watercourse crossings, minimizing impacts to the natural heritage system and interim stormwater management measures will be considered as part of the EA process.	To be addressed with the next comprehensive submission.  Regarding headwater feature analysis, refer to comment 37 below.	Will be addressed in the ESR.			
<b>Watercourse Crossings</b>							
2	The PIC material does not directly address crossing size requirements from a natural heritage perspective. Due to the significant effort that has gone into designing a new natural heritage system for the Rainbow Creek corridor through the MESP and Block planning process, crossing sizes should be as large as possible to not impair the connectivity of the design.	While the initial PIC material did not directly address crossing size requirements from a natural heritage perspective, this, and other important aspects of crossing design, will weigh heavily in the crossing structure design process, when we get there. Coordination with TRCA to arrive at preferred designs for all crossings will be important, but particularly within the net Rainbow Creek NHS.	To be addressed with the next comprehensive submission.	Will be addressed in the ESR.			
3	Crossing locations should consider the restoration opportunities associated with the design. For example, a larger, wider portion of the natural heritage system may better accommodate a feature more dependent on size/shape ratios, such as a woodlot. If a crossing is proposed in such a location it would significantly undermine, if not preclude that restoration opportunity. As such, those areas with high value restoration potential should be determined as a part of a collaborative process between the EA and block planning processes, and crossings should avoid those areas.	Wood will work with the Block Plan Study teams to identify areas with high value restoration potential with a view of identifying possible restoration opportunities and minimizing the potential impacts of a crossing in areas of high value restoration.	Section 8 of the report indicates that losses to the natural heritage system (NHS) will be compensated for elsewhere in the Rainbow Creek corridor. This does not appear to be quantified or considered in Section 9, Assessment of Potential Impacts or Section 10, Avoidance and Mitigation Measures. Please provide a strategy for compensating for the loss of NHS land base, as well as the loss of ecological function associated with the crossing, including grading.	Will be addressed in the ESR.	The City's response indicates that this will be addressed through the EIR. Given the advancement of many of the development planning initiatives within the secondary plan area, particularly in the vicinity of the Rainbow Creek corridor, deferral of a resolution around compensation is not appropriate.  The EA documentation has not demonstrated how impacts will be minimized and mitigated. As has been identified through various	Details regarding the compensation are now provided in the ESR and the Natural Environment Report.	The agreement in principle for the Rainbow Creek A2 crossing included a requirement to compensate for lost NHS landbase elsewhere in the Rainbow Creek corridor (meeting minutes dated April 24, 2019). It was identified to the project team that acquiring land suitable for compensation, adjacent to the rainbow creek corridor may be challenging and that discussions should begin as soon as possible with the landowners. The proposed compensation strategy



#	TRCA COMMENTS (FEBRUARY 8, 2017)	PROPONENT RESPONSE (OCTOBER 14, 2020)	TRCA COMMENTS – NHS REVIEW (NOVEMBER 9, 2020)	PROPONENT RESPONSE (MAY 26, 2021)	TRCA COMMENTS (AUGUST 6, 2021)	PROPONENT RESPONSE (MAY 19, 2022)	TRCA COMMENTS PART A (JUNE 22, 2022)
			Please note that this should be coordinated with the block planning process since land outside of the NHS, as proposed by the reconfigured Rainbow Creek corridor, will likely be required which may impact the block plans and future commercial/residential development.		discussions and correspondence, the acquisition of table land adjacent to the NHS will become more challenging as development planning processes continue to advance. Furthermore, as these processes advance, the level of uncertainty around the ability to provide appropriate compensation increases.  Please provide a clearly articulated plan outlining the strategy for compensation, along with an implementation plan outlining how it can be incorporated into the various planning initiatives and construction phasing. As it relates to the arterial road crossing of the realigned Rainbow Creek corridor, please note that land base compensation will be based on loss of overall NHS and is not dependant on the type of feature (eg. forest, wetland, meadow, etc.).		does not appear to reflect the need to ensure no net loss of landbase within the Rainbow Creek corridor and appears to be focussed almost entirely on tree compensation. This is insufficient and inconsistent with previous agreements and discussions. Please provide a strategy for replacing landbase lost within the NHS. Please note that this should be undertaken immediately as the planning processes for many of the adjacent blocks are advancing quickly and this may have impacts for those landowners.
4	Crossing structures should be designed such that minimal fill is required within valleys in order to maximize the restoration potential and ecological function. Alternatives are being explored where intersections are located very near or on top of valley systems. This would not seem to support the ecological objectives of the MESP and block planning process. Furthermore, these intersections are likely to require significant fill within the natural heritage system. Please ensure this is coordinated.	Wood will develop crossing designs that aim to minimize fill within the valleylands and meet the criteria of the TRCA Road Crossing Guidelines. With exception of the new Rainbow Creek crossing, all other intersections are pre-existing.	To be addressed with the next comprehensive submission.	Will be addressed in the ESR.			
<b>Flood Plain Management</b>							

#	TRCA COMMENTS (FEBRUARY 8, 2017)	PROPONENT RESPONSE (OCTOBER 14, 2020)	TRCA COMMENTS – NHS REVIEW (NOVEMBER 9, 2020)	PROPONENT RESPONSE (MAY 26, 2021)	TRCA COMMENTS (AUGUST 6, 2021)	PROPONENT RESPONSE (MAY 19, 2022)	TRCA COMMENTS PART A (JUNE 22, 2022)
5	Please ensure that the hydraulic analysis for crossings utilizes the most up-to-date hydraulic model obtained from the Block 47-1, Block47-2 and Block 47-3 work.	Wood will complete all hydraulic analysis with the most up-to-date, approved models for the study area.	To be addressed with the next comprehensive submission.	Will be addressed in the ESR.	Noted		Please submit digital hydraulic model for review.
6	Please ensure that the 2015 Humber Hydrology updated flows are used in the analysis.	It is understood that the provided HEC-RAS models apply the updated 2015 Humber Hydrology flows.	To be addressed with the next comprehensive submission.	Will be addressed in the ESR.	Noted		N/A
7	Please ensure that sizing and design of future bridge structures will be completed using the TRCA Road Crossing Guidelines and that there is no increase in flooding upstream and downstream.	Wood will apply the TRCA Road Crossing Guidelines when designing the crossings. We will also endeavor to design crossing that do not increase flooding up or downstream of the crossing. Where any of these requirements cannot be met (i.e. where significant numbers of driveways currently abut portions of the roadway, Wood will work with the City and TRCA to develop a mutually acceptable solution.	To be addressed with the next comprehensive submission.	Will be addressed in the ESR.	Noted		Section 4.3.1 of Stormwater Drainage Assessment Report lists required hydraulic structure sizing Criteria, however TRCA’s requirements (Flooding hazard, Geomorphic hazard & Geotechnical hazard) regarding sizing of watercourse crossing is not listed. TRCA’s requirements regarding sizing of watercourse crossing are outlined in Section 2.1 of TRCA’s Crossings Guideline for Valley and Stream Corridors. Please include these requirements in Section 4.3.1 of Stormwater Drainage Assessment Report.  Table 4-7 of Stormwater Drainage Assessment Report shows that under proposed condition Flooding risk has increased maximum of 1.28m and 0.93m upstream of Culvert I and Culvert G ((Arterial A2/ Coleraine Drive) respectively. Please note that TRCA requires that flood risk does not increase as a result of the proposed crossing for all design

#	TRCA COMMENTS (FEBRUARY 8, 2017)	PROPONENT RESPONSE (OCTOBER 14, 2020)	TRCA COMMENTS – NHS REVIEW (NOVEMBER 9, 2020)	PROPONENT RESPONSE (MAY 26, 2021)	TRCA COMMENTS (AUGUST 6, 2021)	PROPONENT RESPONSE (MAY 19, 2022)	TRCA COMMENTS PART A (JUNE 22, 2022)
							<p>storm events up to, and including, the Regulatory event. Please clarify the impact of this increase in flooding risk on the approved Block plan and on the private properties.</p> <p>Please identify the existing and proposed Floodlines on a plan.</p>
<b>Stormwater Management</b>							
8	<p>TRCA staff recommends that the stormwater from the proposed roads be treated in the proposed SWM ponds within Area 47. In situations where it is difficult to direct runoff to the ponds, the applicant should refer the TRCA Stormwater Management Criteria Document to acquire the SWM targets for the site.</p>	<p>Agreed. It is understood that this approach is also in compliance with the MESP. Thank-you.</p>	<p>In the MESP it was discussed that proposed SWM ponds within Area 47 should be sized to treat runoff from the road network. This is possible for the SWM ponds which service residential areas because these ponds will eventually be assumed by the City. However, runoff from the road network through industrial areas may require separate stormwater management measures to achieve quantity, quality and erosion criteria. Please ensure this is addressed and discussed in the SWM report with the next submission.</p>	<p>Will be addressed in the ESR.</p>	<p>Noted</p>		<p>The MESP indicates that road runoff should be treated for quality and quantity utilizing the SWM facilities that will be implemented through the planning process. This requires an agreement between the Region, Brampton and the landowners group. Given that the roadways may proceed with construction prior to the receiving SWM facilities being constructed, an interim SWM strategy is required until such time as the ultimate SWM strategy can be implemented and constructed. Please provide an interim SWM strategy that incorporates TRCA’s SWM criteria (quantity, quality, erosion and water balance criteria) along with the ultimately strategy demonstrating how the areas associated with the roadways will connect to the proposed SWM ponds as identified in</p>

#	TRCA COMMENTS (FEBRUARY 8, 2017)	PROPONENT RESPONSE (OCTOBER 14, 2020)	TRCA COMMENTS – NHS REVIEW (NOVEMBER 9, 2020)	PROPONENT RESPONSE (MAY 26, 2021)	TRCA COMMENTS (AUGUST 6, 2021)	PROPONENT RESPONSE (MAY 19, 2022)	TRCA COMMENTS PART A (JUNE 22, 2022)
							<p>the MESP and related supporting information.</p> <p>Many of the private development parcels with Area 47 are moving forward quickly and are at an advanced stage of planning. This may result in refinements to the high level SWM strategy outlined in the MESP. While any proposed changes would still be compatible with TRCA’s SWM criteria, they may have an impact on the SWM strategy for the road network being considered through the EA. Given the speed with which some of these applications are advancing, in order to avoid possible delays and potential cost increases, please ensure that close coordination continues to occur with the planning aspects of Area 47. Where refinements to what was proposed in the MESP are being considered, please ensure that those refinements are being incorporated into the EA process.</p>

#	TRCA COMMENTS (APRIL 13, 2017) – MEETING WITH TRCA TO REVIEW ALTERNATIVES	PROPONENT RESPONSE (OCTOBER 14, 2020)	TRCA COMMENTS – NHS REVIEW (NOVEMBER 5, 2020)		TRCA COMMENTS (AUGUST 6, 2021)	PROPONENT RESPONSE (MAY 19, 2022)	TRCA COMMENTS (JUNE 2, 2022)
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9	Desirable to have a structure that spans the entire NHS.	Wood will work with the City, Region and TRCA to develop a crossing design that addresses this desire. It is understood that this configuration will aim to maintain connectivity along the length of the NHS.	To be addressed with the next comprehensive submission.	Will be addressed in the ESR.			
10	Span of crossing needs to consider not only fluvial geomorphology but also connectivity and wildlife passage.	Agreed. Recommended crossing designs at all locations will consider geomorphology, aquatic, terrestrial, and pedestrian passage (as appropriate). We also understand that connectivity along Natural Heritage Systems is important to maintain.	To be addressed with the next comprehensive submission.	Will be addressed in the ESR.			
11	Openness factor for wildlife passage and daylight penetration is more important than length of the crossing.	Structural alternatives will consider connectivity and openness factor as a critical design and evaluation criteria.	To be addressed with the next comprehensive submission.	Will be addressed in the ESR.			
12	Number of crossings is not as important as connectivity and openness.	Structural alternatives will consider connectivity and openness factor as a critical design and evaluation criteria.	To be addressed with the next comprehensive submission.	Will be addressed in the ESR.			
13	Design needs to minimize valley fill.	Structural alternatives will aim to minimize valley fill.	To be addressed with the next comprehensive submission.	Will be addressed in the ESR.	Noted		
14	TRCA requested that alternative designs that indicate opening size, openness factor and grading limits be prepared for review and comment.	Conceptual design alternatives will be prepared for the crossing location once a preferred road network configuration is identified for Special Policy Area 2. The conceptual alternatives will clearly identify the requested information.	To be addressed with the next comprehensive submission.	Will be addressed in the ESR.	Noted		
15	Proposed Rainbow Creek conditions (realignment and reconfiguration of the NHS) have not been considered in the Progress Report and background reports.	At the time of preparation of the draft Progress Report, updated information pertaining to realignment and reconfiguration of Rainbow Creek and the associated NHS were not available. Once finalized MESP Addendum information is available, the evaluation will be updated appropriately.	To be addressed with the next comprehensive submission.	Will be addressed in the ESR.	Noted		
16	Given information provided at this time, TRCA staff cannot support an intersection overtop of Rainbow Creek, as this will significantly impair the form and function of the proposed valley corridor.	At the May 2017 meeting, TRCA indicated that they would consider an intersection within the NHS, but that adherence to a number of critical factors would need to be demonstrated, including: openness factors, light penetration, terrestrial passage, connectivity, and minimized fill into the NHS. Wood will work with TRCA, the City and Region to arrive at a mutually-agreeable solution. As per the April 16, 2019 Rainbow Creek Crossing Workshop, TRCA	The April 13, 2017 minutes also indicate that the crossings spans need to examine crossings that span the NHS including flood plain, identify spans based on a fluvial geomorphic analysis, connectivity requirements, wildlife passage, future proposed plans for Rainbow Creek, minimize fill placement and quantify	Will be addressed in the ESR.	Noted		

		provided approval in principle for Alternative 1B.	losses including how those losses will be addressed within Area 47. There must also be no increased flood risk as a result of infrastructure within the flood plain/valley.				
17	Please ensure the ESR fully captures changes to the valleysystem and headwater drainage systems through the planning processes.	At the time of preparation of the draft Progress Report, updated information pertaining to realignment and reconfiguration of Rainbow Creek and the associated NHS were not available. Once finalized MESP Addendum information is available, the evaluation will be updated appropriately.	This will need to be addressed within the EA study. Please submit with the next comprehensive submission.	Will be addressed in the ESR.			
18	It is our expectation that the City will develop a comprehensive set of alternative options for all road segments that not only meet [TRCA] requirements for flooding, erosion, pollution and conservation of land, but will manage and preserve the valley corridors, provide for wildlife and pedestrian passage where identified, and protect the aquatic and terrestrial systems through Area 47.	We confirm that this will be completed.	To be addressed with the next comprehensive submission.	Will be addressed in the ESR.			

#	TRCA COMMENTS (APRIL 13, 2017) – MEETING WITH TRCA TO REVIEW ALTERNATIVES	PROPONENT RESPONSE (OCTOBER 14, 2020)	TRCA COMMENTS – NHS REVIEW (NOVEMBER 9, 2020)	PROPONENT RESPONSE (MAY 26, 2021)	TRCA COMMENTS (AUGUST 6, 2021)	PROPONENT RESPONSE (MAY 19, 2022)	TRCA COMMENTS (JUNE 22, 2022)
<b>Natural Features</b>							
19	Significant changes are expected to the existing conditions as a result of the Secondary Plan, MESP, and Block Plan processes. Significant improvements/changes will be made to the Rainbow Creek corridor altering the existing conditions. In addition, ecological improvements (restoration areas, corridors for ecological connectivity, etc.) have been proposed through the development planning process. These improvements do not appear to have been considered in the EA documentation. Due to stormwater management, flows within the watercourses and smaller tributaries may also be subject to change. Please ensure that the EA process considers not only the existing conditions, but the full suite of proposed conditions related to the changes outlined in the MESP and Block Plans. Please coordinate with the development planning team for the most recent information.	Wood will incorporate the proposed improvements and changes as part of the EA documentation and will coordinate with the development teams for the most recent information when the improvements and changes have been confirmed through the MESP Addendum process.	To be addressed with the next comprehensive submission.	The Natural Environment Assessment Report aims to document the conversations which have occurred between the TRCA and proponent regarding the significant changes to be made to Rainbow Creek. From a Natural Heritage perspective, this documentation serves as the foundation which should be built on in EIS along with Block Plan approvals. Stormwater management has been reviewed to the extent possible at the time of final submission.			



#	TRCA COMMENTS (APRIL 13, 2017) – MEETING WITH TRCA TO REVIEW ALTERNATIVES	PROPONENT RESPONSE (OCTOBER 14, 2020)	TRCA COMMENTS – NHS REVIEW (NOVEMBER 9, 2020)	PROPONENT RESPONSE (MAY 26, 2021)	TRCA COMMENTS (AUGUST 6, 2021)	PROPONENT RESPONSE (MAY 19, 2022)	TRCA COMMENTS (JUNE 22, 2022)
20	The Natural Environment Assessment Report appears to only include general impact assessments for the various widening and alignments. Some alignments appear to require the removal of features within the natural heritage system identified in the MESP. It is unclear how each crossing and alignment will affect the function of the valley systems and associated features. A preliminary preferred solution appears to have been determined in the absence of a thorough analysis of impacts which will set expectations making any required significant adjustments difficult. Additionally, it does not appear that an analysis has been provided for the SPA2 alternatives nor has mitigation been proposed. Please provide greater analysis related to the ecological impacts of the road network on the natural heritage system, including any possible habitat removals. It should be clear in the analysis how impacts can be avoided with adjustments (major or minor) to the road alignments. Please also ensure that the analysis includes a discussion regarding the impacts to the connectivity of the natural heritage system both north-south and east-west.	The Natural Environment Assessment Report provides an assessment of impacts associated with the proposed alignments recommended in the TMP as a starting point for the assessment of alternatives. Wood agrees that the alignments will require the removal of features within the natural heritage system, and while the intent is to minimize the removals, based on the existing road network and the location of the natural heritage system some removal may be unavoidable. Further detail on the impact on the natural heritage system and proposed mitigation measures will be provided in the ESR.	The impact assessment does not appear to have considered the proposed conditions as recommended by the MESP and MESP addendum. Please expand the impact analysis to consider the proposed conditions and ensure that mitigation and/or compensation recommendations reflect the proposed conditions.	The Natural Environment Assessment Report aims to document the conversations which have occurred between the TRCA and proponent regarding the significant changes to be made to Rainbow Creek.  Mitigation and compensation recommendations are provided in the Natural Environment Assessment Report however they are not qualitative as this should occur during design build or lot specific studies and plans. As stated in the report the MESP should also be referenced in future site/lot plans and studies. During detailed design, the proposed removal of features is to be totaled, and their compensation included in the Rainbow Creek corridor restoration.	Not addressed.  Impacts should also be measured against the proposed existing conditions of the realigned Rainbow Creek corridor to ensure not net loss of proposed/expected functions.	The impact measured: 14,921.23 m2 or 1.49 ha will be altered or removed from the NHS.	While the total area being removed from the NHS has been provided, it is unclear how this removal is being compensated for, and it's unclear how this it will impact the effectiveness of the restoration to be undertaken as part of the proposed Rainbow Creek corridor. Please clarify how the road network will impact the restoration objectives for the Rainbow Creek corridor, identify any required modifications to the corridor restoration proposed in the MESP and the associated addendum, and provide a strategy for ensuring no net loss of landbase associated with the A2 crossing of the reconfigured Rainbow Creek corridor.
21	Table 5.4 (pg 47) identifies the length of the Rainbow Creek crossing. It is unclear what the footprint of the impact on the natural heritage system (NHS) will be for each alternative. Along with the ecological analysis, please provide an assessment of area of NHS impacted for each alternative based on the full footprint of the crossing structure including grading.	All evaluation of alternative crossings has been completed. Wood has included the footprint of the impact and an assessment of the effects on the NHS.	To be addressed with the next comprehensive submission.	Refer to the ESR for an assessment of alternatives			
22	Please ensure that all crossing maps clearly reflect the limits of the proposed NHS (e.g., Special Policy Area 2 crossing maps shown on page 28).	Wood has incorporated the limits of the proposed Rainbow Creek NHS once the design of the system has been finalized and approved drawings have been provided by TRCA.	To be addressed with the next comprehensive submission.	Proposed Rainbow Creek NHS limits have not been approved.			

#	TRCA COMMENTS (APRIL 13, 2017) – MEETING WITH TRCA TO REVIEW ALTERNATIVES	PROPONENT RESPONSE (OCTOBER 14, 2020)	TRCA COMMENTS – NHS REVIEW (NOVEMBER 9, 2020)	PROPONENT RESPONSE (MAY 26, 2021)	TRCA COMMENTS (AUGUST 6, 2021)	PROPONENT RESPONSE (MAY 19, 2022)	TRCA COMMENTS (JUNE 22, 2022)
23	Evaluation tables 5.1 and 5.4 indicate that there are no designated natural features within the study area. This is inaccurate. Significant Woodlands and Significant Valleylands would seem to be present in these areas. A Natural Heritage System has also been established through the secondary plan process under the Planning Act which these crossings will impact. These natural heritage features would also likely meet the requirements for inclusion under Peel’s Greenlands System as Natural Area’s and Corridors (NACs). In addition, these areas form part of TRCA’s modelled Terrestrial Natural Heritage System. Please revise the statement that indicates that no designated natural features are within the study area.	Designated natural features referred to features such as ANSIs, and ESAs and similar locally and provincially designated features. For clarity, a definition can be added to the evaluation tables. The tables will also be revised to address impacts on the NHS and TRCA’s modelled Terrestrial Natural Heritage System.	To be addressed with the next comprehensive submission.	Statement revised			
24	The East West Arterial Alternative 4 does not appear to be within the EIS study area. Please clarify and revise as needed.	While the East-West Arterial Alternative 4 was located outside of the study corridors, it was investigated at a conceptual level as a possible alternative to mitigate impacts to The Gore Road and Clarkway Tributaries, as well as to provide additional mid-block east-west arterial connectivity in the transportation network. While the EIS did not include the full extent of this corridor, the information available in the MESP was used to fill those gaps. The alternative and was presented to the agencies, the Municipal Group, the Stakeholder Group, and the public (at PIC#1 and PIC#2) as such for input.	To be addressed with the next comprehensive submission.	Statement clarified previously			
<b>Fluvial Geomorphic Analysis</b>							
25	Table 7.3 of the Fluvial Geomorphic Component report completed by Matrix Solutions Inc. summarizes the estimated 100-year erosion rate of the watercourses at each crossing, and the minimum recommended structure size of each crossing. It is noted the recommended structure size of each crossing is greater than the estimated 100-year erosion rate at the corresponding crossing. This is acceptable. However, please keep in mind that the Rainbow Creek crossing will be realigned and that any proposed crossing(s) will need to consider the alignment and associated valley corridor.	Table 7.3 will be updated to reflect the final design of Rainbow Creek and its associated NHS.	To be addressed with the next comprehensive submission.	Addressed in the final Fluvial Geomorphology Report.	Addressed		

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<b>Hydrology</b>							
26	It is noted that the hydrology has been revised within the study area. Please note that the results of this revision should be compared. If there are any differences, the City should provide justification.	Wood will use TRCA-approved hydrology and hydraulics to complete the analysis, once received.	To be addressed with the next comprehensive submission.	Will be addressed in the ESR.	Noted		
27	Please note that the 2 to 100-year design flows should be used and peak flows generated using existing land use conditions. Please revise.	Wood will use TRCA-approved hydrology and hydraulics to complete the analysis, once received.	To be addressed with the next comprehensive submission.	Will be addressed in the ESR.	Noted		
<b>Hydraulic</b>							
28	Please note that TRCA staff updated the hydraulic model using the most recent LiDAR information and the most recent updated flows. TRCA staff has given this model to the City and it is our understanding that the City will provide to the consultant. All hydraulic analysis should be based on this updated model.	Wood will use TRCA-approved hydrology and hydraulics to complete the analysis, once received.	To be addressed with the next comprehensive submission.	Will be addressed in the ESR.	Noted		
29	Please submit the HEC-RAS model with the next submission, including both existing and proposed conditions.	The HEC-RAS model will be provided with the final Stormwater Assessment Report, per the TRCA request.	To be addressed with the next comprehensive submission.	Will be addressed in the ESR.	Noted		
30	Please ensure proposed structures do not increase the existing flooding risk.	We will also endeavor to design crossing that do not increase flooding up or downstream of the crossing. Where any of these requirements cannot be met (i.e. where significant numbers of driveways currently abut portions of the roadway, Wood will work with the City and TRCA to develop a mutually acceptable solution.	To be addressed with the next comprehensive submission.	Will be addressed in the ESR.	Noted		
31	Please ensure that under proposed conditions that existing flood storage is maintained.	Wood will endeavor to ensure the existing flood storage is maintained under proposed conditions.	To be addressed with the next comprehensive submission.	Will be addressed in the ESR.	Noted		
<b>Trail Network</b>							
32	Progress Report, Figure 3.6: Trail gateways are proposed as well as off road trails within valleylands. Please ensure all trail networks and gateways are also coordinated through the Block Plan and are consistent with the policies as set out in TRCA's The Living City Policies.	Wood will coordinate with the Block Planning Process to ensure consistency, as well as incorporate the policies set out in <i>The Living City Policy</i> .	To be addressed with the next comprehensive submission.	Will be addressed in the ESR.	Noted		
<b>Progress Report #2</b>							
33	Analysis of existing crossing structures is provided in Section 3.4.1 together with the condition of the crossing structure. It is our understanding that many of these crossings may need to be replaced	This information will be included in the ESR Chapter dedicated to the design of the preferred alternative.	To be addressed with the next comprehensive submission.	Will be addressed in the ESR.			

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	with larger structures (e.g., Rainbow Creek crossing). For all crossing structures including headwater drainage features, please clearly show in the EA, in table format, together with a map, the crossing locations, existing sizing and proposed structure sizing.						
34	Table 3.8 indicates that crossing G will have a minimum structure size of 5.22 m. This will need to be revised based on the final preferred alternative to accommodate the realigned Rainbow Creek and associated valley, including any wildlife and pedestrian trail requirements.	We agree that there is significantly more work that needs to be completed from our end with respect to the Rainbow Creek crossing. Table 3.8 will be updated to reflect the updated requirements to accommodate the realigned Rainbow Creek and associated valley, including any wildlife and pedestrian trail requirements.	<p>a) TRCA staff's understanding was that the openness ratio for the new Rainbow Creek crossing would exceed 0.8 (email from Maria King, May 3, 2019). The Natural Environment Report indicates that the crossing will provide a 0.75 openness ratio. While this may not be a meaningful difference, please clarify why the openness ratio has been reduced.</p> <p>b) The report indicates that TRCA staff requested that the crossing be designed for white tailed deer as a target species. Please note that TRCA staff's rationale for consideration for the crossing design was less about a specific target species and more about recognizing the spectrum of effectiveness as it relates to openness and passage. Given the effort that has gone into the corridor design, TRCA staff consider it to be critical to not approach the crossing design with the intent of meeting bare minimum</p>	<p>a) Will be addressed in the ESR.</p> <p>b) Noted.</p>	<p>a) Noted</p> <p>b) Addressed</p>		

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			criteria, especially where design effectiveness is dependant on a spectrum. As such, the intent is not specifically to target deer but is instead to improve the connectivity for all species utilizing the corridor as habitat and attempting to ensure that the openness ratio is well in excess of what would be required for species that would be common within the redesigned corridor.				
35	For any utility relocations please note in the ESR that permits may be required and utility companies should contact TRCA directly at the design stage.	A section will be provided in the ESR that speaks specifically to additional works required prior to project implementation. The potential need for TRCA permits prior to utility relocation will be clearly communicated in this section.	To be addressed with the next comprehensive submission.	Will be addressed in the ESR.			
36	Please provide clear mapping in the draft EA that shows the location of Study Corridor Part A and B, alternative alignments, etc as the mapping where currently provided in the ESR is hard to read.	We appreciate this feedback. The clarity of all maps, and associated labelling, will be updated prior to the next round of submissions.	To be addressed with the next comprehensive submission.	Will be addressed in the ESR.			
37	Figure 3.7: Please show on the plans and in the crossing table any headwater drainage features. It appears the crossings shown are for the major watercourses only. The headwater drainage feature analysis was never completed through the MESP. Please coordinate either through the ESR or the Block Plan process to show all features which will be retained and will need to be conveyed.	Plans and crossing tables will be revised to include the headwater drainage features which are intended to remain, and be conveyed, following development. Responsibility for completion of the analysis will need to be coordinated with the Block Plan process, through the City.	Please provide an analysis of headwater drainage features that could affect the road network. This analysis could influence design parameters and budgeting especially as it relates to culvert sizing and road profiles and crossing requirements. It is recommended that this work be completed as a part of the current stage of the process and not deferred to later stages.  Please also note that not all headwater features were	Will be addressed in the ESR.	Not addressed.  Deferral increases the uncertainty related to HDF's and available mitigation and may result in delays and increased expense. Please provide an HDF assessment for the current stage of the process.	The HDF assessment can be found in the Stormwater Management Report (Appendix J).	The response indicates that the HDF analysis is included in the SWM Report (Appendix J). This report does not appear to include an HDF analysis. Please provide the HDF analysis. Please note that the project teams working on the development blocks have not conducted HDF analysis for many of those individual blocks and it may be of value to coordinate findings

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			identified in the MESP. Additional features are likely present and will need to be identified. If this is not done now, there is a risk that if features are identified later in the planning stages that additional crossings and consideration for drainage at the proposed roads will need to be incorporated and impact budgets. In Block 47-3 a map of potential HDF's was submitted which will be further explored based on ArcHydro mapping. It is strongly recommended that if the EA is proceeding in advance of the land use planning, that this exercise be completed now to ensure all drainage is accounted for in the EA as all features will need to be accounted for and addressed moving forward.				with the various landowners.
38	Please show a figure for Options provided in Sections 4.2.3.1, 4.2.3.2 and 4.2.3.3 as it is unclear how some of these differ and how they feed into the conclusions made in Sections 4.3.3 and 4.3.4.	Figures will be provided in the ESR to clearly illustrate how these alternatives differ.	To be addressed with the next comprehensive submission.	Will be addressed in the ESR.			
39	Section 4.3.6, Preliminary Preferred Solution does not match the preferred alignment alternatives shown in the remainder of the Progress Report. Please clarify what is the preferred solution.	Per the outcomes of the SP47 TMP, further refinement of the alignments shown in the 'Preferred Solution' was to be completed as part of the current EA, particularly within areas identified as Special Policy Areas 1 and 2. This progress report is focussed on refinement of those two areas, and therefore, the alignments are not identical.	To be addressed with the next comprehensive submission.	Will be addressed in the ESR.			
40	Please ensure the ESR shows how the Evaluation of Alternatives Table for all alternatives clearly identifies the preferred alternative. At this point	At present, all evaluation criteria are weighted equally and provided a score between 1 (completely unacceptable) and 5 (most	To be addressed with the next comprehensive submission.	Will be addressed in the ESR.			



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	there is no weighting applied, so it remains unclear how the preferred alternatives were identified.	acceptable). The total scores for each alternative are then summed and compared to identify a preferred alternative. This methodology will be more clearly communicated in the draft version of the ESR. We appreciate this feedback as it will clarify the evaluation process.					
41	Table 5.1: Improve Watercourse Crossings...: For Alternatives 1 and 2 it is indicated that no creek crossings will be impacted, but that a new crossing will be required. Please clarify as it would seem that a crossing will be impacted.	This will be reviewed in greater detail.	To be addressed with the next comprehensive submission.	Will be addressed in the ESR.			
42	Table 5.1: Transportation Network Safety: Please also include the natural hazard discussion in the evaluation.	This additional information will be included in the next draft of Progress Report #2, as well as the ESR.	To be addressed with the next comprehensive submission.	Will be addressed in the ESR.			
43	Section 5.2.2: Alternative 3 is considered the preferred. Please provide better mapping in the ESR and clarify whether the alternative considers Rainbow creek in its existing or proposed state.	Further refinement of alternative 3 has been on-going since completion of the draft Progress Report. This refinement has considered the proposed state of Rainbow Creek and the NHS, as data is available. The figures will be updated to reflect the finalized NHS once that information becomes available.	To be addressed with the next comprehensive submission.	Will be addressed in the ESR.			
44	Section 4.3.6, Preliminary Preferred Solution does not match the preferred alignment alternatives shown in the remainder of the Progress Report. Please clarify what is the preferred solution.	Please see answer to clarification item 29. (revised numbering – see comment above)	To be addressed with the next comprehensive submission.	Will be addressed in the ESR.			
45	The ESR typically also includes the 30% design. As part of the ESR, please include an overlay of the preferred road alignments with the natural features (watercourses, wetlands, valley systems, etc).	The ESRs will include a 30% design of the preferred alternatives. Wood will include a drawing that provides an overlay of the preferred road alignments and the natural features in the ESR.	To be addressed with the next comprehensive submission.	Will be addressed in the ESR.			
<b>Geotechnical</b>							
46	A geotechnical report was not submitted with this package. Please clarify whether geotechnical studies will be completed as part of the ESR and include with the next submission.	Geotechnical studies will be completed as part of the current EA. Results of these studies will be provided as part of the next submission.	To be addressed with the next comprehensive submission.	Will be addressed in the ESR.			
47	The following geotechnical requirements should be provided at the detailed design stage: a) A detailed geotechnical study is required in support of the proposed undertaking to assess the ground conditions along the alignment and	The final Chapter of the ESR will include a section that speaks specifically to additional works required prior to project implementation. The identified	To be addressed with the next comprehensive submission.	Will be addressed in the ESR.			

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	<p>to provide the geotechnical design recommendations for the various components of the proposed undertaking.</p> <p>b) Where any valley slopes exist, a slope stability and erosion hazard assessment may be required to ensure that the proposed work is not undermined by an erosion hazard in the long-term and does not destabilize the valleys. The position of the Long-Term Stable Top of Slope would need to be delineated with a minimum safety factor of 1.50 to define the setback required from the existing top of bank/slope.</p> <p>c) Where stabilization is required due to active erosion in the valleys, the stabilization should be designed by geotechnical engineer to ensure that a minimum safety factor of 1.50 is met.</p> <p>d) Any retaining walls, abutments and wing walls for the crossings should be designed by qualified engineer using geotechnical information. The global stability should be also checked for the walls to confirm that a minimum safety factor of 1.50 is met against global instability.</p> <p>e) Culverts should be designed by qualified engineer using the geotechnical information available to ensure a suitable foundation is identified.</p> <p>f) Cross-sections should be provided along the alignment in adequate intervals, which shows the proposed grade with respect to the existing ground. The cross-section should be extended to show all the features and slopes/banks where they exist. The extent of the proposed grading should be also shown on the site plan along the alignment.</p> <p>g) Proposed embankments and cuts should be studied and designed by a geotechnical engineer. A stability assessment is required for the embankments and slopes to ensure that a minimum safety factor of 1.50 is achieved.</p> <p>h) All engineering drawings for the retaining walls, abutments and wing walls, culverts, crossings, stabilization works, embankments and cuts should be prepared showing all necessary details and specifications and submitted as signed and sealed by Licensed Professional Engineer.</p>	<p>geotechnical requirements will be clearly communicated in this section.</p>					

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	i) Where there is trenchless installation for any infrastructure beneath watercourses, the pertinent geotechnical studies should be conducted to provide required site characterization.						
<b>Hydrogeology</b>							
48	Section 3.5.7 of the Progress Report indicates that hydrogeological and geotechnical investigations will be completed in the future and that this section will be updated at a later date. Please ensure any background reports are provided as part of the submission to TRCA for review.	Hydrogeotechnical and geotechnical investigations will be completed as part of this EA undertaking. All reports associated with these studies will be provided as a component of the draft ESR submission for TRCA review.	To be addressed with the next comprehensive submission.	The Hydrogeology Report is provided for TRCA's review as part of this submission.	No comments at this time.		

## Shams, Aniq

---

**From:** Shams, Aniq  
**Sent:** Thursday, July 28, 2022 9:56 AM  
**To:** mani.shahrokni@vaughan.ca; kant.chawla@caledon.ca; casey.blakely@caledon.ca; kathie.kurtz@caledon.ca; ryan.gulyas@peelregion.ca; steve.mota@york.ca; joshua.wang@york.ca; shawn.ellsworth@york.ca; Ryan.Tucker@caledon.ca; dean.kemper@ontario.ca; project\_team@gta-west.com; emily.funnell@ontario.ca; Robert.Agostini@aletrautilities.com; Suzanne Bevan; Adam Miller; Dilnesaw Chekol; Sinthujan Navaratnavel; shirin.varzgani@trca.ca; richa.dave@peelregion.ca; Cambas, Matthew; Hamdani, Hashim; Nieuwenhuysen, Bob; Silva, Roger; Caughey, Rebecca; ZZG-PWI; Ponce Vanelli, Italia; Banuri, Syeda; Jamroz, Damian; Shane.Beirnes@brampton.ca; LaRota, Claudia; Alice.Herculson@brampton.ca; Arash Olia; Andrew Pearce; Durdle, Scott; Geoff Kneller; Gentile, Catherine; Adam Saab; James Dymont; Goldberg, Jay; Tatla, Manvir; Mucciarelli, Marco (MTO); Bullock, Mara; Patkowski, Britta; Jacyla, Orest; Kulyk, Jerry; Saini, Gurmeet; Sharon.Rew@ontario.ca; pauline.capelle@ontario.ca; trevor.bell@ontario.ca; dan.minkin@ontario.ca; rosi.zirger@ontario.ca; Marco.Mucciarelli@ontario.ca; Hossein.Hosseini@ontario.ca; lisa.myslicki@ontario.ca; Keith.Noronha@ontario.ca; aaron.stadnyk@cn.ca; tdulisse@orangeville.ca; peter.dundas@peelregion.ca; amar.singh@peelsb.com; daniel.delbianco@dpcdsb.org; bramhis@rogers.com; Emily Pelleja; Henry Gamboa  
**Cc:** Nejatian, Soheil; Mohammad, Ghazanfar; Parajuli, Bishnu; Bubas, Sonya; Khan, Muhammad  
**Subject:** City of Brampton - Area 47 Class EA – Part B Public Information Centre #2 - Municipal and Agency Group  
**Attachments:** SP47 - Notice of PIC2 - Part B.pdf

Hi everyone,

The City of Brampton (City) is undertaking the second Public Information Centre (PIC) for the Municipal Class Environmental Assessment Schedule 'C' Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47) – **Part B** in the City of Brampton. We invite you to review the attached notice and the information available on the Project website - [www.brampton.ca/SP47EA](http://www.brampton.ca/SP47EA).

The Part B roadways includes roads that will be owned and operated by the City and will include the following:

- Countryside Drive - an existing roadway which will be widened to four (4) lanes and be upgraded to include curb and gutter and MUP;
- Clarkway Drive – an existing roadway which will have portions widened to four (4) lanes and upgraded to include storm sewers, sidewalks and cycle lanes; and
- East-West Arterial – a new four (4) lane roadway connecting The Gore Road to Arterial A2.

We are requesting that comments are provided by **August 25, 2022**. If you cannot meet this deadline, please let us know. Once the PIC is completed, the Project Team will prepare the Environmental Study Report. This is likely to occur in fall 2022.

If you would like to have a meeting to discuss the Project, we can definitely arrange that. If you have any questions or issues accessing the files on the website, please let me know.

Thank you,  
Aniq

## Shams, Aniq

---

**From:** Bubas, Sonya <sonya.bubas@peelregion.ca>  
**Sent:** Thursday, July 28, 2022 11:13 AM  
**To:** Lee, Anna (Public Works); Carrick, Sean; Hassan, Mohammad; Kol, Rani; Lee, Arthur; Alexander, Tamara; Gnoyke, Danielle; Masley, Aleksander; Lasso Arboleda, Luis; theresa.estephan@peelregion.ca; De Luca, Jason; Chinnery, Owen; Oldford, Steven; ZZG-Peel Health & Built Environment; Lavhey, James; Moeen, Ommar; Lee, Arthur  
**Cc:** Bahrami, Parshan; Saiyed, Sabbir; Saini, Sakshi; Van Boxmeer, Kyle; Toy, William; Zia, Solmaz; Eberhardt, Daniel; Farouque, Althaf; Hardcastle, John; Rook, Sally; Nejatian, Soheil; Khan, Muhammad; Shams, Aniq  
**Subject:** FW: City of Brampton - Area 47 Class EA – Part B Public Information Centre #2 - Municipal and Agency Group  
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Please see attached and message below.

**Sonya Bubas, MCIP, RPP**  
Project Manager  
Infrastructure Programming & Studies  
Region of Peel  
10 Peel Centre Dr., Suite B, 4<sup>th</sup> Floor  
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**From:** Shams, Aniq <aniqa.shams@woodplc.com>  
**Sent:** July 28, 2022 9:56 AM  
**To:** mani.shahrokni@vaughan.ca; Kant Chawla <Kant.chawla@caledon.ca>; casey.blakely@caledon.ca; kathie.kurtz@caledon.ca; Gulyas, Ryan <ryan.gulyas@peelregion.ca>; steve.mota@york.ca; joshua.wang@york.ca; shawn.ellsworth@york.ca; Ryan.Tucker@caledon.ca; dean.kemper@ontario.ca; project\_team@gta-west.com; emily.funnell@ontario.ca; Robert.Agostini@alecrautilities.com; suzanne.bevan@trca.ca; Adam Miller <Adam.Miller@trca.ca>; Dilnesaw Chekol <dilnesaw.chekol@trca.ca>; Sinthujan Navaratnavel <Sinthujan.Navaratnavel@trca.ca>; shirin.varzgani@trca.ca; Dave, Richa <richa.dave@peelregion.ca>; Cambas, Matthew <matthew.cambas@peelregion.ca>; Hamdani, Hashim <hashimali.hamdani@peelregion.ca>; Nieuwenhuysen, Bob <bob.nieuwenhuysen@peelregion.ca>; Silva, Roger <roger.silva@peelregion.ca>; Caughey, Rebecca <rebecca.caughey@peelregion.ca>; ZZG-PWI <pwi@peelregion.ca>; Ponce Vanelli, Italia <italia.ponce@peelregion.ca>; Banuri, Syeda <syeda.banuri@peelregion.ca>; Jamroz, Damian <damian.jamroz@peelregion.ca>; Shane.Beirnes@brampton.ca; LaRota, Claudia <Claudia.LaRota@brampton.ca>; Alice.Herculson@brampton.ca; Arash Olia <arash.olia@caledon.ca>; Andrew Pearce <andrew.pearce@caledon.ca>; Durdle, Scott <scott.durdle@peelregion.ca>; Geoff Kneller <geoff\_kneller@tcenergy.com>; Gentile, Catherine <Catherine.Gentile@wsp.com>; Adam Saab <adam\_saab@tcenergy.com>; James Dymont <jim@municipalplanning.ca>;

## Shams, Aniq

---

**From:** Bubas, Sonya <sonya.bubas@peelregion.ca>  
**Sent:** Thursday, July 28, 2022 11:18 AM  
**To:** Estephan, Therese  
**Cc:** Nejatian, Soheil; Khan, Muhammad; Shams, Aniq  
**Subject:** FW: City of Brampton - Area 47 Class EA – Part B Public Information Centre #2 - Municipal and Agency Group  
**Attachments:** SP47 - Notice of PIC2 - Part B.pdf

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Hi Therese,

See message below – my email was sent to the wrong address.

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  
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**From:** Bubas, Sonya  
**Sent:** July 28, 2022 11:13 AM  
**To:** Lee, Anna (Public Works) <anna.lee2@peelregion.ca>; Carrick, Sean <Sean.Carrick@peelregion.ca>; Hassan, Mohammad <Mohammad.Hassan@peelregion.ca>; Kol, Rani <Rani.Kol@peelregion.ca>; Lee, Arthur <arthur.lee@peelregion.ca>; Alexander, Tamara <Tamara.Alexander@peelregion.ca>; Gnoyke, Danielle <danielle.gnoyke@peelregion.ca>; Masley, Aleksander <alex.masley@peelregion.ca>; Lasso Arboleda, Luis <Luis.Lasso@peelregion.ca>; theresa.estephan@peelregion.ca; De Luca, Jason <jason.deluca@peelregion.ca>; Chinnery, Owen <Owen.Chinnery@peelregion.ca>; Oldford, Steven <Steven.Oldford@peelregion.ca>; ZZG-Peel Health & Built Environment <ZZG-PeelHealthBuiltEnvironment@peelregion.ca>; Lavhey, James <James.Lavhey@peelregion.ca>; Moeen, Ommer <ommar.moeen@peelregion.ca>; Lee, Arthur <arthur.lee@peelregion.ca>  
**Cc:** Bahrami, Parshan <parshan.bahrami@peelregion.ca>; Saiyed, Sabbir <Sabbir.Saiyed@peelregion.ca>; Saini, Sakshi <sakshi.saini@peelregion.ca>; Van Boxmeer, Kyle <Kyle.VanBoxmeer@peelregion.ca>; Toy, William <William.Toy@peelregion.ca>; Zia, Solmaz <Solmaz.Zia@peelregion.ca>; Eberhardt, Daniel <Daniel.Eberhardt@peelregion.ca>; Farouque, Althaf <Althaf.Farouque@peelregion.ca>; Hardcastle, John <John.Hardcastle@peelregion.ca>; Rook, Sally <Sally.Rook@peelregion.ca>; Nejatian, Soheil <soheil.nejatian@brampton.ca>; Khan, Muhammad <muhammad.khan@woodplc.com>; Shams, Aniq



## Shams, Aniq

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**From:** Beirnes, Shane <Shane.Beirnes@brampton.ca>  
**Sent:** Thursday, July 28, 2022 11:13 AM  
**To:** Shams, Aniq  
**Subject:** RE: [EXTERNAL]City of Brampton - Area 47 Class EA – Part B Public Information Centre # 2 - Municipal and Agency Group

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Hello.

Street Lighting has no comments.

Thanks

### Shane Beirnes

Supervisor, Traffic Street Lighting  
City of Brampton

**T:** 905.874.2553

**M:** 416.801.8424

[shane.beirnes@brampton.ca](mailto:shane.beirnes@brampton.ca)



---

**From:** Shams, Aniq <aniqa.shams@woodplc.com>

**Sent:** 2022/07/28 9:56 AM

**To:** mani.shahrokni@vaughan.ca; kant.chawla@caledon.ca; casey.blakely@caledon.ca; kathie.kurtz@caledon.ca; ryan.gulyas@peelregion.ca; steve.mota@york.ca; joshua.wang@york.ca; shawn.ellsworth@york.ca; Ryan.Tucker@caledon.ca; dean.kemper@ontario.ca; project\_team@gta-west.com; emily.funnell@ontario.ca; Robert.Agostini@alecrautilities.com; Suzanne Bevan <suzanne.bevan@trca.ca>; Adam Miller <Adam.Miller@trca.ca>; Dilnesaw Chekol <Dilnesaw.Chekol@trca.ca>; Sinthujan Navaratnavel <Sinthujan.Navaratnavel@trca.ca>; shirin.varzgani@trca.ca; richa.dave@peelregion.ca; Cambas, Matthew <matthew.cambas@peelregion.ca>; Hamdani, Hashim <hashimali.hamdani@peelregion.ca>; Nieuwenhuysen, Bob <bob.nieuwenhuysen@peelregion.ca>; Silva, Roger <roger.silva@peelregion.ca>; Caughey, Rebecca <rebecca.caughey@peelregion.ca>; ZZG-PWI <pwi@peelregion.ca>; Ponce Vanelli, Italia <italia.ponce@peelregion.ca>; Banuri, Syeda <syeda.banuri@peelregion.ca>; Jamroz, Damian <damian.jamroz@peelregion.ca>; Beirnes, Shane <Shane.Beirnes@brampton.ca>; LaRota, Claudia <Claudia.LaRota@brampton.ca>; Alice.Herculson@brampton.ca; Arash Olia <Arash.Olia@caledon.ca>; Andrew Pearce <Andrew.Pearce@caledon.ca>; Durdle, Scott <scott.durdle@peelregion.ca>; Geoff Kneller <geoff\_kneller@tcenergy.com>; Gentile, Catherine <Catherine.Gentile@wsp.com>; Adam Saab <adam\_saab@tcenergy.com>; James Dymont <jim@municipalplanning.ca>; Goldberg, Jay <Jay.Goldberg@wsp.com>; Tatla, Manvir <manvir.tatla@peelregion.ca>; Mucciarelli, Marco (MTO) <Marco.Mucciarelli@ontario.ca>; Bullock, Mara <Mara.Bullock@wsp.com>; Patkowski, Britta <britta.patkowski@aecom.com>; Jacyla, Orest

## Shams, Aniq

---

**From:** Cambas, Matthew <matthew.cambas@peelregion.ca>  
**Sent:** Monday, August 8, 2022 4:18 PM  
**To:** Shams, Aniq  
**Subject:** RE: City of Brampton - Area 47 Class EA – Part B Public Information Centre #2 - Municipal and Agency Group

**CAUTION:** External email. Please do not click on links/attachments unless you know the content is genuine and safe.

Hello Aniq,

I have no comments on the materials presented as part of this PIC.

Thank you,

**Matthew Cambas M.Eng. P.Eng.** *(he/him)*  
Principal Planner, Transportation System Planning  
Public Works, Region of Peel  
10 Peel Centre Drive, Suite B, 4<sup>th</sup> Floor



---

**From:** Shams, Aniq <aniqa.shams@woodplc.com>  
**Sent:** July 28, 2022 9:56 AM  
**To:** mani.shahrokni@vaughan.ca; Kant Chawla <Kant.chawla@caledon.ca>; casey.blakely@caledon.ca; kathie.kurtz@caledon.ca; Gulyas, Ryan <ryan.gulyas@peelregion.ca>; steve.mota@york.ca; joshua.wang@york.ca; shawn.ellsworth@york.ca; Ryan.Tucker@caledon.ca; dean.kemper@ontario.ca; project\_team@gta-west.com; emily.funnell@ontario.ca; Robert.Agostini@alectrautilities.com; suzanne.bevan@trca.ca; Adam Miller <Adam.Miller@trca.ca>; Dilnesaw Chekol <dilnesaw.chekol@trca.ca>; Sinthujan Navaratnavel <Sinthujan.Navaratnavel@trca.ca>; shirin.varzgani@trca.ca; Dave, Richa <richa.dave@peelregion.ca>; Cambas, Matthew <matthew.cambas@peelregion.ca>; Hamdani, Hashim <hashimali.hamdani@peelregion.ca>; Nieuwenhuysen, Bob <bob.nieuwenhuysen@peelregion.ca>; Silva, Roger <roger.silva@peelregion.ca>; Caughey, Rebecca <rebecca.caughey@peelregion.ca>; ZG-PWI <pwi@peelregion.ca>; Ponce Vanelli, Italia <italia.ponce@peelregion.ca>; Banuri, Syeda <syeda.banuri@peelregion.ca>; Jamroz, Damian <damian.jamroz@peelregion.ca>; Shane.Beirnes@brampton.ca; LaRota, Claudia <Claudia.LaRota@brampton.ca>; Alice.Herculson@brampton.ca; Arash Olia <arash.olia@caledon.ca>; Andrew Pearce <andrew.pearce@caledon.ca>; Durdle, Scott <scott.durdle@peelregion.ca>; Geoff Kneller <geoff\_kneller@tcenergy.com>; Gentile, Catherine <Catherine.Gentile@wsp.com>; Adam Saab <adam\_saab@tcenergy.com>; James Dymont <jim@municipalplanning.ca>; Goldberg, Jay <Jay.Goldberg@wsp.com>; Tatla, Manvir <manvir.tatla@peelregion.ca>; Mucciarelli, Marco (MTO) <Marco.Mucciarelli@ontario.ca>; Bullock, Mara <Mara.Bullock@wsp.com>; Patkowski, Britta <britta.patkowski@aecom.com>; Jacyla, Orest <orest.jacyla@peelregion.ca>; Kulyk, Jerry <yaroslav.kulyk@peelregion.ca>; Saini, Gurmeet <Gurmeet.Saini@brampton.ca>; Sharon.Rew@ontario.ca; pauline.capelle@ontario.ca; Bell, Trevor (MECP) <trevor.bell@ontario.ca>; dan.minkin@ontario.ca; rosi.zirger@ontario.ca; Marco.Mucciarelli@ontario.ca; Hossein.Hosseini <Hossein.Hosseini@ontario.ca>; lisa.myslicki@ontario.ca; Keith.Noronha@ontario.ca; aaron.stadnyk@cn.ca; tdulisse@orangeville.ca; Dundas, Peter F. <peter.dundas@peelregion.ca>; amar.singh@peelsb.com; daniel.delbianco@dpcdsb.org; bramhis@rogers.com; Emily Pelleja <emily.pelleja@alectrautilities.com>; Henry Gamboa <Henry.Gamboa@alectrautilities.com>

## Shams, Aniq

---

**From:** Bubas, Sonya <sonya.bubas@peelregion.ca>  
**Sent:** Thursday, August 25, 2022 8:58 AM  
**To:** Nejatian, Soheil; Khan, Muhammad; Shams, Aniq  
**Subject:** SP47 EA (Part B) - PIC 2 Comment - Peel Public Health

**CAUTION:** External email. Please do not click on links/attachments unless you know the content is genuine and safe.

Hi Soheil and Muhammad/Aniq,

For review and consideration, we received the following comment from Peel Public Health:

[The recommended cross sections for Clarkway Drive](#) indicate that there will be multiple types of active transportation facilities along the study corridor (e.g., MUT, blvd space, cycle tracks). This can sometimes create confusion for road users navigating the space, so we recommend whenever possible considering surface treatments to help users navigate the various transitions. Also, whenever there is 4m of space or greater we recommend providing separated walking and cycling facilities instead of a shared space (e.g., MUT) so that road users have a clearly delineated space. This will help to reduce conflicts between pedestrians and cyclists.

Secondary Plan 47 includes several developments that are likely to increase pedestrian activity along Clarkway Drive from Mayfield Road to Castlemore Drive, including an elementary school, a private school, commercial retail, a mixed use plaza, convenience retail, a large community park, a few smaller parks, and a large retail centre. This potential for increased pedestrian traffic highlights the need to provide clearly delineated, separated safe walking facilities whenever possible.

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



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## Shams, Aniq

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**From:** Shams, Aniq  
**Sent:** Tuesday, June 28, 2022 8:17 AM  
**To:** Bell, Trevor (MECP)  
**Cc:** Bubas, Sonya; Nejatian, Soheil; Khan, Muhammad; Mohammad, Ghazanfar; 'bishnu.parajuli@brampton.ca'  
**Subject:** RE: City of Brampton/Region of Peel – Arterial Roads within Secondary Plan Area 47 Class EA (Part A) - Draft Environmental Study Report (Municipal Group & TAC)

Hi Trevor,

Thank you for your email. We look forward to receiving your comments this week.

In terms of Indigenous Consultation, based on communication from MECP, the City and Region have engaged with Mississaugas of the Credit First Nation, Six Nations of the Grand River, Haudenosaunee Development Institute, and Métis Nation of Ontario, Alderville First Nation, Curve Lake First Nation, Hiawatha First Nation and Mississaugas of Scugog Island First Nation right from the start of the project.

HDI and Mississauga of the Credit First Nation responded to our initial notification and we met with them and agreed to accommodate that their field liaison representatives visit the site along side the EA consultant for natural environment studies. With HDI specifically, the Project Team has had ongoing correspondence, with the most recent interaction occurring on December 16, 2021. Wood provided an update on the Study, a summary of consultation completed to date and the archaeology reports completed to date at this time. HDI responded on January 7, 2022, accepting the invitation for a site visit, providing the monitoring agreement for the next phase and identifying interest in minimal weekly inspection visits to observe erosion and sediment control measures, vegetation removal, work near watercourses, and any wildlife sweeps that may occur. The Project Team and HDI agreed to have a meeting to discuss HDI's interests and this meeting occurred on February 3, 2022. It was agreed upon during the meeting to conduct the site visit during detailed design and construction, and document HDI's interests as commitments in the ESR. HDI also requested funding for the review of the ESR and HDI forwarded the application to review to the Project Team on February 8, 2022. The City identified that a new agreement will not be signed at this time and instead requested HDI to provide a list of reports that they are interested in reviewing and associated fees. On February 24, 2022, HDI requested a copy of the original agreement to review and understand if it is applicable to Municipal Class EAs. Since this last correspondence, the City has followed up three times for clarification and has not heard back since. The Project Team will further engage with HDI for Part A during the filing period, PIC 2 for Part B and filing for Part B.

In regards to the Master Plan, the Master Environmental Servicing Plan Addendum (2019) did not include engagement with Indigenous Nations and the Brampton TMP (2015) did not identify any specific commitments to HDI. Please let me know if you're looking for any other information at this time.

Thanks,  
Aniq

**Aniqa Shams, RPP, MCIP**

Human Environment Consultant

Pronouns – She/Her/Hers

Mobile: + (416) 357-2093

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



---

**From:** Bell, Trevor (MECP) <Trevor.Bell@ontario.ca>

**Sent:** Friday, June 24, 2022 3:53 PM

**To:** Shams, Aniqa <aniqa.shams@woodplc.com>

**Cc:** Bubas, Sonya <sonya.bubas@peelregion.ca>; Nejatian, Soheil <soheil.nejatian@brampton.ca>; Khan, Muhammad <muhammad.khan@woodplc.com>; Mohammad, Ghazanfar <ghazanfar.mohammad@brampton.ca>; 'bishnu.parajuli@brampton.ca' <bishnu.parajuli@brampton.ca>

**Subject:** RE: City of Brampton/Region of Peel – Arterial Roads within Secondary Plan Area 47 Class EA (Part A) - Draft Environmental Study Report (Municipal Group & TAC)

**CAUTION:** External email. Please do not click on links/attachments unless you know the content is genuine and safe.

Hi Aniqa,

I am unfortunately unable to provide comments today as agreed upon below. I apologize for the delay, and I will for sure be able to provide our comments next week.

In the meantime, I wanted to inquire about the status of engagement and consultation with HDI regarding this project and the related 2016 Master Plan. Can you or a member of the project team let me know the status of discussions with HDI and if there are any updates or recent correspondence with HDI regarding engagement and funding agreements between the City/Region and HDI.

Thank you,  
Trevor

**Trevor Bell** | Regional Environmental Planner

*Project Review Unit, Environmental Assessment Branch*

*Ministry of the Environment, Conservation and Parks*

5775 Yonge Street, 8<sup>th</sup> floor, Toronto ON, M2M 4J1

**New Phone: 437-770-3731** | [trevor.bell@ontario.ca](mailto:trevor.bell@ontario.ca)

---

**From:** Shams, Aniqa <[aniqa.shams@woodplc.com](mailto:aniqa.shams@woodplc.com)>

**Sent:** May 26, 2022 9:58 AM

**To:** Bell, Trevor (MECP) <[Trevor.Bell@ontario.ca](mailto:Trevor.Bell@ontario.ca)>

**Cc:** Bubas, Sonya <[sonya.bubas@peelregion.ca](mailto:sonya.bubas@peelregion.ca)>; Nejatian, Soheil <[soheil.nejatian@brampton.ca](mailto:soheil.nejatian@brampton.ca)>; Khan, Muhammad <[muhammad.khan@woodplc.com](mailto:muhammad.khan@woodplc.com)>

**Subject:** RE: City of Brampton/Region of Peel – Arterial Roads within Secondary Plan Area 47 Class EA (Part A) - Draft Environmental Study Report (Municipal Group & TAC)

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

Hi Trevor,

It's nice to hear from you again! Yes, for sure we can extend the deadline to June 24. Let me know if you have trouble accessing the link.

Thanks,  
Aniqa

**Aniqa Shams, RPP, MCIP**

Human Environment Consultant

Pronouns – She/Her/Hers

Mobile: + (416) 357-2093

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

**wood.**

---

**From:** Bell, Trevor (MECP) <[Trevor.Bell@ontario.ca](mailto:Trevor.Bell@ontario.ca)>

**Sent:** Wednesday, May 25, 2022 4:17 PM

**To:** Shams, Aniqa <[aniqa.shams@woodplc.com](mailto:aniqa.shams@woodplc.com)>

**Subject:** RE: City of Brampton/Region of Peel – Arterial Roads within Secondary Plan Area 47 Class EA (Part A) - Draft Environmental Study Report (Municipal Group & TAC)

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Hi Aniqa,

Thanks for sharing the draft ESR. I don't think we can meet the June 15 deadline, because our technical reviewers typically need 30 days to complete a review. That would take us to June 24, would that be alright with you?

Thanks,  
Trevor

---

**From:** Shams, Aniqa <[aniqa.shams@woodplc.com](mailto:aniqa.shams@woodplc.com)>

**Sent:** May 25, 2022 9:39 AM

**To:** [mani.shahrokni@vaughan.ca](mailto:mani.shahrokni@vaughan.ca); Arash Olia <[Arash.Olia@caledon.ca](mailto:Arash.Olia@caledon.ca)>; Andrew Pearce <[andrew.pearce@caledon.ca](mailto:andrew.pearce@caledon.ca)>; Kant Chawla <[kant.chawla@caledon.ca](mailto:kant.chawla@caledon.ca)>; [steve.mota@york.ca](mailto:steve.mota@york.ca); [joshua.wang@york.ca](mailto:joshua.wang@york.ca); [shawn.ellsworth@york.ca](mailto:shawn.ellsworth@york.ca); Mucciarelli, Marco (MTO) <[Marco.Mucciarelli@ontario.ca](mailto:Marco.Mucciarelli@ontario.ca)>; [Robert.Agostini@alectrautilities.com](mailto:Robert.Agostini@alectrautilities.com); Geoff Kneller <[geoff\\_kneller@tcenergy.com](mailto:geoff_kneller@tcenergy.com)>; Adam Saab <[adam\\_saab@tcenergy.com](mailto:adam_saab@tcenergy.com)>; [kwebber@mhbcpplan.com](mailto:kwebber@mhbcpplan.com); Emily Pelleja <[emily.pelleja@alectrautilities.com](mailto:emily.pelleja@alectrautilities.com)>; Bell, Trevor (MECP) <[Trevor.Bell@ontario.ca](mailto:Trevor.Bell@ontario.ca)>; Minkin, Dan (MHSTCI) <[Dan.Minkin@ontario.ca](mailto:Dan.Minkin@ontario.ca)>; Hosseini, Hossein (MTO) <[Hosseini.Hosseini@ontario.ca](mailto:Hosseini.Hosseini@ontario.ca)>; Henry Gamboa <[Henry.Gamboa@alectrautilities.com](mailto:Henry.Gamboa@alectrautilities.com)>

**Cc:** Bubas, Sonya <[sonya.bubas@peelregion.ca](mailto:sonya.bubas@peelregion.ca)>; Nejatian, Soheil <[soheil.nejatian@brampton.ca](mailto:soheil.nejatian@brampton.ca)>; Khan, Muhammad <[muhammad.khan@woodplc.com](mailto:muhammad.khan@woodplc.com)>; Parajuli, Bishnu <[Bishnu.Parajuli@brampton.ca](mailto:Bishnu.Parajuli@brampton.ca)>; Mohammad, Ghazanfar <[Ghazanfar.Mohammad@brampton.ca](mailto:Ghazanfar.Mohammad@brampton.ca)>

**Subject:** City of Brampton/Region of Peel – Arterial Roads within Secondary Plan Area 47 Class EA (Part A) - Draft Environmental Study Report (Municipal Group & TAC)



## Shams, Aniq

---

**From:** Khan, Muhammad  
**Sent:** Thursday, August 4, 2022 11:27 AM  
**To:** Shams, Aniq  
**Subject:** FW: City of Brampton - Area 47 Class EA – Part B Public Information Centre #2 - Municipal and Agency Group  
**Attachments:** CFN 54636 - PART B - Area 47 - PIC#2\_ TRCA Response Letter.pdf

FYI

**Muhammad Khan M.Eng., P.Eng.**

Mobile: +1 (905) 407 3438  
[www.woodplc.com](http://www.woodplc.com)

**wood.**

---

**From:** Shirin Varzgani <Shirin.Varzgani@trca.ca>  
**Sent:** Thursday, August 4, 2022 11:21 AM  
**To:** Nejatian, Soheil <Soheil.Nejatian@brampton.ca>  
**Cc:** Khan, Muhammad <muhammad.khan@woodplc.com>; Bubas, Sonya <sonya.bubas@peelregion.ca>; Suzanne Bevan <Suzanne.Bevan@trca.ca>  
**Subject:** RE: City of Brampton - Area 47 Class EA – Part B Public Information Centre #2 - Municipal and Agency Group

**CAUTION:** External email. Please do not click on links/attachments unless you know the content is genuine and safe.

Hi Soheil,

Please see the attached letter.

Thank you,

**Shirin Varzgani**, MIP, MES (PI.) (she, her, hers)

Senior Planner

Infrastructure Planning and Permits | Development and Engineering Services

T: (437) 880-2429

E: [shirin.varzgani@trca.ca](mailto:shirin.varzgani@trca.ca)

A: [101 Exchange Avenue, Vaughan, ON, L4K 5R6](https://www.trca.ca) | [trca.ca](https://www.trca.ca)



## Shams, Aniq

---

**From:** Khan, Muhammad  
**Sent:** Monday, August 22, 2022 4:18 PM  
**To:** Shams, Aniq  
**Subject:** FW: City of Brampton - Area 47 Class EA – Part B Public Information Centre #2 - Municipal and Agency Group  
**Attachments:** CFN 54636 - PART B - Area 47 - PIC#2\_ TRCA Response Letter.pdf

FYI

[Muhammad Khan M.Eng., P.Eng.](#)

Mobile: +1 (905) 407 3438  
[www.woodplc.com](http://www.woodplc.com)

The logo for Wood Plc, featuring the word "wood." in a bold, lowercase, sans-serif font.

---

**From:** Shirin Varzgani <Shirin.Varzgani@trca.ca>  
**Sent:** Monday, August 22, 2022 4:13 PM  
**To:** Nejatian, Soheil <Soheil.Nejatian@brampton.ca>  
**Cc:** Khan, Muhammad <muhammad.khan@woodplc.com>; Bubas, Sonya <sonya.bubas@peelregion.ca>; Suzanne Bevan <Suzanne.Bevan@trca.ca>  
**Subject:** FW: City of Brampton - Area 47 Class EA – Part B Public Information Centre #2 - Municipal and Agency Group

**CAUTION:** External email. Please do not click on links/attachments unless you know the content is genuine and safe.

Hi Soheil,

Further to my email (below) and attached correspondence, it is our understanding that the City of Brampton (City) has undertaken the second Public Information Centre (PIC) for the Municipal Class Environmental Assessment Schedule 'C' Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47) – **Part B** in the City of Brampton. The Part B roadways will include the following:

- Countryside Drive - an existing roadway which will be widened to four (4) lanes and be upgraded to include curb and gutter and MUP;
- Clarkway Drive – an existing roadway which will have portions widened to four (4) lanes and upgraded to include storm sewers, sidewalks and cycle lanes; and
- East-West Arterial – a new four (4) lane roadway connecting The Gore Road to Arterial A2.

TRCA staff has completed their review of the PIC boards/presentation slides and has no comments at this time. Please ensure that the TRCA staff continues to be engaged once future submissions are available for review for this project.

Should you have any questions, please do not hesitate to contact me.

Thank you and regards,

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  
Télé. : 416 314-8452



June 30, 2022

Sonya Bubas  
Project Manager  
Region of Peel  
[sonya.bubas@peelregion.ca](mailto:sonya.bubas@peelregion.ca)

BY EMAIL ONLY

Re: **Highway 427 Industrial Secondary Plan Area 47 – Part A  
Schedule C Municipal Class Environmental Assessment  
Draft Environmental Study Report**

Dear Ms. Bubas,

The Ministry of the Environment, Conservation and Parks (the ministry) has reviewed the draft Environmental Study Report (the report) prepared by Wood, dated May 25, 2022, for the Schedule C Municipal Class Environmental Assessment for Highway 427 Industrial Secondary Plan Area 47 – Part A.

We understand that the preferred alternative includes a new six-lane arterial road (Arterial A2), and widening to four lanes and realigning Coleraine Drive, as well as an intersection of these two roads, centred on a single crossing of Rainbow Creek. Public transit and active transportation facilities will be included.

The following comments are offered for your consideration:

### **Air Quality**

1. Based on the proposed new six-lane arterial road and widening to 4 lanes of Coleraine Drive, and the fact that significant development is planned for Area 47, an Air Quality Impact Assessment (AQIA) is required for this project.

This should be a quantitative AQIA that evaluates the potential air quality impacts of the project against current conditions and sensitive receptors in future build scenario, and how these impacts compare to Ontario's Ambient Air Quality Criteria.

### **Surface Water**

2. According to the report, runoff from the roads will be routed to Stormwater Management (SWM) facilities to be built to service developments in the area, and the developers have agreed to incorporate flows from the roadways in the design of the SWM facilities. The ministry expects SWM for the developments to meet enhanced level of quality control at a minimum.

## **Groundwater**

3. According to the report, soil samples were collected during the geotechnical investigation, however the possibility of entrainment of impacted groundwater from sites neighbouring the road alignment was not addressed.

The ministry recommends assessing possible contaminated sites along the road alignments and the risk of entrainment of contaminated groundwater during construction dewatering during the detailed design stage.

4. A private well survey should be completed to confirm the location of, depth of, and water level in water supply wells 4907185 and 4904154 near Coleraine Drive, and water supply wells 4902856, 4902866 and 4905894 near Clarkway Drive.
5. The report notes that borehole investigations could not be completed along a 0.5 km long section of the proposed Arterial A2 due to lack of access.

The ministry recommends completing the investigations within the 0.5 km of the proposed Arterial A2 which was not accessible during the geotechnical and hydrogeological investigations completed by Wood.

6. Water levels appeared to have been measured once (May 4, 2020). Seasonal and yearly variations were not evaluated. This causes uncertainty in dewatering calculations since the height of the water table has an important impact on dewatering rates and amounts.

The ministry recommends monitoring groundwater levels on an ongoing basis to determine seasonal water level fluctuations.

## **Source Protection**

7. The study area for Part A does not appear to include any Wellhead Protection Areas, Highly Vulnerable Aquifers, Intake Protection Zones, or any other source water features. Therefore, it is unlikely any source protection policies apply. Nevertheless, the report should include a section addressing source water protection, confirming that source protection was considered and that the study area does not contain any source water features of concern.

## **Class EA Process**

8. Please note that Part II Orders are now referred to as Section 16 Orders. Section 1.2.4 of the report and the upcoming Notice of Completion should refer to Section 16 Orders instead of Part II Orders.

## **Indigenous Consultation**

9. The ministry understands that subsequent to a site visit agreement between the Haudenosaunee Development Institute (HDI) and the Project Team, HDI requested funding for the review of the ESR, and that the application for funding was denied by the City of Brampton. The City requested HDI provide a list of reports they wish to review, and associated fees. On February 24, 2022, HDI requested a copy of the original agreement to review. Since then, the City has followed up three times but there has been no further correspondence from HDI.

While not required in all instances, the province recognizes that Aboriginal communities may

benefit from funding to build consultation capacity or to analyze particular projects and encourages proponents to consider reasonable requests for such funding where appropriate, taking into account all facts, including the nature of the project, the environment in which it will occur and the potential for impacts on Aboriginal and treaty rights.

We understand the Project Team will continue to engage with HDI on Part A and Part B of this project. Outstanding concerns should be resolved prior to issuing the Notice of Completion and filing of the final report.

Please continue to keep the ministry informed as engagement with indigenous communities continues.

---

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: Katy Potter, Supervisor (A), Project Review Unit, EAB, MECP  
Tina Dufresne, Manager, Halton-Peel District Office, MECP  
Marinha Antunes, Air Quality Analyst, APEP, TSS, Central Region, MECP  
Ted Belayneh, Water Unit Supervisor, TSS, Central Region, MECP  
Vincent Bulman, Senior Hydrogeologist, TSS, Central Region, MECP  
Soheil Nejatian, Project Engineer, City of Brampton  
Bishnu Parajuli, Manager, Infrastructure Planning, City of Brampton  
Ghaz Mohammad, Senior Project Engineer, City of Brampton  
Muhammad Khan, Geotechnical Engineer, Wood  
Aniqa Shams, Human Environment Consultant, Wood

## Shams, Aniq

---

**From:** Hong, Tia <Tia.Hong@york.ca>  
**Sent:** Monday, August 8, 2022 1:47 PM  
**To:** Shams, Aniq  
**Cc:** Khan, Muhammad; Mota, Steve; Foong, Dan  
**Subject:** Brampton Area 47 Part B EA PIC#2: York Region Comments

**CAUTION:** External email. Please do not click on links/attachments unless you know the content is genuine and safe.

Hi Aniq,

York Region Transportation Long-Term Planning has reviewed the Arterial Roads within Highway 427 Industrial Secondary Plan Area 47 – Part B EA – PIC #2 in the City of Brampton and provide the following comments.

- It is recommended that Countyside Drive at Regional Road 50 taper back down from 4 lanes to 2 lanes east of the intersection connecting to Nashville Road as York Region has no planned widening of Nashville Road.
- Project team to coordinate with York Region Capital Planning and Delivery during the detailed design stage.

Thanks,

**Tia Hong, P.Eng** | Transportation Engineer, Transportation Long Term Planning  
Transportation & Infrastructure Planning, Public Works

-----  
The Regional Municipality of York Region | 17250 Yonge Street | Newmarket, ON L3Y 6Z1  
O: 1-877-464-9675 ext. 75752 | [Tia.Hong@york.ca](mailto:Tia.Hong@york.ca) | [www.york.ca](http://www.york.ca)

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## Shams, Aniq

---

**From:** Kaitlin Webber <kwebber@mhbcplan.com>  
**Sent:** Tuesday, August 23, 2022 10:57 AM  
**To:** Shams, Aniq  
**Subject:** RE: City of Brampton - Area 47 Class EA – Part B Public Information Centre #2 - Stakeholders  
**Attachments:** 44098 TCPL Response Letter RE Block 47 Roads EA Part A - Aug-22-2022.pdf

**CAUTION:** External email. Please do not click on links/attachments unless you know the content is genuine and safe.

Hi Aniq,

On behalf of TransCanada PipeLines Ltd. (TCPL), please see attached response letter for the Part B PIC materials.

Kind regards,

**Kaitlin Webber, MA | Planner**

*I am currently working remotely and can be reached at [kwebber@mhbcplan.com](mailto:kwebber@mhbcplan.com) or (905) 442-3772.*

### **MHBC** Planning, Urban Design & Landscape Architecture

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| [kwebber@mhbcplan.com](mailto:kwebber@mhbcplan.com)

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---

**From:** Shams, Aniq <aniqa.shams@woodplc.com>  
**Sent:** July-28-22 9:56 AM  
**Cc:** Nejatian, Soheil <soheil.nejatian@brampton.ca>; Mohammad, Ghazanfar <Ghazanfar.Mohammad@brampton.ca>; Parajuli, Bishnu <Bishnu.Parajuli@brampton.ca>; Bupas, Sonya <sonya.bupas@peelregion.ca>; Khan, Muhammad <muhammad.khan@woodplc.com>  
**Subject:** City of Brampton - Area 47 Class EA – Part B Public Information Centre #2 - Stakeholders

Good morning,

The City of Brampton (City) is undertaking the second Public Information Centre (PIC) for the Municipal Class Environmental Assessment Schedule 'C' Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47) – **Part B** in the City of Brampton. We invite you to review the attached letter and the information available on the Project website - [www.brampton.ca/SP47EA](http://www.brampton.ca/SP47EA).

The Part B roadways includes roads that will be owned and operated by the City and will include the following:

- Countryside Drive - an existing roadway which will be widened to four (4) lanes and be upgraded to include curb and gutter and MUP;
- Clarkway Drive – an existing roadway which will have portions widened to four (4) lanes and upgraded to include storm sewers, sidewalks and cycle lanes; and
- East-West Arterial – a new four (4) lane roadway connecting The Gore Road to Arterial A2.

We are requesting that comments are provided by **August 25, 2022**. If you cannot meet this deadline, please let us know. Once the PIC is completed, the Project Team will prepare the Environmental Study Report and an additional opportunity will be provided for review and comment at that time. This is likely to happen in fall 2022.

If you would like to have a meeting to discuss the Project, we can definitely arrange that. If you have any questions or issues accessing the files on the website, please let me know.

Thank you,  
Aniqa

**Aniqa Shams, RPP, MCIP**

Human Environment Consultant

Pronouns – She/Her/Hers

Mobile: + (416) 357-2093

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

The logo for Wood, featuring the word "wood." in a bold, lowercase, sans-serif font. The period is a solid dot.

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August 23, 2022

Aniqa Shams, RPP, MCIP  
Human Environment Consultant

Wood Environmental & Infrastructure Solutions  
160 Traders Blvd. E, Suite 110  
Mississauga, ON  
L4Z 3K7

Via email: [aniqa.shams@woodplc.com](mailto:aniqa.shams@woodplc.com)

Dear Aniqa Shams

**Re: Municipal Class Environmental Assessment Schedule 'C' – Part B  
Highway 427 Industrial Secondary Plan Area 47**  
City of Brampton, Region of Peel  
Our File: PAR 44098

---

MacNaughton Hermsen Britton Clarkson (MHBC) are the planning consultants for TransCanada PipeLines Limited (TCPL). This letter is in response to notification of the Class Environmental Assessment (EA) for Part B of the Highway 427 Industrial Secondary Plan Area 47. TCPL has one (1) high pressure natural gas pipeline contained within an easement ("right-of-way") within the study area, running parallel to the proposed East-West (E-W) Arterial.

TCPL's pipelines and related facilities are subject to the jurisdiction of the Canada Energy Regulator (CER) – formerly the National Energy Board ("NEB"). As such, certain activities must comply with the Canadian Energy Regulator Act ("Act") and associated Regulations. The Act and the Regulations noted can be accessed from the CER's website at [www.cer-rec.gc.ca](http://www.cer-rec.gc.ca).

Upon review of the Public Information Centre (PIC) materials, TCPL provides the following comments:

1. Although a preferred route for the E-W Arterial has been indicated (south of TCPL's right-of-way), TCPL still indicates that the alternative of running this roadway north of TCPL's right-of-way preferred as it avoids crossing the pipeline.
2. If the preferred E-W Arterial route proceeds as planned, the crossing location of TCPL's right-of-way (just east of Clarkway Drive) may require mitigations to the pipeline. These mitigations will require pre-planning of 3-5 years, and the costs associated with the pipeline mitigations will be 100% the

responsibility of the proponent. Pipeline mitigation costs are expected to be in the range of \$5 million (+100%/-50%).

3. Where new bridge structures are required for this route, the bridge structures shall not reduce access to TCPL's right-of-way. Bridge structures shall be setback a minimum of 7 metres from the edge of TCPL's right-of-way.
4. Drainage and grading plans are required for review and approval by TCPL within 30m of TCPL's pipeline. All drainage shall be directed away from TCPL's right-of-way, and grading is to be kept to an absolute minimum.
5. Landscaping and servicing plans are required for review and approval by TCPL within 30 metres of TCPL's pipelines.

The following are general crossing requirements for consideration when evaluating alternatives:

1. General Requirements:
  - a) Crossings must be as close to 90 degrees as possible, and no less than 45 degrees.
  - b) Crossings shall not occur at a bend in a TCPL pipeline.
  - c) TCPL may require the installation of permanent protective measures depending on site-specific conditions and engineering analyses.
2. General Conditions for Crossings of TCPL Pipelines by Highways, Private Roads, and Railways
  - a) A highway or private road shall be constructed so that the travelled surface is no less than 1.5 meters above the top of the pipeline.
  - b) The bottom of the ditches adjacent to roads should not be less than 1.4 meters above the top of the pipeline.
  - c) Minimum cover for railway crossings (below base of rail) is 3.05 meters for uncased pipe.
4. Written consent must be obtained from TCPL prior to undertaking the following activities:
  - a) Constructing or installing a facility across, on, along or under a TCPL pipeline right-of-way.
  - b) Conducting a ground disturbance (excavation or digging) on TCPL's pipeline right-of-way or within 30 meters of the centreline of TCPL's pipe (the "Prescribed Area");
  - c) Driving a vehicle, mobile equipment or machinery across a TCPL pipeline right-of-way outside the travelled portion of a highway or public road; and
  - d) Using any explosives within 300 meters of TCPL's pipeline right-of-way.
5. Original depth of cover over the pipelines within TCPL's right-of-way shall be restored after construction. This depth of cover over the pipelines shall not be compromised over the life of the road due to rutting, erosion or other means.
6. The following link to TCPL's website provides additional information on approval requirements: <https://www.tcenergy.com/sustainability/safety/safe-digging/canada/landowners-and-neighbours/>
8. Storage of materials and/or equipment on TCPL's right-of-way is not permitted.

We can provide GIS shape files of TCPL's pipeline centreline throughout the study area, however a confidentiality agreement will be required prior to releasing the files. Please let us know if you would be interested in this option.

Thank you for the opportunity to comment. Kindly forward future study details to [TCEnergy@mhbcplan.com](mailto:TCEnergy@mhbcplan.com). If you have any questions, please do not hesitate to contact our office.

Sincerely,

A handwritten signature in black ink that reads "K. Webber". The signature is written in a cursive, flowing style.

Kaitlin Webber, MA  
Planner | MHBC Planning

on behalf of TransCanada PipeLines Limited

**CITY OF BRAMPTON**  
**MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT SCHEDULE C - PART “B”**  
**ARTERIAL ROADS WITHIN HIGHWAY 427 INDUSTRIAL SECONDARY PLAN (AREA 47)**  
**EAST-WEST ARTERIAL ROAD**

***APPENDIX I***  
***RESPONSE TO COMMENTS PROVIDED BY MHBC PLANNING***  
***LETTER DATED AUGUST 23<sup>RD</sup> 2022 TO WOOD ENVIRONMENTAL AND INFRASTRUCTURE SOLUTIONS***

1. Comment noted.

As noted in [REDACTED] Letter to TC Energy dated July 21<sup>st</sup> 2021, the alignment of the East-West Arterial Road south of TC Energy (TCPL) right of way/easement was selected as the Preferred Alternative based on an evaluation of Social/ Cultural, Natural Environment, Technical (Engineering) and Economic Criteria and was subsequently approved by the Local Planning Appeal Tribunal (LPAT) on October 20<sup>th</sup> 2020 with the concurrence of the Region of Peel, City of Brampton and Toronto and Region Conservation.

2. Comment noted and acknowledged.

As noted in Candevcon’s letter to TC Energy dated July 21<sup>st</sup> 2021, it is understood that a detailed engineering analysis of all loads expected during construction and operation of the crossing and the provision of designs for appropriate mitigation will be required in compliance with the Canadian Energy Regulation Act and in accordance with CSA Z662:19, at the cost of the project proponent.

3. Where new bridge structures are required for the East-West Arterial Road, the bridge structures will not reduce access to TC Energy’s (TCPL) right of way/easement which is accessible by vehicles from the adjacent Municipal Roads (The Gore Road and Clarkway Drive).

Notwithstanding that there is no regulation requiring a setback from bridge structures to the TC Energy (TCPL) right of way/easement, the design of the bridge structures and their foundations will be engineered to avoid any impact to the integrity of the existing TC Energy and Enbridge Pipelines, in compliance with the Canadian Energy Regulator “Construction Near Pipelines” document for working in a “prescribed area”.

4. Comment noted and acknowledged.

As noted in [REDACTED] letter to TC Energy dated July 21<sup>st</sup> 2021, storm drainage will be directed away from the TC Energy (TCPL) right of way/easement.

5. Comment noted and acknowledged.

Engineering and Landscaping drawings will be submitted for review and approval by TC Energy for all works within the “prescribed area”.



## Shams, Aniq

---

**From:** Kaitlin Webber <kwebber@mhbcplan.com>  
**Sent:** Wednesday, October 26, 2022 10:25 AM  
**To:** Shams, Aniq  
**Subject:** RE: City of Brampton - Area 47 Class EA – Part B Public Information Centre #2 - Stakeholders

**CAUTION:** External email. Please do not click on links/attachments unless you know the content is genuine and safe.

Hi Aniq,

This is helpful, thanks very much. I circulated your comment responses to TCPL for review. Regarding item #3, we want to clarify that a minimum 7m setback for all bridge-related infrastructure (footings, etc.) is required from the edge of TCPL's easement. TCPL will not consent to any structures located less than 7m from their easement.

Kind regards,

**Kaitlin Webber, MA | Planner**

*I am currently working remotely and can be reached at [kwebber@mhbcplan.com](mailto:kwebber@mhbcplan.com) or (905) 442-3772.*

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---

**From:** Shams, Aniq <aniqa.shams@wsp.com>  
**Sent:** October-24-22 2:03 PM  
**To:** Kaitlin Webber <kwebber@mhbcplan.com>  
**Cc:** Nejatian, Soheil <soheil.nejatian@brampton.ca>; Mohammad, Ghazanfar <ghazanfar.mohammad@brampton.ca>; Khan, Muhammad <muhammad.r.khan@wsp.com>; Bubas, Sonya <sonya.bubas@peelregion.ca>; [REDACTED]  
**Subject:** RE: City of Brampton - Area 47 Class EA – Part B Public Information Centre #2 - Stakeholders

Hi Kaitlin,

Please find attached the responses to TCPL's comments.

Feel free to reach out if you require any further clarification regarding the responses.

## Shams, Aniq

---

**From:** Shams, Aniq  
**Sent:** Thursday, November 3, 2022 4:12 PM  
**To:** shirin.varzgani@trca.ca  
**Cc:** Khan, Muhammad; Nejatian, Soheil; Mohammad, Ghazanfar; Bubas, Sonya  
**Subject:** RE: City of Brampton - Area 47 Class EA – Part B Public Information Centre #2 - Municipal and Agency Group - PIC Response

Hi Shirin,

Thank you for confirming that TRCA has no comments or concerns on the Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47) - Part B Public Information Centre (PIC) at this time. The Project Team will provide the TRCA with the draft Environmental Study Report for review and comment tomorrow.

Best regards,  
Aniq



**Aniq Shams**

Human Environment Consultant  
MCIP, RPP  
*She/Her*

M+ 1 416-357-2093

WSP E&I Canada Limited  
2020 Winston Park Dr #700  
Oakville, Ontario  
L6H 6X7 Canada

[wsp.com](http://wsp.com)

---

**From:** Shirin Varzgani <[Shirin.Varzgani@trca.ca](mailto:Shirin.Varzgani@trca.ca)>  
**Sent:** Monday, August 22, 2022 4:13 PM  
**To:** Nejatian, Soheil <[Soheil.Nejatian@brampton.ca](mailto:Soheil.Nejatian@brampton.ca)>  
**Cc:** Khan, Muhammad <[muhammad.khan@woodplc.com](mailto:muhammad.khan@woodplc.com)>; Bubas, Sonya <[sonya.bubas@peelregion.ca](mailto:sonya.bubas@peelregion.ca)>; Suzanne Bevan <[Suzanne.Bevan@trca.ca](mailto:Suzanne.Bevan@trca.ca)>  
**Subject:** FW: City of Brampton - Area 47 Class EA – Part B Public Information Centre #2 - Municipal and Agency Group

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Hi Soheil,

Further to my email (below) and attached correspondence, it is our understanding that the City of Brampton (City) has undertaken the second Public Information Centre (PIC) for the Municipal Class Environmental Assessment Schedule 'C'

Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47) – **Part B** in the City of Brampton. The Part B roadways will include the following:

- Countryside Drive - an existing roadway which will be widened to four (4) lanes and be upgraded to include curb and gutter and MUP;
- Clarkway Drive – an existing roadway which will have portions widened to four (4) lanes and upgraded to include storm sewers, sidewalks and cycle lanes; and
- East-West Arterial – a new four (4) lane roadway connecting The Gore Road to Arterial A2.

TRCA staff has completed their review of the PIC boards/presentation slides and has no comments at this time. Please ensure that the TRCA staff continues to be engaged once future submissions are available for review for this project.

Should you have any questions, please do not hesitate to contact me.

Thank you and regards,

**Shirin Varzgani**, MIP, MES (PI.) (she, her, hers)  
Senior Planner  
Infrastructure Planning and Permits | Development and Engineering Services

T: (437) 880-2429

E: [shirin.varzgani@trca.ca](mailto:shirin.varzgani@trca.ca)

A: [101 Exchange Avenue, Vaughan, ON, L4K 5R6](https://www.trca.ca) | [trca.ca](https://www.trca.ca)



---

**From:** Shirin Varzgani  
**Sent:** August 4, 2022 11:21 AM  
**To:** Nejatian, Soheil <[Soheil.Nejatian@brampton.ca](mailto:Soheil.Nejatian@brampton.ca)>  
**Cc:** [muhammad.khan@woodplc.com](mailto:muhammad.khan@woodplc.com); [sonya.bubas@peelregion.ca](mailto:sonya.bubas@peelregion.ca); Suzanne Bevan <[Suzanne.Bevan@trca.ca](mailto:Suzanne.Bevan@trca.ca)>  
**Subject:** RE: City of Brampton - Area 47 Class EA – Part B Public Information Centre #2 - Municipal and Agency Group

Hi Soheil,

Please see the attached letter.

Thank you,

**Shirin Varzgani**, MIP, MES (PI.) (she, her, hers)  
Senior Planner  
Infrastructure Planning and Permits | Development and Engineering Services

T: (437) 880-2429

E: [shirin.varzgani@trca.ca](mailto:shirin.varzgani@trca.ca)

A: [101 Exchange Avenue, Vaughan, ON, L4K 5R6](https://www.trca.ca) | [trca.ca](https://www.trca.ca)



## Shams, Aniq

---

**From:** Shams, Aniq  
**Sent:** Thursday, November 3, 2022 4:12 PM  
**To:** Hong, Tia  
**Cc:** Khan, Muhammad; Mota, Steve; Foong, Dan; Nejatian, Soheil; Mohammad, Ghazanfar; Bubas, Sonya  
**Subject:** RE: Brampton Area 47 Part B EA PIC#2: York Region Comments - PIC Response

Hi Tia,

Thank you for providing comments on the Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47) - Part B Public Information Centre (PIC). The proposed lane configuration currently shown is based on traffic assessment prepared for this study, however, extent of matching to existing geometrics on the east side along Nashville Road can be refined during detailed design stage. WSP will include a note on the drawing and add commitments in the Environmental Study Report to consult and coordinate with York Region Capital Planning and Delivery during detailed design stage.

Best regards,  
Aniq



**Aniq Shams**

Human Environment Consultant  
MCIP, RPP  
*She/Her*

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WSP E&I Canada Limited  
2020 Winston Park Dr #700  
Oakville, Ontario  
L6H 6X7 Canada

[wsp.com](http://wsp.com)

---

**From:** Hong, Tia <Tia.Hong@york.ca>  
**Sent:** Monday, August 8, 2022 1:47 PM  
**To:** Shams, Aniq <aniqa.shams@woodplc.com>  
**Cc:** Khan, Muhammad <muhammad.khan@woodplc.com>; Mota, Steve <Steve.Mota@york.ca>; Foong, Dan <Dan.Foong@york.ca>  
**Subject:** Brampton Area 47 Part B EA PIC#2: York Region Comments

**CAUTION:** External email. Please do not click on links/attachments unless you know the content is genuine and safe.

Hi Aniq,

York Region Transportation Long-Term Planning has reviewed the Arterial Roads within Highway 427 Industrial Secondary Plan Area 47 – Part B EA – PIC #2 in the City of Brampton and provide the following comments.

- It is recommended that Countyside Drive at Regional Road 50 taper back down from 4 lanes to 2 lanes east of the intersection connecting to Nashville Road as York Region has no planned widening of Nashville Road.
- Project team to coordinate with York Region Capital Planning and Delivery during the detailed design stage.

Thanks,

**Tia Hong, P.Eng** | Transportation Engineer, Transportation Long Term Planning  
Transportation & Infrastructure Planning, Public Works

---

The Regional Municipality of York Region | 17250 Yonge Street | Newmarket, ON L3Y 6Z1  
O: 1-877-464-9675 ext. 75752 | [Tia.Hong@york.ca](mailto:Tia.Hong@york.ca) | [www.york.ca](http://www.york.ca)

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## Shams, Aniq

---

**From:** Shams, Aniq  
**Sent:** Thursday, November 3, 2022 4:12 PM  
**To:** Cambas, Matthew  
**Cc:** Nejatian, Soheil; Bubas, Sonya; Mohammad, Ghazanfar; Khan, Muhammad  
**Subject:** RE: City of Brampton - Area 47 Class EA – Part B Public Information Centre #2 - Municipal and Agency Group - PIC Response

Hi Matthew,

Thank you for confirming that you had no comments or concerns on the Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47) - Part B Public Information Centre (PIC) at this time. The Project Team will provide the Region with the Environmental Study Report for review and comment in fall 2022.

Best regards,  
Aniq



**Aniq Shams**

Human Environment Consultant  
MCIP, RPP  
*She/Her*

M+ 1 416-357-2093

WSP E&I Canada Limited  
2020 Winston Park Dr #700  
Oakville, Ontario  
L6H 6X7 Canada

[wsp.com](http://wsp.com)

---

**From:** Cambas, Matthew <matthew.cambas@peelregion.ca>  
**Sent:** Monday, August 8, 2022 4:18 PM  
**To:** Shams, Aniq <aniqa.shams@woodplc.com>  
**Subject:** RE: City of Brampton - Area 47 Class EA – Part B Public Information Centre #2 - Municipal and Agency Group

**CAUTION:** External email. Please do not click on links/attachments unless you know the content is genuine and safe.

Hello Aniq,

I have no comments on the materials presented as part of this PIC.

Thank you,



## Shams, Aniq

---

**From:** Bubas, Sonya <sonya.bubas@peelregion.ca>  
**Sent:** Friday, November 4, 2022 7:57 AM  
**To:** Fitzpatrick, Sandra  
**Cc:** Aymar, Matthew; Bennington, Michael; Powell, Sarah; Ursitti, Franca; Khan, Muhammad; Shams, Aniq; Nejatian, Soheil  
**Subject:** RE: [Peel Public Health comment] City of Brampton - Area 47 Class EA – Part B Public Information Centre #2 - Municipal and Agency Group  
**Attachments:** RE: SP47 EA (Part B) - PIC 2 Comment - Peel Public Health

**CAUTION:** External email. Please do not click on links/attachments unless you know the content is genuine and safe.

Good morning Sandra,

Please find attached response to your comments on Part B of the SP47 EA.

Let me know if you have any questions.

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



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---

**From:** Bubas, Sonya  
**Sent:** August 25, 2022 8:55 AM  
**To:** Fitzpatrick, Sandra <Sandra.Fitzpatrick@peelregion.ca>  
**Cc:** Aymar, Matthew <Matthew.Aymar@peelregion.ca>; Bennington, Michael <Michael.Bennington@peelregion.ca>; Powell, Sarah <Sarah.Powell@peelregion.ca>; Ursitti, Franca <Franca.Ursitti@peelregion.ca>  
**Subject:** RE: [Peel Public Health comment] City of Brampton - Area 47 Class EA – Part B Public Information Centre #2 - Municipal and Agency Group

Thank you Sandra. I will share your comments with the Project Team.

**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



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---

**From:** Fitzpatrick, Sandra <[sandra.fitzpatrick@peelregion.ca](mailto:sandra.fitzpatrick@peelregion.ca)>  
**Sent:** August 25, 2022 8:52 AM  
**To:** Bubas, Sonya <[sonya.bubas@peelregion.ca](mailto:sonya.bubas@peelregion.ca)>  
**Cc:** Aymar, Matthew <[matthew.aymar@peelregion.ca](mailto:matthew.aymar@peelregion.ca)>; Bennington, Michael <[michael.bennington@peelregion.ca](mailto:michael.bennington@peelregion.ca)>; Powell, Sarah <[sarah.powell@peelregion.ca](mailto:sarah.powell@peelregion.ca)>; Ursitti, Franca <[franca.ursitti@peelregion.ca](mailto:franca.ursitti@peelregion.ca)>  
**Subject:** [Peel Public Health comment] City of Brampton - Area 47 Class EA – Part B Public Information Centre #2 - Municipal and Agency Group

Good morning Sonya,

Thank you for the opportunity to comment on **Part B** Arterial Roads Area 41 EA. The team has prepared the following comment:

[The recommended cross sections for Clarkway Drive](#) indicate that there will be multiple types of active transportation facilitates along the study corridor (e.g., MUT, blvd space, cycle tracks). This can sometimes create confusion for road users navigating the space, so we recommend whenever possible considering surface treatments to help users navigate the various transitions. Also, whenever there is 4m of space or greater we recommend providing separated walking and cycling facilitates instead of a shared space (e.g., MUT) so that road users have a clearly delineated space. This will help to reduce conflicts between pedestrians and cyclists.

Secondary Plan 47 includes several developments that are likely to increase pedestrian activity along Clarkway Drive from Mayfield Road to Castlemore Drive, including an elementary school, a private school, commercial retail, a mixed use plaza, convenience retail, a large community park, a few smaller parks, and a large retail centre. This potential for increased pedestrian traffic highlights the need to provide clearly delineated, separated safe walking facilities whenever possible.

Hope you're keeping well and enjoying the summer 😊

Sandra

**Sandra Fitzpatrick** (*she/her*)

Sub-lead, Communications – IMS COVID-19 and Vaccination Program  
Manager, Built Environment Team, Chronic Disease and Injury Prevention Division  
Region of Peel - Peel Public Health  
647-968-5314

---

**From:** Bubas, Sonya <[sonya.bubas@peelregion.ca](mailto:sonya.bubas@peelregion.ca)>  
**Sent:** July 28, 2022 11:13 AM  
**To:** Lee, Anna (Public Works) <[anna.lee2@peelregion.ca](mailto:anna.lee2@peelregion.ca)>; Carrick, Sean <[sean.carrick@peelregion.ca](mailto:sean.carrick@peelregion.ca)>; Hassan, Mohammad <[mohammad.hassan@peelregion.ca](mailto:mohammad.hassan@peelregion.ca)>; Kol, Rani <[rani.kol@peelregion.ca](mailto:rani.kol@peelregion.ca)>; Lee, Arthur <[arthur.lee@peelregion.ca](mailto:arthur.lee@peelregion.ca)>; Alexander, Tamara <[tamara.alexander@peelregion.ca](mailto:tamara.alexander@peelregion.ca)>; Gnoyke, Danielle

## Shams, Aniq

---

**From:** Khan, Muhammad <muhammad.r.khan@wsp.com>  
**Sent:** Saturday, September 24, 2022 2:03 PM  
**To:** Bubas, Sonya; Nejatian, Soheil  
**Cc:** Shams, Aniq  
**Subject:** RE: SP47 EA (Part B) - PIC 2 Comment - Peel Public Health

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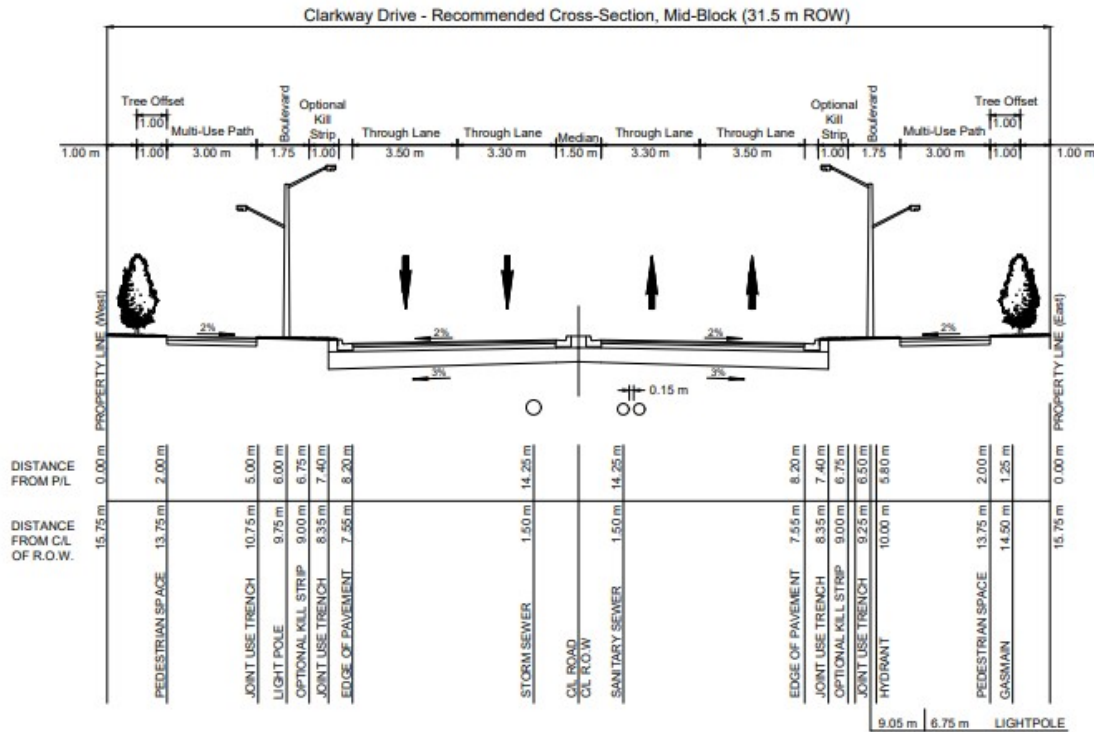
Hi Sonya,

Our response to the comments is as follows:

The Clarkway Drive is divided into four segments between intersecting arterial roads from Castlemore Road to Mayfield Road. Based on the block plan, the roadway is proposed with varying Right-of-Way widths ranging from 30m to 36m due to unique characteristics and future traffic demand within each segment. While designing, safety of all road user including drivers/pedestrians, cyclists was considered as prime and as a result, all the segments are proposed with an off-road active transportation facility throughout the corridor. However, there are several other factors considered while developing the proposed design, including socio-economic impacts, impacts to adjacent lands, cost of construction and recurring maintenance cost.

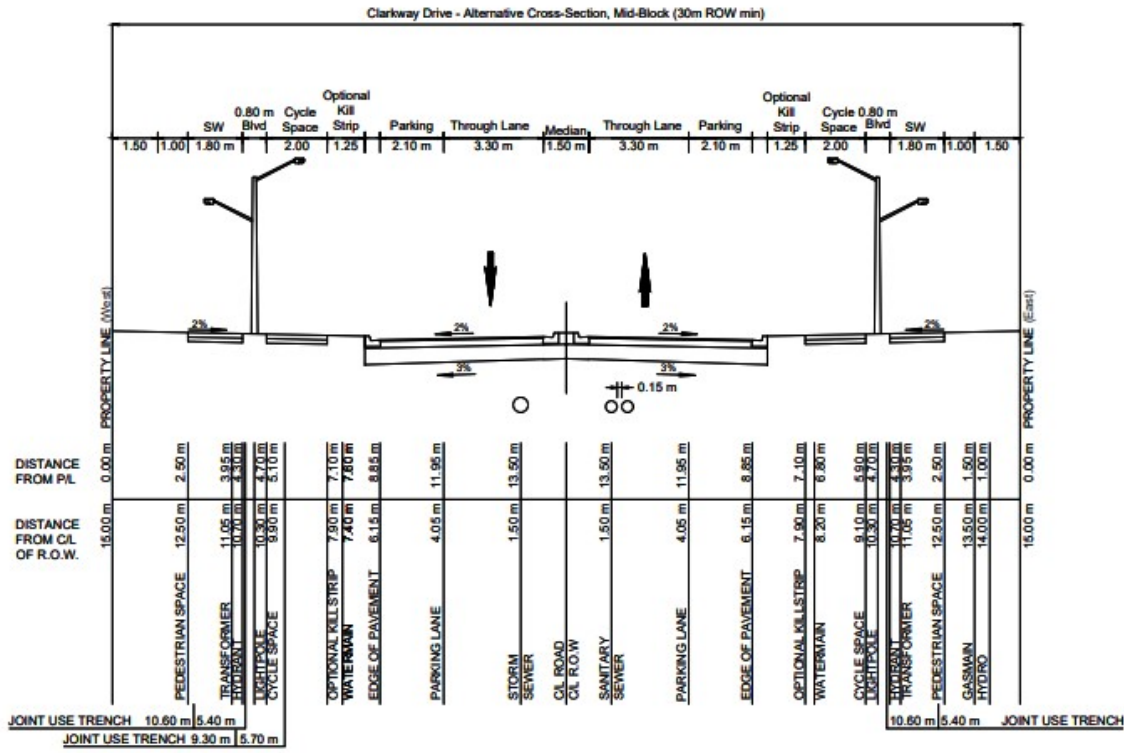
Section 1 below is a 31.5m ROW proposed with 4 lane urban cross section to accommodate future traffic demand is provided with 3m MUP on both sides of the roadway due to space limitations. As illustrated below, the boulevard space is allocated for underground utilities and 1m space is dedicated to landscaping for aesthetic purposes.

# CLARKWAY DRIVE: CASTLEMORE ROAD TO COLLECTOR ROAD 'C' WITH MEDIAN



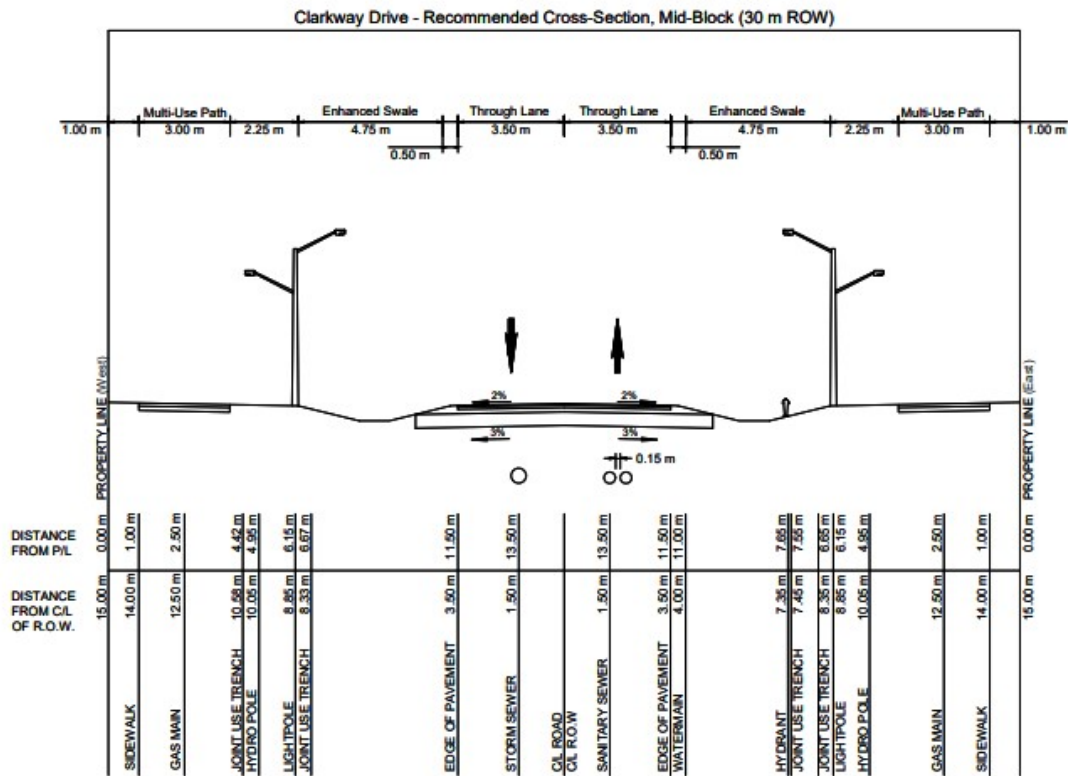
Section 2 below is a narrower 30m ROW proposed with 2 lane urban cross section and parking space on both sides of the road to facilitate future commercial/business land-use as identified in the block plan. Considering enhanced pedestrian activity and safety, this segment is proposed with an off-road active transportation facility, a wider 2m Cycle space and 1.8m sidewalk which exceeds a minimum of 1.5m standards width, separated by 0.8m boulevard on both sides of the roadway.

# CLARKWAY DRIVE: COLLECTOR ROAD 'C' TO E-W ARTERIAL (OPTION 2) - RECOMMENDED



Section 3 below is again a 30m ROW proposed with 2 lane rural cross section. This segment is also provided with 3m MUP on both sides of the roadway offset by 7m from the edge of driving lanes. Once again, the boulevard space is allocated for underground utilities. However in this section, there is an opportunity to increase MUP width from 3m to 4m if the City agrees.

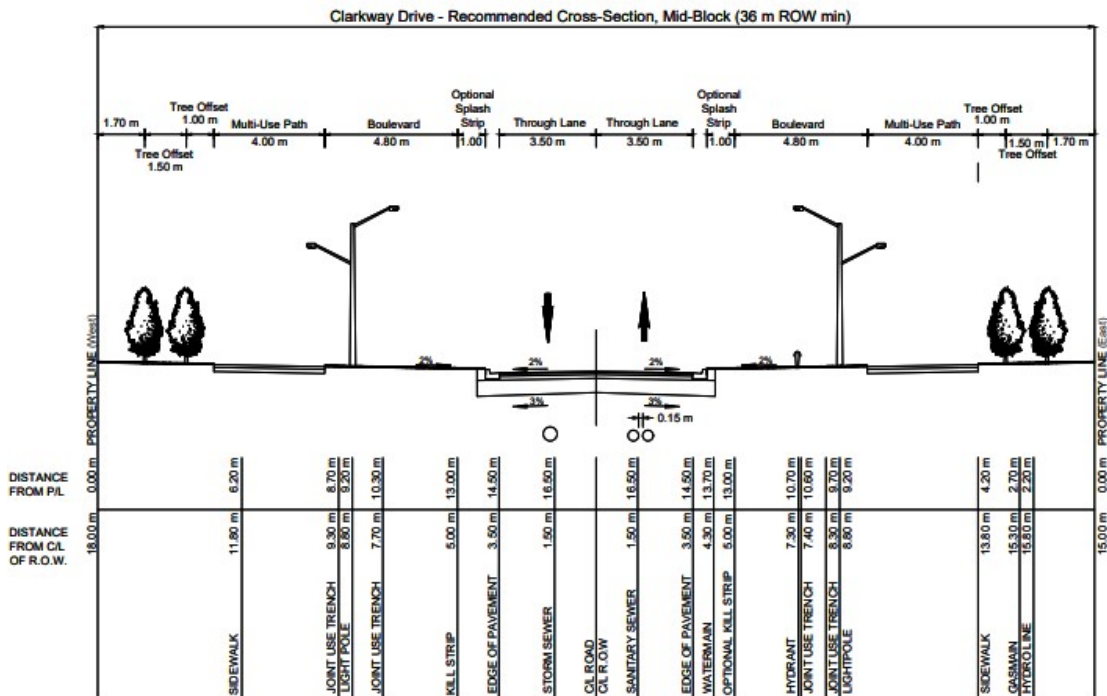
# CLARKWAY DRIVE: E-W ARTERIAL TO COUNTRYSIDE



Section 4 below is the widest of all other three segments proposed with 36m ROW having 2 lane urban cross section. A 4m MUP on both sides of the roadway is provided due to potential available space. Similar to other sections, the boulevard space is allocated for underground utilities and 1.5m space is dedicated to landscaping for aesthetic purposes.



# CLARKWAY DRIVE: COUNTRYSIDE DRIVE TO MAYFIELD ROAD



Since the scope of this project is an EA Study, the design details prepared and presented are at preliminary level (30% design). Once this project proceeds into a Detailed Design assignment, more refined roadway design will be prepared based on primarily based on City of Brampton Standards, Ontario Traffic Manual (OTM) and Transportation Association of Canada (TAC) latest guidelines which will include detailed pavement marking and signage drawings to delineate road and active transportation network.

Regards,



**Muhammad Khan, M.Eng., P.Eng.**  
Senior Transportation Engineer

M+ 1 905-407-3438

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

**Sent:** Thursday, August 25, 2022 8:58 AM

**To:** Nejatian, Soheil <Soheil.Nejatian@brampton.ca>; Khan, Muhammad <muhammad.khan@woodplc.com>; Shams, Aniq <aniqa.shams@woodplc.com>

**Subject:** SP47 EA (Part B) - PIC 2 Comment - Peel Public Health

**CAUTION:** External email. Please do not click on links/attachments unless you know the content is genuine and safe.

Hi Soheil and Muhammad/Aniq,

For review and consideration, we received the following comment from Peel Public Health:

[The recommended cross sections for Clarkway Drive](#) indicate that there will be multiple types of active transportation facilities along the study corridor (e.g., MUT, blvd space, cycle tracks). This can sometimes create confusion for road users navigating the space, so we recommend whenever possible considering surface treatments to help users navigate the various transitions. Also, whenever there is 4m of space or greater we recommend providing separated walking and cycling facilities instead of a shared space (e.g., MUT) so that road users have a clearly delineated space. This will help to reduce conflicts between pedestrians and cyclists.

Secondary Plan 47 includes several developments that are likely to increase pedestrian activity along Clarkway Drive from Mayfield Road to Castlemore Drive, including an elementary school, a private school, commercial retail, a mixed use plaza, convenience retail, a large community park, a few smaller parks, and a large retail centre. This potential for increased pedestrian traffic highlights the need to provide clearly delineated, separated safe walking facilities whenever possible.

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



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-LAEmHhHzdJzBITWfa4Hgs7pbKl

## Shams, Aniq

---

**From:** [REDACTED]  
**Sent:** Wednesday, December 14, 2022 12:05 PM  
**To:** 'Kaitlin Webber'  
**Cc:** Mohammad, Ghazanfar; Nejatian, Soheil; He, Jia; 'Shams, Aniq'; 'Khan, Muhammad'; Bubas, Sonya; [REDACTED]  
**Subject:** City of Brampton - Area 47 Class EA – Part B Public Information Centre #2 - Stakeholders, Our File No. W20167  
**Attachments:** W20167-G-1.pdf

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Kaitlin Webber  
MHBC

Re: Class EA Study - Part B; East-West Arterial Road, Blocks 47-1/47-2, City of Brampton, Our File No. W20167

Kaitlin. Thank you for your e-mail of December 2<sup>nd</sup> 2022 which provided clarification on the TC Energy requirement for a setback from the TC Energy Easement to structures.

We advise that the 7m setback can be accommodated for the proposed East-West Arterial Road bridge structures over The Gore Road and Clarkway Tributaries. In his regard, I enclose a pdf of our Drawing No. G-1 which provides plans of the road and bridge structures at the crossings as well as typical cross sections of the bridge structures showing the 7m setback to the bridge abutments and footings.

We trust that this satisfactorily addresses TC Energy's concerns on this matter. If you have any questions, however, please advise. Thank you for your cooperation in this matter. Best regards

[REDACTED]

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**From:** Kaitlin Webber <kwebber@mhbcplan.com>  
**Sent:** December 2, 2022 2:59 PM  
**To:** Mohammad, Ghazanfar <Ghazanfar.Mohammad@brampton.ca>; Nejatian, Soheil <Soheil.Nejatian@brampton.ca>; [REDACTED]; 'Shams, Aniq' <aniqa.shams@wsp.com>  
**Cc:** 'Khan, Muhammad' <mohammad.r.khan@wsp.com>; Bubas, Sonya <sonya.bubas@peelregion.ca>; [REDACTED]; [REDACTED] He, Jia <Jia.He@brampton.ca>  
**Subject:** RE: [EXTERNAL]City of Brampton - Area 47 Class EA – Part B Public Information Centre #2 - Stakeholders, Our File No. W20167

Good afternoon,

On behalf of TCPL, please see the following response to your inquiry:

As per the Canada Energy Regulator's (CER) Damage Prevention Regulations (DPR) – Authorizations, sections 7 and 10: obtaining written consent from the pipeline company for the construction or activity within the prescribed area is mandatory. The Prescribed Area is a strip of land measured 30 m perpendicularly on each side from the centreline of a pipe.

As per section 7 of the CER DPR – Authorizations: Any person that is undertaking the construction of a facility must ensure that the construction is carried out in accordance with the technical details that are set out in the person's request for consent and that have been accepted by the pipeline company, as well as with the conditions set out in the pipeline company's consent. TransCanada PipeLines Ltd. (TCPL) requires, as one of the conditions for Written Consent, that permanent facilities be set back a minimum of 7.0m from the edge of the TCPL easement. Conditions and requirements that TCPL includes within Written Consents are necessary for the safety, security and protection of persons, and for the protection of property and the environment.

For reference, the CER DPR – Authorizations defines a "facility" as: any structure, highway, private road, railway, irrigation ditch, drain, drainage system, sewer, dike, telephone line, telegraph line, telecommunication line, line for the transmission of electricity or pipe for the transmission of hydrocarbons or any other substance.

Please let me know if you have any additional questions, or if you would like to schedule a time to discuss.

Kind regards,

**Kaitlin Webber**, MA | Planner

*I am currently working remotely and can be reached at [kwebber@mhbcplan.com](mailto:kwebber@mhbcplan.com) or (905) 442-3772.*

## **MHBC** Planning, Urban Design & Landscape Architecture

442 Brant Street, Suite 204 | Burlington | ON | L7R 2G4 | T 905 639 8686 x 228 | C 905 442 3772  
| [kwebber@mhbcplan.com](mailto:kwebber@mhbcplan.com)

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**From:** Mohammad, Ghazanfar <[Ghazanfar.Mohammad@brampton.ca](mailto:Ghazanfar.Mohammad@brampton.ca)>

**Sent:** November-29-22 10:04 AM

**To:** Nejatian, Soheil <[Soheil.Nejatian@brampton.ca](mailto:Soheil.Nejatian@brampton.ca)>; Diarmuid Horgan <[dhorgan@candevcon.com](mailto:dhorgan@candevcon.com)>; 'Shams, Aniqah' <[aniqa.shams@wsp.com](mailto:aniqa.shams@wsp.com)>; Kaitlin Webber <[kwebber@mhbcplan.com](mailto:kwebber@mhbcplan.com)>

**Cc:** 'Khan, Muhammad' <[muhammad.r.khan@wsp.com](mailto:muhammad.r.khan@wsp.com)>; Bupas, Sonya <[sonya.bupas@peelregion.ca](mailto:sonya.bupas@peelregion.ca)>; Scott Lang <[scott@candevcon.com](mailto:scott@candevcon.com)>; David Lee <[david@candevcon.com](mailto:david@candevcon.com)>; He, Jia <[Jia.He@brampton.ca](mailto:Jia.He@brampton.ca)>





## Shams, Aniq

---

**From:** Khan, Muhammad <muhammad.r.khan@wsp.com>  
**Sent:** Wednesday, December 14, 2022 12:33 PM  
**To:** Shirin Varzgani  
**Cc:** Suzanne Bevan; Nejatian, Soheil; Mohammad, Ghazanfar; He, Jia; Khan, Muhammad; Shams, Aniq; Mrochkovskaia, Nadya  
**Subject:** RE: [EXTERNAL]City of Brampton/Region of Peel – Arterial Roads within Secondary Plan Area 47 Class EA (Part B) - Draft Environmental Study Report (Municipal Group & TAC)  
**Attachments:** W20167-G-1.pdf

Good Afternoon Shirin,

Thank you for the update. As part of agencies review of Part B ESR, we have received an input from the TransCanada (TC) Energy to maintain 7m offset between structures and TC Energy Easement. Please note that the proposed East-West Arterial abuts TC Energy Easement. To mitigate such, the proposed roadway and structures are slightly shifted to the south at both Crossing A and C to maintain offset requirement set by TC Energy.

Attached is the revised layout (W20167-G-1.pdf) prepared by [REDACTED] which shows transition on the south side. Please note that the overall foot print of the proposed structure and hydraulics will not change, rather it's shifted nearly 3m to the south.

Kindly note this change in your current review.

Regards



**Muhammad Khan, M.Eng., P.Eng.**  
Senior Transportation Engineer

M+ 1 905-407-3438

---

**From:** Shirin Varzgani <Shirin.Varzgani@trca.ca>  
**Sent:** Tuesday, December 13, 2022 10:30 AM  
**To:** Shams, Aniq <aniqa.shams@wsp.com>  
**Cc:** Suzanne Bevan <Suzanne.Bevan@trca.ca>; Nejatian, Soheil <Soheil.Nejatian@brampton.ca>; Mohammad, Ghazanfar <ghazanfar.mohammad@brampton.ca>; He, Jia <Jia.He@brampton.ca>; Khan, Muhammad <muhammad.r.khan@wsp.com>  
**Subject:** RE: [EXTERNAL]City of Brampton/Region of Peel – Arterial Roads within Secondary Plan Area 47 Class EA (Part B) - Draft Environmental Study Report (Municipal Group & TAC)

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Hi Aniq,

Thank you for your email below, our team are still working on their review, comments will be send out early-mid next week on the Part B SP47 Draft ESR submission – apologies for this delay.

**HAPPY HOLIDAYS!**



## Shams, Aniq

---

**From:** Shirin Varzgani <Shirin.Varzgani@trca.ca>  
**Sent:** Wednesday, December 21, 2022 4:45 PM  
**To:** Mohammad, Ghazanfar  
**Cc:** Nejatian, Soheil; Shams, Aniq; Khan, Muhammad; Suzanne Bevan; Parajuli, Bishnu; Bubas, Sonya; Adam Miller  
**Subject:** CFN 5466 - Area 47 PART B - Draft ESR - TRCA Comments  
**Attachments:** CFN 54636 - Area 47 - PART B - TRCA Comments\_Dec21-2022.pdf; Appendix A.xlsx

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Hi Ghaz,

Please see the attachments.

Please do not hesitate to contact me if you have any questions.

Thank you and regards,

**Shirin Varzgani**, MIP, MES (Pl.) (she, her, hers)  
Senior Planner  
Infrastructure Planning and Permits | Development and Engineering Services

T: (437) 880-2429

E: [shirin.varzgani@trca.ca](mailto:shirin.varzgani@trca.ca)

A: [101 Exchange Avenue, Vaughan, ON, L4K 5R6](https://www.trca.ca) | [trca.ca](https://www.trca.ca)



December 21, 2022

CFN 54636

**BY E-MAIL ONLY** ([Ghazanfar.mohammad@brampton.ca](mailto:Ghazanfar.mohammad@brampton.ca))

Ghazanfar Mohammad  
City of Brampton  
1975 Williams Parkway  
Brampton, ON L6S 6E5

Dear Ghazanfar Mohammad,

**Re: Draft Environmental Study Report (ESR)  
Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47) – Part B  
Class Environmental Assessment – Schedule ‘C’  
Humber River Watershed; City of Brampton; Regional Municipality of Peel**

Toronto and Region Conservation Authority (TRCA) staff received the draft Environmental Study Report (ESR) dated November 7, 2022 and Appendices (including technical studies) for the above noted project on November 7, 2022.

#### **PROJECT OVERVIEW**

Staff understands that the City of Brampton, in partnership with the Regional Municipality of Peel, has completed the Draft Environmental Study Report (ESR) for the Municipal Class Environmental Assessment Schedule ‘C’ Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47 in northeast Brampton) for Part B (Countryside Drive – an existing roadway, Clarkway Drive - an existing roadway and East-West Arterial – a new roadway that connects The Gore Road to Arterial A2). The study area is bounded by Highway 50 to the east, Castlemore Road to the south, Gore Road to the west and Mayfield Road to the north.

While staff has no objection in principle to the preferred alternative, the following concerns must be addressed in the final EA document. Additional detailed comments are provided in Appendix A.

TRCA staff notes that Appendix A table containing comments from previous engagements for this EA including Part A and Part B was not submitted along with the above-noted submission. Staff received this table along with the EA submission package for Part A and this table will continue to be used for the above-noted submission and subsequent submissions. It is not clear to TRCA staff how the comments related to **PART B** in this table have been addressed. Please clarify and provide responses to **all** comments from previous engagements related to **PART B**. As well, please ensure that all responses clarifies the location in the ESR and accompanying studies where these comments have been addressed. Furthermore, when preparing responses, please make sure that

your responses are consistent with responses to the TRCA comments made through the planning process for the MESP and the Block Plans.

**RESUBMISSION REQUIREMENTS**

Please ensure TRCA receives a digital copy of the **Environmental Study Report (ESR)**. The document should be accompanied by a covering letter that uses the numbering scheme provided in this letter and identifies how these comments have been addressed. Digital materials must be submitted in PDF format, with drawings pre-scaled to print on 11"x17" pages. Materials may be submitted on discs, via e-mail (if less than 5 MB), or through file transfer protocol (FTP) sites (if posted for a minimum of two weeks).

Should you have any questions or require any additional information please contact me at 437.880.2429 or at [shirin.varzgani@trca.ca](mailto:shirin.varzgani@trca.ca).

Regards,

Shirin Varzgani  
Senior Planner, Infrastructure Planning and Permits  
Development and Engineering Services

Attached: Appendix A – TRCA Comments and Proponent Responses  
Appendix A – TRCA Comments and Proponent Responses, Excel digital file for consultant/proponent response purposes

**BY E-MAIL**

cc: Brampton: Soheil Nejatian ([Soheil.nejatian@brampton.ca](mailto:Soheil.nejatian@brampton.ca))  
Bishnu Parajuli ([Bishnu.parajuli@brampton.ca](mailto:Bishnu.parajuli@brampton.ca))  
Peel: Sonya Bubas ([sonya.bubas@peelregion.ca](mailto:sonya.bubas@peelregion.ca))  
Consultant: Aniq Shams ([aniqa.shams@woodplc.com](mailto:aniqa.shams@woodplc.com))  
Muhammad Khan ([Muhammad.khan@woodplc.com](mailto:Mohammad.khan@woodplc.com))  
TRCA: Adam Miller, Associate Director, Development Planning and Permits  
Suzanne Bevan, Senior Manager, Infrastructure Planning and Permits



9	Desirable to have a structure that spans the entire NHS.	Wood will work with the City, Region and TRCA to develop a crossing design that addresses this desire. It is understood that this configuration will aim to maintain connectivity along the length of the NHS.	To be addressed with the next comprehensive submission.	Will be addressed in the ESR.							
10	Span of crossing needs to consider not only fluvial geomorphology but also connectivity and wildlife passage.	Agreed. Recommended crossing designs at all locations will consider geomorphology, aquatic, terrestrial, and pedestrian passage (as appropriate). We also understand that connectivity along Natural Heritage Systems is important to maintain.	To be addressed with the next comprehensive submission.	Will be addressed in the ESR.							
11	Openness factor for wildlife passage and daylight penetration is more important than length of the crossing.	Structural alternatives will consider connectivity and openness factor as a critical design and evaluation criteria.	To be addressed with the next comprehensive submission.	Will be addressed in the ESR.							
12	Number of crossings is not as important as connectivity and openness.	Structural alternatives will consider connectivity and openness factor as a critical design and evaluation criteria.	To be addressed with the next comprehensive submission.	Will be addressed in the ESR.							
13	Design needs to minimize valley fill.	Structural alternatives will aim to minimize valley fill.	To be addressed with the next comprehensive submission.	Will be addressed in the ESR.	Noted.					The submitted cut and fill analysis demonstrated that flood storage is maintained. No further information is required.	
14	TRCA requested that alternative designs that indicate opening size, openness factor and grading limits be prepared for review and comment.	Conceptual design alternatives will be prepared for the crossing location once a preferred road network configuration is identified for Special Policy Area 2. The conceptual alternatives will clearly identify the requested information.	To be addressed with the next comprehensive submission.	Will be addressed in the ESR.	Noted.						
15	Proposed Rainbow Creek conditions (realignment and reconfiguration of the NHS) have not been considered in the Progress Report and background reports.	At the time of preparation of the draft Progress Report, updated information pertaining to realignment and reconfiguration of Rainbow Creek and the associated NHS were not available. Once finalized MESP Addendum information is available, the evaluation will be updated appropriately.	To be addressed with the next comprehensive submission.	Will be addressed in the ESR.	Noted.						
16	Given information provided at this time, TRCA staff cannot support an intersection overtop of Rainbow Creek, as this will significantly impair the form and function of the proposed valley corridor.	At the May 2017 meeting, TRCA indicated that they would consider an intersection within the NHS, but that adherence to a number of critical factors would need to be demonstrated, including: openness factors, light penetration, terrestrial passage, connectivity, and minimize fill into the NHS. Wood will work with TRCA, the City and Region to arrive at a mutually agreeable solution. As per the April 16, 2019 Rainbow Creek Crossing Workshop, TRCA provided approval in principle for Alternative 1B.	The April 13, 2017 minutes also indicate that the crossings spans need to examine crossings that span the NHS including flood plain, identify spans based on a fluvial geomorphic analysis, connectivity requirements, wildlife passage, future proposed plans for Rainbow Creek, minimize fill placement and quantify losses including how those losses will be addressed within Area 47. There must also be no increased flood risk as a result of infrastructure within the flood plain/valley.	Will be addressed in the ESR.	Noted.						
17	Please ensure the ESR fully captures changes to the valley system and headwater drainage systems through the planning process.	At the time of preparation of the draft Progress Report, updated information pertaining to realignment and reconfiguration of Rainbow Creek and the associated NHS were not available. Once finalized MESP Addendum information is available, the evaluation will be updated appropriately.	This will need to be addressed within the EA study. Please submit with the next comprehensive submission.	Will be addressed in the ESR.							
18	It is our expectation that the City will develop a comprehensive set of alternative options for all road segments that not only meet [TRCA] requirements for flooding, erosion, pollution and conservation of land, but will manage and preserve the valley corridors, provide for wildlife and pedestrian passage where identified, and protect the aquatic and terrestrial systems through Area 47.	We confirm that this will be completed.	To be addressed with the next comprehensive submission.	Will be addressed in the ESR.							
<b>TRCA Comments (APRIL 13, 2017) – Meeting with TRCA to review alternatives</b>											
		<b>PROPONENT RESPONSE (OCTOBER 14, 2020)</b>	<b>TRCA Comments – NHS Review (November 9, 2020)</b>	<b>PROPONENT RESPONSE (May 26, 2021)</b>	<b>TRCA Comments (August 6, 2021)</b>	<b>PROPONENT RESPONSE (May 19, 2022)</b>	<b>TRCA Comments (June 22, 2022)</b>	<b>PROPONENT RESPONSE (JULY 26, 2022)</b>	<b>TRCA COMMENTS (NOVEMBER 15, 2022)</b>	<b>TRCA Comments PART B (December 21, 2022)</b>	
<b>Natural Features</b>											
19	Significant changes are expected to the existing conditions as a result of the Secondary Plan, MESP, and Block Plan processes. Significant improvements/changes will be made to the Rainbow Creek corridor altering the existing conditions. In addition, ecological improvements (restoration areas, corridors for ecological connectivity, etc.) have been proposed through the development planning process. These improvements do not appear to have been considered in the EA documentation. Due to stormwater management, flows within the watercourses and smaller tributaries may also be subject to change. Please ensure that the EA process considers not only the existing conditions, but the full suite of proposed conditions related to the changes outlined in the MESP and Block Plans. Please coordinate with the development planning team for the most recent information.	Wood will incorporate the proposed improvements and changes as part of the EA documentation and will coordinate with the development teams for the most recent information when the improvements and changes have been confirmed through the MESP Addendum process.	To be addressed with the next comprehensive submission.	The Natural Environment Assessment Report aims to document the conversations which have occurred between the TRCA and proponent regarding the significant changes to be made to Rainbow Creek. From a Natural Heritage perspective, this documentation serves as the foundation which should be built on in EIS along with Block Plan approvals. Stormwater management has been reviewed to the extent possible at the time of final submission.							
20	The Natural Environment Assessment Report appears to only include general impact assessments for the various widening and alignments. Some alignments appear to require the removal of features within the natural heritage system identified in the MESP. It is unclear how each crossing and alignment will affect the function of the valley systems and associated features. A preliminary preferred solution appears to have been determined in the absence of a thorough analysis of impacts which will set expectations making any required significant adjustments difficult. Additionally, it does not appear that an analysis has been provided for the SPA2 alternatives nor has mitigation been proposed. Please provide greater analysis related to the ecological impacts of the road network on the natural heritage system, including any possible habitat removals. It should be clear in the analysis how impacts can be avoided with adjustments (major or minor) to the road alignments. Please also ensure that the analysis includes a discussion regarding the impacts to the connectivity of the natural heritage system both north-south and east-west.	The Natural Environment Assessment Report provides an assessment of impacts associated with the proposed alignments recommended in the TMP as a starting point for the assessment of alternatives. Wood agrees that the alignments will require the removal of features within the natural heritage system, and while the intent is to minimize the removals, based on the existing road network and the location of the natural heritage system some removal may be unavoidable. Further detail on the impact on the natural heritage system and proposed mitigation measures will be provided in the ESR.	The impact assessment does not appear to have considered the proposed conditions as recommended by the MESP and MESP addendum. Please expand the impact analysis to consider the proposed conditions and ensure that mitigation and/or compensation recommendations reflect the proposed conditions.	The Natural Environment Assessment Report aims to document the conversations which have occurred between the TRCA and proponent regarding the significant changes to be made to Rainbow Creek.	Not addressed. Impacts should also be measured against the proposed existing conditions of the realigned Rainbow Creek corridor to ensure no net loss of proposed/expected functions.	The impact measured: 14,921.23 m <sup>2</sup> or 1.49 ha will be altered or removed from the NHS.	While the total area being removed from the NHS has been provided, it is unclear how this removal is being compensated for, and it's unclear how this it will impact the effectiveness of the restoration to be undertaken as part of the proposed Rainbow Creek corridor. Please clarify how the road network will impact the restoration objectives for the Rainbow Creek corridor, identify any required modifications to the corridor restoration proposed in the MESP and the associated addendum, and provide a strategy for ensuring no net loss of landbase associated with the A2 crossing of the reconfigured Rainbow Creek corridor.	Peel Region will continue to work together with TRCA to identify appropriate compensation opportunities. Peel Region understands that ecosystem compensation will follow in principle the TRCA's Guideline for Determining Ecosystem Compensation, dated June 2018. Compensation will be approved by TRCA and Peel Region in advance of TRCA permit approvals.		While discussions are ongoing related to appropriate land base compensation, an analysis of the impacts to the function of the proposed restoration communities upstream should still be provided. Please demonstrate that the communities as proposed in the MESP and associated addendum will not be impaired by the location of the road and crossing. If modifications are required to the proposed restoration to mitigate impacts and maximize the intended function of the corridor, please ensure that those recommendations are provided for review and brought forward to the appropriate landowners group for discussion and implementation.	
21	Table 5.4 (pg 47) identifies the length of the Rainbow Creek crossing. It is unclear what the footprint of the impact on the natural heritage system (NHS) will be for each alternative. Along with the ecological analysis, please provide an assessment of area of NHS impacted for each alternative based on the full footprint of the crossing structure including grading.	All evaluation of alternative crossings has been completed. Wood has included the footprint of the impact and an assessment of the effects on the NHS.	To be addressed with the next comprehensive submission.	Refer to the ESR for an assessment of alternatives							
22	Please ensure that all crossing maps clearly reflect the limits of the proposed NHS (e.g., Special Policy Area 2 crossing maps shown on page 28).	Wood has incorporated the limits of the proposed Rainbow Creek NHS once the design of the system has been finalized and approved drawings have been provided by TRCA.	To be addressed with the next comprehensive submission.	Proposed Rainbow Creek NHS limits have not been approved.							
23	Evaluation tables 5.3 and 5.4 indicate that there are no designated natural features within the study area. This is inaccurate. Significant Woodlands and Significant Valleylands would seem to be present in these areas. A Natural Heritage System has also been established through the secondary plan process under the Planning Act which these crossings will impact. These natural heritage features would also likely meet the requirements for inclusion under Peel's Greenlands System as Natural Area's and Corridors (NACS). In addition, these areas form part of TRCA's modelled Terrestrial Natural Heritage System. Please revise the statement that indicates that no designated natural features are within the study area.	Designated natural features referred to features such as ANSIs, ESAs and similar locally and provincially designated features. For clarity, a definition can be added to the evaluation tables. The tables will also be revised to address impacts on the NHS and TRCA's modelled Terrestrial Natural Heritage System.	To be addressed with the next comprehensive submission.	Statement revised							
24	The East-West Arterial Alternative 4 does not appear to be within the EIS study area. Please clarify and revise as needed.	While the East-West Arterial Alternative 4 was located outside of the study corridors, it was investigated at a conceptual level as a possible alternative to mitigate impacts to the Gore Road and Clarkway Tributaries, as well as to provide additional mid-block east-west arterial connectivity in the transportation network. While the EIS did not include the full extent of this corridor, the information available in the MESP was used to fill those gaps. The alternative was presented to the agencies, the Municipal Group, the Stakeholder Group, and the public (at PIC#1 and PIC#2) as such for input.	To be addressed with the next comprehensive submission.	Statement clarified previously							
<b>Fluvial Geomorphic Analysis</b>											
25	Table 7.3 of the Fluvial Geomorphic Component report completed by Matrix Solutions Inc. summarizes the estimated 100-year erosion rate of the watercourses at each crossing, and the minimum recommended structure size of each crossing. It is noted the recommended structure size of each crossing is greater than the estimated 100-year erosion rate at the corresponding crossing. This is acceptable. However, please keep in mind that the Rainbow Creek crossing will be realigned and that any proposed crossing(s) will need to consider the alignment and associated valley corridor.	Table 7.3 will be updated to reflect the final design of Rainbow Creek and its associated NHS.	To be addressed with the next comprehensive submission.	Addressed in the final Fluvial Geomorphology Report.	Addressed.					Addressed. No further information is required.	

Hydrology									
26	It is noted that the hydrology has been revised within the study area. Please note that the results of this revision should be compared. If there are any differences, the City should provide justification.	Wood will use TRCA-approved hydrology and hydraulics to complete the analysis, once received.	To be addressed with the next comprehensive submission.	Will be addressed in the ESR.	Noted.				It is noted that the updated peak flows were used. No further information is required.
27	Please note that the 2 to 100-year design flows should be used and peak flows generated using existing land use conditions. Please revise.	Wood will use TRCA-approved hydrology and hydraulics to complete the analysis, once received.	To be addressed with the next comprehensive submission.	Will be addressed in the ESR.	Noted.				The report indicated that 2-100 yr design storm flows were used in the analysis. No further information is required.
Hydraulic									
28	Please note that TRCA staff updated the hydraulic model using the most recent LIDAR information and the most recent updated flows. TRCA staff has given this model to the City and it is our understanding that the City will provide to the consultant. All hydraulic analysis should be based on this updated model.	Wood will use TRCA-approved hydrology and hydraulics to complete the analysis, once received.	To be addressed with the next comprehensive submission.	Will be addressed in the ESR.	Noted.				The applicant confirmed that the hydraulic analysis utilized most recent LIDAR information. No further information is required.
29	Please submit the HEC-RAS model with the next submission, including both existing and proposed conditions.	The HEC-RAS model will be provided with the final Stormwater Assessment Report, per the TRCA request.	To be addressed with the next comprehensive submission.	Will be addressed in the ESR.	Noted.				As there was no HEC_RAS model attached in submission, this comment is outstanding.
30	Please ensure proposed structures do not increase the existing flooding risk.	We will also endeavor to design crossing that do not increase flooding up or downstream of the crossing. Where any of these requirements cannot be met (i.e. where significant numbers of driveways currently abut portions of the roadway, Wood will work with the City and TRCA to develop a mutually acceptable solution.	To be addressed with the next comprehensive submission.	Will be addressed in the ESR.	Noted.				Please see comment # 7.
31	Please ensure that under proposed conditions that existing flood storage is maintained.	Wood will endeavor to ensure the existing flood storage is maintained under proposed conditions.	To be addressed with the next comprehensive submission.	Will be addressed in the ESR.	Noted.				The cut and fill analysis provided is acceptable and the flood storage is maintained. No further information is required.
Trail Network									
32	Progress Report, Figure 3.6: Trail gateways are proposed as well as off road trails within valleylands. Please ensure all trail networks and gateways are also coordinated through the Block Plan and are consistent with the policies as set out in TRCA's The Living City Policies.	Wood will coordinate with the Block Planning Process to ensure consistency, as well as incorporate the policies set out in <i>The Living City Policy</i> .	To be addressed with the next comprehensive submission.	Will be addressed in the ESR.	Noted.				
Progress Report #2									
33	Analysis of existing crossing structures is provided in Section 3.4.1 together with the condition of the crossing structure. It is our understanding that many of these crossings may need to be replaced with larger structures (e.g., Rainbow Creek crossing). For all crossing structures including headwater drainage features, please clearly show in the EA, in table format, together with a map, the crossing locations, existing sizing and proposed structure sizing.	This information will be included in the ESR Chapter dedicated to the design of the preferred alternative.	To be addressed with the next comprehensive submission.	Will be addressed in the ESR.					
34	Table 3.8 indicates that crossing G will have a minimum structure size of 5.22 m. This will need to be revised based on the final preferred alternative to accommodate the realigned Rainbow Creek and associated valley, including any wildlife and pedestrian trail requirements.	We agree that there is significantly more work that needs to be completed from our end with respect to the Rainbow Creek crossing. Table 3.8 will be updated to reflect the updated requirements to accommodate the realigned Rainbow Creek and associated valley, including any wildlife and pedestrian trail requirements.	a) TRCA staff's understanding was that the openness ratio for the new Rainbow Creek crossing would exceed 0.8 (email from Maria King, May 3, 2019). The Natural Environment Report indicates that the crossing will provide a 0.75 openness ratio. While this may not be a meaningful difference, please clarify why the openness ratio has been reduced.  b) The report indicates that TRCA staff requested that the crossing be designed for white tailed deer as a target species. Please note that TRCA staff's rationale for consideration for the crossing design was less about a specific target species and more about recognizing the spectrum of effectiveness as it relates to openness and passage. Given the effort that has gone into the corridor design, TRCA staff consider it to be critical to not approach the crossing design with the intent of meeting bare minimum criteria, especially where design effectiveness is dependant on a spectrum. As such, the intent is not specifically to target deer but is instead to improve the connectivity for all species utilizing the corridor as habitat and attempting to ensure that the openness ratio is well in excess of what would be required for species that would be common within the redesigned corridor	a) will be addressed in the ESR.  b) Noted.	a) Noted.  b) Addressed.				Not addressed.
35	For any utility relocations please note in the ESR that permits may be required and utility companies should contact TRCA directly at the design stage.	A section will be provided in the ESR that speaks specifically to additional works required prior to project implementation. The potential need for TRCA permits prior to utility relocation will be clearly communicated in this section.	To be addressed with the next comprehensive submission.	Will be addressed in the ESR.					
36	Please provide clear mapping in the draft EA that shows the location of Study Corridor Part A and B, alternative alignments, etc as the mapping where currently provided in the ESR is hard to read.	We appreciate this feedback. The clarity of all maps, and associated labelling, will be updated prior to the next round of submissions.	To be addressed with the next comprehensive submission.	Will be addressed in the ESR.					
37	Figure 3.7: Please show on the plans and in the crossing table any headwater drainage features. It appears the crossings shown are for the major watercourses only. The headwater drainage feature analysis was never completed through the MESP. Please coordinate either through the ESR or the Block Plan process to show all features which will be retained and will need to be conveyed.	Plans and crossing tables will be revised to include the headwater drainage features which are intended to remain, and be conveyed, following development. Responsibility for completion of the analysis will need to be coordinated with the Block Plan process, through the City.	Please provide an analysis of headwater drainage features that could affect the road network. This analysis could influence design parameters and budgeting especially as it relates to culvert sizing and road profiles and crossing requirements. It is recommended that this work be completed as a part of the current stage of the process and not deferred to later stages  Please also note that not all headwater features were identified in the MESP. Additional features are likely present and will need to be identified. If this is not done now, there is a risk that if features are identified later in the planning stages that additional crossings and consideration for drainage at the proposed roads will need to be incorporated and impact budgets. In Block 47-3 a map of potential HDF's was submitted which will be further explored based on Archydro mapping. It is strongly recommended that if the EA is proceeding in advance of the land use planning, that this exercise be completed now to ensure all drainage is accounted for in the EA as all features will need to be accounted for and addressed moving forward.	Will be addressed in the ESR.	Not addressed. Deferral increases the uncertainty related to HDF's and available mitigation and may result in delays and increase expense. Please provide an HDF assessment for the current stage of the process.	The HDF assessment can be found in the Stormwater Management Report (Appendix J).	The response indicates that the HDF analysis is included in the SWM Report (Appendix J). This report does not appear to include an HDF analysis. Please provide the HDF analysis. Please note that the project teams working on the development blocks have nomodow conducted HDF analysis for many of those individual blocks and it may be of value to coordinate findings with the various landowners.	Please see attached document.	The HDF's in Area 47 are subject to further reconnaissance as not all HDF's were identified within the MESP. This work was deferred during the MESP process. Some of the work has been done in support of various draft plans. This work would likely be transferable to the EA process however there may still be landowners who are not advanced enough in their studies to provide useful analysis. Please provide an assessment for any HDF's which may be impacted through the EA process. Coordination with the landowners is recommended. It may be useful to provide a screening map for TRCA staff to review identifying possible HDF locations that will be assessed should their presence be confirmed by the consulting team on site.
38	Please show a figure for Options provided in Sections 4.2.3.1, 4.2.3.2 and 4.2.3.3 as it is unclear how some of these differ and how they feed into the conclusions made in Sections 4.3.3 and 4.3.4.	Figures will be provided in the ESR to clearly illustrate how these alternatives differ.	To be addressed with the next comprehensive submission.	Will be addressed in the ESR.					
39	Section 4.3.6, Preliminary Preferred Solution does not match the preferred alignment alternatives shown in the remainder of the Progress Report. Please clarify what is the preferred solution.	Per the outcomes of the SP47 TMP, further refinement of the alignments shown in the 'Preferred Solution' was to be completed as part of the current EA, particularly within areas identified as Special Policy Areas 1 and 2. This progress report is focussed on refinement of those two areas, and therefore, the alignments are no identical.	To be addressed with the next comprehensive submission.	Will be addressed in the ESR.					
40	Please ensure the ESR shows how the Evaluation of Alternatives Table for all alternatives clearly identifies the preferred alternative. At this point there is no weighting applied, so it remains unclear how the preferred alternatives were identified.	At present, all evaluation criteria are weighted equally and provided a score between 1 (completely unacceptable) and 5 (most acceptable). The total scores for each alternative are then summed and compared to identify a preferred alternative. This methodology will be more clearly communicated in the draft version of the ESR. We appreciate this feedback as it will clarify the evaluation process.	To be addressed with the next comprehensive submission.	Will be addressed in the ESR.					
41	Table 5.1: Improve Watercourse Crossings... For Alternatives 1 and 2 it is indicated that no creek crossings will be impacted, but that a new crossing will be required. Please clarify as it would seem that a crossing will be impacted.	This will be reviewed in greater detail.	To be addressed with the next comprehensive submission.	Will be addressed in the ESR.					
42	Table 5.1: Transportation Network Safety. Please also include the natural hazard discussion in the evaluation.	This additional information will be included in the next draft of Progress Report #2, as well as the ESR.	To be addressed with the next comprehensive submission.	Will be addressed in the ESR.					
43	Section 5.2.2: Alternative 3 is considered the preferred. Please provide better mapping in the ESR and clarify whether the alternative considers Rainbow creek in its existing or proposed state.	Further refinement of alternative 3 has been on-going since completion of the draft Progress Report. This refinement has considered the proposed state of Rainbow Creek and the NHS, as data is available. The figures will be updated to reflect the finalized NHS once that information becomes available.	To be addressed with the next comprehensive submission.	Will be addressed in the ESR.					
44	Section 4.3.6, Preliminary Preferred Solution does not match the preferred alignment alternatives shown in the remainder of the Progress Report. Please clarify what is the preferred solution.	Please see answer to clarification item 29. (revised numbering – see comment above)	To be addressed with the next comprehensive submission.	Will be addressed in the ESR.					



45	The ESR typically also includes the 30% design. As part of the ESR, please include an overlay of the preferred road alignments with the natural features (watercourses, wetlands, valley systems, etc).	The ESRs will include a 30% design of the preferred alternatives. Wood will include a drawing that provides an overlay of the preferred road alignments and the natural features in the ESR.	To be addressed with the next comprehensive submission	Will be addressed in the ESR.						
<b>Geotechnical</b>										
46	A geotechnical report was not submitted with this package. Please clarify whether geotechnical studies will be completed as part of the ESR and include with the next submission.	Geotechnical studies will be completed as part of the current EA. Results of these studies will be provided as part of the next submission.	To be addressed with the next comprehensive submission.	Will be addressed in the ESR.						
47	The following geotechnical requirements should be provided at the detailed design stage: a) A detailed geotechnical study is required in support of the proposed undertaking to assess the ground conditions along the alignment and to provide the geotechnical design recommendations for the various components of the proposed undertaking. b) Where any valley slopes exist, a slope stability and erosion hazard assessment may be required to ensure that the proposed work is not undermined by an erosion hazard in the long-term and does not destabilize the valleys. The position of the Long-Term Stable Top of Slope would need to be delineated with a minimum safety factor of 1.50 to define the setback required from the existing top of bank/slope. c) Where stabilization is required due to active erosion in the valleys, the stabilization should be designed by geotechnical engineer to ensure that a minimum safety factor of 1.50 is met. d) Any retaining walls, abutments and wing walls for the crossings should be designed by qualified engineer using geotechnical information. The global stability should be also checked for the walls to confirm that a minimum safety factor of 1.50 is met against global instability. e) Culverts should be designed by qualified engineer using the geotechnical information available to ensure a suitable foundation is identified. f) Cross-sections should be provided along the alignment in adequate intervals, which shows the proposed grade with respect to the existing ground. The cross-section should be extended to show all the features and slopes/banks where they exist. The extent of the proposed grading should be also shown on the site plan along the alignment. g) Proposed embankments and cuts should be studied and designed by a geotechnical engineer. A stability assessment is required for the embankments and slopes to ensure that a minimum safety factor of 1.50 is achieved. h) All engineering drawings for the retaining walls, abutments and wing walls, culverts, crossings, stabilization works, embankments and cuts should be prepared showing all necessary details and specifications and submitted as signed and sealed by Licensed Professional Engineer. i) Where there is trenchless installation for any infrastructure beneath watercourses, the pertinent geotechnical studies should be conducted to provide required site characterization.	The final Chapter of the ESR will include a section that speaks specifically to additional works required prior to project implementation. The identified geotechnical requirements will be clearly communicated in this section.	To be addressed with the next comprehensive submission.	Will be addressed in the ESR.						
<b>Hydrogeology</b>										
48	Section 3.5.7 of the Progress Report indicates that hydrogeological and geotechnical investigations will be completed in the future and that this section will be updated at a later date. Please ensure any background reports are provided as part of the submission to TRCA for review.	Hydrogeotechnical and geotechnical investigations will be completed as part of this EA undertaking. All reports associated with these studies will be provided as a component of the draft ESR submission for TRCA review.	To be addressed with the next comprehensive submission.	The Hydrogeology Report is provided for TRCA's review as part of this submission.	No comments at this time.					
<b>NEW General Comment - December 21, 2022</b>										
49	a) This table with previous comments and responses was not submitted for the current submission for PART B. It is not clear how the comments related to PART B in this table has been addressed. Please clarify and provide responses to all comments from previous engagements related to PART B. b) It is not clear how all previous TRCA comments with the Proponent/Consultant responses "Will be addressed in the ESR." (under May 26, 2022) has been addressed. Please clarify and provide the exact location in the ESR for PART B where these comments have been addressed. c) When responding to the above-noted comments, please ensure that your responses are consistent with responses to the TRCA comments made through the planning process for the MESP and the Block Plans.									

Comments Spreadsheet Environmental Study Report - Part B Arterial Roads Within Highway 427 Industrial Secondary Plan Area (Area 47)			* Actions: 1 = Will comply 2 = Discuss, clarification required 3 = Not applicable because .....	** Status: O = Open, not resolved P = Pending incorporation in design C = Closed, implementation complete	
Document Name: Environmental Study Report					
Item No.	Reviewer (Name & Organization)	Comment	Response & Details	Action	Status
3	TransCanada Pipeline Nov 14, 2022	On behalf of TCPL, our comments submitted in August still apply, and we don't have any additional comments. Please see attached letter.	Response provided by [REDACTED] to TCPL on Dec 14, 2022	1	C
4	Tia Hong York Region Nov 21, 2022	It is recommended that a crossfall of 2% be maintained on both the east and west side of Hwy 50 and Countryside Drive-Nashville Rd intersection.	Thank you for your comment - the intersection has been revised.	1	C
5	Tia Hong York Region Nov 21, 2022	Please provide clarification regarding the proposed recommendation to lower the road grade by +/-2.5m at the intersection of Hwy 50/Countryside Drive-Nashville Road.	Thank you for your comment - the intersection has been revised.	1	C
6	Tia Hong York Region Nov 21, 2022	Project team to coordinate with York Region Capital Planning and Delivery regarding the design of the intersection of Hwy 50/Countryside Drive-Nashville Road prior to finalization of the ESR.	This has been included in Section 8.	1	C
7	Tia Hong York Region Nov 21, 2022	Attached are additional comments on the design of the Hwy 50/Countryside Drive-Nashville Road intersection (comments in red).	Thank you for the comments. The design has been revised.	1	C
8	[REDACTED] [REDACTED] Nov 23, 2022	Countryside Drive Options for the alignment of Countryside Drive deal with the widening and location of widening as it relates to the centreline of the roadway. These roadway alignment options have no impact to the [REDACTED] and access to/from it to Coleraine Drive.	No Response Required	NA	C
9	[REDACTED] [REDACTED] Nov 23, 2022	Clarkway Drive Options for the alignment of Clarkway Drive deal with the widening and location of widening as it relates to the centreline of the roadway. These roadway alignment options have no impact to the Caveze property and access to/from it to Coleraine Drive.	No Response Required	NA	C
10	[REDACTED] [REDACTED] Nov 23, 2022	E-W Arterial Road Options for the alignment of E-W Arterial Road deal with the location of the proposed arterial road, where it connects with The Gore Road, where it crosses Clarkway Drive, and where it connects with the future Arterial Road A2. Three of the four options have a connection with Arterial Road A2 in the same location these include the following: — Preferred SP47 TMP alignment, — Shift to the south of the SP47 TMP alignment, — Shift to the north of the TransCanada pipeline alignment, and — Shift of the entire E-W Arterial Road roadway one block north. The last option (shift one block north) is the only option that does not have the same location for the connection to the Arterial Road A2. For this option, the connection to Arterial Road A2 would be slightly to the north of the other options.  There is no indication in the materials as to why the location of the intersection with Arterial Road A2 is the preferred location as noted, and why there were no other options for that intersection location that have been reviewed/analyzed to confirm the selection of this location.  Further, it is noted in the materials that not only the SP map shows separate T-intersections with Arterial Road A2 for both the E-W Arterial Road as well as Coleraine Drive (Slide 9), but the materials provided for the Part B PIC#2 indicate that the intersection with Arterial A2 would be a T-intersection and not	Thank you for your comment. The configuration of the intersection of the East-West Arterial, Coleraine Drive and Arterial A2 has been determined through significant consultation with stakeholders and is summarized in the Part A ESR. We have included reference to this now in Section 5.2.3. However, in order to reduce repetition of information, we have not included the analysis in Part B and have referred the reader to review Part A ESR for more information.	1	C

39	Imran Salam Town of Caledon Nov 28, 2022	<p>1. The ESR proposes to maintain the existing two lane cross-section of Clarkway Dr. south of Mayfield Rd up to East-West Arterial. The SABE study has identified widening of Humber Station Rd (Clarkway Drive in Brampton) from Mayfield to Healey from 2 to 4 lanes for 2041 to 2051 horizon. Accordingly, the Town of Caledon's ongoing TMP is incorporating the widening. Also there is a proposed 413 interchange at Humber Station Rd just north of Mayfield Rd. We understand the Traffic Study completed in support of the ESR was completed before the SABE study, therefore we would recommend adding a commitment within ESR for assessing the widening needs of the Clarkway segment from Mayfield to East-West Arterial through the upcoming Region's TMP or future City's TMP as appropriate.</p> <p>2. The following commitment was added to Part A on the Town's request. We would prefer the same be added to Part B as well for completeness because it includes the Humber Station/Clarkway intersection which would be impacted due to any traffic redistribution and accordingly Clarkway Dr configuration.</p> <p>"During their review of the Draft ESR, the Town of Caledon expressed concerns related to the proposed alignment of Arterial Road A2 at Mayfield Road, specifically regarding how the T-intersection configuration would operate under 2051 conditions. Significant employment and population growth is planned to 2051 for South Bolton, immediately north of the study area, as recently demonstrated through the Town's</p>	Thank you for the comment - text has been revised in Section 2.2.2.4 and 7.11.	1	C
83	Dan Minkin, MCM Nov 28, 2022	We would suggest that Sections 3.7 and 7.3 be renamed "Archaeology", for consistency with other environmental components/issues and to reflect the intent of capturing archaeological potential impacts and mitigation generally.	Thank you for the comment - text has been revised.	1	C
84	Dan Minkin, MCM Nov 28, 2022	It is unclear why the evaluation tables for the various project components in Section 5 use different wording for the cultural heritage criterion and indicator. In particular Table 5-2 uses different wording from the others, and its indicator refers to "cultural landscapes" which may refer to cultural heritage landscapes but is not itself a defined term. We suggest that the tables all use "Cultural Heritage Impacts" as the criterion and "Potential adverse impacts on archaeological resources, built heritage resources and cultural heritage landscapes adjacent to and/or within the study area" as the indicator.	Thank you for the comment - text has been revised.	1	C
85	Dan Minkin, MCM Nov 28, 2022	In Table 5-2, where various alternatives are noted to require certain amounts of property from listed or designated heritage properties, it would be helpful to note whether these encroachments are likely to impact structures or other heritage attributes of the property.	Thank you for your comment. Since the designs are currently in the 30% stage and will be further refined during detailed design, the Project Team recommends identifying whether the encroachments are likely to impact structures or other heritage attributes of the property at the detailed design stage.	1	C
86	Dan Minkin, MCM Nov 28, 2022	We would suggest that Section 7.3 be restructured to emphasize the commitments being made for future work, rather than describing the two Stage 1 Archaeological Assessments as separate background, and that recommendations from the Archaeological Assessments be reworded as commitments (e.g. "will" instead of "should" or "it is recommended").	Thank you for the comment - text has been revised.	1	C
87	Dan Minkin, MCM Nov 28, 2022	Likewise, in Section 7.4, recommendations from the Cultural Heritage Assessment Report should be rephrased as commitments.	Thank you for the comment - text has been revised.	1	C
88	Dan Minkin, MCM Nov 28, 2022	We would recommend that Section 7.4 be renamed "Built Heritage Resources and Cultural Heritage Landscapes", since "cultural heritage" includes both of these as well as archaeological resources. The same change should be made to the "Existing and Future Conditions" bulleted list in the Executive Summary.	Thank you for the comment - text has been revised.	1	C
89	Dan Minkin, MCM Nov 28, 2022	Section 7.4 begins with a reference to "the Impact Assessment"; we suggest that this be reworded to "the Preliminary Impact Assessment" or "The Cultural Heritage Assessment Report" to avoid potential confusion with Heritage Impact Assessments, which are future commitments noted in the section.	Thank you for the comment - text has been revised.	1	C
90	Dan Minkin, MCM Nov 28, 2022	Noting the change of ministry described at the beginning of this letter, reference to MTCS should be changed to MCM in the context of future commitments and contacts, i.e. in Sections 7.3 and 7.4 and Table 7-2.	Thank you for the comment - text has been revised.	1	C
91	Hossein Hosseini, MTO Dec 5, 2022	Our project team has reviewed the "Arterial Roads within Highway 427 Industrial Secondary Plan Area (Area 47) – Part B" Environmental Study Report (ESR) and the only comment we have is related to the intersection of Clarkway/Mayfield/Humber Station Road. Our project team would like to confirm the final configuration and design for the north leg of this redesigned intersection given the proximity of future Highway 413 ramp to this location.	Thank you for your comments. Please find attached the final design drawings for Clarkway Drive.	1	C

112	Trevor Bell MECP	I have reviewed the draft ESR for Part B. I noticed that section 3.13 Hydrogeology Investigation ends mid sentence. That should be revised to ensure the section is completed.	Thank you for the comment. This section has been revised.	1	C
113	Trevor Bell MECP	<p>Other than that, our comments are related to the Hydrogeological Investigation included as Appendix M and are similar to our comments on Part A:</p> <p>It is recommended that the following be addressed during detailed design:</p> <ol style="list-style-type: none"> <li>1. Source Protection</li> <li>2. Assessment of possible contaminated sites along the road alignments and the risk of entrainment of contaminated groundwater during construction dewatering.</li> <li>3. A private well survey be completed to confirm the location of, depth of, and water level in water supply wells 4907185 and 4904154 near Coleraine Drive and water supply wells 4902856, 4902866 and 4905894 near Clarkway Drive.</li> <li>4. Ongoing water level monitoring to determine seasonal water level fluctuations.</li> <li>5. Complete site assessments of the areas identified in the Contamination Overview Study.</li> </ol>	<p>Thank you for the comment. The recommendation for detailed design have been included in Section 7.12.</p> <p>Hydrogeological Assessment has also been revised to include recommendation #3 and #4.</p>	1	C