

Appendix O – Agency Consultation

Schedule “C” Class Environmental Assessment for Airport
Road from Braydon Boulevard / Stonecrest Drive to
Countryside Drive





Key agency/stakeholder representatives are summarized below.

Organization	Name	Position
Peel Region	Tareq Mahmood	Project Manager
Peel Region	Asha Saddi	Technical Analyst
Peel Region	Sally Rook	Project Manager
Peel Region	Denise Dang	Technical Analyst
Peel Region	Michael Yap	Traffic Signals
Peel Region	Seema Ansari	Technical Analyst
Peel Region	Rosalie Shan	Technical Analyst
Peel Region	John Nemeth	Stormwater Management
Peel Region	Bob Nieuwenhuysen	Manager, Roads Design and Construction
Peel Region	Arthur Lo	Project Manager
Peel Region	Joy Simms	Junior Planner
Peel Region	Jeffrey Lynch	Senior Capital Acquisition Agent
Peel Region	Lorenzo Mele	Health Design Advisor
Peel Region	Sanya Khan	Strategy, Policy, and Implementation Specialist
Peel Region	Lori-Ann Thomsen	Capital Acquisition Agent
Peel Region	Gordon Hui	Transportation Planner
Peel Region	Angela Stockman	Water / Wastewater
Peel Region	Jeffrey Keomany	
Peel Region	Ayesha Khan	Technical Analyst
Peel Region	Caitlin Lee	Sustainable Transportation Analyst
Peel Region	Jerry Tan	Project Manager
Peel Region	Samantha Paquette	Project Manager, Infrastructure Programming and Studies
Peel Region	Christian Tsimenidis	
Peel Region	Natalie Lapos	Supervisor Chronic Disease and Injury Prevention
Peel Region	Manvir Tatla	Project Manager, Sustainable Transportation
Peel Region	Michael Bennington	Research and Policy Analyst
Peel Region	Laura Borowiec	Acting Program Manager
Peel Region	Arthur Lee	Senior Designer Transportation
Peel Region	Alexander Martino	
Peel Region	Shahzeb Shaikh	Asset Management Specialist
Peel Region	Trevor Woodtke	Asset Management Specialist
City of Brampton	Ghazanfar Mohammad	Project Engineer, Infrastructure Planning
Brampton Transit	Rebecca Thompson	Strategic Planning Coordinator
Brampton Transit	Hank Wang	Strategic Transit Planning Advisor



Organization	Name	Position
Brampton Transit	Andrew Charles	Transit Planning Coordinator
Brampton Transit	Chris Lafleur	Planning Coordinator
TRCA	Sharon Lingertat	Senior Planner
TRCA	Annette Lister	Planner
TRCA	Caroline Mugo	Planner
MNRF	Mark Heaton	Biologist
MNRF	Brianne Brothers	Integrated Resource Management Technical Specialist
MECP	Trevor Bell	Regional Environmental Assessment Coordinator
MECP	Aurora McAllister	Management Biologist
Alectra Utilities	Robert Agostini	EA Coordinator
Alectra Utilities	Joel Lacombe	Supervisor, Design, Customer Capital
Rogers Cable (Brampton)	Edgar Henriquez	System Planner
Telus Network	Paul Totino	Customer Systems Engineering Specialist

The following summarizes meetings with individual agencies, stakeholders, property Owners / residents, and other interested parties throughout the duration of the Airport Road Environmental Assessment Study. Key correspondence and meeting minutes are included in this appendix. Records of all correspondence and meetings are documented in the Region's project file.

Peel Region Stakeholders Meetings:

- Countryside Drive Plaza Meeting: July 4, 2018
- Stormwater Management Strategy Meeting: July 4, 2018
- Sustainable Transportation and Built Environment Meeting: July 4, 2018
- Traffic Operations Meeting: July 4, 2018

Technical Advisory Committee Meetings:

- Stakeholder (TAC) Kick-off Meeting: May 30, 2017
- TAC Meeting #1: October 10, 2017
- TAC Meeting #2: October 23, 2019

City of Brampton/Brampton Transit Meetings:

- Brampton Transit Meeting: May 2, 2018

Ministry of Natural Resources and Forestry (MNRF) Meetings:

- Coordination Meeting: March 13, 2018

Alectra Meetings:

- Coordination Call: May 17, 2018

Technical Advisory Committee (TAC) Meetings

Meeting Minutes



Project: Airport Road Schedule C Class EA (Braydon Boulevard/Stonecrest Drive to Countryside Drive)

Subject: Stakeholder Kick-off Meeting

Date: Tuesday, May 30, 2017

Location: Chinguacousy Park Ski Chalet, Lower Lounge, 9050 Bramalea Road, Brampton

<p>Attendees: Asha Saddi – Peel Region Sally Rook – Peel Region Sargon Sifo – Peel Region Tareq Mahmood – Peel Region Denise Dang – Peel Region Michael Yap – Peel Region Seema Ansari – Peel Region Rosalie Shan – Peel Region John Nemeth – Peel Region Bob Nieuwenhuysen – Peel Region Arthur Lo – Peel Region</p>	<p>Joy Simms – Peel Region Jeffrey Lynch – Peel Region Lorenzo Mele – Peel Region Lori-Ann Thomsen – Peel Region Sanya Khan – Peel Region Kelly Maraj – Peel Region Ghazanfar Mohammad – City of Brampton Sharon Lingertat – TRCA Anthony Reitmeier – HDR Veronica Restrepo – HDR</p>
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Minutes by: Veronica Restrepo, HDR

	Item	Action
1.	<p>Project Introduction and Background</p> <p>The project team provided a brief introduction</p> <ul style="list-style-type: none"> ▪ The project limits consist of Airport Road from Braydon Boulevard/Stonecrest Drive to Countryside Drive ▪ The existing 45m right-of-way (ROW) is consistent with the Official Plan designated ROW for this segment ▪ Existing land use is not anticipated to change significantly within the study's horizon year. ▪ The Region of Peel 2012 Updated Long Range Transportation Plan (LRTP) identified the need to widen the study corridor from 4 to 6 lanes to meet existing and future needs, and improve other infrastructure such as transit and active transportation facilities to provide efficient movement of people and goods ▪ The EA study will validate the Region's LRTP findings to satisfy Phases 1 and 2 of the Schedule C Municipal Class Environmental Assessment (MCEA), and complete Phases 3 and 4 of the MCEA including preliminary design 	Information only
2.	<p>Key Project Issues</p> <ul style="list-style-type: none"> ▪ Existing hydro lines may be within the clear zone once the road is widened; there is potential for hydro relocation. Alternatively, a speed reduction could be considered, however the Region doesn't typically implement reduced speed zones and the study team would need to look at the overall context of Airport Road when recommending a speed reduction for only one segment of the road. The study team would need to undertake a speed study to assess the current posted speed, speeding, and posted speed context. ▪ The City of Brampton has identified Airport Road as the next location for Züm expansion; City to confirm the limits of the Züm expansion. ▪ There are multiple access points along the study corridor; the study team will undertake a safety analysis and sightlines review for all major access points. ▪ Drainage <ul style="list-style-type: none"> ○ Drainage patterns will be considered, including how drainage interacts with the environment. ○ The EA study to consider permit requirements as it is sometimes challenging to obtain permits if the drainage design is developed after the 	<p>Information and discussion</p> <p>City of Brampton</p>

<ul style="list-style-type: none"> ○ transportation improvements are determined. ○ LIDs should be considered in boulevards, not under the road. ○ EA team to review if the Regional right-of-way drainage is currently discharging into SWM ponds in adjacent lands. ○ Previously it was common practice to provide drainage for the additional pavement only; however, it is anticipated that MOECC will release new guidelines shortly that will require treatment of the entire pavement area ▪ Proposed development north of Countryside Drive <ul style="list-style-type: none"> ○ There is a proposed block plan for a commercial development (north of Lacoste), on the east side of Airport Road – outside of the study limits. The development will be restricted by the nearby watercourse. ○ The study team will confirm if this Block plan was accounted for in the Region’s 2012 LRTP, as the Block plan application was likely approved after 2012 so it might not have been included in the LRTP assumptions. ○ The traffic analysis will consider traffic north and south of the study corridor (macro level analysis). ○ It was noted that the section north of Countryside Drive is not identified for widening until after 2041, but the need for widening south of Countryside Drive has been identified in the LRTP. ○ Region will provide TIS from any development applications north of the study area ▪ Watercourse crossings <ul style="list-style-type: none"> ○ TRCA expressed concern about the watercourse that parallels Airport Road. They requested to review background reports and be included in TAC. A site visit with TRCA and the project team was requested (project team to coordinate with Sharon Lingertat) ○ Overtopping has been identified at the southern crossing; TRCA to provide associated mapping and hydraulic data ○ TRCA noted their preference to keep drainage corridors as wide as possible for small animal passage ▪ Property <ul style="list-style-type: none"> ○ Private properties, vacant lots, City property, plazas, etc. will require a Permit to Enter (PTE) ○ HDR to coordinate PTE requirements with Jeff Lynch at the Region as soon as possible due to the lengthy process ○ TRCA confirmed they don’t own any land along the corridor ○ The study team will confirm if the property buffer is owned by the Region or the City (it is most likely owned by the Region) ▪ Active Transportation (AT) <ul style="list-style-type: none"> ○ AT needs have been identified; pedestrian counts were included in the TMC data provided to HDR for the transportation assessment. Region to check if 2017 or other recent traffic counts are available. ○ Generally, the Region would like to provide a multi-use path (MUP) on one side of Airport Road and a sidewalk on the other side ○ Cross-rides are to be considered as part of the proposed improvements ○ It was suggested that the project team review pedestrian and cyclists desire lines as part of the AT assessment to create a safer experience for pedestrians and cyclists ○ It was suggested that the Region consider not providing dedicated right-turn lanes beyond the 6-lane cross-section, to reduce the crossing length for pedestrians and potential property acquisition ○ Health criteria will be reviewed as part of the EA evaluations; this will be reflected in the EA documentation to increase awareness ▪ Existing noise attenuation walls will be reviewed as part of the noise assessment. The Region is currently undertaking an initiative to evaluate and prioritize existing private noise attenuation walls. Once replaced, the Region will take over jurisdiction of the wall and move it to the property line. 	<p>HDR/Peel Region</p> <p>Peel Region</p> <p>HDR/TRCA</p> <p>TRCA</p> <p>HDR</p> <p>HDR/Peel Region</p> <p>Peel Region</p>
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	<ul style="list-style-type: none"> Development charges will pay for the improvements. If the need for widening is not met, the Region would confirm if the development charges could fund AT and transit improvements to facilitate multi-modal growth. 	
3.	Next Steps	
	<ul style="list-style-type: none"> TAC meeting #1 was requested to be moved to September as it will be difficult to get a large group to meet in August <i>[post-meeting note: TAC meeting #1 was moved to October to accommodate Peel Region's schedule]</i> Site visit with TRCA to be coordinated 	HDR
		HDR

If there are any errors or omissions to these minutes, please contact Anthony Reitmeier or Veronica Restrepo.

Meeting Minutes



Project: Airport Road Schedule C Class EA (Braydon Boulevard/Stonecrest Drive to Countryside Drive)

Subject: TAC Meeting #1

Date: Thursday, October 19, 2017

Location: Chinguacousy Park Ski Chalet, Lower Lounge, 9050 Bramalea Road, Brampton

<p>Attendees:</p> <ul style="list-style-type: none"> Tareq Mahmood – Peel Region Asha Saddi – Peel Region Sally Rook – Peel Region Denise Dang – Peel Region Michael Yap – Peel Region Bob Nieuwenhuysen – Peel Region Arthur Lo – Peel Region Joy Simms – Peel Region Jeffrey Lynch – Peel Region Lorenzo Mele – Peel Region Gordon Hui – Peel Region 	<ul style="list-style-type: none"> Sanya Khan – Peel Region Angela Stockman – Peel Region Jeffrey Keomany – Peel Region Laura Borowiec – Peel Region Ayesha Khan – Peel Region Caitlin Lee – Peel Region Ghazanfar Mohammad – City of Brampton Annette Lister – TRCA Anthony Reitmeier – HDR Veronica Restrepo – HDR
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Minutes by: Veronica Restrepo, HDR

	Item	Action
1.	Project Update and Background	
	<p>The project team provided a brief project update</p> <ul style="list-style-type: none"> • The EA study is currently in Phase 2 of the Municipal Class EA process • Assessment conducted as part of the EA validated the Region’s LRTP findings • The LRTP validation memo, Phase 1 report, draft Phase 2 evaluation, and draft PIC#1 materials were distributed to attendees in advance of the meeting • PIC #1 is tentatively scheduled for November 2017, pending confirmation of the venue 	Information only
2.	PIC Material	
	<p>The draft open house boards were discussed, and specific comments / suggestions from meeting attendees were noted for consideration.</p> <p>Study Purpose</p> <ul style="list-style-type: none"> • HDR to add text regarding potential impacts to natural environment, cultural heritage and archaeology, and mitigation measures <p>Study Area and Quick Facts</p> <ul style="list-style-type: none"> • HDR to emphasize that Airport Road is currently 4 lanes (2 in each direction). • Posted speed is 70km/hr. while design speed is 80km/hr. <p>Regional Context</p> <ul style="list-style-type: none"> • HDR to provide additional information on regional context. For example, mode share/shift and employment growth in Peel Region. <p>Road Network Fit For the Future</p> <ul style="list-style-type: none"> • HDR to provide comparison between existing travel mode trends and future Peel Region mode share targets (“where we are” vs. “where we want to be”). <p>Mode Share and Mode Shift</p> <ul style="list-style-type: none"> • Peel Region to consider adding a mode shift station at the PIC. • Region to provide additional slide related to mode share targets and existing travel behaviour. The preference is for a generic slide to be used at all of the Region’s PICs. 	<p>Information and discussion</p> <p>HDR</p> <p>HDR</p> <p>HDR</p> <p>HDR</p> <p>Region Region</p>

<ul style="list-style-type: none"> • Peel Region to consider different strategies to encourage mode shift, independent from this EA study: <ul style="list-style-type: none"> ◦ Road signs such as “Stuck in traffic? Consider walking for your next trip” ◦ Encouraging parents to walk their kids to school instead of driving them. • Panels to compare existing mode share with mode share targets. <ul style="list-style-type: none"> ◦ HDR to confirm if TTS data is for AM/PM peak or all day, to facilitate comparisons. • For existing and target mode shares, add statement that trips of 5km or less in length are the ones targeted for mode switch. • Consider showing 85th percentile speed and total number of vehicles in the corridor. 	<p>HDR</p>
<p>Vehicular Conditions and Safety</p> <ul style="list-style-type: none"> • An error in the legend was identified: red should say “insufficient” capacity. HDR to update. • It was noted that 2011 base year is too distant and suggested replacing “2011” data with “current”. • Peel Region clarified that the 2012 LRTP is based on a 2031 horizon, whereas the LRTP update anticipated to be completed in 2018 will be based on a 2041 horizon. • The graphic shows future impacts to other roads. This is helpful as it illustrates that impacts extend beyond the study area if no improvements are implemented. • HDR to clarify the slide refers to the Do Nothing scenario (maintain Airport Road as-is). • It was suggested to provide a definition of sufficient and insufficient capacity. <ul style="list-style-type: none"> ◦ Typically, capacity is assessed on the basis of level-of-service (LOS) and volume/capacity (V/C) ratios, but it is recommended to keep information high-level for the public. More details are included in the LRTP memo, which has already been circulated to TAC meeting attendees. • It was suggested that travel times could be used instead of capacity constraints. However, that would require additional analysis. • It was proposed to consider adding a figure for 2021 to address timing, however it was ruled out for the following reasons: <ul style="list-style-type: none"> ◦ It will be at least 5-10 years before construction can start, so it is more important to focus on whether the project is needed or not as opposed to when it should take place. ◦ Politicians might inquire regarding project timing but Region’s budget ultimately determines timelines. ◦ More timeline details may be available at PIC #2. • A suggestion was made to relate collision data to public concerns about safety at Eagle Plains Drive. HDR to review. • It was requested to specify the breakdown of Property Damage / Injury / Fatal for the 98 collisions. HDR to include more details. • HDR to review if “AM period” can be replaced with “the peak periods”. 	<p>HDR</p> <p>HDR</p> <p>HDR</p> <p>HDR</p> <p>HDR</p> <p>HDR</p> <p>HDR</p>
<p>Other Transportation Conditions</p> <ul style="list-style-type: none"> • Multi-use path (MUP) <ul style="list-style-type: none"> ◦ It was suggested to show a photo of a Peel Region multi-use path. HDR will replace photo. ◦ It was noted that the City of Brampton has been requesting MUP on both sides of the street for all projects even if this is not documented in the Region’s Active Transportation Plan. ◦ TRCA prefers MUP on just one side to minimize cross-section footprint. ◦ The road right-of-way (ROW) needs to accommodate all aspects of the road improvements, including Low Impact Development strategies (LIDs). ◦ The Region is considering narrowing lanes if feasible. ◦ It was suggested to consider having a narrower MUP at the watercourse crossings. This can be reviewed during a later phase of the EA. 	<p>HDR</p>

<ul style="list-style-type: none"> ○ The project team to consider maintaining the existing watercourse crossing for vehicles, with smaller active transportation structure beside it. Further discussion with MNR and TRCA would be required. ○ Illumination for MUP will need to be considered. Currently these considerations are evaluated on a case-by-case basis and are driven by political push and budget availability. • Transit <ul style="list-style-type: none"> ○ Züm is being implemented to the south of the study corridor and is not currently planned for the study area. ○ Considerations regarding the need to accommodate larger bus stops for a potential Züm expansion should be made. ○ If Züm is to be implemented along the study area in the future, will need to consider queue jump lanes for articulated buses and larger stations. 	
<p>Problem/Opportunity</p> <ul style="list-style-type: none"> • It was suggested to remove last sentence related to illumination. HDR to address. • It was suggested to remove intersection improvements and keep the text generic. HDR to update. 	<p>HDR</p> <p>HDR</p>
<p>Alternative solutions</p> <ul style="list-style-type: none"> • The City of Brampton requested that other solutions be considered, such as: <ol style="list-style-type: none"> 1. Improve transit 2. Intersection improvements 3. Improve other corridors 4. Limit development <ul style="list-style-type: none"> ○ Could have a statement to say that these options will not work individually and have been screened out. ○ HDR to add a slide displaying long list of alternatives (screening out) • Questions regarding Travel Demand Management (TDM) being included as an alternative were raised. <ul style="list-style-type: none"> ○ It was clarified that the study is focusing on physical solutions that can be protected for as part of the EA. ○ A high-level network study could address TDM strategies such as HOV lanes region-wide. Master plan for HOV lanes overall is a recommendation for future review. • It was suggested to add “Only” to all option descriptions. HDR to update. • “Alternative 3” streetlight location should line up with previous alternatives. HDR to update graphic. • It was suggested to incorporate stormwater management under Natural Environment category. <ul style="list-style-type: none"> ○ Captured under “Protect surface water” 	<p>HDR</p> <p>HDR</p> <p>HDR</p> <p>HDR</p>
<p>Input on Preferred Solution</p> <ul style="list-style-type: none"> • Edits to cross-section graphics were suggested and include: <ul style="list-style-type: none"> ○ Replacing “car” with “vehicular”. ○ Replacing two lanes showing cars with a truck and bus (one in each direction) 	<p>HDR</p>
<p>Streetscaping</p> <ul style="list-style-type: none"> • The project team will consider streetscaping features at a high-level. The details will be determined during the detailed design phase. <ul style="list-style-type: none"> ○ Review location of trees in the clear zone. 	<p>HDR</p>
<p>Key Technical Studies</p> <ul style="list-style-type: none"> ○ Project team to insert a slide to speak to noise assessment and other studies being conducted as part of this EA. 	<p>HDR</p>

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	<p>Other PIC discussion items</p> <ul style="list-style-type: none"> ○ The Region is not expecting a large turnout at the PIC. ○ HDR to confirm catchment area for the notice of commencement/notice of PIC. ○ Peel Region to consider roadside signs to advertise PIC and encourage commuters to attend. 	<p>HDR Region</p>
3.	Next Steps	
	<ul style="list-style-type: none"> • HDR to update PIC panels to address TAC and Region's comments. • Region to recirculate finalized panels to TAC. • Region to circulate the Cultural Heritage and Archaeological Assessment reports to the City of Brampton once completed, ahead of ESR filing. 	<p>HDR Region Region</p>

If there are any errors or omissions to these minutes, please contact Anthony Reitmeier or Veronica Restrepo.

Meeting Minutes



Project: Airport Road Schedule “C” Class EA (Braydon Boulevard/Stonecrest Drive to Countryside Drive)

Subject: TAC Meeting #2

Date: Wednesday, October 23, 2019

Location: Chinguacousy Park Ski Chalet, Lower Lounge, 9050 Bramalea Road, Brampton

Attendees:

Ansari, Seema – Peel Region	Shaikh, Shahzeb – Peel Region
Bennington, Michael – Peel Region	Tatla, Manvir – Peel Region
Borowiec, Laura – Peel Region	Woodtke, Trevor – Peel Region
Dang-Williams, Denise – Peel Region	Mugo, Caroline – TRCA
Khan, Ayesha – Peel Region	Ghazanfar, Mohammad – City of Brampton
Lee, Arthur – Peel Region	Lafleur, Chris – Brampton Transit
Mahmood, Tareq – Peel Region	Nahed, Karim – HDR
Martino, Alexander – Peel Region	Reitmeier, Anthony – HDR
Rook, Sally – Peel Region	Restrepo, Veronica – HDR
Saddi, Asha – Peel Region	

Minutes by: Karim Nahed, HDR

	Item	Action
1.	<p>Project Update and Background</p> <p>The project team provided a brief project update</p> <ul style="list-style-type: none"> The EA study is currently in Phase 3 of the Municipal Class EA process. The study team described the study area and summarized the needs, opportunities and outcomes as well as public feedback received to date. The team presented the preferred solution and discussed the project benefits, alternative designs, evaluation, technical study findings and preliminary preferred design. PIC #2 is tentatively scheduled for November 28, 2019. 	Information only
2.	<p>Discussion</p> <p>Specific comments / suggestions from meeting attendees related to PIC #2 materials and specialist report summaries were noted for consideration. A summary is included below.</p> <p>Transit Considerations</p> <ul style="list-style-type: none"> The City of Brampton suggested including transit improvements as part of the preferred solution from the Phase 2 recommendations. The project team noted that transit improvements were reviewed, specifically the potential addition of a northbound bus stop at Eagle Plains Drive. Brampton Transit staff noted that they have received similar requests for a bus stop at this location. This was previously discussed with Brampton Transit representatives at a meeting in May 2018, and at that time it was agreed that since this intersection is not currently signalized, does not meet signal warrants, and there are no direct connections to the communities on the east side of Airport Road at this location, a bus stop at this location is not recommended as part of the Airport Road EA. However, if the intersection is signalized in the future, a northbound bus stop can then be considered. <p>Needs, Opportunities and Outcomes</p> <ul style="list-style-type: none"> An attendee asked about what drove the decision to modify the preferred solution from a multi-use path (MUP) on one side and a sidewalk on the other to MUPs on both sides. <ul style="list-style-type: none"> The project team explained that the active transportation recommendation was 	Information and discussion



<p>revised following input from the public at PIC #1 and through discussions with key stakeholders and Regional Staff.</p> <ul style="list-style-type: none"> • Questions regarding the Traffic Signal Warrants Analysis were raised. <ul style="list-style-type: none"> ○ The signal warrant analysis is documented in the Traffic Signal Warrants Memo (dated May 2018). The criteria included Minimum Vehicle Volume, Delay to Cross Traffic, Collision History and Projected Volumes for three intersections along Airport Road (at Treeline Boulevard, Camrose Street and Eagle Plains Drive). <ul style="list-style-type: none"> ▪ HDR to confirm if the warrant analysis accounted for the pedestrians and transit users. <i>[Post-meeting note: due to the low pedestrian volumes identified in the data provided by Peel Region, they were not considered in the signal warrant analysis]</i> ○ The project team confirmed that signals are not warranted at any of the three assessed intersections. ○ In response to a question about whether IPS / PXO (Intersection Pedestrian Signals / Pedestrian Crossovers) were considered for Eagle Plains Drive, the project team explained that such traffic control systems are not recommended for multi-lane roadways such as the future six (6) lane Airport Road. ○ It was agreed that if Brampton Transit wishes to make an official request to the Region for the signalization of Eagle Plains Drive, it can be considered based on a policy directive. <ul style="list-style-type: none"> ▪ Peel Region to provide HDR with direction so that updates can be made to materials in advance of PIC #2, if required. 	<p>HDR</p> <p>Peel Region</p>
<p>How Will This Project Help?</p> <ul style="list-style-type: none"> • It was recommended to remove the word “potential” from and replace with “realized improvements to transit service and reliability” to indicate that improved traffic flow will yield assured benefits to buses using the corridor. HDR to update PIC board. • An attendee inquired if Multi-Modal Level of Service (MMLOS) Analysis was performed for the study as it would have been useful to show the future LOS for comparison with existing condition LOS. <ul style="list-style-type: none"> ○ As this project was tendered prior to the Region’s adoption of the MMLOS methodology to support decision-making on roadway improvement projects, MMLOS was out of scope for the Airport Road EA study. However, a qualitative assessment was completed and recommendations were made for MUPs on both sides of Airport Road. 	<p>HDR</p>
<p>Key Design Parameters</p> <ul style="list-style-type: none"> • A request was made for wording in the slide to include “both sides” for the MUP. <ul style="list-style-type: none"> ○ It was clarified that this slide was intended for the TAC meeting only, and is not part of the PIC #2 display boards. 	
<p>Evaluation of Alternative Designs</p> <ul style="list-style-type: none"> • It was requested that tree removals be quantified for the three design alternatives and included as part of the evaluation. • It was recommended that the project team include the MTO clear zone requirement and whether it is achieved for the alternative designs. 	<p>HDR</p> <p>HDR</p>
<p>Summary of Preferred Design</p> <ul style="list-style-type: none"> • It was advised to revise the title of this board to “Summary of Preliminary Preferred Design” so as to indicate to the public that the design is not final. • It was recommended to include a bullet discussing transit improvements resulting from the Preliminary Preferred Design so as to ensure all project benefits are being advertised. <ul style="list-style-type: none"> ○ Transit improvement for curb lane stops as no right-turn lane / bus bays are proposed, which improves conditions by mitigating acceleration / deceleration issues for buses merging into traffic. 	<p>HDR</p> <p>HDR</p> <p>HDR</p>

<ul style="list-style-type: none"> • Since cross-rides are shown in the Roll Plan, it was suggested to add a note about cross-rides as components of Active Transportation Improvements to the PIC display boards. • It was requested to show subsurface infrastructure such as sanitary sewers, trunks and watermains. <ul style="list-style-type: none"> ○ The project team expressed their desire to keep the schematic high-level as these will be presented to the public. This board will remain the same for the purposes of the PIC #2. ○ The engineering cross-section that will be included in the ESR will include this information. • The project team confirmed that Alectra Utilities has been made aware of impacts to their infrastructure due to the preliminary preferred design; further coordination is required during detailed design at which time a relocation plan will be developed. 	<p>HDR</p>
<p>General Comments on Roll Plan</p>	
<ul style="list-style-type: none"> • A question was raised regarding the median’s 5.7m width and potential impacts on stormwater runoff: <ul style="list-style-type: none"> ○ The project team responded that wide medians are useful as they reserve space for turn lanes at intersections. This helps retain a straight alignment and avoid having to widen the roadway at intersections. The existing median width is proposed to be maintained. • It was mentioned that negative offsets are preferred for left turn lanes. <ul style="list-style-type: none"> ○ The project team will confirm if there are sightline issues in Phase 4. • It was requested to consider a reduction in curb radii for side streets. <ul style="list-style-type: none"> ○ Peel Region to follow-up with details so that the project team can incorporate into the design. • An attendee inquired about noise wall recommendations. <ul style="list-style-type: none"> ○ The Noise Impact Study does not recommend new noise barriers based on the assessment. ○ Peel Region has plans for the replacement of existing acoustic barriers that are at the end of their service life as part of a separate initiative. Though it is out of the scope of the Airport Road EA study, timing for noise wall replacement may be coordinated with the Airport Road construction. ○ The project team was directed to revise “retrofit” to “replacement or conversion” in the Noise Impact Study board in Technical Study Findings. ○ The project team was also advised to include a statement in the PIC boards and the ESR documenting the Noise Barrier Replacement Program, noting that it is considered part of the State of Good Repairs program. • Per an attendee’s request, the project team will provide commentary in the ESR for retaining walls and what impacts they will specifically mitigate. • An attendee suggested to highlight the MUP in a different colour. <ul style="list-style-type: none"> ○ Since the Roll Plan was developed to meet Peel Region CAD Standards, it was agreed to keep it as it is. Current symbology indicates the MUP extents. • Potential access issues were noted for the commercial plaza at the southwest corner of Countryside Drive and Airport Road. <ul style="list-style-type: none"> ○ The elimination of the recently completed southbound right-turn lane into the plaza contradicts the site plan agreement. ○ Adding an exclusive right-turn lane would result in property impacts into the commercial plaza’s parking lot. ○ The project team will review these concerns moving forward into Phase 4 of the study. • An attendee noted that all intersection legs should have separate crosswalks and should not meet at the intersection in order to comply with the Accessibility for Ontarians with Disabilities Act (AODA). The project team will review and update the design drawings as required. 	<p>HDR</p> <p>Peel Region, HDR</p> <p>HDR</p> <p>HDR</p> <p>HDR</p> <p>HDR</p> <p>HDR</p>

	<p>Drainage and Stormwater Management</p> <ul style="list-style-type: none"> • The project team explained that the underground retention chambers were sized for 15mm rainfall but that, in combination with other elements of the drainage strategy, are able to meet (and exceed) the Region’s requirements. <ul style="list-style-type: none"> ○ Drainage infrastructure will be sized during detailed design, once utility and underground servicing conflicts are confirmed. ○ Potential conflicts with existing underground infrastructure will be reviewed in Phase 4 of the study and confirmed during detailed design. • A question was raised regarding whether treatment and maintenance of runoff was considered for the recommended underground retention chamber. <ul style="list-style-type: none"> ○ The project team confirmed that these considerations were taken into account. ○ It was mentioned that the Region has other underground retention chambers in other stages of planning and design. <ul style="list-style-type: none"> ▪ Peel Region to confirm with their operations team regarding outstanding issues. <p>Archaeological Assessment</p> <ul style="list-style-type: none"> • The project team specified that a Stage 2 test pit survey is required around the watercourses. <ul style="list-style-type: none"> ○ The Region needs to confirm if the provisional funding will be released for the Stage 2 Assessment as part of the EA or if it will be deferred to detailed design. <p>Air Quality Assessment</p> <ul style="list-style-type: none"> • The Health Group expressed their interest in reviewing the Air Quality Assessment. <ul style="list-style-type: none"> ○ Peel Region to circulate the Air Quality Assessment internally. <p>Geotechnical Assessment</p> <ul style="list-style-type: none"> • The geotechnical field work is currently underway. • In the future, TRCA requested to receive a copy of the borehole plan for their review. 	<p>HDR</p> <p>Peel Region</p> <p>Peel Region</p> <p>Peel Region</p> <p>Peel Region</p>
3.	Next Steps	
	<ul style="list-style-type: none"> • HDR to update PIC display boards to address TAC and Region’s comments, per the notes above. • Peel Region to compile internal comments and provide required direction to HDR, per the notes above. • Brampton Transit to officially request for Peel Region to consider signaled intersection at Eagle Plains Drive, if a bus stop at that location is desired. • PIC #2 is tentatively scheduled for November 28, 2019. 	<p>HDR</p> <p>Peel Region</p> <p>Brampton Transit</p>

If there are any errors or omissions to these minutes, please contact Anthony Reitmeier or Veronica Restrepo within ten (10) business days.

City of Brampton / Brampton Transit Meetings and Key Correspondence

Meeting Minutes



Project: Airport Road Schedule C Class Environmental Assessment (EA) from Braydon Boulevard/Stonecrest Drive to Countryside Drive

Subject: Brampton Transit / City of Brampton Meeting #1

Date: Wednesday, May 02, 2018

Location: Brampton Transit office (185 Clark Boulevard)

Attendees: Rebecca Thompson – Brampton Transit
 Hank Wang – Brampton Transit
 Andrew Charles – Brampton Transit
 Tareq Mahmood – Peel Region
 Anthony Reitmeier – HDR
 Veronica Restrepo – HDR

Minutes by: Veronica Restrepo, HDR

	Item	Action
<p>1. Project Update and Background</p>	<p>The project team provided a brief project introduction and highlighted the existing conditions along the study corridor</p> <ul style="list-style-type: none"> • The EA study is currently in Phase 3 of the Municipal Class EA process • PIC #1 is was held in November 2017 • PIC #2 is anticipated to be held in 2018 • Timing of improvements: <ul style="list-style-type: none"> ○ EA completion anticipated in 2019 ○ Detailed design anticipated in 2021-2023 ○ Construction start anticipated in 2027 <p>The preferred solution identified as part of the EA consists of widening Airport Road from four to six lanes and providing active transportation improvements on both sides of Airport Road. Consultation with the public and stakeholders identified the desire to accommodate multi-use paths (MUPs) on both sides of Airport Road. The preferred design consists of widening Airport Road about the centreline. The project team intends to maintain all existing bus stop locations along the study corridor.</p> <p>It was confirmed that this segment of Airport Road is not identified as a züm corridor. Improvements to Airport Road should take into consideration its characteristics as a high speed corridor with frequent conventional transit service.</p>	<p>Information only</p>
<p>2. Auxiliary Right Turn Lane Requirements</p>	<ul style="list-style-type: none"> • Brampton Transit confirmed they do not require bus bays or auxiliary right turn lanes at bus stops, and the need for right turn lanes should be based on Peel Region direction and traffic assessment to accommodate intersection capacity • Auxiliary right turn lanes and bus bays are less desirable compared to buses stopping along the curb lane, as right-turn lanes make it more difficult for buses to merge back into traffic. If bus bays are provided, acceleration lanes are also required to allow buses to safely accelerate and merge back into traffic. • A smaller cross-section footprint (if no right turn lanes are provided) is also more transit friendly as it results in a shorter crossing for pedestrians • The traffic assessment conducted as part of the EA did not identify the need for auxiliary right turn lanes along the Airport Road corridor when widening from four to six lanes. All attendees agree that right-turn lanes are not desirable as part of the EA design. Peel Region traffic group to confirm their agreement with these findings. 	<p>Information and discussion</p> <p>Region</p>
<p>3. Bus Stop Location and Design</p>	<ul style="list-style-type: none"> • Brampton Transit bus stop design consists of: <ul style="list-style-type: none"> ○ 9m by 4m concrete pad adjacent to the curb ○ MUP behind the bus pad ○ Shelter can be accommodated on a pad as small as 9m by 3m, but a 9m by 4m pad is desirable, as this also accommodates benches, garbage 	<p>Information and discussion</p>

Meeting Minutes



	<p>receptacles, etc.</p> <ul style="list-style-type: none"> • Brampton Transit generally agrees with the bus pad size and configuration shown on the draft design plan, including the MUP behind the bus pad with sidewalk connections on either side. HDR to update to show concrete wrapping around the bus shelter. • Brampton Transit expressed their preference for providing similar improvements at the northbound and southbound stops at Braydon Boulevard/Stonecrest Drive, but understand that the northbound stop may be outside of the EA corridor study area. It was noted that the northbound stop at this location is in poor condition, and this stop will be added to Brampton Transit's infrastructure improvement program. • The EA team noted the long distance between northbound stops at the south end of the study corridor, and requests from the public for the addition of a northbound bus stop at Eagle Plains Drive. Brampton Transit staff have received similar requests. Since this intersection is not currently signalized and there are no direct connections to the communities on the east side of Airport Road at this location, Brampton Transit cannot provide a bus stop at this location. However, if the intersection is signalized in the future, a northbound bus stop will be added. • At Treeline Boulevard, where there is currently a southbound bus stop (but no bus pad), Brampton Transit intends to relocate the stop to the north (to be a nearside stop) and provide a bus pad sometime in 2018. The reason for the relocation is to move the stop/pad away from the intersection, to minimize intersection conflicts particularly if this intersection is signalized in the future. HDR to update the design drawing to show a 9m by 4m bus pad at the approximate location (approx. Sta. 12+720), with a note for the exact location to be confirmed during detailed design. • HDR to review signal warrants at Eagle Plains Drive and Treeline Boulevard to confirm if signalized intersections should be recommended as part of the EA. • It was noted that the EA provides an opportunity to review the bus stop locations in relation to intersections. HDR to review the stop locations along the study corridor. Brampton Transit is currently updating their bus stop guidelines, and will provide key information in an email. 	<p>HDR</p> <p>HDR</p> <p>HDR</p> <p>HDR Brampton Transit</p>
<p>4.</p>	<p>Next Steps</p>	
	<ul style="list-style-type: none"> • Brampton Transit to provide transit ridership data along the Airport Road study corridor. • Peel Region to contact City of Brampton representative (Ghaz Mohammed) to inform them of today's discussion • TAC meeting #2 to be held prior to PIC #2 	<p>Brampton Transit Peel Region</p>

If there are any errors or omissions to these minutes, please contact Anthony Reitmeier or Veronica Restrepo within ten (10) business days of the issuance of these minutes.

Distribution: Meeting attendees
Ghaz Mohammed – City of Brampton

From: Mahmood, Tareq <tareq.mahmood@peelregion.ca>
Sent: Friday, September 25, 2020 3:40 PM
To: Reitmeier, Anthony
Cc: Restrepo, Veronica
Subject: FW: [EXTERNAL]RE: Draft ESR - Airport Road Improvements EA - Braydon Blvd. to Countryside Drive
Attachments: TreelineSignalization_Email1_191105.pdf; TreelineSignalization_Email2_191122.pdf; TreelineSignalization_Email3_191129.pdf

CAUTION: [EXTERNAL] 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 Tony,

Please see the comments below received from the Brampton Transit. Hank also attached a copy of the previous correspondence.

Thanks,

Tareq Mahmood

PM, Infrastructure Programming
and Studies, Transportation
Tel: 905-791-7800 X 7828
Cell: 905-872-6475

From: Wang, Hank <Hank.Wang@brampton.ca>
Sent: September 24, 2020 5:55 PM
To: Mahmood, Tareq <tareq.mahmood@peelregion.ca>
Cc: Mohammad, Ghazanfar <Ghazanfar.Mohammad@brampton.ca>; Dang-williams, Denise <denise.dang@peelregion.ca>; Jamroz, Damian <damian.jamroz@peelregion.ca>; Tatla, Manvir <manvir.tatla@peelregion.ca>; Ansari, Seema <seema.ansari@peelregion.ca>; Rieger, Doug <Doug.Rieger@brampton.ca>; Charles, Andrew <Andrew.Charles@brampton.ca>; Lafleur, Chris <Chris.Lafleur@brampton.ca>; Stowe, David <David.Stowe@brampton.ca>
Subject: RE: [EXTERNAL]RE: Draft ESR - Airport Road Improvements EA - Braydon Blvd. to Countryside Drive

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Hi Tareq:

As per the request for comments by Friday, September 25, we would like to request Peel Region and the EA team to document – in the Final ESR – the attached email correspondences regarding Brampton Transit’s requests for signalization of the intersection at Airport Road and Treeline Boulevard.

In addition, we would like to request Peel Region and the EA team to also document the following comments – pertaining to Brampton Transit’s previous requests to signalize Airport Road/Eagle Plains Drive as well as Airport Road/Treeline Boulevard:

The lack of signalized crossings in this area (i.e. Airport Road/Eagle Plains Drive, Airport Road/Treeline Boulevard) not only reduces Brampton Transit’s passenger coverage, it also encourages passengers to cross Airport Road at uncontrolled crossings. This barrier to access transit service can also discourage ridership growth. Brampton Transit understands that through the use of conventional warrants, the EA team is recommending against the installation of a traffic signal at Airport Road/Eagle Plains Drive and Airport Road/Treeline Boulevard. However, it should be noted that Brampton Transit has, in the past, worked with the Region of Peel to install traffic signals for the sake of pedestrian safety, traffic safety, as well as operational efficiency for transit – rather than relying solely on conventional warrants. The installation of these traffic signals, irrespective of signal warrants, led to positive results for pedestrians (who are our passengers), transit operators, as well as vehicular traffic in general.

We trust that HDR has extensively reviewed Brampton Transit’s requests through the use of warrants. However, we believe that the protection of vulnerable road users – in this case, pedestrians who will be crossing 6 to 7 lanes of Airport Road to catch a bus – should be paramount and take precedence over warrants.

Kind Regards,

Hank Wang, P.Eng.

Advisor, Strategic Transit Planning | City of Brampton

Mobile 416-433-7625 (Please leave a message and a call-back number)

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W www.bramptontransit.com

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Wang, Hank

From: Wang, Hank
Sent: 2019/11/05 5:49 PM
To: Mahmood, Tareq
Cc: Mohammad, Ghazanfar; Charles, Andrew; Lafleur, Chris; Reitmeier, Anthony; Restrepo, Veronica; Nahed, Karim; Rieger, Doug
Subject: RE: Airport Road Improvements EA - Braydon Blvd. to Countryside Drive

Hi Tareq:

Thank you for following up with us. Below is a Google Streetview of Airport Road at Treeline Boulevard – looking south – where we currently have both a northbound stop on the left as well as a southbound stop on the right. Assuming that the person circled in blue lives on the east side of Airport Road and wishes to catch a southbound bus on the west side, under future condition with the road widened to 6 lanes plus a left turn lane, does this not warrant consideration for at least an actuated signal – regardless of what the signal warrant analysis says? If the purpose of the EA is to improve upon current conditions, can the Region comment on whether or not this condition should be improved?



Alternatively, if the Region still feels that there is no warrant to signalize this intersection notwithstanding the existing bus stops on both sides of Airport Road, can the EA team provide an opinion as to whether the southbound bus stop – or both the northbound and southbound stops – should be maintained under future condition as recommended by the EA?

Thanks,

Hank Wang, P.Eng.

Advisor – Strategic Transit Planning, Brampton Transit | City of Brampton

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From: Mahmood, Tareq <tareq.mahmood@peelregion.ca>

Sent: 2019/11/05 4:56 PM

To: Mohammad, Ghazanfar <Ghazanfar.Mohammad@brampton.ca>; Wang, Hank <Hank.Wang@brampton.ca>; Thompson, Rebecca <Rebecca.Thompson@brampton.ca>; Charles, Andrew <Andrew.Charles@brampton.ca>; Lafleur, Chris <Chris.Lafleur@brampton.ca>; Reitmeier, Anthony <Anthony.Reitmeier@hdrinc.com>; Restrepo, Veronica <Veronica.Restrepo@hdrinc.com>; Nahed, Karim <Karim.Nahed@hdrinc.com>

Subject: Airport Road Improvements EA - Braydon Blvd. to Countryside Drive

Hi everyone,

Following up on the Airport Road TAC-2 meeting, Brampton Transit has requested to revisit the option of north-bound bus stop and signalized intersection at Eagle Plains Drive.

Refer to our meeting with Brampton Transit on May 02, 2018 (see attached meeting minutes); it was discussed that there are no direct connections to the communities on the east side of Airport Road at this location, and Brampton Transit cannot provide a bus stop at this location. Subsequently, HDR has reviewed signal warrants at Eagle Plains Drive and Treeline Boulevard and confirmed that traffic signals are not warranted for these intersections.

As we planned to hold PIC-2 on **November 28, 2019**, at Mayfield Recreation Centre, we would appreciate hearing your thoughts on this at your earliest convenience. As well, we would welcome any opportunity to have a meeting with Brampton Transit to go over the above Transit considerations and take a collective decision.

Thanks,

Tareq Mahmood

PM, Infrastructure Programming
and Studies, Transportation

Tel: 905-791-7800 X 7828

Cell: 905-872-6475

Wang, Hank

From: Wang, Hank
Sent: 2019/11/22 12:16 PM
To: Mahmood, Tareq
Cc: Mohammad, Ghazanfar
Subject: RE: Airport Road PIC-2 slide deck

Hi Tareq:

I recall that the issue regarding signalization at existing and future bus stop locations is directly related to Pages 7 and 8 of the PIC boards – we are still looking for the Region’s response.

Also, I think it would be a stretch to make a general statement that widening a roadway will lead to improvements to transit service and reliability; however, there would be a benefit to pedestrians, cyclists, and public transit users if existing bus stop locations were signalized to allow pedestrians and cyclists to cross the roadway under protection.

Project Benefits



Time savings for drivers of up to 3.5 minutes along study area



Improvements to transit service and reliability

Pending signalization /
Bus stop direction



Improved comfort
sides of Airport

Thanks,

Hank Wang, P.Eng.

Advisor – Strategic Transit Planning, Brampton Transit | City of Brampton

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From: Mahmood, Tareq <tareq.mahmood@peelregion.ca>

Sent: 2019/11/21 9:15 AM

To: Mohammad, Ghazanfar <Ghazanfar.Mohammad@brampton.ca>

Cc: Thususka, Kristine <Kristine.Thususka@brampton.ca>; Wang, Hank <Hank.Wang@brampton.ca>

Subject: RE: Airport Road PIC-2 slide deck

Thanks Ghaz.

Regards,

Tareq Mahmood

PM, Infrastructure Programming
and Studies, Transportation
Tel: 905-791-7800 X 7828
Cell: 905-872-6475

From: Mohammad, Ghazanfar <Ghazanfar.Mohammad@brampton.ca>
Sent: November 21, 2019 9:13 AM
To: Mahmood, Tareq <tareq.mahmood@peelregion.ca>
Cc: Thususka, Kristine <Kristine.Thususka@brampton.ca>; Wang, Hank <Hank.Wang@brampton.ca>
Subject: RE: Airport Road PIC-2 slide deck

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Hi Tareq,

I have circulated the PIC-2 materials to different groups but I haven't received any comments except that Hank Wang of Brampton Transit directly contacted you regarding signalization and a potential northbound bus stop at Eagle Plains Drive.

For your information, Kristine will be the contact from City's Realty Group.

I don't think the comment on Design Option 1 mentioned in your email was from me. My question was on the necessity of so wide median which was already answered.

Thanks.

Ghaz Mohammad, *M.Eng., P.Eng., PMP*
Project Engineer, Infrastructure Planning

Public Works & Engineering
WPOC, 1975 Williams Parkway
Brampton ON L6S 6E5
Tel: 905 874 2949 Cell: 416 420 7256
Fax: 905 874 2505
Email: ghazanfar.mohammad@brampton.ca

From: Mahmood, Tareq <tareq.mahmood@peelregion.ca>
Sent: 2019/11/20 4:36 PM
To: Mohammad, Ghazanfar <Ghazanfar.Mohammad@brampton.ca>
Subject: Airport Road PIC-2 slide deck

Hi Ghaz,

Please let me know if you've any comments on the PIC-2 slide deck, as I'm about to finalize the PIC-2 slide deck.

Besides, I recalled that during TAC- 2meeting, you have commented on the following slide, something similar to - “provide reasons why Design option 1 has not been selected”, could you please confirm your comments on this.



Alternative Design 1 - Widen to the West

Existing Condition



Alternative Design 1 – Widen to the West



This alternative design proposes shifting the roadway centreline to the west. Impacts associated with this alternative design include:

- Relocating utilities (hydro poles and streetlight luminaires) to meet minimum safety setbacks
- Acquiring property at some locations along the west side of Airport Road
- Extending the two existing culverts to the west
- Retaining walls in the vicinity of stormwater management ponds
- Removal of vegetation/trees, primarily on the west side of Airport Road

Thanks,

Tareq Mahmood

PM, Infrastructure Programming
and Studies, Transportation
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Cell: 905-872-6475

Please review the City of Brampton e-mail disclaimer statement at: <http://www.brampton.ca/EN/Online-Services/Pages/Privacy-Statement.aspx>

Wang, Hank

From: Rieger, Doug
Sent: 2019/11/29 4:15 PM
To: Wang, Hank; Saiyed, Sabbir; Detaramani, Tina
Cc: Rook, Sally; Mahmood, Tareq
Subject: RE: Airport Road Improvements EA - Braydon Blvd. to Countryside Drive

Thanks Sabbir,

And just to add to Hank's comments, if the Region does want to achieve a 50% modal split target for sustainable modes, transit must be more accessible. Without measures to help pedestrians cross Airport Rd safely, this accessibility barrier will remain. We are also concerned that the Region does not view these safe crossings in a Vision Zero lens.

Regards,

Doug Rieger

Senior Manager, Service Development, Transit | City of Brampton

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From: Wang, Hank <Hank.Wang@brampton.ca>
Sent: 2019/11/29 4:05 PM
To: Saiyed, Sabbir <sabbir.saiyed@peelregion.ca>; Detaramani, Tina <tina.detaramani@peelregion.ca>
Cc: Rook, Sally <sally.rook@peelregion.ca>; Mahmood, Tareq <tareq.mahmood@peelregion.ca>; Rieger, Doug <Doug.Rieger@brampton.ca>
Subject: RE: Airport Road Improvements EA - Braydon Blvd. to Countryside Drive

Hi Sabbir:

Thanks for the response below. I think it would be worthwhile for the Region to clarify how it defines "trips" and how it calculates/measures "road capacities". It goes without saying that the majority of roads in Brampton are City roads so, when one looks at all City/Regional plans for road widening in Brampton in their totality, I don't think it's unreasonable to argue that a "3%" increase in auto capacity in one component of the road network is still "3%" too much.

Admittedly, I am taking an ideological/philosophical turn on this subject matter and I can appreciate that there is often little room for such thinking/perspectives in a municipal environment. However, the fact that the Region has adopted such progressive/ambitious strategies to slow down the ever-increasing usage of single-occupancy vehicles to travel in/around the Region, surely there is room for some soul-searching as to whether or not both proverbial hands are doing the same thing and rowing in the same direction.

Thanks,

Hank Wang, P.Eng.

Advisor – Strategic Transit Planning, Brampton Transit | City of Brampton

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From: Saiyed, Sabbir <sabbir.saiyed@peelregion.ca>
Sent: 2019/11/29 3:40 PM
To: Wang, Hank <Hank.Wang@brampton.ca>; Detaramani, Tina <tina.detaramani@peelregion.ca>
Cc: Rook, Sally <sally.rook@peelregion.ca>; Mahmood, Tareq <tareq.mahmood@peelregion.ca>
Subject: RE: Airport Road Improvements EA - Braydon Blvd. to Countryside Drive

Hi Hank:

Just to clarify, that the Region's Long Range Transportation Plan (LRTP) undertakes a multi-modal approach in meeting current and future needs. The LRTP builds upon various component studies such as Sustainable Transportation Strategy, Goods Movement, Vision Zero and Accessible Transportation Master Plan. As you have seen, the Region does have 50% modal split target for sustainable modes that includes transit, carpooling, cycling and walking to be achieved by 2041.

The Region's population will increase to approximately 1.97 million by year 2041 and there will be 40% more trips during peak period; however we are adding only 3% new road capacities to the Region's network. Thus road widening is much smaller component in addressing traffic congestion. We will be working very closely with you to increase sustainable transportation modal split targets and increase transit ridership.

In summary, we are taking a multi-modal approach to address traffic congestion. I hope this helps and answers your question. Please feel free to give me a call, if you have any questions. Thank you,

Sabbir.

Sabbir Saiyed, Ph.D.,P.Eng.
Manager, Transportation System Planning
Transportation Division
Public Works | Region of Peel

T: 905-791-7800 ext: 4352
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E: sabbir.saiyed@peelregion.ca
<http://www.peelregion.ca> | 10 Peel Centre Drive Suite B, 4th Flr Brampton, ON L6T 4B9

From: Wang, Hank <Hank.Wang@brampton.ca>
Sent: November 27, 2019 6:59 PM
To: Saiyed, Sabbir <sabbir.saiyed@peelregion.ca>; Detaramani, Tina <tina.detaramani@peelregion.ca>
Subject: RE: Airport Road Improvements EA - Braydon Blvd. to Countryside Drive

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Hi Sabbir and Tina:

Is it indeed the Region's position that widening roadways to 6 lanes will reduce traffic congestion? Just wanted to make sure that that is what I read in Tareq's response below.

Thanks,

Hank Wang, P.Eng.

Advisor – Strategic Transit Planning, Brampton Transit | City of Brampton

Mobile 416-433-7625

Office 905 874 2750 x 62626

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From: Mahmood, Tareq <tareq.mahmood@peelregion.ca>

Sent: 2019/11/27 11:09 AM

To: Wang, Hank <Hank.Wang@brampton.ca>

Cc: Mohammad, Ghazanfar <Ghazanfar.Mohammad@brampton.ca>; Charles, Andrew <Andrew.Charles@brampton.ca>; Lafleur, Chris <Chris.Lafleur@brampton.ca>; Reitmeier, Anthony <Anthony.Reitmeier@hdrinc.com>; Restrepo, Veronica <Veronica.Restrepo@hdrinc.com>; Nahed, Karim <Karim.Nahed@hdrinc.com>; Rieger, Doug <Doug.Rieger@brampton.ca>; Detaramani, Tina <tina.detaramani@peelregion.ca>; Saiyed, Sabbir <sabbir.saiyed@peelregion.ca>; Rook, Sally <sally.rook@peelregion.ca>; Ansari, Seema <seema.ansari@peelregion.ca>; Dang-williams, Denise <denise.dang@peelregion.ca>

Subject: RE: Airport Road Improvements EA - Braydon Blvd. to Countryside Drive

Hi Hank,

The Region has adopted the Vision Zero Road Safety Strategic Plan (RSSP). As per the RSSP, no injury or loss of life from a collision is acceptable. We believe that this project will benefit transit users along this corridor for the following reasons:

- Widening to 6 lanes will reduce traffic congestion, thereby allowing transit vehicles to travel without any significant delays, and:
- Removal of most of the right turn lanes that are being used for bus stop locations will allow transit vehicles to continue in the travel lane without the need to merge back into traffic. This was specifically noted as a benefit by Brampton Transit.

Best regards,

Tareq Mahmood

Project Manager, Infrastructure Programming and Studies

Transportation, Public Works, Region of Peel

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Cell:905-872-6475

Email: tareq.mahmood@peelregion.ca



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From: Wang, Hank <Hank.Wang@brampton.ca>

Sent: November 25, 2019 1:03 PM

To: Mahmood, Tareq <tareq.mahmood@peelregion.ca>

Cc: Mohammad, Ghazanfar <Ghazanfar.Mohammad@brampton.ca>; Charles, Andrew <Andrew.Charles@brampton.ca>; Lafleur, Chris <Chris.Lafleur@brampton.ca>; Reitmeier, Anthony <Anthony.Reitmeier@hdrinc.com>; Restrepo, Veronica <Veronica.Restrepo@hdrinc.com>; Nahed, Karim <Karim.Nahed@hdrinc.com>; Rieger, Doug <Doug.Rieger@brampton.ca>; Dang-williams, Denise <denise.dang@peelregion.ca>; Detaramani, Tina <tina.detaramani@peelregion.ca>; Saiyed, Sabbir <sabbir.saiyed@peelregion.ca>

Subject: Re: Airport Road Improvements EA - Braydon Blvd. to Countryside Drive

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

Hi Tareq:

With respect to the PIC boards, in light of the Region's response in your email below, could you please ask the HDR team to remove all references to this roadway project benefiting public transit and public transit users? It would be misleading to give members of the community a false impression that this project will benefit people wishing to use public as an alternative to driving - because it won't.

As for documentation in the EA report, again given the Region's response regarding collision history, it would be helpful for the Region or HDR to provide some guidance - in the EA report - on the number of car-pedestrian collisions or the nature of these collisions (e.g. collision resulting in injuries to pedestrian, fatalities, etc) that would then warrant consideration for signalization.

Look forward to the Region's confirmation on the above.

Thanks,
Hank

Sent from my iPhone

On Nov 25, 2019, at 10:38 AM, Mahmood, Tareq <tareq.mahmood@peelregion.ca> wrote:

Hi Hank,

With reference to the meeting with the Brampton Transit on May 02, 2018, and recent inquiries regarding signalization of Treeline Blvd. and Eagle Plains Drive and northbound bus stop at Eagle Plains Drive.

The EA team has directed HDR to revisit the signal warrants both at Treeline Blvd. and Eagle Plains Drive. HDR has considered the 2041 traffic forecasts and also increased pedestrian volumes per the Region's mode split targets. Since the counts don't show any pedestrians currently crossing

at Eagle Plains and only a few at Treeline (due to these intersections being unsignalized), pedestrian volumes have redistributed along the Airport Road corridor on the assumption that Eagle Plains and Treeline would be signalized. Signal warrant assessment with these assumptions still concludes that signalized intersections are not warranted at either Treeline Blvd. or Eagle Plains Drive.

Regional Traffic Engineering team has been working with City's staff, including the Brampton Transit for the longest time inquired about signalized Eagle Plains Drive. It has been construed to follow the technical findings, as signal warrants set out from Ontario Traffic Manual did take into consideration of number of lanes, number of legs (T-intersection or 4-leg intersection), traffic volumes, delay crossing from minor street for both vehicular and pedestrian, collisions. The non-signalized solution is supported based on vehicular and pedestrian activities.

Furthermore, HDR has explored other options to improve the existing conditions, and an actuated signal would not work at this location as the signal would need to accommodate not just pedestrians who wish to cross Airport Road, but also vehicles turning onto Airport Road from Treeline. Since both vehicle and pedestrian counts do not warrant a traffic signal, therefore, it is not recommended including one at this intersection as part of the EA.

Regarding bus stops, it is recommended that both existing bus stops at Treeline be maintained, as they both serve the adjacent neighborhoods regardless of a signalized intersection to facilitate crossings at that location.

The EA team's recommendation is to maintain these two locations as unsignalized intersections, and monitor them in the future – if traffic volumes, pedestrian volumes, or collision history change at these locations after the completion of our EA, they can be revisited at a future date for potential signalization. This recommendation will be documented in the ESR.

Thanks,

Tareq Mahmood

PM, Infrastructure Programming
and Studies, Transportation
Tel: 905-791-7800 X 7828
Cell: 905-872-6475

From: Wang, Hank <Hank.Wang@brampton.ca>
Sent: November 15, 2019 7:54 PM
To: Mahmood, Tareq <tareq.mahmood@peelregion.ca>
Cc: Mohammad, Ghazanfar <Ghazanfar.Mohammad@brampton.ca>; Charles, Andrew <Andrew.Charles@brampton.ca>; Lafleur, Chris <Chris.Lafleur@brampton.ca>; Reitmeier, Anthony <Anthony.Reitmeier@hdrinc.com>; Restrepo, Veronica <Veronica.Restrepo@hdrinc.com>; Nahed, Karim <Karim.Nahed@hdrinc.com>; Rieger, Doug <Doug.Rieger@brampton.ca>
Subject: RE: Airport Road Improvements EA - Braydon Blvd. to Countryside Drive

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

Hi Tareq:

I understand from your November 12 email to Ghaz Mohammad that the Region/HDR is awaiting the outcome of discussions with Brampton Transit regarding signalization and a potential northbound bus stop at Eagle Plains Drive. On November 5, I sent you the email below inquiring about the Region/HDR's position (as stated in your November 5 email to us) that Treeline Boulevard and Eagle Plains Drive do not warrant signalization. Have you or HDR had a chance to take a look at the questions in my November 5 email? I understand that HDR is looking to finalize the PIC 2 materials by next Wednesday prior to the PIC on November 28. Perhaps we can try to close the loop on this conversation and provide direction to HDR?

Thanks,

Hank Wang, P.Eng.

Advisor – Strategic Transit Planning, Brampton Transit | City of Brampton

Mobile 416-433-7625

Office 905 874 2750 x 62626

E hank.wang@brampton.ca

W www.bramptontransit.com

<image001.png>

From: Wang, Hank

Sent: 2019/11/05 5:49 PM

To: Mahmood, Tareq <tareq.mahmood@peelregion.ca>

Cc: Mohammad, Ghazanfar <Ghazanfar.Mohammad@brampton.ca>; Charles, Andrew <Andrew.Charles@brampton.ca>; Lafleur, Chris <Chris.Lafleur@brampton.ca>; Reitmeier, Anthony <Anthony.Reitmeier@hdrinc.com>; Restrepo, Veronica <Veronica.Restrepo@hdrinc.com>; Nahed, Karim <Karim.Nahed@hdrinc.com>; Rieger, Doug <Doug.Rieger@brampton.ca>

Subject: RE: Airport Road Improvements EA - Braydon Blvd. to Countryside Drive

Hi Tareq:

Thank you for following up with us. Below is a Google Streetview of Airport Road at Treeline Boulevard – looking south – where we currently have both a northbound stop on the left as well as a southbound stop on the right. Assuming that the person circled in blue lives on the east side of Airport Road and wishes to catch a southbound bus on the west side, under future condition with the road widened to 6 lanes plus a left turn lane, does this not warrant consideration for at least an actuated signal – regardless of what the signal warrant analysis says? If the purpose of the EA is to improve upon current conditions, can the Region comment on whether or not this condition should be improved?

<image002.png>

Alternatively, if the Region still feels that there is no warrant to signalize this intersection notwithstanding the existing bus stops on both sides of Airport Road, can the EA team provide an opinion as to whether the southbound bus stop – or both the northbound and southbound stops – should be maintained under future condition as recommended by the EA?

Thanks,

Hank Wang, P.Eng.

Advisor – Strategic Transit Planning, Brampton Transit | City of Brampton

Mobile 416-433-7625

Office 905 874 2750 x 62626

E hank.wang@brampton.ca

W www.bramptontransit.com

<image001.png>

From: Mahmood, Tareq <tareq.mahmood@peelregion.ca>

Sent: 2019/11/05 4:56 PM

To: Mohammad, Ghazanfar <Ghazanfar.Mohammad@brampton.ca>; Wang, Hank <Hank.Wang@brampton.ca>; Thompson, Rebecca <Rebecca.Thompson@brampton.ca>; Charles, Andrew <Andrew.Charles@brampton.ca>; Lafleur, Chris <Chris.Lafleur@brampton.ca>; Reitmeier, Anthony <Anthony.Reitmeier@hdrinc.com>; Restrepo, Veronica <Veronica.Restrepo@hdrinc.com>; Nahed, Karim <Karim.Nahed@hdrinc.com>

Subject: Airport Road Improvements EA - Braydon Blvd. to Countryside Drive

Hi everyone,

Following up on the Airport Road TAC-2 meeting, Brampton Transit has requested to revisit the option of north-bound bus stop and signalized intersection at Eagle Plains Drive.

Refer to our meeting with Brampton Transit on May 02, 2018 (see attached meeting minutes); it was discussed that there are no direct connections to the communities on the east side of Airport Road at this location, and Brampton Transit cannot provide a bus stop at this location. Subsequently, HDR has reviewed signal warrants at Eagle Plains Drive and Treeline Boulevard and confirmed that traffic signals are not warranted for these intersections.

As we planned to hold PIC-2 on **November 28, 2019**, at Mayfield Recreation Centre, we would appreciate hearing your thoughts on this at your earliest convenience. As well, we would welcome any opportunity to have a meeting with Brampton Transit to go over the above Transit considerations and take a collective decision.

Thanks,

Tareq Mahmood

PM, Infrastructure Programming
and Studies, Transportation

Tel: 905-791-7800 X 7828

Cell: 905-872-6475

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Please review the City of Brampton e-mail disclaimer statement at: <http://www.brampton.ca/EN/Online-Services/Pages/Privacy-Statement.aspx>

Restrepo, Veronica

From: Mahmood, Tareq <tareq.mahmood@peelregion.ca>
Sent: Friday, September 25, 2020 3:55 PM
To: Reitmeier, Anthony
Cc: Restrepo, Veronica
Subject: FW:]Draft ESR - Airport Road Improvements EA - Braydon Blvd. to Countryside Drive

CAUTION: [EXTERNAL] 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 Tony,

Please see the comments below received from City's Heritage Group. Apart from Brampton Transit and Heritage, I don't receive any other comments/suggestions from the City.

Regarding comments from the Regional project team, I'm collating comments received to date and still waiting to receive feedback from Traffic and Roads Design and Construction team. I will be able to provide the Regional comments by early next week.

Have a good weekend!

Thanks,

Tareq Mahmood

PM, Infrastructure Programming
and Studies, Transportation
Tel: 905-791-7800 X 7828
Cell: 905-872-6475

From: Jasinski, Cassandra <Cassandra.Jasinski@brampton.ca>
Sent: 2020/09/16 3:53 PM
To: Mohammad, Ghazanfar <Ghazanfar.Mohammad@brampton.ca>
Cc: Parajuli, Bishnu <Bishnu.Parajuli@brampton.ca>; Goolsarran, Mario <Mario.Goolsarran@brampton.ca>; Fantin, John <John.Fantin@brampton.ca>; Monaghan, David <David.Monaghan@brampton.ca>; Wang, Hank <Hank.Wang@brampton.ca>; Lakeman, Brian <Brian.Lakeman@brampton.ca>; Cadete, Nelson <Nelson.Cadete@brampton.ca>; Lieu, Lisa <Lisa.Lieu@brampton.ca>; Imran, Muhammad <[Muhammad.Imran@brampton.ca](mailto:Mohammad.Imran@brampton.ca)>; Beirnes, Shane <Shane.Beirnes@brampton.ca>; Kocialek, Tim <Tim.Kocialek@brampton.ca>; Mazzotta, Frank <Frank.Mazzotta@brampton.ca>; Charles, Andrew <Andrew.Charles@brampton.ca>; Lafleur, Chris <Chris.Lafleur@brampton.ca>; Rieger, Doug <Doug.Rieger@brampton.ca>; Majeed, Malik <Malik.Majeed@brampton.ca>
Subject: RE:]Draft ESR - Airport Road Improvements EA - Braydon Blvd. to Countryside Drive

Good afternoon Ghaz,

I have reviewed the Stage 1 Archaeological Assessment and the Cultural Heritage Assessment Report attached as part of Appendix B. The recommendations of both reports are agreeable and should be adhered to. Please ensure that the archaeological assessment is shared with the Ministry of Heritage, Sport, Tourism and Culture Industries for their review and acceptance and that the portions of the study area determined to retain archaeological potential are assessed and cleared of any further potential prior to any ground disturbance in the study area.


As stated in the Cultural Heritage Assessment Report, while no impacts are expected to the Humber River tributaries identified as CHL 1 in the report, the followed recommendations should be followed, with input from other departments as appropriate:

1. Construction activities and staging should be suitably planned and undertaken to avoid impacts to the identified cultural heritage resource. In particular, no-go zones should be established adjacent to the identified cultural heritage resource (CHL 1) and instructions to construction crews should be issued in order to prevent impacts.
2. Where feasible, the profile and cross section of the preferred alternative should be planned and executed to ensure there are no impacts to CHL 1.
3. Should avoidance of tree removals and grading within CHL 1 be determined to be infeasible, post-construction landscaping with historically-sympathetic native tree species should be employed to mitigate impacts to the heritage value of the resource. A qualified arborist or landscape architect should be consulted in this respect.
4. This report should be submitted to Cassandra Jasinski, Heritage Planner at the City of Brampton, and the Ministry of Tourism, Culture, and Sport for review; and
5. Should future work require an expansion of the study area then a qualified heritage consultant should be contacted in order to confirm the impacts of the proposed work on potential heritage resources

Please let me know if you have any questions or concerns with the above comments.

Kind regards,

Cassandra Jasinski, CAHP
Heritage Planner
Planning, Building and Economic Development
City of Brampton

Our Focus Is People 

Peel Region
Stakeholder Meetings
and Key
Correspondence

Meeting Minutes



Project: Airport Road Schedule C Class EA (Braydon Boulevard/Stonecrest Drive to Countryside Drive)

Subject: Countryside Drive Plaza Meeting

Date: Wednesday, July 04, 2018

Location: Peel Region office (10 Peel Centre Drive, Suite B, 6th floor, room 631)

Attendees: Tareq Mahmood – Peel Region
 Jerry Tan – Peel Region
 Anthony Reitmeier – HDR
 Veronica Restrepo – HDR

Minutes by: Veronica Restrepo, HDR

	Item	Action
1.	<p>Airport Road North and South of Countryside Drive</p> <ul style="list-style-type: none"> • The project team provided an overview of the EA study, including the proposed design which is intended to match into the south side of the Countryside Drive intersection (no physical changes are proposed north of Countryside Drive). • The existing southbound right turn lane on Airport Road would become a shared through-right lane. <ul style="list-style-type: none"> ◦ No concern was noted by the study team based on the traffic assessment. • The study team obtained the drawings for the urbanization of Airport Road north of Countryside Drive, but has not received the drawings for the proposed improvements to Countryside Drive east and west of Airport Road. Region to provide. • The urbanization work for Airport Road north of Countryside Drive includes curbs, storm sewers, and will not preclude for future widening. 	Peel Region
2.	<p>Plaza on the southwest quadrant of Airport Road and Countryside Drive</p> <ul style="list-style-type: none"> • The developer of the plaza funded a southbound right-turn lane into the plaza as a condition of approval for the plaza development. <ul style="list-style-type: none"> ◦ This right-turn lane is currently under construction with anticipated completion in November 2018. • Region to provide the TIS for this development • The EA team obtained the design drawings (as part of the Airport Road urbanization design north of Airport Road) and will incorporate them into the Airport Road base plan. • Based on the proposed Airport Road EA design, this right turn lane would become a shared through-right lane • The existing island will remain per existing conditions as part of the current construction, but its size is proposed to be reduced to accommodate the proposed Airport Road improvements • Bus pads as part of the current plaza work are as follows: <ul style="list-style-type: none"> ◦ Southwest quadrant – will be moved closer to the Countryside Drive intersection ◦ Southeast quadrant – A new bus pad will be installed 	Peel Region HDR

If there are any errors or omissions to these minutes, please contact Anthony Reitmeier or Veronica Restrepo within ten (10) business days of the issuance of these minutes.

Meeting Minutes



Project: Airport Road Schedule C Class EA (Braydon Boulevard/Stonecrest Drive to Countryside Drive)

Subject: Stormwater Management Strategy Meeting

Date: Wednesday, July 04, 2018

Location: Peel Region office (10 Peel Centre Drive, Suite B, 4th floor, room 631)

Attendees: Tareq Mahmood – Peel Region
Samantha Paquette – Peel Region
Christian Tsimenidis – Peel Region
Anthony Reitmeier – HDR
Veronica Restrepo – HDR

Minutes by: Veronica Restrepo, HDR

	Item	Action
1.	General Project Information	
	<ul style="list-style-type: none"> • The project team provided an overview of the EA study including the proposed design, in particular at the two watercourse crossings. • The storm sewer system was designed for conveyance of 6 lanes during the 2004 Airport Road widening from 2 to 4 lanes; however, the 2004 widening accounted for sidewalks on both sides, not the currently proposed MUPs. • 3 OGS units were installed as part of the 2004 widening. The sizes of the 3 OGS units need to be confirmed by the Region. • Peel Region has a program for maintaining OGS systems and tracks size, performance, etc. Samantha to provide any available information for the OGS units along the Airport Road corridor. 	<p>Peel Region</p> <p>Peel Region</p>
2.	MNRF considerations	
	<ul style="list-style-type: none"> • It is not anticipated that a MNRF permit will be required based on prior meeting and correspondence with MNRF, but the project may require a letter of advice. • MNRF correspondence will be documented in the ESR. • MNRF will likely request the implementation of jellyfish units or other LID measures. <ul style="list-style-type: none"> ◦ Peel Region noted Jellyfish units are being installed south of Braydon Boulevard and north of Countryside Drive, in addition to CB shields and a cooling trench as part of overall benefit for other projects. 	<p>Information and discussion</p>
3.	Drainage and Stormwater Management Strategy	
	<ul style="list-style-type: none"> • Draft Ministry of the Environment (MOE) low impact development (LID) guidelines may be finalized by the time the Airport Road improvements proceed to detailed design. • The project team confirmed they have access to the stormwater management guidelines from Hatch McDonald. • The EA stormwater management plan will account for the additional pavement associated with the Airport Road improvements. • Peel Region to provide storm sewer design files. Certificate of Approval (C of A) submissions to MOE include storm sewer design files – if the Region doesn't have the files, the project team could request from IBI or MOE. • A landscaped median could help offset the amount of impervious surface being added as part of the Airport Road improvements. <ul style="list-style-type: none"> ◦ Other Regional projects include Mississauga Road north of Queen Street, where LIDs were implemented in the median to water the median landscaping. The Region is maintaining this as the local municipality who typically maintains landscaped areas does not support landscaped medians. • Another option is to use pervious concrete or asphalt for the MUPs with Silva cells and vegetation <ul style="list-style-type: none"> ◦ An approx. 400m pilot project for pervious AT facilities is being undertaken at Dixie Road (near Orenda Road). Samantha to provide lessons learned from this pilot project. • A “sewerless road” example at Mayfield Road around Chinguacousey Road was 	<p>Peel Region</p> <p>Peel Region</p>

Meeting Minutes



	<p>discussed. The Region to send the EA and detailed design for this “sewerless road” for reference.</p> <ul style="list-style-type: none"> • The MOE hierarchy for LIDs may require the project team to explain the rationale (beyond cost) for not addressing through infiltration. The hierarchy consists of: <ul style="list-style-type: none"> ◦ Infiltration ◦ Combination of filtration and infiltration ◦ Pure filtration 	Peel Region
4.	Landscaping and Streetscaping	
	<ul style="list-style-type: none"> • Some trees will need to be removed and a strategy for re-planting will need to be developed <ul style="list-style-type: none"> ◦ The EA will identify streetscaping opportunities; however, details regarding individual tree plantings will be completed during detailed design. 	Information only
5.	Next Steps	
	<ul style="list-style-type: none"> • TRCA and MNRF will both be invited to the next TAC meeting. <ul style="list-style-type: none"> ◦ Peel Region confirmed there is no need for a separate TRCA meeting or site visit as discussions with TRCA can take place during the TAC meeting. ◦ The Region has a monthly call with TRCA. Samantha will alert TRCA about the upcoming TAC meeting in the Fall, and Tareq will also follow up with TRCA directly. • HDR to request additional information required from the Region. 	<p>Peel Region</p> <p>HDR</p>

If there are any errors or omissions to these minutes, please contact Anthony Reitmeier or Veronica Restrepo within ten (10) business days of the issuance of these minutes.

Meeting Minutes



Project: Airport Road Schedule C Class EA (Braydon Boulevard/Stonecrest Drive to Countryside Drive)

Subject: Sustainable Transportation and Built Environment Meeting

Date: Wednesday, July 04, 2018

Location: Peel Region office (10 Peel Centre Drive, Suite B, 4th floor, room 631)

Attendees:	Tareq Mahmood – Peel Region	Lorenzo Mele – Peel Region
	Natalie Lapos – Peel Region	Anthony Reitmeier – HDR
	Manvir Tatla – Peel Region	Veronica Restrepo – HDR

Minutes by: Veronica Restrepo, HDR

	Item	Action
1.	General Project Information	
	<ul style="list-style-type: none"> • HDR provided an overview of the preferred design, outlining details such as: <ul style="list-style-type: none"> ○ Maintaining the existing 70km/hr posted speed ○ Relocating the hydro line on the west boulevard ○ Narrowing the vehicular lanes from 3.7m to 3.5m ○ No property acquisition being anticipated (only Peel Region-owned buffer impacts at some locations) ○ A tentative construction start date of approximately 7-8 years from 2018. ○ To avoid property acquisition, dedicated right-turn lanes are not proposed as MUPs are proposed on both sides. Right turning traffic will share the curb lane with through traffic. 	Information only.
2.	Input and Design Considerations	
	<ul style="list-style-type: none"> • Cross-rides to facilitate safe cyclist crossing at intersections were discussed. Some considerations for cross-rides to be made at the detailed design stage are: <ul style="list-style-type: none"> ○ AODA compliance ○ Signals and other infrastructure specifics • The project team discussed the landscaping for the buffer zone / block. Concerns raised included: <ul style="list-style-type: none"> ○ The grass area between the curb and the MUP provides some separation from traffic. ○ Green zone with grading will result in some tree impacts and a re-planting strategy will be developed during detailed design • The City of Brampton does not favour a landscaped median unless an irrigation system is implemented. • The Peel Streetscaping toolbox can assist in developing the streetscaping strategy during detailed design. The Region to provide details. • For constrained locations where the MUP comes closer to the roadside curb, splash pads are recommended to be maintained to provide some separation from traffic. • Railing height will be reviewed at culvert locations. Details will be confirmed during detailed design. • It was suggested to label the radii at intersections on the roll plan. <ul style="list-style-type: none"> ○ Radii of 15m or less were encouraged for major intersections. • The Region's Sustainable Transportation and Built Environment groups are supportive of the proposed design with no auxiliary right turn lanes. 	<p>Peel Region</p> <p>HDR</p>

If there are any errors or omissions to these minutes, please contact Anthony Reitmeier or Veronica Restrepo within ten (10) business days of the issuance of these minutes.

Meeting Minutes



Project: Airport Road Schedule C Class EA (Braydon Boulevard/Stonecrest Drive to Countryside Drive)

Subject: Traffic Operations Meeting

Date: Wednesday, July 04, 2018

Location: Peel Region office (10 Peel Centre Drive, Suite B, 4th floor, room 631)

Attendees: Tareq Mahmood – Peel Region
Denise Dang – Peel Region
Anthony Reitmeier – HDR
Veronica Restrepo – HDR

Minutes by: Veronica Restrepo, HDR

	Item	Action
1.	General Discussion	
<ul style="list-style-type: none"> • HDR provided an overview of the preferred design, outlining details such as: <ul style="list-style-type: none"> ○ Maintaining the existing 70km/hr posted speed ○ Relocating the hydro line on the west boulevard ○ Narrowing the vehicular lanes from 3.7m to 3.5m ○ No property acquisition being anticipated (only Peel Region-owned buffer impacts at some locations) ○ A tentative construction start date of approximately 7-8 years from 2018. ○ To avoid property acquisition, dedicated right-turn lanes are not proposed as MUPs are proposed on both sides. Right turning traffic will share the curb lane with through traffic. • The Sustainable Transportation and Built Environment groups are supportive of the proposed design with no auxiliary right turn lanes. • The only location of concern for the Region's traffic operations group regarding the removal of auxiliary right-turn lanes is Braydon Boulevard's Northbound right-turn lane (where there are anticipated to be approx. 300 to 400 right turning vehicles in the 2031 scenario) <ul style="list-style-type: none"> ○ For all other locations where a right-turn lane exists today, these have been demonstrated to operate at acceptable levels of service as through-rights in the future, and the Region does not have a concern with this approach. • With regard to the location of bus stops, Peel Region noted their preference for nearside placement, similar to existing conditions. This is consistent with input received from Brampton Transit, who also noted their preference for bus stops to be located in the curb lane without a bus bay. • The right-turn lane into Countryside Plaza may need to be reinstated (as a condition of approval for the plaza development). HDR noted that this would require property acquisition and is therefore not preferred. • In terms of streetlighting at intersections, enhanced illumination was recommended for consideration during the detailed design. This will be documented in the ESR. • There was discussion regarding the merits of a northbound bus stop at Eagle Plains Drive <ul style="list-style-type: none"> ○ Signals are not warranted so Brampton Transit's policy is not to add a bus stop at these unsignalized midblock locations ○ This issue can be documented in the ESR as a concern. At the time of the Airport Road improvements a signal at this location is not warranted; however, future monitoring is recommended and a bus stop revisited accordingly. • Despite the Treeline signalization not being warranted, there is a 	<p>HDR</p> <p>HDR</p>	

Meeting Minutes



	<p>southbound bus stop at this location and there is access to properties on both sides of Airport Road.</p> <ul style="list-style-type: none">• The Region's Traffic Operations group is supportive of the design; however, the project team should revisit the Northbound Right-turn at Braydon Boulevard / Stonecrest Drive.• The next TAC meeting is proposed to be held sometime in Fall 2018.• The PIC is anticipated to be held in November 2018, following the TAC meeting.	HDR
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If there are any errors or omissions to these minutes, please contact Anthony Reitmeier or Veronica Restrepo within ten (10) business days of the issuance of these minutes.

Restrepo, Veronica

From: Mahmood, Tareq <tareq.mahmood@peelregion.ca>
Sent: Thursday, April 18, 2019 12:01 PM
To: Restrepo, Veronica
Cc: Nahed, Karim; Reitmeier, Anthony
Subject: FW: Airport Road Improvements EA - Braydon Blvd. to Countryside Drive
Attachments: Airport Rd EA from Stonecrest to Countryside.docx; Additional Comments from Traffic.docx

Hi Veronica,

Please find Traffic comments attached and below.

Sustainable Transportation

1. Ensure the goals/objectives of the following documents are reflected in this EA:
 - o Region of Peel's Sustainable Transportation Strategy
 - o Region of Peel's Vision Zero Road Safety Strategic Plan
 - o Region of Peel's Healthy Development Assessment User Guide
2. Update the mode share data and targets with the latest information (such as the Sustainable Transportation Strategy) – also, ensure mode share targets align with the Sustainable Transportation Strategy.
3. Support the hybrid solution since it meets the various needs of the community and the environment. Implementing active transportation infrastructure gives people more mode choice, makes it appealing to travel, improves connections to local facilities, and contributes to achieving mode share targets.
 - o Provide clarification on which type of active transportation facilities would be implemented (e.g. MUP and a sidewalk or replacing sidewalk with an MUP?)
 - This was not clear from the Table 4 Option 2 evaluation of Create a Pedestrian-Friendly Environment where it referred to widening of sidewalks.
 - o Ensure intersection improvements include AODA considerations, reducing curb radii, and reducing lane widths to encourage slower speeds.
 - o Ensure crossrides are provided to improve connectivity for cyclists.

Additional specific comments (mostly for Table 4 in the Phase 2 document) are included in the attached word document (which is summarized in the comments above).

Traffic Operations

1. Auxiliary Turn Lane Requirements memo dated Mary 18, 2018:
 - o Recommended convert northbound right turn lane to shared through-right lane at Countryside Drive (SBR) and Braydon Blvd. (NBR), what about other intersections that currently have an existing right turn lane? Are those existing auxiliary right turn lanes to be maintained?
 - o In the memo, only existing conditions right turn lane level of service were provided. What about level of service for future conditions (with 6-lane widening and recommended shared through-right lane analysis)?
 - o Strongly suggest maintaining northbound right turn lane at Braydon Blvd. intersection due to heavy right turn volumes and close by commercial access.
 - o Side streets auxiliary turn lane need to review as well (e.g. Braydon Blvd. WBL – heavy left turns and short storage lane, motorists are doing WB dual lefts or going through the intersection and making u-turn on the west leg then right turn at Airport Rd. intersection heading south).

- Review posted speed limit on Airport Road and include recommendation in Transportation and Traffic Study report.
- Crossing enhancements for the intersections that are not justified for traffic signals (e.g. Eagle Plains Drive etc.)

If you have any further questions, please let me know.

Thanks,

Tareq Mahmood
PM, Infrastructure Programming
and Studies, Transportation
Tel: 905-791-7800 X 7828
Cell: 905-872-6475

Restrepo, Veronica

From: Mahmood, Tareq <tareq.mahmood@peelregion.ca>
Sent: Thursday, April 18, 2019 3:50 PM
To: Restrepo, Veronica
Cc: Reitmeier, Anthony; Nahed, Karim
Subject: FW: Public Health Comment on Airport Rd. EA Improvements Braydon Blvd. to Countryside Dr.

Hi Veronica,

Please see the comment below received from Regional Built Environment Team.

Peel Public Health is supportive of the preferred hybrid solution that includes active transportation improvements. The community interest in multi-use trails on both sides of the roadway expressed in several comments detailed in Appendix A is also supported by Peel Public Health. As this project moves towards more tangible designs based on these broad alternative solutions, we would like to highlight the following:

1. The widening of Airport Rd. as part of the preferred “hybrid solution” has impacts for assessing the level of service for active transportation users. Although it was not included in the scope of this study, a Multi-Modal Level of Service assessment would have highlighted the trade-off of increased road width and decreased pedestrian level of service at intersections. Based on this rationale, we would encourage the consultant group to consider how to improve pedestrian crossings at intersections in this corridor. This will help mitigate the negative impact widening has on encouraging and supporting pedestrian activity. This could be addressed in the next step of this process when the consultant develops preliminary preferred designs. Considerations for these preliminary preferred designs include:
 - Intersection design choices and lighting to protect and enhance safety/favour pedestrians, i.e. no channelized right turning
 - including pedestrian crossing controls at Airport Road and Eagle Plains Dr. and Airport Road and Treeline Blvd.
2. Increasing the vehicular capacity of the road through a road widening also has implications for the experience of cycling along this corridor. To ensure that increased vehicular volume does not deter people from choosing to use a new multi-use trail next to the roadway, we would suggest that the consultants aim to maximize the level of separation of an MUT from the vehicular lanes. The 70km/h operating speed on this roadway segment would suggest a higher level of separation is warranted. This recommendation is aligned to OTM’s Book 18, which emphasizes that as speed goes up, separation should increase. For more guidance, see Step one in figure 3.2 – Model Worksheet for the Facility Type Selection Tool, of OTM book 18. As an alternative, consider reducing the posted speed and design speed to support cycling in this corridor.

Thanks,

Tareq Mahmood
PM, Infrastructure Programming
and Studies, Transportation
Tel: 905-791-7800 X 7828
Cell: 905-872-6475

MNRF Meetings and Key Correspondence

Meeting Minutes



<p>design grading is modelled.</p> <ul style="list-style-type: none">• It was confirmed that the existing culverts contain natural material at the bottom, likely placed flat (not shaped)• MNRF noted that the requirement for culverts to be embedded 20% may be from DFO guideline, not MNRF requirements.• Rules and regulations for culvert extensions indicate that the structures can be extended by only up to 25% of the existing structure length• In terms of treatment of road runoff within the study area, there are three (3) existing OGS units. The existing configuration/OGS capacity already accounts for 6 lane widening along Airport Road.• The project team will consider LID measures to complement the existing water quantity and quality treatment features• It was noted that the Region will retrofit Tributary A (outside of the EA study corridor) with Jellyfish OGS as part of the Mayfield permit. The Region will also upgrade Tributary D (also outside of the EA study corridor) with Jellyfish OGS and CB shield. At Countryside Drive, Jellyfish OGS will be provided.• In terms of LIDs, MNRF recommends reviewing the feasibility of including infiltration galleries in the design (if soils are good). MNRF confirmed they favour LIDs as they address both water quality and quantity; however specific comments would be provided depending on the selected approach.• It would be preferred that any mitigation be provided within the study corridor (Tributary B and C)• Based on the level of impact anticipated, MNRF noted it is very likely that a Letter of Advice and/or Notice of Activity would be sufficient, rather than a permit.	
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If there are any errors or omissions to these minutes, please contact Anthony Reitmeier or Veronica Restrepo within ten (10) business days of the issuance of these minutes.

Key MECP Correspondence

Ministry of the Environment and
Climate Change
*Drinking Water and Environmental
Compliance Division*

Central Region,
Technical Support Section
5775 Yonge Street, 9th Floor
North York, ON M2M 4J1
Tel. (416) 326-6700
Fax (416) 325-6347

Ministère de l'Environnement et de
l'Action en matière de changement
climatique
*Division de la conformité en matière d'eau
potable et d'environnement*

Région du Centre
Section d'appui technique
5775, rue Yonge, 8^{ième} étage
North York, Ontario M2M 4J1
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Télé. : (416) 325-6347



May 31, 2018

File No.: EA 01-05-05

Tareq Mahmood
Project Manager
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
tareq.mahmood@peelregion.ca

Re: **Airport Road Improvements from Braydon Blvd./Stonecrest Dr. to Countryside Dr.
Region of Peel
Schedule C Municipal Class EA
Response to Notice of Commencement**

Dear Mr. Mahmood,

This letter is in response to the Notice of Commencement for the above noted project. The Ministry of the Environment and Climate Change (MOECC) acknowledges that the Region of Peel has indicated that the study is following the approved environmental planning process for a Schedule C project under the Municipal Engineers Association's Municipal Class Environmental Assessment (Class EA).

The **updated** attached "Areas of Interest" document provides guidance regarding the ministry's interests with respect to the Class EA process. Please identify the areas of interest which are applicable to the project and ensure they are addressed. Proponents who address all of the applicable areas of interest can minimize potential delays to the project schedule.

Considering that this project is a Schedule C Municipal Class EA for a ~2 km stretch of roadway that is close sensitive receptors, an Air Quality Impact Assessment (AQIA) may be required to be included in the report and used as part of the decision making process for the preferred alternative to address all potential air quality impacts to sensitive receptors. This AQIA should include at a minimum the predicted traffic flows and the current and future emissions estimates, as well as any required mitigation measures. General guidance regarding the scope of AQIA requirements for Schedule C road improvement Municipal Class EA ESRs is attached to this letter for your reference. I strongly encourage you to contact this office to confirm AQIA requirements for your project.

The Crown has a legal duty to consult Aboriginal communities when it has knowledge, real or constructive, of the existence or potential existence of an Aboriginal or treaty right and contemplates conduct that may adversely impact that right. Before authorizing this project, the Crown must ensure that its duty to consult has been fulfilled, where such a duty is triggered. Although the duty to consult with Aboriginal peoples is a duty of the Crown, the Crown may delegate procedural aspects of this duty to project proponents while retaining oversight of the consultation process.

The proposed project may have the potential to affect Aboriginal or treaty rights protected under

Section 35 of Canada's *Constitution Act* 1982. Where the Crown's duty to consult is triggered in relation to the proposed project, **the MOECC is delegating the procedural aspects of rights-based consultation to the proponent through this letter.** The Crown intends to rely on the delegated consultation process in discharging its duty to consult and maintains the right to participate in the consultation process as it sees fit.

Based on information provided to date and the Crown's preliminary assessment the proponent is required to consult with the following communities who have been identified as potentially affected by the proposed project:

- Chippewas of Georgina Island First Nation
- Chippewas of Rama First Nation
- Six Nations of the Grand River
- Haudenosaunee Confederacy Chiefs Council
- Mississaugas of the New Credit First Nation

Steps that the proponent may need to take in relation to Aboriginal consultation for the proposed project are outlined in the "Code of Practice for Consultation in Ontario's Environmental Assessment Process" which can be found at the following link: <https://www.ontario.ca/document/consultation-ontarios-environmental-assessment-process>

Additional information related to Ontario's Environmental Assessment Act is available online at: www.ontario.ca/environmentalassessments

Please also refer to the attached document "A Proponent's Introduction to the Delegation of Procedural Aspects of consultation with Aboriginal Communities" for further information.

The proponent must contact the Director of Environmental Assessment and Permissions Branch under the following circumstances subsequent to initial discussions with the communities identified by MOECC:

- Aboriginal or treaty rights impacts are identified to the proponent by the communities
- The proponent has reason to believe that the proposed project may adversely affect an Aboriginal or treaty right
- Consultation has reached an impasse
- A Part II Order request or elevation request is expected

The Director of the Environmental Assessment and Permissions Branch can be notified either by email with the subject line "Potential Duty to Consult" to MOECCpermissions@ontario.ca or by mail or fax at the address provided below:

Email:	MOECCpermissions@ontario.ca Subject: Potential Duty to Consult
Fax:	416-314-8452
Address:	Environmental Assessment and Permissions Branch 135 St. Clair Avenue West, 1 st Floor Toronto, ON, M4V 1P5

The MOECC will then assess the extent of any Crown duty to consult for the circumstances and will consider whether additional steps should be taken, including what role the proponent will be asked to play in them.

A draft copy of the Project File/ESR should be sent to this office prior to the filing of the final report, allowing a minimum of 30 days for the ministry's technical reviewers to provide comments. Please also forward the Notice of Completion and final Project File/ESR to me when completed.

Should you or any members of your project team have any questions regarding the material above, please contact me at trevor.bell@ontario.ca or 416-326-3577.

Yours truly,



Trevor Bell
Regional Environmental Assessment Coordinator
Air, Pesticides and Environmental Planning

cc: Paul Martin, Supervisor, Technical Support Section, MOECC
Tina Dufresne, Manager, Halton Peel District Office, MOECC
Anthony Reitmeier, Consultant Project Manager, HDR Inc.
Veronica Restrepo, Transportation Engineer, HDR Inc.
Central Region EA File
A & P File

Attach: Areas of Interest

A Proponent's Introduction to the Delegation of Procedural Aspects of consultation with
Aboriginal Communities
Air Quality Impact Assessment Guidance for Schedule C Municipal Road Class EAs

AREAS OF INTEREST

It is suggested that you check off each applicable area after you have considered / addressed it.

□ Source Water Protection (all projects)

The Clean Water Act, 2006 (CWA) aims to protect existing and future sources of drinking water. To achieve this, several types of vulnerable areas have been delineated around surface water intakes and wellheads for every municipal residential drinking water system that is located in a source protection area. These vulnerable areas are known as a Wellhead Protection Areas (WHPAs) and surface water Intake Protection Zones (IPZs). Other vulnerable areas that have been delineated under the CWA include Highly Vulnerable Aquifers (HVAs), Significant Groundwater Recharge Areas (SGRAs), Event-based modelling areas (EBAs), and Issues Contributing Areas (ICAs). Source protection plans have been developed that include policies to address existing and future risks to sources of municipal drinking water within these vulnerable areas.

Projects that are subject to the Environmental Assessment Act that fall under a Class EA, or one of the Regulations, have the potential to impact sources of drinking water if they occur in designated vulnerable areas or in the vicinity of other at-risk drinking water systems (i.e. systems that are not municipal residential systems). MEA Class EA projects may include activities that, if located in a vulnerable area, could be a threat to sources of drinking water (i.e. have the potential to adversely affect the quality or quantity of drinking water sources) and the activity could therefore be subject to policies in a source protection plan. Where an activity poses a risk to drinking water, policies in the local source protection plan may impact how or where that activity is undertaken. Policies may prohibit certain activities, or they may require risk management measures for these activities. Municipal Official Plans, planning decisions, Class EA projects (where the project includes an activity that is a threat to drinking water) and prescribed instruments must conform with policies that address significant risks to drinking water and must have regard for policies that address moderate or low risks.

- As you may be aware, in October 2015, the MEA Parent Class EA document was amended to include reference to the Clean Water Act (Section A.2.10.6) and indicates that proponents undertaking a Municipal Class EA project must identify early in their process whether a project is or could potentially be occurring with a vulnerable area. **Given this requirement, please include a section in the Project File/ESR on source water protection.**
 - The proponent should identify the source protection area and should clearly document how the proximity of the project to sources of drinking water (municipal or other) and any delineated vulnerable areas was considered and assessed. Specifically the report should discuss whether or not the project is located in a vulnerable area and provide applicable details about the area. If located in a vulnerable area, proponents should document whether any project activities are prescribed drinking water threats and thus pose a risk to drinking water (this should be consulted on with the appropriate Source Protection Authority). Where an activity poses a risk to drinking water, the proponent must document and discuss in the project file or ESR how the project adheres to or has regard to applicable policies in the local source protection plan. This section should then be used to inform and be reflected in other sections of the report, such as the identification of net positive/negative effects of alternatives, mitigation measures, evaluation of alternatives etc.
- While most source protection plans focused on including policies for significant drinking water threats in the WHPAs and IPZs it should be noted that even though source protection plan policies may not apply in HVAs, these are areas where aquifers are sensitive and at risk to impacts and within these areas, activities may impact the quality of sources of drinking water for systems other than municipal residential systems.
- In order to determine if this project is occurring within a vulnerable area, proponents can use this mapping tool: <http://www.applications.ene.gov.on.ca/swp/en/index.php>. The mapping tool will also provide a link to the appropriate source protection plan in order to identify what policies may be applicable in the vulnerable area.

- For further information on the maps or source protection plan policies which may relate to their project, proponents must contact the appropriate source protection authority. **Please consult with the local source protection authority to discuss potential impacts on drinking water. The contact for this project is Jennifer Stephens at 416-661-6600 ext. 5568 or jstephens@trca.on.ca. Please document the results of that consultation within the Report and include all communication documents/correspondence.**

More Information

For more information on the Clean Water Act, source protection areas and plans, including specific information on the vulnerable areas and drinking water threats, please refer to Conservation Ontario's website where you will also find links to the local source protection plan/assessment report.

A list of the prescribed drinking water threats can be found in section 1.1 of Ontario Regulation 287/07 made under the Clean Water Act. In addition to prescribed drinking water threats, some source protection plans may include policies to address additional "local" threat activities, as approved by the MOECC.

□ **Climate Change**

Ontario is leading the fight against climate change through the Climate Change Action Plan. Recently released, the plan lays out the specific actions Ontario will take in the next five years to meet its 2020 greenhouse gas reduction targets and establishes the framework necessary to meet its long-term targets. As a commitment of the action plan, **the province has now finalized a guide, "Considering Climate Change in the Environmental Assessment Process" (Guide), which is found online at: <https://www.ontario.ca/page/considering-climate-change-environmental-assessment-process>**

The Guide is now a part of the Environmental Assessment program's Guides and Codes of Practice. The Guide sets out the MOECC's expectation for considering climate change in the preparation, execution and documentation of environmental assessment studies and processes. The guide provides examples, approaches, resources, and references to assist proponents with consideration of climate change in EA. **Proponents should review this Guide in detail.**

- The MOECC expects proponents to:
 1. Take into account during the assessment of alternative solutions and alternative designs, the following:
 - a. the project's expected production of greenhouse gas emissions and impacts on carbon sinks (climate change mitigation); and
 - b. resilience or vulnerability of the undertaking to changing climatic conditions (climate change adaptation).
 2. Include a discrete section in the Project File/ESR detailing how climate change was considered in the EA.

How climate change is considered can be qualitative or quantitative in nature, and should be scaled to the project's level of environmental effect. In all instances, both a project's impacts on climate change (mitigation) and impacts of climate change on a project (adaptation) should be considered. Please ensure climate change is considered in the report.

- The MOECC has also prepared another guide to support provincial land use planning direction related to the completion of energy and emission plans. The "[Community Emissions Reduction Planning: A Guide for Municipalities](#)" document is designed to educate stakeholders on the municipal opportunities to reduce energy and greenhouse gas emissions, and to provide guidance on methods and techniques to incorporate consideration of energy and greenhouse gas emissions into municipal activities of all types. We encourage you to review the Guide for information.

□ Planning and Policy

- Parts of the study area may be subject to the Oak Ridges Moraine Conservation Plan, Niagara Escarpment Plan, Greenbelt Plan, [Lake Simcoe Protection Plan](#), or Growth Plan for the Greater Golden Horseshoe. Applicable policies should be referenced in the Project File/ESR, and the proponent should describe how the proposed study adheres to the relevant policies in these plans. **The new 2017 provincial plans are now in effect.**
- The [Provincial Policy Statement](#) (2014) contains policies that protect Ontario's natural heritage and water resources. Applicable policies should be referenced in the Project File/ESR, and the proponent should describe how this proposed project is consistent with these policies.

□ Air Quality, Dust and Noise

- If there are sensitive receptors in the surrounding area of this project, an air quality/odour impact assessment will be useful to evaluate alternatives, determine impacts and identify appropriate mitigation measures. The scope of the assessment can be determined based on the potential effects of the proposed alternatives, and typically includes source and receptor characterization and a quantification of local air quality impacts on the sensitive receptors and the environment in the study area. The assessment will compare to all applicable standards or guidelines for all contaminants of concern. **Please contact this office for further consultation on the level of Air Quality Impact Assessment required for this project if not already advised.**
- **If a full Air Quality Impact Assessment is not required for the project, the Project File/ESR should still contain:**
 - A discussion of local air quality including existing activities/sources that significantly impact local air quality and how the project may impact existing conditions;
 - A discussion of the nearby sensitive receptors and the project's potential air quality impacts on present and future sensitive receptors;
 - A discussion of local air quality impacts that could arise from this project during both construction and operation; and
 - A discussion of potential mitigation measures.
- As a common practice, "air quality" should be used an evaluation criterion for all road projects.
- Dust and noise control measures should be addressed and included in the construction plans to ensure that nearby residential and other sensitive land uses within the study area are not adversely affected during construction activities.
- The MOECC recommends that non-chloride dust-suppressants be applied. For a comprehensive list of fugitive dust prevention and control measures that could be applied, refer to *Cheminfo Services Inc. Best Practices for the Reduction of Air Emissions from Construction and Demolition Activities*. Report prepared for Environment Canada. March 2005. <http://www.bv.transports.gouv.qc.ca/mono/1173259.pdf>
- The Project File/ESR should consider the potential impacts of increased noise levels during the operation of the completed project. The proponent should explore all potential measures to mitigate significant noise impacts during the assessment of alternatives.

□ Ecosystem Protection and Restoration

- Any impacts to ecosystem form and function must be avoided where possible. The Project File/ESR should describe any proposed mitigation measures and how project planning will protect and enhance the local ecosystem.

- All natural heritage features should be identified and described in detail to assess potential impacts and to develop appropriate mitigation measures. The following sensitive environmental features may be located within or adjacent to the study area:
 - Areas of Natural and Scientific Interest (ANSIs)
 - Rare Species of flora or fauna
 - Watercourses
 - Wetlands
 - Woodlots

We recommend consulting with the Ministry of Natural Resources and Forestry (MNR), Fisheries and Oceans Canada (DFO) and your local conservation authority to determine if special measures or additional studies will be necessary to preserve and protect these sensitive features. In addition, you may consider the provisions of the Rouge Park Management Plan if applicable.

□ Surface Water

- The Project File/ESR must include a sufficient level of information to demonstrate that there will be no negative impacts on the natural features or ecological functions of any watercourses within the study area. Measures should be included in the planning and design process to ensure that any impacts to watercourses from construction or operational activities (e.g. spills, erosion, pollution) are mitigated as part of the proposed undertaking.
- Additional stormwater runoff from new pavement can impact receiving watercourses and flood conditions. Quality and quantity control measures to treat stormwater runoff should be considered for all new impervious areas and, where possible, existing surfaces. The ministry's [Stormwater Management Planning and Design Manual \(2003\)](#) should be referenced in the Project File/ESR and utilized when designing stormwater control methods. **A Stormwater Management Plan should be prepared as part of the Class EA process** that includes:
 - Strategies to address potential water quantity and erosion impacts related to stormwater draining into streams or other sensitive environmental features, and to ensure that adequate (enhanced) water quality is maintained
 - Watershed information, drainage conditions, and other relevant background information
 - Future drainage conditions, stormwater management options, information on erosion and sediment control during construction, and other details of the proposed works
 - Information on maintenance and monitoring commitments.
- Ontario Regulation 60/08 under the Ontario Water Resources Act (OWRA) applies to the Lake Simcoe Basin, which encompasses Lake Simcoe and the lands from which surface water drains into Lake Simcoe. If the proposed sewage treatment plant is listed in Table 1 of the regulation, the Project File/ESR should describe how the proposed project and its mitigation measures are consistent with the requirements of this regulation and the OWRA.
- Any potential approval requirements for surface water taking or discharge should be identified in the Project File/ESR. In particular, a Permit to Take Water (PTTW) under the OWRA will be required for any water takings that exceed 50,000 L/day, with the exception of certain water taking activities that have been prescribed by the Water Taking EASR Regulation – *O. Reg. 63/16*. These prescribed water-taking activities require registration in the EASR instead of a PTTW. Please review the [Water Taking User Guide for EASR](#) for more information. Additionally, an Environmental Compliance Approval under the OWRA is required for municipal stormwater management works.

□ Groundwater

- The status of, and potential impacts to any well water supplies should be addressed. If the project involves groundwater takings or changes to drainage patterns, the quantity and quality of groundwater may be affected due to drawdown effects or the redirection of existing contamination flows. In addition, project activities may infringe on existing wells such that they must be reconstructed or sealed and abandoned. Appropriate information to define existing groundwater conditions should be included in the Project File/ESR.
- If the potential construction or decommissioning of water wells is identified as an issue, the Project File/ESR should refer to Ontario Regulation 903, Wells, under the OWRA.
- Potential impacts to groundwater-dependent natural features should be addressed. Any changes to groundwater flow or quality from groundwater taking may interfere with the ecological processes of streams, wetlands or other surficial features. In addition, discharging contaminated or high volumes of groundwater to these features may have direct impacts on their function. Any potential effects should be identified, and appropriate mitigation measures should be recommended. The level of detail required will be dependent on the significance of the potential impacts.
- Any potential approval requirements for groundwater taking or discharge should be identified in the Project File/ESR. In particular, a Permit to Take Water (PTTW) under the OWRA will be required for any water takings that exceed 50,000 L/day, with the exception of certain water taking activities that have been prescribed by the Water Taking EASR Regulation – *O. Reg. 63/16*. These prescribed water-taking activities require registration in the EASR instead of a PTTW. Please review the [Water Taking User Guide for EASR](#) for more information.

□ Contaminated Soils

- Since the removal or movement of soils may be required, appropriate tests to determine contaminant levels from previous land uses or dumping should be undertaken. If the soils are contaminated, you must determine how and where they are to be disposed of, consistent with *Part XV.1 of the Environmental Protection Act (EPA)* and Ontario Regulation 153/04, Records of Site Condition, which details the new requirements related to site assessment and clean up. Please contact the ministry's District Offices for further consultation if contaminated sites are present.
- Any current or historical waste disposal sites should be identified in the Project File/ESR. The status of these sites should be determined to confirm whether approval pursuant to Section 46 of the EPA may be required for land uses on former disposal sites.
- The location of any underground storage tanks should be investigated in the Project File/ESR. Measures should be identified to ensure the integrity of these tanks and to ensure an appropriate response in the event of a spill. The ministry's Spills Action Centre must be contacted in such an event.
- The Project File/ESR should identify any underground transmission lines in the study area. The owners should be consulted to avoid impacts to this infrastructure, including potential spills.

□ Excess Materials Management

- Activities involving the management of excess soil should be completed in accordance with the MOECC's current guidance document titled "Management of Excess Soil – A Guide for Best Management Practices" (2014) available online (<http://www.ontario.ca/document/management-excess-soil-guide-best-management-practices>).
- All waste generated during construction must be disposed of in accordance with ministry requirements.

□ Servicing and Facilities

- Any facility that releases emissions to the atmosphere, discharges contaminants to ground or surface water, provides potable water supplies, or stores, transports or disposes of waste must have an Environmental Compliance Approval (ECA) before it can operate lawfully. Please consult with the Environmental Approvals Access and Service Integration Branch (EAASIB) to determine whether a new or amended ECA will be required for any proposed infrastructure.
- We recommend referring to the ministry's "D-Series" guidelines – Land Use Compatibility to ensure that any potential land use conflicts are considered when planning for any infrastructure or facilities related to wastewater, pipelines, landfills or industrial uses.

□ Mitigation and Monitoring

Contractors must be made aware of all environmental considerations so that all environmental standards and commitments for both construction and operation are met. Mitigation measures should be clearly referenced in the Project File/ESR and regularly monitored during the construction stage of the project. In addition, we encourage proponents to conduct post-construction monitoring to ensure all mitigation measures have been effective and are functioning properly.

- Design and construction reports and plans should be based on a best management approach that centres on the prevention of impacts, protection of the existing environment, and opportunities for rehabilitation and enhancement of any impacted areas.
- The proponent's construction and post-construction monitoring plans must be documented in the Project File/ESR, as outlined in Section A.2.5 and A.4.1 of the MEA Class EA parent document.

□ Consultation

- The Project File/ESR must demonstrate how the consultation provisions of the Class EA have been fulfilled, including documentation of all stakeholder consultation efforts undertaken during the planning process. This includes a discussion in the Project File/ESR that identifies concerns that were raised and **describes how they have been addressed by the proponent** throughout the planning process. The Class EA also directs proponents to include copies of comments submitted on the project by interested stakeholders, and the proponent's responses to these comments.

□ Class EA Process

- The Project File/ESR should provide clear and complete documentation of the planning process in order to allow for transparency in decision-making.
- If this project is a Master Plan: there are several different approaches that can be used to conduct a Master Plan, examples of which are outlined in Appendix 4 of the Class EA. The Master Plan should clearly indicate the selected approach for conducting the plan, in particular by identifying whether the levels of assessment, consultation and documentation are sufficient to fulfill the requirements for Schedule B or C projects. Please note that any Schedule B or C projects identified in the plan would be subject to Part II Order Requests under the *Environmental Assessment Act* (EAA), although the plan itself would not be.
- The Class EA requires the consideration of the effects of each alternative on all aspects of the environment. The Project File/ESR should include a level of detail (e.g. hydrogeological investigations, terrestrial and aquatic assessments) such that all potential impacts can be identified and appropriate mitigation measures can be developed. Any supporting studies conducted during the Class EA process should be referenced and included as part of the Project File/ESR.

- Please include in the Project File/ESR a list of all subsequent permits or approvals that may be required for the implementation of the preferred alternative, including but not limited to, MOECC's PTTW, EASR Registrations and ECAs, conservation authority permits, species at risk permits, and approvals under the *Canadian Environmental Assessment Act* (CEAA).
- Ministry guidelines and other information related to the issues above are available at <http://www.ontario.ca/environment-and-energy/environment-and-energy>. We encourage you to review all the available guides and to reference any relevant information in the Project File/ESR.

A PROPONENT'S INTRODUCTION TO THE DELEGATION OF PROCEDURAL ASPECTS OF CONSULTATION WITH ABORIGINAL COMMUNITIES

DEFINITIONS

The following definitions are specific to this document and may not apply in other contexts:

Aboriginal communities – the First Nation or Métis communities identified by the Crown for the purpose of consultation.

Consultation – the Crown's legal obligation to consult when the Crown has knowledge of an established or asserted Aboriginal or treaty right and contemplates conduct that might adversely impact that right. This is the type of consultation required pursuant to s. 35 of the *Constitution Act, 1982*. Note that this definition does not include consultation with Aboriginal communities for other reasons, such as regulatory requirements.

Crown – the Ontario Crown, acting through a particular ministry or ministries.

Procedural aspects of consultation – those portions of consultation related to the process of consultation, such as notifying an Aboriginal community about a project, providing information about the potential impacts of a project, responding to concerns raised by an Aboriginal community and proposing changes to the project to avoid negative impacts.

Proponent – the person or entity that wants to undertake a project and requires an Ontario Crown decision or approval for the project.

I. PURPOSE

The Crown has a legal duty to consult Aboriginal communities when it has knowledge of an existing or asserted Aboriginal or treaty right and contemplates conduct that may adversely impact that right. In outlining a framework for the duty to consult, the Supreme Court of Canada has stated that the Crown may delegate procedural aspects of consultation to third parties. This document provides general information about the Ontario Crown's approach to delegation of the procedural aspects of consultation to proponents.

This document is not intended to instruct a proponent about an individual project, and it does not constitute legal advice.

II. WHY IS IT NECESSARY TO CONSULT WITH ABORIGINAL COMMUNITIES?

The objective of the modern law of Aboriginal and treaty rights is the *reconciliation* of Aboriginal peoples and non-Aboriginal peoples and their respective rights, claims and interests. Consultation is an important component of the reconciliation process.

The Crown has a legal duty to consult Aboriginal communities when it has knowledge of an existing or asserted Aboriginal or treaty right and contemplates conduct that might adversely impact that right. For example, the Crown's duty to consult is triggered when it considers issuing a permit, authorization or approval for a project which has the potential to adversely impact an Aboriginal right, such as the right to hunt, fish, or trap in a particular area.

The scope of consultation required in particular circumstances ranges across a spectrum depending on both the nature of the asserted or established right and the seriousness of the potential adverse impacts on that right.

Depending on the particular circumstances, the Crown may also need to take steps to accommodate the potentially impacted Aboriginal or treaty right. For example, the Crown may be required to avoid or minimize the potential adverse impacts of the project.

III. THE CROWN'S ROLE AND RESPONSIBILITIES IN THE DELEGATED CONSULTATION PROCESS

The Crown has the responsibility for ensuring that the duty to consult, and accommodate where appropriate, is met. However, the Crown may delegate the procedural aspects of consultation to a proponent.

There are different ways in which the Crown may delegate the procedural aspects of consultation to a proponent, including through a letter, a memorandum of understanding, legislation, regulation, policy and codes of practice.

If the Crown decides to delegate procedural aspects of consultation, the Crown will generally:

- Ensure that the delegation of procedural aspects of consultation and the responsibilities of the proponent are clearly communicated to the proponent;
- Identify which Aboriginal communities must be consulted;
- Provide contact information for the Aboriginal communities;
- Revise, as necessary, the list of Aboriginal communities to be consulted as new information becomes available and is assessed by the Crown;
- Assess the scope of consultation owed to the Aboriginal communities;
- Maintain appropriate oversight of the actions taken by the proponent in fulfilling the procedural aspects of consultation;
- Assess the adequacy of consultation that is undertaken and any accommodation that may be required;
- Provide a contact within any responsible ministry in case issues arise that require direction from the Crown; and
- Participate in the consultation process as necessary and as determined by the Crown.

IV. THE PROPONENT'S ROLE AND RESPONSIBILITIES IN THE DELEGATED CONSULTATION PROCESS

Where aspects of the consultation process have been delegated to a proponent, the Crown, in meeting its duty to consult, will rely on the proponent's consultation activities and documentation of those activities. The consultation process informs the Crown's decision of whether or not to approve a proposed project or activity.

A proponent's role and responsibilities will vary depending on a variety of factors including the extent of consultation required in the circumstance and the procedural aspects of consultation the Crown has delegated to it. Proponents are often in a better position than the Crown to discuss a project and its potential impacts with Aboriginal communities and to determine ways to avoid or minimize the adverse impacts of a project.

A proponent can raise issues or questions with the Crown at any time during the consultation process. If issues or concerns arise during the consultation that cannot be addressed by the proponent, the proponent should contact the Crown.

a) What might a proponent be required to do in carrying out the procedural aspects of consultation?

Where the Crown delegates procedural aspects of consultation, it is often the proponent's responsibility to provide notice of the proposed project to the identified Aboriginal communities. The notice should indicate that the Crown has delegated the procedural aspects of consultation to the proponent and should include the following information:

- a description of the proposed project or activity;
- mapping;
- proposed timelines;
- details regarding anticipated environmental and other impacts;
- details regarding opportunities to comment; and
- any changes to the proposed project that have been made for seasonal conditions or other factors, where relevant.

Proponents should provide enough information and time to allow Aboriginal communities to provide meaningful feedback regarding the potential impacts of the project. Depending on the nature of consultation required for a project, a proponent also may be required to:

- provide the Crown with copies of any consultation plans prepared and an opportunity to review and comment;
- ensure that any necessary follow-up discussions with Aboriginal communities take place in a timely manner, including to confirm receipt of information, share and update information and to address questions or concerns that may arise;
- as appropriate, discuss with Aboriginal communities potential mitigation measures and/or changes to the project in response to concerns raised by Aboriginal communities;
- use language that is accessible and not overly technical, and translate material into Aboriginal languages where requested or appropriate;
- bear the reasonable costs associated with the consultation process such as, but not

limited to, meeting hall rental, meal costs, document translation(s), or to address technical & capacity issues;

- provide the Crown with all the details about potential impacts on established or asserted Aboriginal or treaty rights, how these concerns have been considered and addressed by the proponent and the Aboriginal communities and any steps taken to mitigate the potential impacts;
- provide the Crown with complete and accurate documentation from these meetings and communications; and
- notify the Crown immediately if an Aboriginal community not identified by the Crown approaches the proponent seeking consultation opportunities.

b) What documentation and reporting does the Crown need from the proponent?

Proponents should keep records of all communications with the Aboriginal communities involved in the consultation process and any information provided to these Aboriginal communities.

As the Crown is required to assess the adequacy of consultation, it needs documentation to satisfy itself that the proponent has fulfilled the procedural aspects of consultation delegated to it. The documentation required would typically include:

- the date of meetings, the agendas, any materials distributed, those in attendance and copies of any minutes prepared;
- the description of the proposed project that was shared at the meeting;
- any and all concerns or other feedback provided by the communities;
- any information that was shared by a community in relation to its asserted or established Aboriginal or treaty rights and any potential adverse impacts of the proposed activity, approval or disposition on such rights;
- any proposed project changes or mitigation measures that were discussed, and feedback from Aboriginal communities about the proposed changes and measures;
- any commitments made by the proponent in response to any concerns raised, and feedback from Aboriginal communities on those commitments;
- copies of correspondence to or from Aboriginal communities, and any materials distributed electronically or by mail;
- information regarding any financial assistance provided by the proponent to enable participation by Aboriginal communities in the consultation;
- periodic consultation progress reports or copies of meeting notes if requested by the Crown;
- a summary of how the delegated aspects of consultation were carried out and the results; and
- a summary of issues raised by the Aboriginal communities, how the issues were addressed and any outstanding issues.

In certain circumstances, the Crown may share and discuss the proponent's consultation record with an Aboriginal community to ensure that it is an accurate reflection of the consultation process.

c) Will the Crown require a proponent to provide information about its commercial arrangements with Aboriginal communities?

The Crown may require a proponent to share information about aspects of commercial arrangements between the proponent and Aboriginal communities where the arrangements:

- include elements that are directed at mitigating or otherwise addressing impacts of the project;
- include securing an Aboriginal community's support for the project; or
- may potentially affect the obligations of the Crown to the Aboriginal communities.

The proponent should make every reasonable effort to exempt the Crown from confidentiality provisions in commercial arrangements with Aboriginal communities to the extent necessary to allow this information to be shared with the Crown.

The Crown cannot guarantee that information shared with the Crown will remain confidential. Confidential commercial information should not be provided to the Crown as part of the consultation record if it is not relevant to the duty to consult or otherwise required to be submitted to the Crown as part of the regulatory process.

V. WHAT ARE THE ROLES AND RESPONSIBILITIES OF ABORIGINAL COMMUNITIES' IN THE CONSULTATION PROCESS?

Like the Crown, Aboriginal communities are expected to engage in consultation in good faith. This includes:

- responding to the consultation notice;
- engaging in the proposed consultation process;
- providing relevant documentation;
- clearly articulating the potential impacts of the proposed project on Aboriginal or treaty rights; and
- discussing ways to mitigate any adverse impacts.

Some Aboriginal communities have developed tools, such as consultation protocols, policies or processes that provide guidance on how they would prefer to be consulted. Although not legally binding, proponents are encouraged to respect these community processes where it is reasonable to do so. Please note that there is no obligation for a proponent to pay a fee to an Aboriginal community in order to enter into a consultation process.

To ensure that the Crown is aware of existing community consultation protocols, proponents should contact the relevant Crown ministry when presented with a consultation protocol by an Aboriginal community or anyone purporting to be a representative of an Aboriginal community.

VI. WHAT IF MORE THAN ONE PROVINCIAL CROWN MINISTRY IS INVOLVED IN APPROVING A PROPONENT'S PROJECT?

Depending on the project and the required permits or approvals, one or more ministries may delegate procedural aspects of the Crown's duty to consult to the proponent. The proponent may contact individual ministries for guidance related to the delegation of procedural aspects of consultation for ministry-specific permits/approvals required for the project in question. Proponents are encouraged to seek input from all involved Crown ministries sooner rather than later.

Air Quality Impact Assessment Guidance for Schedule C Municipal Road Class EAs

1. Study Area

The scope of the AQIA should be determined by the proponent and clearly outlined in the AQIA document based on the number and nature of scenarios/alternatives being considered, for example, the routes under consideration.

The focus should be on defining the “worst case scenario”, whether it is the length of roadway with the highest traffic volumes in close proximity to sensitive receptors or sections of roadways with on and off ramps and overpasses. The end result should be a defined study area.

2. List of Parameters

The list of parameters should focus mainly on the key pollutants released from mobile sources such as, but not limited to, the following:

- CO
- NO_x (with a focus on NO and NO₂)
- TSP
- PM₁₀
- PM_{2.5}
- Selected VOCs (benzene, 1-3 Butadiene, formaldehyde, acetaldehyde and acrolein)
- Benzo(a)pyrene – as a surrogate for PAHs

All averaging periods for which there is a corresponding standard or guideline should be assessed.

3. Background Data

Background data representative of the study area is generally summarized for the most recent 5 years from the nearest or most representative MOECC AQHI and/or NAPS stations. The 90th percentile should be used when assessing combined air quality concentrations for comparison against applicable standards and guidelines.

4. Emission Estimates

Emission estimates are based on current and proposed future traffic counts where MOVES is used to generate emission factors.

5. Traffic Data

Traffic data including fleet distribution and characteristics, road type, traffic signals, idling conditions, or roundabouts/stop signs may be considered or incorporated into the assessment.

6. Dispersion Modelling and Meteorological Data

Dispersion modelling, typically using CAL3QHCR or AERMOD, is conducted to determine maximum pollutant concentrations resulting from implementation of the project and the resulting air quality impacts at the most impacted sensitive receptors for the different scenarios. At a minimum, two modelling scenarios are to be conducted to determine the incremental difference between the current conditions (base case) and future scenario. The timing of the future scenario should be defined and take into consideration projected population growth and traffic/emissions impacts.

According to the Ministry of Transportations' *Environmental Guide for Assessing and Mitigating the Air Quality Impacts and Greenhouse Gas Emissions of Provincial Transportation Projects (June, 2012)*, "...local air quality impacts are assumed to be limited to a distance of approximately 500 m from the transportation facility, in each direction." Therefore, the Cartesian grid system used to easily model concentrations at each receptor typically has a grid limit of approximately 500 m from the edge of the subject road.

The five most recent years of meteorological data should be used for dispersion modelling. However, under certain conditions, one year of continuous data may be sufficient. Surface data can be obtained from facilities such as Pearson International Airport, Toronto Island, Buttonville or site-specific and upper air data obtained from Buffalo, New York.

All supporting documentation and assumptions that are inputted into the models should be summarized as appendices. A sample of the electronic dispersion model input and output files must be submitted for the ministry's review.

7. Sensitive Receptors

All key and potentially sensitive receptors located in the surrounding area must be identified and included in the model. Sensitive receptors include but are not limited to residences, schools, health care facilities and daycare centers. Future sensitive receptors should also be included in the assessment.

8. Combined Effects

In order to assess the combined effects at nearby sensitive receptors, the AQIA should sum the maximum modelled concentrations with the 90th percentile background concentrations for comparison against applicable standards and guidelines.

If exceedances or non-conformances are predicted, a discussion of possible mitigation measures should be included.

9. Applicable Guidelines

Applicable standards and guidelines may include:

- MOECC Ambient Air Quality Criteria (AAQCs)
- Canadian Ambient Air Quality Standards (CAAQs)

10. Results

The predicted results obtained from the dispersion modelling exercise are to be presented in detail in the AQIA and summarized in the ESR. This should include an analysis and discussion of the results and potential air quality impacts of the project.

Results for each contaminant should be discussed separately and should depict predicted maximum concentrations at the most impacted sensitive receptor(s), the overall maximum predicted concentrations and the combined concentrations, for each averaging period assessed. It may also be relevant to discuss receptor specific results.

11. Climate Change and Regional Impacts

The AQIA should consider climate change and regional air quality impacts when assessing the project's potential impacts and possible mitigation measures. This may include comparing

impacts from the proposed undertaking with the provincial greenhouse gas totals reported by Environment Canada.

12. Summary and Mitigation Measures

The AQIA and ESR should summarize the key conclusions of the study based on the results as provided. In addition, general mitigation measures should be discussed, including those mitigation measures that will be implemented during construction to minimize off-site impacts.

For example, best management practices should be applied to mitigate any air quality impacts caused by construction dust. Please note that the ministry recommends that non-chloride dust suppressants be applied.

For a comprehensive list of fugitive dust prevention and control measures, please refer to *Cheminfo Services Inc. Best Practices for the Reduction of Air Emissions from Construction and Demolition Activities*. Report prepared for Environment Canada. March 2005.
<http://www.bv.transports.gouv.qc.ca/mono/1173259.pdf>

13. Cumulative Impacts

The ministry is currently preparing draft guidance documents to address cumulative effects in EAs. In the interim, please use the following federal EA resources as references for addressing cumulative effects:

- Cumulative Effects Assessment Practitioners' Guide
<https://www.ceaa-acee.gc.ca/default.asp?lang=En&n=43952694-%201&offset=&toc=hide>
- Reference Guide: Addressing Cumulative Environmental Effects
<https://www.ceaa-acee.gc.ca/default.asp?lang=En&n=9742C481-%201&offset=&toc=hide>

14. Further Guidance

For further guidance, including additional references and information such as prediction of emissions from re-entrained road dust and silt loading factors, please refer to the Ministry of Transportations' *Environmental Guide for Assessing and Mitigating the Air Quality Impacts and Greenhouse Gas Emissions of Provincial Transportation Projects (June, 2012)* or any subsequent version.

[http://www.raqsbc.mto.gov.on.ca/techpubs/eps.nsf/0/24fe4bb174a2af7085257aa9006558f4/\\$FILE/MTO%20Environmental%20Guide%20for%20Air%20Quality%20June%202012%20Final%20ACC.pdf](http://www.raqsbc.mto.gov.on.ca/techpubs/eps.nsf/0/24fe4bb174a2af7085257aa9006558f4/$FILE/MTO%20Environmental%20Guide%20for%20Air%20Quality%20June%202012%20Final%20ACC.pdf)

From: [Bell, Trevor \(MECP\)](#)
To: [Restrepo, Veronica](#)
Cc: [Martin, Paul \(MECP\)](#); [Dufresne, Tina \(MECP\)](#); [Reitmeier, Anthony](#); [Nahed, Karim](#); [Mahmood, Tareq \(tareq.mahmood@peelregion.ca\)](#)
Subject: RE: Airport Road from Braydon Blvd to Countryside Dr - Schedule C Municipal Class EA
Date: Thursday, August 30, 2018 4:05:23 PM

Hi Veronica,

The following summarizes the recommendations from our Air Quality Analyst in response to your request:

Based on the close proximity of the sensitive receptors to the road widening from 4 lanes to 6 lanes with the proposed 39,000 AADT, Central Region TSS recommends to conduct a full Air Quality Impact Assessment for the proposed undertaking. This can be done by looking at the most impacted sensitive receptors. So instead of modelling the entire corridor, we are recommending to pick the worst segment of the study area in terms of traffic congestion and nearby sensitive receptors and model this segment to assess the maximum impacts from the entire corridor. The segment selection should be supported.

In addition, we recommend at a minimum two modelling Scenarios. One scenario should capture the existing conditions with the four lanes of traffic with the current traffic volumes. The second scenario should entail the future build out scenario (2041) with the 6 lanes of traffic with the future forecasted traffic volumes. These impacts should be compared to the Ontario Ambient Air Quality Criteria as an evaluation of air quality. And lastly, the ESR should also discuss any mitigation measures that the proponent is recommending to minimize off-site impacts at the most impacted sensitive receptors.

If you have any questions or concerns with the preceding, please feel free to contact me.

Best regards,

Trevor

Trevor Bell, B.Sc., M.Env.

Environmental Resource Planner and EA Coordinator

Technical Support Section | Central Region

Ministry of the Environment, Conservation and Parks

5775 Yonge St., 8th Floor

Toronto, ON M2M 4J1

T: 416-326-3577

E: trevor.bell@ontario.ca

From: Restrepo, Veronica [mailto:Veronica.Restrepo@hdrinc.com]

Sent: August-30-18 11:49 AM

To: Bell, Trevor (MECP)

Cc: Martin, Paul (MECP); Dufresne, Tina (MECP); Reitmeier, Anthony; Nahed, Karim; Mahmood, Tareq (tareq.mahmood@peelregion.ca)

Subject: RE: Airport Road from Braydon Blvd to Countryside Dr - Schedule C Municipal Class EA

Hi Trevor,

Further to your Notice of Commencement Response (refer to page 1 of your May 31, 2018 letter, attached here for your reference), we are contacting you to confirm the scope for the Air Quality assessment for the Airport Road EA.

In order to assist the Ministry in confirming the requirements for the AQIA for this project, please find attached a slide from our first Public Open House with a study area key plan showing the key characteristics along the corridor.

In general, the study area is residential with properties backing onto Airport Road. There are currently three

signalized intersections, and two lanes of traffic in each direction plus auxiliary right and left turn lanes at most intersections (both signalized and unsignalized).

The study recommendations generally consist of widening from four to six through lanes and maintaining existing left turn lanes and signalized intersections. In addition, cyclists and pedestrians will be accommodated through multi-use paths on both sides of Airport Road, and tree plantings are proposed where feasible. All proposed improvements can generally be accommodated within the existing road ROW, and as such, no property acquisition is anticipated.

In terms of traffic volumes, our traffic assessment indicates that without the proposed improvements, the road will be at its full capacity (36,000 AADT) by 2041, and with the proposed improvements the AADT will be 39,000. Please let us know if you require any additional information. We look forward to your response at your earliest convenience so we can get started with this assessment.

Thanks,

Veronica

Veronica Restrepo, P.Eng.

D 647.777.4952

hdrinc.com/follow-us

From: Bell, Trevor (MOECC) [mailto:Trevor.Bell@ontario.ca]

Sent: Thursday, May 31, 2018 4:39 PM

To: Mahmood, Tareq (tareq.mahmood@peelregion.ca)

Cc: Martin, Paul (MOECC); Dufresne, Tina (MOECC); Reitmeier, Anthony; Restrepo, Veronica

Subject: Airport Road from Braydon Blvd to Countryside Dr - Schedule C Municipal Class EA

Good afternoon,

Please find attached a letter from the Ministry of the Environment and Climate Change, Central Region Technical Support Section regarding the above mentioned project. Feel free to contact me directly with any questions or concerns you may have.

Sincerely,

Trevor Bell

Environmental Resource Planner and EA Coordinator

Technical Support Section | Central Region

Ministry of the Environment and Climate Change

5775 Yonge St., 8th Floor

Toronto, ON M2M 4J1

T: 416-326-3577

E: trevor.bell@ontario.ca

Restrepo, Veronica

From: McAllister, Aurora (MECP) <Aurora.McAllister@ontario.ca>
Sent: Wednesday, August 7, 2019 12:28 PM
To: Mahmood, Tareq
Cc: Paquette, Samantha
Subject: RE: Airport Road Improvements EA - Braydon Blvd. to Countryside Drive

Hello Tareq,

Thank you for the opportunity to review the draft documents.

It appears that the road widening will impact 2 regulated (contributing) Redside Dace streams. As long as the project will not remove or alter the function of these features and appropriate and effective mitigation is applied, authorization under the Endangered Species Act would not be required in relation to Redside Dace.

Please consult the document entitled “Guidance for development activities in Redside Dace protected habitat” ([available online](#)) for direction on specific mitigation in regards to crossing design, stormwater management and erosion and sediment control. These measures should be incorporated into the ESR.

There are no other species at risk concerns based on the information provided.

Regards,

Aurora McAllister | Management Biologist | Permissions and Compliance | Species at Risk Branch | Ontario
Ministry of Environment, Conservation and Parks |
50 Bloomington Road, Aurora, Ontario, L4G 0L8 | Email: aurora.mcallister@ontario.ca

From: Mahmood, Tareq
Sent: June 6, 2019 2:24 PM
To: McAllister, Aurora (MECP)
Cc: Paquette, Samantha
Subject: Airport Road Improvements EA - Braydon Blvd. to Countryside Drive

Hi Aurora,

The Region has initiated a Schedule ‘C’ Municipal Class Environmental Assessment (EA) for improvements of Airport Road from Braydon Blvd/Stonecrest Drive to Countryside Drive in May 2017 and PIC-1 was held on November 23, 2017. The proposed widening of the Airport Road from Braydon Blvd./Stonecrest Drive to Countryside Drive (approximately 2.2km).

We plan to hold the PIC-2 in fall 2019 and submit Environmental Study Report to the Ministry by the end of 2019.

As a part of Airport Road improvements; Fluvial geomorphology Assessment, Natural Environmental Assessment (impact assessment will be added) have been conducted, and the draft reports have been submitted to the Region. Other reports such as Drainage, and Hydrogeology reports are in progress, and we’ll circulate it once ready.

As we plan to complete the EA project by this year and moving ahead with the plan, I would like to ensure that the stakeholders are engaged to review the draft technical reports and their inputs will be embraced. I would appreciate if you kindly provide feedback on these uploaded reports.

If you have any other questions and concerns, please let me know.

The reports can be accessed via the following link:

<https://www.dropbox.com/sh/dopwydm3mcqpc8b/AABC3jRc4LSDnQGNput-NGDea?dl=0>

Uploaded Reports:

- Attachment 1:
 - Natural Environmental Assessment
 - Fluvial geomorphology Assessment
- Attachment 2:
 - Draft Design Roll Plan
 - PIC-1 - Summary Report

Best regards,

Tareq Mahmood

Project Manager, Infrastructure Programming and Studies

Transportation, Public Works, Region of Peel

10 Peel Centre Dr., Suite B, 4th floor

Brampton, ON L6T 4B9

Tel: 905-791-7800 ext. 7828

Cell:905-872-6475

Email: tareq.mahmood@peelregion.ca



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Restrepo, Veronica

From: Mahmood, Tareq <tareq.mahmood@peelregion.ca>
Sent: Tuesday, October 15, 2019 1:27 PM
To: Restrepo, Veronica; Nahed, Karim
Subject: FW: Airport Road EA from Braydon Boulevard/Stonecrest Drive to Countryside Drive - TAC# 2
Attachments: RE: Airport Road Improvements EA - Braydon Blvd. to Countryside Drive

Hi Veronica,

For your record keeping, regarding Airport Road TAC-2 meeting.

Thanks,

Tareq
x 7828

From: McAllister, Aurora (MECP) <Aurora.McAllister@ontario.ca>
Sent: October 15, 2019 1:14 PM
To: Maraj, Kelly <ashwantiemelly.maraj@peelregion.ca>
Subject: RE: Airport Road EA from Braydon Boulevard/Stonecrest Drive to Countryside Drive - TAC# 2

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

Hello,

Thank you for the invitation. I am unable to attend as approval to travel remains outstanding. However, I don't think it is necessary for me to attend or call in to this meeting as I do not anticipate any authorizations being required under the Endangered Species Act for this project (my most recent comments are attached).

Regards,

Aurora

Aurora McAllister | Management Biologist | Permissions and Compliance | Species at Risk Branch | Ontario Ministry of Environment, Conservation and Parks |
50 Bloomington Road, Aurora, Ontario, L4G 0L8 | Email: aurora.mcallister@ontario.ca

Restrepo, Veronica

From: Eplett, Megan (MECP) <Megan.Eplett@ontario.ca>
Sent: Thursday, September 10, 2020 1:46 PM
To: Reitmeier, Anthony
Cc: Restrepo, Veronica; Mahmood, Tareq (Peel Region)
Subject: RE: Airport Road - Draft ESR (MECP)

CAUTION: [EXTERNAL] 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.

Hello Anthony,

Thank you for sending the Draft ESR information for the Airport Road EA (Braydon Boulevard/Stonecrest Drive to Countryside Drive). I have reviewed the materials submitted. I understand that the proposed road widening work are mostly limited to the existing ROW and it will not be necessary to alter or lengthen the existing culverts to accommodate the road widening. I also understand little to no impacts to the riparian areas adjacent to the watercourse are planned.

As Aurora McAllister had previously stated there are two contributing watercourse features which are considered regulated habitat for Redside Dace. Provided the appropriate mitigation measures (e.g. ESC fencing, appropriate stormwater/runoff controls, etc.) are implemented throughout the project as they are described in the ESR an authorization under the *Endangered Species Act*.

If you have any further questions please feel free to contact me.

Thank you,

Megan

Megan Eplett | Management Biologist | Permissions and Compliance | Species at Risk Branch | Ontario Ministry of Environment, Conservation and Parks
50 Bloomington Road, Aurora, Ontario, L4G 0L8 | Phone: 289-221-1794 |
Email: megan.eplett@ontario.ca

From: Reitmeier, Anthony <Anthony.Reitmeier@hdrinc.com>
Sent: Thursday, August 20, 2020 1:27 PM
To: Eplett, Megan (MECP) <Megan.Eplett@ontario.ca>
Cc: Restrepo, Veronica <Veronica.Restrepo@hdrinc.com>; Mahmood, Tareq (Peel Region) <tareq.mahmood@peelregion.ca>
Subject: FW: Airport Road - Draft ESR (MECP)

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

Hi Megan,

The email below was originally sent to Aurora McAllister (who was previously reviewing the Airport Road EA material). We understand from Peel Region that you might be taking over some of Aurora's projects during her absence. I've attached Aurora's previous comments, which have been noted by the project team and addressed in our draft ESR

material. You can access the draft ESR and appendices at the following link: <https://hdrinc-my.sharepoint.com/:f:/p/vrestrep/Eg0w-Jd0Bf5GpoHx2G5ySYcBp5WHitea-Hmk8E-T0CaT8g?e=2QBdB8>

We would appreciate any comments you have at this time no later than Friday September 18, 2020 so we can address them prior to filing the ESR. Let us know if you have any questions.

Thanks,

Anthony Reitmeier, P.Eng.
D 289.695.4701 M 416.629.8639

hdrinc.com/follow-us

From: Reitmeier, Anthony
Sent: Thursday, August 20, 2020 10:24 AM
To: 'Trevor.Bell@ontario.ca' <Trevor.Bell@ontario.ca>; 'Aurora.McAllister@ontario.ca' <Aurora.McAllister@ontario.ca>
Cc: Mahmood, Tareq (Peel Region) <tareq.mahmood@peelregion.ca>; Restrepo, Veronica <Veronica.Restrepo@hdrinc.com>
Subject: Airport Road - Draft ESR (MECP)

Good day Trevor and Aurora,

We are moving towards filing the Airport Road (Braydon/Stonecrest to Countryside) ESR. We would like to provide you with an opportunity to review the draft ESR text and the appendices at this time. Due to the file size, we are sharing the files via OneDrive – you can access them at the following link: <https://hdrinc-my.sharepoint.com/:f:/p/vrestrep/Eg0w-Jd0Bf5GpoHx2G5ySYcBp5WHitea-Hmk8E-T0CaT8g?e=bfvaXw>

Let me know if you have any issues accessing these documents. Note that some of these reports (ESR appendices) have been previously shared with you – the comments received to date have been noted, and addressed as required for the draft ESR and its appendices.

We would appreciate any comments you have at this time no later than Friday September 18, 2020 so we can address them prior to filing the ESR. Let us know if you have any questions.

Thanks,

Anthony Reitmeier, P.Eng.
Senior Project Manager, Associate

HDR
100 York Boulevard, Suite 300
Richmond Hill, ON L4B 1J8
D 289.695.4701 M 416.629.8639
anthony.reitmeier@hdrinc.com

hdrinc.com/follow-us

Restrepo, Veronica

From: Bell, Trevor (MECP) <Trevor.Bell@ontario.ca>
Sent: Friday, September 18, 2020 3:23 PM
To: Reitmeier, Anthony
Cc: Mahmood, Tareq (tareq.mahmood@peelregion.ca); Restrepo, Veronica
Subject: RE: Airport Road - Draft ESR (MECP)
Attachments: Notice of Completion Wording 08-28.docx

CAUTION: [EXTERNAL] 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 Anthony,

No problem. Apologies, but I do actually have one comment for you. There has been a change to the Part II Order process. Please see below. I have also included a sample Notice of Completion template, with some language to assist you for your Notice of Completion.

Thanks,
Trevor

Trevor Bell | Environmental Planner/Environmental Assessment Coordinator
Project Review Unit, Environmental Assessment and Permissions Branch
Ministry of the Environment, Conservation and Parks
5775 Yonge Street, 8th floor, Toronto ON, M2M 4J1
New Phone: 437-770-3731 | trevor.bell@ontario.ca

Changes to Environmental Assessment Act through Bill 197, Covid-19 Economic Recovery Act, 2020 (Section 1.3)

The Environmental Assessment Act was recently amended through the Covid-19 Economic Recovery Act, 2020. Some of these amendments focus the Part II Order request process on issues relating to Aboriginal and treaty rights and set timelines for when the Minister can intervene on his/her own initiative to impose conditions on or bump-up a class environmental assessment project.

Information on Process

Once the Environmental Study Report is finalized, the proponent must issue a Notice of Completion providing a minimum 30-day period during which documentation may be reviewed and comments and input can be submitted to the proponent. This notice must be submitted to MECP via the appropriate regional email address (eanotification.cregion@ontario.ca) Please note the proponent cannot proceed with the project until at least 30 days after the end of the comment period provided for in the Notice of Completion.

A Part II Order may be requested by the public if there are outstanding concerns that a project may adversely impact constitutionally protected Aboriginal and treaty rights. In addition, the Minister may issue an order on his or her own initiative within a specified time period.

The Director will issue a Notice of Proposed Order to the proponent if the Minister is considering an order for the project within 30 days after the conclusion of the comment period on the Notice of Completion. At this time, the Director may request additional information from the proponent.

Once the requested information has been received, the Minister will have 30 days within which to make a decision or impose conditions on a project.

Updates to Notice of Completion

Please ensure that the Notice of Completion advises that outstanding concerns are to be directed to the proponent for a response, and that in the event there are outstanding concerns regarding potential adverse impacts to constitutionally protected Aboriginal and treaty rights, Part II Order requests on those matters should be addressed in writing to:

Minister Jeff Yurek
Ministry of Environment, Conservation and Parks
777 Bay Street, 5th Floor
Toronto ON M7A 2J3
minister.mecp@ontario.ca

and

Director, Environmental Assessment Branch
Ministry of Environment, Conservation and Parks
135 St. Clair Ave. W, 1st Floor
Toronto ON, M4V 1P5
EABDirector@ontario.ca

(Note – the Part II Order form does not need to be used).

Updates to the Report

Section 1.3.2 of the ESR should reflect the new process as follows:

Any outstanding concerns are to be directed to the proponent for a response, and in the event there are outstanding concerns regarding potential adverse impacts to constitutionally protected Aboriginal and treaty rights, Part II Order requests on those matters may be addressed in writing to the Minister of the Environment, Conservation and Parks and the Director of the Environmental Assessment Branch.

The proponent cannot proceed with this project until at least 30 days after the end of the comment period provided for in the Notice of Completion. Further, the project may not proceed after this time if:

- a Part II Order request has been submitted to the ministry regarding potential adverse impacts to constitutionally protected Aboriginal and treaty rights, or
- the Director has issued a Notice of Proposed Order regarding the project.

From: Reitmeier, Anthony <Anthony.Reitmeier@hdrinc.com>
Sent: September 18, 2020 2:49 PM
To: Bell, Trevor (MECP) <Trevor.Bell@ontario.ca>
Cc: Mahmood, Tareq (Peel Region) <tareq.mahmood@peelregion.ca>; Restrepo, Veronica <Veronica.Restrepo@hdrinc.com>
Subject: RE: Airport Road - Draft ESR (MECP)

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

Thanks for reviewing this and responding back so quickly Trevor! Have a great weekend.

Regards,

Anthony Reitmeier, P.Eng
D 289.695.4701 M 416.629.8639

hdrinc.com/follow-us

From: Bell, Trevor (MECP) [<mailto:Trevor.Bell@ontario.ca>]
Sent: Friday, September 18, 2020 2:35 PM
To: Reitmeier, Anthony <Anthony.Reitmeier@hdrinc.com>
Cc: Mahmood, Tareq (Peel Region) <tareq.mahmood@peelregion.ca>; Restrepo, Veronica <Veronica.Restrepo@hdrinc.com>
Subject: RE: Airport Road - Draft ESR (MECP)

CAUTION: [EXTERNAL] 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.

Hello Anthony,

I have completed my review of the draft ESR. I have no concerns and no comments to offer at this time.

Thanks for the opportunity to review and comment on the draft.

Trevor

Trevor Bell | Environmental Planner/Environmental Assessment Coordinator

Project Review Unit, Environmental Assessment and Permissions Branch

Ministry of the Environment, Conservation and Parks

5775 Yonge Street, 8th floor, Toronto ON, M2M 4J1

New Phone: 437-770-3731 | trevor.bell@ontario.ca

From: Reitmeier, Anthony <Anthony.Reitmeier@hdrinc.com>

Sent: August 20, 2020 10:24 AM

To: Bell, Trevor (MECP) <Trevor.Bell@ontario.ca>; McAllister, Aurora (MECP) <Aurora.McAllister@ontario.ca>

Cc: Mahmood, Tareq (Peel Region) <tareq.mahmood@peelregion.ca>; Restrepo, Veronica <Veronica.Restrepo@hdrinc.com>

Subject: Airport Road - Draft ESR (MECP)

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

Good day Trevor and Aurora,

We are moving towards filing the Airport Road (Braydon/Stonecrest to Countryside) ESR. We would like to provide you with an opportunity to review the draft ESR text and the appendices at this time. Due to the file size, we are sharing the files via OneDrive – you can access them at the following link: <https://hdrinc-my.sharepoint.com/:f:/p/vrestrep/Eg0w-Jd0Bf5GpoHx2G5ySYcBp5WHitea-Hmk8E-T0CaT8g?e=bfvaXw>

Let me know if you have any issues accessing these documents. Note that some of these reports (ESR appendices) have been previously shared with you – the comments received to date have been noted, and addressed as required for the draft ESR and its appendices.

We would appreciate any comments you have at this time no later than Friday September 18, 2020 so we can address them prior to filing the ESR. Let us know if you have any questions.

Thanks,

Anthony Reitmeier, P.Eng.

Senior Project Manager, Associate

HDR

100 York Boulevard, Suite 300

Richmond Hill, ON L4B 1J8

D 289.695.4701 **M** 416.629.8639

anthony.reitmeier@hdrinc.com

hdrinc.com/follow-us

From: [Bell, Trevor \(MECP\)](#)
To: [Reitmeier, Anthony](#)
Cc: [Mahmood, Tareq](#)
Subject: RE: Airport Road - Draft ESR (MECP)
Date: Thursday, March 11, 2021 3:40:33 PM

CAUTION: [EXTERNAL] 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.

Thanks Anthony, that's great. We look forward to receiving the Notice of Completion.

Take care,
Trevor

From: Reitmeier, Anthony <Anthony.Reitmeier@hdrinc.com>
Sent: March 11, 2021 12:51 PM
To: Bell, Trevor (MECP) <Trevor.Bell@ontario.ca>
Cc: Mahmood, Tareq <tareq.mahmood@peelregion.ca>
Subject: RE: Airport Road - Draft ESR (MECP)

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

Hi Trevor,

Thanks for providing your comments on the Airport Road Draft ESR. In response to your comment below, the ESR Section 1.3.2 has been updated accordingly and your correspondence has been added to Appendix O of the ESR (Agency Consultation). In addition, the Notice of Completion has been updated per the wording provided by MECP.

In lieu of re-sending the updated ESR (it is a very large file), I have excerpted Page 5 which contains the revised wording in Section 1.3.2 for your review.

I trust this is sufficient. The project team is anticipating filing the ESR in April 2021, so a response in the next 3 weeks would be very much appreciated.

Best Regards,

Anthony Reitmeier, P.Eng
D 289.695.4701 M 416.629.8639

hdrinc.com/follow-us

From: Bell, Trevor (MECP) <Trevor.Bell@ontario.ca>
Sent: Friday, September 18, 2020 3:23 PM
To: Reitmeier, Anthony <Anthony.Reitmeier@hdrinc.com>
Cc: Mahmood, Tareq (<tareq.mahmood@peelregion.ca> <tareq.mahmood@peelregion.ca>);

Restrepo, Veronica <Veronica.Restrepo@hdrinc.com>

Subject: RE: Airport Road - Draft ESR (MECP)

CAUTION: [EXTERNAL] 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 Anthony,

No problem. Apologies, but I do actually have one comment for you. There has been a change to the Part II Order process. Please see below. I have also included a sample Notice of Completion template, with some language to assist you for your Notice of Completion.

Thanks,
Trevor

Trevor Bell | Environmental Planner/Environmental Assessment Coordinator

Project Review Unit, Environmental Assessment and Permissions Branch

Ministry of the Environment, Conservation and Parks

5775 Yonge Street, 8th floor, Toronto ON, M2M 4J1

New Phone: 437-770-3731 | trevor.bell@ontario.ca

Changes to Environmental Assessment Act through Bill 197, Covid-19 Economic Recovery Act, 2020 (Section 1.3)

The Environmental Assessment Act was recently amended through the Covid-19 Economic Recovery Act, 2020. Some of these amendments focus the Part II Order request process on issues relating to Aboriginal and treaty rights and set timelines for when the Minister can intervene on his/her own initiative to impose conditions on or bump-up a class environmental assessment project.

Information on Process

Once the Environmental Study Report is finalized, the proponent must issue a Notice of Completion providing a minimum 30-day period during which documentation may be reviewed and comments and input can be submitted to the proponent. This notice must be submitted to MECP via the appropriate regional email address (eanotification.cregion@ontario.ca) Please note the proponent cannot proceed with the project until at least 30 days after the end of the comment period provided for in the Notice of Completion.

A Part II Order may be requested by the public if there are outstanding concerns that a project may adversely impact constitutionally protected Aboriginal and treaty rights. In addition, the Minister may issue an order on his or her own initiative within a specified time period.

The Director will issue a Notice of Proposed Order to the proponent if the Minister is

considering an order for the project within 30 days after the conclusion of the comment period on the Notice of Completion. At this time, the Director may request additional information from the proponent.

Once the requested information has been received, the Minister will have 30 days within which to make a decision or impose conditions on a project.

Updates to Notice of Completion

Please ensure that the Notice of Completion advises that outstanding concerns are to be directed to the proponent for a response, and that in the event there are outstanding concerns regarding potential adverse impacts to constitutionally protected Aboriginal and treaty rights, Part II Order requests on those matters should be addressed in writing to:

Minister Jeff Yurek
Ministry of Environment, Conservation and Parks
777 Bay Street, 5th Floor
Toronto ON M7A 2J3
minister.mecp@ontario.ca

and

Director, Environmental Assessment Branch
Ministry of Environment, Conservation and Parks
135 St. Clair Ave. W, 1st Floor
Toronto ON, M4V 1P5
EABDirector@ontario.ca

(Note – the Part II Order form does not need to be used).

Updates to the Report

Section 1.3.2 of the ESR should reflect the new process as follows:

Any outstanding concerns are to be directed to the proponent for a response, and in the event there are outstanding concerns regarding potential adverse impacts to constitutionally protected Aboriginal and treaty rights, Part II Order requests on those matters may be addressed in writing to the Minister of the Environment, Conservation and Parks and the Director of the Environmental Assessment Branch.

The proponent cannot proceed with this project until at least 30 days after the end of the comment period provided for in the Notice of Completion. Further, the project may not proceed after this time if:

- a Part II Order request has been submitted to the ministry regarding potential adverse impacts to constitutionally protected Aboriginal and treaty rights, or
- the Director has issued a Notice of Proposed Order regarding the project.

From: Reitmeier, Anthony <Anthony.Reitmeier@hdrinc.com>

Sent: September 18, 2020 2:49 PM

To: Bell, Trevor (MECP) <Trevor.Bell@ontario.ca>

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Subject: RE: Airport Road - Draft ESR (MECP)

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Thanks for reviewing this and responding back so quickly Trevor! Have a great weekend.

Regards,

Anthony Reitmeier, P.Eng
D 289.695.4701 M 416.629.8639

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<Veronica.Restrepo@hdrinc.com>

Subject: RE: Airport Road - Draft ESR (MECP)

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Hello Anthony,

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Thanks for the opportunity to review and comment on the draft.

Trevor

Trevor Bell | Environmental Planner/Environmental Assessment Coordinator

Project Review Unit, Environmental Assessment and Permissions Branch

Ministry of the Environment, Conservation and Parks

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New Phone: 437-770-3731 | trevor.bell@ontario.ca

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<Aurora.McAllister@ontario.ca>

Cc: Mahmood, Tareq (Peel Region) <tareq.mahmood@peelregion.ca>; Restrepo, Veronica

<Veronica.Restrepo@hdrinc.com>

Subject: Airport Road - Draft ESR (MECP)

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Due to the file size, we are sharing the files via OneDrive – you can access them at the following link:

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We would appreciate any comments you have at this time no later than Friday September 18, 2020

so we can address them prior to filing the ESR. Let us know if you have any questions.

Thanks,

Anthony Reitmeier, P.Eng.

Senior Project Manager, Associate

HDR

100 York Boulevard, Suite 300

Richmond Hill, ON L4B 1J8

D 289.695.4701 **M** 416.629.8639

anthony.reitmeier@hdrinc.com

hdrinc.com/follow-us

Key TRCA Correspondence

November 3, 2017

CFN 56510

BY E-MAIL ONLY (tareq.mahmood@peelregion.ca)

Tareq Mahmood
Project Manager
Region of Peel
10 Peel Centre Drive
Suite B, 4th Floor
Brampton, ON L6T 4B9

Dear Mr. Mahmood:

**Re: Response to Notice of Commencement & Public Information Centre #1
Airport Road from Braydon Boulevard/ Stonecrest Drive to Countryside Drive
Municipal Class Environmental Assessment – Schedule C
Humber River Watershed; City of Brampton; Regional Municipality of Peel**

Toronto and Region Conservation Authority (TRCA) staff received the Notice of Commencement and Public Information Centre (PIC) #1 scheduled for November 23, 2017, for the above noted Schedule C Class Environmental Assessment (Class EA) on November 2, 2017.

It is our understanding that this Class EA is required to examine the need and feasibility for improvements along Airport Road from Braydon Boulevard/ Stonecrest Drive to Countryside Drive, in the City of Brampton. It is understood that the proposed improvements will address the short and long term issues related to planned future growth, road design and function. It is further understood that the study will review opportunities to facilitate the movement of vehicles, transit, goods movement, walking and cycling.

TRCA Areas of Interest

Staff notes that there are two watercourse crossings and other Areas of Interest within the study area, as identified below:

TRCA Regulated Areas

- Regulation Limit
- Meander Belt
- Regulatory Flood Plain
- Watercourses

TRCA Program and Policy Areas

- Aquatic Species and Habitat
- Stormwater Management
- Terrestrial Natural Heritage System Strategy
- Terrestrial Species and Habitat

Please contact the Ministry of Natural Resources and Forestry (MNR) 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.

Available mapping and program information regarding these Areas of Interest are enclosed for your reference. GIS mapping and data are available upon request. 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.

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 EA 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 EA 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

Prior to selecting the preferred alternative solution and design, please arrange a meeting to discuss issues that relate to TRCA Areas of Interest. In addition, please add TRCA's Watershed Specialist, Ryan Ness (rness@trca.on.ca) to the project mailing list to receive any public information updates.

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
- Two hard copies of the Phases 1 and 2 Report, and any associated study documents
- Two hard copies of the Phase 3 Report, and any associated study documents
- Two hard copies of the Draft EA Document
- One hard copy of the Final EA Document.

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).

Should you have any questions, please contact me at extension 5266 or at alister@trca.on.ca.

Yours truly,



Annette Lister

Planner II, Environmental Assessment Planning
Planning and Development

Encl.: TRCA Areas of Interest Summary Table
Service Delivery Standards - Recommended TRCA Contact Points

BY E-MAIL

cc:

HDR Inc.: Anthony Reitmeier (anthony.reitmeier@hdrinc.com)

TRCA: Sharon Lingertat, Senior Planner, Environmental Assessment Planning
Ryan Ness, Watershed Specialist, Humber River

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
TRCA REGULATED AREAS	
Regulation Limit GIS data available	<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>Living City Policies</i>.</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 Engineered maps may be available	<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>Living City Policies</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>
Watercourses Partial GIS data available	<p>Typically, watercourses are associated with aquatic species and habitat. Any alteration or interference to a watercourse (e.g. straightening, diverting, realigning, altering baseflow) has the potential to impact fish communities, but may also affect the Regulatory Flood Plain, erosion or other natural channel processes. TRCA may require an environmental study or site confirmation of watercourse locations.</p>

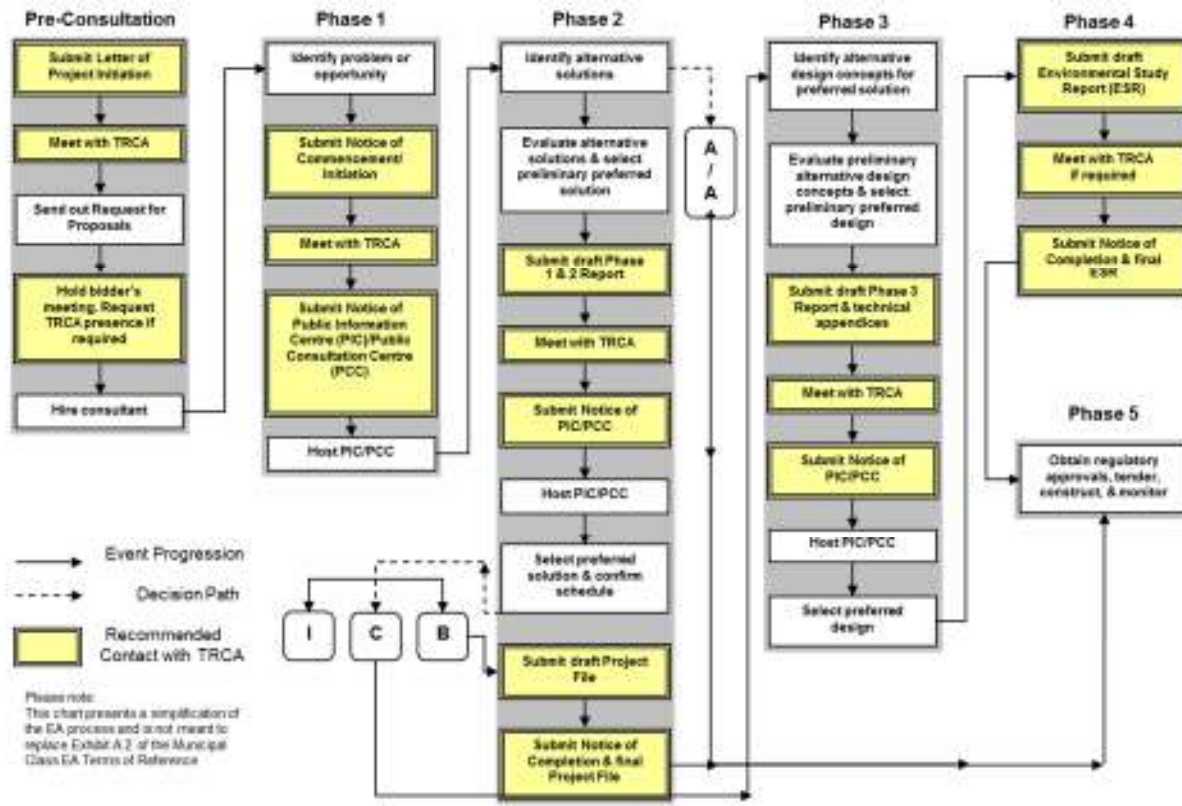
TRCA PROGRAM AND POLICY AREAS

Note: Additional program and policy information may be available at www.trca.on.ca, or by request.

<p>Aquatic Species and Habitat</p> <p>GIS data available</p>	<p>TRCA has prepared watershed plans or strategies, as well as watershed-based fisheries management plans for some of its watersheds in partnership with Aurora District MNR. TRCA may require an assessment of the existing aquatic system, together with an evaluation as to how the proposal will meet the objectives articulated in the watershed and watershed-based fisheries management plans, as well as prevent negative impacts to the aquatic system.</p> <p>If requested, TRCA will provide an opinion as to whether the project and its implementation will cause <i>serious harm</i> to fish. If <i>serious harm</i> to fish could result, then works will need to be reviewed and authorized by Fisheries and Oceans Canada (DFO).</p>
<p>Terrestrial Natural Heritage System Strategy</p> <p>GIS data available for the refined watershed system</p>	<p>TRCA has identified the need to improve both the quality and quantity of terrestrial habitat. TRCA's <i>Terrestrial Natural Heritage System Strategy</i> sets measurable targets for attaining a healthier natural system by creating an expanded and targeted land base. It includes strategic directions for stewardship and securement of the land base, a land use policy framework to help achieve the target system, and other implementation mechanisms.</p>
<p>Terrestrial Species and Habitat</p> <p>GIS data available</p>	<p>The terrestrial system includes landscape features, vegetation communities and flora and fauna species. Terrestrial species and habitat should be assessed based on their conservation status according to sensitivity to disturbance and specialized ecological needs, as well as rarity.</p> <p>TRCA may require a site assessment and terrestrial inventory to confirm impacts to these resources. TRCA's <i>Terrestrial Natural Heritage Strategy</i> may be applicable to any work that impacts terrestrial species and habitat. In addition, relevant legislation (e.g. <i>Migratory Bird Convention Act</i>, <i>Species at Risk Act</i>) should be applied.</p>

Service Delivery Standards

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



May 14, 2019

CFN 56510

BY E-MAIL ONLY (tareq.mahmood@peelregion.ca)

Mr. Tareq Mahmood
Project Manager, Infrastructure Programming and Studies
Transportation, Public Works, Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON, L6T 4B9

Dear Mr. Mahmood:

**Re: Response to Phase 1 and 2 Reports and Draft Evaluation Tables
Airport Road EA (Braydon Boulevard to Countryside Drive)
Municipal Class Environmental Assessment – Schedule C
Humber River Watershed; City of Brampton; Regional Municipality of Peel**

Toronto and Region Conservation Authority (TRCA) staff received the Phase 1 and 2 Reports and Draft Evaluation Tables for Airport Road (Braydon Boulevard /Stonecrest Drive to Countryside Drive) on March 25, 2019.

PROJECT OVERVIEW

It is our understanding that the EA is being undertaken to determine specific improvements to accommodate the current and future transportation needs of pedestrians, cyclists, transit users and motorists along the Airport Road corridor from Braydon Boulevard/Stonecrest Drive to Countryside Drive in the City of Brampton. Future network needs for the Airport Road corridor from Braydon Boulevard/Stonecrest Drive to Countryside Drive were identified in Peel Region's transportation and roadway strategies under the 2016 Long Range Transportation Plan (LRTP).

The proposed widening of Airport Road within the study limit is from the existing four lanes to an ultimate six lanes, for approximately 1.6 km. It is understood that the proposed improvements will address the short, and long-term issues related to planned future growth, road design and function. It is further understood that the study will review opportunities to facilitate the movement of vehicles, transit, goods movement, walking and cycling.

Staff understands that the preferred alternative solution is widening of Airport Road from the centerline as the design footprint is balanced on already disturbed areas on both sides of the road.

PROJECT REVIEW

Staff has completed its review of the Phase 1 and 2 Reports and Draft Evaluation Tables. Staff has no objection in principle to the preferred alternative solution if the design footprint is in already disturbed areas on both sides of Airport Road. Furthermore, TRCA staff prefer avoiding any impacts near the watercourse that is parallel to Airport Road on the east side. Staff however has several concerns which

must be addressed in the draft ESR/EA Report. Furthermore, comments to be addressed in the detailed design stage are also provided in Appendix A.

SUBMISSION REQUIREMENTS

Please ensure that TRCA staff receives one (1) hard copy and a digital copy of the draft ESR/EA document. The draft EA 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 2.5 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 extension 5689 or at caroline.mugo@trca.ca

Regards,

Caroline Mugo,
Planner, Infrastructure Planning and Permits
Development and Engineering Services Division

Attached: Appendix A - TRCA Comments

APPENDIX A: TRCA COMMENTS

ITEM	TRCA COMMENTS – May 14, 2019	Response
General Comments:		
1.	The PIC materials reference a schedule “C” EA, while other correspondence mentions the Airport Road widening is a Schedule “B” EA. Please clarify to ensure consistency.	
2.	Please note that staff may provide additional comments following the review of the completed natural environment impact assessment, drainage, hydrogeology, and geotechnical reports which were not submitted for review.	
3.	Please confirm any anticipated impacts to the parallel watercourse on the east side of Airport Road near Eagle Plains Drive.	
4.	Please put a note in the EA report specifying that all works in the regulated areas including utility relocates/underground infrastructure will also require permits from TRCA.	
Natural Heritage Comment:		
5.	Please note that a terrestrial connectivity analysis was not provided within the report. Please provide a terrestrial connectivity assessment to determine the crossing sizing and design elements (e.g. openness ratio) to maintain and enhance terrestrial habitat and wildlife connectivity as part of the design considerations for crossing structures (if alterations are proposed). Please refer to the TRCA Crossing Guideline http://www.trca.on.ca/dotAsset/214493.pdf . Please also refer to the CVC Fish and Wildlife Crossing Guideline, particularly Section 9: Best Management Practices for further assistance.	
Water Resources Comments:		
6.	The current fluvial geomorphology assessment conducted for the 2 crossings along the study area is acceptable. However, staff is not sure whether any culvert replacement as a result of the selected alternative will occur. Please clarify. TRCA staff will provide further comments (if any) once the Environmental Study Report is completed.	
7.	The widening of Airport Road will result in significant changes in the level of imperviousness. Therefore, a full assessment on potential erosion impacts or increases in runoff should be completed. Please provide supporting calculations and details to demonstrate how TRCA's water quantity, quality, erosion and water balance requirements	

ITEM	TRCA COMMENTS – May 14, 2019	Response
	<p>would be met post-development. TRCA staff will require water quality control, not only for the new paved areas but also for the entire stretch of the road that will be widened. Please refer to the TRCA's Stormwater Management (SWM) criteria document and Low Impact Development SWM planning and design guide for further details and guidance: https://sustainabletechnologies.ca/home/urban-runoff-green-infrastructure/toronto-and-region-conservation-stormwater-management-criteria/.</p>	
8.	<p>Where culvert/bridges are replaced, a hydraulic assessment consistent with TRCA's Crossing Guidelines for Valley and Stream Corridors (2015) and TRCA's Technical Guidelines for Flood Hazard Mapping (2017): https://s3-ca-central-1.amazonaws.com/trcaca/app/uploads/2016/02/17161112/Technical-Guidelines-For-Flood-Hazard-Mapping-March-2017-Final.pdf should be completed.</p>	
9.	<p>Erosion prevention and sediment control (ESC) measures shall be implemented to mitigate erosion and sediment processes during construction. At the detailed design stage, please provide a comprehensive ESC plans indicating how runoff from the sites will be managed. Details, locations and supporting calculations for each ESC measure should be included in the plans. The ESC plans should be consistent with the Erosion and Sediment Control Guideline for Urban Construction, December 2006: http://www.trca.on.ca/dotAsset/40035.pdf.</p>	
Geotechnical Comments:		
10.	<p>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.</p>	
11.	<p>Where retaining walls are required, please ensure that the walls are designed by qualified engineer using the geotechnical information. The global stability should be also checked for the walls to confirm that a minimum safety factor of 1.5 is met to ensure global stability.</p>	
12.	<p>All engineering drawings for the retaining walls should be prepared showing all necessary details and specifications and submitted as signed and sealed by Licensed Professional Engineer.</p>	
13.	<p>At detailed design, cross-sections should be provided along the alignment in adequate intervals and critical locations, that show the proposed grade with respect to the existing ground. The cross-sections should extend enough to show where all features and</p>	

ITEM	TRCA COMMENTS – May 14, 2019	Response
	slopes/banks exist. The extent of the proposed grading should also be shown on the site plan along the alignment.	
14.	The proposed embankments (cut/fill) should be studied and designed by a geotechnical engineer. A stability assessment is required for the embankments to ensure that a minimum safety factor of 1.5 is achieved.	

Restrepo, Veronica

From: Jennifer Stephens <Jennifer.Stephens@trca.ca>
Sent: Tuesday, November 12, 2019 11:36 AM
To: Nahed, Karim
Cc: Restrepo, Veronica; Reitmeier, Anthony; Don Ford; Estephan, Therese
Subject: RE: Airport Road Class EA study - Source Protection Details and Confirmation

Good Morning Karim:

Thank you for your message. I can confirm that the Project Site falls within the Toronto and Region Source Protection Area, but no policies in the Credit Valley – Toronto and Region – Central Lake Ontario (CTC) Source Protection Plan apply.

The portion of Airport Road between Countryside Road and Braydon Boulevard / Stonecrest Drive does not transect any of the vulnerable areas identified in the *Clean Water Act, 2006* and the Toronto and Region Assessment Report. Therefore, no policies in the CTC SPP are applicable.

Please let me know if there is any other questions I can help address.

Best regards,

Jennifer

Jennifer Stephens, M. Sc. Bio.
Manager
Source Water Protection | Policy Planning

T: (416) 661-6600 Ext. 5633

C: (416) 892-9634

E: jennifer.stephens@trca.ca

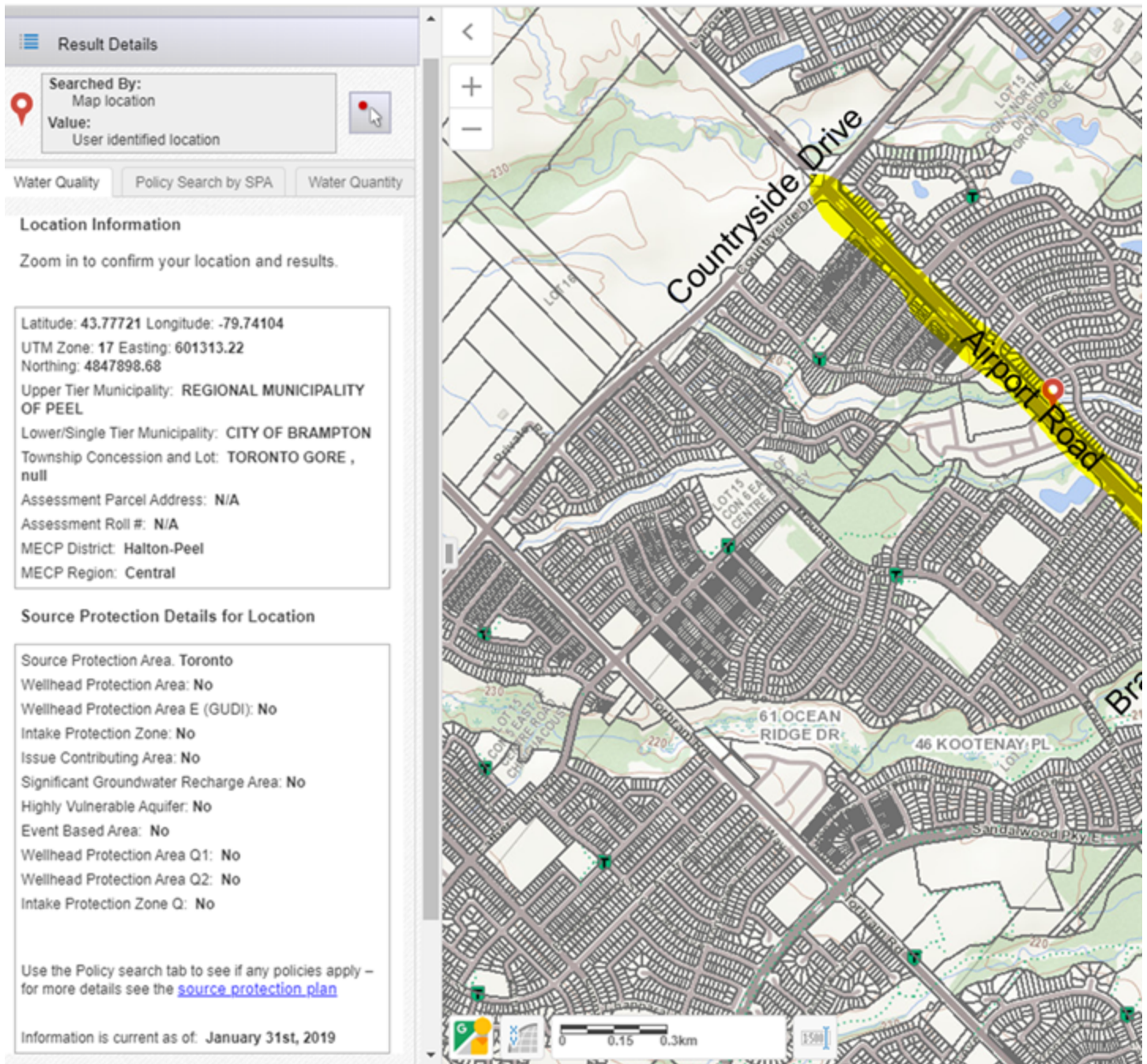
A: 101 Exchange Avenue, Vaughan, ON, L4K 5R6 | trca.ca



From: Nahed, Karim <Karim.Nahed@hdrinc.com>
Sent: Monday, November 11, 2019 3:23 PM
To: Jennifer Stephens <Jennifer.Stephens@trca.ca>
Cc: Restrepo, Veronica <Veronica.Restrepo@hdrinc.com>; Reitmeier, Anthony <Anthony.Reitmeier@hdrinc.com>
Subject: Airport Road Class EA study - Source Protection Details and Confirmation

Hello Jennifer,

I hope this email finds you well. We are undertaking a Municipal Class Environmental Assessment (EA) study for Airport Road from Braydon Boulevard / Stonecrest Drive to Countryside Drive in the City of Brampton. The study corridor is shown highlighted in yellow in the image below:



As per the MECP Source Protection Information Atlas, we understand that study area is not located on land designated for Source Water Protection.

Could you kindly review and confirm if any policies in the source protection plan may apply to the project? Consultation with TRCA is an integral part of the EA process and we would like to get your input.

We appreciate your help and look forward to your response.

Thank you,

Karim Nahed EIT
D 647774979

hdrinc.com/follow-us

Restrepo, Veronica

From: Reitmeier, Anthony
Sent: Friday, September 25, 2020 4:35 PM
To: Restrepo, Veronica
Subject: FW: CFN 56510 - Airport Road (Braydon Boulevard/Stonecrest Drive to Countryside Drive)

Hi Veronica, see e-mail below from TRCA. We can discuss next week.

Tony

Anthony Reitmeier, P.Eng
D 289.695.4701 M 416.629.8639

hdrinc.com/follow-us

From: Caroline Mugo [mailto:Caroline.Mugo@trca.ca]
Sent: Friday, September 25, 2020 4:32 PM
To: Mahmood, Tareq (Peel Region) <tareq.mahmood@peelregion.ca>
Cc: Reitmeier, Anthony <Anthony.Reitmeier@hdrinc.com>
Subject: CFN 56510 - Airport Road (Braydon Boulevard/Stonecrest Drive to Countryside Drive)

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Hi Tareq,

TRCA staff has reviewed the draft ESR for Airport Road (Braydon Blvd/Stonecrest to Countryside Drive, submitted on August 20, 2020. All comments that were addressed are no longer listed below – Thank you. Please also ensure that TRCA’s correspondence for this project is included in the final ESR.

Staff however notes that most of the comments will be addressed at the detailed design stage. Please find our responses regarding the draft ESR below:

TRCA Comment #7

The widening of Airport Road will result in significant changes in the level of imperviousness. Therefore, a full assessment on potential erosion impacts or increases in runoff should be completed. Please provide supporting calculations and details to demonstrate how TRCA's water quantity, quality, erosion and water balance requirements would be met post-development. TRCA staff will require water quality control, not only for the new paved areas but also for the entire stretch of the road that will be widened. Please refer to the TRCA's Stormwater Management (SWM) criteria document and Low Impact Development SWM planning and design guide for further details and guidance:

<https://sustainabletechnologies.ca/home/urban-runoff-green-infrastructure/toronto-and-region-conservation-stormwater-management-criteria/>.

Staff understands that no quantity control is required for the area in question. The proposed sewer system is deferred to the City for review and approval. A multicomponent (treatment train) approach is recommended to achieve the required enhanced quality control. Where pre-treatment is provided or runoff discharged into adjacent water bodies, please consider implementing an Oil and Grit Separator (OGS) unit. Please provide locations and sizing calculations for the OGSs and the proposed infiltration trenches. This information should be provided at this stage. Furthermore, the proposed infiltration and OGS locations should be reviewed and approved by the City. The proposed storage to achieve quality and water balance requirements are acceptable.

TRCA Comment # 9

Erosion prevention and sediment control (ESC) measures shall be implemented to mitigate erosion and sediment processes during construction. At the detailed design stage, please provide a comprehensive ESC plans indicating how runoff from the sites will be managed. Details, locations and supporting calculations for each ESC measure should be included in the plans. The ESC plans should be consistent with the Erosion and Sediment Control Guideline for Urban Construction, December 2006: <http://www.trca.on.ca/dotAsset/40035.pdf>.

[ESC measures are deferred to the detailed design stage which is acceptable.](#)

TRCA Comment #11

Where retaining walls are required, please ensure that the walls are designed by qualified engineer using the geotechnical information. The global stability should be also checked for the walls to confirm that a minimum safety factor of 1.5 is met to ensure global stability.

[To be addressed at the detailed design stage](#)

TRCA Comment #12

All engineering drawings for the retaining walls should be prepared showing all necessary details and specifications and submitted as signed and sealed by Licensed Professional Engineer.

[To be addressed at the detailed design stage](#)

TRCA Comment #13

At detailed design, cross-sections should be provided along the alignment in adequate intervals and critical locations, that show the proposed grade with respect to the existing ground. The cross-sections should extend enough to show where all features and slopes/banks exist. The extent of the proposed grading should also be shown on the site plan along the alignment.

[To be addressed at the detailed design stage](#)

TRCA Comment #14

The proposed embankments (cut/fill) should be studied and designed by a geotechnical engineer. A stability assessment is required for the embankments to ensure that a minimum safety factor of 1.5 is achieved.

[To be addressed at the detailed design stage](#)

Should you have any questions, please do contact me.

Thanks,

Caroline Mugo, Ph.D

Planner, Infrastructure Planning and Permits
Development and Engineering Services Division

T: [\(416\) 661-6600](tel:(416)661-6600) ext. 5689

E: caroline.mugo@trca.ca

A: [101 Exchange Avenue, Vaughan, ON, L4K 5R6](https://www.trca.ca/101-Exchange-Avenue-Vaughan-ON-L4K-5R6) | [trca.ca](https://www.trca.ca)



From: [Reitmeier, Anthony](#)
To: [Emma Benko](#); [Mahmood, Tareq](#)
Cc: [Kristen Sullivan](#); [Suzanne Bevan](#)
Subject: RE: CFN 56510 - RE: Airport Road (Braydon Boulevard/Stonecrest Drive to Countryside Drive) EA
Date: Tuesday, May 25, 2021 2:50:00 PM
Attachments: [image001.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)

Hi Emma,

Thanks for providing TRCA's comments related to the Airport Road EA. Please see below our responses in RED to the comments. In addition, a revised version of the SWM Report can be accessed from the drop box link below. Please let us know if you have any issues downloading the information.

https://www.dropbox.com/s/5i8prqt38hanw2q/Airport%20Road%20Class%20EA%20%20Appendix%20F_SWM.pdf?dl=0

Regards,

Anthony Reitmeier, P.Eng
D 289.695.4701 M 416.629.8639

hdrinc.com/follow-us

From: Emma Benko <emma.benko@trca.ca>
Sent: Wednesday, April 14, 2021 11:32 AM
To: Mahmood, Tareq <tareq.mahmood@peelregion.ca>
Cc: Kristen Sullivan <kristen.sullivan@trca.ca>; Reitmeier, Anthony <Anthony.Reitmeier@hdrinc.com>; Suzanne Bevan <Suzanne.Bevan@trca.ca>
Subject: RE: CFN 56510 - RE: Airport Road (Braydon Boulevard/Stonecrest Drive to Countryside Drive) EA

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Hi Tareq,

Staff have completed their review of the submitted reports and offer the following response to outstanding Comment 7:

The preliminary sizing indicates the proposed infiltration trenches would be able to provide the required erosion and water balance storage. It appears the revised drainage plan does not illustrate the locations of the Oil and Grit Separators (OGSs). Please illustrate the OGSs within the proposed drainage plan and provide preliminary sizing calculations. It should be noted that the TRCA will credit only 50% TSS removal efficiency for OGS operating alone. The consultant may refer to TRCA SWM Criteria and Low Impact Development Guide, for further details and guidance. Attached are the

Drainage Plans which indicate the location and size/model of the three existing OGS units within the Airport Road project limits. The proposed infiltration trenches are sized to provide the Enhanced level quality control (80% TSS removal) for the entire catchment areas discharging directly to a watercourse. As such, the existing OGS units are technically not required to meet the 80% TSS removal target, however, they will be maintained to provide additional water quality benefits/treatment.

Typically the location of the infiltration trenches should be provided at the EA stage. The Town should confirm the locations of the trenches are within the ROW and consistent with current Town standards. TRCA staff defer this issue to the Town for review and approval. The Region of Peel has reviewed the strategy to provide infiltration facilities along the corridor and are in agreement with their application and are consistent with the Region's current standards.

Please note let me know if you have any questions. Thank you,

Emma Benko
Planner
Infrastructure Planning and Permits | Development and Engineering Services

T: [\(416\) 661-6600](tel:4166616600) ext. 5648

E: emma.benko@trca.ca

A: [101 Exchange Avenue, Vaughan, ON, L4K 5R6](https://www.trca.ca) | [trca.ca](https://www.trca.ca)



From: Mahmood, Tareq <tareq.mahmood@peelregion.ca>

Sent: Monday, April 5, 2021 12:18 PM

To: Suzanne Bevan <Suzanne.Bevan@trca.ca>

Cc: Emma Benko <emma.benko@trca.ca>; Kristen Sullivan <kristen.sullivan@trca.ca>; Reitmeier, Anthony <Anthony.Reitmeier@hdrinc.com>

Subject: RE: CFN 56510 - RE: Airport Road (Braydon Boulevard/Stonecrest Drive to Countryside Drive) EA

Hi Suzanne,

I just wanted to follow up on the email I sent on March 2nd regarding Airport Road Draft ESR. Please let me know if you have any further questions or comments on the draft ESR and appendices. We would appreciate your response at the earliest convenience, as we plan to file ESR to the Ministry this month.

Best regards,

Tareq Mahmood

Project Manager, Infrastructure Programming and Studies
Transportation, Public Works, Region of Peel
Cell:905-872-6475
Email: tareq.mahmood@peelregion.ca

F6FCD940



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From: Suzanne Bevan <Suzanne.Bevan@trca.ca>
Sent: March 2, 2021 5:21 PM
To: Mahmood, Tareq <tareq.mahmood@peelregion.ca>
Cc: Emma Benko <emma.benko@trca.ca>; Kristen Sullivan <kristen.sullivan@trca.ca>; Reitmeier, Anthony <Anthony.Reitmeier@hdrinc.com>
Subject: CFN 56510 - RE: Airport Road (Braydon Boulevard/Stonecrest Drive to Countryside Drive)
EA

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Hi Tareq,

Thank you for the email and follow up to TRCA's comments.

We will review and get back to you should we need further clarification or information.

Thank you,
Suzanne

Suzanne Bevan
Senior Manager
Infrastructure Planning and Permits – Peel/York | Development and Engineering
Services

T: [\(416\) 661-6600](tel:(416)661-6600) ext. 5759

C: [\(647\) 924-5467](tel:(647)924-5467)

E: suzanne.bevan@trca.ca

A: [101 Exchange Avenue, Vaughan, ON, L4K 5R6](https://www.trca.ca) | [trca.ca](https://www.trca.ca)



From: Mahmood, Tareq <tareq.mahmood@peelregion.ca>
Sent: March 2, 2021 3:47 PM
To: Suzanne Bevan <Suzanne.Bevan@trca.ca>
Cc: Emma Benko <emma.benko@trca.ca>; Kristen Sullivan <kristen.sullivan@trca.ca>; Reitmeier, Anthony <Anthony.Reitmeier@hdrinc.com>
Subject: Airport Road (Braydon Boulevard/Stonecrest Drive to Countryside Drive) EA

Hi Suzanne,

In light of TRCA's following comments for ongoing Airport Road from Braydon Boulevard/Stonecrest Drive to Countryside Drive. EA, please see the link below to the ESR, Drainage, Hydrogeological and other specialty reports for your review and comments. Please note that the draft version of the ESR and specialty reports were shared with you in Fall 2020, and the ESR and specialty reports have been updated based on the comments received from the TRCA. Due to the file size, we are sharing the reports via Dropbox, which can be accessed via the link:

<https://www.dropbox.com/sh/jzrb772oyvylepm/AAA00kLMluoi2PMsIfjW8JGma?dl=0>

List of Documents:

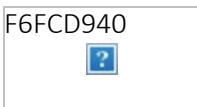
- Airport Road ESR
- Draft ESR comments and response
- Natural Environmental Technical Report
- Tree Evaluation Report
- Drainage Report
- Hydrogeological Assessment Report
- Fluvial Geomorphic Assessment Report
- Structural Assessment Memo

We plan to file the Airport Road ESR to the Ministry in April 2021, and we would appreciate any comments you have to address them prior to filing the ESR. Please let me know if any further information and background studies are required to complete your review.

Best regards,

Tareq Mahmood

Project Manager, Infrastructure Programming and Studies
Transportation, Public Works, Region of Peel
Cell:905-872-6475
Email: tareq.mahmood@peelregion.ca



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From: Caroline Mugo <Caroline.Mugo@trca.ca>

Sent: September 25, 2020 4:32 PM

To: Mahmood, Tareq <tareq.mahmood@peelregion.ca>

Cc: Reitmeier, Anthony <Anthony.Reitmeier@hdrinc.com>

Subject: CFN 56510 - Airport Road (Braydon Boulevard/Stonecrest Drive to Countryside Drive)

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Hi Tareq,

TRCA staff has reviewed the draft ESR for Airport Road (Braydon Blvd/Stonecrest to Countryside Drive, submitted on August 20, 2020. All comments that were addressed are no longer listed below – Thank you. Please also ensure that TRCA’s correspondence for this project is included in the final ESR.

Staff however notes that most of the comments will be addressed at the detailed design stage.

Please find our responses regarding the draft ESR below:

TRCA Comment #7

The widening of Airport Road will result in significant changes in the level of imperviousness. Therefore, a full assessment on potential erosion impacts or increases in runoff should be completed. Please provide supporting calculations and details to demonstrate how TRCA's water quantity, quality, erosion and water balance requirements would be met post-development. TRCA staff will require water quality control, not only for the new paved areas but also for the entire stretch of the road that will be widened. Please refer to the TRCA's Stormwater Management (SWM) criteria document and Low Impact Development SWM planning and design guide for further details and guidance: <https://sustainabletechnologies.ca/home/urban-runoff-green-infrastructure/toronto-and-region-conservation-stormwater-management-criteria/>.

Staff understands that no quantity control is required for the area in question. The proposed sewer system is deferred to the City for review and approval. A multicomponent (treatment train) approach is recommended to achieve the required enhanced quality control. Where pre-treatment is provided or runoff discharged into adjacent water bodies, please consider implementing an Oil and Grit Separator (OGS) unit. Please provide locations and sizing calculations for the OGSs and the proposed infiltration trenches. This information should be provided at this stage. Furthermore, the proposed infiltration and OGS locations should be reviewed and approved by the City. The proposed storage to achieve quality and water balance requirements are acceptable.

TRCA Comment # 9

Erosion prevention and sediment control (ESC) measures shall be implemented to mitigate erosion and sediment processes during construction. At the detailed design stage, please provide a comprehensive ESC plans indicating how runoff from the sites will be managed. Details, locations and supporting calculations for each ESC measure should be included in the plans. The ESC plans should be consistent with the Erosion and Sediment Control Guideline for Urban Construction, December 2006: <http://www.trca.on.ca/dotAsset/40035.pdf>.

[ESC measures are deferred to the detailed design stage which is acceptable.](#)

TRCA Comment #11

Where retaining walls are required, please ensure that the walls are designed by qualified engineer using the geotechnical information. The global stability should be also checked for the walls to confirm that a minimum safety factor of 1.5 is met to ensure global stability.

[To be addressed at the detailed design stage](#)

TRCA Comment #12

All engineering drawings for the retaining walls should be prepared showing all necessary details and specifications and submitted as signed and sealed by Licensed Professional Engineer.

[To be addressed at the detailed design stage](#)

TRCA Comment #13

At detailed design, cross-sections should be provided along the alignment in adequate intervals and critical locations, that show the proposed grade with respect to the existing ground. The cross-sections should extend enough to show where all features and slopes/banks exist. The extent of the proposed grading should also be shown on the site plan along the alignment.

[To be addressed at the detailed design stage](#)

TRCA Comment #14

The proposed embankments (cut/fill) should be studied and designed by a geotechnical engineer. A stability assessment is required for the embankments to ensure that a minimum safety factor of 1.5 is achieved.

[To be addressed at the detailed design stage](#)

Should you have any questions, please do contact me.

Thanks,

Caroline Mugo, Ph.D

Planner, Infrastructure Planning and Permits
Development and Engineering Services Division

T: [\(416\) 661-6600](tel:(416)661-6600) ext. 5689

E: caroline.mugo@trca.ca

A: [101 Exchange Avenue, Vaughan, ON, L4K 5R6](#) | trca.ca

Key MHSTCI Correspondence

From: [Minkin, Dan \(MHSTCI\)](#)
To: [Reitmeier, Anthony](#)
Cc: [Mahmood, Tareq](#)
Subject: RE: Airport Road - Draft ESR (MHSTCI File 0005657)
Date: Wednesday, March 31, 2021 5:32:36 PM

CAUTION: [EXTERNAL] 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 Anthony, thank you again for the revised ESR. Confirming that it addresses our comments as noted in the comment/response table.

Dan Minkin

Heritage Planner

Ministry of Heritage, Sport, Tourism and Culture Industries

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

401 Bay Street, Suite 1700

Toronto, Ontario M7A 0A7

Tel. 416.786.7553 *NEW*

From: Reitmeier, Anthony <Anthony.Reitmeier@hdrinc.com>
Sent: March 12, 2021 9:20 AM
To: Minkin, Dan (MHSTCI) <Dan.Minkin@ontario.ca>
Cc: Mahmood, Tareq <tareq.mahmood@peelregion.ca>
Subject: RE: Airport Road - Draft ESR (MHSTCI File 0005657)

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

Thanks Dan, much appreciated!

Anthony Reitmeier, P.Eng
D 289.695.4701 M 416.629.8639

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From: Minkin, Dan (MHSTCI) <Dan.Minkin@ontario.ca>
Sent: Friday, March 12, 2021 9:19 AM
To: Reitmeier, Anthony <Anthony.Reitmeier@hdrinc.com>
Cc: Mahmood, Tareq <tareq.mahmood@peelregion.ca>
Subject: RE: Airport Road - Draft ESR (MHSTCI File 0005657)

CAUTION: [EXTERNAL] 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.

Thanks Anthony, I've noted the requested timeline and I'll get back to you on the updated ESR.

Dan Minkin

Heritage Planner

Ministry of Heritage, Sport, Tourism and Culture Industries

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

401 Bay Street, Suite 1700

Toronto, Ontario M7A 0A7

Tel. 416.786.7553 *NEW*

From: Reitmeier, Anthony <Anthony.Reitmeier@hdrinc.com>**Sent:** March 11, 2021 3:52 PM**To:** Minkin, Dan (MHSTCI) <Dan.Minkin@ontario.ca>**Cc:** Mahmood, Tareq <tareq.mahmood@peelregion.ca>**Subject:** RE: Airport Road - Draft ESR (MHSTCI File 0005657)

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

Hello Dan,

Thank you for providing your comments related to the Airport Road Draft ESR. The Ministry's comments have been addressed in the attached comment response table (refer to comment #'s 61 to 65) as well as to the updated ESR document, also attached.

I trust this is sufficient. The project team is anticipating filing the ESR in April 2021, so a response in the next 3 weeks would be very much appreciated.

Regards,

Anthony Reitmeier, P.Eng**D** 289.695.4701 **M** 416.629.8639hdrinc.com/follow-us

From: Minkin, Dan (MHSTCI) <Dan.Minkin@ontario.ca>**Sent:** Friday, October 9, 2020 7:08 PM**To:** Reitmeier, Anthony <Anthony.Reitmeier@hdrinc.com>**Subject:** RE: Airport Road - Draft ESR (MHSTCI File 0005657)

CAUTION: [EXTERNAL] 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 Anthony,

Please find our comments attached.

Dan Minkin

Heritage Planner

Ministry of Heritage, Sport, Tourism and Culture Industries

Heritage, Tourism and Culture Division | Programs and Services Branch | Heritage Planning Unit
401 Bay Street, Suite 1700
Toronto, Ontario M7A 0A7
Tel. 416.786.7553 *NEW*

From: Reitmeier, Anthony <Anthony.Reitmeier@hdrinc.com>
Sent: September 18, 2020 4:01 PM
To: Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca>
Cc: Mahmood, Tareq (Peel Region <tareq.mahmood@peelregion.ca>; Restrepo, Veronica <Veronica.Restrepo@hdrinc.com>; Minkin, Dan (MHSTCI) <Dan.Minkin@ontario.ca>
Subject: RE: Airport Road - Draft ESR (MHSTCI File 0005657)

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Hi Karla,

The deadline extension to October 9th is acceptable. If we can receive your comments earlier, that would be greatly appreciated. We will also update the contact list as per your e-mail.

Have a nice weekend.

Regards,

Anthony Reitmeier, P.Eng
D 289.695.4701 M 416.629.8639

hdrinc.com/follow-us

From: Barboza, Karla (MHSTCI) [<mailto:Karla.Barboza@ontario.ca>]
Sent: Thursday, September 17, 2020 3:34 PM
To: Reitmeier, Anthony <Anthony.Reitmeier@hdrinc.com>
Cc: Mahmood, Tareq (Peel Region <tareq.mahmood@peelregion.ca>; Restrepo, Veronica <Veronica.Restrepo@hdrinc.com>; Minkin, Dan (MHSTCI) <Dan.Minkin@ontario.ca>
Subject: FW: Airport Road - Draft ESR (MHSTCI File 0005657)

CAUTION: [EXTERNAL] 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 Anthony,

Thanks for sending an update on this project and the opportunity to review the draft Environmental Study Report (ESR) prior to filing.

I can confirm that the Stage 1 archaeological assessment for this project has been entered into the Ontario Public Register of Archaeological Reports.

Dan Minkin, MHSTCI Heritage Planner, will review the draft ESR and provide comments, as appropriate. However, due to our workload, is it possible to provide comments by October 9? Let us know if that works for you.

Additionally, would it be possible to update our contact list to include both Dan and I and remove Rosi Zirger?

Let us know if you have any other questions.

Thanks again,
Karla

Karla Barboza MCIP, RPP, CAHP | (A) Team Lead, Heritage
Ministry of Heritage, Sport, Tourism and Culture Industries
Heritage, Tourism and Culture Division | Programs and Services Branch | Heritage Planning Unit
T. 416.314.7120 | Email: karla.barboza@ontario.ca

From: Reitmeier, Anthony <Anthony.Reitmeier@hdrinc.com>
Sent: September 16, 2020 4:40 PM
To: Minkin, Dan (MHSTCI) <Dan.Minkin@ontario.ca>; Zirger, Rosi (MHSTCI) <Rosi.Zirger@ontario.ca>
Cc: Mahmood, Tareq (Peel Region) <tareq.mahmood@peelregion.ca>; Restrepo, Veronica <Veronica.Restrepo@hdrinc.com>
Subject: Airport Road - Draft ESR (MHSTCI)

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

Hi Dan and Rosi,

We are moving towards filing the Airport Road (Braydon/Stonecrest to Countryside) ESR. We understand the Stage 1 Archaeological Assessment report has already been filed with the Ministry, but we would like to provide you with an opportunity to review the draft ESR text and the appendices at this time. Due to the file size, we are sharing the files via OneDrive – you can access them at the following link: <https://hdrinc-my.sharepoint.com/:f:/p/vrestrep/Eg0w-Jd0Bf5GpoHx2G5ySYcBp5WHitea-Hmk8E-TOCaT8g?e=5dW1B0>

Let me know if you have any issues accessing these documents. We don't anticipate you will have any concerns as the study recommendations are not anticipated to result in impacts to the identified cultural heritage features. In any case, we would appreciate any comments you have at this time no later than Friday October 2, 2020 so we can address them prior to filing the ESR. Let us know if you have any questions.

Thanks,

Tony

Anthony Reitmeier, P.Eng.
Senior Project Manager, Associate

HDR

100 York Boulevard, Suite 300
Richmond Hill, ON L4B 1J8
D 289.695.4701 **M** 416.629.8639
anthony.reitmeier@hdrinc.com

hdrinc.com/follow-us