

APPENDIX N

Public Open House #2 - Summary Report

Region of Peel
Hanlan Feedermain &
Mississauga City Centre Watermain
Municipal Class
Environmental Assessment

Open House #2
Meeting Summary

June 2, 6-9 pm, A.A. Martin Public School
June 3, 4-8 pm, Tomken Twin Arena

June 2009

This Meeting Summary was prepared by Lura Consulting. Lura is providing third-party facilitation services as part of the AECOM team, which is preparing the Hanlan Feedermain and Mississauga City Centre Watermain Municipal Class Environmental Assessment. This summary captures the key discussion points raised during the two open houses convened on June 2nd and 3rd 2009. If you have any questions or comments regarding this summary, please contact:

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AECOM



Region of Peel
Working for you

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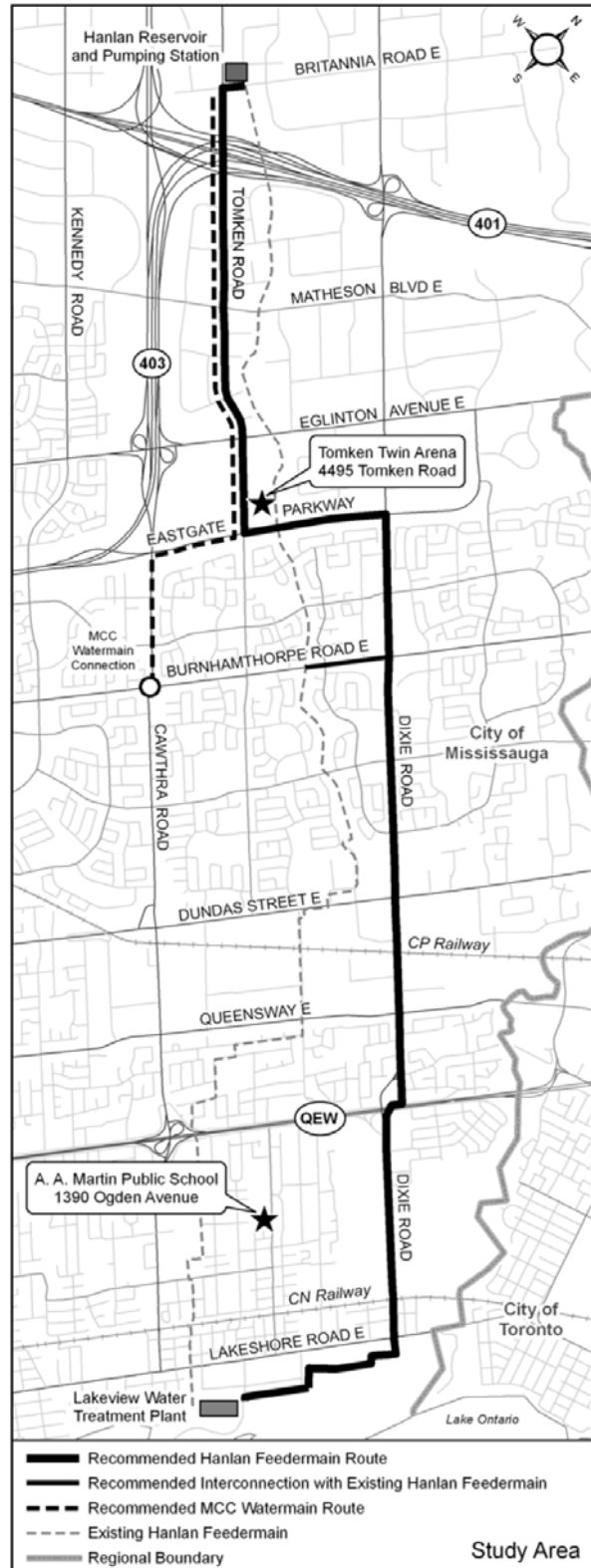
I Background

The Region of Peel (the Region), through their consultant AECOM, is currently conducting a Schedule 'C' Municipal Class Environmental Assessment (Class EA) study to select the preferred routes for two new large diameter municipal water pipes in the City of Mississauga. As shown on the accompanying map, the larger pipe (2.4 m in diameter), called the Hanlan Feedermain, will extend approximately 15 km north from the Lakeview Water Treatment Plant to the existing Hanlan Reservoir & Pumping Station. The smaller pipe (1.2 m in diameter), called the Mississauga City Centre (MCC) Watermain, will extend south from the Hanlan Reservoir & Pumping Station to a connection point with the existing distribution system at the corner of Burnhamthorpe Road and Cawthra Road.

In June 2008, the first public open house was hosted by the Region to introduce the project to the public. Thirty-two participants attended this initial consultation session, which was convened during the evening of June 3rd and June 4th at Cawthra Community Centre and Tomken Twin Area, respectively. Open House #1 focused on the Hanlan Feedermain.

In January 2009, the Region published a Notice of Revised Project Description to communicate to stakeholders that the Hanlan Feedermain Municipal Class EA project was being modified to include a parallel planning process for the Mississauga City Centre (MCC) Watermain.

The first Hanlan Feedermain public open house conducted in June 2008 covered approximately the same study area and the same route evaluation criteria as required for the MCC Watermain. As such, the June 2009 public open house was considered to be a second consultation session for both projects.



2 About Public Open House #2

The second Public Open House (POH) for the Hanlan Feedermain and MCC Watermain Class EA was held in two locations, in the north and south of the project study area. Specifically, the purpose of the second POH was:

1. To present the preferred feedermain and watermain routes; and
2. To gather input on the preferred routes and on the planned mitigation measures for addressing potential impacts.

16 members of the public attended the June 2ND POH, which was held at A. A. Martin Public School at 1390 Ogden Avenue. 15 people attended the June 3RD POH, which was held at the Tomken Twin Arena, 4495 Tomken Road. Representatives from the project team, including both Region staff and the AECOM consulting team, attended the POH. A complete list of participants is included in Appendix B.



3 Format of POH #2

Both meetings were held in an “open house” format. Participants were invited to read a series a display panels that presented information about the projects, including:

- Overview of the Study Process;
- Details on the Features and Key Considerations of the Study Area;
- Alternative Routes and their Evaluations;
- Recommended Route Details and Rationale;
- Burnhamthorpe Library Possible Restoration Plan;
- Construction Methods;
- Mitigation Measures for Traffic and other Issues; and
- Project Schedule and Next Steps.

Contact information for the study team was also provided. A handout of the display panels was available to participants at each meeting. The open house panels are also available in PDF format on the project website: www.peelregion.ca/HanlanEA.

Participants were provided with a Comment Sheet with the following questions:

- **What are your thoughts on the recommended routes and the criteria and rationale that were applied to select them?**
- **Do you agree/disagree with the proposed mitigation measures? Are there any other measures you feel the Region should consider for these projects?**
- **Is there anything else that you think the Region should consider in deciding how these projects should be implemented?**

A copy of the comment form is provided in Appendix A.

At each meeting, Region staff and members of the project team were available to discuss the project with the POH participants.

This report summarizes the feedback received through the comment forms and the discussions participants had with the project team members.



4 Summary of Feedback from POH #2 Participants

The following table provides a summary of the feedback from participants received at POH #2 – both through discussions and the one submitted comment form. Responses from the project team to the feedback provided are included in the table below.

Comments/Concerns	Project Team Response
Construction Impacts to Business	
<p>I'm concerned about access to my business. Approximately 50-75 cars visit my business on a daily basis. Should I plan to shut down during construction?</p>	<p>Access to all residences and businesses will be maintained. Temporary shutdown of your business will not be necessary, even when construction is directly in front of your building. Advanced notification will be provided if you wish to inform your clients in advance of the construction. Advanced notification signage will also be provided along the route during construction.</p>
<p>Can you let me know in advance when construction will be coming by my business?</p>	<p>Advanced notification will be provided to all residences and businesses along the route, but we won't be able to tell you on which exact days the construction zone will be located [in the roadway] in front of your business. Open cut construction in the roadway will require moving lane closures in 100 to 200 m stretches, so you'll be able to see us coming down the road. Advanced notification signage will also be provided along the route prior to and during construction.</p>
<p>Truck traffic needs to access my business located east of the Hanlan Reservoir & Pumping Station traveling from Dixie Rd along Britannia Rd.</p>	<p>Property access will be maintained at all times.</p>
<p>I'm concerned traffic from this construction project could be detrimental to my business.</p>	<p>The proposed work zone concepts were reviewed and we explained how the contractor would use mobile traffic lights with a flag person controlling them during working hours. This is a better alternative to the standard setup of automated traffic lights on a preset time interval. Having a flag person control the lights allows us to better react to traffic demands and emergency vehicles. We can have further discussions to help alleviate concerns.</p>

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There should be a category in the criteria for “business disruption”.	Potential effects on businesses were considered as part of the social-cultural evaluation.
Dixie Road	
I’m interested in the overall project and specifically, where the feedermain would cross the QEW.	The current recommended location for a tunnel shaft north of the QEW is on MTO property at the east corner of Dixie Road and the North Service Road. The recommended location for a tunnel shaft south of the QEW is also on MTO property at the east corner of Cormack Crescent and the South Service Road.
What are the MTO’s plans for redesign of the Dixie Road-QEW interchange?	The MTO has not yet provided us with any definitive information. We only know that they plan to build an overpass east of the current Dixie Road overpass. We are unsure of their timeframe.
I’m interested in the overall project and specifically, how construction would affect Dixie Road in the south section of the study area. I’m concerned because Dixie Road is a main north-south arterial road.	Existing traffic volumes are actually much less on Dixie Road in this section than they are on Cawthra Road. [The proposed traffic management drawing for Dixie Road south of Cormack Crescent was reviewed.] Open cut construction would progress up Dixie Road in 150-200 m stretches. Around that construction zone, traffic would be restricted to one lane only, either with alternating one-way traffic controlled by temporary traffic signals (under the control of a flag person during the day to help minimize delays) or one-way traffic only during peak periods. Both winter construction and traffic diversion to alternate routes are recommended.
9-months for construction along Dixie Road from north of the CNR to the QEW is too long.	It’s anticipated that construction in this section will take more like 5 to 7 months. We can provide more detailed wait time estimates and have further discussions to help alleviate concerns.

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Britannia Road	
Eastbound lane reductions on Britannia Road East and southbound lane reductions on Tomken Road could make the intersection much more dangerous.	Lane restrictions may cause traffic backups but should not compromise the operational safety of the intersection. With traffic diversion, traffic delays at the intersection should not increase substantially.
There is frequent truck traffic to property at 960 Britannia Rd – one of the tenants with high truck traffic volumes is a packaging company. However, no trucks use the driveway along the east boundary of the property (i.e., parallel to Tomken Road) but rather, trucks use the entrances off Britannia Road west of Tomken Road.	Construction of the MCC Watermain is proposed on Britannia Road just west of Tomken Road. At this stage, it's anticipated that there will be no construction directly in front of 960 Britannia Rd entrances.
Tomken Road	
Is Tomken Road too close to little Etobicoke Creek?	Although Tomken Road is closer to the creek than Dixie Road in the north section, our evaluation indicates that the distance between Tomken Road and Little Etobicoke Creek ranges from approximately 150 m to more than 400 m, which is a reasonable separation distance considering the nature of construction. We are working with the Toronto and Region Conservation Authority (TRCA) to make certain that all reasonable measures are undertaken to ensure that Little Etobicoke Creek is not negatively impacted.
Tomken Road-Britannia Road Tunnel Shaft	
I am concerned about the loss of the wheelchair access ramp and bus stop at the northeast corner of property at 960 Britannia Rd where a tunnel shaft is proposed (i.e., at the southwest corner of the Tomken Road-Britannia Road intersection). Many handicapped people use this ramp to access the two buildings at 930-960 Britannia Road E.	The Region is committed to providing temporary bus stops for the duration of construction and would construct another handicap access to the property. This access would conform to the City's grade, surface condition and safety requirements.

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<p>Can the Tomken Road-Britannia Road tunnel shaft be sited at a different corner of the intersection?</p>	<p>The southwest corner of the Tomken Road-Britannia Road intersection is the best place. The Hanlan Reservoir & Pumping Station is located at the northeast corner of the intersection. The southeast corner was removed from consideration due to lack of room because of existing infrastructure.</p>
Cormack Crescent	
<p>Will access to my business on Cormack Crescent be maintained and if so, how?</p>	<p>Access to all residences and businesses will be maintained. [The proposed traffic management drawing for Cormack Crescent was reviewed.] Construction will be completed in front of half of each entrance before construction proceeds in front of the other half. In addition, advanced notification will be provided so that business can tell clients whether to access a business from Dixie Road or the South Service Rd, depending on the location of current construction. Advanced notification signage will also be provided along the route during construction.</p>
<p>The Cormack Crescent-South Service Road intersection is very dangerous. Traffic speed is very high. In the morning peak period, parents enter Cormack Crescent from Dixie Road to drop their children off at school (e.g. Star Academy). When the parents are trying to return to the South Service Road, long queues develop.</p>	<p>Others have also expressed this concern. As we move forward with detailed design, we will examine the possibility of installing traffic lights at this intersection, as long as it meets the City's criteria and would be beneficial to safety and traffic movement.</p>
Burnhamthorpe Library	
<p>The loss of parking at the Burnhamthorpe Library is an important issue that needs to be better addressed. Library staff may be able to park on the west side of the library during construction, but as previously mentioned, parking is at capacity during theatre events. The Project Team should consider parking and shuttle buses to/from Rockwood Mall during theatre events. It may also be possible to use the Burnhamthorpe Community Centre or fire hall (if available) for parking if shuttles were available.</p>	<p>AECOM will further develop and refine replacement parking to address the anticipated shortfall and schedule another meeting with City/Library staff to discuss.</p>

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You should consult with the theatre to see if one time of year would be preferred (i.e., optimal construction window) to minimize disruption for theatre events.	We can discuss the theatre's preferred construction timing at our next meeting.
Burnhamthorpe Rd and Dixie Rd Cemetery	
Archaeological investigations were completed on another City property using ground penetrating radar (GPR) techniques. The City should be able to provide further information to ensure that the Ministry of Culture's requirements are met.	We plan to screen for archaeological remains within 10 m of the cemetery buffer using GPR techniques. If the area appears relatively clear, we may want to proceed with test-pitting within the 10 m buffer shown on display board no. 30. This will require pavement stripping of the 10 m buffer and follow-up restoration. It is our understanding that the Ministry of Culture requires test pitting before they will consider the area clear of archaeological concern.
The City would suggest additional GPR investigations along the road allowance on the north side of the cemetery.	Construction is anticipated more than 20 m from the cemetery on the north side, so we don't believe this will be an issue. However, we will consider your suggestion and let the City know how we propose to proceed.
Alternative Routes	
Why was the hydro corridor (from Lakeshore Road north to the QEW) not recommended?	The hydro corridor also looked like a good option to us at first. However, we determined that construction along this corridor would result in significant social disruption. For example, temporary haul roads for construction truck access would have to be built along the corridor and residential side streets would have to be used as haul roads. This would be very disruptive for those people whose homes back onto the corridor and those who live along the haul routes. Permanent access would also have to be provided for future access to underground chambers. In addition, the Region would have to obtain a permanent easement from the Province, and the Province could request that the Region move the pipe in the future. Further increasing costs, once across to the north side of the QEW, we would have to tunnel along the entire length of the North Service Road to Dixie Road.

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<p>I understand it is better to cut across 401 at Tomken Road, but what is wrong with bringing the pipe up Dixie to 401 then on the southern edge of 401 over to Tomken Road?</p>	<p>MTO has indicated that they require a 15 m setback from their property boundary and they do not allow utilities to be located within their right-of-way parallel to a major highway. In addition, the need for significant property acquisition and delays on the Highway 401 on/off ramps precludes construction parallel to either side of Highway 401.</p>
<p>I believe Dixie Road could be a better option for the north section because:</p> <ul style="list-style-type: none"> • Dixie and Tomken seem to have equal driving speeds; • If traffic volumes are lower on Tomken, it could be that it is an easier drive than Dixie; and • Dixie is straighter, wider and has less feeder streets. 	<p>The Traffic Impact Analysis (TIA) completed as part of this Class EA indicates that Tomken Road is preferred over Dixie Road from a traffic perspective. For the north section, Dixie Road continues to operate under the heaviest traffic conditions, with some sections averaging between 60,000 and 70,000 vehicle movements per day (according to the Region's Average Annual Daily Traffic count data) and more than 2500 vehicles per hour during the AM and PM peak periods. By comparison, traffic volumes on Tomken Road from Eglinton Avenue to Highway 401 average between 25,000 and 26,000 vehicle movements per day and from 630 to 1750 vehicles per hour during the AM and PM peak periods.</p> <p>One of the main reasons Dixie Road is so heavily traveled is because it provides direct access to Highway 401. This stretch of Highway 401 includes part of the busiest section of highway in Canada, including the Dixie Road on/off ramps. Construction on Dixie Road, combined with heavy traffic volumes, could be expected to cause traffic delays at the Highway 401 ramp terminals. Both the MTO and Canada Post (which distributes 75% of Canada's mail from the Gateway Postal Facility just south of Eglinton Avenue) have indicated their dislike for this option.</p>

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For the larger [Hanlan Feedermain] pipe, put it up Dixie Road in the north section.	Dixie Road was not recommended in the north section because of significant traffic disruptions [see previous response immediately above] and significant tunnelling requirements and the associated cost increases (i.e., under Highway 401 and the future Mississauga Bus Rapid Transitway (BRT) underpass at Dixie Road).
Water Service Concerns	
Will there be any changes to my water pressure due to the installation of the Hanlan Feedermain and MCC Watermain?	There will be no changes in water pressure.
Will my water service be affected?	Your water service could be briefly interrupted if existing watermains along your street need to be relocated. We're trying to minimize the need to move any of the existing utilities, like water, sewer, cable for example. However, since this is such a large pipe, it's inevitable that some existing utilities will have to be relocated just to make room. If you do experience a service disruption, it shouldn't be for longer than a few hours. You'll receive advanced notification if a disruption is expected.
Technical Questions	
How big will the pipe be?	The new Hanlan Feedermain will be 2.4 metres or approximately 8 feet in diameter – you could walk through it! This will be the largest diameter pipe in the Region. The existing Hanlan Feedermain is 2.1 metres in diameter. The MCC Watermain will be about half that size – 1.2 metres or approximately 4 feet in diameter.
How much does it weigh?	Once section of pipe is approximately 6 metres or 20 feet long – that weighs about 20 tonnes. That's why we'll need heavy equipment like cranes to lower each section into place.

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How many sections of pipe can you install per day?	It depends on the location and construction method. For open cut construction, we can typically advance about 15 to 20 metres per day. We estimate that we'll install 3 to 4 sections per day in the trench. However, that number varies depending on several factors such as soil conditions and weather. Existing utilities will be relocated, if necessary, well in advance of construction. For tunnel construction, the Tunnel Boring Machine (TBM) can typically advance 10 metres per day. Once the entire tunnel section is completed, the TBM is removed and the pipe is pushed into the tunnel. This part of the operation is relatively quick.
How long will the pipe last?	The life expectancy of the pipe is about 80-100 years. This pipe should not need to be replaced for many years.
How long will the [new Hanlan Feedermain] pipe be?	It will extend approximately 14.5 kilometres, from the Lakeview Water Treatment Plant near Lake Ontario to the Hanlan Reservoir & Pumping Station north of Highway 401.
How deep will it be?	In most cases, we'd want at least one pipe diameter of cover on top of the pipe. This means that for open cut construction, the bottom of the pipe will likely be about 5 metres below ground, depending on soil conditions and existing utilities. For tunnel construction, the depth of pipe could range anywhere between 6 m and 30 metres, depending on soil conditions and engineering requirements.
What will the feedermain be made out of?	We will be recommending a concrete pressure pipe with a steel core. Exact specifications will be determined during detail design.
Will you test the pipe to make sure there are no leaks before it's put in the ground?	Yes. The manufacturer will test each pipe section before it's delivered to the contractor. Then, after each pipe section is joined to the next, we'll visually inspect for cracks or faulty sealing. Since this pipe is so large, the inspector will be able to stand inside the pipe to examine it. We'll then test each section by filling it with water and pressurizing it to check for leaks.

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Where will you put all the extra soil that's removed during construction?	Some will be used to bury the pipe. We're currently trying to identify any nearby areas where extra soil might be required, but the bulk of this task will be completed during the detail design phase of the project, after this Class EA has been approved.
Will the soil be tested for contaminants before it's removed off-site?	Preliminary soil testing will soon be completed along the route as part of our borehole drilling program. During construction, we'll do additional soil testing as required, to ensure it can be used where required. Where contaminated soils are encountered, for example with gas or oil, remediation would be required before construction or using the soil elsewhere. The Province has specific requirements for the disposal of contaminated soils.
What about supervision and inspection during construction? For example, the supervisor should know how much gravel to put in the trench before the pipe is laid. If this HUGE pipe dislodges or breaks it will cause a catastrophe.	Design specifications, including quantity and type of fill required beneath the pipe, will be determined by a licensed professional engineer during detail design. Contractor requirements for testing and inspection will then be included within the tender documents and the Region will retain trained, full-time inspectors to ensure proper supervision during construction.
Inspection and maintenance of the existing Hanlan Feedermain should be ongoing anyway.	The existing Hanlan Feedermain was constructed in three phases during the early 1990s and currently transfers over half the Region's water supply per day. As such, it cannot be shutdown for inspection and maintenance without significantly reducing water supply to the Region's existing customers. When the new Hanlan Feedermain is completed, the existing pipe will be able to be shut down in sections without compromising the Region's water supply ability.
Miscellaneous Questions	
When is construction supposed to start?	Construction of both pipes is anticipated to start in 2012, although some sections could be constructed earlier for coordination with other approved projects.

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How much will this project cost?	Current construction costs are estimated at approximately \$200M for the Hanlan Feedermain and \$45M for the MCC Watermain.
Who's paying for that?	These projects are already funded by the Region's Development Charges and the Region of York. There will be no increase in taxes or water rates as a result of this project.
I heard that York Region is also involved?	York Region will also benefit because of their existing water supply agreement with the Region of Peel, which is one reason why Peel's water rates have remained one of the lowest in the Province. Since York Region does not have direct access to Lake Ontario, and because of the Province's policies regarding Lake Simcoe, they rely on neighbouring municipalities for their municipal water.
How do you keep adequate capacity and pressure for an expanding Mississauga if you make an agreement with York to supply them as they too expand, or does Mississauga only sell its surplus?	The Region's 2002 Water & Wastewater Servicing Master Plan and subsequent 2007 Master Plan Update provided a listing of strategically phased projects (including this one) necessary to meet the servicing needs of both Peel and York Region.
Where is the existing Hanlan Feedermain located?	It primarily runs along the Little Etobicoke Creek valley, north of Dundas Street. South of Dundas Street, it primarily follows existing road right-of-ways through mature and well developed residential areas.
Will the existing Hanlan Feedermain be removed once the new feedermain is in operation?	No, it will remain in service. However, once the new Hanlan Feedermain is finished, the old Hanlan Feedermain can be shut down in sections for inspection and maintenance.
Are there any other pumping stations being built as part of this project?	No, however the Hanlan Pumping Station is being upgraded as part of the Region's Capital Works program.
Where will you get the pipe from – is it made in Canada?	Yes, there are two manufacturers in Ontario who can produce this type of pipe.

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<p>Why are these two new pipes [the Hanlan Feedermain and MCC Watermain] needed?</p>	<p>The new Hanlan Feedermain is needed primarily to provide for the Region’s future water supply needs. This includes anticipated water supply needs from intensification (e.g., high rise condo construction) in the City of Mississauga. It will also allow the existing feedermain to be shut down in sections for inspection and maintenance. It will also provide a security of supply. For example, the existing feedermain currently supplies over half the Region’s drinking water supply. If something were to happen to that pipe, many people and businesses would be impacted. The new Hanlan Feedermain can serve as a backup should something happen to the existing pipe.</p> <p>The new MCC Watermain is also needed for intensification in the City of Mississauga. Specifically, it will ensure that minimum water pressure is available to the Mississauga City Centre area which is planned for intensification.</p>
<p>A pipe of this size will carry a massive amount of water and if it breaks, flooding would be a concern. Will it be necessary to purchase flood insurance for my property?</p>	<p>We have not heard of a watermain break on a pipe of this size within the road right-of-way which caused flooding of homes or businesses. Although it’s not out of the realm of possibility, such an occurrence for a main this size is highly unlikely. If you are concerned, you could call your insurance company to discuss it and get their advice.</p>
<p>When will the Environmental Study Report be filed for public review?</p>	<p>Right now we’re anticipating to file in Fall 2009. If you’ve added your contact information to our sign-in sheet or if you submit a Comment Sheet, we’ll add you to the project mailing list. Everybody on the project mailing list will receive a notice called the ‘Notice of Study Completion’.</p>

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<p>Is such a large pipe really necessary? There should be more efforts for water conservation and waste management.</p>	<p>Earlier versions of the Region’s Water and Wastewater Master Plan evaluated alternative solutions such as water conservation, import water from another jurisdiction and “do nothing.” The recommended solution was identified as expansion of the existing system in conjunction with water conservation. Although water conservation could reduce consumption requirements on a per person basis, planned growth requires access to a safe, secure supply of water. Even at reduced consumption levels, this new Feedermain will still be required to service municipal water demands.</p> <p>It is also worth noting that the Region’s efforts on water conservation over the past several years has resulted in an overall reduction in per capita water consumption in Peel. However, despite these water conservation measures, the Region still requires additional water supply capacity for growth. For more information about the Region’s water efficiency strategy, please visit “Water Smart Peel” at: http://www.peelregion.ca/watersmartpeel/.</p>
<p>Who is actually pushing for this huge pipe? Is it developers in Vaughn?</p>	<p>The need for the new Hanlan Feedermain was identified in the Region of Peel’s 2002 Water & Wastewater Servicing Maser Plan and subsequent 2007 Master Plan. The Master Plan assessed water servicing options necessary to meet future, planned and approved growth in accordance with the Region’s Official Plan.</p> <p>By Regional Council approved agreement, the Region of Peel supplies municipal drinking water to the Region of York. Additional water is required to fulfill the Region’s obligations to York Region under the York/Peel Water Supply Agreement. However, even without this agreement, a new Hanlan Feedermain would be required to supply additional water for the Region of Peel.</p>

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Are all the projects shown on the “Why These Projects are Needed...” display board dependent on getting this huge water pipe?	The map shown on this display board is from the Region of Peel’s 2007 Water and Wastewater Master Plan Update. IT shows all the projects necessary to meet the future water servicing needs of the South Peel, including the proposed Hanlan Feedermain (i.e., transmission mains, pumping stations, reservoirs and elevated tanks). These projects are not dependent on this pipe.
Additional Comments	
Construction will be an inconvenience, but if it has to be done, it has to be done.	[No response required]
I’m happy that the Little Etobicoke Creek route option wasn’t chosen.	[No response required]
I’m happy because I live nowhere near the route.	[No response required]
The price of water in Peel is very satisfactory.	The York/Peel Water Supply Agreement offsets the price of water charged to Region of Peel customers, helping to keep water rates well below the national average.
The water pressure at the two buildings we have in Mississauga is very satisfactory at present.	[No response required]
For the larger [Hanlan Feedermain] pipe, decide on the pipe size.	A Hanlan Feedermain pipe diameter of 2.1 m was originally identified as part of this study, the option of upsizing the pipe diameter to 2.4 m was reviewed from both a technical and construction/ operations perspective. In summary, a 2.4 m diameter pipe is recommended for optimal hydraulic operations and added water supply protection in the event of a disruption to the exiting Hanlan Feedermain. Potential construction, operational and routing issues associated with the increased pipe diameter(e.g, increased trench width and pipe weight) were deemed minimal and do not outweigh the advantages of the 2.4 m diameter pipe.

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I suggest putting the small pipe MCC in the most convenient location to reach users.	Tomken Road provides the least impacts for MCC Watermain construction when coordinated with construction of the Hanlan Feedermain. For example, traffic disruptions on two major north-south roads are avoided, and it provides an opportunity to replace the existing watermain on Tomken Rd (circa 1954/1976), thereby avoiding the need for future maintenance/ repairs (e.g., watermain breaks) and associated construction impacts. In addition, use of Tomken Rd for both pipes requires that the Hanlan Feedermain tunnel section under Eastgate Pkwy is extended past Timberlea Boulevard, thereby reducing construction impacts in the Eglinton Avenue area.
I would like to see development in York Region curtailed and not encouraged and the greenbelt across Oak Ridges not threatened.	[No response required]

APPENDIX A - Comment Form



Hanlan Feedermain &
Mississauga City Centre Watermain
Municipal Class Environmental Assessment

Public Open House #2 - Comment Sheet

The Region of Peel is conducting two parallel Class Environmental Assessment studies to select the preferred routes for two new municipal water pipes called the Hanlan Feedermain and Mississauga City Centre (MCC) Watermain.

The purpose of today's Public Open House is to present and gather feedback on both the Hanlan Feedermain and MCC Watermain recommended routes, including design concepts and proposed mitigation measures to manage impacts.

Please share your comments on the questions below for the consideration of the Project Team.

Question 1. Recommended Routes

The recommended routes include a combination of open cut and tunnel construction along portions of Lakeview Park (south of Lakeshore Road), Dixie Road, Eastgate Parkway, Tomken Road, Burnhamthorpe Road and Cawthra Road (please see map on display).

What are your thoughts on the recommended routes and the criteria and rationale that were applied to select them?

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.....

Your Information

You are:

- Member of the General Public (including resident)
 Member of an Interest Group (Please specify): _____
 Agency Representative (Please specify): _____
 Other (Please specify): _____

Attended: June 2nd 2009 at A. A. Martin Public School June 3rd 2009 at Tomken Twin Rinks

Optional: Please provide your contact information if you would like to receive the Notice of Completion for this project.

Name: _____
Address: _____
Telephone: _____ Fax: _____
Email: _____

Note: Comments and information regarding this project are being collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act for the purpose of meeting environmental assessment requirements. With the exception of personal information, all comments will become a part of public record.

Thank you for participating in this study.

Please return this completed comment sheet to our staff at the registration table or place it in the Comment Box. You can also send them to one of the contacts below by **Thursday, June 19th 2009**.

Mr. Martin Pendlebury, P. Eng.
Project Manager
Environment, Transportation & Planning Services
Regional Municipality of Peel
10 Peel Centre Drive, 4th Fl.
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Fax: 905-886-9494
E-mail: dave.beattie@aecom.com

Visit the Region's website for study updates:

www.peelregion.ca/HanlanEA

APPENDIX B - Participant List

Public Open House June 2nd - A. A. Martin Public School









Name	Organization (If any)
Alex Banks	SHORA-PRIS
Mark Bekkers	
Dave Bekkers	
Justin Bekkers	
Chris Bulley	
Sean Ballaro	Region of Peel
Manuel Corderro	
Steve Gabon	
David Huang	
Heather McGinnity	Region of Peel
Colin Patterson	City of Mississauga
John Pozzobon	
Matt Snowden	
Dr. Warren J. Stevenson	Cormack Animal Clinic
Jack Waghorn	
Tanya Wyman	

Public Open House June 3rd - Tomken Twin Rinks

Name	Organization (If any)
Irene Bork	Siya Road Health Rehab
Philip Brent	Canadian Tomken Inc.
Sara Couto	SJHC
Brock Criger	Region of Peel
Jane Darragh	City of Mississauga
Troy De Souza	
John Glass	OCWA
Juei Han Chu	
Darko Kodric	OCWA
John Ferguson	O.P.G.
Marina Mihilovich	CPC Inc.
G. Moga	
Janet Waldner	
Brian Webster	
Tom Wenzel	City of Mississauga, T&W

Sign-in Sheet

Hanlan Feedermain & Mississauga City Centre Watermain Assessment - Public Open House
 June 2nd 2009 A. A. Martin Public School / Tomken Twin Arena June 3rd 2009

Name (Please print)	Organization (if any)	Address (please include postal code)	E-mail and/or Telephone No.	Add me to the mailing list (Y/N)	How did you hear about the Open House?
Heather McGinnity	R.O.P.	10 Peel Centre Dr.	heather.mcginnity@peelregion.ca	N	Web
					Parent
				N	associate.
				Y	MAIC
				Y	Mailer
Sean Ballaro	Peel Region	Airport Rd 9445.	Sean.ballaro@peelregion.ca	N	Work.

Sign-in Sheet

Hanlan Feedermain & Mississauga City Centre Watermain Assessment - Public Open House
 June 2nd 2009 A. A. Martin Public School / Tomken Twin Arena June 3rd 2009

Name (Please print)	Organization (if any)	Address (please include postal code)	E-mail and/or Telephone No.	Add me to the mailing list (Y/N)	How did you hear about the Open House?
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	Y.	at school
COLIN PATTERSON	CITY OF MISSISSAUGA	3185 MAVIS ROAD MISS. ON L5C 1T7	colin.patterson@mississauga.ca	Y	WORK
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	N	Newspaper
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	Y.	EMAIL
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	Y	Miss News
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	Y	MAIL
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	Y	MAIL
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	Y	MAIL
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	Y	MAIL

Sign-in Sheet

Hanlan Feedermain & Mississauga City Centre Watermain Assessment - Public Open House
 June 2nd 2009 A. A. Martin Public School / Tomken Twin Arena June 3rd 2009

Name (Please print)	Organization (if any)	Address (please include postal code)	E-mail and/or Telephone No.	Add me to the mailing list (Y/N)	How did you hear about the Open House?
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	Y	TEL.
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	Y	MAIL
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]		
Tom Wenzel	City of Miss. ^{TEAM.}	201 City Centre Dr.	Tom.Wenzel@mississauga.ca	Y.	
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]		NEWS.
James Donough	City of Mississauga	201 City Centre Drive ^{South} 900	james.donough@mississauga.ca		email
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]		email
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	N	MISS. NEWS
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	Y	MISS. NEWS.

Sign-in Sheet

Hanlan Feedermain & Mississauga City Centre Watermain Assessment - Public Open House
 June 2nd 2009 A. A. Martin Public School / Tomken Twin Arena June 3rd 2009

Name (Please print)	Organization (if any)	Address (please include postal code)	E-mail and/or Telephone No.	Add me to the mailing list (Y/N)	How did you hear about the Open House?
BROCK CRAIGER	Regional Municipality of Peel	10 Peel Centre Drive 6th Floor Suite A	brock.craiger@peelregion.ca	N	got a flyer in the mail
[REDACTED]					
				YES	MARKING
				Y	mail
				Y	mail
				N	

APPENDIX O

Frequently Asked Questions

Region of Peel Hanlan Feedermain Environmental Assessment

FREQUENTLY ASKED QUESTIONS (FAQs)

June 2009

The following questions and answers were documented for reference in the case of requests for further information from stakeholders during stakeholder scan interviews and may be used in the future for other public information materials, as well as be posted on the Region's project website.

Frequently Asked Questions

- [Definitions and study location](#)
- [Purpose of the study](#)
- [Background and existing conditions](#)
- [Alternatives](#)
- [Construction and impacts](#)
- [Communication and consultation](#)

Definitions and Study Location

Q1. What is the difference between a “Feedermain” and a “Watermain”?

A1. A feedermain is a large (in this case, 2400 mm or 96 inch diameter) pressurized pipe which is used to transfer water from one location to another. The reason it is called a feedermain is that it doesn't have connections to homes or businesses along its route, but rather it feeds water into, in this case, a storage reservoir and pumping station. A watermain however, is generally a smaller pipe (at least 1 m diameter) used to carry water from the feedermain to points along the distribution system such as residential and business properties.

Q2. Why are the pipes called the “Hanlan Feedermain” and “Mississauga City Centre (MCC) Watermain”?

A2. The larger pipe is called the Hanlan Feedermain because it supplies water from the Lakeview Water Treatment Plant to the *Hanlan* Reservoir and Pumping Station located at the northeast corner of the intersection of Tomken and Britannia Roads. The name “Hanlan” is in honour of Canadian oarsman Edward (Ned) Hanlan who was declared world’s rowing champion from 1880 to 1884. The smaller pipe is called the Mississauga City Centre or MCC Watermain because it will supply more water from the existing distribution system to *Mississauga City Centre*, specifically along the Hurontario Street corridor.

Q3. Where is the study taking place?

A3. The study area is located in the eastern end of the City of Mississauga. It extends north-to-south, from the Lakeview Water Treatment Plant on the shores of Lake Ontario to just north of Britannia Road East (north of Highway 401), and from west-to-east, from just west of Kennedy Road to east of Dixie Road. [See map](#)

Purpose of the Study

Q4. What is the purpose of this study?

A4. The purpose of this study is to provide a comprehensive and environmentally sound planning process which is open to public participation, to select the preferred route for both a new large water supply pipe known as the “Hanlan Feedermain” and a new large water distribution pipe known as the “MCC Watermain.” Our objectives include:

- Protection of the environment, as defined in the *Environmental Assessment Act*, through the wise management of resources;
- Extensive consultation with all affected and interested parties, including participation of a broad range of stakeholders to allow for the sharing of ideas, education, testing of creative solutions and developing alternatives;
- Facilitating dialogue between those with different interests;
- Documentation of the study process in compliance with all phases of the Municipal Class Environmental Assessment (Class EA) planning process; and

- Mitigation and monitoring to ensure minimal disruption during construction to residents and businesses.

Q5. Why is this secondary water supply pipe project necessary?

A5. As documented in the Region's 2007 Water & Wastewater Master Plan Update, a new secondary feedermain is required to meet the Region's future water supply needs, including intensification (i.e., increased population density) in the City of Mississauga and approved planned growth. The proposed feedermain will also address security of supply in the event of a disruption to the existing Hanlan Feedermain service, and provide opportunities to conduct maintenance and repairs on the existing pipe.

Similarly, the MCC Watermain is also needed for intensification in the City of Mississauga, specifically to ensure minimum water pressure is available to the Mississauga City Centre area.

Q6. How is this study being completed?

A6. The study is being conducted in accordance with the approved requirements for an Environmental Assessment (EA) as required by the Ontario Ministry of the Environment and documented in the Municipal Engineers Association Municipal Class EA document (updated 2007). This Municipal Class EA is also addressing the requirements of the Ontario Realty Corporation (ORC) Class EA process with respect to anticipated land acquisitions/easements required from the ORC.

The EA process will include public review and agency consultation, an evaluation of both feedermain and watermain routing alternatives and design concepts, an assessment of the potential environmental effects of the proposed improvements, and identification of reasonable measures to address any adverse impacts that may result.

Q7. What will be the outcome of the study?

A7. Upon completion of the Class EA study, an Environmental Study Report (ESR) documenting the planning process followed and recommended routes will be prepared and placed on public record. Review agencies and the public will be notified of ESR filing and will be provided the opportunity to comment.

Upon completion of the mandatory public review period (minimum 30-calendar day duration), the ESR will be finalized and subject to comments, the project(s) may proceed to detailed design & construction.

Background and Existing Conditions

Q8. How does this project link to the Region's Water and Wastewater Master Plan?

A8. The Region of Peel's Water and Wastewater Master Plan Addendum (2002) identified the need for a new secondary feedermain in the northern portion of the existing Hanlan Feedermain from Burnhamthorpe Road to the Hanlan Reservoir and Pumping Station. The Region's recent Water and Wastewater Master Plan Update (2007) also identified the need for a new secondary feedermain in the southern portion of the existing Hanlan Feedermain from the Lakeview Water Treatment Plant to Burnhamthorpe Road. These two feeder mains have now been combined into one project: the Hanlan Feedermain. This infrastructure needs to be in place by 2015 to provide water supply service for planned growth and associated municipal water demands.

Q9. What work has been done to date on the study?

A9. The [Notice of Study Commencement](#) (PDF 150KB, 1 pg), [Notice of Public Open House #1](#) (PDF 277KB, 1 pg), [Notice of Revised Project Description](#) (PDF 253 KB, 1 pg) and [Notice of Public Open House #2](#) have been issued and can be found on the main [Environmental Assessment website](#). The first round of Public Open Houses were held on June 3rd and 4th, 2008 and presented study background information ([Display Boards](#) (PDF 3.3MB, 29 pgs)), potential Hanlan Feedermain routes and the proposed evaluation criteria to determine the preferred route. The second round of Public Open Houses were held on June 2nd and 3rd, 2009 and presented the recommended routes, including construction methods, associated impacts and proposed mitigation measures ([Display Boards](#) (PDF 7.5 MB, 51 pgs)).

We are now continuing to meet with various stakeholders and review agencies (e.g., City of Mississauga, Toronto and Region Conservation Authority, Ministry of Transportation, etc.) to obtain their input on the recommended routes. The input obtained from these meetings, as well as that received from the public, will be taken into consideration when deciding the final (preferred) route(s).

Q10. What is the existing Hanlan Feedermain and how old is it?

A10. The existing Hanlan Feedermain is an essential component of the Region’s lake-based (Lake Ontario) South Peel Water Supply System, that supplies municipal water (potable drinking water) to all of Mississauga, most of Brampton and some areas within Caledon. It was constructed in the early 1990’s and is located in a socially and environmentally sensitive area. Its southern section is located in a mature and well developed residential area, while the northern section follows the alignment of Little Etobicoke Creek.

Q11. How much water goes through the Feedermain per a day?

A11. The existing Hanlan Feedermain currently supplies over half the Region’s water supply per day. The new feedermain will be designed to transport approximately 500 megalitres per day (ML/d) to the Hanlan Reservoir and Pumping Station. This is enough water to cover a CFL football field to a depth of approximately 200 feet (60 m) everyday.

Alternatives

Q12. How many alternative routes were considered?

A12. Three alternative routes, along with some variation of each, were identified for both the Hanlan Feedermain and MCC Watermain ([maps](#)) and carried forward for detailed and comparative evaluation as part of the Class EA process. Suggestions and input from the public and review agencies will also be considered as the planning process moves forward.

Q13. Are there alternative solutions to constructing the secondary feedermain pipe, such as water conservation?

A13. Earlier versions of the Region’s Water and Wastewater Master Plan evaluated alternative solutions such as water conservation, import water from another jurisdiction and “do nothing.” The recommended solution was identified as expansion of the existing system in conjunction with water conservation. Water conservation could reduce consumption requirements on a per person basis; however, planned growth requires access to a safe, secure supply of water. Even at reduced consumption levels, this feedermain will still be required to service municipal water demands. Water conservation is being addressed through the Region’s water efficiency strategy, [Water Smart Peel](#).

Construction and Impacts

Q14. How will this new secondary pipe be constructed?

A14. It is anticipated that proposed construction of the 2.4 m diameter feedermain will be done in stages along the preferred route. Construction areas will vary from open cuts along existing road right-of-ways or utility corridors, which will require detours or lane reductions, to open cuts on non-traffic boulevards and adjacent sidewalks/open space areas and tunnelling underground. See [Public Open House Display Boards PDF](#), panels 22 through 26.

Tunnelling, for example under the QEW, will be done with a Tunnel Boring Machine (TBM), operated by individuals working underground. The TBM would enter and exit via large entrance/exit shafts constructed at various proposed locations along the recommended route (see Display Board PDFs - [Recommended Routes](#) and [Proposed Construction Compounds](#)) and move through the soil along the route, at a depth also currently being determined. As the machine moves forward, soil would be removed and brought to the surface via the entrance shaft, and a watertight liner and the pipe would be installed behind the machine.

Q15. Where is the construction going to take place? Does the Region already have a preferred construction route?

A15. The Region is currently working with a number of stakeholders and agencies to identify the preferred route for both pipes. Currently, the recommended route (once finalized it will be referred to as the “preferred route”) includes a combination of open cut and tunnel construction south of Lakeshore Road (includes Lakeview Park/Waterfront Trail) and along Dixie Road, Eastgate Parkway and Tomken Road ([see map](#)). An interconnection to the existing Hanlan Feedermain is also proposed along Burnhamthorpe Road. The recommended MCC Watermain route includes a combination of open cut and tunnel construction along Tomken Road, Eastgate Parkway and Cawthra Road.

Q16. How long will the construction take? When will it start?

A16. Construction of both the Hanlan Feedermain and MCC Watermain is anticipated to start in 2012, although some sections could be advanced for construction with other approved capital works. From end-

to-end, construction will take approximately 2 years to complete with multiple construction contracts. For expected construction durations along key sections of the recommended route, see the [Display Boards](#).

Q17. What affects might there be on the natural environment in Mississauga, especially around the creeks, parks and waterfront?

A17. Potential impacts could include removal of trees and vegetation and ground water management during construction. Every effort will be made to avoid sensitive areas and to minimize impacts, if any. Work is now underway to collect information about the existing study area natural features, including streams, soils and environmentally significant areas (parks, wetlands, woodlands etc.), in consultation with the Conservation Authorities, City of Mississauga, and other agencies and stakeholders, as applicable. All this information, along with other considerations such as potential social and cultural impacts, economic and technical factors, will be used to select the preferred route(s), establish mitigation measures and monitor impacts, if any.

Q18. How will construction impact traffic?

A18. Depending on the preferred route(s) and construction methods used (e.g., open cut versus tunnelling), construction will cause temporary traffic disruptions, including lane reductions and/or detours on regional and city roads. Potential traffic impacts will be included as part of the detailed, comparative evaluation used to determine the preferred route, and every effort will be made to minimize impacts through the completion of specific [traffic management plans](#). Construction and traffic management plans will incorporate measures to keep traffic moving as freely as possible along all sections of the preferred route during construction.

Q19. Will construction cause any disruption to my water service or other services?

A19. Construction of either the new Hanlan Feedermain or MCC Watermain should not impact water service to the community in general. Depending upon the route(s) selected and the methods of construction used, local water could potentially be interrupted for short durations. Every effort is made during the construction process to minimize this impact.

Communication and Consultation

Q20. I am a resident in the study area. Will I receive notice of any decisions that are made regarding the alternate routes?

A20. Newsletters, newspaper notices, and direct mailings will be distributed to affected landowners once the preferred route and construction methods are determined. You are invited to subscribe to the project mailing list by contacting one of the Project Managers (see Q23 below).

Q21. Who is being consulted during the study process?

A21. City of Mississauga Councillors and staff, government review agencies (including conservation authorities), utility companies, First Nations and Aboriginal agencies, community groups, business/residents/rate payer associations and other large organizations with potential interests in the study area are all being contacted as part of the Class EA process. Other potential stakeholders, including residents and business owners, are encouraged to join our project mailing list by contacting one of the Project Managers (see Q23 below).

Q22. What community consultation events will there be?

A22. Two public open houses were held in June 2008 at the Cawthra Community Centre and Tomken Twin Arena. These consisted of an informal drop-in centre with displays to present the study background information, potential feedermain routes and the proposed evaluation criteria that will be used to determine the preferred route. Representatives from the Region and AECOM Canada Ltd. were present to answer questions and discuss the next steps in the study. Refer to the [Public Open House #1 Summary Report](#) (PDF 2 MB, 20 pgs) for further information.

A second round of Public Open Houses were held in June 2009 to present the recommended routes and design concepts for both the Hanlan Feedermain and MCC Watermain. Notification of Public Open House #2 was provided by means of newspaper advertisements and contact with those on the project mailing list. Refer to the Public Open House #2 Display Boards and Summary Report for further information.

Q23. How can I get more information about the project?

A23. Ask to be added to the project mailing list, and/or contact one of the following Project Managers for more information:

Martin Pendlebury, P. Eng.

Project Manager

Environment, Transportation & Planning Services
The Regional Municipality of Peel
10 Peel Centre Dr., 4th Fl.
Brampton, ON L6T 4B9
Tel: 905-791-7800, ext. 4548
Fax: 905-791-0728
E-mail: martin.pendlebury@peelregion.ca

Mr. David Beattie, P. Eng., PMP

Project Manager

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Markham, ON L3T 7W3
Tel: 905-747-7418
Fax: 905-886-9494
E-mail: dave.beattie@aecom.com

Q24. Can I provide input to the study/comment on alternatives without attending a consultation event?

A24. Throughout the study, community members are invited to submit comments by contacting one of the Project Managers (see Q23 above).

APPENDIX P

Communication and Consultation Plan

**Region of Peel
Hanlan Feedermain
Municipal Class
Environmental Assessment**

**Consultation and
Communications Plan**

May 15th 2008



This plan was prepared by Lura Consulting. It presents the key recommendations for the Region of Peel Hanlan Feedermain Municipal Class Environmental Assessment (Class EA) study public communications and consultation plan. If you have any questions regarding this plan, please contact:

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I INTRODUCTION

The Region of Peel and their consulting team, led by Earth Tech Canada Inc., are conducting a Municipal Class Environmental Assessment (EA) to examine potential routes for a new Hanlan Feedermain from the Lakeview Water Treatment Plant to the existing Hanlan Pumping Station and Reservoir in the City of Mississauga.

At the beginning of the public consultation process, Lura Consulting conducted telephone interviews with four local Councillors and eight select stakeholder representatives that may be affected by the Hanlan Feedermain project.

Based on the input from the stakeholder interviews, discussions with the Region of Peel and Earth Tech Canada, and over 30 years of experience at Lura Consulting in developing and delivering effective communications and consultation programs, the following plan is recommended to ensure effective communications and consultation with the public.

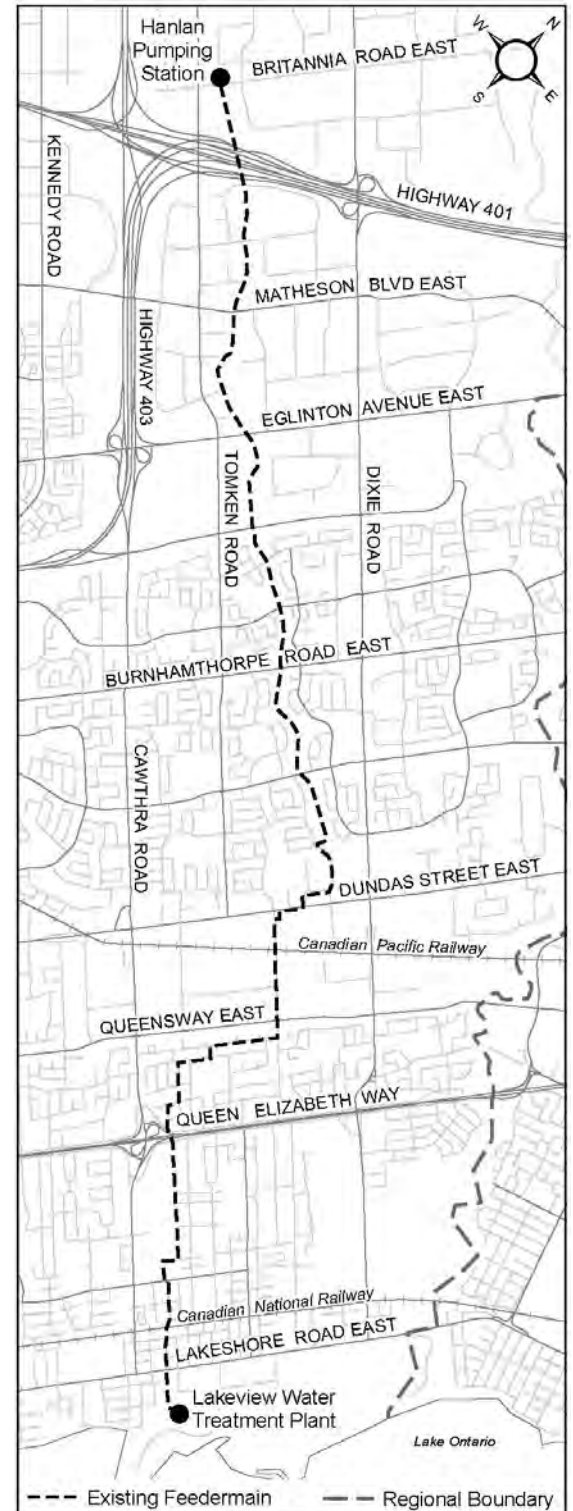
2 GUIDING PRINCIPLES AND OBJECTIVES

2.1 Importance of Community Consultation and Communication

The involvement of community residents, stakeholders and those who may be potentially affected by this project is an integral part of this Class EA study. Effective community consultation **saves time, saves money and results in better decisions** for the community, the Region and the environment.

From our experiences with public consultation processes across Ontario, our Project Team recognizes the importance of engaging stakeholders and the public to provide feedback, recommend how feedback can be best integrated into the planning process, and manage communication activities.

The level of effort for community consultation depends on the complexity of the project being considered and the needs of the public, such as the level of interest and concern.



2.2 Best Practices of Community Consultation and Communication

This Consultation and Communication Plan was developed to meet the following objectives:

- **Build trust and confidence** in the planning process to ensure confidence in the outcome.
- **Enhance awareness** of the planning process and inform the public about opportunities for people to get involved.
- **Provide people with timely, clear, understandable and complete information** so that they can be meaningfully involved in the study.
- **Establish good two-way communication** between the study team and the community.
- **Provide accessible and timely consultation opportunities** that involve the community in the study, and be flexible to accommodate the needs of participants.
- **Identify and resolve issues:**
 - Ensure that people can contribute ideas and influence results before key decisions are made;
 - Consider objectively the views received and address community issues, concerns and perspectives; and
 - Resolve issues where possible.
- **Ensure feedback and documentation** of comments and concerns, provide timely responses, trace the impact of consultation on the Study and meet the Region's consultation objectives.

STRATEGY TO SUCCESSFULLY ACHIEVE OBJECTIVES:

- Get and keep people engaged
- Correctly identify target stakeholder groups
- Provide clear, concise, relevant information – as early as possible
- Demonstrate how ideas from previous consultations have been/will be considered
- Time and focus public engagement and consultation activities to match decision milestones
- Provide several mechanisms to provide information and collect feedback (internet, email, fax, phone)

3 TARGET AUDIENCES

Construction of the proposed secondary Hanlan Feedermain may affect many people who live, work, shop and travel in eastern Mississauga. The following groups are the recommended primary audiences:

- Residents and rate payers associations;
- High traffic businesses and institutions (transfer facilities, malls, and churches); and
- Public agencies, utilities, and government review agencies.

Secondary audiences include:

- School boards;
- Community centres;
- Recreation area users;
- First Nations groups and agencies; and
- Residents and organizations with an interest in nature conservation.

4 KEY MESSAGES

The Consultation and Communication component of the Class EA study will center on providing the following key messages to target audiences:

1. The proposed secondary Hanlan Feedermain is required to meet the Region's future water supply needs as identified in the 2007 Water & Wastewater Master Plan Update, and confirmed in Phase One of the Class EA study.
2. The proposed feedermain will provide water supply for approved, planned growth in the communities north and west of Toronto and urban intensification in the City of Mississauga.
3. This project is already in Peel's Capital Works budget and is not directly funded by water rates.
4. A deal with York Region to provide drinking water provided from the Feedermain offsets the price of water for Peel residents, keeping their rates well below the national average.
5. The proposed secondary feedermain will also address the security of water supply in the event of a disruption to the original water transmission service and provide opportunities to conduct maintenance and repairs on the existing pipe.
6. The alternative routes will be evaluated with care and consideration to best minimize undesirable impacts to sensitive environmental areas, social/cultural resources, economic activities, and existing infrastructure.
7. The recommended route has not yet been determined, and the Region needs your input to understand all the potential impacts to ensure that appropriate criteria is used to select the preferred feedermain route.
8. The Region truly appreciates any inconveniences residents, companies and organizations may undertake during this project to help ensure a reliable drinking water supply for future generations and the growing community.

9. By being proactive, Peel is allowing for community input into the decision-making process . This proactive project is maximizing infrastructure for the benefit of all and an exercise of good will.

5 COMMUNITY ISSUES

As part of the study process, interviews were conducted with 12 key community stakeholders to seek early input into the issues being addressed, and perspectives on consultation and communication. Interviews were completed with four Municipal Councillors and representatives from four residents associations, a heritage organization, a large industry, a place of worship and a community centre.

Key issues identified by stakeholders included the following:

- Traffic, parking and road closures, especially on Cawthra Rd., Dixie Rd, the QEW and entrances and exits to the highways.
- Any construction on residential streets.
- Heritage sites, parks, (waterfront) trails, woodlots and cemeteries are very sensitive to any construction.
- Some communities may already be experiencing ‘construction fatigue’ and have substantiated fears of delayed restoration to construction areas.

Other specific issues will identified as the consultation progresses.

6 THE ENVIRONMENTAL ASSESSMENT PROCESS

The study is being conducted in accordance with the approved requirements for a Schedule “C” project as described in the Municipal Engineers Association’s Municipal Class Environmental Assessment (EA) document (September 2007). The Class EA process will include public and review agency consultation, an evaluation of feedermain routing alternatives, an assessment of the potential environmental effects of the proposed improvements, and identification of reasonable measures to mitigate any adverse impacts that may result. Upon completion of the study, an Environmental Study Report will be prepared and placed on public record.

7 OVERALL STRATEGY

7.1 Overview of Consultation and Communication Activities

	Phase 1: Stakeholders are made aware of the project and provide early input.	Phase 2: Feedback on the alternative routes and evaluation criteria.	Phase 3: Feedback on the recommended route plan and mitigation measures.	Phase 4: Stakeholders are made aware of the consultation results.
Consultation	<ul style="list-style-type: none"> Development of stakeholder list Stakeholder interviews Preparation of the consultation and communications plan 	<ul style="list-style-type: none"> Public Open House (POH) #1 North Public Open House #1 South Meetings and/or presentations with public/stakeholders such as rate payer groups or others (as necessary) 	<ul style="list-style-type: none"> Public Open House #2 (multiple locations as needed) Discussions with public/stakeholders (as necessary) 	<ul style="list-style-type: none"> Comments received
Communication	<ul style="list-style-type: none"> Notice of Study Commencement Web page established 	<ul style="list-style-type: none"> Notice of Public Open House #1 <ul style="list-style-type: none"> Email to stakeholder list Bulk postal mailing Publish ad in newspaper Poster distributed to community partners Roadside signs Web page update Display panels & handouts for POH #1 Newsletter #1 	<ul style="list-style-type: none"> Notice of Public Open House #2 <ul style="list-style-type: none"> Email to stakeholder list Bulk postal mailing Publish ad in newspaper Poster distributed to community partners Roadside signs Web page postings update Newsletter #2 Display panels and handouts for POH #2 	<ul style="list-style-type: none"> Newsletter #3 Notice of Completion
Documentation	<ul style="list-style-type: none"> Stakeholder Scan Summary Report Consultation and Communication Plan Contact and Comment database update 	<ul style="list-style-type: none"> POH #1 Summary Report Frequently Asked Questions (FAQs) update Contact and Comment database update 	<ul style="list-style-type: none"> POH #2 Summary Report FAQs update Contact and Comment database update 	<ul style="list-style-type: none"> FAQs update Contact and Comment database update Final Consultation Report as part of the ESR

7.2 North – South Approach

From the stakeholder scan it became apparent that the residential communities south of Queensway East have active rate payer associations that have a history of engagement with government concerning local issues. Understanding that some of the alternative routes being proposed would result in construction along residential streets in these neighbourhoods, it is strongly recommended to achieve a high level of resident participation in the southern section of the study area.

In comparison, north of Queensway East there are more industrial stakeholders and relatively few residential associations. The northern alternative routes are mostly along major corridors and thus less likely to aggravate specific communities, and more likely to raise concerns among commuters and industries dependent on scheduled transportation. As well, there are a number of large churches in the area that may have concerns about traffic on Sundays.

7.3 Objectives

Recognizing that communities south of Queensway East may have the highest level of personal interest in the project, the following key objectives are suggested for consultation in general, but with an emphasis on the southern communities:

- A majority of residents along the alternative routes should be aware of the study and consultation process.
- A significant number of residents should participate in the study, either by submitting comments, completing an online survey or attending a Public Open House.
- Residents should understand that the project is necessary.
- Residents should judge the process to be transparent, fair and in the best interest of the greater community.

Some keys to success include:

- Visible participation of trusted local leaders (both inside and outside of government).
- Easily accessible and simple to understand materials that address resident questions.
- Effective use of publicity materials: road side signs, posters, newsletters and emails.
- Accommodation of barriers to participations, e.g. providing child care and/or language translations if requested, and ensuring appropriate hours and location of the public open houses
- Participation process is transparent (i.e. recorded resident preferences are publicly recorded).
- Final decisions are related to the public preferences and reported back to the community.

7.4 Communication Activities

Three Newsletters

Three newsletters are recommended to be published: one shortly after Public Open House (POH) #1, one before Public Open House #2, and the final edition when the final Environmental Study Report prepared. The newsletters will use plain language and a clearly labelled map to explain the project reasoning, the alternative routes, answers to

frequently asked questions and opportunities for input via the public open houses, the online survey and contacting the project managers.

Following are the suggested content topics for each newsletter:

#1 – Introduce the project; explanation of the Class EA process; description of alternative routes; selected FAQs; key results of the first POHs, invitation to submit comments or be added to the mailing list; project team contact information, and next steps.

#2 – Results of consultation thus far; refined evaluation criteria; detail preferred route; mitigation measures; selected FAQs; invitation to second POHs, invitation to submit comments or be added to the mailing list; project team contact information; and next steps.

#3 – Results of completed consultation; detail preferred route, mitigation measures; selected FAQs; Environmental Study Report key recommendations, public comment review period, next steps.

Newspaper Notices

To provide formal public notification, newspaper notices were published at study commencement and will be provided for publication prominently in a community newspaper (Mississauga News) before each Public Open House and at study completion.

Agency Contact

Relevant agencies were contacted through a mailed project commencement letter and will again be contacted, as appropriate, prior to each POH and study completion. As a means of ensuring review agency involvement, we will undertake telephone follow-ups with those agencies that fail to attend the POHs or otherwise respond to the invitation letter. Agencies will also be kept informed through the email list.

Communication to City Council

The project team will ensure that the Region's Project Managers are provided with all necessary materials to keep City of Mississauga Councillors fully informed about the study process as it evolves. City Councillors should receive all meeting notices in advance of publication and have opportunities to meet with the project team should the need arise. In particular, when the alternative routes and options are identified, the project team should provide information to, and obtain feedback from City Councillors before final recommendations are made.

Stakeholder Email List

A database of interested stakeholders and organizations will be maintained for the duration of the project. Stakeholders will be issued electronic copies of meeting notices, and summary notes of sessions for those in attendance. Stakeholders may join the list via instructions on the project web page and signing-up at the open houses. Stakeholders will be encouraged to share the content distributed to their own membership lists (e.g. Councillors, rate payers associations, community centres, churches).

Posters

8.5"x11" sized black and white posters will be used to invite stakeholders to attend the public open houses and visit the project web page. The poster will be designed to attract attention and to be easily faxed, printed and photocopied. These posters will be faxed and/or emailed to agencies and stakeholder groups to promote the consultation amongst

their constituents and should include the project website URL, open houses dates and locations, and project manager contact info.

Roadside Signs

Temporary road side signs will be placed in strategic locations along alternative routes to promote public awareness of the consultation process including the open house dates and locations, and the project web page.

Web Page

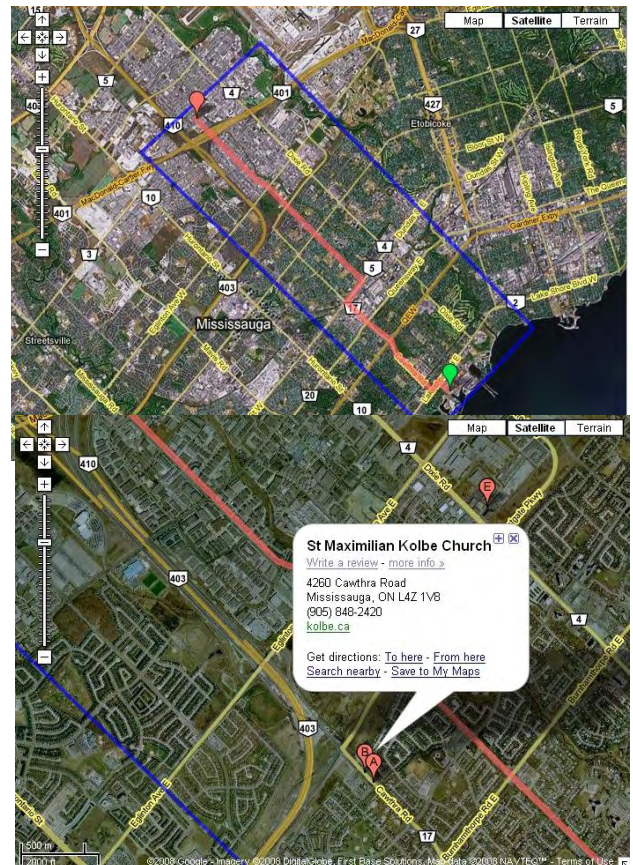
The project web page, hosted at www.peelregion.ca/HanlanEA will be updated with links to all public information materials provided by the Project Team, including Frequently Asked Questions, handouts and panels from open houses, the study area map and the posters for printing. A form for subscribing to the email list could be added. The pages will be easily accessible and the content will be presented in an easy to understand manner. Some potential upgrades under consideration include adding a thumbnail image of the study area map that links to the detailed map.

Google Map on Project Web Page

Using Google Maps (maps.google.com) is an effective mechanism to provide a relatively accurate map of the study area and alternative routes. This map can be reviewed and commented on by stakeholders both in public open houses and anywhere with an Internet connection. The map can be zoomed in to detailed satellite images and searched for specific addresses and locations. This map will make it easier to demonstrate and confirm what locations of public concern are or are not near the preferred route. Additionally, placemarks can be added by the Project Team to feature specific issues that the team is considering. The use of Google Maps is planned for Phase Three of the study.

Letters to Stakeholders

Stakeholders likely to be directly impacted will be sent letters to make them aware of the project plan and to invite their comments and participation at the open houses.



8 CONSULTATION ACTIVITIES

8.1 Stakeholder Interviews

The Stakeholder Scan involved interviewing key community stakeholders at the beginning of the process to introduce the project, indicate that community involvement is important, identify how stakeholders would like to be involved, gather information about the study area and the interests/needs of the community, and identify any additional stakeholders.

8.2 Development of Consultation and Communication Plan

The development of this Plan was influenced by the findings of the Stakeholder Scan, and discussions with regional and municipal staff and Councillors.

8.3 Public Open Houses

It is recommended that the Region host a set of two open houses in early June, and a final set of open houses in late September 2008.

Public Open House #1

The first set should be known as *Public Open House #1 North* and *Public Open House #1 South*. Both events will include the same information materials, but the POH#1 North will likely be smaller in attendance with industry and community representatives focused on transportation issues along major corridors, while POH#1 South will be a larger number of residents concerned with potential construction on their community streets.

The open houses will include:

- Large panels displaying detailed maps and information to explain how the routes were developed.
- Frequently Asked Questions and other relevant information.
- Handouts of colour study area maps (optional)
- Copies of the Newsletters.
- A web connected PC with video projector to facilitate discussion of specific locations in the study area Google Map and/or GIS (optional).
- Consultation tools to gather feedback (e.g. comment form, workbooks, dotmocracy, etc.)

A formal slide presentation may be recommended for the larger South community event with a facilitated discussion session.

Public Open House #2

The second set of Public Open Houses will follow a similar format as POH#1 except with more time and emphasis on explaining the reasoning for the preferred route and answering questions, and less emphasis on public input. The second Public Open House may include formal presentations and facilitated discussion.

8.4 First Nations

The project team will work the Region of Peel to continue to ensure First Nations communities are informed of the project and invited to provide feedback and input at key intervals in the study.

8.5 Online Survey (Optional for Phase Three)

A web based survey could be created to record stakeholder comments and opinions on the evaluation criteria being applied to the project. The survey would be formatted to match with comment forms used at the public open houses and provide a field for contact information should the participant wish to provide it. The survey would be linked from the web page and promoted in the newsletters and via the email list.

8.6 Optional Community Liaison Committee, Special Meetings and/or Presentations

If deemed prudent by the Project Team, a Community Liaison Committee (Stakeholder Advisory Committee) comprised of community group representatives may be established to address key concerns of the project. As well, special topic meetings may be held or a formal presentation made at local group events (e.g. at a regular meeting of rate payers group).

9 EVALUATION AND DOCUMENTATION

9.1 Evaluation

Monitoring and evaluation of the Public Consultation and Communication program is an important responsibility that will be undertaken on an ongoing basis throughout the project. Standard tools used to facilitate assessment of the program include:

- Questions during the Stakeholder interviews on the Public Consultation and Communication Plan, and the appropriateness of the Plan for the needs of the community.
- The number of visits on the project web page should be tracked and used as a mechanism to determine interest.
- Number of articles, both print and electronic will be monitored.
- Attendance at consultation sessions will tabulated.
- Feedback forms at POHs to seek input on the effectiveness of the consultation approach may also be conducted.
- Responses to the newsletter will be measured.
- On-going documentation of process-related feedback received from community stakeholders.
- A report will be prepared that documents awareness using the above-mechanisms, with recommendations for future projects.

9.2 Documentation

The consultation and communication process will be fully documented and included as a chapter in the final Environmental Study Report.

To support the principles of transparency and traceability, the study team will develop and maintain a customized “issue-response” table – summarizing key issues raised throughout the project and the City’s response (see sample below).

Comment Database Format									
Correspondence					Response				
Correspondent	Date Received	Correspondence Type	Comment	Received By	Responder	Date Responded	Response Type	Response	Follow-up
Stakeholder name	When comment received	email / phone / mail / meeting / open house	Summary of content (originals will be archived for reference)	Project Team member name	Project Team member providing response	When response sent	email / phone / mail / meeting / open house	The response should clearly address the comment	Where in the process the response will be provided, if not at this point

The Project Team will update the Frequently Asked Questions summarizing key issues raised throughout the project and the Region’s response. As well, the survey results summary will be provided for publication on the project web page and all comments will be scanned into PDF format or documented for public archive.

The consultation and communication process will be fully documented, and will include:

- A final Public Consultation and Communication Report
- The Public Consultation and Communication Plan
- The Stakeholder Scan Summary
- Public Open House Summary Reports
- Copies of all communication materials

Overall, the goal will be to fully demonstrate the principles of transparency and traceability in all communications with all stakeholders.

APPENDIX Q

Issue and Response Table

Appendix Q

Hanlan Feedermain

Municipal Class Environmental Assessment

Issues and Response Table

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Below are comments and issues raised by stakeholders and responses provided by the Project Team. Issues are organized by topic.

Id #	Source	Comment / Issue	Response
1.	Construction Impacts – Traffic Delays (Effect on Business)		
1.1.	POH #2	I'm concerned traffic from this construction project could be detrimental to my business.	The proposed work zone concepts were reviewed with the stakeholder and it was explained how the contractor would use mobile traffic lights with a flag person controlling them during working hours. This configuration is superior to the standard setup of automated traffic lights on a preset time interval. Having a flag person control the lights allows for contractors to better react to traffic demands and emergency vehicles.
1.1.	Special Meeting 30-Mar-09	Concerns about traffic to and from parking lot.	Traffic impacts during construction will be addressed by preparing and implementing traffic management plans (i.e., intersection staging, lane closures, strategies to minimize queuing).
1.2.	POH #2	Can you let me know in advance when construction will start near my business?	Advanced notification will be provided to all residences and businesses along the route, but which exact days the construction zone will be located in the roadway in front of your business is currently not known. Open cut construction in the roadway will require moving lane closures in 100- to 200-metre stretches, so you will be able to see work coming down the road. Advanced notification signage will also be provided along the route prior to and during construction.
1.3.	Email 25-Jan-09	I am planning to buy a carwash at Tomken Road and Eglinton Avenue East. Could you please provide information about the potential impact linked to your construction, including potential traffic issues?	A number of options for the alignment of both the proposed Hanlan Feedermain and MCC Watermain will be reviewed during the Class EA process and presented to interested or affected individuals and agencies through two rounds of Public Open Houses. The preferred routes will be selected based on the input of key stakeholders such as the City of Mississauga, Conservation Authorities, utilities, community groups and residents. The preferred routes will be chosen with the aim of minimizing the impact on the public, the environment and sensitive areas. Traffic is a key consideration and subject to a thorough traffic impact assessment as part of the Class EA.
1.4.	Comment form POH #2	You mention "social disruption" but have no category of "business disruption." Right now our tenants are having a hard time economically, and now they will have to contend with "construction disruption" sometime between 2012 and 2014. I am concerned about traffic issues similar to those seen on St. Clair Avenue West.	Potential effects on businesses were considered as part of the social-cultural evaluation. Although it is understood that construction may pose an inconvenience for your tenants, significant disruptions are not anticipated. Appropriate construction methods will be used to ensure that property access will be maintained at all times, including access to your business. Even when the construction work zone is located directly in front of your business (within the roadway), at least one lane of traffic

Id #	Source	Comment / Issue	Response
			<p>will be maintained in each direction during regular business hours. It is anticipated that these lane restrictions directly in front of your business will only be required for a duration of a couple of weeks, on two separate occasions: first, for installation of the MCC Watermain and second, for installation of the Hanlan Feedermain. As the pipe is installed and pavement restoration is completed, the construction zone will advance past your location and the two other traffic lanes will be re-opened.</p> <p>To reduce traffic impacts, the current plan is to tunnel both pipes under Eglinton Avenue East, and to recommend night-time construction only (i.e., 8 pm to 6 am) through the Matheson Boulevard- Tomken Road intersection and secondly, under the Highway 401 bridge overpasses. In addition, you will be notified of when construction in your area is anticipated to begin, and advanced notification signage will be provided for motorists and pedestrians prior to and during construction. This should encourage motorists to use alternate routes (if feasible) and thereby further reduce traffic delays.</p> <p>For your tenants who may walk to work or cycle, the Project Team is committed to providing safe travel conditions for pedestrians and other vulnerable road users through the construction. The Project Team will ensure that a sidewalk on at least one side of the road remains open during construction.</p> <p>Transit routing and any required temporary transit stops will be examined under the detailed design phase of the project. The Region is also committed to assisting the City of Mississauga in providing efficient transit service during construction of the feedermain.</p>
1.5.	Memos prepared for special meetings, 26-Jun-09 and 23-Oct-09	Delays on Dixie Road will have disastrous effects on my business.	<p>A. <u>Background</u></p> <p>For the section of Dixie Road north of Lakeshore Road and south of the South Service Road it will be necessary to reduce traffic to one-lane in both directions. The estimated duration of construction is approximately 5-7 months and would likely start sometime in 2012. The need to occupy so much of the Dixie Road right-of-way (ROW) is based on:</p> <ul style="list-style-type: none"> • Having enough space to accommodate the pipe and associated 4- to 5-metre wide trench; and • Having an additional approximately 8- to 10-metre working

Id #	Source	Comment / Issue	Response
			<p>area along side the excavated trench to allow for the efficient and safe operation of construction vehicles (i.e., cranes, dump trucks) and pipe lay down area.</p> <p>B. <u>Traffic Impact Analysis</u> The Region has completed additional traffic modeling to estimate the approximate time north and south bound traffic would have to wait in order to get around the construction working area. The traffic modeling program used was “Synchro 7”, which is a widely accepted transportation consulting industry endorsed program, used to conduct traffic signal timing and capacity analysis.</p> <p>C. <u>Findings</u> (Proposed traffic control layout drawings provided) During daytime the operation will be “traffic responsive”, in that an operator will control the portable signals, adjusting the green time to optimize traffic throughput and minimize wait times. In addition, this arrangement allows the operator to respond to any “events” such as the requirement for emergency vehicles to transit through the temporary closure or to allow construction vehicles to enter or exit the site. The “Synchro 7” traffic analysis for AM and PM peak, and Daytime Off-peak indicates an average wait time of:</p> <ul style="list-style-type: none"> • 24 seconds in the AM Peak (7-9 am); • 22 seconds in the PM Peak (5-7 pm), and • 20 seconds in the Daytime Off-peak period. <p>These estimated wait times are based on a 100-metre long one-lane segment that goes around the construction working area. A 200-metre long segment may, at worst, double these wait times.</p> <p>With respect to your home and business, your driveway will be accessible at all times. Arriving vehicles would simply turn in from the open lane when they are released through the closure. Vehicles leaving your business may need to wait a short time, until traffic moving in their intended direction is released. Then all they have to do is join onto the tail of the platoon and they are through.</p> <p>Based on this analysis we are very confident that the one-lane (both directions) operation will work, and with traffic-responsive measures,</p>

Id #	Source	Comment / Issue	Response
			<p>even with a longer closure, the wait times should not exceed three minutes under normal circumstances during peak periods. (Further traffic modelling data provided)</p> <p>D. <u>Results of Additional Traffic Modelling (Follow-up Meeting)</u> After reassessment of the one-lane stretch along Dixie Road between the QEW and Lakeshore Road during the construction stage, it is concluded that the average wait times originally discussed were accurate based on turning movement counts (TMC) at the Dixie Road-Lakeshore Road intersection. However, three additional scenarios were tested to account for both additional traffic on Dixie Road generated from nearby residential areas (i.e., traffic originating north of Lakeshore Road and not captured in the original analysis) and a construction work zone of 200-metres. The worst case scenario (i.e., 200 additional vehicles and a longer work zone) indicates that the maximum average wait time experienced during the AM peak hours (i.e., 7 a.m. to 9 a.m.) will be approximately 130 seconds or just over two minutes, and 152 seconds or just less than three minutes during the PM peak hours (i.e., 5 p.m. to 7 p.m.). During off-peak (mid-day) hours, the maximum average wait time is predicted to be, at worst, approximately 78 seconds or just more than one minute. These results were further explained and additional traffic modelling data was provided.</p>
1.1.	POH #2	I'm concerned about access to my business. Approximately 50-75 cars visit my business on a daily basis. Should I plan to shut down during construction?	Access to all residences and businesses will be maintained. Temporary shutdown of your business will not be necessary, even when construction is directly in front of your building. Advanced notification will be provided if you wish to inform your clients in advance of the construction. Advanced notification signage will also be provided along the route during construction.
2.	Construction Impacts – Access		
2.1.	POH #2	Truck traffic needs to access my business located east of the Hanlan Reservoir & Pumping Station traveling from Dixie Road along Britannia Road.	Property access will be maintained at all times.
2.2.	Special Meeting 4-Mar-09	Perhaps a permanent traffic light could be installed at the condominium entrance to facilitate easy exit/entrance and to help slow down speeders (light would only get triggered when people are trying to exit the condo).	If Dixie Road is identified as the recommended route, this option will be considered as part of the traffic management plans during detailed design. The condo traffic light could remain in place after the feedermain is built.
2.3.	Special	Fire trucks regularly respond to both mechanical alarms	This will be addressed in the construction traffic management plan as

Id #	Source	Comment / Issue	Response
	Meeting 4-Mar-09	and medical issues at the Fairways Condos usually at least once a week. Therefore, pushing the feedermain alignment to the east side of the road would be better to create a larger turnaround space for the fire trucks. Other trucks requiring access include garbage trucks and snow removal trucks (half ton and blade).	part of detailed design, if required.
2.4.	Email 7-Jul-09	There is a visitor entrance gate in the south/west corner of the Cemetery that is the only entrance to the property, other than the large gate at the east side facing Dixie Road. I would like to see an additional visitor gate provided to the property on the Burnhamthorpe Road or the Dixie Road side prior to the beginning of the scheduled excavation at the south end.	An additional visitor gate could be provided prior to construction.
2.5.	Special Meeting 18-Feb-09	For fire safety, two plaza entrances must be maintained at all times.	It was agreed that traffic flow ingress/egress would be maintained at all times for any vehicle, including emergency vehicles.
2.6.	Phone call 28-Oct-09	<p>My elderly father lives with me. It's imperative that emergency vehicles, especially ambulances and fire trucks, are not delayed due to traffic impacts on Dixie Road south of the QEW. A three minute delay in emergency response time is not acceptable.</p> <p>Will there be construction at night? If not, what happens at night – will Dixie Road be reopened so that emergency vehicles do not have to wait when the temporary traffic signals are not being manned?</p>	<p>The contractor will use mobile traffic lights with a flag person controlling them during working hours. Having a flag person control the lights allows for contractors to better react to traffic demands and emergency vehicles. In addition, fire trucks are equipped with devices which allow them to override traffic signals as they approach.</p> <p>Night-time construction in your area south of the QEW is not planned due to noise by-laws which limit off-hours construction in residential areas. Fire trucks are equipped with devices which allow them to override traffic signals as they approach, so they will not have to wait when the temporary traffic signals are unmanned.</p>
2.7.	Phone call 28-Oct-09	I have a high-end car which is low to the ground. I don't want it to scrape the ground on the way in and out of my property during construction.	Access to your specific property may not be affected. However, in the event that construction will require temporary crossing of your driveway, you will be notified in advance. The contractor is required to provide safe access to your property and to maintain and grade the roadway.
2.8.	Phone call 4-Nov-09	Will there be construction on Sundays? We need access to the church building every day, but especially on Sundays.	Sunday construction is not planned in your area due to local by-law restrictions. Regardless, access to your property will be maintained at all times.
2.9.	Phone call 4-Nov-09	I am a chiropractor and work out of my basement. My main concern is the possible closure of the sidewalk adjacent to my house at Dixie Road and Rometown Drive. My patient's entrance to the house is located off of Dixie	Sidewalks may need to be temporarily closed during construction, but at least one sidewalk will remain open on either side of the street. In your particular circumstance, it is not anticipated that a sidewalk closure on the east side of Dixie Road will be necessary due to the fact that the

Id #	Source	Comment / Issue	Response
		Road and they use that sidewalk.	roadway widens in this area. However, we will add a detailed design commitment to maintain sidewalk access to your business.
3.	Construction Impacts – Parking		
3.1.	Meeting 19-Feb-09	Concern about lost parking during construction.	No work would be proposed in the existing underground parking facility. The existing visitor parking could possibly be maintained. The exact configuration/dimensions of the shaft compound will be determined during detailed design, if applicable.
3.2.	Meeting 10-Jun-09	Many parking spaces are needed by the current tenant.	The Project Team will look into reducing the number of parking spaces needed in the north parking lot.
4.	Construction Impacts – Noise / Dust / Vibrations		
4.1.	Special Meeting 4-Mar-09	As with the use of any large equipment, construction noise would be expected on Dixie Road and could be problematic for residents, especially in the summer when people are more likely to be on their balcony. It was noted that many of the residents are snowbirds and away during the first quarter.	It was agreed that construction during the winter months would be best for this stretch along Dixie Road south. Wintertime construction is generally not an issue because Mississauga does not usually get extremely cold temperatures. Sometimes snow removal can be an issue but it can be dealt with.
4.2.	Special Meeting 4-Mar-09 & Special Meeting 18-Feb-09	Would construction on Dixie Road result in vibration that could affect nearby structures?	For open cut construction, any vibrations from compaction equipment would be minimal (likely imperceptible). With respect to vibrations during tunnel boring machine (TBM) operation, vibration impacts to buildings are not expected if tunnelling through earth. This is because the tunnel is very deep (10 to 20 metres) and vibrations are not likely to reach the surface. It is possible to have vibration if tunnelling in rock. The depth of tunnel and whether through earth or rock will be confirmed during detailed design. Foundation surveys will also be completed during detailed design. Prior to any construction, video would be taken of building foundations/basements to document any existing cracks or disrepair. This is mandatory to protect the Region against any false claims of damage.
4.3.	Phone call 4-Nov-09	When Dixie Road was previously resurfaced, I noticed cracks in both my basement and pool as a result of the vibrations caused by surface compaction, and pictures were falling off the walls. I understand it has to be done, but the vibrations were not 'imperceptible'. Will this happen again?	Surface compaction will be required following open cut installation of the feedermain. Further geotechnical investigations completed as part of detailed design will provide more information so that alternate methods of surface compaction can be used to minimize vibrations. Foundation surveys will also be completed during detailed design. Prior

Id #	Source	Comment / Issue	Response
			to construction, video will be taken of building foundations/basements to document any existing cracks or disrepair. You will be contacted again by the Region in this matter as the project proceeds through detailed design and construction.
5.	Construction Impacts – Other Considerations		
5.1.	Special Meeting 5-Feb-09	Concerned that road to maintenance yard is in poor condition and would deteriorate further due to heavy construction trucks.	Following construction and decommissioning of the compound, the existing road to the maintenance yard would be reinstated and improved.
5.2.	Special Meeting 5-Feb-09	Concerns about temporary and permanent impacts to property from construction compound.	The Project Team would work with property managers to avoid impacts where ever possible and all areas disturbed by the compound would be restored to same of better conditions.
5.3.	Meeting 19-Feb-09	Concern about effects of shaft construction on land.	Upon construction completion, the disturbed area would be restored to its existing condition or better. Restoration plans could be development with your company's input. The only remaining surface feature would be a manhole-like cover, where a below-ground chamber could be accessed for future maintenance (possibly every 6 months).
5.4.	Meeting 19-Feb-09	Concerns about site safety, security, noise, dust and loss of rent/revenue.	Mitigation measures will be implemented to ensure a safe environment and minimize noise and dust. For example, construction could be scheduled during winter months when tenants are less likely to have their windows open. Loss of revenue could become part of the compensation negotiations. The Region will pay reasonable fees associated with landowner legal fees (i.e., standard clause in agreement).
5.5.	Phone call 9-Jul-09	Have any nearby residents come forward with concerns – there are houses right across the street?	Not yet. We sent all those houses a special Notice of POH#2, letting them know that we're proposing to locate a tunnel shaft near their area, but the turnout was minimal.
5.6.	POH #1	What about impact on the Creek?	There will be a big enough buffer to minimize any impacts on the creek. The Project Team will further discuss this with the Toronto and Region Conservation Authority and Credit Valley Conservation Authority.
5.7.	Letter 29-Oct-09	The Region's proposal has the potential to seriously impact our property and we require proper advice for technical, planning and legal issues. Such costs are the responsibility of the Region.	Please refer to our previous correspondence for information regarding the costs for which the Region will and will not pay.
5.8.	Phone call 4-Nov-09	My only concern is that you keep the trees within the Dixie Road right-of-way adjacent to my property on Larchview Trail. They are more than 25 years old and a	While some street trees may need to be removed in other areas along the preferred route, we do not anticipate needing to remove the trees adjacent to your property.

Id #	Source	Comment / Issue	Response
		good buffer between Dixie Road and the house.	
6.	Easements (Temporary and Permanent) / Tunnel Shaft and Construction Compound Locations		
6.1.	Phone call 28-Oct-09	Do you need property from me?	No . All property owners from whom an easement will likely be required have already been contacted earlier in the process. However, we may need to temporarily take out the sidewalk adjacent to your property. Pedestrians will be directed through signage to the sidewalk on the other side of the road at the adjacent intersections.
6.2.	Special Meeting 30-Mar-09 & Special Meeting 5-Feb-09	How would we be compensated for a temporary easement?	During detailed design (late 2009/2010), an appraiser would be hired to appraise the value of the property. The actual compensation formulae would be determined between the affected property owner(s) and Region of Peel real estate representatives at a later date during detailed design. An example of compensation for a permanent easement could be 50% of the market value for the area required. An example of compensation for a temporary easement would be a percentage of the market value per year (e.g., today would likely be around 8%) plus any damages (e.g., pavement restoration, tree replacement).
6.3.	Special Meeting 18-Feb-09	The property is up for sale. Potential buyers will need to be made aware of the proposal.	The permanent easement would be registered on the title.
6.4.	Phone call 2-Feb-09 & Phone call 17-June-09	Concern that a permanent easement could hinder future development.	Regardless of the recommended route, it is the Region's intent to construct the feedermain primarily within the road right-of-way. Once complete, parking would be allowed above the tunnel shaft but a permanent easement would be required that would restrict building on it.
6.5.	Email 17-Jul-09	Could you please let me know what other locations were reviewed/considered for the exit shaft.	<p>No other locations for the tunnel shaft north of Golden Orchard Drive were formally reviewed. Given the significant cost differential between open cut versus tunnelling (i.e., approximately \$6,000 per metre), the objective was to minimize the length of tunnel run. The open space at the corner of Golden Orchard Drive and Dixie Road was identified as the first suitable location for a tunnel shaft north of Little Etobicoke Creek. The other corners of the intersection were ruled out based on minimum size requirements and environmental concerns.</p> <p>The next suitable location for an exit shaft would be near the intersection of Dixie Road and Bloor Street. This would require extension of the tunnel by more than 600 metres, at an estimated additional cost of approximately \$3.6M. Furthermore, there are no existing utilities or</p>

Id #	Source	Comment / Issue	Response
			<p>traffic concerns in the area of Golden Orchard Drive which would warrant an extended tunnel run.</p> <p>In addition, the Feedermain generally requires placement of valve chambers approximately every kilometre. This means that even if the tunnel run was extended north to Bloor Street or beyond, a chamber would be required immediately north of Little Etobicoke Creek so that section of the pipe could be isolated. Again, the specified property would be the best location for this chamber.</p>
6.6.	Phone call 9-Jul-09	Is this an entrance or receiving shaft at Golden Orchard Drive - are they taking the muck out here or at the other tunnel shaft?	An exit or receiving shaft. The entrance shaft is south of Dundas Street – that’s where the muck removal will occur.
6.7.	Phone call 9-Jul-09	How long will this shaft be required?	The shaft compound would be in operation for approximately 3-4 months. That includes the time to construct the shaft and pull the tunnel boring machine out and possibly restore the area.
6.8.	Letter 30-Sept-09	We ask that you provide a list of alternative shaft locations other than 3150 Golden Orchard Drive that were reviewed and evaluated as part of the Class EA process, including a brief summary of each location and copies of the evaluation material and evaluation matrix used to assess the shaft locations.	As per our July 9, 2009 correspondence, other locations for the tunnel shaft north of Golden Orchard Drive were identified and considered. As per your request, enclosed is an evaluation matrix of the alternative tunnel shaft locations at Golden Orchard Drive. [Further rationale for siting of the tunnel shaft was provided].
6.9.	Letter 29-Oct-09	While there is some information on the alternatives considered by the Region, the review is incomplete if relevant policies have been ignored. Further, it is not clear that there was a complete review of all viable alternatives.	This project has been identified in the Region’s Master Plan and is in support of policies related to intensification. Regarding alternative tunnel shaft locations north of Little Etobicoke Creek, our rationale for siting of the tunnel shaft on your property at Golden Orchard Drive was provided previously.
6.10.	Letter 30-Sept-09	The total construction timing and disruption, including restoration, to 3150 Golden Orchard Drive has been noted by AECOM as approximately 3-4 months. In our experience on similar projects this type of disruption is typically much longer (i.e., 6-8 months or more). We ask that you confirm the 3-4 month duration stipulated in the earlier correspondence is still accurate and that AECOM provide a summary of the plan to achieve such a schedule.	As you are aware, we are still in the EA stage of this project. The 3 to 4 month duration is based on the proposed intended use of the site at this point in time (i.e., construction of the tunnel shaft, extraction of the tunnel boring machine and construction of the drain chamber). As the project progresses through the detailed design stage, the Region will continue discussions with the Azuria Group, and all property owners, regarding the construction details.
6.11.	Letter 29-Oct-09	The information provided does not provide any recognition of the impact on our property that will result	The Class EA process provides the opportunity to discuss your specific issues during the consultation process. Issues related to property are

Id #	Source	Comment / Issue	Response
		<p>form the potential actions of tenants (e.g., rent abatements, vacancies) and potential tenants. Further our consultant has identified the fact that the construction schedule is unrealistically short. Therefore, the proposed impacts have been underestimated.</p>	<p>evaluated against a number of other variables and the best alternative route is selected based upon all the criteria. As we have mentioned previously, the Region is available to meet with you and discuss your specific issues to establish a mutually acceptable agreement.</p> <p>The 3 to 4 month construction duration is based on the proposed intended use of the site at this point in time (i.e., construction of the tunnel shaft, extraction of the tunnel boring machine and construction of the drain chamber). As the project progresses through the detailed design stage, the Region will continue discussions with you, and all property owners, regarding the construction details.</p>
6.12.	Email 17-Jul-09	<p>The north bound traffic in this area has what appears to be a very wide right turn lane. Maybe utilizing this lane in combination with using some of the valley land may be another option?</p>	<p>It may be possible to move the chamber further east into the road right-of-way; however, it is still anticipated that a permanent easement will be required. Locating the chamber completely within the roadway does not provide enough room for construction without significantly impacting traffic operations. Similarly, depending on Region of Peel maintenance procedures, access to the chamber would be required approximately once every six months and workers would need to block traffic in the roadway to gain access. This is undesirable from the perspectives of health and safety, operations efficiency, and traffic impacts.</p> <p>In addition, construction is impeded by the existing hydro infrastructure on the east side of Dixie Road.</p>
6.13.	Email 17-Jun-09	<p>Would the Region of Peel compensate our company for the expense of hiring a technical advisor to discuss easement options?</p>	<p>The Region will not pay for an additional technical analyst as part of normal real estate transactions to acquire land.</p>
6.14.	Meeting 19-Feb-09	<p>Could increased density on the property be considered as part of the negotiation settlement?</p>	<p>The City of Mississauga has jurisdiction over density issues. Even then, it would be considered “bonusing” and that is not allowed.</p>
6.15.	Meeting 19-Feb-09	<p>Does the Region have the right to use the property without property owner approval?</p>	<p>The Region will first try to work with the property owner to find an acceptable solution. If negotiations are unsuccessful, the Region could begin the expropriation process.</p>
6.16.	Email 27-May-09 & Email 17-Jul-09	<p>Were the open space lands on the east side of Dixie opposite of Golden Orchard ever considered as a possible shaft location? I know they are valley lands but has a formal request been made to the Conservation Authority to possibly use some of this land and then have it restored (or enhanced)?</p>	<p>The attached map shows the boundaries of the TRCA regulation limits, valley and Mississauga Natural Area. These ‘open space lands’ were not considered as a possible exit shaft location, nor has a ‘formal’ request been made to either TRCA or the City. TRCA has noted in previous correspondence for this project (and others) that construction within flood plains and valley and stream corridors should be avoided when possible. These valley lands are also classified as “Greenbelt” in the</p>

Id #	Source	Comment / Issue	Response
			<p>City's Official Plan and "Natural Area" (#AW1) in the City of Mississauga Natural Areas Survey. The City's Official Plan natural heritage policy (3.15.2.2g) states that:</p> <p><i>"The maintenance of the long term ecological integrity of the remnant Natural Areas (including Significant Natural Sites, Natural Sites and Natural Green Space) will be a critical consideration in all decisions regarding development. No new building development, roadways or linear utility corridors should be allowed within Significant Natural Sites, Natural Sites, Natural Green Space or Linkages. Essential services such as water and sewer systems or road crossings will only be permitted if other alternatives are studied and are determined to be not feasible and that the impacts are determined to be acceptable."</i></p> <p>Given that there is sufficient space for the tunnel shaft/chamber at the southwest corner of the intersection and partially on the apartment property, we could not defend siting it within the valley. In addition to permits from both the City and TRCA, construction would require removal of a significant amount of mature vegetation. The above-ground hydro lines running along the east side of Dixie Road were also deemed to be of concern for construction.</p> <p>With mitigating measures such as winter construction, site hoarding for safety, full restoration and compensation as appropriate, we continue to support tunnel shaft siting on the property. We believe both TRCA and the City would also support our recommendation.</p>
6.17.	Phone call 9-Jul-09	Is there any way the shaft can be pushed out further into the ROW so that any future development is not affected? Besides disruption to residents, our concerns are that the permanent easement might be an encumbrance on their future development potential. If you could put it within the minimum setback distances, that would be better.	It may be possible to move the chamber further east into the road right-of-way; however, we still anticipate that a permanent easement will be required. Locating the chamber completely within the roadway does not provide enough room for construction without significantly impacting traffic operations. Similarly, depending on Region of Peel maintenance procedures, access to the chamber would be required approximately once every six months and workers would need to block traffic in the roadway to gain access. This is undesirable from health and safety and operations efficiency perspectives.
6.18.	Phone call 9-Jul-09	What is the purpose of the chamber?	A valve chamber is proposed at Golden Orchard Drive and Dixie Road. Combined with a similar chamber south of Dundas Street, this will allow for the future isolation of the Little Etobicoke Creek section of the proposed Hanlan Feedermain.

Id #	Source	Comment / Issue	Response
6.19.	Phone call 9-Jul-09	It looks to me like the only other place to put the shaft is about a kilometre up the road at the next apartment building or tennis courts at Dixie Road and Bloor Street.	That is correct.
6.20.	Drop-in meeting 31-Aug-09	I have no problem the proposed tunnel shaft on my property at Lakefront Promenade and Lakeshore Road. I've also been approached by a developer who is buying up all the property around here.	We will continue to work with you as the project proceeds regarding the details of the easements required.
6.21.	Phone call 9-Oct-09	I have no problem with the proposed tunnel shaft working area on my property on Tomken Road north of Timberlea Blvd as long as you don't block access to my loading dock.	That's great. We can continue to work with you during detailed design to ensure that the shaft is designed such that it doesn't block your loading area.
6.22.	Letter 29-Oct-09	We do not intend to grant you access to our property at this time for any testing. At such time as our issues are resolved, we will revisit access to our property.	The Region continues to pursue your permission to enter your property for any testing required in the course of this project.
6.23.	Letter 29-Oct-09	We are still reviewing the materials provided and so this letter is not intended to provide an exhaustive list of our issues but illustrate that there are significant concerns about the Region's current plans and the severe impact to us and our property. We will continue to review the materials and will provide further comment. We expect, and the law requires, the Region to engage in meaningful consultation and we remain committed to ensuring our views are properly considered. I expect to be kept informed of any developments in respect of the Hanlan Feedermain.	We suggest that a meeting is the best way to further discuss and elaborate on these issues and we are available to meet with you and your representatives at your convenience. We remain confident that we can resolve these issues so that impacts to your property are minimized. In the meantime, you will soon receive a Notice of Study Completion which indicates where and when the Class EA report will be made available for public review and comment, including online on the Region's website at www.peelregion.ca/HanlanEA . Please do not hesitate to contact us or our consultant if you have any questions during your review. We look forward to working with you on this important infrastructure project.
7.	General Routing Comments		
7.1.	Email 4-Feb-09	Can you confirm you will be choosing between Kennedy, Tomken and Cawthra?	At this time (Feb-09), we have not determined the preferred routes for the Hanlan Feedermain or the MCC Watermain.
7.2.	Special Meeting 4-Mar-09	Which criteria are being used to evaluate the alternative routes?	<p>Potential natural environmental impacts (e.g., potential groundwater impacts, effects on trees/vegetation etc.);</p> <p>Social/cultural impacts (e.g., property access, consideration of cultural heritage and archaeological features etc.);</p> <p>Technical considerations (e.g., ground conditions, restoration requirements, minimizing number of feedermain bends, requirement to build temporary access roads etc.); and</p>

Id #	Source	Comment / Issue	Response
			<p>Economic/financial considerations (e.g., construction costs).</p> <p>For a complete list of criteria, see the Public Open House #1 display board handouts provided at the meeting or available on the project website at www.peelregion.ca/HanlanEA.</p>
7.3.	Comment form POH #2	For the larger Hanlan Feedermain pipe, decide on the pipe size and put it up Dixie Road. For the smaller MCC Watermain pipe, put it in the most convenient location to reach users.	Dixie Road was not recommended in the north section because of the significant traffic disruptions already discussed previously, and because of the associated cost increases (i.e., under Highway 401 and the future Mississauga Bus Rapid Transitway (BRT) underpass at Dixie Road). Tomken Road however, provides the least impacts for MCC Watermain construction when coordinated with construction of the Hanlan Feedermain. For example, traffic disruptions on two major north-south roads are avoided, and it provides an opportunity to replace the existing watermain on Tomken Road (circa 1954/1976), thereby avoiding the need for future maintenance/repairs (e.g., watermain breaks) and associated construction impacts. In addition, use of Tomken Road for both pipes requires that the Hanlan Feedermain tunnel section under Eastgate Parkway is extended past Timberlea Boulevard, thereby reducing construction impacts in the Eglinton Avenue area.
7.4.	Special Meeting 4-Mar-09	Which route requires the most tunnelling?	Although the Project Team is still finalizing that information, it appears that Cawthra Road would have the lengthiest tunnelling requirements (e.g., longer QEW tunnel crossing compared to Dixie Road). Cawthra Road is also a major thoroughfare for both the QEW and Hwy 403, plus it has numerous private driveways and recently underwent roadway improvements/widening.
8.	Cawthra Road		
8.1.	Email 4-Feb-09	If Cawthra is selected, is there opportunity to beautify the boulevards and add sidewalk or cycling to the east? This is a key link to the proposed Bus Rapid Transit hub (along Eastgate Parkway) and multi-modal transportation is important in ensuring residents can walk, cycle or drive to this site.	As Cawthra Road is a Regional road, the Project Team is working closely with the Region's Transportation Division to coordinate works on this road, if any, with planned roadway improvements. The Project Team is also working closely with the City of Mississauga to determine what improvements can be made to their roadways following the installation of these watermains.
8.2.	Email 4-Feb-09	If Cawthra Road is selected, I would like to see details of the roadway impacts. Concerns about impacts to users of Rathburn Road. What action will be taken to mitigate:	Traffic is a key consideration and, therefore a thorough traffic impact assessment will be conducted as part of the Class EA. Mitigation measures for noise, dust and traffic will also be addressed during

Id #	Source	Comment / Issue	Response
		noise; dust and pollution; and traffic congestion?	detailed design stage.
9.	Dixie Road		
9.1.	POH #2	I'm interested in the overall project and specifically, where the feedermain would cross the QEW.	The current recommended location for a tunnel shaft north of the QEW is on MTO property at the east corner of Dixie Road and the North Service Road. The recommended location for a tunnel shaft south of the QEW is also on MTO property at the east corner of Cormack Crescent and the South Service Road.
9.2.	POH #2 & Phone call 4-Nov-09	What are the MTO's plans for redesign of the Dixie Road-QEW interchange? Make sure you coordinate with the MTO.	The MTO has not yet provided the Region with any definitive information. It is only known that the MTO plans to build an overpass east of the current Dixie Road overpass, although the timeframe is unknown. We will continue to consult with the MTO during detailed design.
9.3.	POH #2	How would construction affect Dixie Road in the south section of the study area? I'm concerned because Dixie Road is a main north-south arterial road.	Existing traffic volumes are actually much less on Dixie Road in this section than they are on Cawthra Road. [The proposed traffic management drawing for Dixie Road south of Cormack Crescent was reviewed.] Open cut construction would progress up Dixie Road in 100-200-metre stretches. Around that construction zone, traffic would be restricted to one lane only, either with alternating one-way traffic controlled by temporary traffic signals (under the control of a flag person during the day to help minimize delays) or one-way traffic only during peak periods. Both winter construction and traffic diversion to alternate routes are recommended.
9.4.	Phone call 28-Oct-09	I'm not too concerned about day-to-day traffic impacts on Dixie Road south of the QEW – I can use an alternate route around the construction zone like Larchview Trail or Rometown Drive.	Agreed. Traffic diversion to alternate routes will reduce traffic impacts.
9.5.	POH #2	9-months for construction along Dixie Road from north of the CNR to the QEW is too long.	It is anticipated that construction in this section will take more like 5 months. The Project Team can provide more detailed wait time estimates and have further discussions to help alleviate concerns.
9.6.	Special Meeting 18-Feb-09	Why was Dun-Dix Square on the west side of Dixie Road identified as opposed to the parking lots across the street?	The Region is trying to avoid the existing hydro lines on the east side of Dixie Road, plus there is typically more unused space available at Dun-Dix Square.
9.7.	POH #1	How will this project impact Dixie Outlet Mall?	Depending on the type of construction (open cut or tunnel), there will be impacts to traffic on Dixie Road should the Dixie Road route be preferred. The Region may also request property (e.g. 30 x 30 metres) from the Dixie Outlet Mall parking lot to accommodate a tunnel shaft necessary to cross the QEW.

Id #	Source	Comment / Issue	Response
10.	Britannia Road East		
10.1.	POH #2	Eastbound lane reductions on Britannia Road East and southbound lane reductions on Tomken Road could make the intersection much more dangerous.	Lane restrictions may cause traffic backups but should not compromise the operational safety of the intersection. With traffic diversion, traffic delays at the intersection should not increase substantially.
10.2.	POH #2	There is frequent truck traffic to the property at 960 Britannia Road East – one of the tenants with high truck traffic volumes is a packaging company. However, no trucks use the driveway along the east boundary of the property (i.e., parallel to Tomken Road) but rather, trucks use the entrances off Britannia Road East west of Tomken Road.	Construction of the MCC Watermain is proposed on Britannia Road East just west of Tomken Road. At this stage, it is anticipated that there will be no construction directly in front of 960 Britannia Road East entrances.
11.	Tomken Road		
11.1.	Email 4-Feb-09	I would prefer the Tomken Road route was selected.	The Project Team is continuing to analyze the alternative routes for the Hanlan Feedermain and the MCC Watermain. The alternative routes for the Hanlan Feedermain include Cawthra Road, Tomken Road and Dixie Road and the alternative routes for the MCC Watermain include Kennedy Road, Tomken Road and the Parkway Belt West/Cawthra Road. The preferred routes will be chosen with the aim of minimizing the impact on the public, the environment and sensitive areas.
11.2.	Phone call 20-May-09	I am planning to develop my property on Tomken Road just north of Eastgate Parkway. I will need to service my property with new stormwater and sanitary sewers. Will these big pipes up Tomken Road limit my ability to develop the property? Please review my Functional Servicing Report and let me know if any conflicts might be anticipated.	Thank you for the information. We have reviewed your report and note that the tunnel construction of the Hanlan Feedermain along Tomken Road between Eastgate Parkway and Eglinton Avenue will be deep enough so as not to impact your proposed development. Open cut construction of the MCC Watermain may however, interfere with your infrastructure. We can reasonably accommodate your development if we know the fixed elevation/depth of your proposed storm and sanitary sewer. We will be happy to work with your consultant as the project proceeds through detailed design. Please keep in touch.
11.3.	Comment form POH #2	Dixie Road is better for the big pipe than Tomken Road in the north section. Vehicle speeds are similar on both these roads between Matheson Boulevard and Eglinton Avenue East. If traffic volumes are lower on Tomken Road than on Dixie Road, it could be that it's just an easier drive on Dixie Road. Dixie Road is straighter, wider and has fewer little roads (feeder streets) leading into it.	The Traffic Impact Analysis completed as part of this Class EA indicates that Tomken Road is preferred over Dixie Road from a traffic perspective. For the north section, Dixie Road continues to operate under the heaviest traffic conditions, with some sections averaging between 60,000 and 70,000 vehicle movements per day (according to the Region's Average Annual Daily Traffic count data) and more than 2500 vehicles per hour during the AM and PM peak periods. By

Id #	Source	Comment / Issue	Response
			<p>comparison, traffic volumes on Tomken Road from Eglinton Avenue East to Highway 401 average between 25,000 and 26,000 vehicle movements per day and from 630 to 1750 vehicles per hour during the AM and PM peak periods.</p> <p>One of the main reasons Dixie Road is so heavily traveled is because it provides direct access to Highway 401. This stretch of Highway 401 includes part of the busiest section of highway in Canada, including the Dixie Road on/off ramps. Construction on Dixie Road, combined with heavy traffic volumes, could be expected to cause traffic delays at the Highway 401 ramp terminals. Both the Ministry of Transportation (MTO) and Canada Post (which distributes 75% of Canada's mail from the Gateway Postal Facility just south of Eglinton Avenue East) have indicated their dislike for this option.</p>
11.4.	Comment form POH #2	Isn't the north part of Tomken Road too close to Little Etobicoke Creek?	Although Tomken Road is closer to the creek than Dixie Road in the north section, technical evaluation indicates that the distance between Tomken Road and Little Etobicoke Creek ranges from approximately 150 metres to more than 400 metres, which is a reasonable separation distance considering the nature of construction. The Project Team is working with the Toronto and Region Conservation Authority (TRCA) to make certain that all reasonable measures are undertaken to ensure that Little Etobicoke Creek is not negatively impacted.
11.5.	POH #2	I am concerned about the loss of the wheelchair access ramp and bus stop at the northeast corner of property at 960 Britannia Road East where a tunnel shaft is proposed (i.e., at the southwest corner of the Tomken Road-Britannia Road East intersection). Many handicapped people use this ramp to access the two buildings at 930-960 Britannia Road East.	The Region is committed to providing temporary bus stops for the duration of construction and would construct another handicap access to the property. This access would conform to the City's grade, surface condition and safety requirements. We would be happy to meet with you and the property owner to further discuss the proposed easement requirements and landscaping and restoration plans.
11.6.	POH #2	Can the Tomken Road-Britannia Road East tunnel shaft be sited at a different corner of the intersection?	The southwest corner of the Tomken Road-Britannia Road East intersection is the best place. The Hanlan Reservoir and Pumping Station is located at the northeast corner of the intersection. The southeast corner was removed from consideration due to lack of room because of existing infrastructure.
12.	Cormack Crescent		
12.1.	Special Meeting	Concern about access to 1587 Cormack Crescent during construction, including fire department requirements.	Presented detailed slides about the project [see meeting minutes and slides]. One of the two entrances would be maintained at all times.

Id #	Source	Comment / Issue	Response
	23-Mar-09	Prefer construction to happen in July/August. September would be the least preferred. Student safety, business impacts and traffic are primary concerns. Highest traffic is 8-8:45am and 3-3:30pm. The City insisted on preservation of mature trees during original building construction.	Please attend Open House #2 if Dixie Road south is selected.
12.2.	POH #2	Will access to my business on Cormack Crescent be maintained and if so, how?	Access to all residences and businesses will be maintained. [The proposed traffic management drawing for Cormack Crescent was reviewed.] Construction will be completed in front of half of each entrance before construction proceeds in front of the other half. In addition, advanced notification will be provided so that you can tell clients whether to access a business from Dixie Road or the South Service Road, depending on the location of current construction. Advanced notification signage will also be provided along the route during construction.
12.3.	POH #2	The Cormack Crescent-South Service Road intersection is very dangerous. Traffic speed is very high. In the morning peak period, parents enter Cormack Crescent from Dixie Road to drop their children off at school (Star Academy). When the parents are trying to return to the South Service Road, long queues develop.	Others have also expressed this concern. As the project moves forward with detailed design, the Project Team will examine the possibility of installing traffic lights at this intersection, as long as it meets the City's criteria and would be beneficial to safety and traffic movement.
12.4.	Phone call 4-Nov-09	How long will construction on Cormack Crescent take?	Open cut installation of the feedermain along Cormack Crescent will likely a month and a half, perhaps slightly longer due to the requirement to move existing utilities.
12.5.	Phone call 4-Nov-09	I am not concerned. We have sold our property to a developer and are moving to Cawthra Road. There is a notice now posted on the property.	Thank you for the information. We will try to get a hold of the developer.
13.	Burnhamthorpe Library / Cemetery		
13.1.	POH #2	The loss of parking at the Burnhamthorpe Library is an important issue that needs to be better addressed. Library staff may be able to park on the west side of the library during construction, but as previously mentioned, parking is at capacity during theatre events. The Project Team should consider parking and shuttle buses to/from Rockwood Mall during theatre events. It may also be possible to use the Burnhamthorpe Community Centre or	The Project Team will further develop and refine replacement parking to address the anticipated shortfall and schedule another meeting with City/Library staff to discuss.

Id #	Source	Comment / Issue	Response
		fire hall (if available) for parking if shuttles were available.	
13.2.	POH #2	The Project Team should consult with the theatre to see if one time of year would be preferred (i.e., optimal construction window) to minimize disruption for theatre events.	The Project Team can discuss the theatre's preferred construction timing at the next meeting.
13.3.	POH #2	Archaeological investigations were completed on another City property using ground penetrating radar (GPR) techniques. The City should be able to provide further information to ensure that the Ministry of Culture's requirements are met.	The Project Team plans to screen for archaeological remains within 10 m of the cemetery buffer using GPR techniques. If the area appears relatively clear, the Project Team may want to proceed with further archaeological investigations within the 10 m buffer shown on display board no. 30. This will require pavement stripping of the 10 m buffer and follow-up restoration. It is understood that the Ministry of Culture requires this work before they will consider the area clear of archaeological concern.
13.4.	POH #2	The City would suggest additional GPR investigations along the road allowance on the north side of the cemetery.	Construction is anticipated more than 20 m from the cemetery on the north side, so we don't believe this will be an issue. However, we will consider your suggestion and let the City know how we propose to proceed.
13.5.	Email 7-Jul-09	This is, as you are aware, a Heritage Location that is still in use by the families within the cemetery. Should there be a requirement to have a grave side service at the Cemetery, on any given day, you will be notified and we would expect the workers would respect the need for a work stop during that time.	A work stoppage during any graveside services would indeed be the respectful thing to do. If the City approves the proposal for the Burnhamthorpe Library site (which is currently still under discussions by City staff), these commitments will be documented as part of the final Class EA report.
13.6.	Email 7-Jul-09	Also, we would very much like the hoarding to be as easy on the eyes as possible. The idea of new painted plywood would be desired seeing as how this may take some period of time and it would be the respectful thing to do for the situation.	Currently, we are proposing to put up painted plywood fencing (hoarding) along both the south and west sides of the cemetery, immediately at the property line.
13.7.	Phone call 21-Oct-09	What did you find next to the Burnhamthorpe Cemetery in the library parking lot?	The GPR did find what they call "anomalies" along the south side of the cemetery in the parking lot. We plan to keep the feedermain installation clear of the south side of the cemetery. No archaeological remains were uncovered during Stage 3 archaeological excavations along the west side of the Burnhamthorpe Library parking lot.
14.	Alternative Routes		
14.1.	POH #2	Why was the hydro corridor (from Lakeshore Road north to the QEW) not recommended?	The hydro corridor also looked like a good option at first. However, it was determined that construction along this corridor would result in

Id #	Source	Comment / Issue	Response
			<p>significant social disruption. For example, temporary haul roads for construction truck access would have to be built along the corridor and residential side streets would have to be used as haul roads. This would be very disruptive for those people whose homes back onto the corridor and those who live along the haul routes. Permanent access would also have to be provided for future access to underground chambers. In addition, the Region would have to obtain a permanent easement from the Province, and the Province could request that the Region move the pipe in the future. Once across to the north side of the QEW, a tunnel would be required along the entire length of the North Service Road to Dixie Road, further increasing costs.</p>
14.2.	POH #1	What about using the Etobicoke Creek Valley?	<p>This valley is occupied by the existing feedermain and sanitary sewer systems which does not leave enough room for a watermain of this size. The Project Team is looking at a small portion of Little Etobicoke Creek valley which may have room. Also, a route through the Etobicoke Creek Valley (not the Little Etobicoke Creek valley) would cross into the City of Toronto, which is outside the Region's jurisdiction.</p>
14.3.	Comment form POH #2	<p>I understand that it's better to cut across Highway 401 at Tomken Road, but what is wrong with bringing the big pipe north along Dixie Road to Highway 401, then paralleling Highway 401 on the south side east to Tomken Road? There's space and access, plus it would not cause business interruptions or interruptions on Highway 401.</p>	<p>MTO has indicated that they require a 15 m setback from their property boundary and they do not allow utilities to be located within their right-of-way parallel to a major highway. In addition, the need for significant property acquisition and delays on the Highway 401 on/off ramps precludes construction parallel to either side of Highway 401.</p>
14.4.	Letter 30-Sept-09	<p>We ask that you provide a list of other routes (other than Dixie Road) considered for the proposed feedermain, complete with evaluation matrix and supporting documentation for the selection of Dixie Road.</p>	<p>As shown on POH #2 Display Board No. 11, other routes considered for routing of the Hanlan Feedermain in the central section of the study area included Tomken Road, Cawthra Road and a Dixie Road alternative along the Little Etobicoke Creek top-of-bank north of Dundas Street East. For your review and information purposes only, we have enclosed the evaluation tables and relevant excerpts from Chapters 5 and 6 of the <u>draft</u> ESR. The Chapter 5 excerpts explain the comparative evaluation of the alternative feedermain routes in the central section of the study area, while the Chapter 6 excerpts present the preferred feedermain route in this area, including construction methods and property requirements. Again, please note that these excerpts are still in draft form and remain the property of the Region of Peel at this time.</p>
15.	Water Service Concerns		

Id #	Source	Comment / Issue	Response
15.1.	POH #2	Will my water service be affected?	Your water service could be briefly interrupted if existing watermains along your street need to be relocated. The Project Team is trying to minimize the need to move any of the existing utilities, like water, sewer, cable for example. However, since this is such a large pipe, it is inevitable that some existing utilities will have to be relocated just to make room. If you do experience a service disruption, it should not be for longer than a few hours. You will receive advanced notification if a disruption is expected.
15.2.	POH #2	Will there be any changes to my water pressure due to the installation of the Hanlan Feedermain and MCC Watermain?	There will be no changes in water pressure.
15.3.	Phone call 28-Oct-09	Access to water is imperative – I do at least 10 loads of laundry per day. Won't our existing watermain break if it's exposed to freezing conditions during winter construction?	The contractor will use appropriate construction methods and take all possible precautions to avoid damage to existing watermains. Exposing watermains to winter conditions does not typically cause cracks in the pipe.
16.	Construction Details and Technical Specifications		
16.1.	POH #2	How big will the pipe be?	The new Hanlan Feedermain will be 2.4 metres or approximately 8 feet in diameter – you could walk through it! This will be the largest diameter pipe in the Region. The existing Hanlan Feedermain is 2.1 metres in diameter. The MCC Watermain will be about half that size – 1.2 metres or approximately 4 feet in diameter.
16.2.	POH #2	How much does it weigh?	One section of pipe is approximately 6 metres or 20 feet long – that weighs about 20 tonnes.
16.3.	POH #1	How long will the pipe last?	Approximately 100 years.
16.4.	POH #1	What is the pipe made of?	The proposed feedermain will be concrete pressure pipe. Smaller local watermains are PVC – Polyvinyl Chloride.
16.5.	POH #1	Is PVC the same stuff that the water bottles are made of that have the problem plastics?	No, the water bottles are #7 plastic containing polycarbonates and associated bisphenol A. The pipe is essentially a concrete pipe that is a more stable product and has more flexibility for extreme temperatures.
16.6.	Special Meeting 4-Mar-09	How many pumping stations are required to move water north to the Hanlan Reservoir & Pumping Station?	Water is pumped from the Lakeview Water Treatment Plant all the way north to the Hanlan Pumping Station with approximately 150 lbs pressure (friction losses are proportionally less with a large pipe).
16.7.	POH #1	What kinds of services are already underground in the Cawthra area?	Most, if not every route, already has a variety of underground infrastructure in place, everything from other large diameter watermains to smaller, local watermains, sanitary sewers and/or fibre optic cables.

Id #	Source	Comment / Issue	Response
16.8.	POH #1	What will the elevation of the proposed pipe be in relation to services that are already in the ground?	Sewer services are on the other side of the road at variable depths. Only one cross section for one point along the route has been provided on display boards, so depending on where you are, the cross section and location will be different. The study includes a hydrogeological / geotechnical assessment which is part of the evaluation of alternative routes.
16.9.	POH #1	Is there another pumping station or treatment plant being built as part of this project?	No, the Lakeview Treatment plant will be upgraded from 820 megalitres/day to 1190 megalitres/day to support the future needs of the area to 2031. The Lorne Park Water Treatment Plant upgrade is another unrelated project.
16.10	POH #1	How long will the project take?	Approximately 2 years for construction.
16.11	Comment form POH #2	What about supervision and inspection during construction? For example, the supervisor should know how much gravel to put in the trench before the pipe is laid. If this huge pipe dislodges or breaks it will cause a catastrophe.	Design specifications, including quantity and type of fill required beneath the pipe, will be determined by a licensed professional engineer during detailed design. Contractor requirements for testing and inspection will then be included within the tender documents and the Region will retain trained, full-time inspectors to ensure proper supervision during construction.
16.12	POH #1	Would it be better to carry out the work in the winter or the summer?	Winter is usually the best option, especially because the need for potential “dewatering” is reduced. Workers can easily excavate frozen ground - they sometimes can run into problems with sub-surface water. October to March is a good construction season. That usually also avoids other potentially sensitive issues like impacts to fish.
16.13	Phone call 28-Oct-09	Will the trench be filled in at night? I’m concerned about vandalism to exposed gas mains for example.	The contractor will backfill the trench as each section of pipe is installed. This may mean that an open section, perhaps with exposed utilities, will be left overnight. In that case, the open section would likely be covered with plywood sheeting or metal plates. Concrete jersey barriers will also serve as a barrier between the roadway and the open section. The contractor will secure the site as best as possible.
17.	Project Rationale		
17.1.	POH #1	Who is the pipeline going to service?	The Feedermain will support proposed approved growth in Mississauga City Centre, Peel and York Region.
17.2.	Comment form POH #2	Is such a large pipe really necessary? There should be more efforts for water conservation and waste management.	Earlier versions of the Region’s Water and Wastewater Master Plan evaluated alternative solutions such as water conservation, import water from another jurisdiction and “do nothing.” The recommended solution was identified as expansion of the existing system in conjunction with water conservation. Although water conservation could reduce consumption requirements on a per person basis, planned growth

Id #	Source	Comment / Issue	Response
			<p>requires access to a safe, secure supply of water. Even at reduced consumption levels, this new feedermain will still be required to service municipal water demands.</p> <p>It is also worth noting that the Region's efforts on water conservation over the past several years has resulted in an overall reduction in per capita water consumption in Peel. However, despite these water conservation measures, the Region still requires additional water supply capacity for growth. For more information about the Region's water efficiency strategy, please visit "Water Smart Peel" at http://www.peelregion.ca/watersmartpeel/ or call the Region at 905-791-7800, ext. 3315.</p>
17.3.	Comment form POH #2	Who is actually pushing for this huge pipe? Is it developers in Vaughan? I would like to see development in York Region curtailed, not encouraged, and the Green Belt across the Oak Ridges Moraine not threatened.	<p>The need for the new Hanlan Feedermain was identified in the Region of Peel's 2002 Water & Wastewater Servicing Master Plan and subsequent 2007 Master Plan Update. The Master Plan assessed water servicing options necessary to meet future planned and approved growth in accordance with the Region's Official Plan.</p> <p>By Regional Council approved agreement, the Region of Peel supplies municipal drinking water to the Region of York. Additional water is required to fulfill the Region's obligations to York Region under the York/Peel Water Supply Agreement. However, even without this agreement, a new Hanlan Feedermain would be required to supply additional water for the Region of Peel.</p>
17.4.	Comment form POH #2	The price of water in Peel Region is very satisfactory.	The York/Peel Water Supply Agreement offsets the price of water charged to Region of Peel customers, helping to keep water rates well below the national average.
17.5.	Comment form POH #2	Our water pressure is very satisfactory at present.	There will be no changes in water pressure as a result of this project.
17.6.	Comment form POH #2	Are all the projects shown on the "Why These Projects are Needed..." display board dependent on getting this huge water pipe?	The map shown on this display board is from the Region of Peel's 2007 Water and Wastewater Master Plan Update. It shows all the projects necessary to meet the future water servicing needs of South Peel, including the proposed Hanlan Feedermain (i.e., transmission mains, pumping stations, reservoirs and elevated tanks). These projects are not dependent on this pipe.
17.7.	Comment form	Inspection and maintenance of the existing Hanlan Feedermain should be ongoing anyway.	The existing Hanlan Feedermain was constructed in three phases during the early 1990s and currently transfers over half the Region's water

Id #	Source	Comment / Issue	Response
	POH #2		supply per day. As such, it cannot be shutdown for inspection and maintenance without significantly reducing water supply to the Region's existing customers. When the new Hanlan Feedermain is completed, the existing pipe will be able to be shut down in sections without compromising the Region's water supply ability.
18.	Other Questions and Comments		
18.1.	Comment form POH #2	How do you keep adequate water capacity and pressure for growth in Mississauga if you agree to supply water to York Region as they too expand? Or does Mississauga only sell its surplus?	The Region's 2002 Water & Wastewater Servicing Master Plan and subsequent 2007 Master Plan Update provided a listing of strategically phased projects (including this one) necessary to meet the servicing needs of both Peel and York Region.
18.2.	Special Meeting 4-Mar-09	Could this project be brought forward as part of the government's recent infrastructure funding initiatives to help the economy?	Because this project is already in the Region's capital budget, and since design will take at least 1-1½ years following approval of the EA, there is little chance that construction will start before 2012. However, some sections could be advanced to coincide with other smaller planned municipal projects.
18.3.	POH #1 & Special Meeting 4-Mar-09	Will new sewers also be required?	The Region's Water & Wastewater Master Plan addressed this issue and found that the existing trunk sewers will have the necessary capacity. In addition, the Ministry of the Environment (MOE) would not allow a project like this to proceed if the receiving system would then exceed capacity.
18.4.	POH #1	Where is the existing main?	The existing Hanlan Feedermain predominantly follows Little Etobicoke Creek through the valley.
18.5.	POH #1	Will this project be like the one we had 14 years ago? The same big pipe?	It will be similar, yes, but with a slightly bigger pipe (up to 2.4 metres in diameter) and a different route.
18.6.	POH #1	Does your firm promote the need for addition water towers as part of the project, similar to in some U.S. projects?	No, the existing reservoirs and pumping stations are adequate to meet the supply demands. Water is pumped up to the northern locations and fed back by gravity to the demand in the southern parts of the Region.
18.7.	POH #1	Need to clean up Little Etobicoke Creek, south of Eastgate; people are dumping garbage there, even perhaps pesticides?	The geotechnical study will see what's there. If there's any contamination in the area, it will show up.
18.8.	Letter 30-Sept-09	We ask that you provide copies of all the display boards (in reduced format), plans etc., including information handouts if any, that were available at the two public open houses.	Enclosed for your information is a copy of the Public Open House (POH) display boards and handouts, including the route evaluation tables. Please note that as per our June 29, 2009 e-mail correspondence, all of this information (and more) is available on the Region's website at www.peelregion.ca/HanlanEA .
18.9.	Letter 30-Sept-09	We ask that you provide minutes or other correspondence, if any, generated for/from the Public	Enclosed for your information is a copy of the POH #1 and POH #2 Summary Reports. This information has also been available on the

Id #	Source	Comment / Issue	Response
		Open Houses.	Region's project website. Any correspondence or minutes with other stakeholders will be available as part of the ESR when it is filed for the 30-day public review period.
18.10	Letter 30-Sept-09	We ask that you provide comments received from other stakeholders regarding the general alignment and proposed shaft locations.	Comments received from property owners and other members of the general public are outlined in the enclosed Issue and Response Table. This table forms part of the Consultation and Communications Report which will be included as part of the ESR. Comments received from other stakeholders such as government review agencies and conservation authorities will also be included as part of the ESR.
18.11	Letter 30-Sept-09	We ask that you provide a cross-section or detail(s) drawings showing a typical construction shaft (a plan view of the shaft and typical staging area).	Enclosed is a drawing showing a typical construction shaft, including a plan and profile view as requested. This typical layout is for information purposes only and does not reflect the specific requirements of the Azuria site.
18.12	Letter 30-Sept-09	We ask that you provide a response to the anticipated timing for the completion of the Class EA document, submission to the MOE, and approximate construction schedule.	Currently, we expect to finalize the draft ESR and file it with the MOE early in November 2009. Construction is expected to commence in 2012, although some sections will be advanced for construction with other approved capital works within the Region. Construction timing with regard to tunnelling under Little Etobicoke Creek and the need for construction on your client's property specifically has not yet been determined. However, the Region has already committed to winter construction on the Azuria Group property (when residents are more likely to have their windows closed and not be outside on their balconies).
18.13	Letter 30-Sept-09	We ask that you provide confirmation that our client will be able to receive a draft copy of the Class EA document for review and comment in advance of the Region's formal submission to the MOE (perhaps at the 30 day advance review stage).	Azuria Group will have the opportunity to review the final ESR, as will all other property owners and members of the public, during the formal 30-day public review period. However, to ensure that your client is aware of how their property may be referenced in the ESR, we have enclosed relevant excerpts from the draft ESR, including mitigation measures and the relevant appendices show property requirements and correspondence to date.
18.14	Letter 29-Oct-09	We previously asked to review the draft report in order that the Region could take into account our comments before the final report was published. It is common to circulate a completed draft of the report to directly impacted parties prior to publishing the final report. Your response that we would only receive the minimum 30-days confirms the Region's intent to proceed along its predetermined path without regard to your obligation to	We have met with you or have been in conversation with you or your technical advisor since February 2009. Furthermore, since late May 2009, when Dixie Road was identified as the preferred route, we have offered to meet with you and or your technical advisor on multiple occasions. Attached for your reference is a chronology of the meetings, phone calls and dates when information has been provided or exchanged regarding your property. We remain committed to working with you to identify a mutually acceptable arrangement.

Id #	Source	Comment / Issue	Response
		<p>have meaningful consultation with affected parties. We will be asking for an extension to 90-days.</p>	<p>Contrary to your information, it is not common to circulate the draft Class EA report to property owners. Nonetheless, the relevant information from the draft report affecting your property was sent to your technical advisor on October 22, 2009, allowing a full three weeks advance copy prior to the start of the 30-day public review period. With that in mind, a request to extend your review period to 90-days seems excessive. There are other factors involved in this project which necessitate a tight schedule.</p>
18.15	Letter 29-Oct-09	<p>The information from the draft report provided indicates that the Region has considered the implication of some but not all relevant provincial policies. For instance, the provincial policy in support of intensification of development and the sterilization of our property has not been mentioned, but is an obvious issue.</p>	<p>The Region of Peel is fully committed to meeting all provincial policies and legislation. The Region is completing a conformity exercise to meet the Places to Grow legislation and is committed to providing water for the planned intensification and growth within the Region of Peel. This project itself was identified in the Region of Peel Water and Wastewater Master Plan and approved by Regional Council to support intensification within the City of Mississauga. We note that, as per the City of Mississauga's zoning by-laws, a third building is currently permitted towards the back of your property behind the two existing buildings.</p>

APPENDIX R

Notice of Completion

NOTICE OF STUDY COMPLETION

Hanlan Feedermain Municipal Class Environmental Assessment

The Study

The Region of Peel (the Region), through their consultant AECOM, has completed a Schedule 'C' Municipal Class Environmental Assessment (Class EA) study to identify the preferred route for a new large diameter municipal water pipe in the City of Mississauga. This 2.4 metre diameter pipe, called the Hanlan Feedermain, will extend approximately 15 km north from the Lakeview Water Treatment Plant to the existing Hanlan Reservoir and Pumping Station (see map). As documented in the Region's 2007 Water & Wastewater Master Plan Update, this new Hanlan Feedermain is required to meet the Region's future water supply needs to support planned growth, including intensification in the City of Mississauga. The proposed feedermain will also provide back-up service in the event of a disruption to the existing feedermain (security of supply).

This Municipal Class EA is also addressing the requirements of the Ontario Realty Corporation (ORC) Class EA process with respect to anticipated land acquisitions/easements required from the ORC.

Recommended Routes

The recommended Hanlan Feedermain route includes a combination of open cut and tunnel construction along **Lakefront Promenade, Lakeshore Road, Dixie Road (including Cormack Crescent), Eastgate Parkway, Tomken Road and Britannia Road**. An interconnection to the existing Hanlan Feedermain is also proposed along **Burnhamthorpe Road** and at **Eastgate Parkway**. Tunnel shaft construction compounds will be required for tunnelling along Lakeshore Road and for tunnel crossings of the QEW, Little Etobicoke Creek, the existing Hanlan Feedermain, Eastgate Parkway, Eglinton Avenue and Britannia Road.

Construction is scheduled to start in 2012 and will take approximately two years to complete, although some sections will be advanced for construction with other approved capital works. It is expected that construction will cause temporary traffic disruptions, including moving lane restrictions along the recommended route. The Region will continue to inform the public of construction plans as this project proceeds.

Environmental Study Report

An Environmental Study Report (ESR) has been prepared to document the planning process followed, including conclusions and recommendations, and how public input was received and considered. The ESR will be available for public review for a period of 30-calendar days, **starting on November 11, 2009 and ending on December 10, 2009**. The ESR will be available online at www.peelregion.ca/HanlanEA and during regular business hours at the following locations:

Region of Peel Clerk's Department
10 Peel Centre Drive, 5th Floor, Suite A
Brampton, ON L6T 4B9
Phone: 905-791-7800

City of Mississauga Clerk's Department
300 City Centre Drive, 3rd Floor
Mississauga, ON L5B 3C1
Phone: 905-896-5000

Burnhamthorpe Branch Library
1350 Burnhamthorpe Road E.
Mississauga, ON L4Y 3V9
Phone: 905-615-4635

**Region of Peel Environment,
Transportation & Planning
Services (ETPS) Office**
9445 Airport Road, 3rd Floor
Brampton, ON L6S 4J3
Phone: 905-791-7800

Central Library
301 Burnhamthorpe Road W.
Mississauga, ON L5B 3Y3
Phone: 905-615-3500

Lakeview Branch Library
1110 Atwater Avenue
Mississauga, ON L5E 1M9
Phone: 905-615-4805

Comments

Interested parties should provide written comments to Mr. Martin Pendlebury (see below) within the 30-day review period. If concerns arise regarding this project that cannot be resolved, you may request that the Minister of the Environment make an order for the project to comply with Part II of the *Environmental Assessment Act* (commonly referred to as a Part II Order or "bump up" request), which addresses individual environmental assessments. The Minister must receive requests for Part II Orders, at the address below, by **December 10, 2009**.

The Honourable John Gerretsen
Minister of the Environment
135 St. Clair Avenue West, 12th Floor
Toronto, ON M4V 1P5

A copy of the Part II Order request must also be sent to:

Mr. Martin Pendlebury, P. Eng.
Project Manager
Region of Peel
10 Peel Centre Drive, 4th Floor
Brampton, ON L6T 4B9
Tel: 905-791-7800, x. 4548
Fax: 905-791-0728
E-mail: martin.pendlebury@peelregion.ca

Mr. David Beattie, P. Eng., PMP
Project Manager
AECOM Canada Ltd.
105 Commerce Valley Dr. W., 7th Floor
Markham, ON L3T 7W3
Tel: 905-747-7418
Fax: 905-886-9494
E-mail: dave.beattie@aecom.com

If no Part II Order requests are received, the Region may proceed with design and construction of the recommended works as presented in the ESR. Information will be collected in accordance with the *Municipal Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

This Notice first issued November 11, 2009.

