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## Appendix O

### Meeting Minutes for TAC Meetings

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2800 Fourteenth Avenue  
Suite 206  
Markham, Ontario  
L3R 0E4



**GENIVAR**

Telephone: (905) 940-4567  
Facsimile: (905) 940-4566  
www.genivar.com

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**TAC Meeting No. 1**

**Project:** Schedule C Class Environmental Assessment Study for Mayfield Road from Chinguacousy Road to Heart Lake Road

**GENIVAR Project No.:** 101-17262

**Place:** 1<sup>st</sup> Floor Training Room  
Region of Peel  
Environmental, Transportation and Planning Services  
9445 Airport Road  
Brampton, Ontario

**Date:** Wednesday, September 28, 2011

**Time:** 9:30 AM – 11:30 AM

**Present:**

Neal Smith, Region of Peel	Angela Iannuzziello, GENIVAR
Kennedy Self, Region of Peel	Bruce Grundon, GENIVAR
Steve Ganesh, Region of Peel	Dan Foong, GENIVAR
Hillary Calavitta, Region of Peel	Pat Becker, GENIVAR
Michael Fang, Region of Peel	David Lukezic, GENIVAR
Imre Tot, Region of Peel	Compton Bobb, City of Brampton
Sean Nix, Region of Peel	Henrik Zbogor, City of Brampton
Darrin Dodds, Region of Peel	Kant Chawla, Town of Caledon
Ella Dolan, Region of Peel	Tim Mannley, Town of Caledon
Jenny Chook, Region of Peel	Mark Heaton, Ministry of Natural Resources
Andrea Warren, Region of Peel	Bahar SM, Credit Valley Conservation
Mina Zare, Region of Peel	Jakub Kilis, Credit Valley Conservation
Len Gardiner, Region of Peel	Anthony Mason, Brampton Flying Club

*(via teleconference)*

Rosi Zirger, Ministry of Tourism and Culture

<b><u>Item</u></b>	<b><u>Minutes</u></b>	<b><u>Action By:</u></b>
1.	Roundtable introduction of all parties present and their roles.	Info.
2.	Peel outlined the project scope and study area noting the various strategic planning studies that have been undertaken to date.	Info.
3.	GENIVAR outlined the current study process and the MEA Class EA Process which would be followed for this study.	Info.

4. GENIVAR outlined the current traffic assessment and noted the potential delays if no action were taken. Proposed improvements to the Mayfield Road Corridor were introduced to alleviate the expected traffic congestion. GENIVAR noted that a roundabout analysis and railway grade separation analysis were completed as part of its traffic study. Roundabouts were not recommended based on rising truck volumes and a railway grade separation was also found to not be warranted. Info.
5. GENIVAR discussed the existing traffic safety, noting that the existing safety levels are within normal ranges however if no improvements are made over the next 20 years that these levels are expected to deteriorate. Info.
6. GENIVAR outlined the potential opportunities to incorporate the findings of Peel Region’s Active Transportation Study. This includes the provisions for Transit initiatives, pedestrian and cycling facilities, and improvements to existing roadway geometrics. Info.
7. Based on the information previously presented, GENIVAR discussed the problem and opportunity statement which will be outlined to the public at PIC No.1 Info.
8. GENIVAR described the various studies which were either completed or being completed under Phase 2 of the EA Process. The majority of the studies that are currently underway refer to existing natural conditions. Info.
9. GENIVAR outlined the various alternative solutions that will be used to address the problem and opportunity statement. GENIVAR further noted the criteria that were used to evaluate the different alternative solutions. The evaluation of each alternative was shown for discussion. Info.
10. GENIVAR described how each criterion was selected and how each alternative solution addressed the problem and opportunity statement. Info.
11. Peel noted that significant water/wastewater infrastructure improvements are planned / under construction in the vicinity of Kennedy Road. Peel will provide a timeline for these infrastructure improvements as well as details of the proposed improvements. Peel
12. Ministry of Natural Resources (MNR) noted that a subwatershed study for Huttonville Creek has been completed and that recommendations provided from the Mayfield EA Study should reflect the findings of the Huttonville subwatershed study. GENIVAR
13. MNR noted that the Mount Pleasant Secondary Plan should also influence the findings of the Mayfield EA Study. GENIVAR
14. MNR suggested that additional terrestrial information (wildlife movement and corridors) be presented. Areas of note should be around the Etobicoke Creek and the Heart Lake conservation area. Roadside fencing that will “funnel” wildlife movements away from the roadway should be recommended in the final report. GENIVAR
15. The terrestrial connection between the Heart Lake Conservation Area and Etobicoke Creek need to be maintained to ensure that a “green island” is not created. GENIVAR

- 16. GENIVAR noted that the natural environment study has taken into account areas beyond the study limits to ensure that a “green island” is not created. Info.
- 17. Additional meetings with MNR, Toronto and Region Conservation Area (TRCA), and Credit Valley Conservation (CVC) will be required to ensure that environmental protection measures are implemented. Info.
- 18. Peel suggested including an additional board and reference at the PIC to the Official Plan. The board should also show how all of the planning studies in the area are related. GENIVAR
- 19. Peel suggested including text on the PIC display boards which note that Mayfield Road is also a “connector” road. It connects the various communities in northwest Brampton and Southwest Caledon to Peel’s major roadway network and Highway 410. GENIVAR
- 20. GENIVAR, in consultation with Peel Planning, used Peel Region’s growth rate to determine the future traffic volumes. Town of Caledon (Caledon) noted that the growth rate should also reflect the Town’s future land use and development plans for the area between Chinguacousy Road and McLaughlin Road (Mayfield West Secondary Plan Area). Info.
- 21. MNR, Caledon and Brampton suggested that land use maps should be provided by Brampton and Caledon to the Study Team (specifically Peel Region). The land use maps for Mayfield West Secondary Plan and Mt Pleasant Plan should be incorporated into the PIC #1 board (added to the current land use board) and final report. Brampton / Caledon / GENIVAR
- 22. Caledon noted that it has completed a High Level Traffic Impact Study (TIS) and is also completing a Transportation and Transit Master Plan (TTMP). The information will be made available for the study team to review and incorporate findings as they relate to the Mayfield Corridor between Chinguacousy Road and Heart Lake Road. Caledon / GENIVAR / Peel
- 23. Peel noted that it is also updating its Long Range Transportation Plan (LRTP). Peel further noted that consultation between Caledon and Peel should occur before the release of the findings of the TIS, TTMP, and LRTP so that the findings can be correlated and consolidated as required. The “Train of Thought” between these reports should be consistent. Peel / Caledon
- 24. Caledon is updating its EMME2 and Synchro Models to reflect the current study findings of the TIS and TTMP. It will provide the information to Peel for review. Peel / Caledon
- 25. Future planning studies and land use studies in the Mayfield West Area shall be coordinated between Caledon and Peel. Peel / Caledon
- 26. Peel noted that the Regional Road Right of Way (ROW) Characterization Study is currently being completed and if widening Mayfield Road is the preferred solution then the cross-section of Mayfield Road shall align with the results of the Regional Road ROW Characterization Study. Peel will provide typical cross-sections to GENIVAR Peel
- 27. Peel is conducting a freight specific study to identify truck routes and volumes. The conclusions reached by this study should be incorporated into the final report. Peel

- 28. Caledon noted that it will be “dove tailing” on Brampton’s new collector roads between Chinguacousy Road and McLaughlin Road. Caledon will confirm if it will extend the roads north of Mayfield Road or choose new locations for collector roads north of Mayfield Road. The decision will be made available to the study team once it has been made. Caledon
- 29. Updated PIC boards should remove all “New Collector” roads north of Mayfield Road and insert a note stating that “new collector roads north of Mayfield Road between Chinguacousy Road and McLaughlin Road are being taken into consideration as part of the Mayfield West and Mount Pleasant Study Plans, locations to be confirmed.” GENIVAR
- 30. Caledon noted that they will be available at the PIC to answer any questions relating to the Mayfield West Secondary Plan. Caledon
- 31. Ministry of Transportation (MTO) has provided Peel with handout sheets containing information regarding the GTA West Corridor Planning Study. These information sheets will be made available at the PIC. The final report and PIC will demonstrate how the GTA West Corridor Planning Study and the Mayfield Road Corridor are related. PIC boards should reflect that Peel Region is being proactive by considering parallel roadways in conjunction with the GTA West Corridor Planning Study. Peel
- 32. The GTA West Corridor Planning Study notes that improvements to roadways parallel to major highways should also be undertaken. Info.
- 33. Ministry of Tourism and Culture (MTC) requested that while the Stage 1 Archaeological Study has been completed, further heritage studies will be required to evaluate areas which have not been designated as built heritage or containing heritage landscapes to confirm heritage status. GENIVAR
- 34. Peel, Brampton, and Caldeon Heritage Plans should be incorporated into the final report. If widening is the preferred solution. The need for a Stage 2 archaeological assessment and additional heritage studies would be determined during design phase of the Class EA and would only be conducted, if required, on the preferred alignment. GENIVAR
- 35. All draft archaeological and built heritage reports shall be sent to MTC for review and approval. GENIVAR
- 36. GENIVAR noted that the roundabout and grade separation analyses were completed as part of the Traffic Study and all background information is available in the appendices of the Traffic Study. Info.
- 37. If widening is the preferred option, the widening would be phased. Existing 2-lane roadway sections would be widened to 4-lanes by 2021 and to 6-lanes by 2031. Existing 4-lane sections would widen to 6-lanes by 2021. Credit Valley Conservation (CVC) noted that drainage and water course crossings will need to be considered. GENIVAR noted that at this stage of the planning that details of the drainage and water course crossings have not yet been considered. GENIVAR

- 38. GENIVAR noted that the presence of Red Side Dace within the study area was in intermittent streams which may be blocked from reaching Fletcher's Creek. The need to maintain existing streams is highly important and every effort should be made to ensure that these streams can reach Fletcher's Creek. Additional discussions will be held with MNR regarding these crossings (west of Hurontario St) during the design phase of the Class EA. GENIVAR
- 39. The intersection at Mayfield Road and Inder Heights Drive needs to be updated on the 2031 Capital Improvements Traffic Slide. GENIVAR
- 40. Caledon requested that reference to widening Mayfield Road should be incorporated into the Problem or Opportunity Statement. GENIVAR

Please advise the writer of any errors or omissions.

Dan Foong, P.Eng.  
Project Engineer, GENIVAR  
Tel. 905-940-4567  
Email: [dan.foong@genivar.com](mailto:dan.foong@genivar.com)

Distribution:  
Meeting Attendees  
Sharon Lingertat, Toronto and Region Conservation Authority  
Ben Krul, Toronto and Region Conservation Authority  
Tahirou Assane, Ministry of Transportation  
Carmen Navaleza, Snelgrove Plaza Inc.







## TAC Meeting No. 2

**Project:** Schedule C Class Environmental Assessment Study for Mayfield Road from Chinguacousy Road to Heart Lake Road

**GENIVAR Project No.:** 101-17262

**Place:** Chinguacousy Ski Chalet  
1<sup>st</sup> Floor Meeting Room  
9050 Bramalea Road, Brampton

**Date:** Thursday, October 17, 2013

**Time:** 10:30 AM – 11:30 AM

<b><u>Present:</u></b>	Neal Smith, Region of Peel	Bruce Grundon, GENIVAR
	Tina Detaramani, Region of Peel	Will Heywood, GENIVAR
	Steve Ganesh, Region of Peel	Pat Becker, GENIVAR
	Michael Fang, Region of Peel	Vivian Mak, GENIVAR
	Imre Tot, Region of Peel	Kant Chawla, Town of Caledon
	Anthony Zois, Region of Peel	Bahar SM, Credit Valley Conservation
	Melodie Reaume, Region of Peel	Liam Marray, Credit Valley Conservation
	John Nemeta, Region of Peel	Jakub Kilis, Credit Valley Conservation
	Gary Kocialek, Region of Peel	Dan Beardsalc, Hydro One
	Junior Mohammed, Region of Peel	Gene Chartier, Hatch Mott MacDonald
	Lori Ann Thomsen, Region of Peel	
	Brock Criger, Region of Peel	
	Laverne Soodeen, Region of Peel	
	Asha Saddi, Region of Peel	

<u>Item</u>	<u>Minutes</u>	<u>Action By:</u>
1.	Roundtable introduction of all parties present and their roles.	Info.
2.	GENIVAR outlined the project scope and study area noting the various strategic planning studies that have been undertaken to date.	Info.
3.	Peel explained that the two years gap between PIC #1 and PIC #2 is due to a ten months delay caused by the coordination necessary with the Town of Caledon, City of Brampton, and developers for water crossing locations along Mayfield Road between Chinguacousy Road and Orangeville Rail.	Info.
4.	GENIVAR summarized information presented in TAC #1 and PIC #1.	Info.
5.	GENIVAR outlined the feedback received from PIC #1 and responses provided	Info.



6. Investigate why average delay per vehicle for the intersection at Mayfield Road and Inder Heights Drive in the 2031 Capital Project Improvements Travel Delay Analysis slide maintained as red. GENIVAR will review and advise. GENIVAR
7. GENIVAR described the various studies which were completed or being completed under Phase 3 of the EA Process, including recommended pavement structure, noise study, air quality, drainage and stormwater management, archaeological and cultural heritage assessments. Info.
8. Peel inquired if the drainage problem caused by the storm on July 8<sup>th</sup>, 2013 for Mayfield Road between Chinguacousy Road and McLaughlin Road would result in requirement changes from CVC. CVC stated that it would most likely lead to review of regional flood mapping, which is a more long term change. For the time being, a 100-year standard is appropriate. Info.
9. Peel stated that the Storm Water Management Pond volumes will need to be reviewed in detailed design. Town of Caledon and Region of Peel would work together to make sure the sizing of the ponds is enough to accommodate roadway drainage. Peel/  
Caledon
10. CVC inquired about the alternative if the SWM Ponds are not in place by 2031. GENIVAR stated that the ESR will make provision required to specify interim design has to follow CVC and MNR standards/guidelines. GENIVAR also stated that there is enough space within the 50.5m to 54m right-of-way to accommodate interim quality measures. GENIVAR
11. CVC commented that the Drainage and Stormwater Management slide (Slide #27) do not portrayed treatment facilities. GENIVAR explained that the purpose of the slide was to describe the general direction of flow. Info.
12. CVC commented that the Storm Drainage Report should follow new CVC standards/guidelines. GENIVAR shall review the report to confirm if the new standards have been used. GENIVAR
13. Peel (Reality) commented that Permit to Enter takes four to six months to process. Properties required for Stage II Archaeological Assessment shall be identified as soon as possible. GENIVAR
14. GENIVAR outlined the various alternative design concepts that were developed to accommodate the ultimate six lanes widening of Mayfield Road. GENIVAR further noted the criteria that were used to evaluate the different alternative design concepts. The evaluation of each alternative was shown for discussion. Info.
15. GENIVAR outlined the various alternative solutions that will be used to address the problem and opportunity statement. GENIVAR further noted the criteria that were used to evaluate the different alternative solutions. The evaluation of each alternative was shown for discussion. Info.
16. GENIVAR described how each criterion was selected and how each alternative solution addressed the problem and opportunity statement, as well as picking the hybrid approach (combination of alternatives) as the preferred alternative. Info.

- 17. GENIVAR described the proposed environmental mitigation and typical cross section assessment of the preferred design. Info.
- 18. CVC inquired about how requirement of 10 metre setback for the Woodlot mitigation described the Proposed Environmental Mitigation slide was determined. GENIVAR stated that 10 metre is a standard distance but the new Mayfield Road right-of-way on the south side is much more than 10 metre from the woodlot. CVC suggested changing the statement to “A minimum 10 metre setback will be provided” and the same should be reflected in the ESR. GENIVAR
- 19. GENIVAR confirmed that the plan is that the ultimate crossings will be installed prior to the 4-lane widening on Mayfield Road, west of Hurontario Street. Info.
- 20. GENIVAR described the steps to be taken after PIC #2 and stated the timeline until Notice of Completion will be issued. Info.
- 21. Peel (Traffic) will confirm whether there will be posted speed change at the west end of the project limit where it is currently 80 km/h. There has to be rationales to justify for lowering the limit. There is no problem with traffic point of view. The political pressure is often the driving force when the area becomes urbanized. Peel

Please advise the writer of any errors or omissions.



Bruce Grundon, B. Tech.  
Project Manager, GENIVAR  
Tel. 905-475-7270 x-18230  
Email: [bruce.grundon@genivar.com](mailto:bruce.grundon@genivar.com)

Distribution:

Meeting Attendees

Michael Hoy – City of Brampton  
Henrik Zbogor – City of Brampton  
Mark Heaton – Ministry of Natural Resources  
Tahirou Assane – Ministry of Transportation  
Joe Perrotta – Ministry of Transportation  
Bob Stephenson – Ministry of Transportation  
Chunmei Liu – Ministry of Environment  
Maurice Williams – Hydro One Networks  
Robert Evangelista – Hydro One Brampton  
Sharon Lingertat, Toronto and Region Conservation Authority  
Ben Krul, Toronto and Region Conservation Authority  
Tim Manley – Town of Caledon  
Julie Pomeroy – Brampton Flight Centre  
Tony Mason – Brampton Flight Centre  
Rosi Sirger – Ministry of Tourism and Culture  
Carmen Navaleza, Snelgrove Plaza Inc  
Dave Dundas – Peel District School Board  
Gayle Gorman – Region of Peel  
Thomas Lee – Region of Peel  
Anthony Parente – Region of Peel

Bob Nieuwenhuysen – Region of Peel  
Len Gardiner – Region of Peel  
Ryan Hatton – Region of Peel  
Mina Zare – Region of Peel  
Margie Chung – Region of Peel  
Rick Laing – Region of Peel  
Tod Jenkins – Region of Peel  
Joe Avsec – Region of Peel  
Chris King – Region of Peel  
Damian Jamroz – Region of Peel  
Hashim Ali Hamdani – Region of Peel  
Jamie Acosta – Region of Peel  
Troy Leyburne – Region of Peel  
Jose Montouto – Region of Peel  
Fred Abalos – Region of Peel  
Sabbir Saiyed – Region of Peel  
Patrick Donnelly - - Region of Peel  
Andrea Warren – Region of Peel