

REGION OF PEEL
WASTEWATER CAPACITY IMPROVEMENTS IN CENTRAL MISSISSAUGA
APPENDIX 1-E

Public Information Centre No. 2



Regional Municipality of Peel

Wastewater Capacity Improvements in Central
Mississauga

Public Information Centre No. 2 – Summary Report

GMBP File: 718018

June 2021



CONTENTS

| | |
|---|-----------|
| | 0 |
| 1. BACKGROUND AND INTRODUCTION | 1 |
| 1.1 Class EA Context | 2 |
| 2. PUBLIC INFORMATION CENTRE NO. 2..... | 4 |
| 2.1 Purpose | 4 |
| 2.2 Pre-PIC Stakeholder Meetings | 4 |
| 2.3 Notifications..... | 4 |
| 2.3.1 Newspaper and Online Advertisement | 5 |
| 2.3.2 Mail Out..... | 5 |
| 2.4 PIC No. 2 Dates, Times, and Locations | 5 |
| 2.5 PIC No. 2 Display Panels | 5 |
| 2.6 PIC No. 2 Attendance..... | 6 |
| 2.7 Comments and Responses | 6 |
| 3. NEXT STEPS | 10 |

APPENDICES

- Appendix A: Notice of PIC No. 2
- Appendix B: Newspaper Advertisement
- Appendix C: Notice Mail-out Mapping
- Appendix D: PIC No. 2 Materials
- Appendix E: Received Comments

1. Background and Introduction

The Regional Municipality of Peel (Peel Region) has initiated a Municipal Class Environmental Assessment (EA) study, entitled *Wastewater Capacity Improvements in Central Mississauga*, to develop wastewater servicing strategy alternatives and select the optimal long-term wastewater servicing strategy for Central Mississauga.

The study is being undertaken as a Schedule “C” Class EA, satisfying Phases 1 to 5 of the Municipal Engineers Association (MEA) Class EA process, which is a planning process approved under Ontario’s Environmental Assessment Act.

The objective of the Wastewater Capacity Improvements in Central Mississauga EA is to increase the conveyance capacity of key trunk sewers to service future growth and ensure alignment with the Region’s long-term plan for providing wastewater services within the Mississauga City Centre, Hurontario Corridor and Dundas Corridor areas.

The study area is located in the City of Mississauga within the Region of Peel and is bounded by Etobicoke Creek to the east, Confederation Parkway to the west, Highway 403 to the north, and QEW to the south. **Figure 1** provides the study area for this Class EA study. It includes Mississauga City Centre, the Hurontario Corridor and the Dundas Corridor growth corridors. The study falls within four Municipal Wards; 1 (east), 3 (north), 4 (west) and 7 (south).

A key part of the public consultation component is the Public Information Centre (PIC), which serves as a forum for information exchange between the public/stakeholders and the project team.

The Public Information Centre (PIC) No. 2 Summary Report represents one element of the overall Class EA documentation. The report documents the following:

- Information presented at PIC No. 2;
- Summary of attendance;
- All comments received, and responses provided; and,
- Summarized table of comments received, and responses provided in order to track correspondence in a transparent and traceable manner.

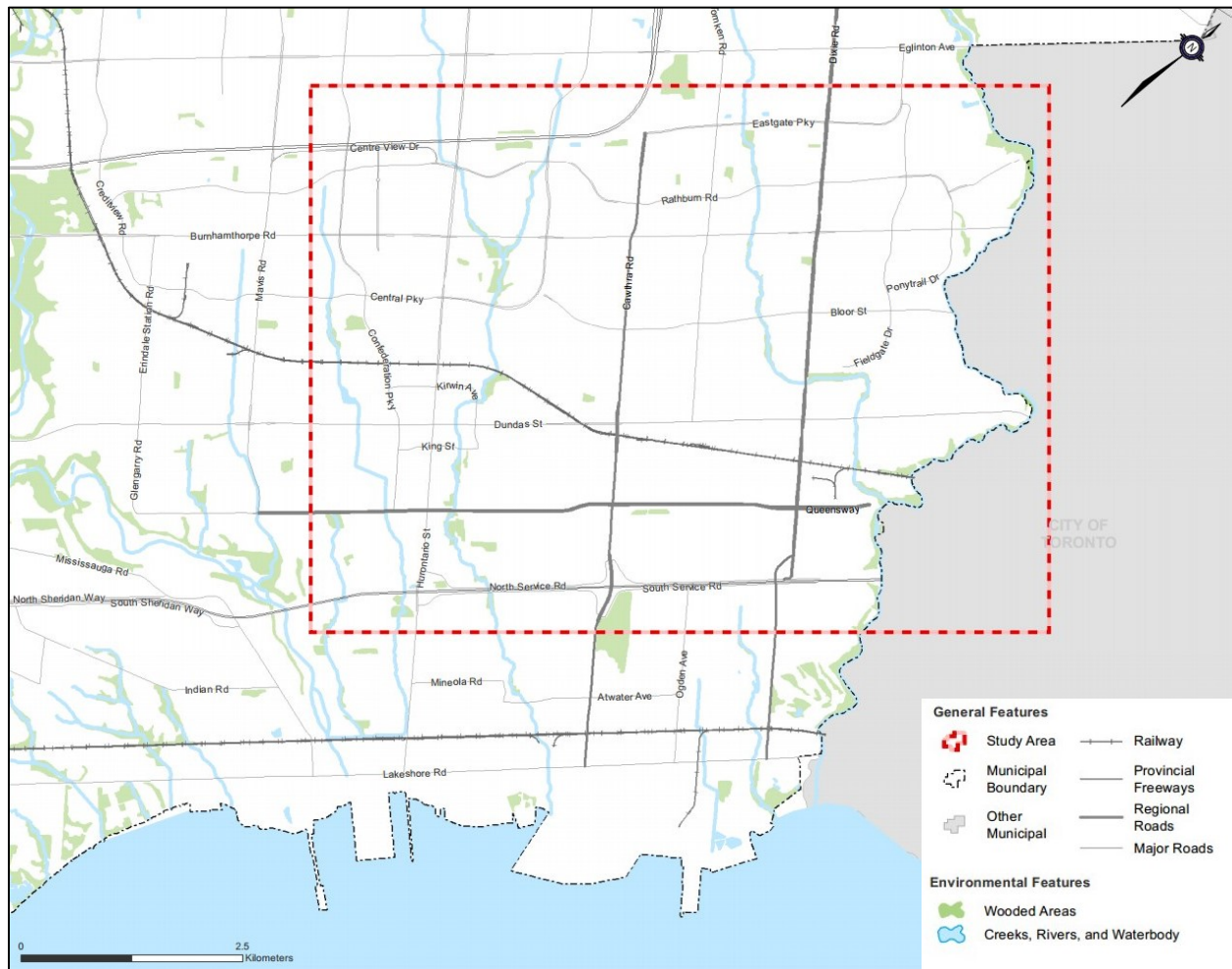


Figure 1: Study Area

1.1 Class EA Context

The study follows the Municipal Environmental Assessment process as outlined in the Municipal Engineers Association (MEA) Municipal Class EA (Oct. 2000, as amended in 2007, 2011 and 2015).

The study is being undertaken as a Schedule “C” Class EA which involves completion of Phases 1 through 5 of the MEA Municipal Class EA Process (**Figure 2**). Public consultation is a vital component of the Class EA process and ensures transparency through encouraging stakeholder and public involvement.

The study work plan provides for two rounds of Public Information Centres. The first round of Public Information Centres (PIC No. 1) was held on March 10, 2020; with the intent to introduce the project, provide study background and overview of the existing wastewater system, present the servicing alternatives and preliminary preferred solution. The second round of PIC (PIC No. 2) was held virtually from June 22, 2021 to July 6, 2021.

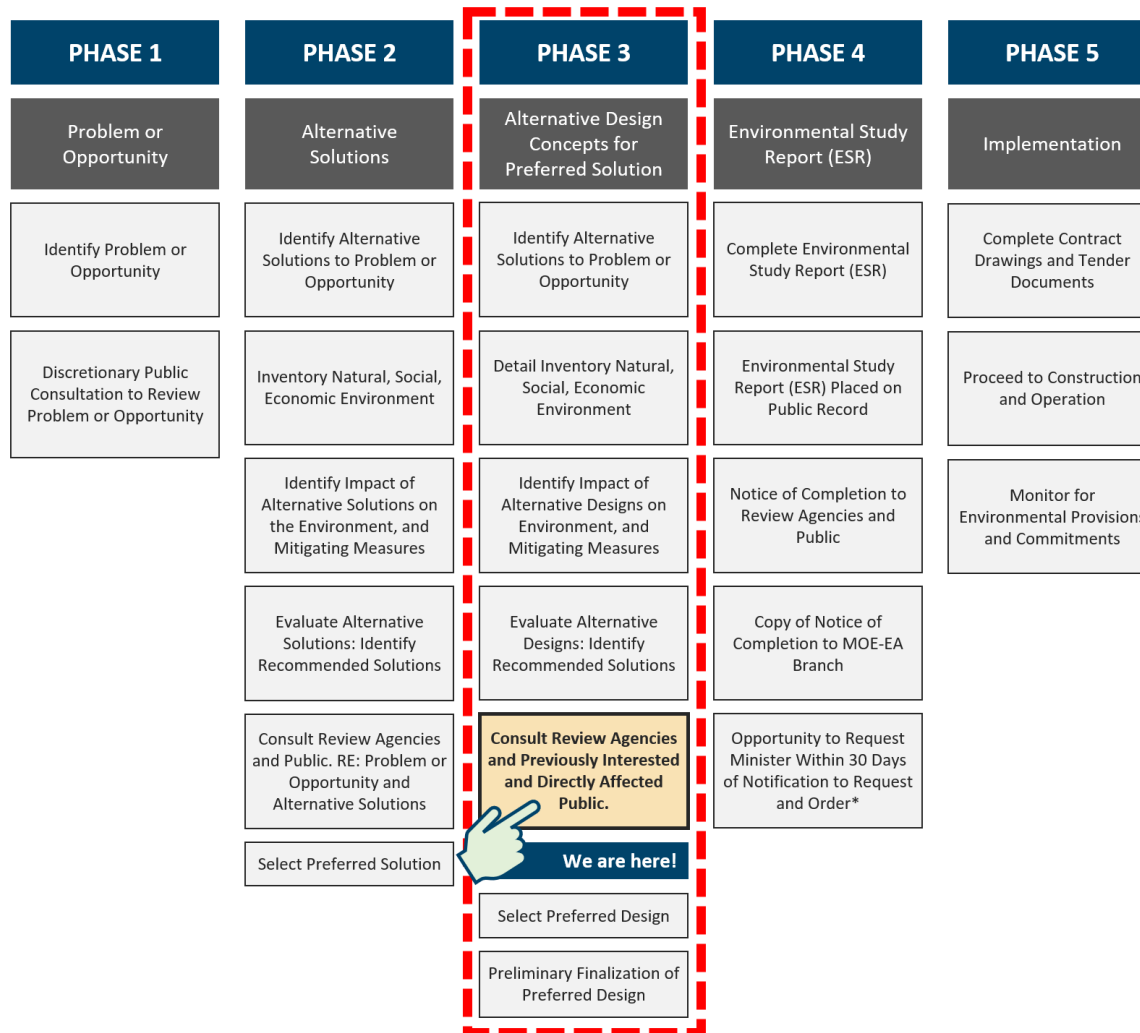


Figure 2 – Municipal Class EA Planning and Design Process

2. PUBLIC INFORMATION CENTRE NO.2

2.1 Purpose

Public Information Centre No.2 was held virtually from June 22, 2021 to July 6, 2021 was intended to:

- Introduce and provide a summary of the study to date;
- Describe the Class EA process;
- Present technical studies completed to support the evaluation process;
- Outline wastewater design concept alternatives;
- Evaluate alternative design concept alternatives;
- Identify the preliminary preferred design solution, and,
- Receive public input and answer any questions.

2.2 Pre-PIC Stakeholder Meetings

Prior to hosting PIC No. 2, Peel Region and GM BluePlan met with key stakeholders to present the project overview, strategy alternatives, and preliminary preferred solution as well as to receive any feedback. **Table 1** provides the key stakeholders that were consulted prior to PIC No. 2.

Table 1: Pre-PIC No. 2 Stakeholder Consultation

| Stakeholder | Meeting Date |
|--|-------------------------------------|
| Hydro One | January 18, 2021 |
| City of Toronto | February 17, 2021 |
| Credit Valley Conversation (CVC) | February 24, 2021 March 16, 2021 |
| City of Mississauga | February 18, 2021 May 26, 2021 |
| Toronto and Region Conservation Authority (TRCA) | March 1, 2021 June 1, 2021 |
| Indigenous Communities | May 13, 2021 |

2.3 Notifications

Stakeholders and the public were informed of the PIC by newspaper advertisements, by postal code mailout, by email and through the Peel Region website.

2.3.1 Newspaper and Online Advertisement

The Notice of Public Information Centre No. 1 was published on June 10, 2021 and June 17, 2021 in the following local newspapers/publications:

- The Mississauga News

A copy of Notice of PIC No. 2 and the newspaper advertisement is provided in **Appendix A** and **Appendix B**, respectively.

The notice was also posted on the Peel Region website:

<https://www.peelregion.ca/pw/water/envIRON-assess/scheduled-c-class-environmental-assessment.asp>

The website includes details on the study's contact person for public and stakeholder communication and receive future project notifications.

2.3.2 Mail Out

The Notice of Public Information Centre PIC No. 2 was dated June 8, 2021 and emailed to local government, review agencies and other stakeholders on the study contact list.

In addition, a targeted mail-out was completed via Canada Post including all relevant postal codes within and adjacent to the preferred alignment and shaft locations (see **Appendix C** for mailout mapping).

2.4 PIC No. 2 Dates, Times, and Locations

PIC No. 2 was held virtually on the Peel Region website between June 22, 2021 and July 6, 2021. An online comment form was available for the public and stakeholders for any feedback on the available materials.

2.5 PIC No. 2 Display Panels

The information presented at PIC No. 2 included:

- PIC objectives;
- Project recap;
- Preliminary preferred servicing solution;
- Required tunnel shaft and construction compound locations;
- Future considerations;
- Project timeline; and,
- Next steps.

A copy of the virtual materials available for PIC No. 2 is provided in **Appendix D**.

2.6 PIC No. 2 Attendance

There was a total of 111 views of the display panels (StoryMaps website) and 33 views of the video presentation (YouTube) based on the website counts available.

2.7 Comments and Responses

Attendees were encouraged to provide comments related to the Environmental Class Assessment in writing. Comments were received via comment sheets, emails, and letters. A summary of the comments received is shown in **Table 2**. A copy of the received comments is provided in **Appendix E**.

Table 2. Summary of PIC No. 1 Comments Received

| No. | Correspondent | Type | Comment | Date Received | Status/ Response |
|-----|--|-------|---|---------------|--|
| | Suzanne Bevan, Senior Manager, TRCA | Email | Provided TRCA comments regarding the Etobicoke Creek and Sherway Drive shaft location including impacts and mitigation measures | May 25, 2021 | Written response provided to TRCA. Comments will be considered during the next steps of the Study. |
| | Lori-Jeanne Bolduc, Nation Huronne-Wendat | Email | Requested a copy of the study's archaeological reports. | June 8, 2021 | Provided a copy of Stage 1 and Stage 2 Archaeological Reports. Advised that no further investigations are required. |
| | Bill Snodgrass, Senior Engineer, City of Toronto | Email | Requested information on PIC No. 2 format. | June 8, 2021 | Provided information on the PIC No. 2 format. |
| | WanChi Ma, Senior Project Engineer, | Email | Advised of detour route along Queensway associated with the future QEW/Dixie | June 8, 2021 | Advised stakeholder that lane closures will be minimized to minimize traffic |

| No. | Correspondent | Type | Comment | Date Received | Status/ Response |
|-----|---|-------|--|---------------|--|
| | Ministry of Transportation | | Improvement Project. | | impacts along Queensway. Provided additional project details. |
| | Dr. Julie Kapyrka, Lands Resource Consultation Liaison, Curve Lake First Nation | Email | Informed project team that study area is outside Curve Lake First Nation territory. Advised to contact the Mississaugas of the Credit First Nation for future consultation. | June 9, 2021 | Removed stakeholder from Study contact list. Mississaugas of Credit First Nation are currently on the Study contact list. |
| | Joanne Rogers, Senior Planner, Dufferin-Peel Catholic District School Board | Email | Requested to be added to the Study contact list. Provided information regarding the preferred timing of construction and traffic concerns at Queensway and Cliff. | June 9, 2021 | Added stakeholder to Study Contact list. |
| | Sean Partington, Strategic Advisor, GHD | Email | Requested to be added to the Study Contact list. Requested project group lead at the Region. | June 9, 2021 | Added stakeholder to Study Contact list. Provided project group lead – Laura Borowiec. |

| No. | Correspondent | Type | Comment | Date Received | Status/ Response |
|-----|--|------------------|---|---------------|--|
| | Alfred Nataprawira, Operations Analyst, Choice One Medical | Email | Requested information on the PIC No. 2 details. Requested information on Region project funding and coordination with City of Toronto. | June 16, 2021 | Provided project and PIC No. 2 details. |
| | Interested Stakeholder | Email | Requested to be added to the Study Contact list. | June 16, 2021 | Added stakeholder to Study Contact list. |
| | Cassidy Press, Branch Coordinator, Climate Change Advisor, Metis Nation of Ontario | Email | Confirmed receipt of Notice of PIC No. 2 and confirmed contact information | June 16, 2021 | Contact information confirmed. |
| | Resident | Email | Requested additional information on project including future flooding issues. | June 17, 2021 | Advised that this project will support the reduction of flooding as a result of surcharging in the sanitary system. Directed stakeholder to PIC No. 2 for additional information. |
| | Jason Fidani, Horner Developments Limited | Email and Online | Informed of a discrepancy on the project website. | June 21, 2021 | Project website updated accordingly. |

| No. | Correspondent | Type | Comment | Date Received | Status/ Response |
|-----|--|--------------|---|---------------|---|
| | | Comment Form | Provided development concerns for a specific shaft location. | June 24, 2021 | Design concerns will be considered during the next steps of the Study. |
| | Resident | Email | Requested to be added to the Study Contact list. | June 22, 2021 | Added stakeholder to Study Contact list. |
| | Resident | Call | Requested hard copy of PIC No. 2 materials | June 24, 2021 | Mailed one copy of each of the PIC No. 2 materials to stakeholder. |
| | Secondary Land Use, Hydro One Networks Inc. | Email | Requested continued consultation with Hydro One for this project. Requested confirmation of impacts to Hydro One infrastructure and lands. | June 24, 2021 | Written response provided to Hydro One. Provided information on project impacts to Hydro One infrastructure and managed lands. |
| | Hamad Hakim, Eco Fresh Laundry and Dry Cleaning | Online Form | Requested information on available Region grants/incentives for businesses | July 4, 2021 | Provided contact information to appropriate Region staff. |
| | Jakub Kilis, Senior Manager, Infrastructure and Regulations, CVC | Email | Provided comments regarding the shaft location at Cooksville Creek and Queensway including flood and erosion hazard and natural | July 8, 2021 | Written response provided to CVC. Comments will be considered during the next steps of the Study. |

| No. | Correspondent | Type | Comment | Date Received | Status/ Response |
|-----|---|-------|--|---------------|---|
| | | | environmental protection | | |
| | Hamid Javady, Professional Engineer, Mott MacDonald | Email | Requested additional information of the design and construction of the Queensway alignment | July 13, 2021 | More detailed information will be available in Design and Construction phase. Provided the project website for additional information. |

3. NEXT STEPS

Following the second and final round of public consultation, the project team will:

- Review and consider input received during the PIC and comments sheets;
- Respond to comments as required;
- Confirm and refine the preliminary preferred design concept;
- Continue to work with review agencies and stakeholders;
- Move forward with Phase 4 of the Class EA process;
- Prepare the Environmental Study Report (ESR);
- 30-day Public Review Period; and,
- Finalize ESR documentation.

Appendix A - Notice of PIC No. 2

NOTICE OF PUBLIC INFORMATION CENTRE NO. 2 - Schedule 'C' Class Environmental Assessment Wastewater Capacity Improvements in Central Mississauga

Background:

The Central Mississauga area will experience significant growth over the next 20 + years, specifically within the Mississauga City Centre, Hurontario and Dundas Corridors. We expect these areas to grow by over 40 percent by 2041. The current wastewater infrastructure does not have available capacity to service this increased growth. That's why the Region is doing an Environmental Assessment (EA) to study how to expand the capacity of the Central Mississauga Wastewater System.

Process:

The study follows a Schedule 'C' Class EA process, including:

- Public and agency stakeholder meetings
- Looking at ways to improve how wastewater flows through the system
- Investigating alternative long-term servicing strategies, routes and design concepts
- Confirming the preferred solution including alignments, siting, design and construction timing

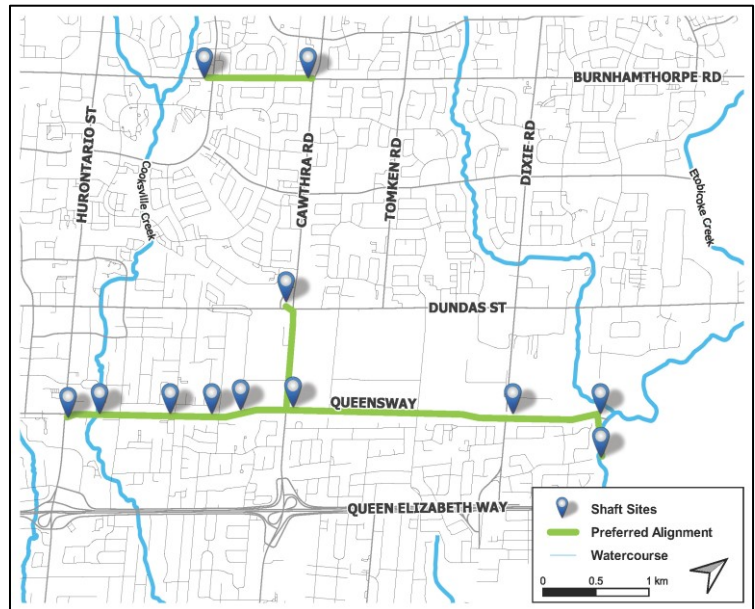


Figure 1: Preliminary Preferred Solution

Virtual Public Information Centre (PIC) No. 2:

The second Public Information Centre (PIC) will be held virtually and will provide a summary of the evaluation process used to determine the preliminary preferred design concept (see Figure 1). All content and instructions on how to submit questions and feedback will be posted on the project website at: peelregion.ca/pw/water/environmental-assess/scheduled-c-class-environmental-assessment.asp. Your feedback is important and will help the project team further refine the preferred solution.

Project information on the main findings from Phase 3 will be posted on the project website on **June 22, 2021**. This will be followed by a two-week question submission period closing **July 6, 2021**. A formal response from the project team to all questions, comments and feedback will be posted on **July 20, 2021**.

Contact:

If you wish to submit comments or would like to be added to the project mailing list for future project notifications, please contact the Project Manager listed below. The Region of Peel is committed to ensure that all Regional services, programs and facilities are inclusive and accessible for persons with disabilities. Please contact the Project Manager if you need any disability accommodations to provide comments or feedback for this study.

Justin Lee, P.Eng., Project Manager

10 Peel Centre Dr.
Brampton, ON, L6T 4B9
905-791-7800
justin.lee@peelregion.ca

This notice was first issued on June 8, 2021

Appendix B - Newspaper Ad



City of Mississauga photo

The program encourages residents, families and those new to cycling to explore their neighbourhood.

SELF-GUIDED COMMUNITY BIKE RIDES BEGIN

REGION'S BIKE MONTH IS BEING OBSERVED

CLARRIE FEINSTEIN
cfeinstein@metroland.com

The City of Mississauga has begun rolling out a number of self-guided bike rides, with the return of its Community Rides program.

The program encourages residents, families and those new to cycling to explore their neighbourhood, with the City marking out bike routes for residents of

all ages and cycling abilities to enjoy.

Every two weeks throughout the spring and summer, a new bike route will become available on Saturday, with residents using an online map to view the new route. During that weekend, way-finding pavement markings and signage will be set up where needed along the route to help guide riders.

According to the City, in place of in-person group rides due to the pandemic, residents can engage with the Community Rides participants by taking photos and sharing on social me-

dia using the hashtag #SaugaCommunityRides.

The first Community Rides bike route will be located in the Clarkson and Lorne Park area. The route will include 5 km, 10 km and 20 km options that will start from the Clarkson Community Centre.

Other locations throughout the summer include: Huron Park Community Centre, Malton Community Centre, Tobias Mason Park, River Grove Community Centre, Garnetwood Park, Port Credit Arena.

The Saturday rides coincide with Peel Region's Bike Month which takes place from May 31 to June 30 that encourages residents in Mississauga, Brampton, and Caledon to explore the benefits of cycling.

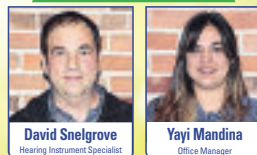
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- Blood Pressure
- Vision
- Hearing

When was the last time you had your hearing checked?

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www.senseofhearing.ca or email us at mississauga@senseofhearing.ca

Public Notice



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NEWS



Bryon Johnson/Metroland

As Mississauga and the rest of Peel along with Ontario sees a gradual easing of outdoor gathering limits, Dr. Loh urged residents to exercise caution.

LOH HOPING REOPENING WON'T MEAN SPIKE IN COVID-19 CASES

PEEL REACHES 75 PER CENT FIRST-DOSE COVERAGE IN 18+ POPULATION

STEVE CORNWELL
scornwell@metroland.com

As Peel and the rest of Ontario begin reopening after months of lockdowns, the region's top doctor is hoping that local residents will remain cautious to help stave off a potential increase in COVID-19 cases.

Dr. Lawrence Loh, Peel's medical officer of health, is advising residents of Brampton, Caledon and Mississauga to "keep the powder dry" — meaning stay cautious — as Ontario eases outdoor gathering limits, opens some in-person retail and allows restaurant patios, among other loosening of COVID-19 rules.

"Really there's a lot of different lines that are crossing here, but the hope, of course, with a first-dose coverage of 75 per cent, a receding third

wave and hopefully people just remaining sensible (and) recognizing that this is not a full reopening, any potential increase in cases would be limited or mitigated," he said at a recent news conference.

Prior to Peel entering Step 1 of the province's reopening plan, COVID-19 cases and other pandemic indicators have been steadily declining.

Peel also recently reached a vaccination milestone with 75 per cent of its 18 and over population getting their first doses, according to officials. Peel Health's vaccine numbers show that as of June 8, 7.4 per cent of residents 18 and over have had second doses.

The spread of the Delta variant, which is more severe and contagious than other COVID-19 strains, remains a concern for Peel of-

ficials. First vaccine doses are believed to provide only partial protection from the Delta variant, and so far, Peel has had the highest confirmed number of cases of the strain originally identified in India.

Ontario announced on June 10 that Peel and other Delta hot spots in the province would be getting some second doses faster, with bookings starting on June 14 for those who received their first dose of Pfizer or Moderna on May 9 or earlier.

Those earlier second doses are something Peel officials, including Loh and Mississauga Mayor Bonnie Crombie, have been requesting from the province for weeks.

Loh said that while reopening will increase "contact and interaction numbers," it's important to for Peel residents to preserve the gains in pushing back the pandemic.

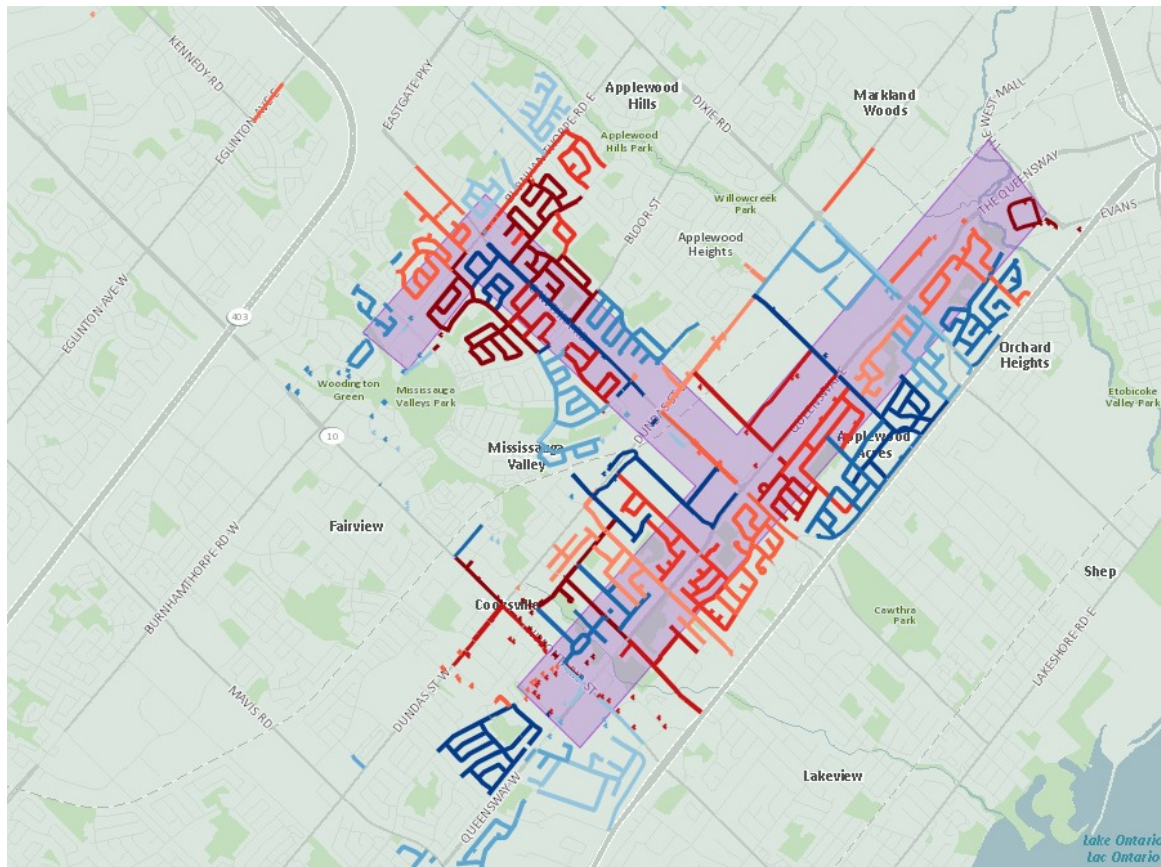
"It's not time to go from zero to 100," he said.

Appendix C - Mailout Map

Your Targeting Report

Route Ranking Report

Reaching the right people with the right message is a key driver of campaign success. The map below shows your selected trade area and the routes that make up your coverage. The routes are colour coded according to the penetration of your selected demographic variable(s) to show how closely it matches your ideal prospect.



Your Targeting Report

Route Ranking Report



Below you will find your Route Ranking Report, which provides you with a tabular view of the routes within your trade area ranked according to the value of the selected demographic variable(s). By looking at the "Cumulative Penetration" and the "Cumulative Points of Call" columns, you can easily determine which routes you need to target in order to meet your desired quota.

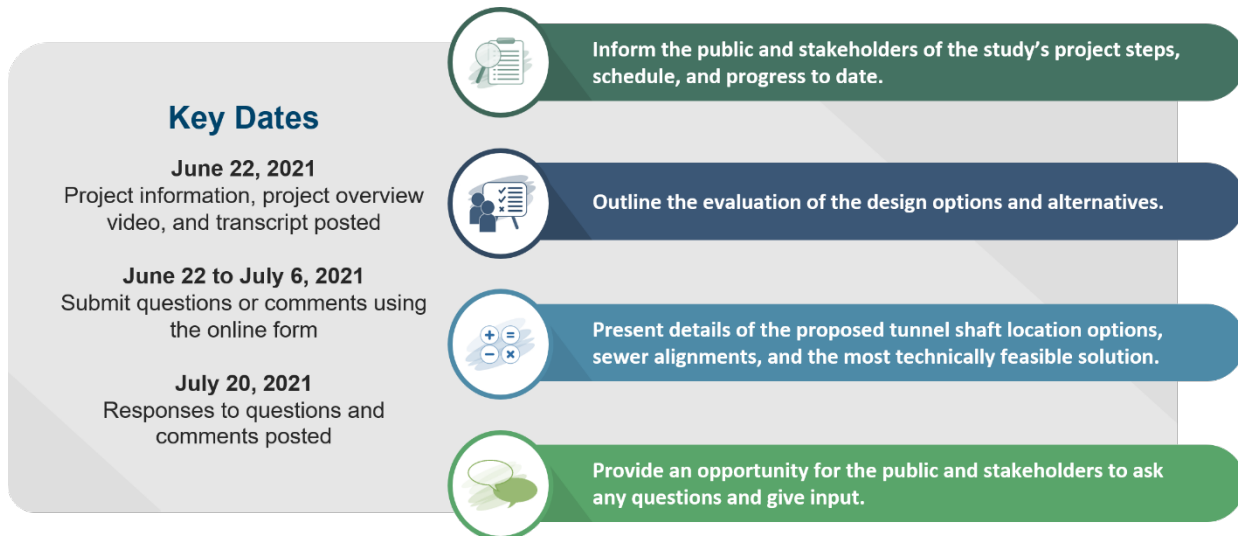
SANDRA ANASTASIO

| FSA | Delivery Mode (Route) | Depot | All Points Of Call | Cumulative Points of Call |
|-----|-----------------------|---------------------------------|--------------------|---------------------------|
| L5B | LC0355 | MISSISSAUGA LCD 5 | 1551 | 1551 |
| L5A | LC0308 | MISSISSAUGA LCD 5 | 1503 | 3054 |
| L5A | LC0318 | MISSISSAUGA LCD 5 | 1383 | 4437 |
| L5A | LC0315 | MISSISSAUGA LCD 5 | 1242 | 5679 |
| L5B | LC0328 | MISSISSAUGA LCD 5 | 1210 | 6889 |
| L5A | LC0309 | MISSISSAUGA LCD 5 | 1102 | 7991 |
| L5A | LC0307 | MISSISSAUGA LCD 5 | 917 | 8908 |
| L5B | LC0322 | MISSISSAUGA LCD 5 | 715 | 9623 |
| L4W | LC0206 | MISSISSAUGA LCD 2 | 618 | 10241 |
| L5A | LC0303 | MISSISSAUGA LCD 5 | 588 | 10829 |
| L5A | LC0323 | MISSISSAUGA LCD 5 | 557 | 11386 |
| L4Y | LC0223 | MISSISSAUGA LCD 2 | 513 | 11899 |
| L4Y | LC0237 | MISSISSAUGA LCD 2 | 481 | 12380 |
| L4Z | LC0107 | MISSISSAUGA LCD 6 | 477 | 12857 |
| L4Z | LC0102 | MISSISSAUGA LCD 6 | 464 | 13321 |
| L5A | LC0319 | MISSISSAUGA LCD 5 | 462 | 13783 |
| L5A | LC0301 | MISSISSAUGA LCD 5 | 457 | 14240 |
| L5A | LC0305 | MISSISSAUGA LCD 5 | 445 | 14685 |
| L4Y | LC0249 | MISSISSAUGA LCD 2 | 395 | 15080 |
| L5A | LC0314 | MISSISSAUGA LCD 5 | 391 | 15471 |
| L4Y | LC0208 | MISSISSAUGA LCD 2 | 350 | 15821 |
| L4Y | LC0241 | MISSISSAUGA LCD 2 | 338 | 16159 |
| L5A | LC0321 | MISSISSAUGA LCD 5 | 316 | 16475 |
| L4X | LC0226 | MISSISSAUGA LCD 2 | 307 | 16782 |
| L4X | LC0247 | MISSISSAUGA LCD 2 | 296 | 17078 |
| L4Y | LC0239 | MISSISSAUGA LCD 2 | 276 | 17354 |
| L4Y | LC0245 | MISSISSAUGA LCD 2 | 276 | 17630 |
| L5A | LC0317 | MISSISSAUGA LCD 5 | 270 | 17900 |
| L4Y | LC0243 | MISSISSAUGA LCD 2 | 246 | 18146 |
| L4Y | LC0242 | MISSISSAUGA LCD 2 | 239 | 18385 |
| L5B | LC0329 | MISSISSAUGA LCD 5 | 226 | 18611 |
| L5B | LC0327 | MISSISSAUGA LCD 5 | 153 | 18764 |
| L5A | LB0001 | MISSISSAUGA RPO CENTRAL PARKWAY | 133 | 18897 |
| M9C | LC0220 | ETOBICOKE LCD A | 60 | 18957 |
| L4Y | LB0001 | MISSISSAUGA RPO CAWTHRA VILLAGE | 46 | 19003 |
| L4Y | LC0247 | MISSISSAUGA LCD 2 | 27 | 19030 |
| L5A | DR0000 | MISSISSAUGA LCD 5 | 0 | 19030 |

Appendix D - PIC No. 2 Boards

This document is provided as an alternative format that is originally hosted using ESRI StoryMaps. It is provided for those who may not have the compatible browser to view the original virtual public information materials online.

Public Information Centre (PIC) Objectives



The objectives of this virtual PIC No. 2 are to:

1. Inform the public and stakeholders of the study's project steps, schedule, and progress to date.
2. Outline the evaluation of the design options and alternatives.
3. Present details of the proposed tunnel shaft location options, sewer alignments and the most technically feasible solution.
4. Provide an opportunity for the public and stakeholders to ask any questions and give input.

Please note that this is the second and final PIC for this study.

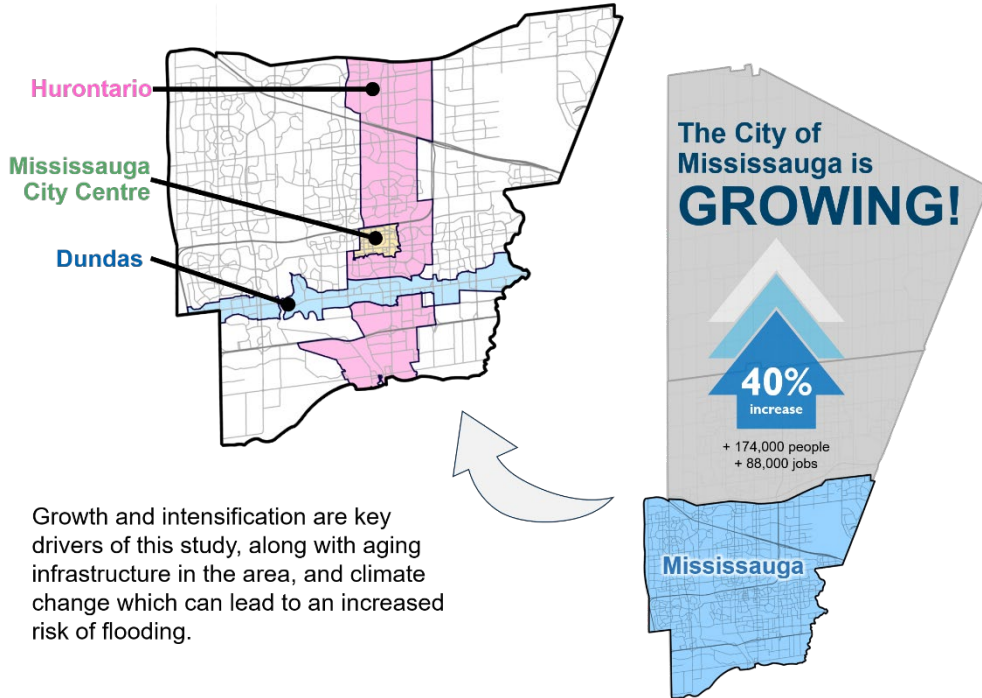
How Can You Help?

Provide your input! After reviewing the materials in this PIC, navigate to the 'Next Steps' portion and click the button to submit your comments. Comments received will be open from June 22 to July 6, 2021 and be taken into consideration as the study progresses. However, once the study is complete and the Environmental Study Report (ESR) is filed, the project will continue to construction and no changes to the recommended solution will be made.

Project Recap

Why Is This Project Happening?

Intensification Corridors
in the Study Area



Growth and intensification are key drivers of this study, along with aging infrastructure in the area, and climate change which can lead to an increased risk of flooding.

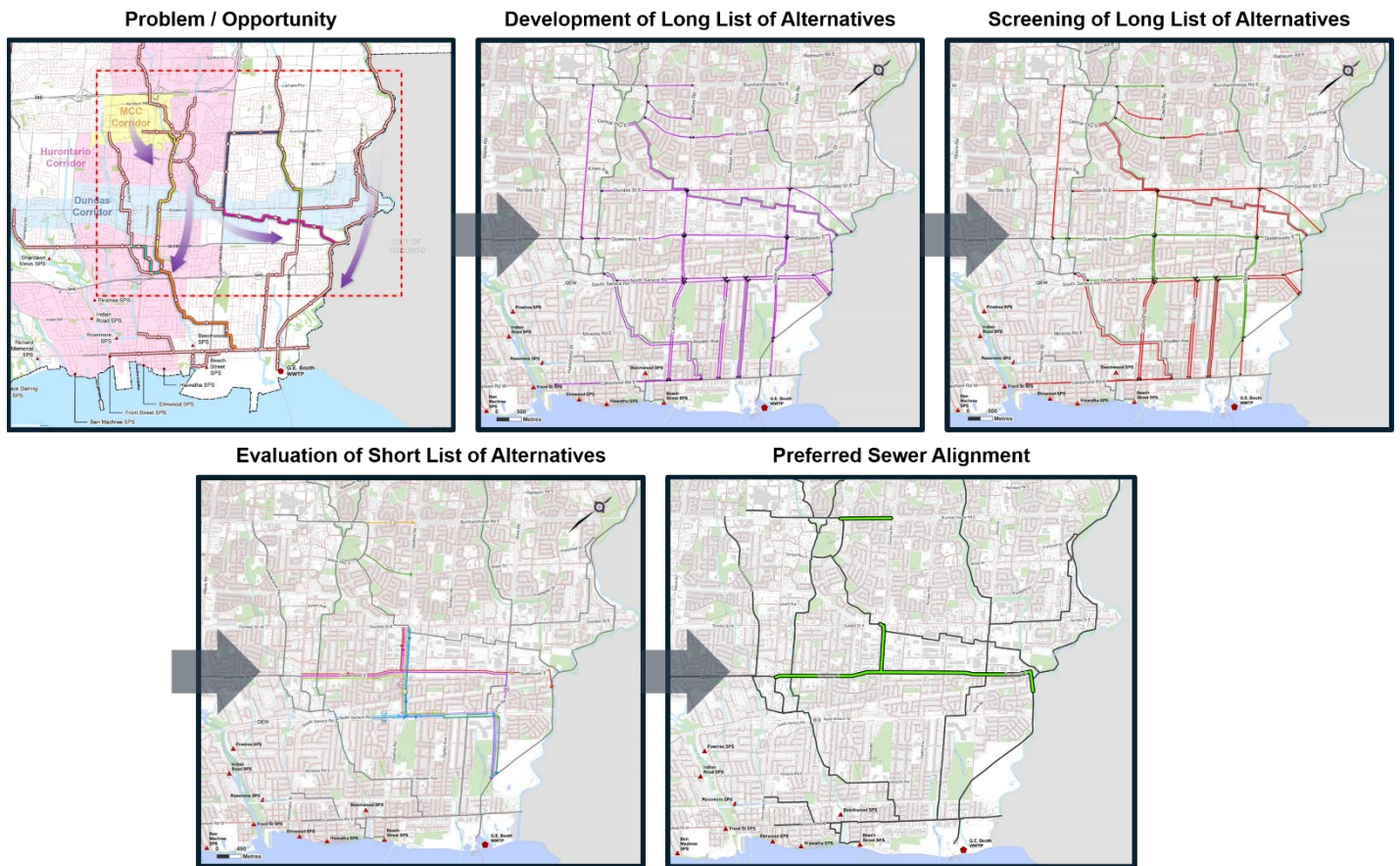
It is expected that the Central Mississauga area will experience significant growth over the next 20+ years by about 40%, specifically, within the Mississauga City Centre, Hurontario and Dundas Corridors. The current sewer system does not have available capacity for this increased growth, as identified in the [Region's Water and Wastewater Master Plan Update \(MP 2020\)](#). Through this project, we have investigated methods and evaluated how best to expand the capacity of the Central Mississauga Wastewater System and ensured it aligned with the Region's long-term plan to service future growth sustainably.

What Have We Done So Far?

The study's problem and opportunity statement is as follows:

The purpose of the Wastewater Capacity Improvements in the Central Mississauga Class Environmental Assessment is to increase the conveyance capacity of key trunk sewers to service future growth and ensure alignment with the Region's long-term plan for providing wastewater services within the Mississauga City Centre, Hurontario Corridor and Dundas Corridor areas.

In Phase 2 of the study, the preferred conceptual alignment and general location of the shafts were selected along Burnhamthorpe Road, Cawthra Road, Queensway East and Etobicoke Creek Valley.



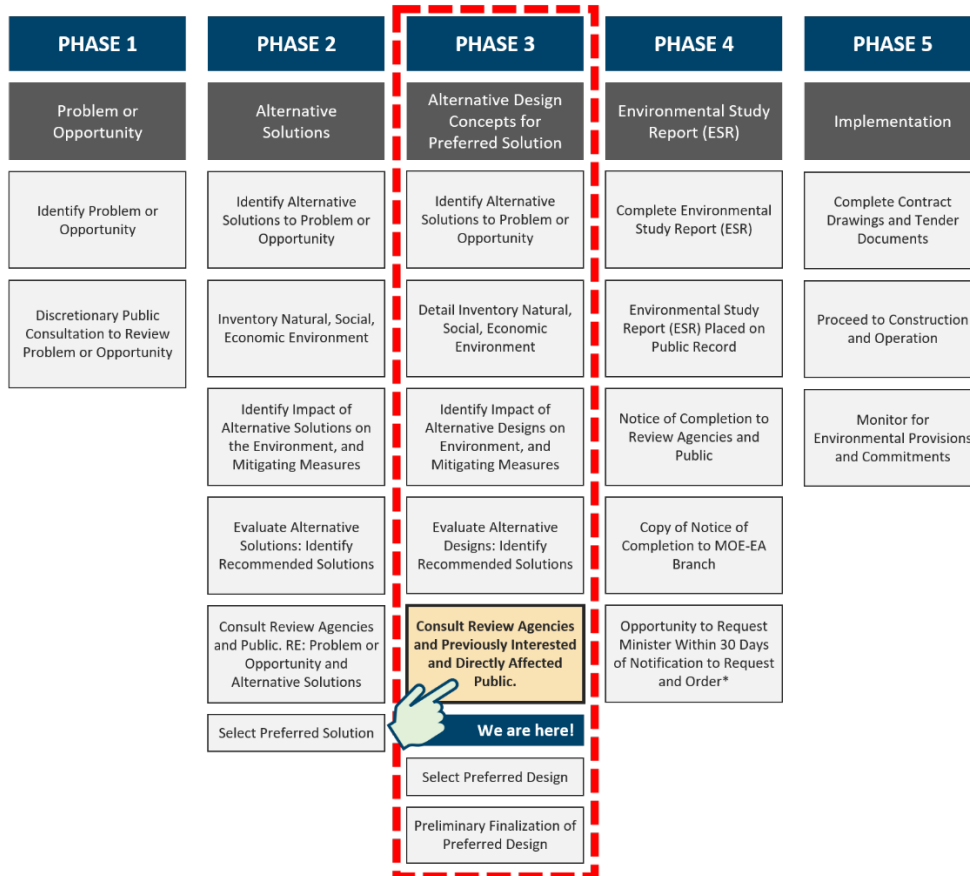
Summary of Phase 2 Evaluation Process

At the end of Phase 2, alternative shaft locations and alignments were identified. The detailed evaluation process and results were presented at [PIC No. 1](#).

Where Are We Now In The Study Process?

The Wastewater Capacity Improvements in Central Mississauga project is being undertaken as a Schedule 'C' Class Environmental Assessment (EA) and will satisfy phases 1 to 5 of the Municipal Class EA Process.

We are currently at Phase 3 of the study, with the primary focus on completing the preferred solution inventory and identifying / evaluating the alternative design concepts.



MEA Mandated Requirements: <https://municipalclassea.ca/manual/page10.html>

Phase 3 includes the following:



- Identification of design concept alternatives
- Preparation of detailed inventory
- Evaluation of design concept alternatives using comprehensive evaluation criteria
- Selection of preliminary preferred conceptual design and technologies
- Identification of impacts and how to address them
- Public Information Centre (PIC) No. 2
- Confirmation of preferred conceptual design and technologies

What Investigations Have Been Completed?

Following selection of the preferred strategy in Phase 2, further site specific reviews and investigations were undertaken to inform the evaluation of the design alternatives including:

Archaeological

The purpose of the archaeological assessment is to determine whether there is potential for archaeological sites within the study area and along the preferred route.

- Stage 1 and Stage 2 archaeological assessment completed.
- **Result: No areas have been identified as having archaeological importance. No further archaeological investigations are required.**

Cultural Heritage

The purpose of the cultural heritage assessment is to identify if there are any potential impacts to cultural heritage resources caused by the project and if so what mitigative measures will be required.

- Screening report (CHSR) and existing conditions and preliminary impact assessment (CHECPIA) completed.
- **Result: Potential impacts can be fully mitigated. No further cultural heritage assessments are required.**

Natural Environment

The purpose of the natural environment desktop review and field investigations are to document the existing natural environment features within the study area and identify any potential impacts and mitigation measures for the preferred solution.

- Baseline assessment and field investigations completed.
- **Result: No significant environmental constraints for the majority of the alignment and shaft compounds that cannot be mitigated. Environmental conditions will be restored after completion of construction.**
- Cooksville Creek hazard assessment and natural environment impact assessment underway and will inform preparation of ESR and required mitigation.
- Commitment to further environmental investigations during detailed design.

Etobicoke Creek

- Additional investigations completed at Etobicoke Creek include hydraulic and geomorphic hazard assessment and tree screening.
- **Results: Etobicoke Creek sewer connection and open cut creek crossing will require remediation and mitigation during and following construction to safeguard against scour and geo-fluvial hazards and minimize impact to the natural environment. Mitigation can include bank, stream bed and/or floodplain trench armouring.**
- Mitigation measures to be determined through detailed design to support permitting and approvals.

Hydrogeological and Geotechnical

The purpose of the hydrogeological and geotechnical analysis is to establish the existing groundwater, soil and rock conditions, assess the potential impacts to groundwater and surface water resources, and identify the necessary mitigation measures along the preferred route.

- Desktop and baseline hydrogeological analysis completed.
- Topographical survey completed within Etobicoke Creek valley.
- **Result: Suitable hydrogeological conditions for shaft site and tunnel construction; dewatering considerations required.**
- Commitment to further hydrogeological and geotechnical investigations during detailed design.

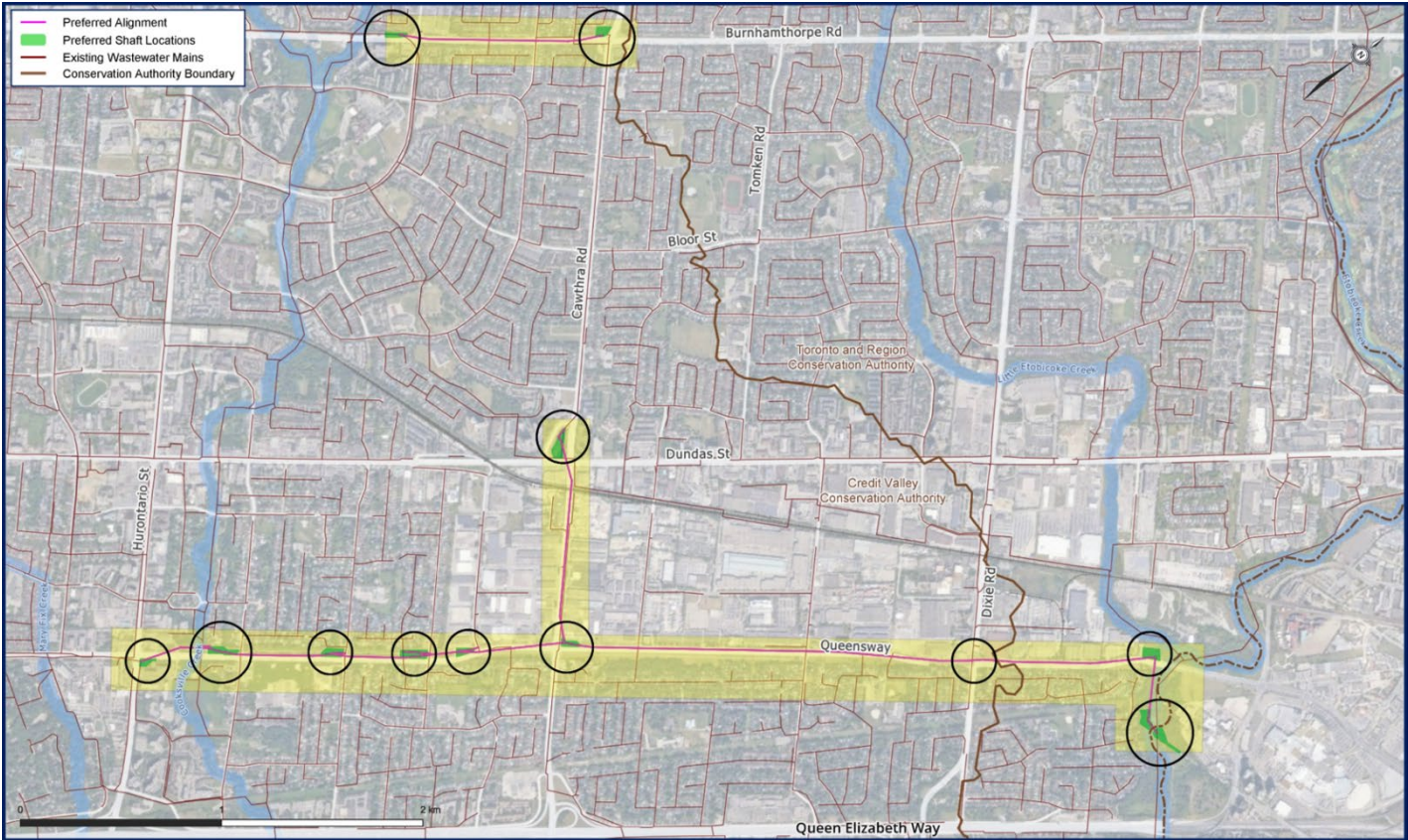
Traffic Investigation

The purpose of the traffic analysis is to assess potential impacts to traffic and transit operations due to the construction along the preferred route and identify mitigation measures.

- Traffic Impact Assessment completed.
- **Result: Impacts include lane closures and sidewalk and multi-use trail relocations. Appropriate detours and safety measures will be implemented during construction to accommodate both vehicle and pedestrian traffic.**

Preliminary Preferred Design Concept

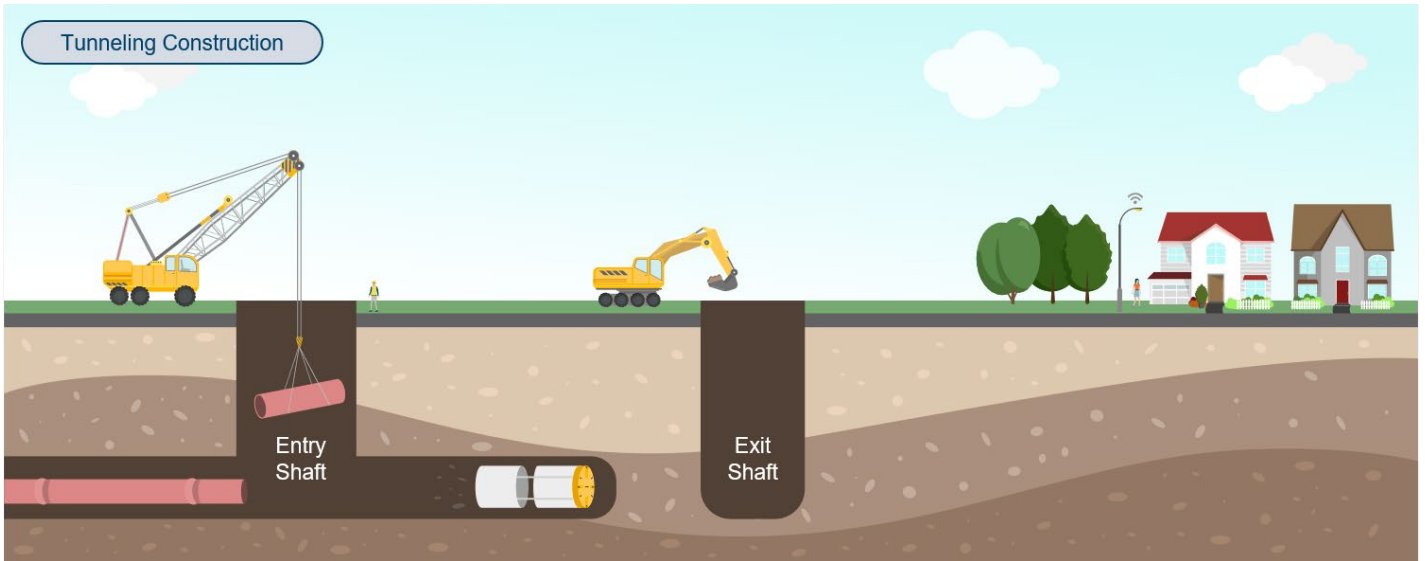
Through a comprehensive evaluation process, the preliminary preferred sewer route and shaft locations were selected along Burnhamthorpe Road, Cawthra Road, Queensway East and Etobicoke Creek Valley.



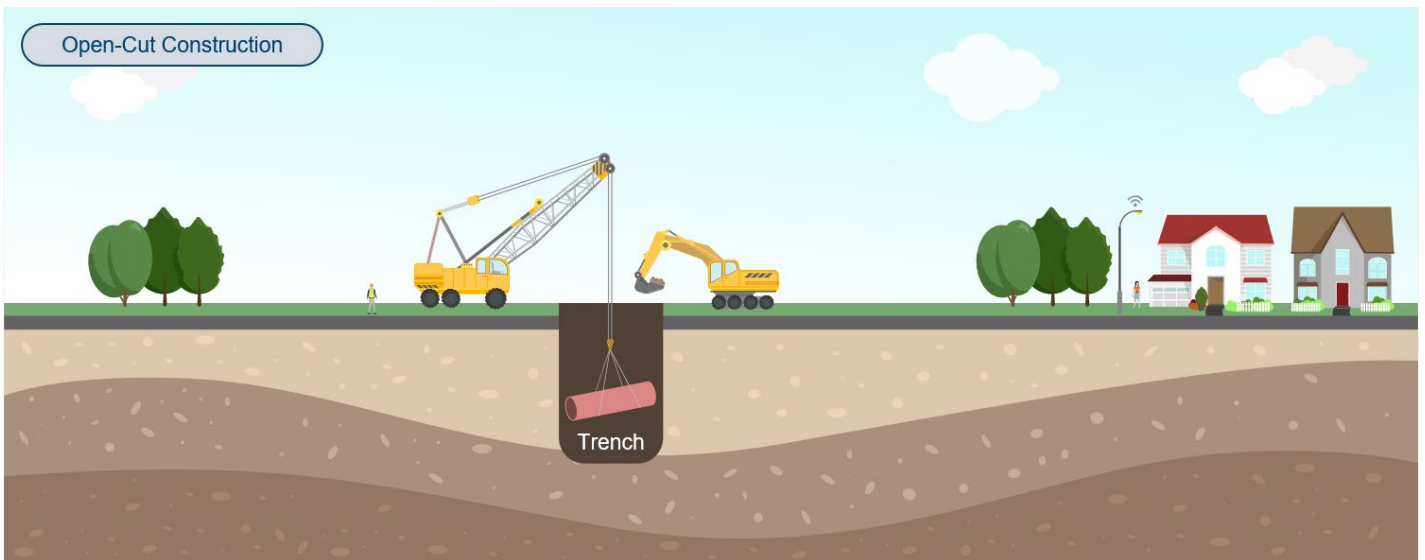
See Detailed Evaluation Process

Construction Methodology

Due to the depth of the proposed sewer, the majority of the trunk sewers will be tunnelled underground. Connections to local sewers at Cliff Road, Hensall Street and Tedlo Street as well as the Etobicoke Creek crossing are shallower and will use open-cut construction.



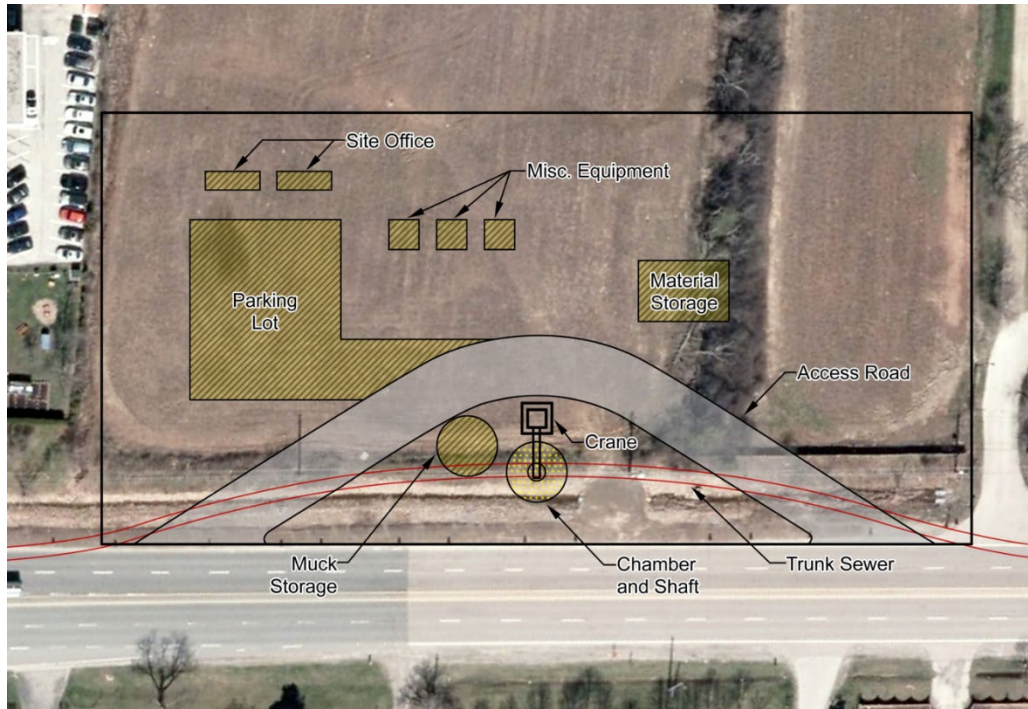
Tunnelling involves the process of digging shafts and using special equipment to tunnel underground between the shafts. It is less intrusive than open cutting. The only surface works for tunnelled construction are the entry and exit shafts located between tunnel drive lengths (between 0.2 km and 2.1 km apart).



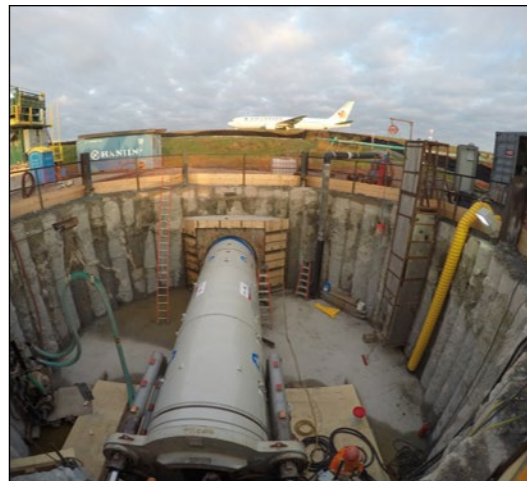
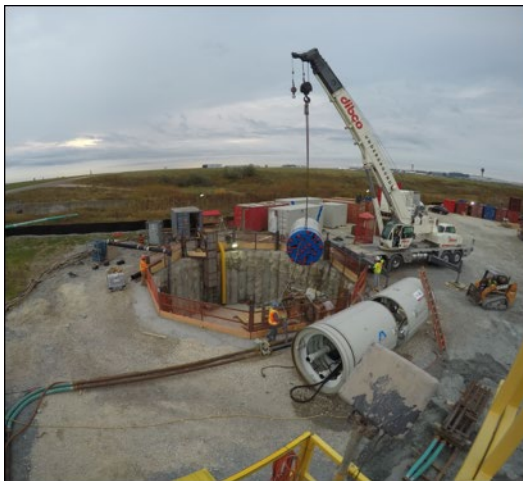
Open-Cutting involves the process of digging a trench to install infrastructure. Because construction occurs on the surface over a stretch of time, open cut construction has the potential to increase local disruption.

Construction Set-Up

Each access shaft will require a staging area where construction equipment can be stored, and excavated material can be brought to the surface and hauled from the site in trucks. Staging areas will measure approximately 50m by 50m and will be fenced off. Size and shape of the staging areas will differ from site to site depending on the availability of land. Once tunneling is completed the staging area will be restored to its previous or improved condition. Locations with open spaces, vacant lots, greenspace and connection to trunk sewers were preferred for the proposed shaft sites.



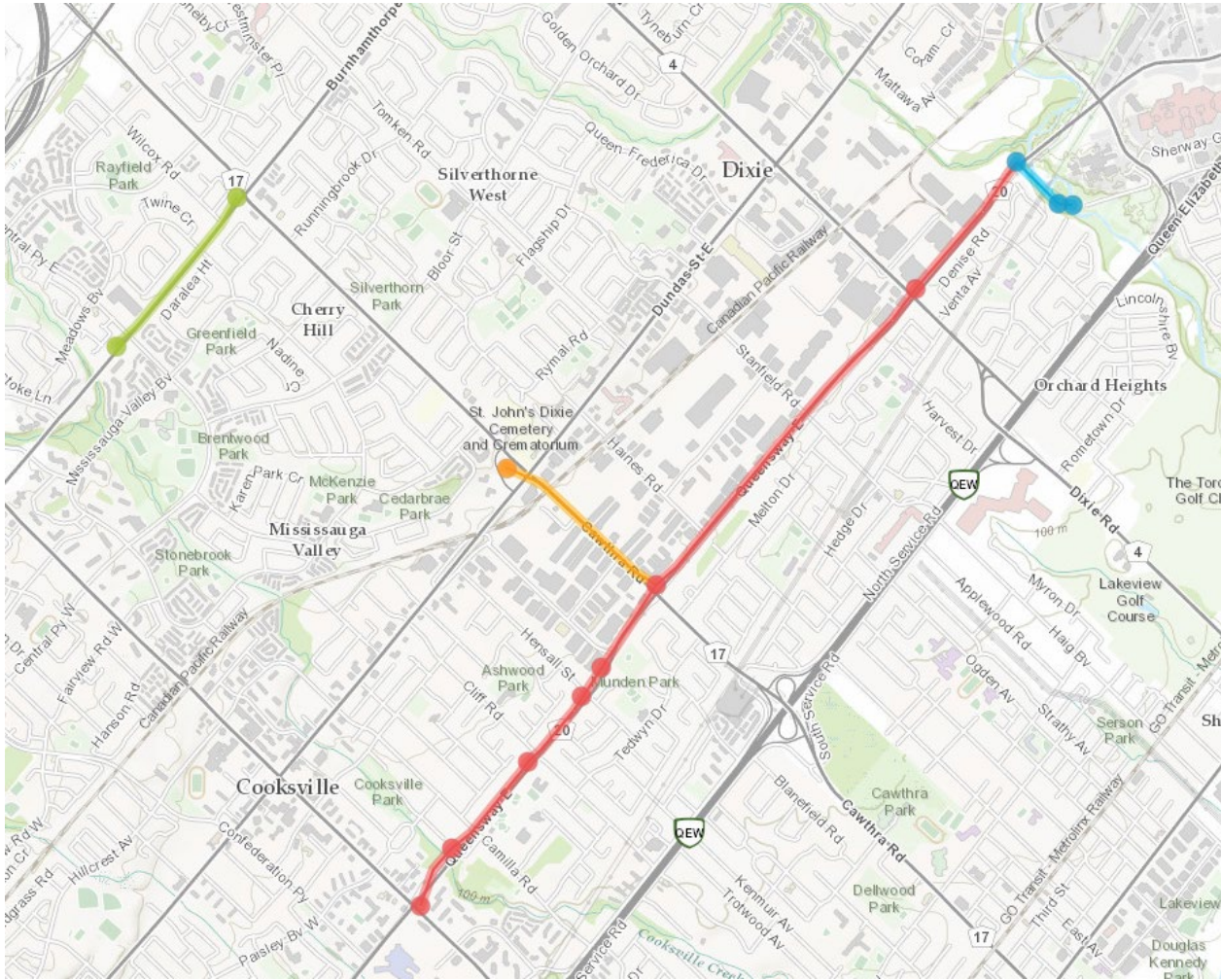
The selection of preferred shaft sites considered proximity to existing infrastructure (water, storm, sewer, utilities) heritage areas, environmental features and existing land use. The construction layout will be further refined through detailed design.



What does a typical shaft compound look like? The above is an example from the twinning of the Etobicoke Creek Sanitary Trunk Sewer under at Runway 23, Lester B. Pearson International Airport (Photo Credit: Region of Peel)

Recommended Tunnel Shaft Locations

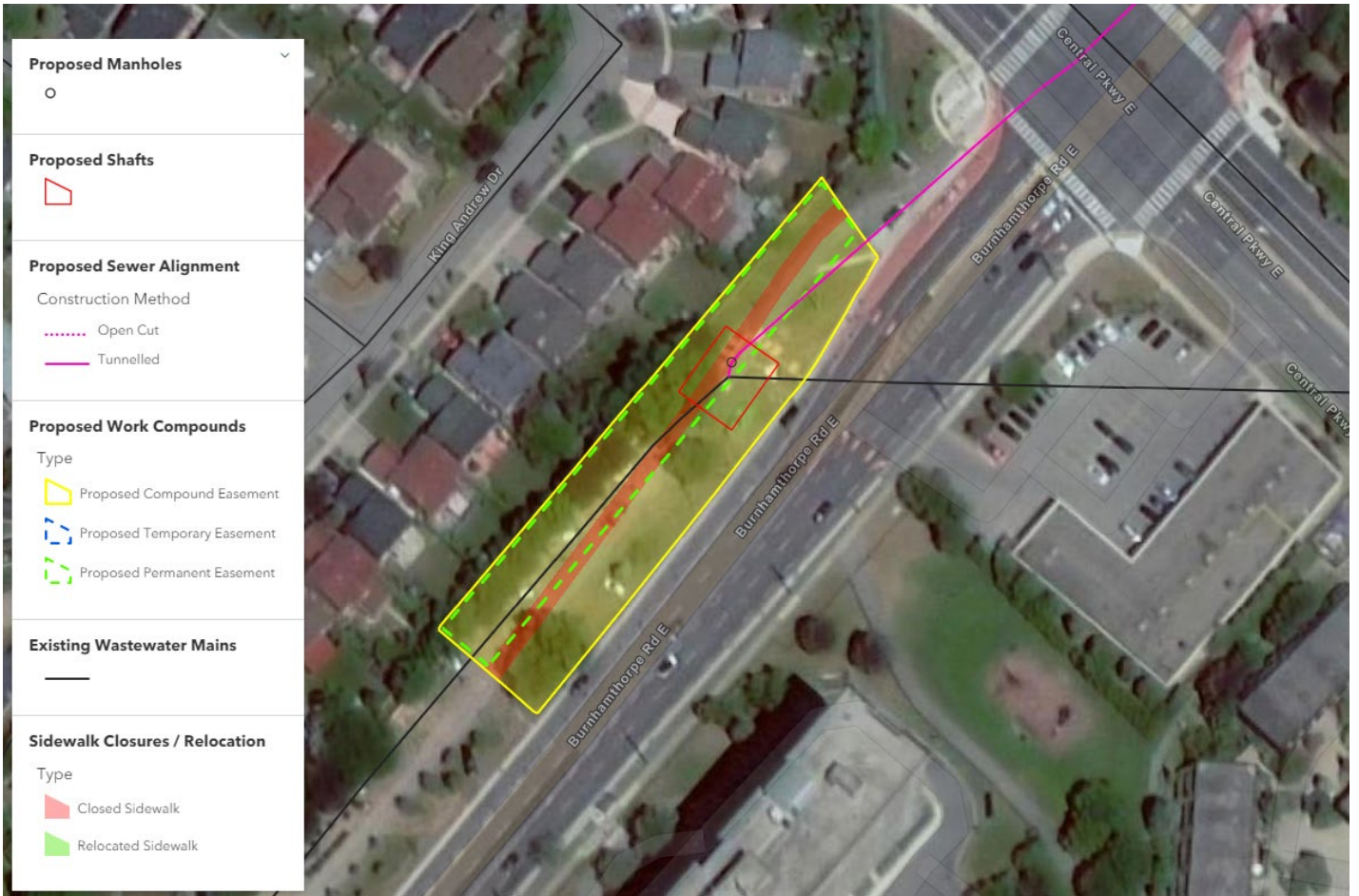
There are four alignments proposed, with different recommended shaft locations at each alignment.



Burnhamthorpe Road Alignment

The following shafts are recommended along the Burnhamthorpe Road alignment.

Central Parkway Shaft Compound



Key Factors for Selection

- It supports the tunnelled construction of the Burnhamthorpe sewer alignment on the northside of the road
- It provides the best connection point to the Central Parkway trunk sewer
- It allows for a north side sewer alignment, avoiding road crossings
- It minimizes impacts to trees

Key Community Impacts and Mitigation Measures

- Easements required
- Temporary closure of multi-use trail during construction

Cawthra Road Shaft Compound



Key Factors for Selection

- It supports the tunnelled construction of the Burnhamthorpe sewer alignment on the northside of the road
- It is the current compound for the in-construction Cawthra trunk sewer which is a key connection point
- It allows for a north side sewer alignment, avoiding road crossings
- It minimizes impacts to trees

Key Community Impacts and Mitigation Measures

- Easements required

Cawthra Road Alignment

The following shafts are recommended along Cawthra Road alignment.

Dundas Street Shaft Compound



Key Factors for Selection

- It supports the tunnelled construction of the Cawthra sewer
- It is the current compound for the in-construction Cawthra Trunk sewer which is a key connection point
- It provides a good buffer between commercial and industrial areas
- It avoids potential lane closures along Dundas Street

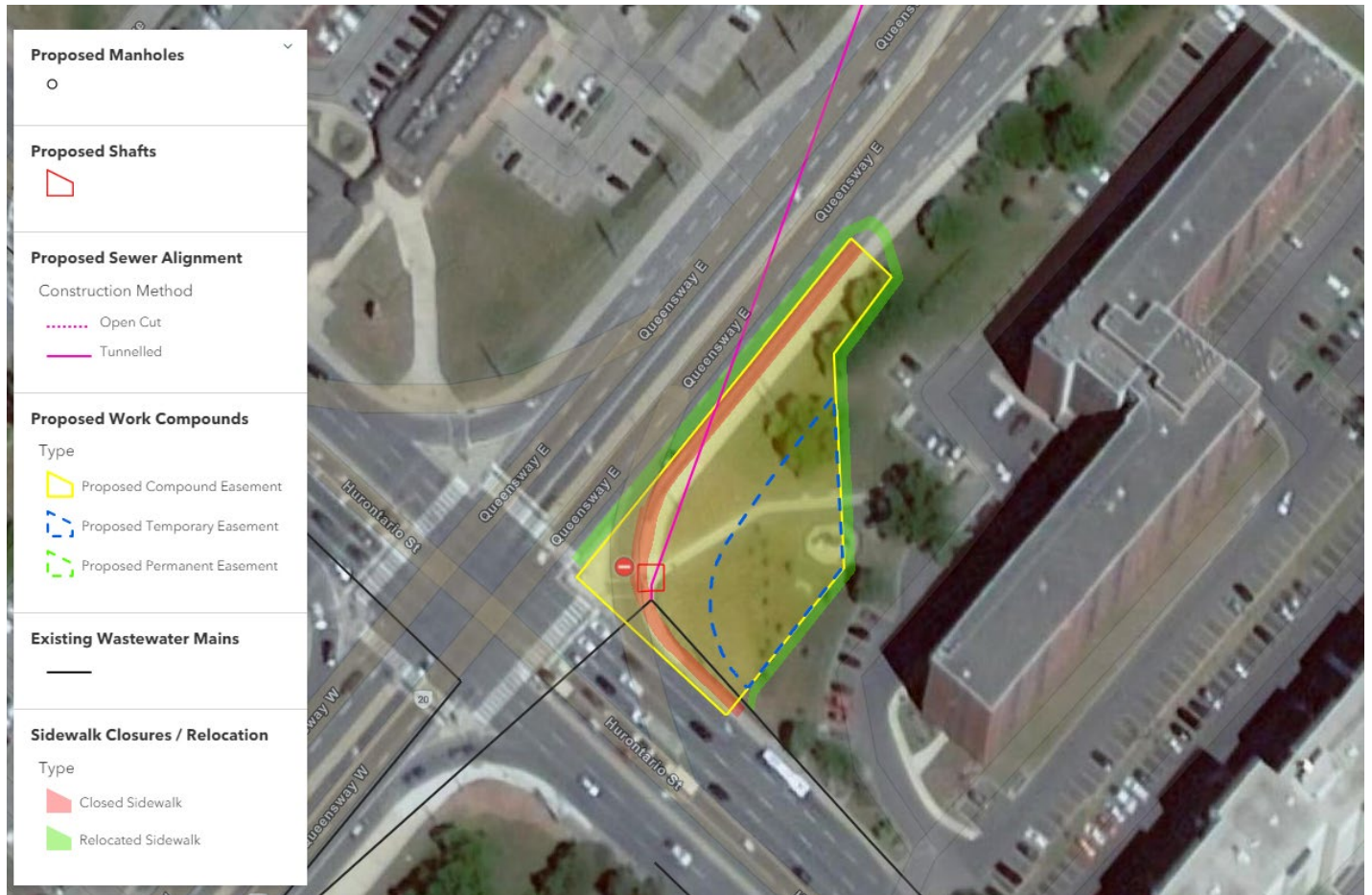
Key Community Impacts and Mitigation Measures

- No easement required
- No lane or sidewalk closures

Queensway East Alignment

The following shafts are recommended along Queensway East alignment.

Hurontario Street Shaft Compound



Key Factors for Selection

- It supports the tunnelled construction of the Queensway sewer
- It provides the best connection point to the Queensway trunk sewer
- It avoids conflicts with planned infrastructure
- It avoids conflicts with utilities

Key Community Impacts and Mitigation Measures

- Easements required
- Temporary right lane closures on Hurontario and Queensway during construction
- Temporary relocation of sidewalk during construction

Cooksville Creek Shaft Compound

A Hazard Assessment is currently underway at the Cooksville Creek shaft compound location to support the selection of the construction methodology.



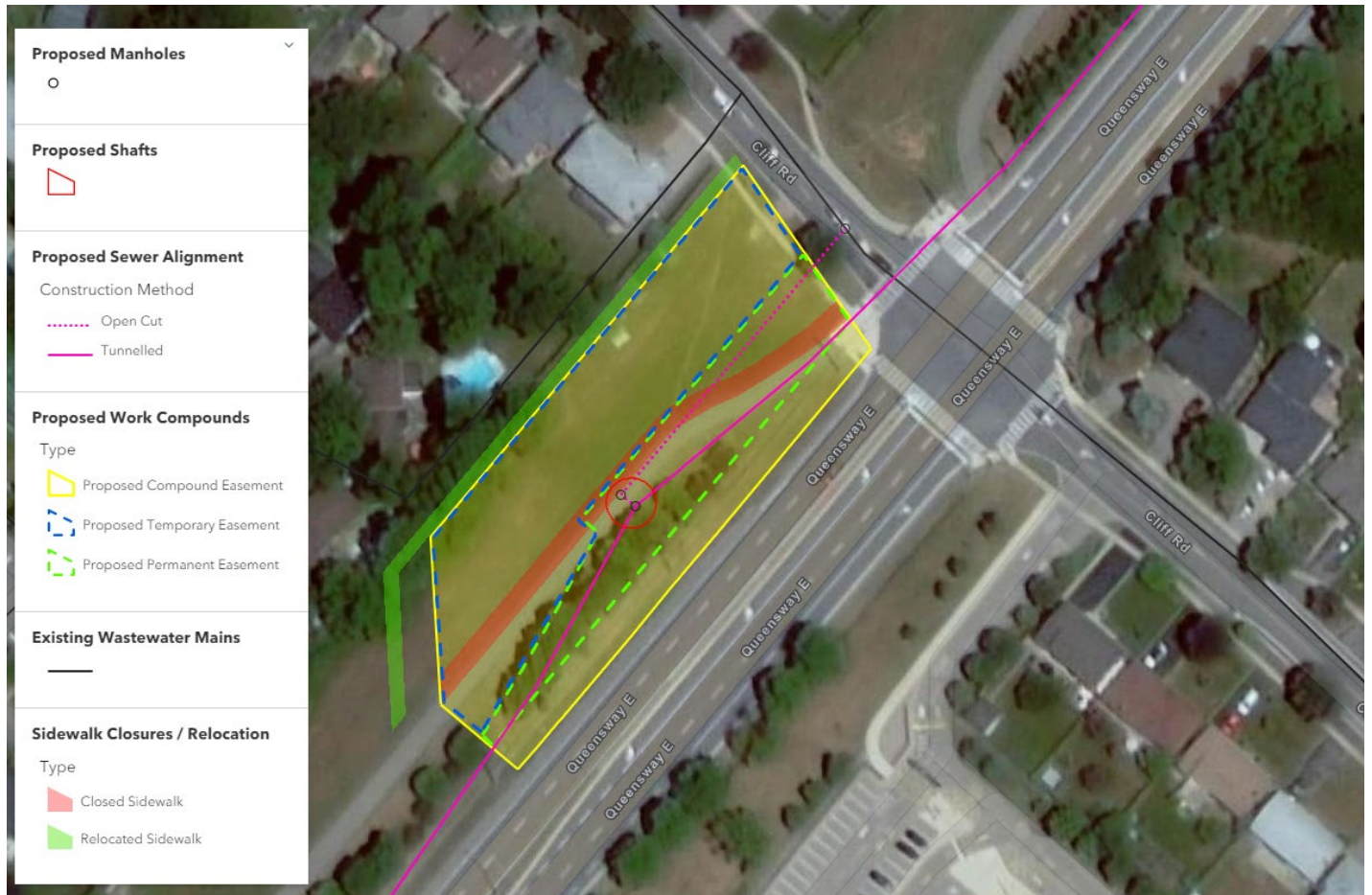
Key Factors for Selection

- It supports the tunnelled construction of the Queensway sewer alignment on the northside of the road
- It provides a connection point to the Cooksville Creek trunk sewer
- It allows for a north side sewer alignment, avoiding road crossings
- It provides best availability in land
- It minimizes impacts to trees
- It is outside of City park lands

Key Community Impacts and Mitigation Measures

- Easements required
- Temporary relocation of multi-use trail during construction

Cliff Road Shaft Compound



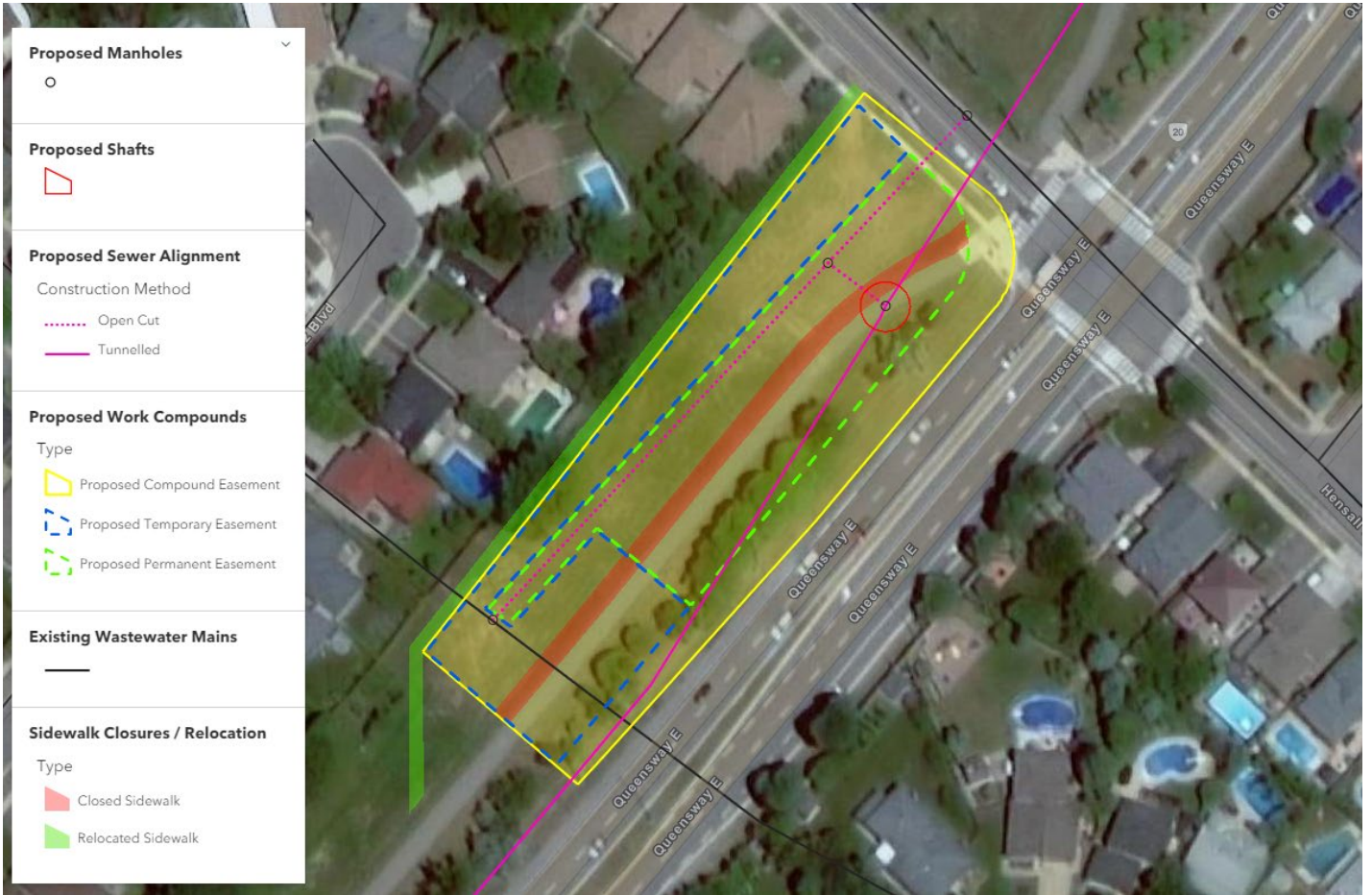
Key Factors for Selection

- It supports the tunnelled construction of the Queensway sewer alignment on the northside of the road
- It supports the open cut construction required to connect to the local sewer at Cliff
- It allows for a north side sewer alignment, avoiding road crossings
- It provides good accessibility
- It increases the buffer between the school (south side)

Key Community Impacts and Mitigation Measures

- Easements required
- Temporary relocation of multi-use trail during construction

Hensall Street Shaft Compound



Key Factors for Selection

- It supports the tunnelled construction of the Queensway sewer alignment on the northside of the road
- It supports the open cut construction required to connect to the local sewers at Hensall and Hensall West
- It allows for a north side sewer alignment, avoiding road crossings

Key Community Impacts and Mitigation Measures

- Easements required
- Temporary relocation of multi-use trail during construction

Tedlo Street Shaft Compound



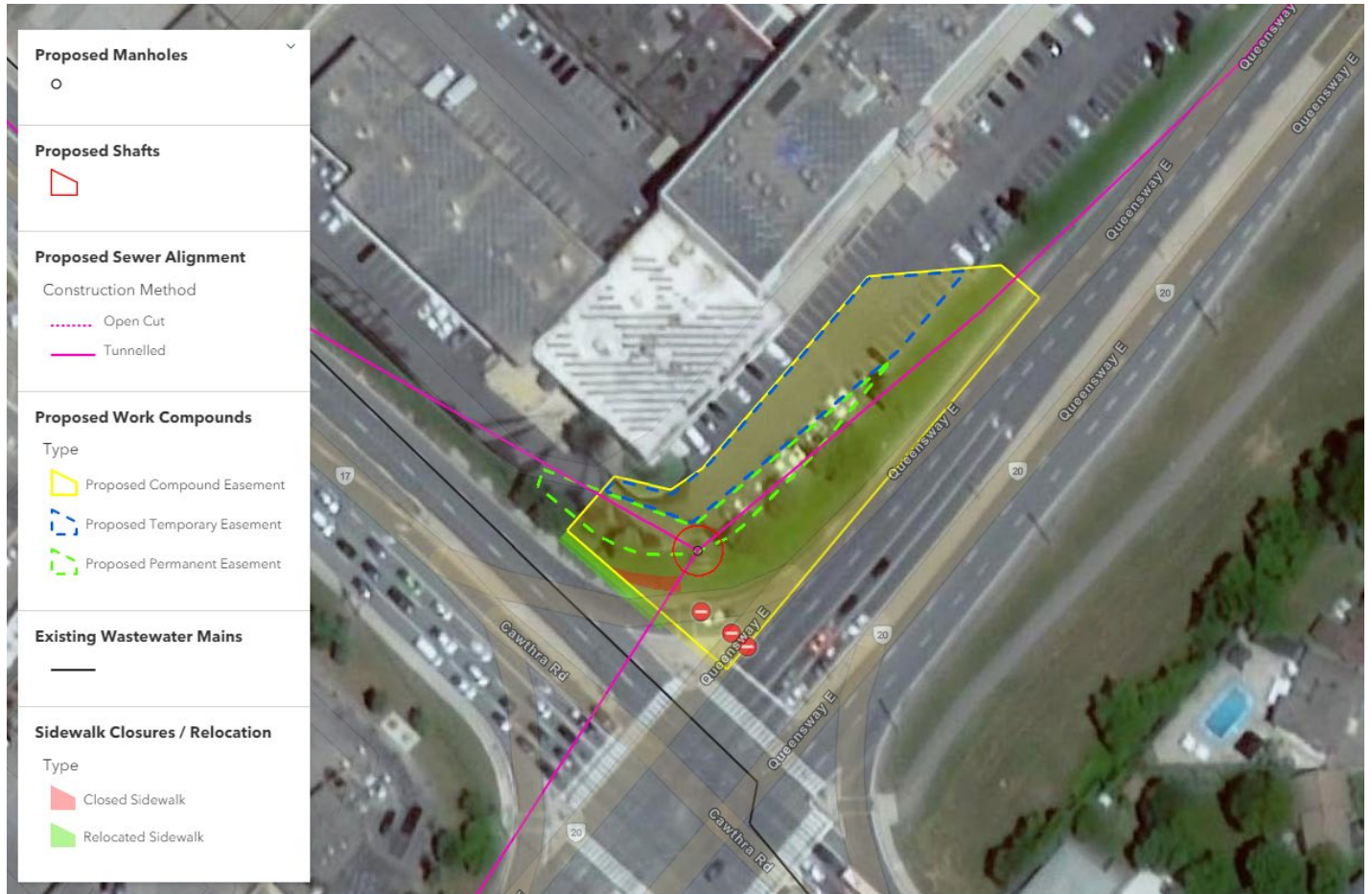
Key Factors for Selection

- It supports the tunnelled construction of the Queensway sewer alignment on the northside of the road
- It supports the open cut construction required to connect to the local sewer at Tedlo
- It allows for a north side sewer alignment, avoiding road crossings
- It avoids conflicts with existing utilities

Key Community Impacts and Mitigation Measures

- Easements required
- Temporary relocation of multi-use trail during construction

Cawthra Road Shaft Compound



Key Factors for Selection

- It supports the tunnelled construction of the Queensway and Cawthra sewer alignments
- It allows for a north side sewer alignment, avoiding road crossings
- It avoids conflicts with existing utilities
- It provides a good buffer between residential properties

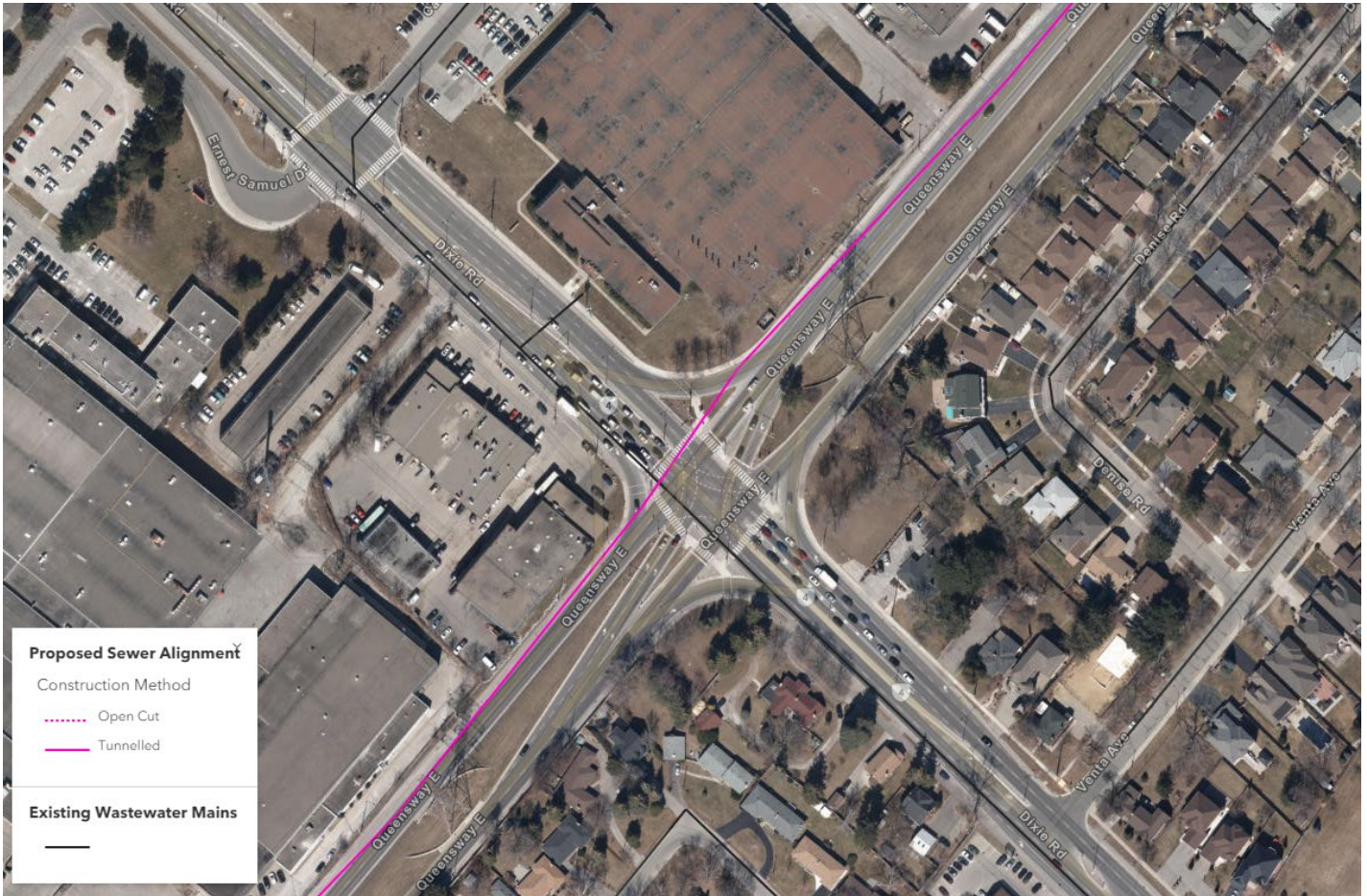
Key Community Impacts and Mitigation Measure

- Easements required
- Temporary lane closures on Queensway during construction
- Temporary relocation of sidewalk during construction

Dixie Road

This shaft location is required to support constructability of the tunnelled alignment along Queensway East as well as to connect into the existing trunk sewer on Dixie Road. This connection is required to support the overall strategy for diverting flows and increasing capacity within the system.

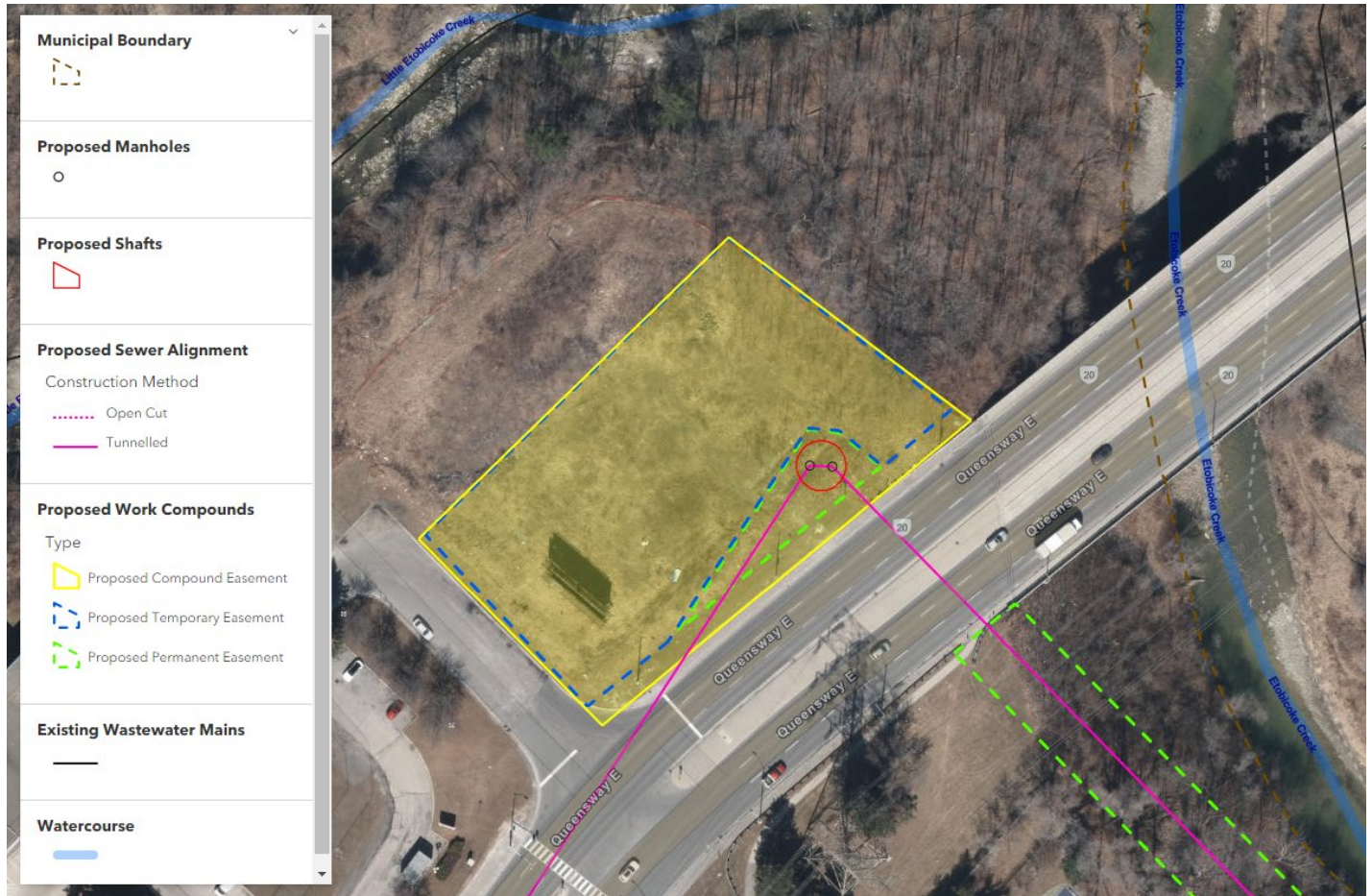
Further investigations are required at this location to evaluate and select the preferred shaft alternative.



Etobicoke Creek Alignment

The following shafts are recommended along Etobicoke Creek alignment.

Etobicoke Creek Shaft Compound



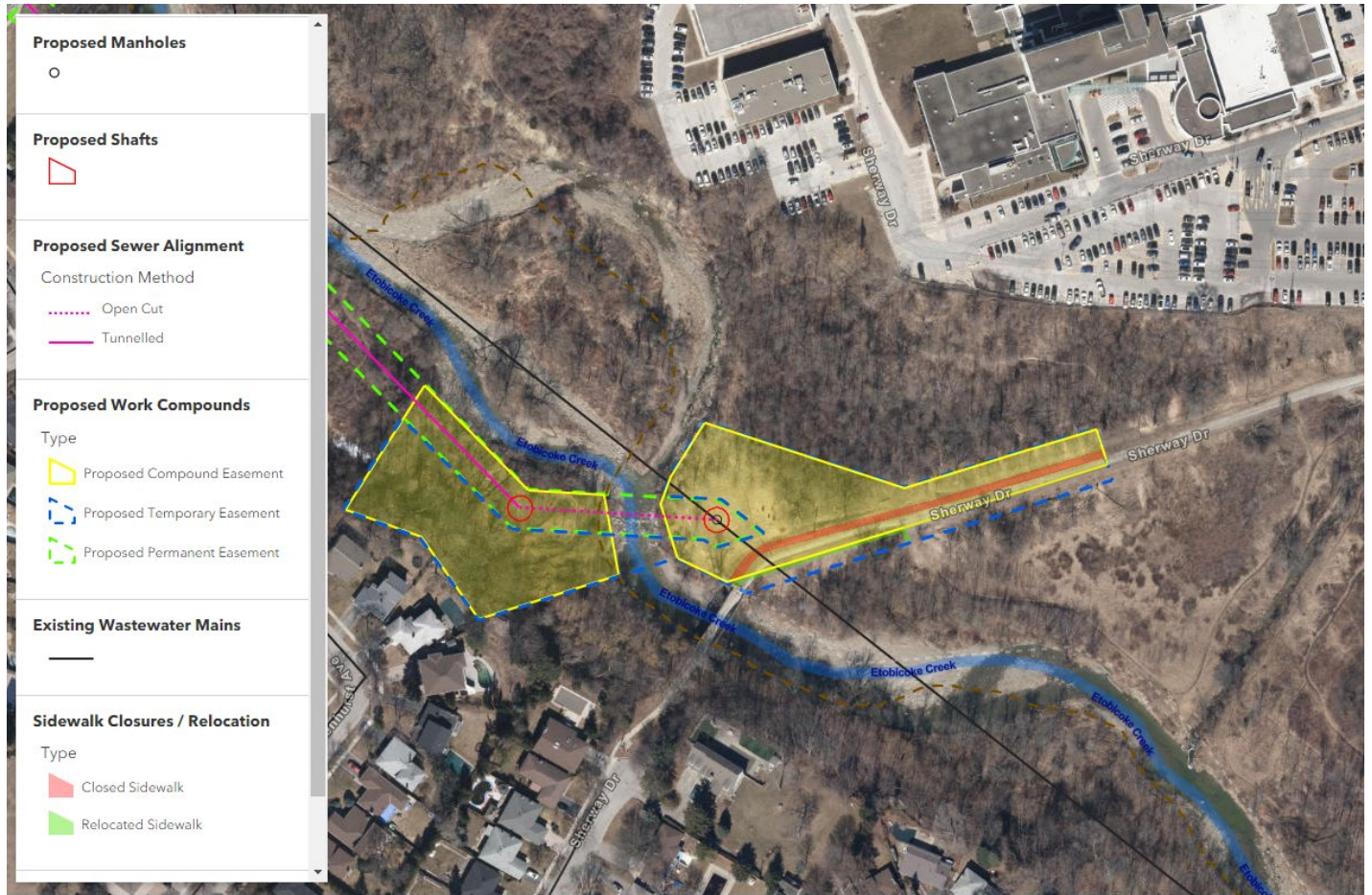
Key Factors for Selection

- It supports the tunnelled construction of the Queensway sewer alignment on the northside of the road
- It supports the tunnelled construction of the sewer alignment from Queensway to existing sewer in the Etobicoke Creek Valley
- It provides a good buffer between residential properties
- It avoids conflicts with hydro corridor on the southside of the road
- It provides best accessibility

Key Community Impacts and Mitigation Measures

- Easements required

Sherway Drive Shaft Compound



Key Factors for Selection

- It enables tunnelled sewer construction to Queensway from the West side of the creek minimizing potential impact to the natural environment in the valley
- It supports the open cut construction required to connect to the Etobicoke Creek trunk sewer
- It provides an open accessible connection point to the East Trunk sewer which runs parallel to the creek
- It provides an opportunity to mitigate and remediate the existing and future sewer against erosion
- It reduces construction risk to creek due to minimized new sewer length in the valley
- It has an existing access route for construction, maintenance and operation on the east side of creek
- It enables restoration to natural area on the west side of Creek

Key Community Impacts and Mitigation Measures

- Easements required
- Temporary relocation of multi-use trail during construction (access to Middle bridge will remain open).
- Located within 100 m of Middle Bridge (heritage property). As per the Cultural Heritage Existing Conditions and Preliminary Impact Assessment (CHECPA) recommendations, potential impacts can be fully mitigated through vibration monitoring and fencing.

Future Considerations

Working Nearby / In Water

- Mitigation measures will be implemented for scour protection and fluvial hazards such as bank, stream bed and/or floodplain trench armouring, and will be determined through detailed design
- Sediment and erosion measures will be implemented to minimize bank erosion and downstream siltation
- Construction activities to occur outside of fish breeding periods
- Mitigation measures will be implemented when working within the floodplain

Temporary Removal of Vegetation

- Tree and vegetation removal will be minimized, where possible
- Standard tree protection measures will be implemented where required
- Disturbed areas will be restored to previous or improved conditions

Resident and Community Safety

- Construction access will be fenced off and shaft areas enclosed with solid wood hoarding
- Construction operations will occur during day shift and in accordance with municipal noise by-laws
- Vibration monitoring pre-construction and during construction to ensure structural integrity of neighboring buildings and structures
- Relocation of pedestrian sidewalks and multi-use trails, where required

Groundwater and Soil Contamination

- Groundwater dewatering may be required and will be carried out in accordance with the hydrogeological assessment, and conforming to the Ministry of Environment, Conservation and Parks (e.g., Permit to Take Water) and Conservation Authority (e.g., TRCA, CVC) requirements
- Soil contamination will be avoided by proper handling and maintenance of construction equipment
- Contingency plan will be prepared and will include the control, cleanup and disposal of a spill or contaminated soil

Traffic

- Access to tunnel shaft areas will be controlled and gravity sewer will be constructed by tunneling within the existing road right of way
- Comprehensive Traffic Management Plan will be prepared
- Impact to public transit will be minimized through temporary relocation of bus stops
- Access disruption to businesses, institutions, residences will be minimized, and advanced notification will be provided

Project Timeline

Spring 2019 - Completed

A [Notice of Study Commencement](#) was first issued on May 30, 2019.

Winter 2020 - Completed

A [Notice of Public Information Centre No. 1](#) was issued on February 27, 2020.

Spring 2020 - Completed

[Public Information Centre No. 1](#) was held on March 10, 2020.

Early Summer 2021 - We are here!

Complete preferred solution inventory and identify/evaluate alternative design concepts. Due to the current public gathering restrictions regarding Covid-19, the second public information centre is being held via a virtual platform. **This is currently where the project is, with this virtual PIC as a key component.**

Late Summer 2021

Complete the Environmental Study Report (ESR). This will be accompanied with a Notice of Completion and a 30-day public review period.

Late Summer 2021

An implementation plan for the preferred solution will be developed.

Next Steps

Following this virtual Public Information Centre (PIC), the project team will review and consider your input received, confirm and refine the Preliminary Preferred Solution, and move forward with the Environmental Study Report (ESR) which will be available for a 30-day Public Review Period.

We encourage you to get involved by [filling out the comment sheet](#) by July 6, 2021 to provide any feedback on the study and/or if you would like to receive project information updates. Responses to all comments received will be posted on July 20, 2021.

Please contact the Project Manager, Justin Lee, P.Eng, at any point during the study if you have any questions or comments.

10 Peel Centre Drive, Brampton, ON, L6T 4B9 | 905-791-7800 | [send an e-mail](#)

Visit the Project
Website

Privacy and Accessibility

The Region of Peel is committed to ensuring that persons of all abilities are able to access our programs and services without encountering barriers. Tell us how we are doing on accessibility at the Region of Peel by [providing your feedback on accessible customer service here](#).

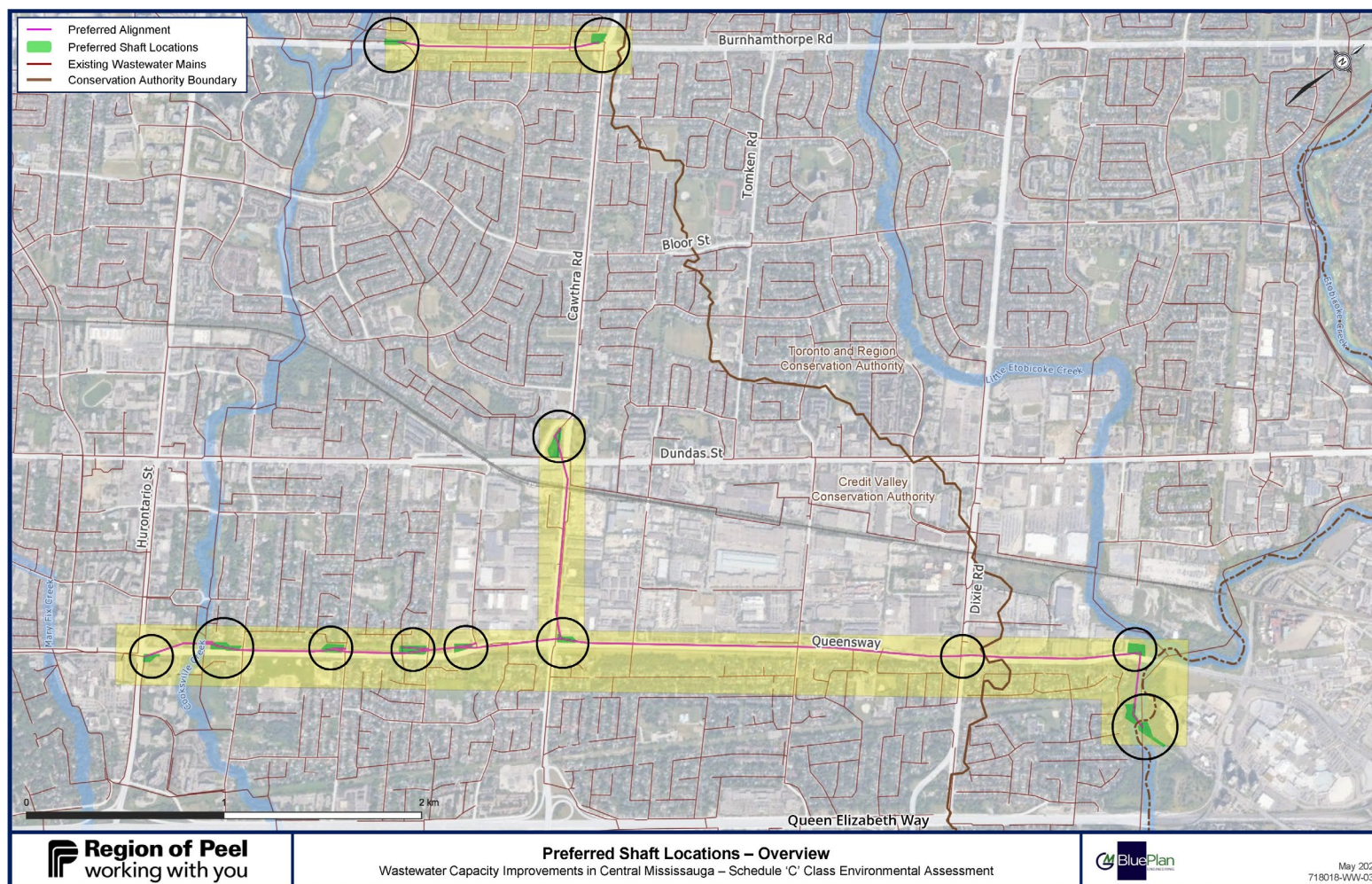
Please note that information related to this study will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. All comments related will become part of the public record and may be included in the study documentation prepared for public review.

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Evaluation Process

Through completion of Phase 2 of the Study, the sewer alignments for Burnhamthorpe Road, Cawthra Road, Queensway East and Etobicoke Creek and the general sewer connecting points and shaft locations were selected. Having selected the preferred sewer routes and tunneled construction methodology, Phase 3 of the Class EA process focused on generating, evaluating and selecting design alternatives for the strategy.

- ✓ Evaluation of the shaft site alternatives – shafts provide entrance and exit sites to accommodate the tunneled underground construction and connections to the existing sewers.
- ✓ Evaluation of sewer route alternatives – sewer routes were driven by the preferred shaft sites. Not all sewer alignments had available alternative routes.



The alternatives were evaluated on the following criteria categories: Technical Constructability and Flexibility, Environmental Impacts, Social & Cultural Impacts, Financial and Legal/Jurisdictional Considerations. Each criteria category is comprised of a number of specific evaluation criteria.

| | | |
|--|---|--|
| <p>TECHNICAL CONSTRUCTABILITY</p> <ul style="list-style-type: none"> ✓ Ease of construction ✓ Compatibility with existing / planned infrastructure ✓ Minimize environmental and infrastructure crossings ✓ Minimize conflicts with existing utilities | <p>TECHNICAL FLEXIBILITY</p> <ul style="list-style-type: none"> ✓ Technical viability through ability to meet existing / future servicing needs ✓ Ease of access to maintain ✓ Flexibility of system operations and operational security ✓ Maximize flow flexibility | <p>ENVIRONMENTAL</p> <ul style="list-style-type: none"> ✓ Environmental crossing consideration ✓ Proximity to environmental features, protected areas, and species at risk ✓ Potential impacts to water features/resources, air quality, natural features and trees ✓ Geology, hydrogeology, contamination considerations |
| <p>SOCIO-ECONOMIC AND CULTURAL</p> <ul style="list-style-type: none"> ✓ Community and traffic considerations ✓ Noise, vibration, dust and odour considerations ✓ Cultural heritage resources ✓ Archaeological resources | <p>FINANCIAL</p> <ul style="list-style-type: none"> ✓ Capital costs ✓ Operation and maintenance costs ✓ Lifecycle cost consideration ✓ Consideration of potential financial risk during construction | <p>LEGAL / JURISDICTIONAL</p> <ul style="list-style-type: none"> ✓ Land use, land size, availability, and location ✓ Permit requirements ✓ Ownership, legal and jurisdictional considerations ✓ Compliance with applicable planning and special land use policies |

A rating system was used to evaluate each alternative solution based on the criteria to identify the preliminary preferred design concept. The preliminary preferred concept was then further refined. The Rating System used to evaluate the alternatives is as follows:

| Screening Description | Symbol |
|--------------------------------|--------|
| Most Preferred / Lower Impact | ✓ |
| Less Preferred / Higher impact | ✗ |

Shaft Alternatives: Etobicoke Creek and Sherway Drive

Shaft Site Alternative Locations

Shaft 1 is required to connect the new sewer into the existing trunk sewer located adjacent to Etobicoke Creek. This connection is required to support the overall strategy for diverting flows and increasing capacity within the system. Three alternatives were selected for evaluation:

- Site 1B requires open cut construction to cross the creek and connect to the existing trunk sewer located on the east side. Two shaft compounds are required to support the open cut construction segment, however long-term access will not be required on the west side.
- Site 1D does not require a creek crossing but does require a permanent bridge structure for future access to the site for maintenance and operations.
- Site 1E does not require a creek crossing but does require long-term access through residential property.



Shaft Site Alternative Evaluation Matrix

| Factor | Evaluation Criteria | Shaft 1B | Shaft 1D | Site 1E |
|---|---|-----------------------|-----------------------|-----------------------|
| Technical Constructability & Flexibility | Accessibility | ✓ | ✗ | ✗ |
| | Compatibility with existing/planned infrastructure | ✓ | ✓ | ✓ |
| | Impacts to existing utilities | ✓ | ✓ | ✓ |
| | Ease of construction | ✓ | ✗ | ✗ |
| | Flexibility of system operations and operational security | ✓ | ✗ | ✗ |
| Environmental | Impacts on water features / resources | ✗ | ✓ | ✓ |
| | Impact on trees | ✓ | ✗ | ✓ |
| | Impacts to Species at Risk | ✓ | ✗ | ✓ |
| Socio-economic & Cultural | Impacts on traffic/ transit conditions | ✓ | ✓ | ✗ |
| | Cultural heritage / archaeological considerations | ✓ | ✓ | ✓ |
| | Potential impacts on community (noise, vibration, dust and odour) | ✓ | ✓ | ✗ |
| Financial | Capital costs | ✓ | ✓ | ✓ |
| | Operation and maintenance costs | ✓ | ✓ | ✓ |
| | Lifecycle costs | ✓ | ✓ | ✓ |
| Legal & Jurisdictional | Property acquisition | ✓ | ✓ | ✗ |
| | Permitting and approval requirements | ✓ | ✓ | ✓ |
| Overall Score | | Most Preferred | Less Preferred | Less Preferred |

Shaft 1B was selected because:

- It enables tunnelled sewer construction to Queensway from the West side of the creek minimizing potential impact to the natural environment in the valley
- It supports the open cut construction required to connect to the Etobicoke Creek trunk sewer
- It provides an open accessible connection point to the East Trunk sewer which runs parallel to the creek
- It provides an opportunity to mitigate and remediate the existing and future sewer against erosion
- It reduces construction risk to creek due to minimized new sewer length in the valley
- It has an existing access route for construction, maintenance and operation on the east side of creek
- It enables restoration to natural area on the west side of Creek

Shaft Alternatives: Queensway East and Etobicoke Creek

Shaft Site Alternative Locations

Shaft 2 is required to support constructability of the tunnelled alignment along Queensway East and south to connect to the existing sewer in Etobicoke Creek valley. Two alternatives were selected for evaluation.



Shaft Site Alternative Evaluation Matrix

| Factor | Evaluation Criteria | Shaft 2A | Shaft 2B |
|---|---|-----------------------|-----------------------|
| Technical Constructability & Flexibility | Accessibility | ✓ | ✗ |
| | Compatibility with existing/planned infrastructure | ✓ | ✓ |
| | Impacts to existing utilities | ✓ | ✗ |
| | Ease of construction | ✓ | ✗ |
| | Flexibility of system operations and operational security | ✓ | ✗ |
| Environmental | Impacts on water features / resources | ✓ | ✓ |
| | Impact on trees | ✓ | ✓ |
| | Impacts to Species at Risk | ✓ | ✓ |
| Socio-economic & Cultural | Impacts on traffic/ transit conditions | ✓ | ✓ |
| | Cultural heritage / archaeological considerations | ✓ | ✓ |
| | Potential impacts on community (noise, vibration, dust and odour) | ✓ | ✗ |
| Financial | Capital costs | ✓ | ✗ |
| | Operation and maintenance costs | ✓ | ✗ |
| | Lifecycle costs | ✓ | ✗ |
| Legal & Jurisdictional | Property acquisition | ✓ | ✗ |
| | Permitting and approval requirements | ✓ | ✗ |
| Overall Score | | Most Preferred | Less Preferred |

Shaft 2A was selected because:

- It supports the tunnelled construction of the Queensway sewer alignment on the northside of the road
- It supports the tunnelled construction of the sewer alignment from Queensway to existing sewer in the Etobicoke Creek Valley
- It provides a good buffer between residential properties
- It avoids conflicts with hydro corridor on the southside of the road
- It provides best accessibility

Shaft Alternatives: Queensway East and Dixie Road

Shaft Site Alternative Locations

Shaft 3 is required to support constructability of the tunnelled alignment along Queensway East as well as to connect into the existing trunk sewer on Dixie Road. This connection is required to support the overall strategy for diverting flows and increasing capacity within the system.

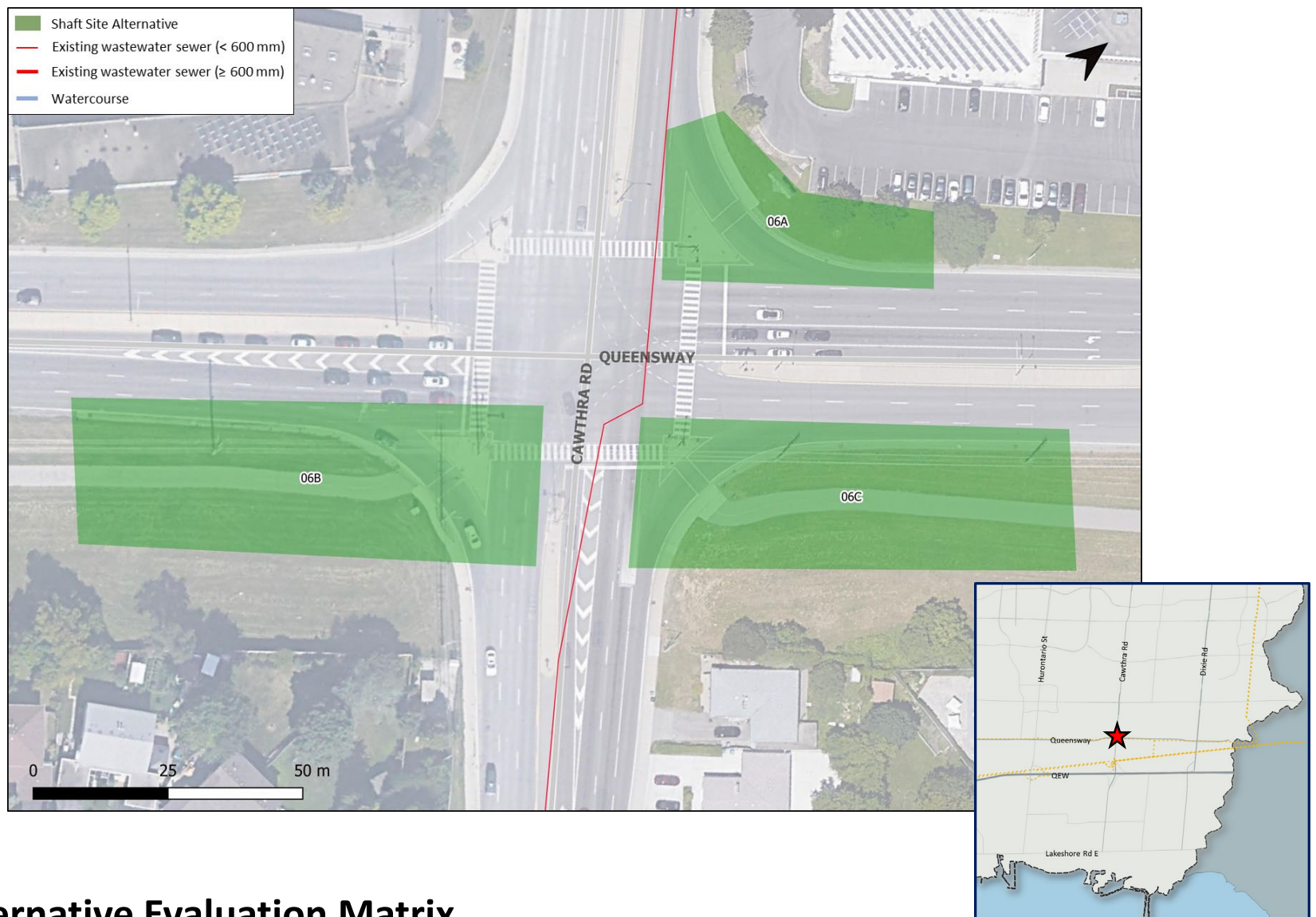
Four alternatives were selected for evaluation. **Further investigations are required at this location to evaluate and select the preferred shaft alternative.**



Shaft Alternatives: Queensway East and Cawthra Road

Shaft Site Alternative Locations

Shaft 6 is required to support constructability of the tunnelled alignment along Queensway East and Cawthra Road as well as to connect into the proposed trunk sewer along Cawthra Road. This connection is required to support the overall strategy for diverting flows and increasing capacity within the system. Three alternatives were selected for evaluation.



Shaft Site Alternative Evaluation Matrix

| Factor | Evaluation Criteria | Shaft 6A | Shaft 6B | Shaft 6C |
|---|---|-----------------------|-----------------------|-----------------------|
| Technical Constructability & Flexibility | Accessibility | ✓ | ✗ | ✗ |
| | Compatibility with existing/planned infrastructure | ✓ | ✓ | ✓ |
| | Impacts to existing utilities | ✓ | ✗ | ✗ |
| | Ease of construction | ✓ | ✗ | ✗ |
| | Flexibility of system operations and operational security | ✓ | ✗ | ✗ |
| Environmental | Impacts on water features / resources | ✓ | ✓ | ✓ |
| | Impact on trees | ✓ | ✓ | ✓ |
| | Impacts to Species at Risk | ✓ | ✓ | ✓ |
| Socio-economic & Cultural | Impacts on traffic/ transit conditions | ✗ | ✓ | ✓ |
| | Cultural heritage / archaeological considerations | ✓ | ✓ | ✓ |
| | Potential impacts on community (noise, vibration, dust and odour) | ✓ | ✗ | ✗ |
| Financial | Capital costs | ✓ | ✓ | ✓ |
| | Operation and maintenance costs | ✓ | ✓ | ✓ |
| | Lifecycle costs | ✓ | ✓ | ✓ |
| Legal & Jurisdictional | Property acquisition | ✓ | ✗ | ✗ |
| | Permitting and approval requirements | ✓ | ✗ | ✗ |
| Overall Score | | Most Preferred | Less Preferred | Less Preferred |

Shaft 6A was selected because:

- It supports the tunnelled construction of the Queensway and Cawthra sewer alignments
- It allows for a north side sewer alignment along Queensway, avoiding road crossings
- It avoids conflicts with existing utilities
- It provides a good buffer between residential properties

Shaft Alternatives: Queensway East and Tedlo Street

Shaft Site Alternative Locations

Shaft 7 is required to support constructability of the tunnelled alignment along Queensway East as well as to connect into the existing local sewer along Tedlo. This connection is required to support the overall strategy for diverting flows, increasing capacity within the system and reducing wet weather issues downstream. The connection to the local sewer will require open cut construction to accommodate the shallow depth of the existing pipe. Two alternatives were selected for evaluation.



Shaft Site Alternative Evaluation Matrix

| Factor | Evaluation Criteria | Shaft 7A | Shaft 7B |
|---|---|-----------------------|-----------------------|
| Technical Constructability & Flexibility | Accessibility | ✓ | ✓ |
| | Compatibility with existing/planned infrastructure | ✓ | ✗ |
| | Impacts to existing utilities | ✓ | ✗ |
| | Ease of construction | ✓ | ✗ |
| | Flexibility of system operations and operational security | ✓ | ✓ |
| Environmental | Impacts on water features / resources | ✓ | ✓ |
| | Impact on trees | ✓ | ✓ |
| | Impacts to Species at Risk | ✓ | ✓ |
| Socio-economic & Cultural | Impacts on traffic/ transit conditions | ✓ | ✓ |
| | Cultural heritage / archaeological considerations | ✓ | ✓ |
| | Potential impacts on community (noise, vibration, dust and odour) | ✓ | ✗ |
| Financial | Capital costs | ✓ | ✓ |
| | Operation and maintenance costs | ✓ | ✓ |
| | Lifecycle costs | ✓ | ✓ |
| Legal & Jurisdictional | Property acquisition | ✓ | ✓ |
| | Permitting and approval requirements | ✓ | ✓ |
| Overall Score | | Most Preferred | Less Preferred |

Site 7A was selected because:

- It supports the tunnelled construction of the Queensway sewer alignment on the northside of the road
- It supports the open cut construction required to connect to the local sewer at Tedlo
- It allows for a north side sewer alignment, avoiding road crossings
- It avoids conflicts with existing utilities

Shaft Alternatives: Queensway East and Hensall Street

Shaft Site Alternative Locations

Shaft 8 is required to support constructability of the tunnelled alignment along Queensway as well as to connect into the existing local sewer along Hensall and the local sewer located to the west of Hensall (Hensall West). This connection is required to support the overall strategy for diverting flows, increasing capacity within the system and reducing wet weather issues downstream. The connection to the local sewer will require open cut construction to accommodate the shallow depth of the existing pipe. Two alternatives were selected for evaluation.



Shaft Site Alternative Evaluation Matrix

| Factor | Evaluation Criteria | Shaft 8A | Shaft 8B |
|---|---|-----------------------|-----------------------|
| Technical Constructability & Flexibility | Accessibility | ✓ | ✓ |
| | Compatibility with existing/planned infrastructure | ✗ | ✓ |
| | Impacts to existing utilities | ✓ | ✓ |
| | Ease of construction | ✗ | ✓ |
| | Flexibility of system operations and operational security | ✗ | ✓ |
| Environmental | Impacts on water features / resources | ✓ | ✓ |
| | Impact on trees | ✗ | ✗ |
| | Impacts to Species at Risk | ✓ | ✓ |
| Socio-economic & Cultural | Impacts on traffic/ transit conditions | ✓ | ✓ |
| | Cultural heritage / archaeological considerations | ✓ | ✓ |
| | Potential impacts on community (noise, vibration, dust and odour) | ✗ | ✗ |
| Financial | Capital costs | ✓ | ✓ |
| | Operation and maintenance costs | ✓ | ✓ |
| | Lifecycle costs | ✓ | ✓ |
| Legal & Jurisdictional | Property acquisition | ✗ | ✗ |
| | Permitting and approval requirements | ✓ | ✓ |
| Overall Score | | Less Preferred | Most Preferred |

Site 8B was selected because:

- It supports the tunnelled construction of the Queensway sewer alignment on the northside of the road
- It supports the open cut construction required to connect to the local sewers at Hensall and Hensall West
- It allows for a north side sewer alignment, avoiding road crossings

Shaft Alternatives: Queensway East and Cliff Road

Shaft Site Alternative Locations

Shaft 9 is required to support constructability of the tunnelled alignment along Queensway East as well as to connect into the existing local sewer along Cliff. This connection is required to support the overall strategy for diverting flows, increasing capacity within the system and reducing wet weather issues downstream. The connection to the local sewer will require open cut construction to accommodate the shallow depth of the existing pipe. Three alternatives were selected for evaluation.



Shaft Site Alternative Evaluation Matrix

| Factor | Evaluation Criteria | Shaft 9A | Shaft 9B | Shaft 9C |
|---|---|-----------------------|-----------------------|-----------------------|
| Technical Constructability & Flexibility | Accessibility | ✓ | ✗ | ✓ |
| | Compatibility with existing/planned infrastructure | ✗ | ✓ | ✓ |
| | Impacts to existing utilities | ✗ | ✓ | ✗ |
| | Ease of construction | ✗ | ✗ | ✓ |
| | Flexibility of system operations and operational security | ✓ | ✓ | ✓ |
| Environmental | Impacts on water features / resources | ✓ | ✓ | ✓ |
| | Impact on trees | ✗ | ✗ | ✗ |
| | Impacts to Species at Risk | ✓ | ✓ | ✓ |
| Socio-economic & Cultural | Impacts on traffic/ transit conditions | ✓ | ✗ | ✓ |
| | Cultural heritage / archaeological considerations | ✓ | ✓ | ✓ |
| | Potential impacts on community (noise, vibration, dust and odour) | ✓ | ✗ | ✓ |
| Financial | Capital costs | ✓ | ✓ | ✓ |
| | Operation and maintenance costs | ✓ | ✓ | ✓ |
| | Lifecycle costs | ✓ | ✓ | ✓ |
| Legal & Jurisdictional | Property acquisition | ✓ | ✗ | ✓ |
| | Permitting and approval requirements | ✓ | ✗ | ✓ |
| Overall Score | | Less Preferred | Less Preferred | Most Preferred |

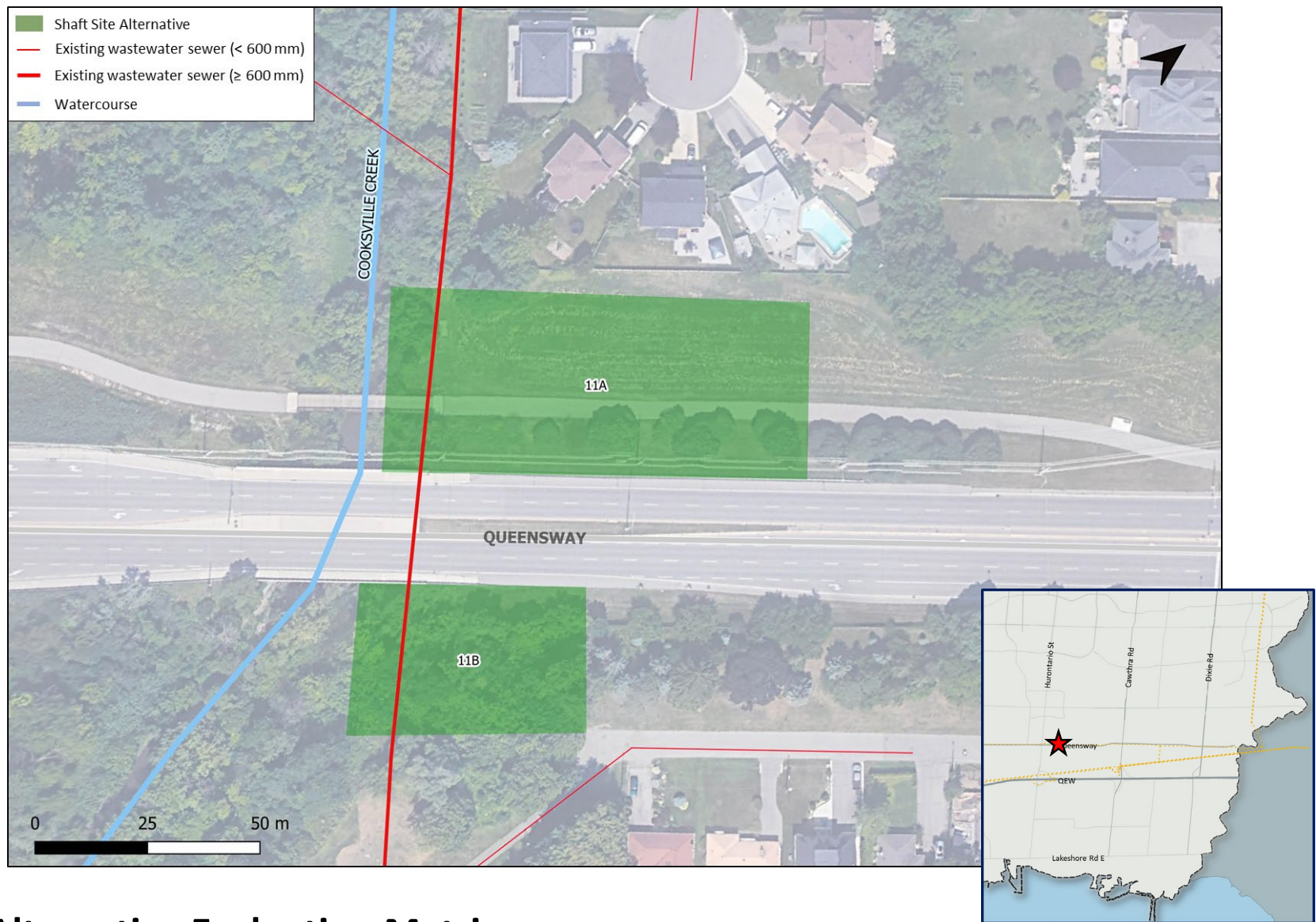
Site 9C was selected because:

- It supports the tunnelled construction of the Queensway sewer alignment on the northside of the road
- It supports the open cut construction required to connect to the local sewer at Cliff
- It allows for a north side sewer alignment, avoiding road crossings
- It provides good accessibility
- It increases the buffer between the school (south side)

Shaft Alternatives: Queensway East and Cooksville Creek

Shaft Site Alternative Locations

Shaft 11 is required to support constructability of the tunnelled alignment along Queensway East as well as to connect into the existing Cooksville Creek trunk sewer. This connection is required to support the overall strategy for diverting flows and increasing capacity within the system. A Hazard Assessment is currently underway at this location to support the construction methodology for the creek crossing and connection to the Cooksville Creek trunk sewer. Two alternatives were selected for evaluation.



Shaft Site Alternative Evaluation Matrix

| Factor | Evaluation Criteria | Shaft 11A | Shaft 11B |
|---|---|-----------------------|-----------------------|
| Technical Constructability & Flexibility | Accessibility | ✓ | ✗ |
| | Compatibility with existing/planned infrastructure | ✓ | ✓ |
| | Impacts to existing utilities | ✓ | ✗ |
| | Ease of construction | ✓ | ✗ |
| | Flexibility of system operations and operational security | ✓ | ✓ |
| Environmental | Impacts on water features / resources | ✓ | ✓ |
| | Impact on trees | ✓ | ✗ |
| | Impacts to Species at Risk | ✓ | ✗ |
| Socio-economic & Cultural | Impacts on traffic/ transit conditions | ✓ | ✓ |
| | Cultural heritage / archaeological considerations | ✓ | ✓ |
| | Potential impacts on community (noise, vibration, dust and odour) | ✓ | ✗ |
| Financial | Capital costs | ✓ | ✓ |
| | Operation and maintenance costs | ✓ | ✓ |
| | Lifecycle costs | ✓ | ✓ |
| Legal & Jurisdictional | Property acquisition | ✓ | ✗ |
| | Permitting and approval requirements | ✓ | ✗ |
| Overall Score | | Most Preferred | Less Preferred |

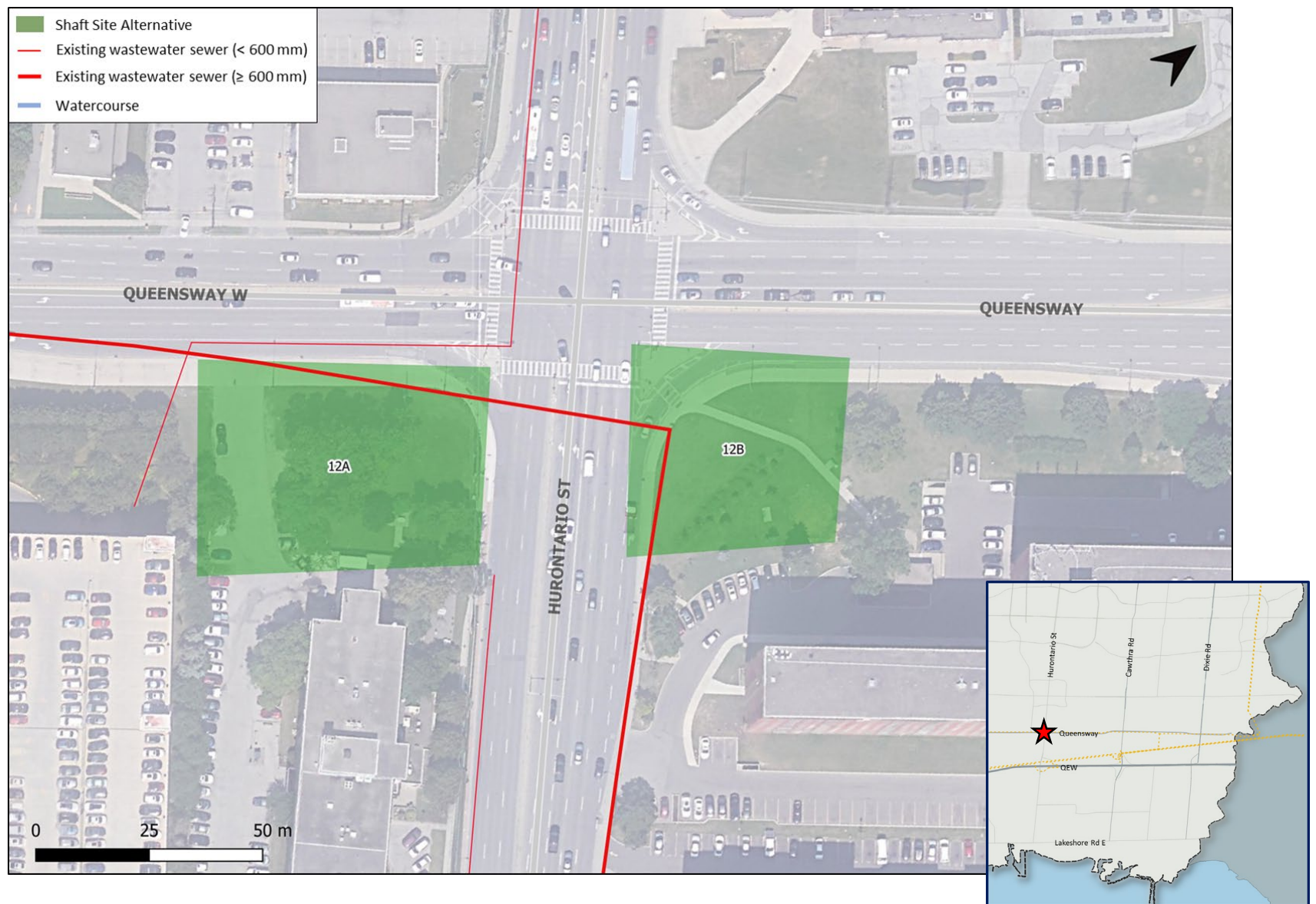
Site 11A was selected because:

- It supports the tunnelled construction of the Queensway sewer alignment on the northside of the road
- It provides a connection point to the Cooksville Creek trunk sewer
- It allows for a north side sewer alignment, avoiding road crossings
- It provides best availability in land
- It minimizes impacts to trees
- It is outside of City park lands

Shaft Alternatives: Queensway East and Hurontario Street

Shaft Site Alternative Locations

Shaft 12 is required to support constructability of the tunnelled alignment along Queensway East as well as to connect into the existing trunk sewer along Queensway. This connection is required to support the overall strategy for diverting flows and increasing capacity within the system. Two alternatives were selected for evaluation.



Shaft Site Alternative Evaluation Matrix

| Factor | Evaluation Criteria | Shaft 12A | Shaft 12B |
|--|---|----------------|----------------|
| Technical Constructability & Flexibility | Accessibility | ✗ | ✓ |
| | Compatibility with existing/planned infrastructure | ✗ | ✓ |
| | Impacts to existing utilities | ✗ | ✓ |
| | Ease of construction | ✗ | ✓ |
| | Flexibility of system operations and operational security | ✗ | ✓ |
| Environmental | Impacts on water features / resources | ✓ | ✓ |
| | Impact on trees | ✓ | ✓ |
| | Impacts to Species at Risk | ✓ | ✓ |
| Socio-economic & Cultural | Impacts on traffic/ transit conditions | ✗ | ✗ |
| | Cultural heritage / archaeological considerations | ✓ | ✓ |
| | Potential impacts on community (noise, vibration, dust and odour) | ✓ | ✓ |
| Financial | Capital costs | ✗ | ✓ |
| | Operation and maintenance costs | ✓ | ✓ |
| | Lifecycle costs | ✗ | ✓ |
| Legal & Jurisdictional | Property acquisition | ✗ | ✓ |
| | Permitting and approval requirements | ✓ | ✓ |
| Overall Score | | Less Preferred | Most Preferred |

Site 12B was selected because:

- It supports the tunnelled construction of the Queensway sewer
- It provides the best connection point to the Queensway trunk sewer
- It avoids conflicts with planned infrastructure
- It avoids conflicts with utilities

Shaft Alternatives: Cawthra Road and Dundas Street

Shaft Site Alternative Locations

Shaft 14 is required to support constructability of the tunnelled alignment along Cawthra Road as well as connect into the in-construction trunk sewer along Cawthra Road. This connection is required to support the overall strategy for diverting flows and increasing capacity within the system. Three alternatives were selected for evaluation.



Shaft Site Alternative Evaluation Matrix

| Factor | Evaluation Criteria | Shaft 14A | Shaft 14B | Shaft 14C |
|--|---|-----------------------|-----------------------|-----------------------|
| Technical Constructability & Flexibility | Accessibility | x | ✓ | x |
| | Compatibility with existing/planned infrastructure | x | ✓ | x |
| | Impacts to existing utilities | ✓ | ✓ | ✓ |
| | Ease of construction | x | ✓ | x |
| | Flexibility of system operations and operational security | x | ✓ | x |
| Environmental | Impacts on water features / resources | ✓ | ✓ | ✓ |
| | Impact on trees | ✓ | ✓ | ✓ |
| | Impacts to Species at Risk | ✓ | ✓ | ✓ |
| Socio-economic & Cultural | Impacts on traffic/ transit conditions | x | ✓ | x |
| | Cultural heritage / archaeological considerations | ✓ | ✓ | ✓ |
| | Potential impacts on community (noise, vibration, dust and odour) | x | ✓ | x |
| Financial | Capital costs | x | ✓ | x |
| | Operation and maintenance costs | ✓ | ✓ | ✓ |
| | Lifecycle costs | x | ✓ | x |
| Legal & Jurisdictional | Property acquisition | x | ✓ | x |
| | Permitting and approval requirements | ✓ | ✓ | ✓ |
| Overall Score | | Less Preferred | Most Preferred | Less Preferred |

Site 14B was selected because:

- It supports the tunnelled construction of the Cawthra sewer
- It is the current compound for the in-construction Cawthra Trunk sewer which is a key connection point
- It provides a good buffer between commercial and industrial areas
- It avoids potential lane closures along Dundas Street

Shaft Alternatives: Burnhamthorpe Road and Cawthra Road

Shaft Site Alternative Locations

Shaft 15 is required to support constructability of the tunnelled alignment along Cawthra Road and Burnhamthorpe Road as well as to connect into the in-construction trunk sewer along Cawthra Road and Burnhamthorpe Road. This connection is required to support the overall strategy for diverting flows and increasing capacity within the system. Three alternatives were selected for evaluation.



Shaft Site Alternative Evaluation Matrix

| Factor | Evaluation Criteria | Shaft 15A | Shaft 15B | Shaft 15C |
|--|---|----------------|----------------|----------------|
| Technical Constructability & Flexibility | Accessibility | x | x | ✓ |
| | Compatibility with existing/planned infrastructure | x | x | ✓ |
| | Impacts to existing utilities | ✓ | ✓ | ✓ |
| | Ease of construction | x | x | ✓ |
| | Flexibility of system operations and operational security | x | x | ✓ |
| Environmental | Impacts on water features / resources | ✓ | ✓ | ✓ |
| | Impact on trees | ✓ | ✓ | ✓ |
| | Impacts to Species at Risk | ✓ | ✓ | ✓ |
| Socio-economic & Cultural | Impacts on traffic/ transit conditions | ✓ | ✓ | ✓ |
| | Cultural heritage / archaeological considerations | ✓ | ✓ | ✓ |
| | Potential impacts on community (noise, vibration, dust and odour) | x | x | x |
| Financial | Capital costs | ✓ | ✓ | ✓ |
| | Operation and maintenance costs | ✓ | ✓ | ✓ |
| | Lifecycle costs | ✓ | ✓ | ✓ |
| Legal & Jurisdictional | Property acquisition | x | x | ✓ |
| | Permitting and approval requirements | ✓ | ✓ | ✓ |
| Overall Score | | Less Preferred | Less Preferred | Most Preferred |

Site 15C was selected because:

- It supports the tunnelled construction of the Burnhamthorpe sewer alignment on the northside of the road
- It is the current compound for the in-construction Cawthra trunk sewer which is a key connection point
- It allows for a north side sewer alignment, avoiding road crossings
- It minimizes impacts to trees

Shaft Alternatives: Burnhamthorpe Road and Central Parkway

Shaft Site Alternative Locations

Shaft 17 is required to support constructability of the tunnelled alignment along Burnhamthorpe Road as well as connect into the trunk sewer along Burnhamthorpe Road. This connection is required to support the overall strategy for diverting flows and increasing capacity within the system. Four alternatives were selected for evaluation.



Shaft Site Alternative Evaluation Matrix

| Factor | Evaluation Criteria | Shaft 17A | Shaft 17B | Shaft 17C | Shaft 17D |
|--|---|-----------------------|-----------------------|-----------------------|-----------------------|
| Technical Constructability & Flexibility | Accessibility | x | ✓ | ✓ | x |
| | Compatibility with existing/planned infrastructure | x | ✓ | ✓ | x |
| | Impacts to existing utilities | ✓ | ✓ | ✓ | ✓ |
| | Ease of construction | x | ✓ | ✓ | x |
| | Flexibility of system operations and operational security | x | ✓ | ✓ | x |
| Environmental | Impacts on water features / resources | ✓ | ✓ | ✓ | ✓ |
| | Impact on trees | ✓ | ✓ | ✓ | x |
| | Impacts to Species at Risk | ✓ | ✓ | ✓ | ✓ |
| Socio-economic & Cultural | Impacts on traffic/ transit conditions | ✓ | x | ✓ | x |
| | Cultural heritage / archaeological considerations | ✓ | ✓ | ✓ | ✓ |
| | Potential impacts on community (noise, vibration, dust and odour) | ✓ | ✓ | x | x |
| Financial | Capital costs | ✓ | ✓ | ✓ | ✓ |
| | Operation and maintenance costs | ✓ | ✓ | ✓ | ✓ |
| | Lifecycle costs | ✓ | ✓ | ✓ | ✓ |
| Legal & Jurisdictional | Property acquisition | x | x | ✓ | x |
| | Permitting and approval requirements | ✓ | ✓ | ✓ | ✓ |
| Overall Score | | Less Preferred | Less Preferred | Most Preferred | Less Preferred |

Site 17C was selected because:

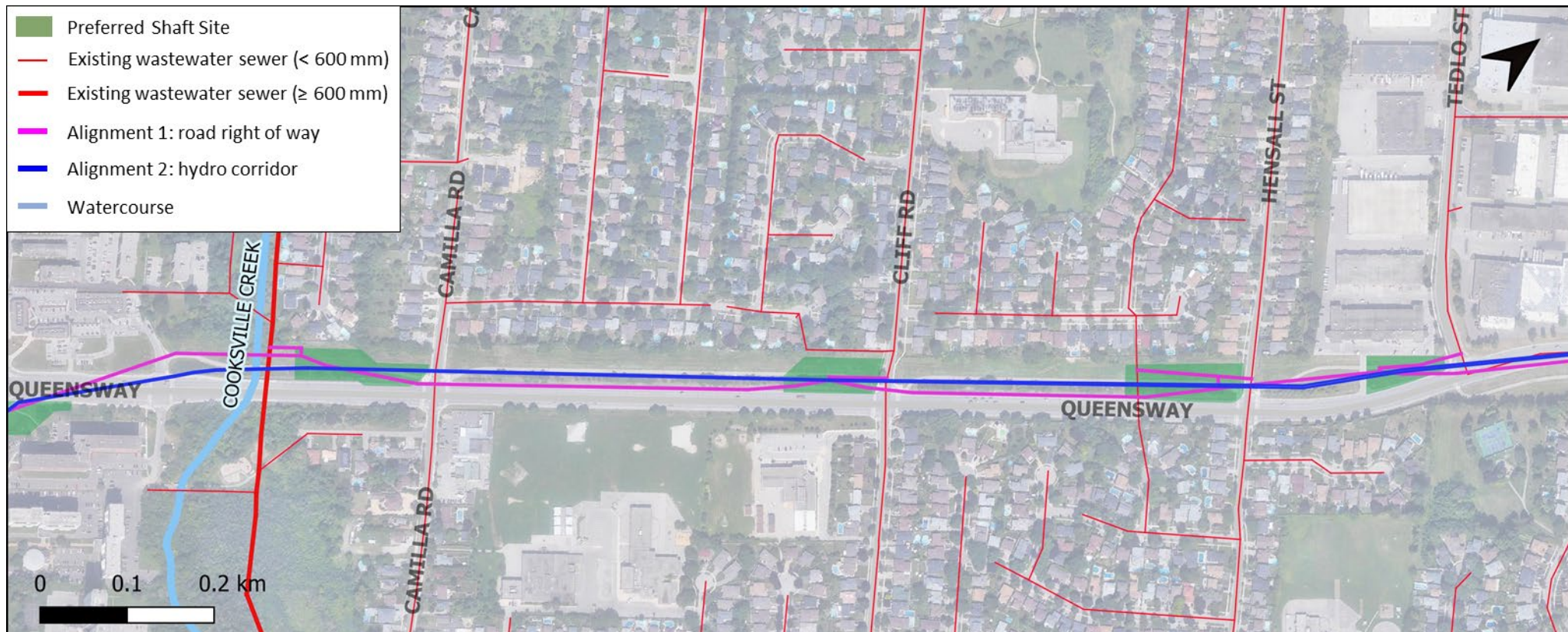
- It supports the tunnelled construction of the Burnhamthorpe sewer alignment on the northside of the road
- It provides the best connection point to the Central Parkway trunk sewer
- It allows for a north side sewer alignment, avoiding road crossings
- It minimizes impacts to trees

Sewer Route Alternatives: Queensway East

Sewer Route Alternative Locations

The Queensway East sewer route runs between Hurontario Street and Etobicoke Creek. This alignment supports flow flexibility and capacity increases within the system by connecting to key existing sewers including at Hurontario, Cooksville Creek, Cliff, Hensall and Hensall West, Tedlo and Cawthra. There were two sewer route alternatives available between Hurontario Street to Tedlo Street.

- Alignment 1 is within the road right of way
- Alignment 2 is within the hydro corridor



Sewer Route Alternative Evaluation Matrix

| Factor | Evaluation Criteria | Alignment 1 Road right of way | Alignment 2 Hydro corridor |
|--|---|----------------------------------|-------------------------------|
| Technical Constructability & Flexibility | Accessibility | ✓ | ✓ |
| | Compatibility with existing/planned infrastructure | ✓ | ✓ |
| | Impacts to existing utilities | ✓ | ✗ |
| | Ease of construction | ✗ | ✓ |
| | Flexibility of system operations and operational security | ✓ | ✓ |
| Environmental | Impacts on water features / resources | ✓ | ✓ |
| | Impact on trees | ✓ | ✓ |
| | Impacts to Species at Risk | ✓ | ✓ |
| Socio-economic & Cultural | Impacts on traffic/ transit conditions | ✓ | ✓ |
| | Cultural heritage / archaeological considerations | ✓ | ✓ |
| | Potential impacts on community (noise, vibration, dust and odour) | ✓ | ✓ |
| Financial | Capital costs | ✓ | ✗ |
| | Operation and maintenance costs | ✓ | ✓ |
| | Lifecycle costs | ✓ | ✗ |
| Legal & Jurisdictional | Property acquisition | ✓ | ✗ |
| | Permitting and approval requirements | ✓ | ✓ |
| Overall Score | | Most Preferred | Less Preferred |
| Alignment 1 was selected because: <ul style="list-style-type: none"> • Less potential for conflicts with existing or future utilities • Construction within previously disturbed area (road ROW) • Lower costs for permanent easements | | | |

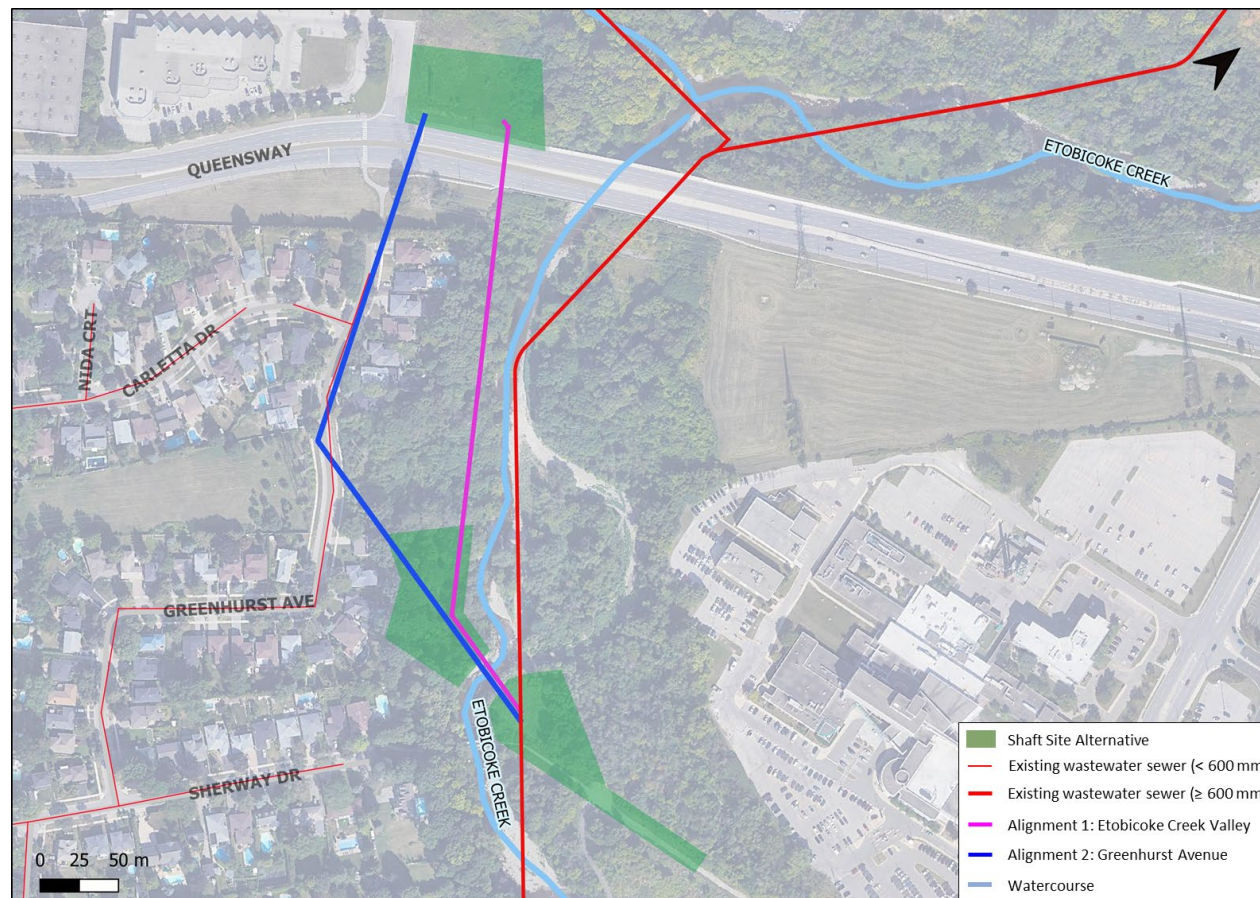
Sewer Route Alternatives: Etobicoke Creek

Sewer Route Alternative Locations

The Etobicoke Creek alignment provides the key connection to the downstream point of the alignment. There were two alternative sewer route alignments available along Etobicoke Creek:

- Alignment 1 is within the Etobicoke Creek valley
- Alignment 2 is along Greenhurst Avenue. This alignment requires an additional shaft and manhole located on Greenhurst Avenue

Both alternatives require open cut construction to cross Etobicoke Creek to connect to the east side shaft location at Etobicoke Creek and Sherway Drive to connect to the existing trunk sewer.



Sewer Route Alternative Evaluation Matrix

| Factor | Evaluation Criteria | Alignment 1 Etobicoke Creek Valley | Alignment 2 Greenhurst Avenue |
|--|---|--|-------------------------------------|
| Technical Constructability & Flexibility | Accessibility | ✓ | ✗ |
| | Compatibility with existing/planned infrastructure | ✓ | ✓ |
| | Impacts to existing utilities | ✓ | ✗ |
| | Ease of construction | ✓ | ✗ |
| | Flexibility of system operations and operational security | ✓ | ✓ |
| Environmental | Impacts on water features / resources | ✗ | ✗ |
| | Impact on trees | ✗ | ✗ |
| | Impacts to Species at Risk | ✗ | ✗ |
| Socio-economic & Cultural | Impacts on traffic/ transit conditions | ✓ | ✗ |
| | Cultural heritage / archaeological considerations | ✓ | ✓ |
| | Potential impacts on community (noise, vibration, dust and odour) | ✓ | ✗ |
| Financial | Capital costs | ✓ | ✗ |
| | Operation and maintenance costs | ✓ | ✗ |
| | Lifecycle costs | ✓ | ✗ |
| Legal & Jurisdictional | Property acquisition | ✓ | ✗ |
| | Permitting and approval requirements | ✓ | ✓ |
| Overall Score | | Most Preferred | Less Preferred |

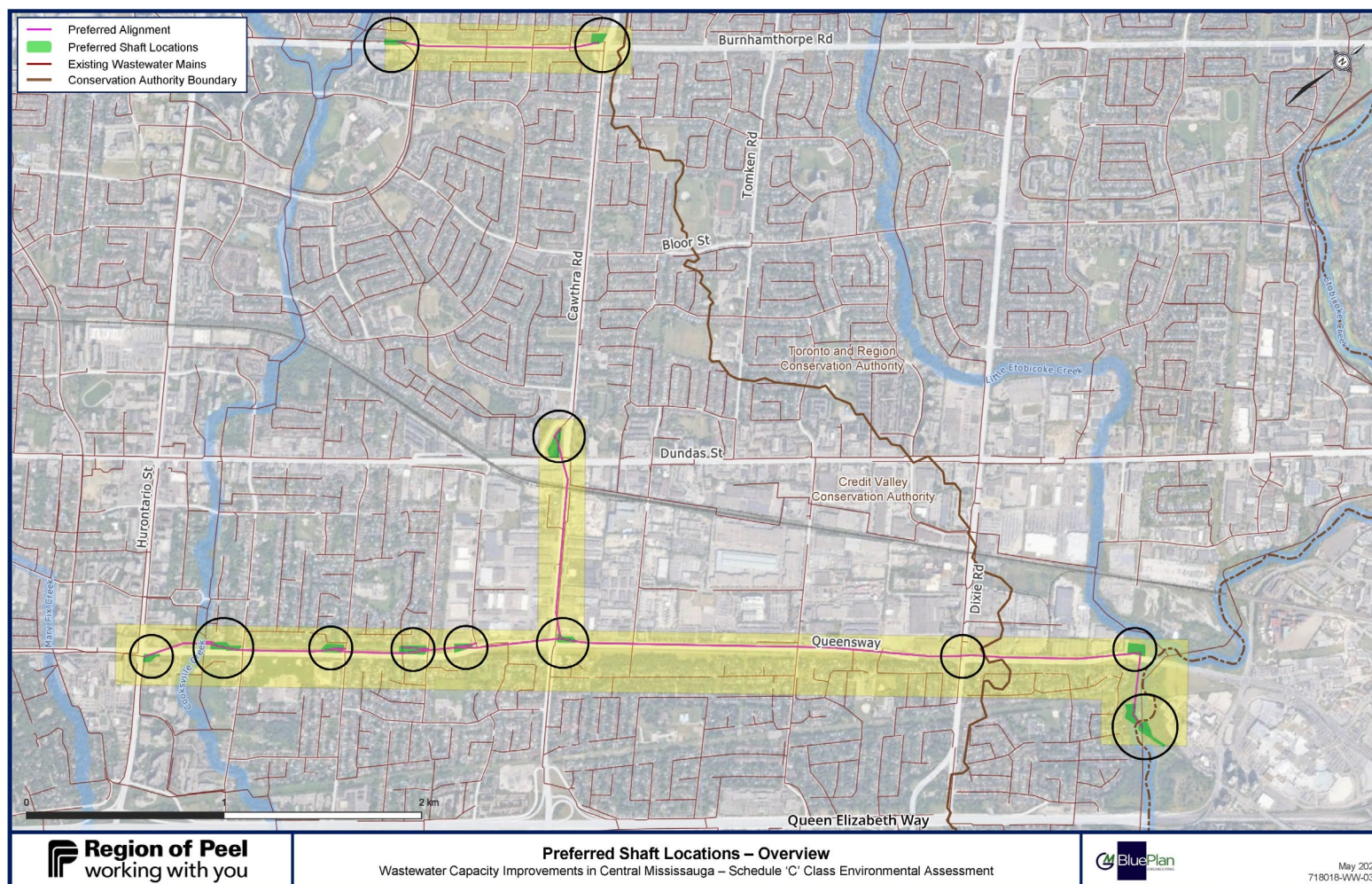
Alignment 1 was selected because:

- Minimizes number of required shaft sites
- Avoids construction within residential neighborhood
- Avoids construction traffic along residential roads
- Avoids conflicts with existing utilities
- Straighter alignment provides improved flow hydraulics

Evaluation Process

Through completion of Phase 2 of the Study, the sewer alignments for Burnhamthorpe Road, Cawthra Road, Queensway East and Etobicoke Creek and the general sewer connecting points and shaft locations were selected. Having selected the preferred sewer routes and tunneled construction methodology, Phase 3 of the Class EA process focused on generating, evaluating and selecting design alternatives for the strategy.

- ✓ Evaluation of the shaft site alternatives – shafts provide entrance and exit sites to accommodate the tunneled underground construction and connections to the existing sewers.
- ✓ Evaluation of sewer route alternatives – sewer routes were driven by the preferred shaft sites. Not all sewer alignments had available alternative routes.



The alternatives were evaluated on the following criteria categories: Technical Constructability and Flexibility, Environmental Impacts, Social & Cultural Impacts, Financial and Legal/Jurisdictional Considerations. Each criteria category is comprised of a number of specific evaluation criteria.

| | | |
|--|---|--|
| <p>TECHNICAL CONSTRUCTABILITY</p> <ul style="list-style-type: none"> ✓ Ease of construction ✓ Compatibility with existing / planned infrastructure ✓ Minimize environmental and infrastructure crossings ✓ Minimize conflicts with existing utilities | <p>TECHNICAL FLEXIBILITY</p> <ul style="list-style-type: none"> ✓ Technical viability through ability to meet existing / future servicing needs ✓ Ease of access to maintain ✓ Flexibility of system operations and operational security ✓ Maximize flow flexibility | <p>ENVIRONMENTAL</p> <ul style="list-style-type: none"> ✓ Environmental crossing consideration ✓ Proximity to environmental features, protected areas, and species at risk ✓ Potential impacts to water features/resources, air quality, natural features and trees ✓ Geology, hydrogeology, contamination considerations |
| <p>SOCIO-ECONOMIC AND CULTURAL</p> <ul style="list-style-type: none"> ✓ Community and traffic considerations ✓ Noise, vibration, dust and odour considerations ✓ Cultural heritage resources ✓ Archaeological resources | <p>FINANCIAL</p> <ul style="list-style-type: none"> ✓ Capital costs ✓ Operation and maintenance costs ✓ Lifecycle cost consideration ✓ Consideration of potential financial risk during construction | <p>LEGAL / JURISDICTIONAL</p> <ul style="list-style-type: none"> ✓ Land use, land size, availability, and location ✓ Permit requirements ✓ Ownership, legal and jurisdictional considerations ✓ Compliance with applicable planning and special land use policies |

A rating system was used to evaluate each alternative solution based on the criteria to identify the preliminary preferred design concept. The preliminary preferred concept was then further refined. The Rating System used to evaluate the alternatives is as follows:

| Screening Description | Symbol |
|--------------------------------|--------|
| Most Preferred / Lower Impact | ✓ |
| Less Preferred / Higher impact | ✗ |

Shaft Alternatives: Etobicoke Creek and Sherway Drive

Shaft Site Alternative Locations

Shaft 1 is required to connect the new sewer into the existing trunk sewer located adjacent to Etobicoke Creek. This connection is required to support the overall strategy for diverting flows and increasing capacity within the system. Three alternatives were selected for evaluation:

- Site 1B requires open cut construction to cross the creek and connect to the existing trunk sewer located on the east side. Two shaft compounds are required to support the open cut construction segment, however long-term access will not be required on the west side.
- Site 1D does not require a creek crossing but does require a permanent bridge structure for future access to the site for maintenance and operations.
- Site 1E does not require a creek crossing but does require long-term access through residential property.



Shaft Site Alternative Evaluation Matrix

| Factor | Evaluation Criteria | Shaft 1B | Shaft 1D | Site 1E |
|---|---|-----------------------|-----------------------|-----------------------|
| Technical Constructability & Flexibility | Accessibility | ✓ | ✗ | ✗ |
| | Compatibility with existing/planned infrastructure | ✓ | ✓ | ✓ |
| | Impacts to existing utilities | ✓ | ✓ | ✓ |
| | Ease of construction | ✓ | ✗ | ✗ |
| | Flexibility of system operations and operational security | ✓ | ✗ | ✗ |
| Environmental | Impacts on water features / resources | ✗ | ✓ | ✓ |
| | Impact on trees | ✓ | ✗ | ✓ |
| | Impacts to Species at Risk | ✓ | ✗ | ✓ |
| Socio-economic & Cultural | Impacts on traffic/ transit conditions | ✓ | ✓ | ✗ |
| | Cultural heritage / archaeological considerations | ✓ | ✓ | ✓ |
| | Potential impacts on community (noise, vibration, dust and odour) | ✓ | ✓ | ✗ |
| Financial | Capital costs | ✓ | ✓ | ✓ |
| | Operation and maintenance costs | ✓ | ✓ | ✓ |
| | Lifecycle costs | ✓ | ✓ | ✓ |
| Legal & Jurisdictional | Property acquisition | ✓ | ✓ | ✗ |
| | Permitting and approval requirements | ✓ | ✓ | ✓ |
| Overall Score | | Most Preferred | Less Preferred | Less Preferred |

Shaft 1B was selected because:

- It enables tunnelled sewer construction to Queensway from the West side of the creek minimizing potential impact to the natural environment in the valley
- It supports the open cut construction required to connect to the Etobicoke Creek trunk sewer
- It provides an open accessible connection point to the East Trunk sewer which runs parallel to the creek
- It provides an opportunity to mitigate and remediate the existing and future sewer against erosion
- It reduces construction risk to creek due to minimized new sewer length in the valley
- It has an existing access route for construction, maintenance and operation on the east side of creek
- It enables restoration to natural area on the west side of Creek

Shaft Alternatives: Queensway East and Etobicoke Creek

Shaft Site Alternative Locations

Shaft 2 is required to support constructability of the tunnelled alignment along Queensway East and south to connect to the existing sewer in Etobicoke Creek valley. Two alternatives were selected for evaluation.



Shaft Site Alternative Evaluation Matrix

| Factor | Evaluation Criteria | Shaft 2A | Shaft 2B |
|---|---|-----------------------|-----------------------|
| Technical Constructability & Flexibility | Accessibility | ✓ | ✗ |
| | Compatibility with existing/planned infrastructure | ✓ | ✓ |
| | Impacts to existing utilities | ✓ | ✗ |
| | Ease of construction | ✓ | ✗ |
| | Flexibility of system operations and operational security | ✓ | ✗ |
| Environmental | Impacts on water features / resources | ✓ | ✓ |
| | Impact on trees | ✓ | ✓ |
| | Impacts to Species at Risk | ✓ | ✓ |
| Socio-economic & Cultural | Impacts on traffic/ transit conditions | ✓ | ✓ |
| | Cultural heritage / archaeological considerations | ✓ | ✓ |
| | Potential impacts on community (noise, vibration, dust and odour) | ✓ | ✗ |
| Financial | Capital costs | ✓ | ✗ |
| | Operation and maintenance costs | ✓ | ✗ |
| | Lifecycle costs | ✓ | ✗ |
| Legal & Jurisdictional | Property acquisition | ✓ | ✗ |
| | Permitting and approval requirements | ✓ | ✗ |
| Overall Score | | Most Preferred | Less Preferred |

Shaft 2A was selected because:

- It supports the tunnelled construction of the Queensway sewer alignment on the northside of the road
- It supports the tunnelled construction of the sewer alignment from Queensway to existing sewer in the Etobicoke Creek Valley
- It provides a good buffer between residential properties
- It avoids conflicts with hydro corridor on the southside of the road
- It provides best accessibility

Shaft Alternatives: Queensway East and Dixie Road

Shaft Site Alternative Locations

Shaft 3 is required to support constructability of the tunnelled alignment along Queensway East as well as to connect into the existing trunk sewer on Dixie Road. This connection is required to support the overall strategy for diverting flows and increasing capacity within the system.

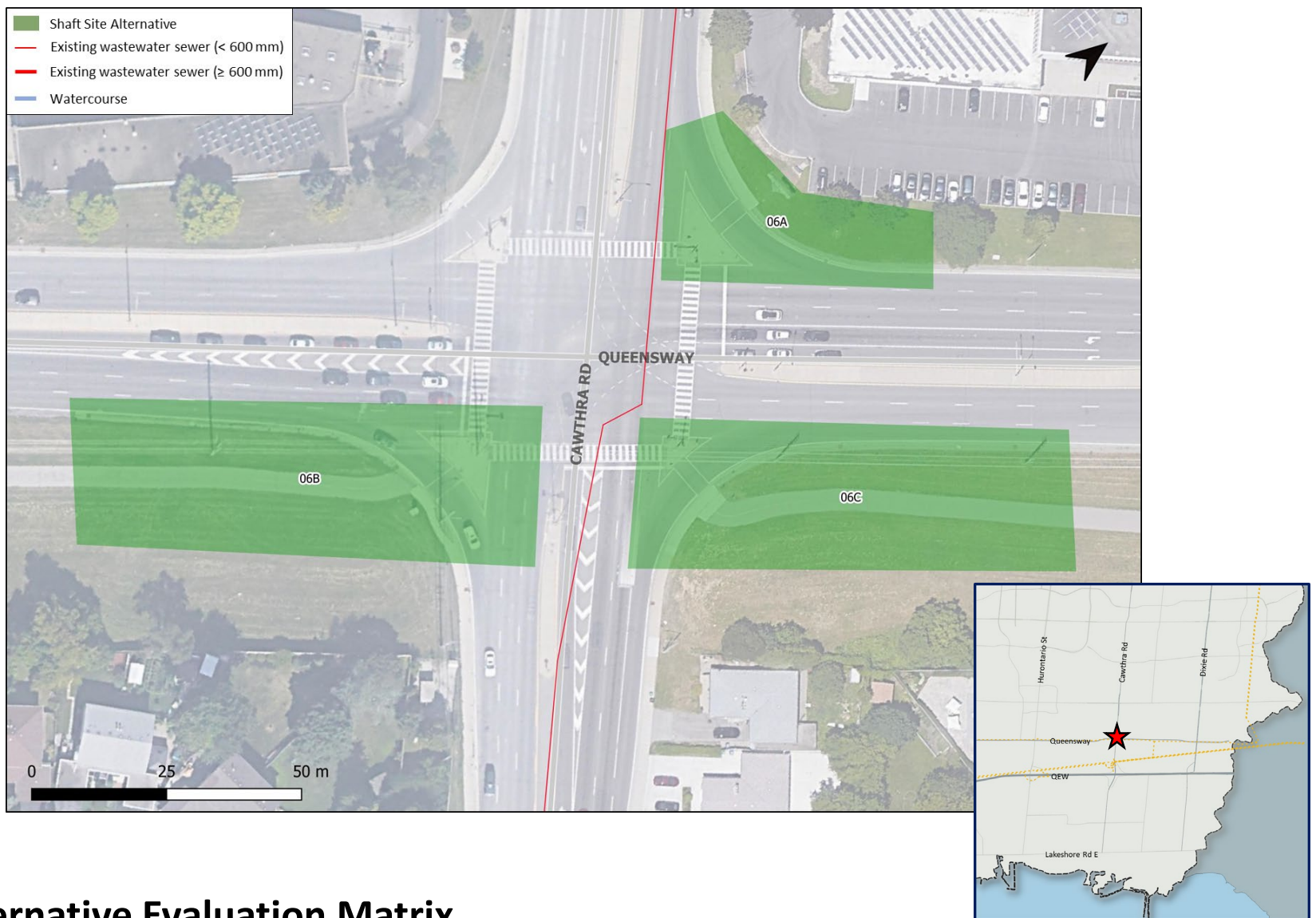
Four alternatives were selected for evaluation. **Further investigations are required at this location to evaluate and select the preferred shaft alternative.**



Shaft Alternatives: Queensway East and Cawthra Road

Shaft Site Alternative Locations

Shaft 6 is required to support constructability of the tunnelled alignment along Queensway East and Cawthra Road as well as to connect into the proposed trunk sewer along Cawthra Road. This connection is required to support the overall strategy for diverting flows and increasing capacity within the system. Three alternatives were selected for evaluation.



Shaft Site Alternative Evaluation Matrix

| Factor | Evaluation Criteria | Shaft 6A | Shaft 6B | Shaft 6C |
|--|---|-----------------------|-----------------------|-----------------------|
| Technical Constructability & Flexibility | Accessibility | ✓ | ✗ | ✗ |
| | Compatibility with existing/planned infrastructure | ✓ | ✓ | ✓ |
| | Impacts to existing utilities | ✓ | ✗ | ✗ |
| | Ease of construction | ✓ | ✗ | ✗ |
| | Flexibility of system operations and operational security | ✓ | ✗ | ✗ |
| Environmental | Impacts on water features / resources | ✓ | ✓ | ✓ |
| | Impact on trees | ✓ | ✓ | ✓ |
| | Impacts to Species at Risk | ✓ | ✓ | ✓ |
| Socio-economic & Cultural | Impacts on traffic/ transit conditions | ✗ | ✓ | ✓ |
| | Cultural heritage / archaeological considerations | ✓ | ✓ | ✓ |
| | Potential impacts on community (noise, vibration, dust and odour) | ✓ | ✗ | ✗ |
| Financial | Capital costs | ✓ | ✓ | ✓ |
| | Operation and maintenance costs | ✓ | ✓ | ✓ |
| | Lifecycle costs | ✓ | ✓ | ✓ |
| Legal & Jurisdictional | Property acquisition | ✓ | ✗ | ✗ |
| | Permitting and approval requirements | ✓ | ✗ | ✗ |
| Overall Score | | Most Preferred | Less Preferred | Less Preferred |

Shaft 6A was selected because:

- It supports the tunnelled construction of the Queensway and Cawthra sewer alignments
- It allows for a north side sewer alignment along Queensway, avoiding road crossings
- It avoids conflicts with existing utilities
- It provides a good buffer between residential properties

Shaft Alternatives: Queensway East and Tedlo Street

Shaft Site Alternative Locations

Shaft 7 is required to support constructability of the tunnelled alignment along Queensway East as well as to connect into the existing local sewer along Tedlo. This connection is required to support the overall strategy for diverting flows, increasing capacity within the system and reducing wet weather issues downstream. The connection to the local sewer will require open cut construction to accommodate the shallow depth of the existing pipe. Two alternatives were selected for evaluation.



Shaft Site Alternative Evaluation Matrix

| Factor | Evaluation Criteria | Shaft 7A | Shaft 7B |
|---|---|-----------------------|-----------------------|
| Technical Constructability & Flexibility | Accessibility | ✓ | ✓ |
| | Compatibility with existing/planned infrastructure | ✓ | ✗ |
| | Impacts to existing utilities | ✓ | ✗ |
| | Ease of construction | ✓ | ✗ |
| | Flexibility of system operations and operational security | ✓ | ✓ |
| Environmental | Impacts on water features / resources | ✓ | ✓ |
| | Impact on trees | ✓ | ✓ |
| | Impacts to Species at Risk | ✓ | ✓ |
| Socio-economic & Cultural | Impacts on traffic/ transit conditions | ✓ | ✓ |
| | Cultural heritage / archaeological considerations | ✓ | ✓ |
| | Potential impacts on community (noise, vibration, dust and odour) | ✓ | ✗ |
| Financial | Capital costs | ✓ | ✓ |
| | Operation and maintenance costs | ✓ | ✓ |
| | Lifecycle costs | ✓ | ✓ |
| Legal & Jurisdictional | Property acquisition | ✓ | ✓ |
| | Permitting and approval requirements | ✓ | ✓ |
| Overall Score | | Most Preferred | Less Preferred |

Site 7A was selected because:

- It supports the tunnelled construction of the Queensway sewer alignment on the northside of the road
- It supports the open cut construction required to connect to the local sewer at Tedlo
- It allows for a north side sewer alignment, avoiding road crossings
- It avoids conflicts with existing utilities

Shaft Alternatives: Queensway East and Hensall Street

Shaft Site Alternative Locations

Shaft 8 is required to support constructability of the tunnelled alignment along Queensway as well as to connect into the existing local sewer along Hensall and the local sewer located to the west of Hensall (Hensall West). This connection is required to support the overall strategy for diverting flows, increasing capacity within the system and reducing wet weather issues downstream. The connection to the local sewer will require open cut construction to accommodate the shallow depth of the existing pipe. Two alternatives were selected for evaluation.



Shaft Site Alternative Evaluation Matrix

| Factor | Evaluation Criteria | Shaft 8A | Shaft 8B |
|---|---|-----------------------|-----------------------|
| Technical Constructability & Flexibility | Accessibility | ✓ | ✓ |
| | Compatibility with existing/planned infrastructure | ✗ | ✓ |
| | Impacts to existing utilities | ✓ | ✓ |
| | Ease of construction | ✗ | ✓ |
| | Flexibility of system operations and operational security | ✗ | ✓ |
| Environmental | Impacts on water features / resources | ✓ | ✓ |
| | Impact on trees | ✗ | ✗ |
| | Impacts to Species at Risk | ✓ | ✓ |
| Socio-economic & Cultural | Impacts on traffic/ transit conditions | ✓ | ✓ |
| | Cultural heritage / archaeological considerations | ✓ | ✓ |
| | Potential impacts on community (noise, vibration, dust and odour) | ✗ | ✗ |
| Financial | Capital costs | ✓ | ✓ |
| | Operation and maintenance costs | ✓ | ✓ |
| | Lifecycle costs | ✓ | ✓ |
| Legal & Jurisdictional | Property acquisition | ✗ | ✗ |
| | Permitting and approval requirements | ✓ | ✓ |
| Overall Score | | Less Preferred | Most Preferred |

Site 8B was selected because:

- It supports the tunnelled construction of the Queensway sewer alignment on the northside of the road
- It supports the open cut construction required to connect to the local sewers at Hensall and Hensall West
- It allows for a north side sewer alignment, avoiding road crossings

Shaft Alternatives: Queensway East and Cliff Road

Shaft Site Alternative Locations

Shaft 9 is required to support constructability of the tunnelled alignment along Queensway East as well as to connect into the existing local sewer along Cliff. This connection is required to support the overall strategy for diverting flows, increasing capacity within the system and reducing wet weather issues downstream. The connection to the local sewer will require open cut construction to accommodate the shallow depth of the existing pipe. Three alternatives were selected for evaluation.



Shaft Site Alternative Evaluation Matrix

| Factor | Evaluation Criteria | Shaft 9A | Shaft 9B | Shaft 9C |
|---|---|-----------------------|-----------------------|-----------------------|
| Technical Constructability & Flexibility | Accessibility | ✓ | ✗ | ✓ |
| | Compatibility with existing/planned infrastructure | ✗ | ✓ | ✓ |
| | Impacts to existing utilities | ✗ | ✓ | ✗ |
| | Ease of construction | ✗ | ✗ | ✓ |
| | Flexibility of system operations and operational security | ✓ | ✓ | ✓ |
| Environmental | Impacts on water features / resources | ✓ | ✓ | ✓ |
| | Impact on trees | ✗ | ✗ | ✗ |
| | Impacts to Species at Risk | ✓ | ✓ | ✓ |
| Socio-economic & Cultural | Impacts on traffic/ transit conditions | ✓ | ✗ | ✓ |
| | Cultural heritage / archaeological considerations | ✓ | ✓ | ✓ |
| | Potential impacts on community (noise, vibration, dust and odour) | ✓ | ✗ | ✓ |
| Financial | Capital costs | ✓ | ✓ | ✓ |
| | Operation and maintenance costs | ✓ | ✓ | ✓ |
| | Lifecycle costs | ✓ | ✓ | ✓ |
| Legal & Jurisdictional | Property acquisition | ✓ | ✗ | ✓ |
| | Permitting and approval requirements | ✓ | ✗ | ✓ |
| Overall Score | | Less Preferred | Less Preferred | Most Preferred |

Site 9C was selected because:

- It supports the tunnelled construction of the Queensway sewer alignment on the northside of the road
- It supports the open cut construction required to connect to the local sewer at Cliff
- It allows for a north side sewer alignment, avoiding road crossings
- It provides good accessibility
- It increases the buffer between the school (south side)

Shaft Alternatives: Queensway East and Cooksville Creek

Shaft Site Alternative Locations

Shaft 11 is required to support constructability of the tunnelled alignment along Queensway East as well as to connect into the existing Cooksville Creek trunk sewer. This connection is required to support the overall strategy for diverting flows and increasing capacity within the system. A Hazard Assessment is currently underway at this location to support the construction methodology for the creek crossing and connection to the Cooksville Creek trunk sewer. Two alternatives were selected for evaluation.



Shaft Site Alternative Evaluation Matrix

| Factor | Evaluation Criteria | Shaft 11A | Shaft 11B |
|---|---|-----------------------|-----------------------|
| Technical Constructability & Flexibility | Accessibility | ✓ | ✗ |
| | Compatibility with existing/planned infrastructure | ✓ | ✓ |
| | Impacts to existing utilities | ✓ | ✗ |
| | Ease of construction | ✓ | ✗ |
| | Flexibility of system operations and operational security | ✓ | ✓ |
| Environmental | Impacts on water features / resources | ✓ | ✓ |
| | Impact on trees | ✓ | ✗ |
| | Impacts to Species at Risk | ✓ | ✗ |
| Socio-economic & Cultural | Impacts on traffic/ transit conditions | ✓ | ✓ |
| | Cultural heritage / archaeological considerations | ✓ | ✓ |
| | Potential impacts on community (noise, vibration, dust and odour) | ✓ | ✗ |
| Financial | Capital costs | ✓ | ✓ |
| | Operation and maintenance costs | ✓ | ✓ |
| | Lifecycle costs | ✓ | ✓ |
| Legal & Jurisdictional | Property acquisition | ✓ | ✗ |
| | Permitting and approval requirements | ✓ | ✗ |
| Overall Score | | Most Preferred | Less Preferred |

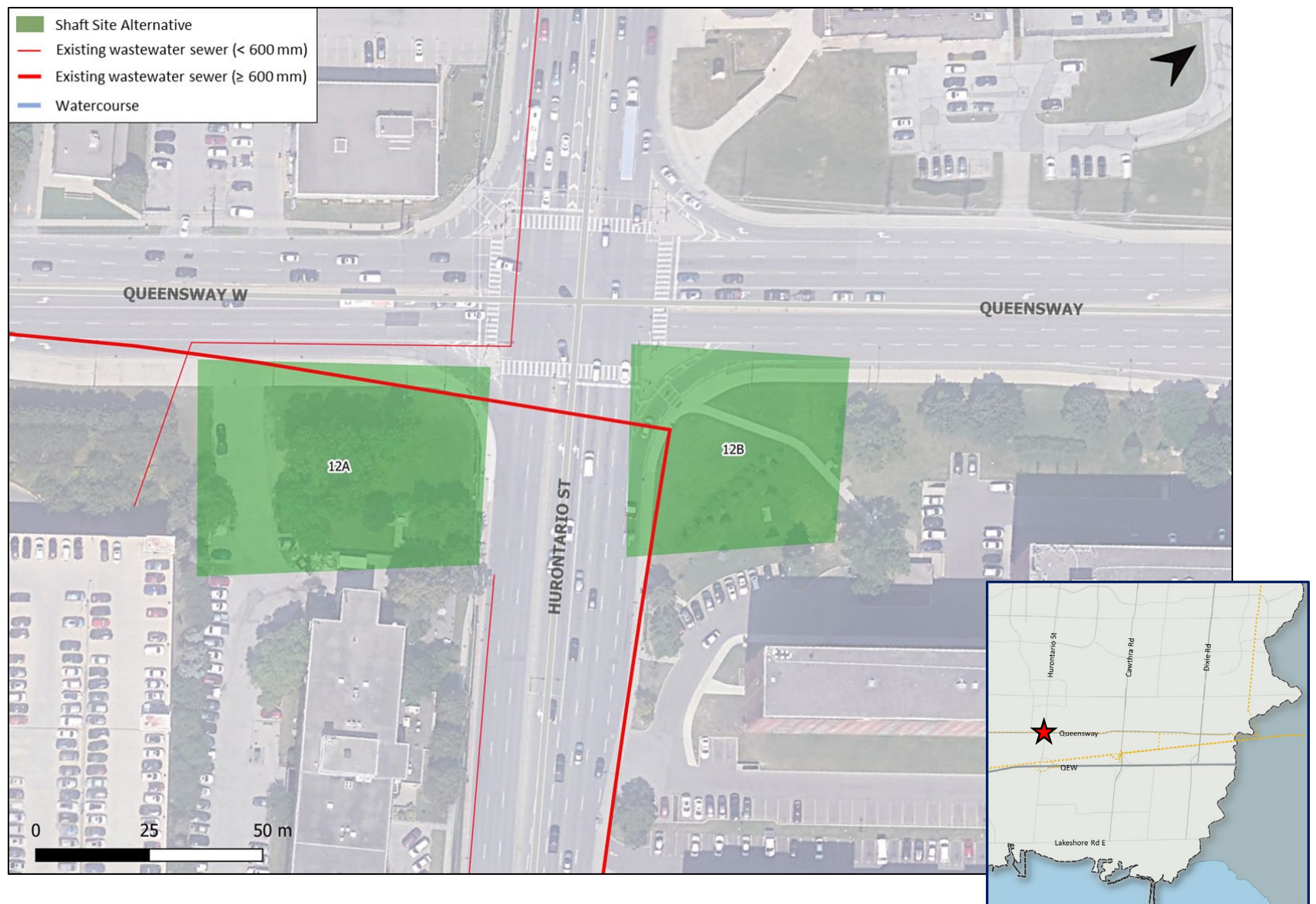
Site 11A was selected because:

- It supports the tunnelled construction of the Queensway sewer alignment on the northside of the road
- It provides a connection point to the Cooksville Creek trunk sewer
- It allows for a north side sewer alignment, avoiding road crossings
- It provides best availability in land
- It minimizes impacts to trees
- It is outside of City park lands

Shaft Alternatives: Queensway East and Hurontario Street

Shaft Site Alternative Locations

Shaft 12 is required to support constructability of the tunnelled alignment along Queensway East as well as to connect into the existing trunk sewer along Queensway. This connection is required to support the overall strategy for diverting flows and increasing capacity within the system. Two alternatives were selected for evaluation.



Shaft Site Alternative Evaluation Matrix

| Factor | Evaluation Criteria | Shaft 12A | Shaft 12B |
|---|---|-----------------------|-----------------------|
| Technical Constructability & Flexibility | Accessibility | ✗ | ✓ |
| | Compatibility with existing/planned infrastructure | ✗ | ✓ |
| | Impacts to existing utilities | ✗ | ✓ |
| | Ease of construction | ✗ | ✓ |
| | Flexibility of system operations and operational security | ✗ | ✓ |
| Environmental | Impacts on water features / resources | ✓ | ✓ |
| | Impact on trees | ✓ | ✓ |
| | Impacts to Species at Risk | ✓ | ✓ |
| Socio-economic & Cultural | Impacts on traffic/ transit conditions | ✗ | ✗ |
| | Cultural heritage / archaeological considerations | ✓ | ✓ |
| | Potential impacts on community (noise, vibration, dust and odour) | ✓ | ✓ |
| Financial | Capital costs | ✗ | ✓ |
| | Operation and maintenance costs | ✓ | ✓ |
| | Lifecycle costs | ✗ | ✓ |
| Legal & Jurisdictional | Property acquisition | ✗ | ✓ |
| | Permitting and approval requirements | ✓ | ✓ |
| Overall Score | | Less Preferred | Most Preferred |

Site 12B was selected because:

- It supports the tunnelled construction of the Queensway sewer
- It provides the best connection point to the Queensway trunk sewer
- It avoids conflicts with planned infrastructure
- It avoids conflicts with utilities

Shaft Alternatives: Cawthra Road and Dundas Street

Shaft Site Alternative Locations

Shaft 14 is required to support constructability of the tunnelled alignment along Cawthra Road as well as connect into the in-construction trunk sewer along Cawthra Road. This connection is required to support the overall strategy for diverting flows and increasing capacity within the system. Three alternatives were selected for evaluation.



Shaft Site Alternative Evaluation Matrix

| Factor | Evaluation Criteria | Shaft 14A | Shaft 14B | Shaft 14C |
|--|---|----------------|----------------|----------------|
| Technical Constructability & Flexibility | Accessibility | x | ✓ | x |
| | Compatibility with existing/planned infrastructure | x | ✓ | x |
| | Impacts to existing utilities | ✓ | ✓ | ✓ |
| | Ease of construction | x | ✓ | x |
| | Flexibility of system operations and operational security | x | ✓ | x |
| Environmental | Impacts on water features / resources | ✓ | ✓ | ✓ |
| | Impact on trees | ✓ | ✓ | ✓ |
| | Impacts to Species at Risk | ✓ | ✓ | ✓ |
| Socio-economic & Cultural | Impacts on traffic/ transit conditions | x | ✓ | x |
| | Cultural heritage / archaeological considerations | ✓ | ✓ | ✓ |
| | Potential impacts on community (noise, vibration, dust and odour) | x | ✓ | x |
| Financial | Capital costs | x | ✓ | x |
| | Operation and maintenance costs | ✓ | ✓ | ✓ |
| | Lifecycle costs | x | ✓ | x |
| Legal & Jurisdictional | Property acquisition | x | ✓ | x |
| | Permitting and approval requirements | ✓ | ✓ | ✓ |
| Overall Score | | Less Preferred | Most Preferred | Less Preferred |

Site 14B was selected because:

- It supports the tunnelled construction of the Cawthra sewer
- It is the current compound for the in-construction Cawthra Trunk sewer which is a key connection point
- It provides a good buffer between commercial and industrial areas
- It avoids potential lane closures along Dundas Street

Shaft Alternatives: Burnhamthorpe Road and Cawthra Road

Shaft Site Alternative Locations

Shaft 15 is required to support constructability of the tunnelled alignment along Cawthra Road and Burnhamthorpe Road as well as to connect into the in-construction trunk sewer along Cawthra Road and Burnhamthorpe Road. This connection is required to support the overall strategy for diverting flows and increasing capacity within the system. Three alternatives were selected for evaluation.



Shaft Site Alternative Evaluation Matrix

| Factor | Evaluation Criteria | Shaft 15A | Shaft 15B | Shaft 15C |
|--|---|----------------|----------------|----------------|
| Technical Constructability & Flexibility | Accessibility | x | x | ✓ |
| | Compatibility with existing/planned infrastructure | x | x | ✓ |
| | Impacts to existing utilities | ✓ | ✓ | ✓ |
| | Ease of construction | x | x | ✓ |
| | Flexibility of system operations and operational security | x | x | ✓ |
| Environmental | Impacts on water features / resources | ✓ | ✓ | ✓ |
| | Impact on trees | ✓ | ✓ | ✓ |
| | Impacts to Species at Risk | ✓ | ✓ | ✓ |
| Socio-economic & Cultural | Impacts on traffic/ transit conditions | ✓ | ✓ | ✓ |
| | Cultural heritage / archaeological considerations | ✓ | ✓ | ✓ |
| | Potential impacts on community (noise, vibration, dust and odour) | x | x | x |
| Financial | Capital costs | ✓ | ✓ | ✓ |
| | Operation and maintenance costs | ✓ | ✓ | ✓ |
| | Lifecycle costs | ✓ | ✓ | ✓ |
| Legal & Jurisdictional | Property acquisition | x | x | ✓ |
| | Permitting and approval requirements | ✓ | ✓ | ✓ |
| Overall Score | | Less Preferred | Less Preferred | Most Preferred |

Site 15C was selected because:

- It supports the tunnelled construction of the Burnhamthorpe sewer alignment on the northside of the road
- It is the current compound for the in-construction Cawthra trunk sewer which is a key connection point
- It allows for a north side sewer alignment, avoiding road crossings
- It minimizes impacts to trees

Shaft Alternatives: Burnhamthorpe Road and Central Parkway

Shaft Site Alternative Locations

Shaft 17 is required to support constructability of the tunnelled alignment along Burnhamthorpe Road as well as connect into the trunk sewer along Burnhamthorpe Road. This connection is required to support the overall strategy for diverting flows and increasing capacity within the system. Four alternatives were selected for evaluation.



Shaft Site Alternative Evaluation Matrix

| Factor | Evaluation Criteria | Shaft 17A | Shaft 17B | Shaft 17C | Shaft 17D |
|--|---|-----------------------|-----------------------|-----------------------|-----------------------|
| Technical Constructability & Flexibility | Accessibility | x | ✓ | ✓ | x |
| | Compatibility with existing/planned infrastructure | x | ✓ | ✓ | x |
| | Impacts to existing utilities | ✓ | ✓ | ✓ | ✓ |
| | Ease of construction | x | ✓ | ✓ | x |
| | Flexibility of system operations and operational security | x | ✓ | ✓ | x |
| Environmental | Impacts on water features / resources | ✓ | ✓ | ✓ | ✓ |
| | Impact on trees | ✓ | ✓ | ✓ | x |
| | Impacts to Species at Risk | ✓ | ✓ | ✓ | ✓ |
| Socio-economic & Cultural | Impacts on traffic/ transit conditions | ✓ | x | ✓ | x |
| | Cultural heritage / archaeological considerations | ✓ | ✓ | ✓ | ✓ |
| | Potential impacts on community (noise, vibration, dust and odour) | ✓ | ✓ | x | x |
| Financial | Capital costs | ✓ | ✓ | ✓ | ✓ |
| | Operation and maintenance costs | ✓ | ✓ | ✓ | ✓ |
| | Lifecycle costs | ✓ | ✓ | ✓ | ✓ |
| Legal & Jurisdictional | Property acquisition | x | x | ✓ | x |
| | Permitting and approval requirements | ✓ | ✓ | ✓ | ✓ |
| Overall Score | | Less Preferred | Less Preferred | Most Preferred | Less Preferred |

Site 17C was selected because:

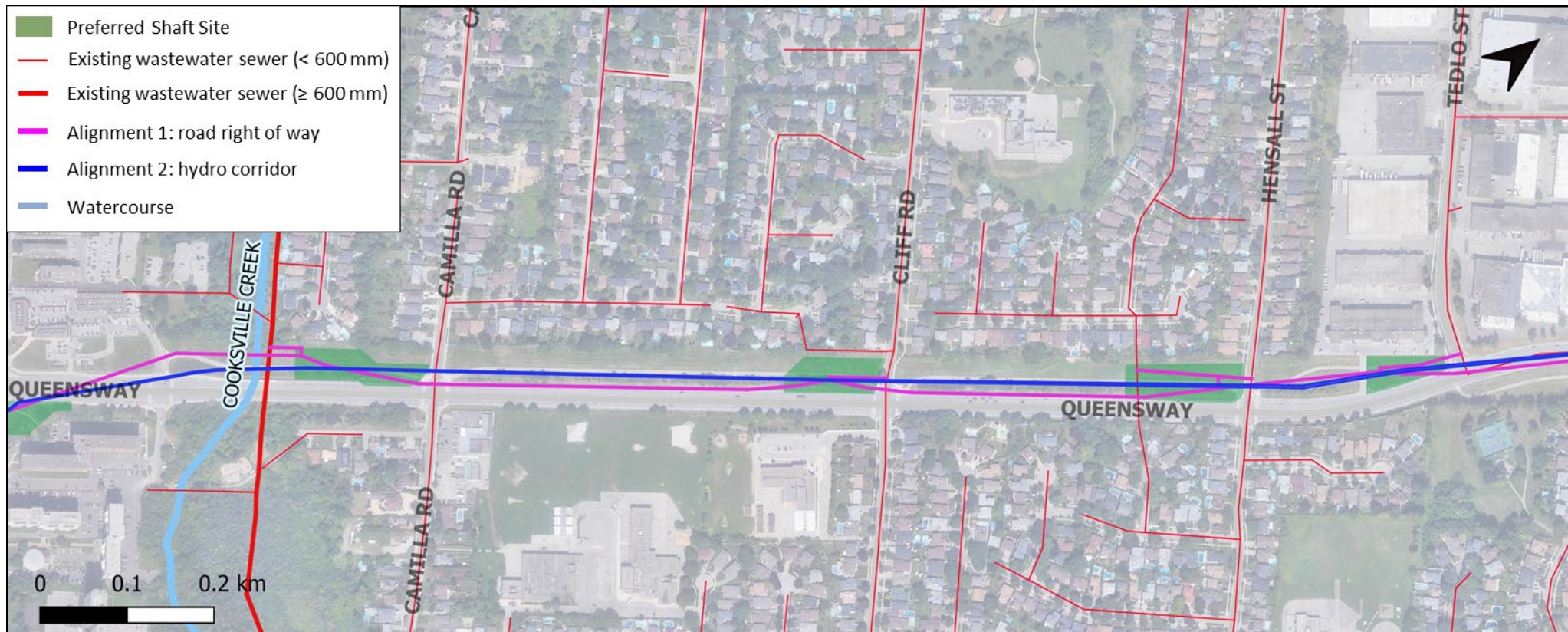
- It supports the tunnelled construction of the Burnhamthorpe sewer alignment on the northside of the road
- It provides the best connection point to the Central Parkway trunk sewer
- It allows for a north side sewer alignment, avoiding road crossings
- It minimizes impacts to trees

Sewer Route Alternatives: Queensway East

Sewer Route Alternative Locations

The Queensway East sewer route runs between Hurontario Street and Etobicoke Creek. This alignment supports flow flexibility and capacity increases within the system by connecting to key existing sewers including at Hurontario, Cooksville Creek, Cliff, Hensall and Hensall West, Tedlo and Cawthra. There were two sewer route alternatives available between Hurontario Street to Tedlo Street.

- Alignment 1 is within the road right of way
- Alignment 2 is within the hydro corridor



Sewer Route Alternative Evaluation Matrix

| Factor | Evaluation Criteria | Alignment 1 Road right of way | Alignment 2 Hydro corridor |
|--|---|----------------------------------|-------------------------------|
| Technical Constructability & Flexibility | Accessibility | ✓ | ✓ |
| | Compatibility with existing/planned infrastructure | ✓ | ✓ |
| | Impacts to existing utilities | ✓ | ✗ |
| | Ease of construction | ✗ | ✓ |
| | Flexibility of system operations and operational security | ✓ | ✓ |
| Environmental | Impacts on water features / resources | ✓ | ✓ |
| | Impact on trees | ✓ | ✓ |
| | Impacts to Species at Risk | ✓ | ✓ |
| Socio-economic & Cultural | Impacts on traffic/ transit conditions | ✓ | ✓ |
| | Cultural heritage / archaeological considerations | ✓ | ✓ |
| | Potential impacts on community (noise, vibration, dust and odour) | ✓ | ✓ |
| Financial | Capital costs | ✓ | ✗ |
| | Operation and maintenance costs | ✓ | ✓ |
| | Lifecycle costs | ✓ | ✗ |
| Legal & Jurisdictional | Property acquisition | ✓ | ✗ |
| | Permitting and approval requirements | ✓ | ✓ |
| Overall Score | | Most Preferred | Less Preferred |
| Alignment 1 was selected because: <ul style="list-style-type: none"> • Less potential for conflicts with existing or future utilities • Construction within previously disturbed area (road ROW) • Lower costs for permanent easements | | | |

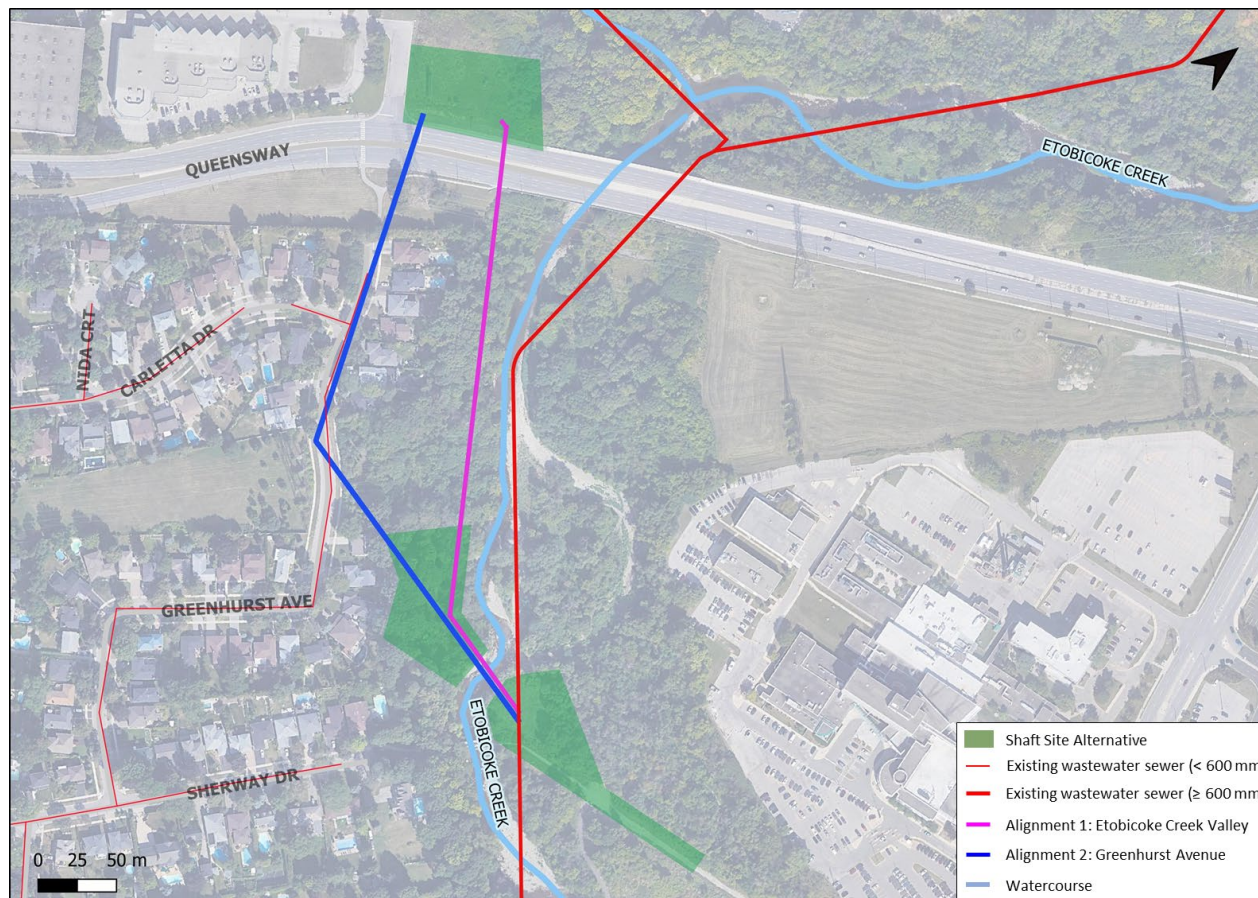
Sewer Route Alternatives: Etobicoke Creek

Sewer Route Alternative Locations

The Etobicoke Creek alignment provides the key connection to the downstream point of the alignment. There were two alternative sewer route alignments available along Etobicoke Creek:

- Alignment 1 is within the Etobicoke Creek valley
- Alignment 2 is along Greenhurst Avenue. This alignment requires an additional shaft and manhole located on Greenhurst Avenue

Both alternatives require open cut construction to cross Etobicoke Creek to connect to the east side shaft location at Etobicoke Creek and Sherway Drive to connect to the existing trunk sewer.



Sewer Route Alternative Evaluation Matrix

| Factor | Evaluation Criteria | Alignment 1 Etobicoke Creek Valley | Alignment 2 Greenhurst Avenue |
|--|---|--|-------------------------------------|
| Technical Constructability & Flexibility | Accessibility | ✓ | ✗ |
| | Compatibility with existing/planned infrastructure | ✓ | ✓ |
| | Impacts to existing utilities | ✓ | ✗ |
| | Ease of construction | ✓ | ✗ |
| | Flexibility of system operations and operational security | ✓ | ✓ |
| Environmental | Impacts on water features / resources | ✗ | ✗ |
| | Impact on trees | ✗ | ✗ |
| | Impacts to Species at Risk | ✗ | ✗ |
| Socio-economic & Cultural | Impacts on traffic/ transit conditions | ✓ | ✗ |
| | Cultural heritage / archaeological considerations | ✓ | ✓ |
| | Potential impacts on community (noise, vibration, dust and odour) | ✓ | ✗ |
| Financial | Capital costs | ✓ | ✗ |
| | Operation and maintenance costs | ✓ | ✗ |
| | Lifecycle costs | ✓ | ✗ |
| Legal & Jurisdictional | Property acquisition | ✓ | ✗ |
| | Permitting and approval requirements | ✓ | ✓ |
| Overall Score | | Most Preferred | Less Preferred |

Alignment 1 was selected because:

- Minimizes number of required shaft sites
- Avoids construction within residential neighborhood
- Avoids construction traffic along residential roads
- Avoids conflicts with existing utilities
- Straighter alignment provides improved flow hydraulics

Appendix E - Comments

Sandra Anastasio - GM BluePlan

From: Sandra Anastasio - GM BluePlan
Sent: Monday, July 26, 2021 4:12 PM
To: Suzanne Bevan
Cc: Adam Miller; Trina Seguin; Alistair Jolly; Chris Campbell - GM BluePlan; Lee, Justin
Subject: RE: CFN 61697 TRCA Response to Phase 1 -3 Materials, Wastewater Capacity Improvements in Central Mississauga, Environmental Assessment
Attachments: 210726 TRCA Formal Response to Comments (Appendix A).pdf

Hi Suzanne,

Thank you for providing your feedback. The Region acknowledges TRCA's concerns at Shaft 1B. During the Pre-PIC No. 2 consultation meeting on June 1, 2021, GM BluePlan and the Region provided additional measures to minimize construction and long-term impacts at this location:

- Removal of manhole on west side of creek to avoid long term access requirements
- Restoration of west side of creek to original or improved condition
- Reinforcement of existing sewer at Etobicoke Creek to minimize erosion impacts

Please find attached the formal responses to TRCA comments (Appendix A).

The Region will continue to work with TRCA throughout the project to implement the preferred construction and erosion mitigation measures.

Thank you,
Sandra

Sandra Anastasio, B.Sc., M.Env.Sc., EPT
Infrastructure Planning

GM BluePlan Engineering Limited
Royal Centre | 3300 Highway No. 7, Suite 402 | Vaughan ON L4K 4M3
t: 416.703.0667 ext. 7217 | c: 416.428.2836
sandra.anastasio@gmblueplan.ca | www.gmblueplan.ca



From: Lee, Justin <Justin.Lee@peelregion.ca>
Sent: Tuesday, May 25, 2021 2:07 PM
To: Suzanne Bevan <Suzanne.Bevan@trca.ca>
Cc: Sandra Anastasio - GM BluePlan <Sandra.Anastasio@gmblueplan.ca>; Adam Miller <Adam.Miller@trca.ca>; Trina Seguin <Trina.Seguin@trca.ca>; Alistair Jolly <Alistair.Jolly@trca.ca>; Borowiec, Laura <laura.borowiec@peelregion.ca>; Pitura, Andrea <Andrea.Pitura@peelregion.ca>; Chris Campbell - GM BluePlan <chris.campbell@gmblueplan.ca>
Subject: RE: CFN 61697 TRCA Response to Phase 1 -3 Materials, Wastewater Capacity Improvements in Central Mississauga, Environmental Assessment

Hi Suzanne,

Good afternoon and thank you for sending the comments through to us! We appreciate the feedback. We'll have a review of the TRCA comments prior to the meeting next week. We can discuss how the Region is planning to address / has addressed the TRCA's concerns at the meeting.

If you require anything from us (the Region and/or GMBP) prior to the June 1st meeting, please feel free to let me know.

Thanks,

Justin Lee, P.Eng.

Project Manager, Infrastructure Planning & Asset Management, Growth and Water Resources
Region of Peel
10 Peel Centre Drive, Suite A (4th Floor)
Brampton, ON L6T 4B9
Cell: (647) 280-5481
Tel: (905) 791-7800



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<http://www.peelregion.ca/corpserv/10pcd-expansion/map.htm>

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

Sent: May 25, 2021 1:36 PM

To: Lee, Justin <Justin.Lee@peelregion.ca>

Cc: Sandra Anastasio - GM BluePlan <Sandra.Anastasio@gmblueplan.ca>; Adam Miller <Adam.Miller@trca.ca>; Trina Seguin <Trina.Seguin@trca.ca>; Alistair Jolly <Alistair.Jolly@trca.ca>

Subject: CFN 61697 TRCA Response to Phase 1 -3 Materials, Wastewater Capacity Improvements in Central Mississauga, Environmental Assessment

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

Hi Justin,

Please see attached response to Phase 1 -3 materials.

Please note that staff does not have any comments on the meeting minutes of March 1, 2021.

Staff look forward to the June 1, 2021 meeting to review the preliminary preferred design concept at Etobicoke Creek.

Thank you,
Suzanne

Suzanne Bevan, B.Sc. (Hons), ENV SP
Senior Manager

Infrastructure Planning and Permits – Peel/York | Development and Engineering Services

T: (416) 661-6600 ext. 5759

C: (647) 924-5467

E: suzanne.bevan@trca.ca

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



May 25, 2021

CFN 61697

BY E-MAIL ONLY (justin.lee@peelregion.ca)

Justin Lee
Project Manager
10 Peel Centre Drive
Brampton, ON
L6T 4B9

Dear Mr. Lee:

**Re: Phases 1-3
Wastewater Capacity Improvements in Central Mississauga
Municipal Class Environmental Assessment – Schedule C
Etobicoke Creek Watershed; City of Mississauga; Regional Municipality of Peel**

Toronto and Region Conservation Authority (TRCA) staff received the Phase 1-3 materials and March 1, 2021 meeting materials and minutes on April 16, 2021.

The Region of Peel initiated a Municipal Class Environment Assessment in March 2019 for the Wastewater Capacity Improvements in Central Mississauga. The objective of this study is to investigate alternative long-term wastewater servicing strategies, routes, and design concepts for the Central Mississauga wastewater system. The study is currently in Phase 3 of the Class EA process to evaluate and identify the preliminary preferred design concept.

TRCA reviewed and commented on the Hydraulic and Geomorphic Hazard Assessment and provided comments on October 2020. On March 1, 2021 TRCA met with the project team and were provided an update on the EA study and presented the conceptual design, with a focus at the Etobicoke Creek location.

While staff acknowledge the technical constraints related to the required servicing, staff remain to have concerns related to the alignment and preferred shaft location (1B) and the proposed open cut of the Etobicoke Creek at that location. TRCA staff are concerned about the feasibility of construction, potential for the creek to impact the proposed (and the existing) sanitary trunk as a result of lateral movement or bed undercutting including the impact of required mitigation measures on the Etobicoke Creek and the implementation of appropriate monitoring of the site to ensure emergency situations do not arise that will result in further impacts to the creek, trails and restoration projects. Additional detailed comments are provided in Appendix A. Staff understand that some details may not be available at this stage but request that they be addressed in the EA report. TRCA looks forward to working with the Region as this project moves forward.

Please continue to communicate with TRCA property and archaeology staff to ensure required studies and approvals are in line with project schedule. Please also ensure that coordination with lower tier initiatives in this area is maintained.

RESUBMISSION REQUIREMENTS

In order to facilitate the review of the next submission, please:

1. Provide a covering letter with Central File Number (CFN 61697) quoted, summarizing how TRCA comments have been addressed.
2. Update Appendix A table to include detailed responses for each TRCA comment. For your convenience, a WORD version of Appendix A is enclosed.
3. Ensure all reports and plans/drawings are signed and stamped by a qualified professional.

Digital Submissions

1. Enclose the response cover letter and revised Appendix A, as per above.
2. Ensure all materials are submitted in PDF format, with drawings pre-scaled to print on 11"x17" pages.
3. Materials submitted through e-mail must be less than 25 MB.
4. Materials submitted through a file transfer protocol (FTP) site must be posted a minimum of two weeks.

Please contact me at extension 5759 or at suzanne.bevan@trca.ca to arrange a meeting if clarification on these comments is required.

Yours truly,



Suzanne Bevan, B.Sc. (Hons), ENV SP
Senior Manager, Infrastructure Planning and Permits
Development and Engineering Services

SB/ks

Encl.: Appendix A

BY E-MAIL

cc: Consultant: Sandra Anastasio, GM BluePlan Engineering Limited, sandra.anastasio@gmblueplan.ca
TRCA: Adam Miller, Senior Manager, Development Planning and Permits
Trina Seguin, Senior Property Agent, Assets and Risk Management
Alistair Jolly, Supervisor, Archaeology Professional Services, Restoration and
Infrastructure

Region of Peel Wastewater Capacity Improvements in Central Mississauga

| ITEM | TRCA COMMENT (May 26, 2021) | PROPONENT/CONSULTANT RESPONSE (July 26, 2021) |
|------|--|---|
| 1. | Please provide analysis of the long -term natural heritage impacts to both 1D and 1B. This analysis is requested to support review of the TRCA’s avoid, minimize, mitigate, and compensate decision making framework. | The Region will complete a natural environment impact assessment report on the preferred design concept for the Project, which will include an assessment of Project effects at Site 1B. The natural environment impact assessment will characterize the existing (baseline) natural environment present within and adjacent to proposed areas of disturbance from the Project and will include an assessment of effects from the Project on the existing natural environment, as well as recommendations for mitigation measures to avoid, minimize and, if required, compensate for effects of the Project on the existing natural environment. |
| 2. | TRCA staff note concerns with the feasibility of constructing the sewer connection at 1B (preferred site) including proposed construction methodologies). Due the to the nature of the study area (large watercourse with high flow volumes, large watercourse span, and potential flashy nature) please provide further information related to management of the construction area. | The Class EA has reviewed and undertaken supporting studies to determine that construction at the preferred site is viable and that there are temporary and permanent mitigation measures that can be used to support construction and post construction management. The Region is committed to working with TRCA during the detailed design and permitting and approvals steps to select and agree mitigation measures, remediation and operations. |
| 3. | The Region has identified that “scour and erosion protection measures are recommended for construction at Site 1B/1D including bank armoring, stream bed armoring, floodplain trench armoring, high flow weirs”. Please provide further information on the analysis or discussion on the feasibility of these measures protecting the proposed infrastructure given the watercourse size and velocity and given that 2 sewer pipes will likely require | The Region completed a Hydraulic and Geomorphic Hazard Assessment at the proposed new sewer and existing sewer location near Etobicoke Creek. The objective of this study was to identify the minimum burial depth and setback limits at the channel, and, in turn, to inform the feasibility and general design concept of implementing one or more options to protect both the proposed infrastructure and current infrastructure (at the point of connection) from future exposure. The study outlined what was considered viable mitigation options to mitigate risk of exposure including bank |

| ITEM | TRCA COMMENT (May 26, 2021) | PROPONENT/CONSULTANT RESPONSE (July 26, 2021) |
|------|---|---|
| | protection since both (current and proposed) are at risk of exposure. | armouring, stream bed armouring, floodplain trench armouring and high flow weirs. The Region is committed to working with TRCA during the detailed design and permitting and approvals steps to select and agree mitigation measures, remediation and operations |
| 4. | Please provide further information on how the infrastructure will be monitored, and the risk assessment of exposure and the subsequent emergency methods of protection. | Additional construction and mitigation measure methodology will be selected during detailed design. |
| 5. | As staff noted previously, there is the potential for the creek to impact the proposed (and the existing) sanitary trunk as a result of lateral movement or bed undercutting. However, due to the nature of the proposed works, staff would suggest the Region determine the implications associated with the proposed trunk connection and assess the risk they are willing to accept considering the likelihood of the infrastructure being exposed in the long term. | Depth of pipe at Etobicoke Creek is fixed due to required connection to the existing sewer at Queensway/Hurontario (upstream point) and Etobicoke Creek/Sherway (downstream point). Based on implementing appropriate mitigation measures as to be agreed during permitting and approvals the Region is willing to accept the risk. |

Sandra Anastasio - GM BluePlan

From: Lee, Justin <Justin.Lee@peelregion.ca>
Sent: Wednesday, June 09, 2021 9:13 AM
To: Lori-Jeanne Bolduc
Cc: Mario Gros Louis; Chris Campbell - GM BluePlan; Sandra Anastasio - GM BluePlan
Subject: RE: Central Mississauga Wastewater Environmental Assessment - Project Update

Hi Ms. Bolduc,

Good morning and thank you for your email. The Stage 1 and Stage 2 Archaeological Assessments for the project completed by Golder Associates Ltd. as well as the Stage 2 Archaeological Assessment completed by the Toronto and Region Conservation Authority (TRCA) at the Etobicoke Creek can be downloaded in the link below. Based on the findings and recommendations of the reports, no further studies are required.

This link will be available for the next 21 days: https://sendafile.gmblueplan.ca/public_uploads/2021-06-09_115504_Central_Miss_EA_-_Stage_1_&_2_Archaeological_Assessments.zip

If you have any other questions or concerns, please feel free to contact me.

Thanks,

Justin Lee, P.Eng.

Project Manager, Infrastructure Planning & Asset Management, Growth and Water Resources
Region of Peel
10 Peel Centre Drive, Suite A (4th Floor)
Brampton, ON L6T 4B9
Cell: (647) 280-5481
Tel: (905) 791-7800



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<http://www.peelregion.ca/corpserv/10pcd-expansion/map.htm>

From: Lori-Jeanne Bolduc <Lori-Jeanne.Bolduc@wendake.ca>
Sent: June 8, 2021 2:39 PM
To: Lee, Justin <Justin.Lee@peelregion.ca>
Cc: Mario Gros Louis <Mario.GrosLouis@wendake.ca>
Subject: TR: Central Mississauga Wastewater Environmental Assessment - Project Update

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Hi Justin,

Thank you for your email. Could you please provide the archaeological reports for this project? Will it be necessary to undertake stage 3 archaeology?

Best regards,

Lori-Jeanne

ATTENTION: Please note that Maxime Picard has a new position at the Huron-Wendat Nation Council and is no longer in charge of Ontario consultations. Any new consultation from Ontario must be sent to Mario Gros-Louis (mario.gros-louis@wendake.ca) and Lori-Jeanne Bolduc (lori-jeanne.bolduc@wendake.ca).

For inquiries relating specifically to archaeology (fieldwork planning, monitoring, reports review, etc.), please contact Valérie Janssen, archaeologist (valerie.janssen@wendake.ca), Jean-François Richard (jean-francois.richard@wendake.ca) and Isabelle Lechasseur (isabelle.lechasseur@wendake.ca).



NATION HURONNE-WENDAT
Bureau du Nionwentsïo

Lori-Jeanne Bolduc, M. ATDR
Conseillère en aménagement du territoire

255, Place Chef Michel-Laveau
Wendake (Qc) G0A 4V0
Téléphone : 418-843-3767 # 2211
Courriel : lori-jeanne.bolduc@wendake.ca



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De : Lee, Justin <Justin.Lee@peelregion.ca>

Envoyé : 4 juin 2021 13:51

À : Maxime Picard <Maxime.Picard@wendake.ca>; Louis Lesage <Louis.Lesage@wendake.ca>

Cc : Chris Campbell - GM BluePlan <chris.campbell@gmblueplan.ca>; Sandra Anastasio - GM BluePlan <Sandra.Anastasio@gmblueplan.ca>; Borowiec, Laura <laura.borowiec@peelregion.ca>

Objet : Central Mississauga Wastewater Environmental Assessment - Project Update

Good afternoon Mr. Lesage and Mr. Picard,

The Schedule 'C' Class Environmental Assessment (EA) study for the **Wastewater Capacity Improvements in Central Mississauga** was initiated in March 2019. The Public Information Centre No. 1 was held last year on March 10th, 2020. As a stakeholder identified within the study area, please see attached briefing note to keep you informed and updated on the current status of the project.

We have continued to progress through Phase 3 of the Class EA Study. Stakeholder meetings with the City of Mississauga, City of Toronto, Toronto and Region Conservation Authority, Credit Valley Conservation, and Hydro One

have been held to discuss the feasibility and obtain guidance as well as support the preliminary preferred design concept before Public Information Centre No. 2. We have selected a preliminary preferred route for the wastewater trunk sewer, shaft sites and construction methodology. The Public Information Centre No. 2 materials will be posted on the Region's project website [here](#) on June 22nd, 2021. There will be a two-week period following the Public Information Centre No. 2 date closing on July 6, 2021. A formal response from the project team to all questions, comments and feedback will be posted on July 20, 2021. We anticipate to finalize and file this Class EA by Fall of 2021

In the meantime, please note that myself and the project team are available to meet with you should you request it at any point during our study.

Sincerely,

Justin Lee, P.Eng.

Project Manager, Infrastructure Planning & Asset Management, Growth and Water Resources
Region of Peel
10 Peel Centre Drive, Suite A (4th Floor)
Brampton, ON L6T 4B9
Cell: (647) 280-5481
Tel: (905) 791-7800



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<http://www.peelregion.ca/corpserv/10pcd-expansion/map.htm>

Sandra Anastasio - GM BluePlan

From: Lee, Justin <Justin.Lee@peelregion.ca>
Sent: Wednesday, June 09, 2021 9:15 AM
To: Bill Snodgrass
Cc: Chris Campbell - GM BluePlan; Sandra Anastasio - GM BluePlan
Subject: RE: Peel WW Capacity Improvements in Central Miss – Notice of PIC #2

Hi Bill,

Good morning and hopefully all is well.

The Public Information Centre (PIC) No. 2 will be virtual. Materials will be available for public review as of June 22, 2021 and will provide a summary of the evaluation process and description of the preliminary preferred design concept. The PIC will not be a live event, however if you have any questions or comments, there will be a two-week question submission period from June 22, 2021 to July 6, 2021. We will provide formal responses to the comments received by July 20, 2021. Instructions on how to provide your comments will be posted on the study's website.

The study's website is included below.

peelregion.ca/pw/water/envirnonassess/scheduled-c-class-environmental-assessment.asp

Thanks,

Justin Lee, P.Eng.

Project Manager, Infrastructure Planning & Asset Management, Growth and Water Resources
Region of Peel
10 Peel Centre Drive, Suite A (4th Floor)
Brampton, ON L6T 4B9
Cell: (647) 280-5481
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From: Bill Snodgrass <Bill.Snodgrass@toronto.ca>
Sent: June 8, 2021 4:52 PM
To: Bill Snodgrass <Bill.Snodgrass@toronto.ca>
Cc: Lee, Justin <Justin.Lee@peelregion.ca>
Subject: RE: Peel WW Capacity Improvements in Central Miss – Notice of PIC #2

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

Hi Justin

Thank you to your team for sending the notice.

Is the 2nd PIC a virtual meeting with a presentation, or is it simply a review of on line project materials

Best
Bill Snodgrass
Cell 647 216 2417

From: Pamela Teddy - GM BluePlan [<mailto:Pamela.Teddy@gmblueplan.ca>]
Sent: June 8, 2021 2:51 PM
Cc: Chris Campbell - GM BluePlan <chris.campbell@gmblueplan.ca>; Lee, Justin <Justin.Lee@peelregion.ca>; Sandra Anastasio - GM BluePlan <Sandra.Anastasio@gmblueplan.ca>
Subject: Peel WW Capacity Improvements in Central Miss – Notice of PIC #2

Hello,

Attached is a Notice of Public Information Centre (PIC) #2 for the Region of Peel Wastewater Capacity Improvements in Central Mississauga Municipal Class Environmental Assessment (EA) (Schedule 'C').

If you have any questions about the study, please contact the study's project manager, Justin Lee (contact information is provided in the attached Notice).

Best Regards,

Pamela Teddy, BSc., PGER
Office Coordinator

GM BluePlan Engineering Limited
Royal Centre | 3300 Highway No. 7, Suite 402 | Vaughan ON L4K 4M3
t: 416.703.0667 ext. 7201 | c: 416.768.3914
pamela.teddy@gmblueplan.ca | www.gmblueplan.ca



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Sandra Anastasio - GM BluePlan

From: Lee, Justin <Justin.Lee@peelregion.ca>
Sent: Wednesday, June 09, 2021 12:06 AM
To: Sandra Anastasio - GM BluePlan
Cc: Chris Campbell - GM BluePlan; Borowiec, Laura; Pitura, Andrea
Subject: FW: Peel WW Capacity Improvements in Central Miss – Notice of PIC #2

Follow Up Flag: FollowUp
Flag Status: Flagged

Hi Sandra,

FYI. MTO is planning to use the Queensway as a detour in 2022 to 2026 which has the same construction window as our Queensway work. As MTO has noted after my phone conversation with them, we're trying to minimize lane closures by proposing the shaft sites outside the road ROW and using tunneling as our construction method. I'll respond to Wan Chi's email tomorrow.

Thanks,

Justin Lee, P.Eng.

Project Manager, Infrastructure Planning & Asset Management, Growth and Water Resources
Region of Peel
10 Peel Centre Drive, Suite A (4th Floor)
Brampton, ON L6T 4B9
Cell: (647) 280-5481
Tel: (905) 791-7800



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<http://www.peelregion.ca/corpserv/10pcd-expansion/map.htm>

From: Ma, WanChi (MTO) <WanChi.Ma@ontario.ca>
Sent: June 8, 2021 11:10 PM
To: Lee, Justin <Justin.Lee@peelregion.ca>
Cc: Nieuwenhuysen, Bob <bob.nieuwenhuysen@peelregion.ca>; Costantino, Joe (MTO) <Joe.Costantino@ontario.ca>; McAdam, Pat (MTO) <Pat.McAdam@ontario.ca>
Subject: RE: Peel WW Capacity Improvements in Central Miss – Notice of PIC #2

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Hello Justin,

As per our brief discussion this afternoon that this proposed sanitary alignment is anticipated for construction in 2023/2024 and, at this time, the Region is planning to minimize the traffic impact by setting up pits outside of the road's right of way if possible.

The reason that I am contacting you in regards to this proposed alignment is that MTO is currently working on the Detail Design of the QEW/Dixie Improvement Project and construction is anticipated to start in early 2022 with completion year of 2026. This stretch of the Queensway as shown for the proposed alignment is part of the detour route that we are proposing. Joe and Pat who have been cc. in this e-mail are part of the MTO's Construction Group and they will be the managing the construction of the MTO's contract, and Bob from the Region is our main contact to co-ordinate this work.

Please keep us in the loop on this matter. Whenever the Region is ready to construct this proposed sanitary improvement, please contact Joe or Pat for co-ordination if require.

If you would like to obtain more information about the Ministry's project, please feel free to visit our project website at <https://www.qewdixiedetaildesign.ca/> or contact me directly.

Sincerely,

Wan Chi Ma, P.Eng.

Senior Project Engineer | Project Delivery
Highway Engineering
Ministry of Transportation
159 Sir William Hearst Avenue, 4th Floor
Toronto, ON M3M 0B7
Work Cell No. (437) 776-8026
✉ wanchi.ma@ontario.ca

From: Ma, WanChi (MTO)

Sent: June 8, 2021 3:34 PM

To: Lee, Justin <Justin.Lee@peelregion.ca>

Cc: Chris Campbell - GM BluePlan <chris.campbell@gmblueplan.ca>; Sandra Anastasio - GM BluePlan <Sandra.Anastasio@gmblueplan.ca>; Pamela Teddy - GM BluePlan <Pamela.Teddy@gmblueplan.ca>

Subject: RE: Peel WW Capacity Improvements in Central Miss – Notice of PIC #2

Hello Justin,

What is the anticipated construction time?

Sincerely,

Wan Chi Ma, P.Eng.

Senior Project Engineer | Project Delivery
Highway Engineering
Ministry of Transportation
159 Sir William Hearst Avenue, 4th Floor
Toronto, ON M3M 0B7
Work Cell No. (437) 776-8026
✉ wanchi.ma@ontario.ca

From: Lee, Justin <Justin.Lee@peelregion.ca>

Sent: June 8, 2021 3:29 PM

To: Ma, WanChi (MTO) <WanChi.Ma@ontario.ca>

Cc: Chris Campbell - GM BluePlan <chris.campbell@gmblueplan.ca>; Sandra Anastasio - GM BluePlan

<Sandra.Anastasio@gmblueplan.ca>; Pamela Teddy - GM BluePlan <Pamela.Teddy@gmblueplan.ca>

Subject: RE: Peel WW Capacity Improvements in Central Miss – Notice of PIC #2

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Hi Wan Chi,

Thank you for the email and inquiry. The EA portion of this study is anticipated to be complete before the end of the year. The Region will then go through detailed design and construction shortly after. The tentative in-service date for these trunk sewers are in 2026 / 2027.

Thanks,

Justin Lee, P.Eng.

Project Manager, Infrastructure Planning & Asset Management, Growth and Water Resources

Region of Peel

10 Peel Centre Drive, Suite A (4th Floor)

Brampton, ON L6T 4B9

Cell: (647) 280-5481

Tel: (905) 791-7800



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From: Ma, WanChi (MTO) <WanChi.Ma@ontario.ca>

Sent: June 8, 2021 2:57 PM

To: Lee, Justin <Justin.Lee@peelregion.ca>

Cc: Chris Campbell - GM BluePlan <chris.campbell@gmblueplan.ca>; Sandra Anastasio - GM BluePlan <Sandra.Anastasio@gmblueplan.ca>; Pamela Teddy - GM BluePlan <Pamela.Teddy@gmblueplan.ca>

Subject: RE: Peel WW Capacity Improvements in Central Miss – Notice of PIC #2

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

Hello Justin,

When is the Region planning for these improvements?

Sincerely,

Wan Chi Ma, P.Eng.

Senior Project Engineer | Project Delivery

Highway Engineering

Ministry of Transportation

159 Sir William Hearst Avenue, 4th Floor

Toronto, ON M3M 0B7

Work Cell No. (437) 776-8026

 wanchi.ma@ontario.ca

From: Pamela Teddy - GM BluePlan <Pamela.Teddy@gmblueplan.ca>

Sent: June 8, 2021 2:51 PM

Cc: Chris Campbell - GM BluePlan <chris.campbell@gmblueplan.ca>; Lee, Justin <Justin.Lee@peelregion.ca>; Sandra Anastasio - GM BluePlan <Sandra.Anastasio@gmblueplan.ca>

Subject: Peel WW Capacity Improvements in Central Miss – Notice of PIC #2

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Hello,

Attached is a Notice of Public Information Centre (PIC) #2 for the Region of Peel Wastewater Capacity Improvements in Central Mississauga Municipal Class Environmental Assessment (EA) (Schedule 'C').

If you have any questions about the study, please contact the study's project manager, Justin Lee (contact information is provided in the attached Notice).

Best Regards,

Pamela Teddy, BSc., PGER

Office Coordinator

GM BluePlan Engineering Limited

Royal Centre | 3300 Highway No. 7, Suite 402 | Vaughan ON L4K 4M3

t: 416.703.0667 ext. 7201 | c: 416.768.3914

pamela.teddy@gmblueplan.ca | www.gmblueplan.ca



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Sandra Anastasio - GM BluePlan

From: Lee, Justin <Justin.Lee@peelregion.ca>
Sent: Wednesday, June 09, 2021 1:26 PM
To: Sandra Anastasio - GM BluePlan
Cc: Chris Campbell - GM BluePlan
Subject: FW: Peel WW Capacity Improvements in Central Miss – Notice of PIC #2

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Sandra,

FYI, Frank Pugliese responded to MTO's email.

Thanks,

Justin Lee, P.Eng.

Project Manager, Infrastructure Planning & Asset Management, Growth and Water Resources
Region of Peel
10 Peel Centre Drive, Suite A (4th Floor)
Brampton, ON L6T 4B9
Cell: (647) 280-5481
Tel: (905) 791-7800



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From: Ma, WanChi (MTO) <WanChi.Ma@ontario.ca>
Sent: June 9, 2021 10:31 AM
To: Pugliese, Frank <frank.pugliese@peelregion.ca>
Cc: Costantino, Joe (MTO) <Joe.Costantino@ontario.ca>; McAdam, Pat (MTO) <Pat.McAdam@ontario.ca>; Pitura, Andrea <andrea.pitura@peelregion.ca>; Nieuwenhuysen, Bob <bob.nieuwenhuysen@peelregion.ca>; Lee, Justin <Justin.Lee@peelregion.ca>
Subject: RE: Peel WW Capacity Improvements in Central Miss – Notice of PIC #2

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Hello Frank,

Thank you for this information.

Sincerely,

Wan Chi Ma, P.Eng.

Senior Project Engineer | Project Delivery

Highway Engineering

Ministry of Transportation

159 Sir William Hearst Avenue, 4th Floor

Toronto, ON M3M 0B7

Work Cell No. (437) 776-8026

✉ wanchi.ma@ontario.ca

From: Pugliese, Frank <frank.pugliese@peelregion.ca>

Sent: June 9, 2021 10:17 AM

To: Ma, WanChi (MTO) <WanChi.Ma@ontario.ca>

Cc: Costantino, Joe (MTO) <Joe.Costantino@ontario.ca>; McAdam, Pat (MTO) <Pat.McAdam@ontario.ca>; Pitura, Andrea <andrea.pitura@peelregion.ca>; Nieuwenhuysen, Bob <bob.nieuwenhuysen@peelregion.ca>; Lee, Justin <Justin.Lee@peelregion.ca>

Subject: RE: Peel WW Capacity Improvements in Central Miss – Notice of PIC #2

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

Hello WanChi

In chatting with Peel's Capital Wastewater Collection & Conveyance group, they are planning a new 1800mm trunk sewer along Queensway from Hurontario to Little Etobicoke Creek.

Timelines:

- 1) EA – present time till 2022
- 2) Design – starts in 2023
- 3) Construction – could be 2025-2027

At this time, since the project is in the EA phase, exact timelines for construction are still approximate. In addition, the conceptual plan is to install the 1800mm via tunnel where all the shafts are located away from the travelled lanes (ie – no lanes closures on Queensway).

As the project progresses, Peel will inform MTO of any impacts that may affect that travelled lanes on Queensway as we are aware of the QEW Dixie C2 project.

If you have any additional inquiries regarding this project, please contact myself and I will coordinate with the respective group from Peel.

Thanks

Regards,

Frank Pugliese, P.ENG.

Manager, Contract Administration and Oversight

Public Works

Region of Peel

10 Peel Centre Drive, Suite B, 4th Floor

Brampton, ON L6T 4B9

Tel. 905-791-7800 x5943

Cell. 905-867-6437

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From: Ma, WanChi (MTO) <WanChi.Ma@ontario.ca>
Sent: June 8, 2021 11:10 PM
To: Lee, Justin <Justin.Lee@peelregion.ca>
Cc: Nieuwenhuysen, Bob <bob.nieuwenhuysen@peelregion.ca>; Costantino, Joe (MTO) <Joe.Costantino@ontario.ca>; McAdam, Pat (MTO) <Pat.McAdam@ontario.ca>
Subject: RE: Peel WW Capacity Improvements in Central Miss – Notice of PIC #2

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Hello Justin,

As per our brief discussion this afternoon that this proposed sanitary alignment is anticipated for construction in 2023/2024 and, at this time, the Region is planning to minimize the traffic impact by setting up pits outside of the road's right of way if possible.

The reason that I am contacting you in regards to this proposed alignment is that MTO is currently working on the Detail Design of the QEW/Dixie Improvement Project and construction is anticipated to start in early 2022 with completion year of 2026. This stretch of the Queensway as shown for the proposed alignment is part of the detour route that we are proposing. Joe and Pat who have been cc. in this e-mail are part of the MTO's Construction Group and they will be the managing the construction of the MTO's contract, and Bob from the Region is our main contact to co-ordinate this work.

Please keep us in the loop on this matter. Whenever the Region is ready to construct this proposed sanitary improvement, please contact Joe or Pat for co-ordination if require.

If you would like to obtain more information about the Ministry's project, please feel free to visit our project website at <https://www.qewdixiedetaildesign.ca/> or contact me directly.

Sincerely,

Wan Chi Ma, P.Eng.

Senior Project Engineer | Project Delivery

Highway Engineering

Ministry of Transportation

159 Sir William Hearst Avenue, 4th Floor

Toronto, ON M3M 0B7

Work Cell No. (437) 776-8026

✉ wanchi.ma@ontario.ca

From: Ma, WanChi (MTO)
Sent: June 8, 2021 3:34 PM
To: Lee, Justin <Justin.Lee@peelregion.ca>
Cc: Chris Campbell - GM BluePlan <chris.campbell@gmblueplan.ca>; Sandra Anastasio - GM BluePlan

<Sandra.Anastasio@gmblueplan.ca>; Pamela Teddy - GM BluePlan <Pamela.Teddy@gmblueplan.ca>

Subject: RE: Peel WW Capacity Improvements in Central Miss – Notice of PIC #2

Hello Justin,

What is the anticipated construction time?

Sincerely,

Wan Chi Ma, P.Eng.

Senior Project Engineer | Project Delivery

Highway Engineering

Ministry of Transportation

159 Sir William Hearst Avenue, 4th Floor

Toronto, ON M3M 0B7

Work Cell No. (437) 776-8026

✉ wanchi.ma@ontario.ca

From: Lee, Justin <Justin.Lee@peelregion.ca>

Sent: June 8, 2021 3:29 PM

To: Ma, WanChi (MTO) <WanChi.Ma@ontario.ca>

Cc: Chris Campbell - GM BluePlan <chris.campbell@gmblueplan.ca>; Sandra Anastasio - GM BluePlan <Sandra.Anastasio@gmblueplan.ca>; Pamela Teddy - GM BluePlan <Pamela.Teddy@gmblueplan.ca>

Subject: RE: Peel WW Capacity Improvements in Central Miss – Notice of PIC #2

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Hi Wan Chi,

Thank you for the email and inquiry. The EA portion of this study is anticipated to be complete before the end of the year. The Region will then go through detailed design and construction shortly after. The tentative in-service date for these trunk sewers are in 2026 / 2027.

Thanks,

Justin Lee, P.Eng.

Project Manager, Infrastructure Planning & Asset Management, Growth and Water Resources

Region of Peel

10 Peel Centre Drive, Suite A (4th Floor)

Brampton, ON L6T 4B9

Cell: (647) 280-5481

Tel: (905) 791-7800



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<http://www.peelregion.ca/corpserv/10pcd-expansion/map.htm>

From: Ma, WanChi (MTO) <WanChi.Ma@ontario.ca>

Sent: June 8, 2021 2:57 PM

To: Lee, Justin <Justin.Lee@peelregion.ca>

Cc: Chris Campbell - GM BluePlan <chris.campbell@gmblueplan.ca>; Sandra Anastasio - GM BluePlan <Sandra.Anastasio@gmblueplan.ca>; Pamela Teddy - GM BluePlan <Pamela.Teddy@gmblueplan.ca>
Subject: RE: Peel WW Capacity Improvements in Central Miss – Notice of PIC #2

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Hello Justin,

When is the Region planning for these improvements?

Sincerely,

Wan Chi Ma, P.Eng.

Senior Project Engineer | Project Delivery

Highway Engineering

Ministry of Transportation

159 Sir William Hearst Avenue, 4th Floor

Toronto, ON M3M 0B7

Work Cell No. (437) 776-8026

✉ wanchi.ma@ontario.ca

From: Pamela Teddy - GM BluePlan <Pamela.Teddy@gmblueplan.ca>

Sent: June 8, 2021 2:51 PM

Cc: Chris Campbell - GM BluePlan <chris.campbell@gmblueplan.ca>; Lee, Justin <Justin.Lee@peelregion.ca>; Sandra Anastasio - GM BluePlan <Sandra.Anastasio@gmblueplan.ca>

Subject: Peel WW Capacity Improvements in Central Miss – Notice of PIC #2

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Hello,

Attached is a Notice of Public Information Centre (PIC) #2 for the Region of Peel Wastewater Capacity Improvements in Central Mississauga Municipal Class Environmental Assessment (EA) (Schedule 'C').

If you have any questions about the study, please contact the study's project manager, Justin Lee (contact information is provided in the attached Notice).

Best Regards,

Pamela Teddy, BSc., PGER

Office Coordinator

GM BluePlan Engineering Limited

Royal Centre | 3300 Highway No. 7, Suite 402 | Vaughan ON L4K 4M3

t: 416.703.0667 ext. 7201 | c: 416.768.3914

pamela.teddy@gmblueplan.ca | www.gmblueplan.ca



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Sandra Anastasio - GM BluePlan

From: Kelly, Kevin (MTO) <Kevin.Kelly@ontario.ca>
Sent: Thursday, June 10, 2021 8:49 AM
To: Pamela Teddy - GM BluePlan; Justin.Lee@peelregion.ca; Sandra Anastasio - GM BluePlan
Cc: Lawrence, Morgan (MTO); Aurini, Shawn (MTO)
Subject: RE: Peel WW Capacity Improvements in Central Miss – Notice of PIC #2
Attachments: 2021-06-22-NoticePIC2-Class EA Central Mississauga_Final.pdf

Hi,

Thank you for circulating the MTO with this “NOTICE OF PUBLIC INFORMATION CENTRE NO. 2 - Schedule ‘C’ Class Environmental Assessment” for Wastewater Capacity Improvements in Central Mississauga. It appears from the preferred alignment in the notice that this proposal will not impact any MTO highways.

However, kindly circulate the MTO with further updates as your project advances. Thank you.

From: Pamela Teddy - GM BluePlan <Pamela.Teddy@gmblueplan.ca>
Sent: June 8, 2021 2:51 PM
Cc: Chris Campbell - GM BluePlan <chris.campbell@gmblueplan.ca>; Lee, Justin <Justin.Lee@peelregion.ca>; Sandra Anastasio - GM BluePlan <Sandra.Anastasio@gmblueplan.ca>
Subject: Peel WW Capacity Improvements in Central Miss – Notice of PIC #2

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Hello,

Attached is a Notice of Public Information Centre (PIC) #2 for the Region of Peel Wastewater Capacity Improvements in Central Mississauga Municipal Class Environmental Assessment (EA) (Schedule ‘C’).

If you have any questions about the study, please contact the study’s project manager, Justin Lee (contact information is provided in the attached Notice).

Best Regards,

Pamela Teddy, BSc., PGER
Office Coordinator

GM BluePlan Engineering Limited
Royal Centre | 3300 Highway No. 7, Suite 402 | Vaughan ON L4K 4M3
t: 416.703.0667 ext. 7201 | c: 416.768.3914
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Sandra Anastasio - GM BluePlan

From: Lee, Justin <Justin.Lee@peelregion.ca>
Sent: Wednesday, June 09, 2021 11:52 PM
To: Julie Kapyrka; Kaitlin Hill
Cc: Chris Campbell - GM BluePlan; Sandra Anastasio - GM BluePlan; Borowiec, Laura
Subject: RE: Central Mississauga Wastewater Environmental Assessment - Project Update

Follow Up Flag: FollowUp
Flag Status: Flagged

Hi Dr. Kapyrka,

Thank you for the information. The Mississaugas of the Credit First Nation have been included in our contact list and have received the study information.

Our understanding is that the study area for the Central Mississauga Wastewater EA is outside of the Curve Lake First Nation Treaty territory. Would you like us to remove the Curve Lake First Nation from the contact list for this study?

Sincerely,

Justin Lee, P.Eng.

Project Manager, Infrastructure Planning & Asset Management, Growth and Water Resources
Region of Peel
10 Peel Centre Drive, Suite A (4th Floor)
Brampton, ON L6T 4B9
Cell: (647) 280-5481
Tel: (905) 791-7800



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<http://www.peelregion.ca/corpserv/10pcd-expansion/map.htm>

From: Julie Kapyrka <JulieK@curvelake.ca>
Sent: June 9, 2021 4:19 PM
To: Lee, Justin <Justin.Lee@peelregion.ca>; Kaitlin Hill <KaitlinH@curvelake.ca>
Cc: Chris Campbell - GM BluePlan <chris.campbell@gmblueplan.ca>; Sandra Anastasio - GM BluePlan <Sandra.Anastasio@gmblueplan.ca>; Borowiec, Laura <laura.borowiec@peelregion.ca>
Subject: RE: Central Mississauga Wastewater Environmental Assessment - Project Update

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Aaniin Justin,

Please be advised that this project lies outside of our Treaty territory.

Engagement/Consultation should be initiated with the Mississaugas of the Credit First Nation – as this project is their Treaty territory.

Miigwech,



Dr. Julie Kapyrka
Lands Resource Consultation Liaison
Curve Lake First Nation
Government Services Building
22 Winookeedaa St. Curve Lake, ON K0L 1R0
P. 705.657.8045 ext 239 F. 705.657.8708
W. www.curvelakefirstnation.ca
E. JulieK@curvelake.ca

From: Lee, Justin <Justin.Lee@peelregion.ca>

Sent: Friday, June 4, 2021 1:51 PM

To: Julie Kapyrka <JulieK@curvelake.ca>; Kaitlin Hill <KaitlinH@curvelake.ca>

Cc: Chris Campbell - GM BluePlan <chris.campbell@gmblueplan.ca>; Sandra Anastasio - GM BluePlan <Sandra.Anastasio@gmblueplan.ca>; Borowiec, Laura <laura.borowiec@peelregion.ca>

Subject: Central Mississauga Wastewater Environmental Assessment - Project Update

Good afternoon Ms. Kapyrka and Ms. Hill,

The Schedule 'C' Class Environmental Assessment (EA) study for the **Wastewater Capacity Improvements in Central Mississauga** was initiated in March 2019. The Public Information Centre No. 1 was held last year on March 10th, 2020. As a stakeholder identified within the study area, please see attached briefing note to keep you informed and updated on the current status of the project.

We have continued to progress through Phase 3 of the Class EA Study. Stakeholder meetings with the City of Mississauga, City of Toronto, Toronto and Region Conservation Authority, Credit Valley Conservation, and Hydro One have been held to discuss the feasibility and obtain guidance as well as support the preliminary preferred design concept before Public Information Centre No. 2. We have selected a preliminary preferred route for the wastewater trunk sewer, shaft sites and construction methodology. The Public Information Centre No. 2 materials will be posted on the Region's project website [here](#) on June 22nd, 2021. There will be a two-week period following the Public Information Centre No. 2 date closing on July 6, 2021. A formal response from the project team to all questions, comments and feedback will be posted on July 20, 2021. We anticipate to finalize and file this Class EA by Fall of 2021

In the meantime, please note that myself and the project team are available to meet with you should you request it at any point during our study.

Sincerely,

Justin Lee, P.Eng.

Project Manager, Infrastructure Planning & Asset Management, Growth and Water Resources
Region of Peel
10 Peel Centre Drive, Suite A (4th Floor)
Brampton, ON L6T 4B9
Cell: (647) 280-5481
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<http://www.peelregion.ca/corpserv/10pcd-expansion/map.htm>

Sandra Anastasio - GM BluePlan

From: Lee, Justin <Justin.Lee@peelregion.ca>
Sent: Wednesday, June 09, 2021 1:20 PM
To: Rogers, Joanne
Cc: Sandra Anastasio - GM BluePlan; Chris Campbell - GM BluePlan
Subject: RE: Peel WW Capacity Improvements in Central Miss – Notice of PIC #2

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Joanne,

Good afternoon and thank you for your email and input. I have asked my consultant to add your email to the contact list.

In regards to your comment on construction timing and traffic impact, we are still in the EA phase and hope to be complete before the end of the year. As the planned work is fairly extensive, construction may last a couple of years. However the preliminary preferred works are aimed to minimize disruption along Queensway. The conceptual plan is to install the large diameter wastewater sewer via tunnel where all the shaft sites and construction compounds are away from the travelled lanes (i.e. no lane closures along Queensway). Our preliminary preferred construction shaft site at Cliff Road is on the northwest corner of the intersection.

We will document your concerns into our EA report. If you have any further questions or comments, please feel free to reach out.

Thanks,

Justin Lee, P.Eng.

Project Manager, Infrastructure Planning & Asset Management, Growth and Water Resources
Region of Peel
10 Peel Centre Drive, Suite A (4th Floor)
Brampton, ON L6T 4B9
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<http://www.peelregion.ca/corpserv/10pcd-expansion/map.htm>

From: Rogers, Joanne <Joanne.Rogers@dpcdsb.org>
Sent: June 9, 2021 10:23 AM
To: Lee, Justin <Justin.Lee@peelregion.ca>
Subject: FW: Peel WW Capacity Improvements in Central Miss – Notice of PIC #2

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

Hi Justin,

Can you please add me to the mailing list for this project? DPCDSB will have an interest in the timing of this project, as it will have an impact on traffic flow to St. Timothy Elementary School located at 2214 Cliff Rd.

For the sake of the entire community, we would highly recommend this project take place during the summer when school is not in session. There are significant traffic concerns at this location during a regular school year. St. Timothy has over 600 students.

Thanks,

Joanne Rogers, MCIP, RPP

Senior Planner, Planning Department

Dufferin-Peel Catholic District School Board

Tel: 905-890-0708, ext. 24299 | Cell: 647-233-3940

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From: Cox, Stephanie <Stephanie.Cox@dpcdsb.org>

Sent: Tuesday, June 8, 2021 3:44 PM

To: Rogers, Joanne <Joanne.Rogers@dpcdsb.org>

Subject: FW: Peel WW Capacity Improvements in Central Miss – Notice of PIC #2

FYI. Any impacts to St. Timothy?

S.

Stephanie Cox, MCIP, RPP

Manager of Planning

Dufferin-Peel Catholic District School Board

40 Matheson Blvd. West, Mississauga ON L5R 1C5

Phone: (905) 890-0708 ext. 24163 Email: stephanie.cox@dpcdsb.org

Website: www.dpcdsb.org | Twitter: @DPCDSBSchools | YouTube: DPCDSBVideos

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From: Pamela Teddy - GM BluePlan <Pamela.Teddy@gmblueplan.ca>

Sent: Tuesday, June 8, 2021 2:51 PM

Cc: Chris Campbell - GM BluePlan <chris.campbell@gmblueplan.ca>; Lee, Justin <Justin.Lee@peelregion.ca>; Sandra Anastasio - GM BluePlan <Sandra.Anastasio@gmblueplan.ca>

Subject: Peel WW Capacity Improvements in Central Miss – Notice of PIC #2

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Hello,

Attached is a Notice of Public Information Centre (PIC) #2 for the Region of Peel Wastewater Capacity Improvements in Central Mississauga Municipal Class Environmental Assessment (EA) (Schedule 'C').

If you have any questions about the study, please contact the study's project manager, Justin Lee (contact information is provided in the attached Notice).

Best Regards,

Pamela Teddy, BSc., PGER

Office Coordinator

GM BluePlan Engineering Limited

Royal Centre | 3300 Highway No. 7, Suite 402 | Vaughan ON L4K 4M3

t: 416.703.0667 ext. 7201 | c: 416.768.3914

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Sandra Anastasio - GM BluePlan

From: Lee, Justin <Justin.Lee@peelregion.ca>
Sent: Tuesday, June 08, 2021 11:39 PM
To: Sean Partington
Cc: Sandra Anastasio - GM BluePlan
Subject: RE: Add to project mailing list

Follow Up Flag: FollowUp
Flag Status: Flagged

Hi Sean,

Good evening and hopefully all is well.

I have asked my consultant GMBP to add you to the mailing list for the Central Mississauga WW EA contact list.

My Program Manager is Laura Borowiec. Please let me know if you require further information regarding the Central Mississauga WW EA at this time. We look forward to any comments or feedback you may have on the project!

Thanks,

Justin Lee, P.Eng.

Project Manager, Infrastructure Planning & Asset Management, Growth and Water Resources
Region of Peel
10 Peel Centre Drive, Suite A (4th Floor)
Brampton, ON L6T 4B9
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<http://www.peelregion.ca/corpserv/10pcd-expansion/map.htm>

From: Sean Partington <Sean.Partington@ghd.com>
Sent: June 8, 2021 6:27 PM
To: Lee, Justin <Justin.Lee@peelregion.ca>
Subject: Add to project mailing list

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Re: NOTICE OF PUBLIC INFORMATION CENTRE NO. 2 - Schedule 'C' Class Environmental Assessment - Wastewater Capacity Improvements in Central Mississauga

Justin;

I have worked on projects within the Region since the early 2000s.
I would appreciate being added to the project mailing list for future project notifications.
Can you facilitate this?
And who is your group lead at the Region?

Sean Partington, P.Eng.
Strategic Advisor | Project Director

GHD

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179 Colonnade Rd S Suite 400, Ottawa, ON, K2E 7J4
M +647 446 8321 E sean.partington@ghd.com

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Sandra Anastasio - GM BluePlan

From: Sandra Anastasio - GM BluePlan
Sent: Monday, July 26, 2021 6:17 PM
To: Alfred Nataprawira
Cc: Chris Campbell - GM BluePlan; Lee, Justin
Subject: RE: PIC 2 - Wastewater capacity improvements in central Mississauga

Hi Alfred,

I can confirm that you have been added to the study's contact list for future project updates.

Thank you,
Sandra

Sandra Anastasio, B.Sc., M.Env.Sc., EPT
Infrastructure Planning

GM BluePlan Engineering Limited
Royal Centre | 3300 Highway No. 7, Suite 402 | Vaughan ON L4K 4M3
t: 416.703.0667 ext. 7217 | c: 416.428.2836
sandra.anastasio@gmblueplan.ca | www.gmblueplan.ca



From: Alfred Nataprawira <alfred@choiceonemedical.com>
Sent: Monday, July 26, 2021 4:35 PM
To: Sandra Anastasio - GM BluePlan <Sandra.Anastasio@gmblueplan.ca>
Cc: Chris Campbell - GM BluePlan <chris.campbell@gmblueplan.ca>; Lee, Justin <Justin.Lee@peelregion.ca>
Subject: Re: PIC 2 - Wastewater capacity improvements in central Mississauga

Thank you for the update Sandra.

Please include me in any general e-mail lists to the public for updates on this project. I look forward to hearing more about the project as you move through the phases and the preliminary alignment gets finalized.

Best regards,

On Mon, Jul 26, 2021 at 3:39 PM Sandra Anastasio - GM BluePlan <Sandra.Anastasio@gmblueplan.ca> wrote:

Hello Alfred,

This project was identified in the Water and Wastewater Master Plan and has been included in the capital program budget. We are currently in the early phases of this project; however, we are expecting construction to begin around 2025/2026.

The preliminary preferred works are aimed to minimize disruption along Queensway. Through the study, we have consulted with local municipalities including City of Toronto and City of Mississauga, to coordinate potential community impacts including traffic and transit.

Thank you,

Sandra

Sandra Anastasio, B.Sc., [M.Env.Sc.](#), EPT

Infrastructure Planning

GM BluePlan Engineering Limited

Royal Centre | 3300 Highway No. 7, Suite 402 | Vaughan ON L4K 4M3

t: 416.703.0667 ext. 7217 | c: 416.428.2836

sandra.anastasio@gmblueplan.ca | www.gmblueplan.ca



From: Alfred Nataprawira <alfred@choiceonemedical.com>

Sent: Wednesday, June 16, 2021 1:56 PM

To: Lee, Justin <Justin.Lee@peelregion.ca>

Cc: Sandra Anastasio - GM BluePlan <Sandra.Anastasio@gmblueplan.ca>; Chris Campbell - GM BluePlan <chris.campbell@gmblueplan.ca>

Subject: Re: PIC 2 - Wastewater capacity improvements in central Mississauga

Could you clarify if the project has been fully funded and when it is currently scheduled to break ground?

Do you also know if this project is working in conjunction with any City of Toronto projects on the Queensway?

As it does not look like we are directly impacted by the preferred alignment we are primarily looking at timelines to know when we should expect increased travel time to and from our office.

Best regards,

On Wed, Jun 16, 2021 at 1:47 PM Lee, Justin <Justin.Lee@peelregion.ca> wrote:

Hi Alfred,

Good afternoon and thank you for the email.

The Public Information Centre (PIC) No. 2 will be posted online only. This PIC will be a little different from others and will not have a face to face meeting or virtual session. Information on the findings and preliminary preferred alignment, shaft sites / construction compounds and construction methods for the project will be posted on the project website here on June 22, 2021:

<http://www.peelregion.ca/pw/water/envIRON-assess/scheduled-c-class-environmental-assessment.asp>

There is a two week question period closing July 6th, 2021. However, you can always reach out at any point during the EA process to voice any concerns or comments you may have. I've attached the Notice of PIC No. 2 for your reference.

If you have any other questions or require any other additional information at this time, please feel free to ask.

Thanks,

Justin Lee, P.Eng.

Project Manager, Infrastructure Planning & Asset Management, Growth and Water Resources

Region of Peel

10 Peel Centre Drive, Suite A (4th Floor)

Brampton, ON L6T 4B9

Cell: (647) 280-5481

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<http://www.peelregion.ca/corpserv/10pcd-expansion/map.htm>

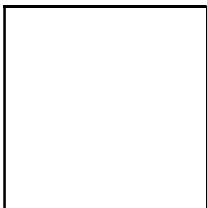
From: Alfred Nataprawira <alfred@choiceonemedical.com>
Sent: June 15, 2021 12:28 PM
To: Lee, Justin <Justin.Lee@peelregion.ca>
Subject: PIC 2 - Wastewater capacity improvements in central Mississauga

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Good afternoon Justin,

My name is Alfred, the operations analyst for Choice One Medical. We received a flyer of sorts for the second PIC however no date appears on the flyer. Do you happen to have a date and a link to the meeting?

Best regards,



Alfred Nataprawira
Operations Analyst
Choice One Medical
P. +1-888-400-8987 x 1530 | M. +1-416-871-8679
www.choiceonemedical.com | www.medistrom.com
1 Westside Dr., Unit 2A, Toronto, ON M9C 1B3

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Sandra Anastasio - GM BluePlan

From: Sandra Anastasio - GM BluePlan
Sent: Monday, July 26, 2021 3:42 PM
To: [REDACTED]
Cc: Lee, Justin; Chris Campbell - GM BluePlan
Subject: RE: Add to project mailing list pls

Hello [REDACTED],

This project is nearing completion in the Fall. We already have a communications team internally within Region of Peel and GM BluePlan, who support all project-related stakeholder consultation.

Thank you for your interest.
Sandra

Sandra Anastasio, B.Sc., M.Env.Sc., EPT
Infrastructure Planning

GM BluePlan Engineering Limited
Royal Centre | 3300 Highway No. 7, Suite 402 | Vaughan ON L4K 4M3
t: 416.703.0667 ext. 7217 | c: 416.428.2836
sandra.anastasio@gmblueplan.ca | www.gmblueplan.ca



From: Lee, Justin <Justin.Lee@peelregion.ca>
Sent: Wednesday, June 16, 2021 10:10 PM
To: [REDACTED]
Cc: Sandra Anastasio - GM BluePlan <Sandra.Anastasio@gmblueplan.ca>
Subject: RE: Add to project mailing list pls

Hi [REDACTED],

I've asked my consultant to add your email to the project contact list for the Central Mississauga Wastewater EA.

Either the consultant, GM BluePlan Engineering, or I will respond to comments or inquiries for this project.

If you have any further questions or comments regarding the Central Mississauga Wastewater EA project, feel free to contact us.

Thanks,

Justin Lee, P.Eng.
Project Manager, Infrastructure Planning & Asset Management, Growth and Water Resources
Region of Peel
10 Peel Centre Drive, Suite A (4th Floor)
Brampton, ON L6T 4B9
Cell: (647) 280-5481

Tel: (905) 791-7800



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<http://www.peelregion.ca/corpserv/10pcd-expansion/map.htm>

From: [REDACTED]
Sent: June 16, 2021 10:01 PM
To: Lee, Justin <Justin.Lee@peelregion.ca>
Subject: Re: Add to project mailing list pls

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Yes that's correct.

Also, does the PM do all the comms for these projects? Surely there's a PR position. If not I'd be interested.

[REDACTED]

On Wed, Jun 16, 2021 at 9:52 PM Lee, Justin <Justin.Lee@peelregion.ca> wrote:

Hi [REDACTED],

Good evening and thank you for the email. I would like to confirm that you are asking to be added to the Central Mississauga Wastewater Environmental Assessment mailing list.

Thank you,

Justin Lee, P.Eng.

Project Manager, Infrastructure Planning & Asset Management, Growth and Water Resources

Region of Peel

[10 Peel Centre Drive, Suite A \(4th Floor\)](#)

[Brampton, ON L6T 4B9](#)

Cell: (647) 280-5481

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<http://www.peelregion.ca/corpserv/10pcd-expansion/map.htm>

From: [REDACTED]
Sent: June 16, 2021 9:31 PM
To: Lee, Justin <Justin.Lee@peelregion.ca>
Subject: Add to project mailing list pls

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

Hi there,

I'm interested in being on this list.

Many thanks,

[REDACTED]

Sandra Anastasio - GM BluePlan

From: Lee, Justin <Justin.Lee@peelregion.ca>
Sent: Thursday, June 17, 2021 11:02 PM
To: [REDACTED]
Cc: Sandra Anastasio - GM BluePlan; Chris Campbell - GM BluePlan; Borowiec, Laura
Subject: RE: project over view

Follow Up Flag: FollowUp
Flag Status: Completed

Hi [REDACTED],

Thank you for your email and interest in the Central Mississauga Wastewater Environmental Assessment (EA). The timing of your email is perfect as we will be posting our Public Information Centre (PIC) No. 2 material on the Region's [project website](#) on June 22nd. The problem / opportunity statement that the EA will address is to:

"increase the conveyance capacity of key trunk sewers to service future growth and ensure alignment with the Region's long-term plan for providing wastewater services within the Mississauga City Centre, Hurontario Corridor and Dundas Corridor areas"

The wastewater capacity enhancements proposed as part of this Class EA, in addition to the recently completed trunk sewer on Cawthra Road, will help further reduce flooding as a result of surcharging in the sanitary sewer system as growth continues to occur.

I encourage you to view the PIC No. 2 materials on the [project website](#) next week for further information. Should you have any further questions after viewing the material, please feel free to reach out again.

Best Regards,

Justin Lee, P.Eng.
Project Manager, Infrastructure Planning & Asset Management, Growth and Water Resources
Region of Peel
10 Peel Centre Drive, Suite A (4th Floor)
Brampton, ON L6T 4B9
Cell: (647) 280-5481
Tel: (905) 791-7800

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the email. Thank you.

<http://www.peelregion.ca/corpserv/10pcd-expansion/map.htm>

-----Original Message-----

From: [REDACTED]

Sent: June 17, 2021 9:48 AM

To: Lee, Justin <Justin.Lee@peelregion.ca>

Subject: project over view

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

Web Form Title :: Project Manager

This email was sent by the following person. Please reply to them:

Sender's Name: [REDACTED]

Sender's Email: [REDACTED]

The message was submitted through an Automated Email Service on Peel's Website Thu Jun 17 09:48:04 2021:

Hello Justin; I certainly appreciate the opportunity for receiving further project information and would ask that same be sent to my email address. As a resident of the project area and a two time victim of home flooding (2009 & 2013), anything pertaining to WATER catches my eye. I (along with numerous neighbours) am interested in knowing if/how all the current Peel water projects along Cawthra Rd potentially impact future flooding , how/if they mesh with this project and has the city/region ever given any serious thought to reducing all the high rise condominium construction that's complicating this existing problem ?

It is the Region of Peel's policy to reply to e-mails within two working days.

For assistance, please contact the webmaster@peelregion.ca

:: NOTE ABOUT CONTACT INFORMATION ::

Contact information can be forged. There is no way to accurately verify a person's name and email address on the Internet.

Sandra Anastasio - GM BluePlan

From: Lee, Justin <Justin.Lee@peelregion.ca>
Sent: Thursday, June 17, 2021 8:42 AM
To: Sandra Anastasio - GM BluePlan
Subject: FW: Central Mississauga Wastewater Environmental Assessment - Project Update
Attachments: FW: Central Mississauga Wastewater Environmental Assessment - Project Update

Hi Sandra,

For your records.

Thanks,

Justin Lee, P.Eng.

Project Manager, Infrastructure Planning & Asset Management, Growth and Water Resources
Region of Peel
10 Peel Centre Drive, Suite A (4th Floor)
Brampton, ON L6T 4B9
Cell: (647) 280-5481
Tel: (905) 791-7800



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<http://www.peelregion.ca/corpserv/10pcd-expansion/map.htm>

From: Cassidy Press <cassidyp@metisnation.org>
Sent: June 16, 2021 3:23 PM
To: Lee, Justin <Justin.Lee@peelregion.ca>
Subject: FW: Central Mississauga Wastewater Environmental Assessment - Project Update

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

Hello,

Thank you for your email. I just wanted to respond that you are correct in reaching out to consultations@metisnation.org.

MNO's Lands, Resources and Consultations staff check this email regularly and will forward any notifications to the appropriate MNO Council and Regional Consultation Committee for their consideration. Due to the number of notifications that the MNO receives, we do not respond to all notifications, however, if the Regional Consultation Committee or local Council wants to have a meeting with you, we will contact you.

Marsee, Miigwech, Thank you!

Cassidy Shay Press (she/her)
Branch Coordinator | Climate Change Advisor
Lands, Resources & Consultations Branch
Métis Nation of Ontario
C: 705-528-4542
E: CassidyP@metisnation.org
W: www.metisnation.org



Please note that as part of the effort to reduce the likelihood of workplace or community transmission of COVID-19, Métis Nation of Ontario employees will begin to offer limited client facing services in office beginning September 14, 2020 by appointment only. Other services that are being offered remotely will continue that way. Please check <http://www.metisnation.org/news-media/news/covid-19-support-programs/> for updates.

If you have COVID-19 related concerns or need help accessing support, please contact us by phone at 1-800-263-4889 or by email at covidhelp@metisnation.org.

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Please consider the environment before printing this e-mail.

Sandra Anastasio - GM BluePlan

From: Sandra Anastasio - GM BluePlan
Sent: Monday, July 26, 2021 3:47 PM
To: [REDACTED]
Cc: Chris Campbell - GM BluePlan; Lee, Justin
Subject: Peel Central Miss EA - PIC 2 Response

Hello Jason,

Thank you for providing your comments for the Region of Peel Wastewater Capacity Improvements in Central Mississauga – PIC No. 2.

Th Queensway/Etobicoke Creek location is a key shaft that will support the alignment along Queensway and the connection to the existing trunk sewer along Etobicoke Creek.

We will consider your feedback through the next stage of the study.

Kind Regards,

Sandra Anastasio, B.Sc., M.Env.Sc., EPT
Infrastructure Planning

GM BluePlan Engineering Limited
Royal Centre | 3300 Highway No. 7, Suite 402 | Vaughan ON L4K 4M3
t: 416.703.0667 ext. 7217 | c: 416.428.2836
sandra.anastasio@gmblueplan.ca | www.gmblueplan.ca



Respondent



2

Anonymous



02:41
Time to complete



1. First and Last Name

Jason Fidani

2. Organization (if applicable)

Horner Developments Limited

3. If you would like to receive future study updates, please enter your email address below.

Yes

4. Please provide your questions and/or comments about this study below.

As previously communicated to Justin Lee, we are the owners of 1675 Queensway East which is the proposed location for shaft 2A. We are very much opposed to the location of this shaft as it will severely impact our development plans for the property.

Sandra Anastasio - GM BluePlan

From: Oldford, Steven <steven.oldford@peelregion.ca>
Sent: Monday, June 21, 2021 10:19 AM
To: [REDACTED]
Subject: RE: (PF-19047.09) Central Mississauga WW System EA - PIC No #2 Notice
Attachments: 2021-06-22-NoticePIC2-Class EA Central Mississauga_Final.pdf

Hi Jason,

Thank you for your response and your comments/concerns will be definitely noted. I recommend you visit the PIC material and please submit these similar comments in the comments/feedback section as they will become part of the EA material and will alert the project team to your concerns. The purpose of the PIC is to engage the public and make the Region aware of any owner concerns which may help the project team further refine the preferred solution. Any comments, questions or feedback submitted will be follow-up by a formal response from the project team.

Regards,
Steven

Steven Oldford, AACI, SR/WA
Senior Capital Acquisition Agent, Real Estate
The Regional Municipality of Peel
Cell Phone: 289-541-9280
Email: steven.oldford@peelregion.ca

From: Jason Fidani <jfidani@bellnet.ca>
Sent: June 21, 2021 9:44 AM
To: Oldford, Steven <steven.oldford@peelregion.ca>
Subject: RE: (PF-19047.09) Central Mississauga WW System EA - PIC No #2 Notice

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Hi Steven,

Thank you for the information.

I am sure you won't be surprised that we are not very happy with the designs as presented. While we have no issue with the temporary access to facilitate the construction, we have major issues with the permanent easement which severely impacts our current development plans for the property. While more study needs to be done on our part to see how severe the impact is, I just wanted to go on record immediately to say we are opposed to this easement.

Regards,

Jason Fidani

Horner Developments Limited

313 Horner Avenue
Toronto, ON
M8W 1Z5

From: Oldford, Steven [<mailto:steven.oldford@peelregion.ca>]
Sent: June-16-21 6:05 PM
To: Jason Fidani
Subject: RE: (PF-19047.09) Central Mississauga WW System EA - PIC No #2 Notice

Hi Jason,

**RE: Wastewater Capacity Improvements in Central Mississauga Class EA
Capital Project #19-2590
Registered Owner(s): Rialto Apartments Limited & Horner Developments Limited
Property Address: Vacant Corner Site – N/S of Queensway, east of Dixie Rd., Mississauga**

The Regional Municipality of Peel initiated a Schedule "C" Class Environment Assessment (EA) in March 2019 to investigate alternative long-term wastewater servicing strategies, routes and design concepts for the Central Mississauga wastewater system. The study is now concluding Phase 3 of the 5 phase Class EA process which involves evaluating and identifying the preliminary preferred design concept. In order to inform the public and present the preliminary preferred route, the Region will be holding a virtual Public Information Centre (PIC No. 2) on **June 22nd, 2021**. The Project information will be posted on the project website on that date, followed by a two-week question submission period closing July 6, 2021, in which comments are welcome. To access the PIC material, simply click on the link provided on the attached notice. Additional instructions on how to submit any questions or feedback will be posted on the website. In the event you are unable to access, I can arrange to provide the documentation in an alternative form. Please let me know.

I have also attached a copy of the preliminary design concept drawing specific to your property showing the preferred design and potential property impacts. The preliminary design has identified a portion of your property being required temporarily (outlined in green) in order to facilitate construction of a shaft compound needed to complete the underground tunnelling for the sanitary sewer installation, and a proposed permanent easement (outlined in blue) required for the installed infrastructure and permanent manhole. Details regarding the entire project alignment will be available through the PIC website.

Please do not hesitate to contact me if you have any further questions or require clarification, or have difficulties accessing the information.

Regards,
Steven

Steven Oldford, AACI, SR/WA
Senior Capital Acquisition Agent, Real Estate
The Regional Municipality of Peel
Cell Phone: 289-541-9280
Email: steven.oldford@peelregion.ca

From: Oldford, Steven
Sent: June 16, 2021 1:05 PM
To: Jason Fidani <[REDACTED]>
Subject: RE: (PF-19047.09) Central Mississauga WW System EA - PIC No #2

Absolutely,

I will provide an overview by end of day.

Steve

Steven Oldford, AACI, SR/WA
Senior Capital Acquisition Agent, Real Estate
The Regional Municipality of Peel
Cell Phone: 289-541-9280
Email: steven.oldford@peelregion.ca

From: Jason Fidani <[REDACTED]>
Sent: June 16, 2021 11:59 AM
To: Oldford, Steven <steven.oldford@peelregion.ca>
Subject: Re: (PF-19047.09) Central Mississauga WW System EA - PIC No #2

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Hi Steven,

Unfortunately I am out of town this week with spotty cellular. Could you send me an overview and perhaps we can talk next week?

Thanks,

Jason

Sent from my iPhone

On Jun 16, 2021, at 10:51 AM, Oldford, Steven <steven.oldford@peelregion.ca> wrote:

Hi Jason,

Are you available for a telephone call today or tomorrow. I would like to inform you of the upcoming Public Information Centre #2 to be held virtually starting June 22nd, 2021, and discussed any property impacts to the **Rialto Apartments Limited/Horner Developments Limited** property identified as [REDACTED] and located along the **North Side of The Queensway, East of Dixie Road, in Mississauga.**

If you prefer a virtual meeting, please provide some meeting time options and I will forward you a TEAMS meeting invite. Otherwise, if you are unavailable, I can forward you an overview of the event and the potential impacts to your property.

Regards,
Steven

Steven Oldford, AACI, SR/WA
Senior Capital Acquisition Agent, Real Estate
The Regional Municipality of Peel
Cell Phone: 289-541-9280
Email: steven.oldford@peelregion.ca

From: Oldford, Steven
Sent: November 13, 2020 11:13 AM
To: Jason Fidani <[REDACTED]>
Subject: RE: (PF-19047.09) Central Mississauga WW System EA - N/S The Queensway, east of Dixie Rd, Miss - Permission to Enter Notice

Hi Jason

I hope you are doing well.

This email is to provide notification that the Region of Peel and/or it's consultants intend to commence studies shortly at the **North side of Queensway [REDACTED]**, in accordance with the Permission to Enter Agreement between The Regional Municipality of Peel and Rialto Apartments Limited/Horner Developments Limited.

I have provided your contact information to the consultant's and/or Region's agents.

Should you have any questions, please do not hesitate to contact myself at 905-791-7800 ext. 7638.

Regards,
Steven

Steven Oldford, AACI, P.App
Senior Capital Acquisition Agent, Real Estate
The Regional Municipality of Peel
Cell Phone: 289-541-9280
Email: steven.oldford@peelregion.ca

From: Oldford, Steven
Sent: October 23, 2020 11:56 AM
To: [REDACTED]
Subject: RE: (PF-19047.09) Central Mississauga WW System EA - N/S The Queensway, east of Dixie Rd, Miss - Permission to Enter letter

Hi Jason,

Thank you for your prompt response and cooperation. Have a great weekend.

Regards,
Steven

Steven Oldford, AACI, P.App
Senior Capital Acquisition Agent, Real Estate
The Regional Municipality of Peel
Cell Phone: 289-541-9280

Email: steven.oldford@peelregion.ca

From: Jason Fidani <[REDACTED]>

Sent: October 23, 2020 10:30 AM

To: Oldford, Steven <steven.oldford@peelregion.ca>

Subject: RE: (PF-19047.09) Central Mississauga WW System EA - N/S The Queensway, east of Dixie Rd, Miss - Permission to Enter letter

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

Hi Steven,

Please find attached the executed letter as requested.

Regards,

Jason Fidani

Horner Developments Limited

313 Horner Avenue

Toronto, ON

M8W 1Z5

From: Oldford, Steven [<mailto:steven.oldford@peelregion.ca>]

Sent: October-16-20 8:52 AM

To: Jason Fidani

Subject: RE: (PF-19047.09) Central Mississauga WW System EA - N/S The Queensway, east of Dixie Rd, Miss - Permission to Enter letter

Hi Jason,

I hope you are doing well.

I am just enquiring as to the status of the Permission to Enter letter and whether you had any questions.

Thanking you in advance for your cooperation.

Steven

Steven Oldford, AACI, P.App

Senior Capital Acquisition Agent, Real Estate

The Regional Municipality of Peel

Cell Phone: 289-541-9280

Email: steven.oldford@peelregion.ca

From: Oldford, Steven

Sent: October 8, 2020 4:25 PM

To: Jason Fidani <[REDACTED]>

Subject: RE: (PF-19047.09) Central Mississauga WW System EA - N/S The Queensway, east of Dixie Rd, Miss - Permission to Enter letter

Hi Jason,

As per our discussion, please find attached the **Permission to Enter letter** for investigative studies required on the **Rialto Apartments Limited/Horner Developments Limited** property located along the **North Side of The Queensway, East of Dixie Road, in Mississauga**. The studies are required in connection with the Region of Peel initiated Schedule "C" Class Environmental Assessment (EA) to study how to improve wastewater servicing capacity within the Central Mississauga Wastewater System.

Please note that the agreement is for a term of 12 months until September 30th, 2021, and will involve only **short-term, intermittent access to a portion your property** (please refer to sketch within agreement). The Region will make every attempt to limit the number of visits to your property during this time. Please note that all of the activities/studies listed may or may not be applicable to your property.

Please **print in colour on 8.5" x 11" paper one side only**, and arrange to have the owners sign, date, scan and email a copy of the Agreement to the undersigned as soon as possible.

If you have any questions, please do not hesitate to contact me. Any assistance in expediting the process would be greatly appreciated as the changing weather conditions limits the ability to complete some of the studies.

High Priority

Regards,
Steven

Steven Oldford, AACI, P.App
Senior Capital Acquisition Agent, Real Estate
The Regional Municipality of Peel
10 Peel Centre Drive, Suite B, 6th Floor, Brampton, ON L6T 4B9
Cell: **289-541-9280***
Phone: 905-791-7800 ext 7638
Fax: 905-791-3645 Toll Free: 1-888-919-7800
Email: steven.oldford@peelregion.ca

Sandra Anastasio - GM BluePlan

From: Lee, Justin <Justin.Lee@peelregion.ca>
Sent: Tuesday, June 22, 2021 2:24 PM
To: [REDACTED]
Cc: Sandra Anastasio - GM BluePlan
Subject: RE: Project Mailing List - 3503 Wisner Rd Miss

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Michelle,

Good afternoon and thank you for the email.

I will ask that my consultant add you to our mailing list for the Central Mississauga Wastewater EA project. Your timing is perfect as we are planning to upload our latest information on the project website shortly. As there is a lot of information to include in our Public Information Centre (PIC) No. 2, the website, currently, is not complete.

All updated information should be included by tomorrow. The project website is:

<http://www.peelregion.ca/pw/water/envIRON-assess/scheduled-c-class-environmental-assessment.asp>

Please feel free to submit any comments, questions, or concerns to the comment form link provided on the project website. Alternatively, you can always email me and I will be happy to help you address the concern / questions.

Thanks,

Justin Lee, P.Eng.

Project Manager, Infrastructure Planning & Asset Management, Growth and Water Resources
Region of Peel
10 Peel Centre Drive, Suite A (4th Floor)
Brampton, ON L6T 4B9
Cell: (647) 280-5481
Tel: (905) 791-7800



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<http://www.peelregion.ca/corpserv/10pcd-expansion/map.htm>

From: [REDACTED]
Sent: June 22, 2021 2:12 PM
To: Lee, Justin <Justin.Lee@peelregion.ca>
Subject: Project Mailing List - [REDACTED]

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

Hi Justin,

I received a document regarding the Wastewater Capacity Improvement Project in Central Mississauga. I would like to be included on the mailing list for future project notifications please.

Thank you,

██████████
████████████████████
██████████

Sandra Anastasio - GM BluePlan

From: Lee, Justin <Justin.Lee@peelregion.ca>
Sent: Thursday, June 24, 2021 3:41 PM
To: Sandra Anastasio - GM BluePlan
Cc: Chris Campbell - GM BluePlan; Borowiec, Laura
Subject: FW: Central Mississauga - Resident at 84 Whitchurch Mews

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Sandra,

I got a call from the son-in-law [REDACTED] of the resident at [REDACTED]. The resident asked if she could be included in the mailing list for the Central Mississauga WW EA. Unfortunately, this resident does not have an email address or internet. Is there a way we can get our information from PIC2 to this resident?

Can you please send a colour hardcopy of the PIC2 material to this resident? Please let me know if you can have this sent out and I will notify the resident's son-in-law.

Thanks,

Justin Lee, P.Eng.

Project Manager, Infrastructure Planning & Asset Management, Growth and Water Resources
Region of Peel
10 Peel Centre Drive, Suite A (4th Floor)
Brampton, ON L6T 4B9
Cell: (647) 280-5481
Tel: (905) 791-7800



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<http://www.peelregion.ca/corpserv/10pcd-expansion/map.htm>

Sandra Anastasio - GM BluePlan

From: Sandra Anastasio - GM BluePlan
Sent: Monday, July 26, 2021 3:37 PM
To: Susan.SUN@HydroOne.com
Cc: Chris Campbell - GM BluePlan; Lee, Justin; SecondaryLandUse@HydroOne.com; greg.gowan@hydroone.com
Subject: RE: Hydro One Response: 20210624-NoticeOfPIC2-Wastewater Capacity Improvements in Central Mississauga
Attachments: Peel Central Miss EA - Easement Requirements.pdf

Hello Susan,

Thank you for providing your feedback. Our team received commentary regarding the selected shaft locations and alignments from Greg Gowan in March 2021. The PIC materials reflect the suggested changes.

At this time, we can confirm that the proposed sewer alignment and shaft locations do not have any potential impacts to Hydro One transmission lines or towers. Temporary easements will be required at several locations during construction and permanent easement for sewer alignments and long-term access at the following locations which fall within Hydro One managed lands:

- Queensway and Cooksville Creek (shaft compound)
- Queensway and Cliff Road (shaft compound)
- Queensway and Hensall Street (shaft compound)
- Queensway and Tedlo Street (shaft compound)
- Etobicoke Creek between Queensway and Sherway Drive (underground alignment)

The Region will continue to consult with Hydro One throughout the project to avoid any potential conflicts and to ensure Hydro One is aware of all project updates.

Thank you,
Sandra

Sandra Anastasio, B.Sc., M.Env.Sc., EPT
Infrastructure Planning

GM BluePlan Engineering Limited
Royal Centre | 3300 Highway No. 7, Suite 402 | Vaughan ON L4K 4M3
t: 416.703.0667 ext. 7217 | c: 416.428.2836
sandra.anastasio@gmblueplan.ca | www.gmblueplan.ca



-----Original Message-----

From: Susan.SUN@HydroOne.com <Susan.SUN@HydroOne.com>
Sent: June 24, 2021 2:08 PM
To: Lee, Justin <Justin.Lee@peelregion.ca>

Cc: SecondaryLandUse@HydroOne.com; greg.gowan@hydroone.com

Subject: Hydro One Response: 20210624-NoticeOfPIC2-Wastewater Capacity Improvements in Central Mississauga

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

Please see the attached for Hydro One's Response.

Hydro One Networks Inc
SecondaryLandUse@HydroOne.com

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Hydro One Networks Inc
483 Bay St
Toronto, ON

June 24, 2021

Re: Wastewater Capacity Improvements in Central Mississauga

Attention:
Justin Lee, P.Eng.,
Project Manager

Thank you for sending us notification regarding (Wastewater Capacity Improvements in Central Mississauga). The Secondary Land Use group is aware of this project. Please continue construction conversations with Greg Gowan, Hydro One Senior Real Estate Coordinator. Please note part of your application is on Bill 58 lands you will need to provide complete plans to the Real Estate to work through any acquisition of rights. Please inform us if the scope of the project changes so that we may assess the impact to our assets. Note that this response does not constitute approval for your plans and is being sent to you as a courtesy to inform you that we must continue to be consulted on your project.

In addition to the existing infrastructure mentioned above, the applicable transmission corridor may have provisions for future lines or already contain secondary land uses (e.g., pipelines, watermains, parking). Please take this into consideration in your planning.

Also, we would like to bring to your attention that should (Wastewater Capacity Improvements in Central Mississauga) result in a Hydro One station expansion or transmission line replacement and/or relocation, an Environmental Assessment (EA) will be required as described under the Class Environmental Assessment for Minor Transmission Facilities (Hydro One, 2016). This EA process would require a minimum of 6 months for a Class EA Screening Process (or up to 18 months if a Full Class EA were to be required) to be completed. Associated costs will be allocated and recovered from proponents in accordance with the Transmission System Code. If triggered, Hydro One will rely on studies completed as part of the EA you are current undertaking.

Consulting with Hydro One on such matters during your project's EA process is critical to avoiding conflicts where possible or, where not possible, to streamlining processes (e.g., ensuring study coverage of expansion/relocation areas within the current EA). Once in receipt of more specific project information regarding the potential for conflicts (e.g., siting, routing), Hydro One will be in a better position to communicate objections or not objections to alternatives proposed.

If possible at this stage, please formally confirm that Hydro One infrastructure and associated rights-of-way will be completely avoided, or if not possible, allocate appropriate lead-time in your project schedule to collaboratively work through potential conflicts with Hydro One, which ultimately could result in timelines identified above.

In planning, note that developments should not reduce line clearances or limit access to our infrastructure at any time. Any construction activities must maintain the electrical clearance from the

transmission line conductors as specified in the Ontario Health and Safety Act for the respective line voltage.

Be advised that any changes to lot grading or drainage within, or in proximity to Hydro One transmission corridor lands must be controlled and directed away from the transmission corridor.

Please note that the proponent will be held responsible for all costs associated with modifications or relocations of Hydro One infrastructure that result from your project, as well as any added costs that may be incurred due to increased efforts to maintain said infrastructure.

We reiterate that this message does not constitute any form of approval for your project. Hydro One must be consulted during all stages of your project. Please ensure that all future communications about this and future project(s) are sent to us electronically to secondarylanduse@hydroone.com

Sent on behalf of,

***Secondary Land Use
Asset Optimization
Strategy & Integrated Planning
Hydro One Networks Inc.***

Sandra Anastasio - GM BluePlan

From: Lee, Justin <Justin.Lee@peelregion.ca>
Sent: Thursday, June 24, 2021 11:06 AM
To: [REDACTED]
Cc: 'David McKay '; 'Barry Horosko'; Sandra Anastasio - GM BluePlan; Chris Campbell - GM BluePlan; Borowiec, Laura
Subject: RE: (PF-19047.09) Central Mississauga WW System EA - PIC No #2 Notice

Hi Jason,

Good morning and thank you for the email.

Thank you for bringing this up. You are correct. This is a typo on the slides. Our preliminary preferred shaft site location is 2A, on the north side of Queensway.

I have asked my consultant to include your comments and concerns with the permanent easements as a result of the preliminary preferred sewer within our Environmental Study Report (ESR) documents.

Thanks,

Justin Lee, P.Eng.

Project Manager, Infrastructure Planning & Asset Management, Growth and Water Resources
Region of Peel
10 Peel Centre Drive, Suite A (4th Floor)
Brampton, ON L6T 4B9
Cell: (647) 280-5481
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<http://www.peelregion.ca/corpserv/10pcd-expansion/map.htm>

From: Jason Fidani [REDACTED] >
Sent: June 24, 2021 10:53 AM
To: Lee, Justin <Justin.Lee@peelregion.ca>
Cc: 'David McKay ' <dmckay@mhbcpplan.com>; 'Barry Horosko' <bhorosko@horoskoplanninglaw.com>
Subject: (PF-19047.09) Central Mississauga WW System EA - PIC No #2 Notice

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Hi Justin,

I was on the Public Information Centre #2 and was reviewing the Display Panels in pdf format. I believe there is a typo under the Shaft Alternatives: Queensway East and Etobicoke Creek. The matrix seems to indicate that Shaft 2A is the preferred but in the box below it says that Shaft 2B was selected, although under the reasoning it seems to be discussing shaft 2A. Could you please clarify?

This is of critical importance to us as we are the property owners of the land impacted by shaft 2A and will be very much opposed to the required easement which severely impacts our proposed development for this property.

Thank you,

Jason Fidani

Horner Developments Limited
313 Horner Avenue
Toronto, ON
M8W 1Z5

Sandra Anastasio - GM BluePlan

From: [REDACTED]
Sent: Monday, July 26, 2021 4:01 PM
To: Sandra Anastasio - GM BluePlan
Cc: Lee, Justin; Chris Campbell - GM BluePlan
Subject: Re: Peel Central Miss EA - PIC 2 Response
Attachments: image001.jpg

Thank you for the update Sandra.

Regards
[REDACTED]

On Mon., Jul. 26, 2021, 3:57 p.m. Sandra Anastasio - GM BluePlan, <Sandra.Anastasio@gmblueplan.ca> wrote:

Hello Hamad,

Thank you for providing your comments for the Region of Peel Wastewater Capacity Improvements in Central Mississauga – PIC No. 2.

The Region has forwarded your comment to the Ms. Catherine Hobbis who works within the Region's Environmental Education department. She will be able to provide you additional information on your inquiry.

Kind Regards,

Sandra

Sandra Anastasio, B.Sc., [M.Env.Sc.](#), EPT

Infrastructure Planning

GM BluePlan Engineering Limited

Royal Centre | 3300 Highway No. 7, Suite 402 | Vaughan ON L4K 4M3

t: 416.703.0667 ext. 7217 | c: 416.428.2836

sandra.anastasio@gmblueplan.ca | www.gmblueplan.ca



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Respondent



3

Anonymous



19:08

Time to complete



1. First and Last Name

[Redacted]

2. Organization (if applicable)

Eco Fresh Laundry and Dry Cleaning (pre-COVID19 MONTHLY water/sewage consumption: 451734.2 US Gallons)

3. If you would like to receive future study updates, please enter your email address below.

[Redacted]

4. Please provide your questions and/or comments about this study below.

Have you developed any grants/incentives or tax reliefs for businesses like ours who can reduce their dependencies on the sewage system by installing water reclamation systems which are a common component in many countries in North America, Australia, Europe, Scandinavian countries and many others? I ask because I maybe a good willing candidate as our pre-COVID19 MONTHLY water/sewage consumption is 451734.2 US Gallons.

Sandra Anastasio - GM BluePlan

From: Sandra Anastasio - GM BluePlan
Sent: Monday, July 26, 2021 3:18 PM
To: Kilis, Jakub
Cc: Chris Campbell - GM BluePlan; Lee, Justin
Subject: RE: CVC Comments - PIC 2 - Peel WW Capacity Improvements in Central Mississauga (CVC File No EA 20/001)

Hi Jakub,

Thank you for providing your feedback. We will consider your comments in the selection and refinement of the design and construction methodology for the preferred solution.

Kind regards,
Sandra

Sandra Anastasio, B.Sc., M.Env.Sc., EPT
Infrastructure Planning

GM BluePlan Engineering Limited

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sandra.anastasio@gmblueplan.ca | www.gmblueplan.ca



From: Kilis, Jakub <Jakub.Kilis@cvc.ca>
Sent: Thursday, July 08, 2021 3:47 PM
To: Lee, Justin <Justin.Lee@peelregion.ca>; Sandra Anastasio - GM BluePlan <Sandra.Anastasio@gmblueplan.ca>
Cc: Pamela Teddy - GM BluePlan <Pamela.Teddy@gmblueplan.ca>; Chris Campbell - GM BluePlan <chris.campbell@gmblueplan.ca>
Subject: CVC Comments - PIC 2 - Peel WW Capacity Improvements in Central Mississauga (CVC File No EA 20/001)

Hi Sandra and Justin,

CVC staff has now had an opportunity to review the PIC materials and offer the following comments for your consideration

1. Our comments below are general in nature and we expect that specific technical comments will be provided as part of a full future technical submission.
2. CVC typically looks for proposed infrastructure to be located outside of the 100-year local erosion hazard and outside of the regulatory floodplain to the best extent possible. This must be considered when evaluating the location for the Cooksville Creek Shaft Compound. As we understand that CVC has previously been in discussions regarding this location, we recognize that the Region is in the process of working towards an approach that satisfies the CVC's requirements and recommendations. However, it's important that CVC's flood and erosion hazards are incorporated and considered throughout the evaluation process of the alternatives.

3. In anticipation of a more detailed technical submission to follow, please be mindful that CVC will be looking for site specific details regarding the avoidance and protection of trees (amongst other broader natural heritage features and functions such as Peel Greenlands and Species at Risk). Page 9 of the Display Panels, for example, does not reflect the optimal level of feature avoidance that would be expected where feasible. The Page 9 – Construction Set Up schematic example shows an access road and material storage area placed over a hedgerow and possible Headwater Drainage Feature (HDF) within an easement area that doesn't appear to be particularly constrained. Through the course of EA and future Detailed Design, please ensure that every effort is taken to avoid and protect natural features as well as green infrastructure such as upland trees and hedgerows. Please also ensure that standard details reflect this intent.
4. Further to the above on the subject of avoidance, please also avoid Peel Greenlands to the extent possible, such as in the case of the Slide 34 and Shaft locations. From an ecological perspective, selecting the northern site option avoids Peel Greeland and preserves valleyland features and functions.

Please let me know if you have any questions about the above,
Jakub

I'm working remotely. The best way to reach me is by email, mobile phone or Microsoft Teams.

Jakub Kilis | RPP

Senior Manager, Infrastructure and Regulations | Credit Valley Conservation

905-670-1615 ext 287 | M: 647-212-6554

jakub.kilis@cvc.ca | cvc.ca



[View our privacy statement](#)

Sandra Anastasio - GM BluePlan

From: Lee, Justin <Justin.Lee@peelregion.ca>
Sent: Tuesday, July 13, 2021 1:38 PM
To: Hamid Javady
Cc: Sandra Anastasio - GM BluePlan
Subject: RE: Queenway project

Hi Hamid,

Good afternoon and hopefully all is well. Thank you for reaching out on the Central Mississauga Wastewater EA project.

The project website, where you can find the info you're looking for is located here:

<http://www.peelregion.ca/pw/water/envIRON-assess/scheduled-c-class-environmental-assessment.asp>

As you have noted, we are currently in the EA phase and anticipating a completion around November this year. At that time, I will be passing this project off to our design and construction capital group. Who will begin design work after the EA is complete.

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

Thanks,

Justin Lee, P.Eng.

Project Manager, Infrastructure Planning & Asset Management, Growth and Water Resources
Region of Peel
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Tel: (905) 791-7800



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<http://www.peelregion.ca/corpserv/10pcd-expansion/map.htm>

From: Hamid Javady <Hamid.Javady@mottmac.com>
Sent: July 13, 2021 12:27 PM
To: Lee, Justin <Justin.Lee@peelregion.ca>
Subject: Queenway project

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Hello Justin;

I hope you are well. I am not sure if I have met you before, but I am a senior tunnel engineer for Mott MacDonald and I am looking for any tunnel opportunity in the Peel Region. I know, there is a Queenway tunnel project under EA study and I am trying to get more information about it. Would you please let me know:

- What is the length of the tunnel? It seems 11km between the two pump stations.
- Diameter of the tunnel
- Is it a wastewater or Feedermain project?

Please let me know if I can contact you to chat about the project.

Best Regard

Hamid Javady

Professional Engineer

Principal Tunnel Engineer

D 416-929-9628 T +1 647 556 3200

hamid.javady@mottmac.com

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