

AGENCY MAILING LIST

CATEGORY	AGENCY	POSITION	ADDRESS
Federal	Transport Canada	Environmental Coordinator	4900 Yonge Street, 4th Floor (PHE) North York, ON M2N 6A5
Provincial	Infrastructure Ontario	Environmental Specialist, Environmental Management	
Provincial	Ministry of the Environment, Conservation and Parks	Management Biologist, Permission and Compliance, Species at Risk Branch	50 Bloomington Road Aurora, ON L4G 0L8
Provincial	Ministry of the Environment, Conservation and Parks	Environmental Resource Planner/EA Coordinator	5775 Yonge Street, 8th Floor Toronto, ON M2M 4J1
Provincial	Ministry of Transportation	Area Manager (Peel and Halton)	159 Sir William Hearst Avenue, Building D Toronto, ON M3M 0B7
Municipal	City of Mississauga	Manager, Transportation Infrastructure Management	201 City Centre Drive, Suite 800 Mississauga, ON L5B 2T4
Municipal	City of Mississauga	Heritage Analyst, Heritage Planning	
Municipal	City of Mississauga	Active Transportation Coordinator	
Municipal	City of Mississauga	Manager, Transportation Projects	
Municipal	City of Mississauga	Planner	
Municipal	City of Mississauga & Mississauga Cycling Advisory Committee	Manager, Active Transportation	
Municipal	MiWay	Transit Planner	
Municipal	MiWay	Transit Priority Project Lead	
Municipal	MiWay	Transit Infrastructure Engineering Technologist	
Conservation Authority	Toronto and Region Conservation Authority	Planner, Infrastructure Planning and Permits	101 Exchange Avenue Vaughan, ON L4K 5R6

CATEGORY	AGENCY	POSITION	ADDRESS
Conservation Authority	Toronto and Region Conservation Authority	Infrastructure Planning and Permits	101 Exchange Avenue Vaughan, ON L4K 5R6
Conservation Authority	Toronto and Region Conservation Authority	Government and Community Relations Specialist	102 Exchange Avenue Vaughan, ON L4K 5R6
Conservation Authority	Credit Valley Conservation	Planner, Environmental Assessment	1255 Old Derry Road Mississauga, ON L5N 6R4
Federal	Canadian Pacific Railway	Manager, Environmental Assessments	401-9th Avenue, Suite 500 SW Calgary, AB T2P 4Z4
Federal	Environment and Climate Change Canada	Manager, Environmental Assessment Section	P.O. Box 5050 867 Lakeshore Road Burlington, ON L7S 1A1
Federal	Fisheries and Oceans Canada	Team Leader-Triage and Planning	P.O. Box 5050 867 Lakeshore Road Burlington, ON L7R 4A6
Federal	Parks Canada, Historic Site & Monument Board	EA Coordinator	25 Rue Eddy Gatineau, QC K1A 1K5
Provincial	GO Transit	Director, Environmental Programs and Assessments	20 Bay Street, Suite 600 Toronto, ON M5J 2W3
Provincial	GO Transit	Manager, Environmental Programs	20 Bay Street, Suite 600 Toronto, ON M5J 2W3
Provincial	Metrolinx		97 Front Street West, 3rd Floor Toronto, ON M5J 1E6
Provincial	Ministry of Aboriginal Affairs	Administrative Assistant to ADM	160 Bloor Street East, 4th Floor Toronto, ON M7A 2E6
Provincial	Ministry of Aboriginal Affairs	Executive Assistant to ADM	160 Bloor Street East, 4th Floor Toronto, ON M7A 2E6

CATEGORY	AGENCY	POSITION	ADDRESS
Provincial	Ministry of Community Safety and Corrections	Director, Facilities & Capital Planning Branch, Corporate Service Division	25 Grosvenor Street, 13th Floor Toronto, ON M7A 1Y6
Provincial	Ministry of Heritage, Sport, Tourism and Culture Industries	Heritage Planner - CULTURE SERVICES UNIT	401 Bay Street, Suite 1700 Toronto, ON M7A 0A7
Provincial	Ministry of Heritage, Sport, Tourism and Culture Industries	Heritage Planner - CULTURE SERVICES UNIT	401 Bay Street, Suite 1700 Toronto, ON M7A 0A7
Provincial	Ministry of Municipal Affairs and Housing (EA Policy)	Central Municipal Services Office	College Park 777 Bay Street, 13th Floor Toronto, ON M5G 2E5
Provincial	Ministry of Natural Resources and Forestry	Area Biologist, Halton/Peel/Toronto	50 Bloomington Road Aurora, ON L4G 0L8
Provincial	Ministry of Rural Affairs	Rural Planner - Environmental and Land Use Policy	Elora Resource Centre 6484 Wellington Road 7, Unit 10 Elora, ON N0B 1S0
Provincial	Ministry of Transportation of Ontario	Senior Project Engineer	Peel Halton Section, Planning and Design, 4th Floor, 159 Sir William Hearst Avenue, Toronto, ON M3M 0B7
Municipal	City of Mississauga	Commissioner, Transportation & Works	201 City Centre Drive, Suite 800 Mississauga, ON L5B 2T4
Municipal	City of Mississauga	Manager, Rapid Transit Office	201 City Centre Drive, Suite 800 Mississauga, ON L5B 2T4
Emergency Services	Peel Regional Police	Chief	7750 Hurontario Street Brampton, ON L6V 3W6
Emergency Services	Mississauga Fire Department	Fire Chief	7535 Ninth Line Mississauga, ON L5N 7C3

CATEGORY	AGENCY	POSITION	ADDRESS
Emergency Services	Region of Peel Ambulance Service	Director-Paramedic Services	5299 Maingate Drive Mississauga, ON L4W 1G6
School Board	Dufferin-Peel Catholic District School Board	Manager of Planning	40 Matheson Boulevard West Mississauga, ON L5R 1C5
School Board	Peel District School Board	Planner, Planning & Accommodation Department	5650 Hurontario Street Mississauga, ON L5R 1C6
School Board	Peel District School Board	Planning & Accommodation Support Services	5650 Hurontario Street Mississauga, ON L5R 1C6
Indigenous Community	Alderville First Nation	Land and Resources	11696 Second Line Roseneath, ON KOK 2X0
Indigenous Community	Beausoleil First Nation	Chief	11 O'Gema Miikaan Christian Island, ON L9M 0A9
Indigenous Community	Beausoleil First Nation	First Nation Administrator	11 O'Gema Miikaan Christian Island, ON L9M 0A9
Indigenous Community	Belmont Equity Partners	EA Coordinator	1400 Cornwall Road, #13 Oakville, ON L6J 7W5
Indigenous Community	Chippewas of Georgina Island	Band Manager	Georgina Island Administration Office R.R.#2 Box N-13 Sutton West, ON L0E 1R0
Indigenous Community	Chippewas of Mnjikaning (Rama)	Chief	5884 Rama Road, Suite 200 Rama, ON L3V 6H6
Indigenous Community	Chippewas of Mnjikaning (Rama)	Community Consultation Worker	5886 Rama Road, Suite 200 Rama, ON L3V 6H6

CATEGORY	AGENCY	POSITION	ADDRESS
Indigenous Community	Chippewas of Mnjikaning (Rama)	Executive Assistant to the Chief	5885 Rama Road, Suite 200 Rama, ON L3V 6H6
Indigenous Community	Chippewas of RAMA First Nation	Chief	5884 Rama Road, Suite 200 Rama, ON L3V 6H6
Indigenous Community	Chippewas of RAMA First Nation, Williams Treaties First Nation	Coordinator	8 Creswick Court Barrie, ON L4M 2J7
Indigenous Community	Credit River Metis Council	Consultation Coordinator - Lands, Resources & Consultation	10A Bram Crt., Unit 4 Brampton, ON L6W 3R6
Indigenous Community	Curve Lake First Nation	Chief	22 Wiinookeeda Road Curve Lake, ON K0L 1R0
Indigenous Community	Curve Lake First Nation	Lands Consultation Liaison	22 Wiinookeeda Road Curve Lake, ON K0L 1R0
Indigenous Community	Haudenosaunee Confederacy Development Institute	Interim Director HDI	P.O. Box 714 16 Sunrise Court, Suite 407 Ohsweken, ON N0A 1M0
Indigenous Community	Haudenosaunee Six Nations Confederacy Council, c/o Haudenosaunee Development Institute	Office Administrator	P.O. Box 174 16 Sunrise Court, Suite 600 Oshweken, ON N0A 1M0
Indigenous Community	Hiawatha First Nation	Chief	123 Paudash Street Hiawatha, ON K9J 0E6
Indigenous Community	Mississaugas of Scugog First Nation	Community Consultation Specialist	22521 Island Road Port Perry, ON L9L 1B6
Indigenous Community	Mississaugas of the Credit First Nation	Archaeological Operations Supervisor	4065 Highway 6 North Hagersville, ON N0A 1H0

CATEGORY	AGENCY	POSITION	ADDRESS
Indigenous Community	Nation Huronne-Wendat	Coordinator	255 Place Chef Michel-Laveau Wendake, QC G0A 4V0
Indigenous Community	Peel Aboriginal Network	Executive Director	208 Britannia Road E, Unit #1, Mississauga, ON L4Z 1S6
Indigenous Community	Six Nations of the Grand River Territory	Chief	Lands & Resources Dept. P.O. Box 5000 1695 Chiefswood Road Oshweken, ON N0A 1M0
Indigenous Community	Six Nations of the Grand River Territory	Community Liason Coordinator	Lands & Resources Dept. P.O. Box 5000 1695 Chiefswood Road Oshweken, ON N0A 1M0
Indigenous Community	The Metis Nation of Ontario	Manager - Lands, Resources & Consultation	500 Old St. Patrick Street, Unit 3 Ottawa, ON K1N 9G4
Indigenous Community	Williams Treaties First Nation	Process Co-ordinator/Barrister and Solicitor	9 Creswick Court Barrie, ON L4M 2J7
Utility	Alectra		
Utility	Alectra Utilities		
Utility	Bell Canada		
Utility	Bell	Access Network Manager, Network Provisioning, FTTH Project, Infrastructure	5115 Creebank Road, 3 rd floor E 3-M1, Mississauga ON L4W 5R1
Utility	Bell Canada Municipal Operations Centre	c/o Netricom	200 Town Centre Boulevard, Suite 300 Markham, ON L3R 8G5

CATEGORY	AGENCY	POSITION	ADDRESS
Utility	Blink Communications Inc	c/o Rogers Cable	3573 Wolfedale Road Mississauga, ON L5C 3T6
Utility	Cogeco Data Services Inc	EA Coordinator	413 Horner Avenue Etobicoke, ON M8W 4W3
Utility	Cogeco	Mark-up Specialist	
Utility	Enbridge Gas Distribution Inc	Mark-Up Administrator	500 Consumers Road, 4th Floor North York, ON M2J 1P8
Utility	Enersource Hydro Mississauga	EA Coordinator	3240 Mavis Road Mississauga, ON L5C 3K1
Utility	GT Fiber Services Inc	c/o Netricom	200 Town Centre Boulevard, Suite 300 Markham, ON L3R 8G5
Utility	GT Fiber Services Inc.		
Utility	GTAA Toronto Pearson International Airport	EA Coordinator	3111 Convair Drive Mississauga, ON L5P 1B2
Utility	GTAA		
Utility	Hydro One Network Services	OP&CS Department - OGCC	230 Bayview Drive Barrie, ON L4N 4Y8
Utility	Hydro One		

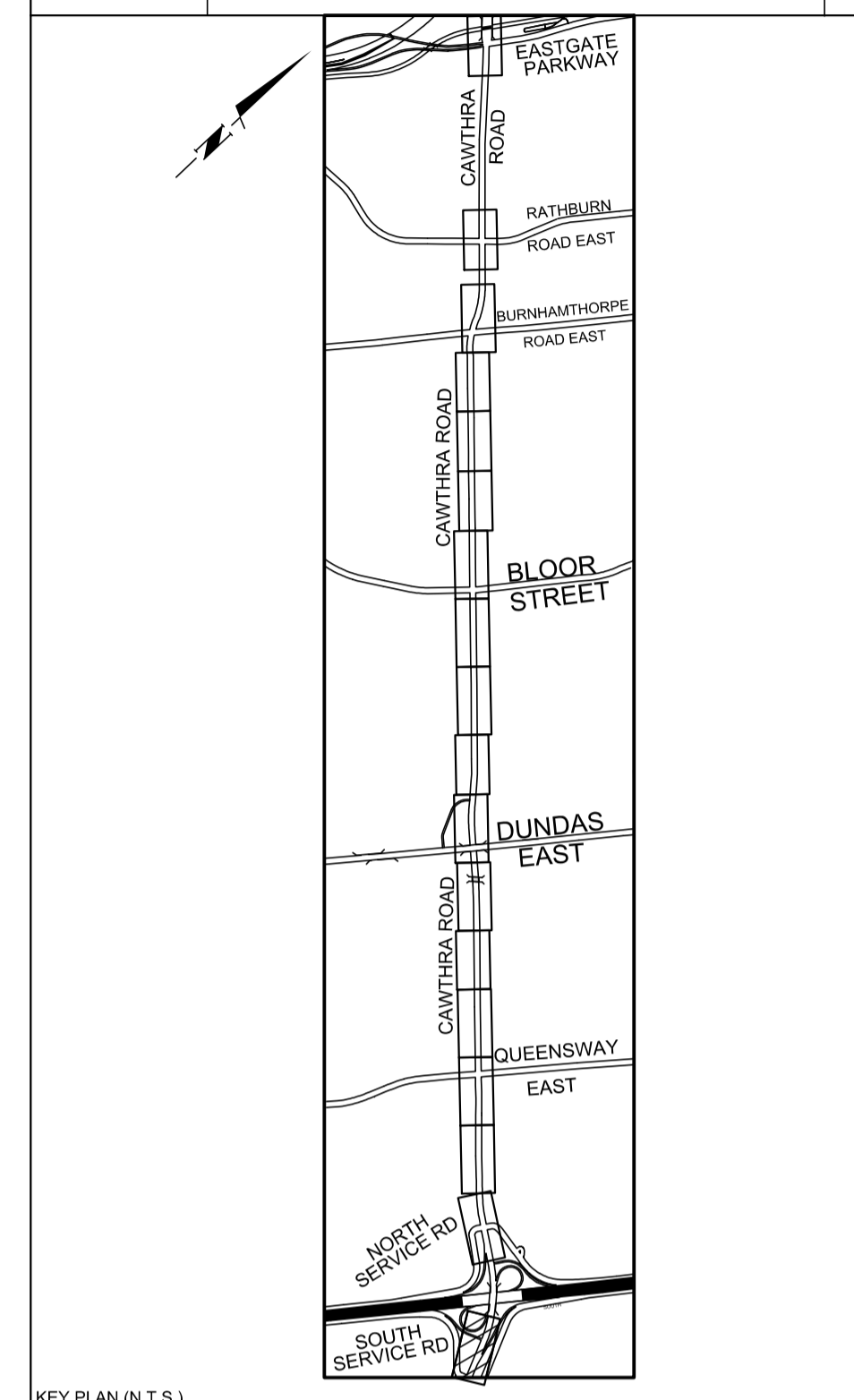
CATEGORY	AGENCY	POSITION	ADDRESS
Utility	Hydro One Telecom	EA Coordinator	65 Kelfield Street Rexdale, ON M9W 5A3
Utility	Hydro One Networks		483 Bay Street, Toronto
Utility	Rogers		
Utility	Rogers Cable (Mississauga)	EA Coordinator	3573 Wolfedale Road Mississauga, ON L5C 3T6
Utility	Telus		
Utility	Trans Northern Pipeline		
Utility	Union Gas		
Utility	Zayo	EA Coordinator	50 Worcester Road Toronto, ON M9W 5X2

CITY OF MISSISSAUGA



SERVICE DATA					
SERVICE	DATE	INIT.	SERVICE	DATE	INIT.
SAN SEWERS	MAY 00, 2014	X.X.	GAS MAINS	MAY 00, 2014	X.X.
STORM SEWERS	MAY 00, 2014	X.X.	BELL U/G CABLE	MAY 00, 2014	X.X.
WATERMANS	MAY 00, 2014	X.X.	HYDRO U/G CABLE	MAY 00, 2014	X.X.
TRANSIT	MAY 00, 2014	X.X.	HYDRO ONE	MAY 00, 2014	X.X.
PARKS & REC.	MAY 00, 2014	X.X.	CTV	MAY 00, 2014	X.X.
ONT. CLEAN WATER	MAY 00, 2014	X.X.	COMMUNIC. CABLES	MAY 00, 2014	X.X.

REVISIONS		
DATE	DETAILS	INIT.



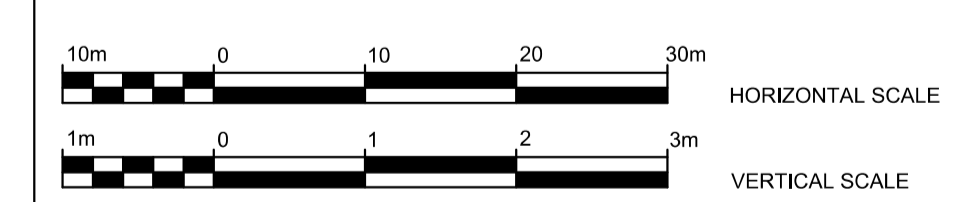
General Notes

All Driveways Are ASPHALT Unless Otherwise Noted
 All Water And Sanitary Service Locations Are Approximate And Must Be Located Accurately In The Field
 All Horizontal And Vertical Bends Are In Degrees
 All Pipes Size In mm
 200 Existing Water Service, Size In mm
 WS20 Proposed Water Service, Size In mm
 B.M. No. Description Location Elev.
 The Contractor Is Responsible For Locating And Protecting All Existing Utilities Prior To And During Construction, Location Of Existing Utilities Approximate Only, To Be Verified In Field By Contractor.

Designed by _____ Chkd. _____ Approved by _____

NOTICE TO CONTRACTOR
 48 HOURS PRIOR TO COMMENCING WORK NOTIFY THE FOLLOWING

THE REGIONAL MUNICIPALITY OF PEEL	CABLE TELEVISION/FIBROPTIC PROVIDERS:
CITY OF MISSISSAUGA WORKS DEPT.	BELL CANADA
CITY OF BRAMPTON WORKS DEPT.	ENERSOURCE TELECOM
TOWN OF CALEDON WORKS DEPT.	HYDRO ONE TELECOM
BELL CANADA	ROGERS CABLE
ENBRIDGE INCORPORATED-GAS DISTRIBUTION	ALLSTREAM
ONTARIO MINISTRY OF TRANSPORTATION	PSN (PUBLIC SECTOR NETWORK)
ONTARIO CLEAN WATER AGENCY	FUTUREWAY (FCI BROADBAND)
HYDRO ONE NETWORKS	
ENERSOURCE, HYDRO MISSISSAUGA	
HYDRO ONE BRAMPTON	



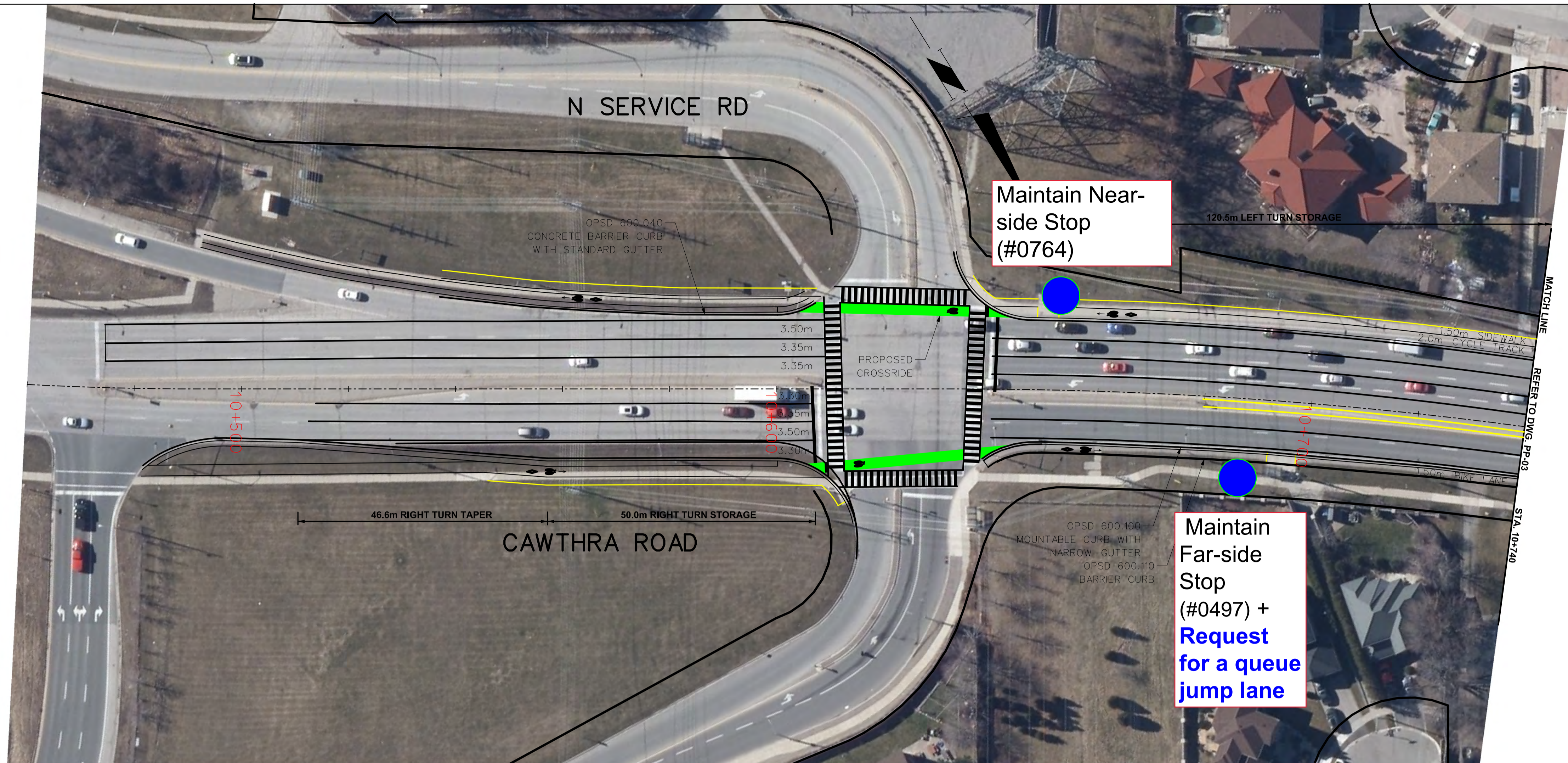
Region of Peel
 working with you

CAWTHRA ROAD
 (SOUTH SERVICE ROAD INTERSECTION)
 NEW CONSTRUCTION

DRAFT - PRELIMINARY

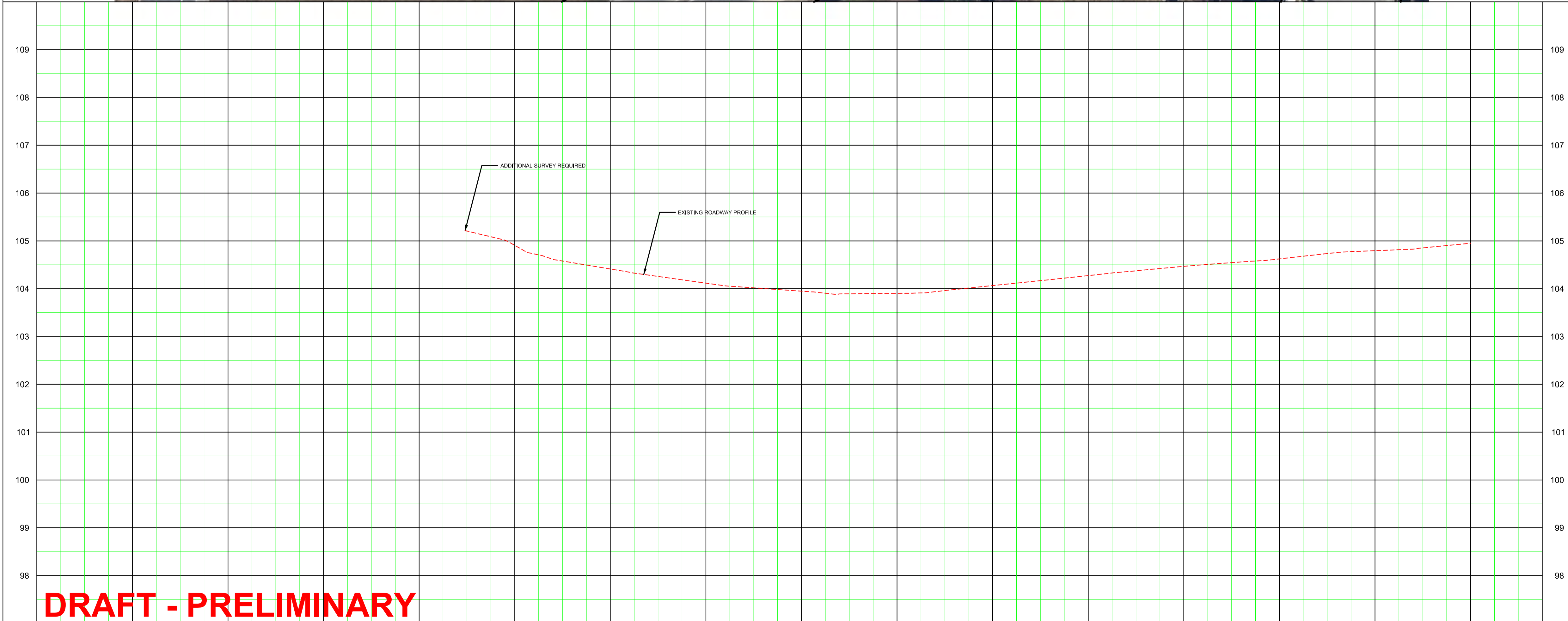
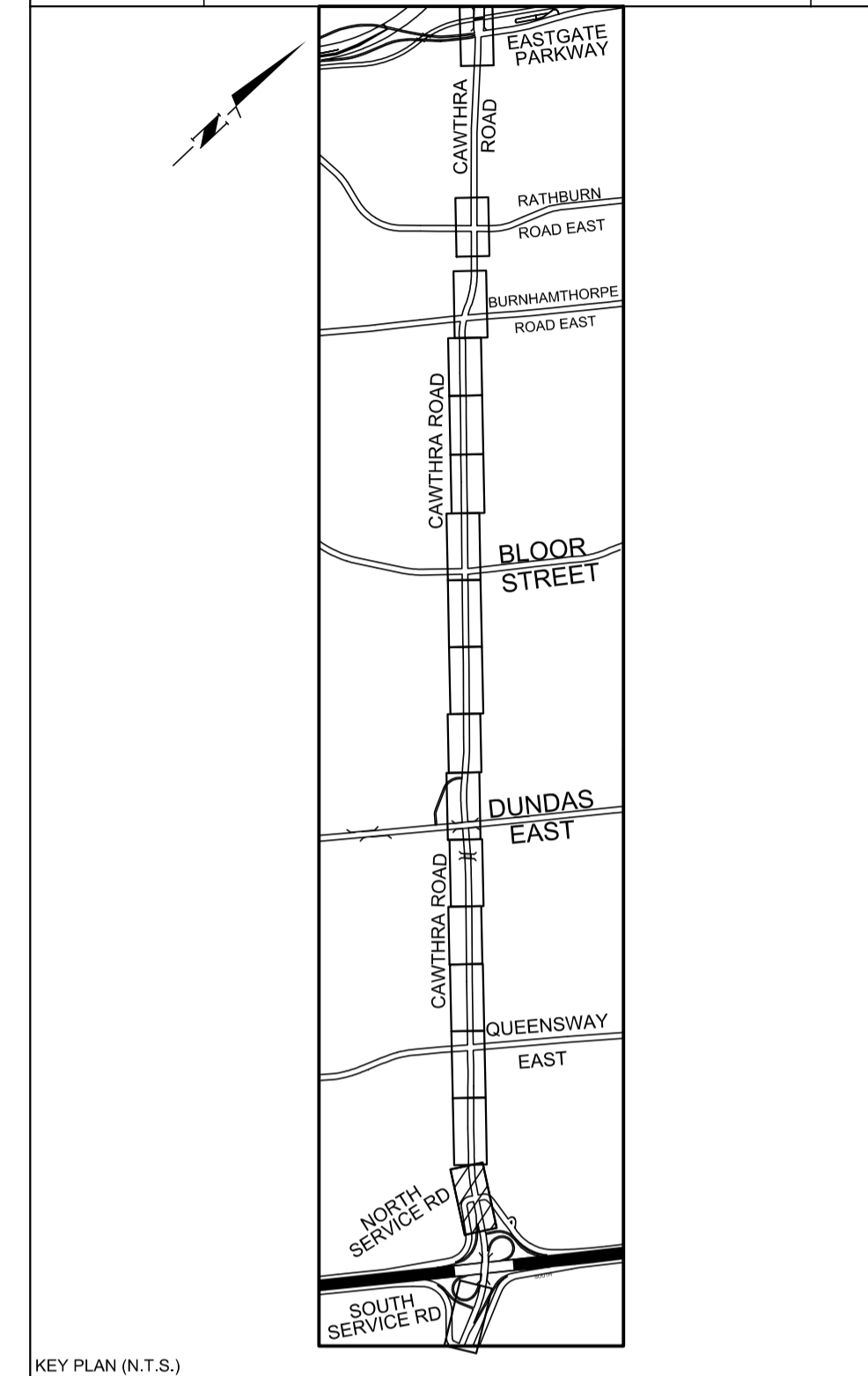
PROP. SWALE ELEV.	STA. 9+960	TO STA. 10+160
PROP. FINISHED GRADE	Area X-XX	Area X-XX
EX. ROAD ELEV.	Checked by X.X.	Drawn by X.X.
ROAD CHAINAGE	Date MAY 2018	Sheet 1 of 18
	9+940	9+960
	9+980	10+000
	10+020	10+040
	10+060	10+080
	10+100	10+120
	10+140	10+160

Project No.	XX-XXXX
Plan No.	PP-01



SERVICE DATA					
SERVICE	DATE	INIT.	SERVICE	DATE	INIT.
SAN SEWERS	MAY 00, 2014	X.X.	GAS MAINS	MAY 00, 2014	X.X.
STORM SEWERS	MAY 00, 2014	X.X.	BELL U/G CABLE	MAY 00, 2014	X.X.
WATERMANS	MAY 00, 2014	X.X.	HYDRO U/G CABLE	MAY 00, 2014	X.X.
TRANSIT	MAY 00, 2014	X.X.	HYDRO ONE	MAY 00, 2014	X.X.
PARKS & REC.	MAY 00, 2014	X.X.	CTV	MAY 00, 2014	X.X.
ONT. CLEAN WATER	MAY 00, 2014	X.X.	COMMUNIC. CABLES	MAY 00, 2014	X.X.

REVISIONS		
DATE	DETAILS	INIT.



General Notes

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 All Pipes Size In mm
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NOTICE TO CONTRACTOR

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CITY OF MISSISSAUGA WORKS DEPT.	BELL CANADA
CITY OF BRAMPTON WORKS DEPT.	ENERSOURCE TELECOM
TOWN OF CALEDON WORKS DEPT.	HYDRO ONE TELECOM
BELL CANADA	ROGERS CABLE
ENBRIDGE INCORPORATED-GAS DISTRIBUTION	ALLSTREAM
ONTARIO MINISTRY OF TRANSPORTATION	PSN (PUBLIC SECTOR NETWORK)
ONTARIO CLEAN WATER AGENCY	FUTUREWAY (FCI BROADBAND)
HYDRO ONE NETWORKS	
ENERSOURCE, HYDRO MISSISSAUGA	
HYDRO ONE BRAMPTON	

10m 0 10 20 30m HORIZONTAL SCALE
 1m 0 1 2 3m VERTICAL SCALE

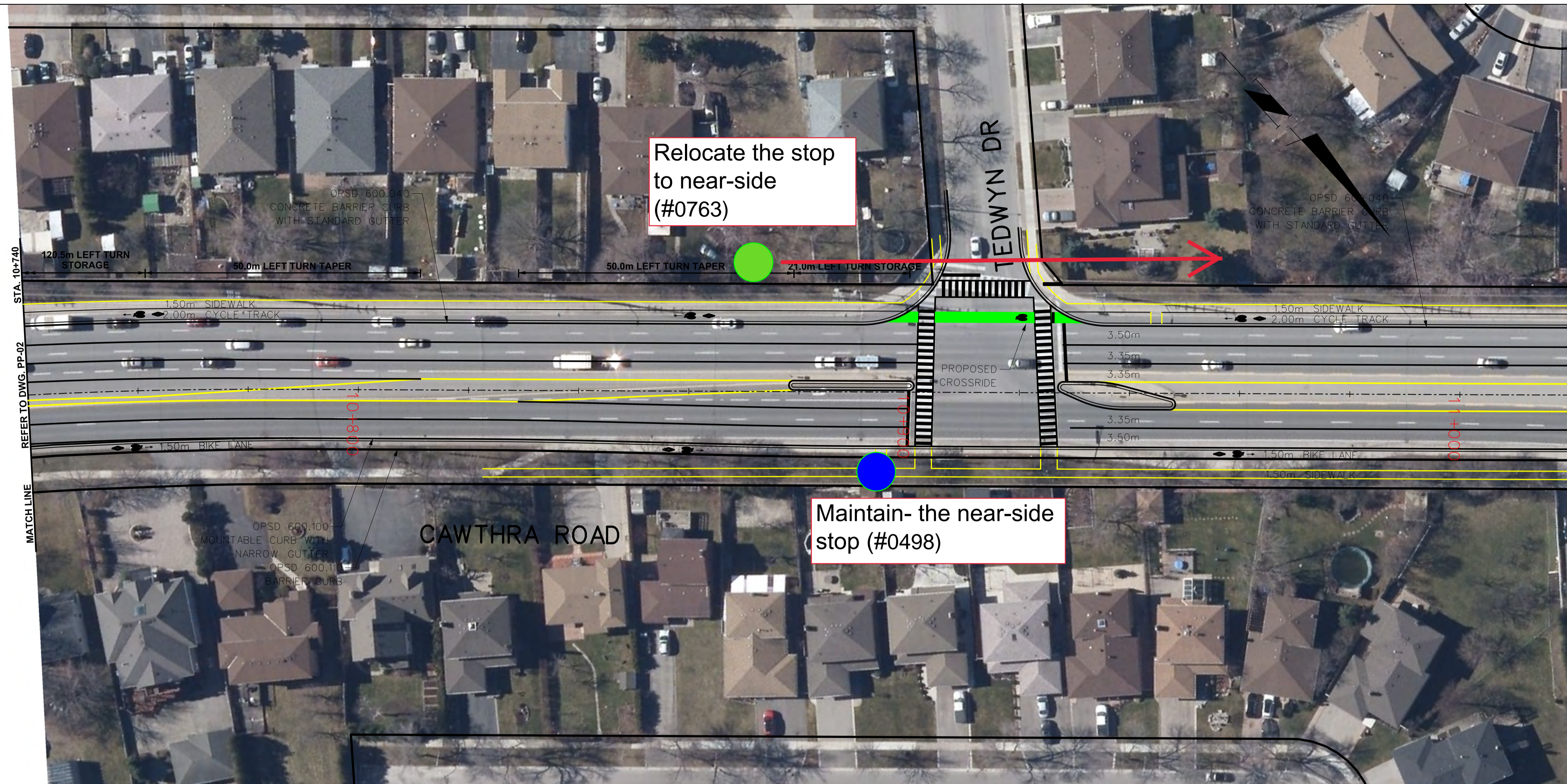
Region of Peel
 working with you

CAWTHRA ROAD
 (FROM N SERVICE ROAD TO BURHAMTHORPE ROAD E)
 NEW CONSTRUCTION

STA. 10+460 TO STA. 10+740

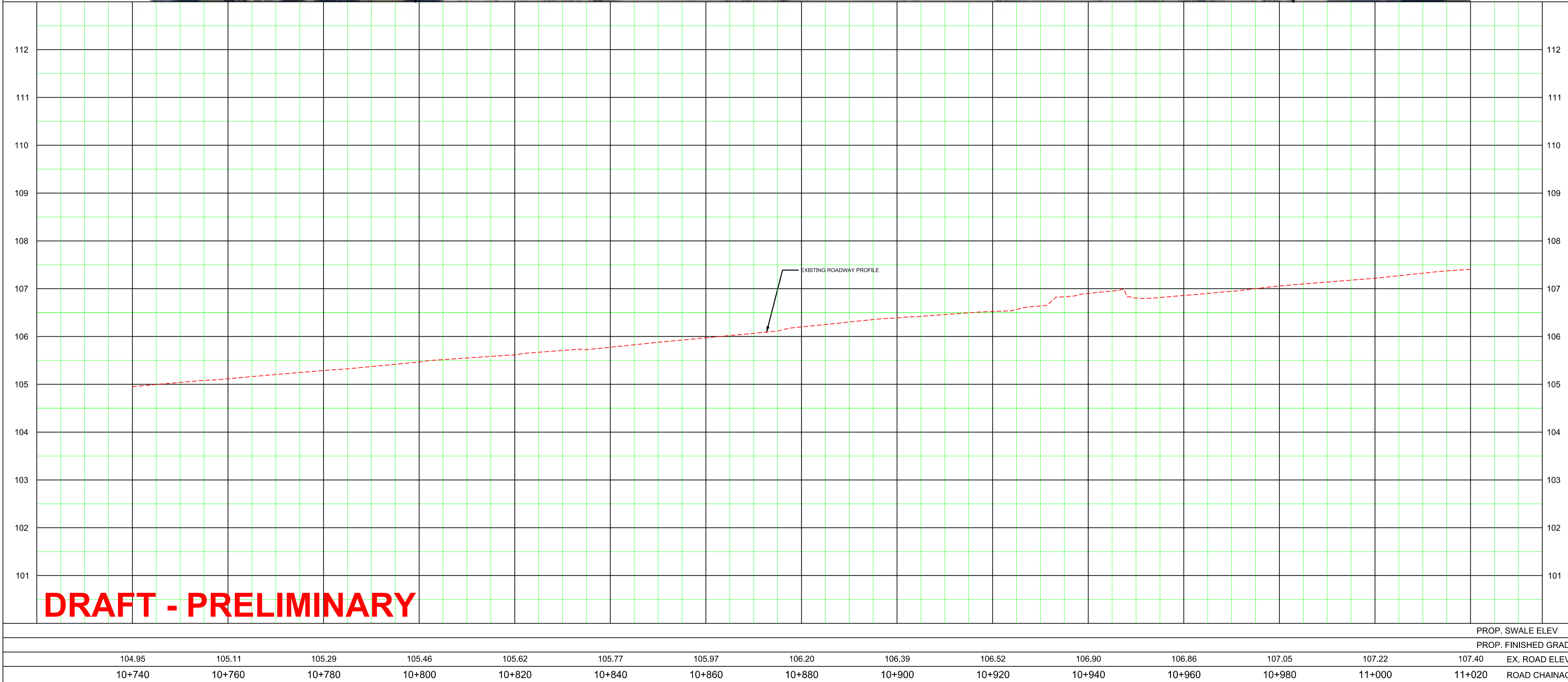
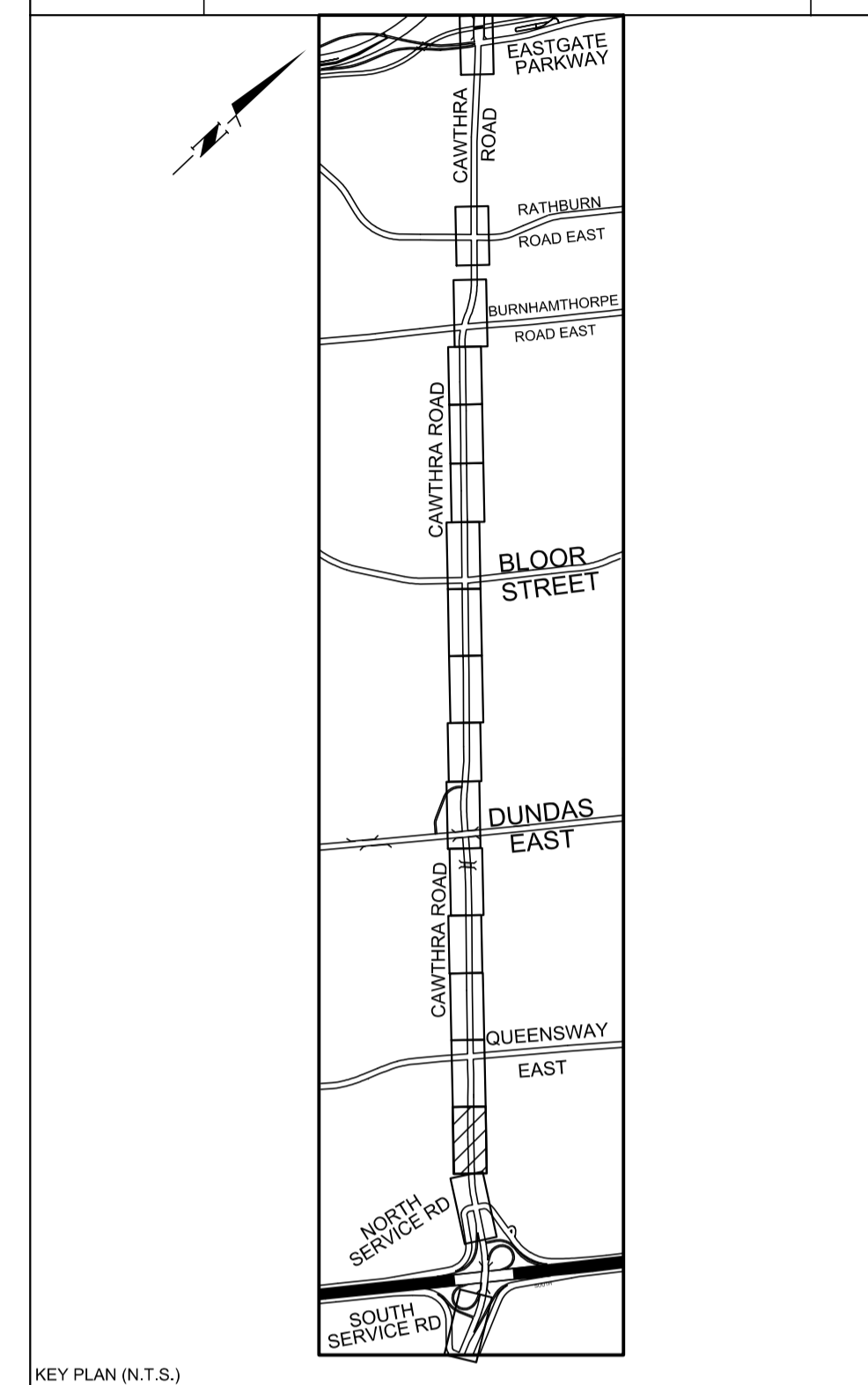
PROP. SWALE ELEV	PROP. FINISHED GRADE	EX. ROAD ELEV.	ROAD CHAINAGE
104.91	104.41	104.11	104.91
104.41	104.11	103.95	104.41
104.11	103.95	103.90	104.11
103.95	103.90	104.06	103.95
103.90	104.06	104.27	103.90
104.06	104.27	104.47	104.06
104.27	104.47	104.62	104.27
104.47	104.62	104.79	104.47
104.62	104.79	104.95	104.62
104.79	104.95		104.79
104.95			104.95

DRAFT - PRELIMINARY



SERVICE DATA					
SERVICE	DATE	INIT.	SERVICE	DATE	INIT.
SAN SEWERS	MAY 00, 2014	X.X.	GAS MAINS	MAY 00, 2014	X.X.
STORM SEWERS	MAY 00, 2014	X.X.	BELL U/G CABLE	MAY 00, 2014	X.X.
WATERMANS	MAY 00, 2014	X.X.	HYDRO U/G CABLE	MAY 00, 2014	X.X.
TRANSIT	MAY 00, 2014	X.X.	HYDRO ONE	MAY 00, 2014	X.X.
PARKS & REC.	MAY 00, 2014	X.X.	CTV	MAY 00, 2014	X.X.
ONT. CLEAN WATER	MAY 00, 2014	X.X.	COMMUNIC. CABLES	MAY 00, 2014	X.X.

REVISIONS		
DATE	DETAILS	INIT.



General Notes

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 All Pipes Size In mm
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 WS20 Proposed Water Service, Size In mm
 B.M. No. Description Location Elev.

The Contractor Is Responsible For Locating And Protecting All Existing Utilities Prior To And During Construction, Location Of Existing Utilities Approximate Only, To Be Verified In Field By Contractor.

Designed by _____ Chkd. _____ Approved by _____

NOTICE TO CONTRACTOR

48 HOURS PRIOR TO COMMENCING WORK NOTIFY THE FOLLOWING

THE REGIONAL MUNICIPALITY OF PEEL	CABLE TELEVISION/FIBROPTIC PROVIDERS:
CITY OF MISSISSAUGA WORKS DEPT.	BELL CANADA
CITY OF BRAMPTON WORKS DEPT.	ENERSOURCE TELECOM
TOWN OF CALEDON WORKS DEPT.	HYDRO ONE TELECOM
BELL CANADA	ROGERS CABLE
ENBRIDGE INCORPORATED-GAS DISTRIBUTION	ALLSTREAM
ONTARIO MINISTRY OF TRANSPORTATION	PSN (PUBLIC SECTOR NETWORK)
ONTARIO CLEAN WATER AGENCY	FUTUREWAY (FCI BROADBAND)
HYDRO ONE NETWORKS	
ENERSOURCE, HYDRO MISSISSAUGA	
HYDRO ONE BRAMPTON	

10m 0 10 20 30m HORIZONTAL SCALE
 1m 0 1 2 3m VERTICAL SCALE

Region of Peel
 working with you

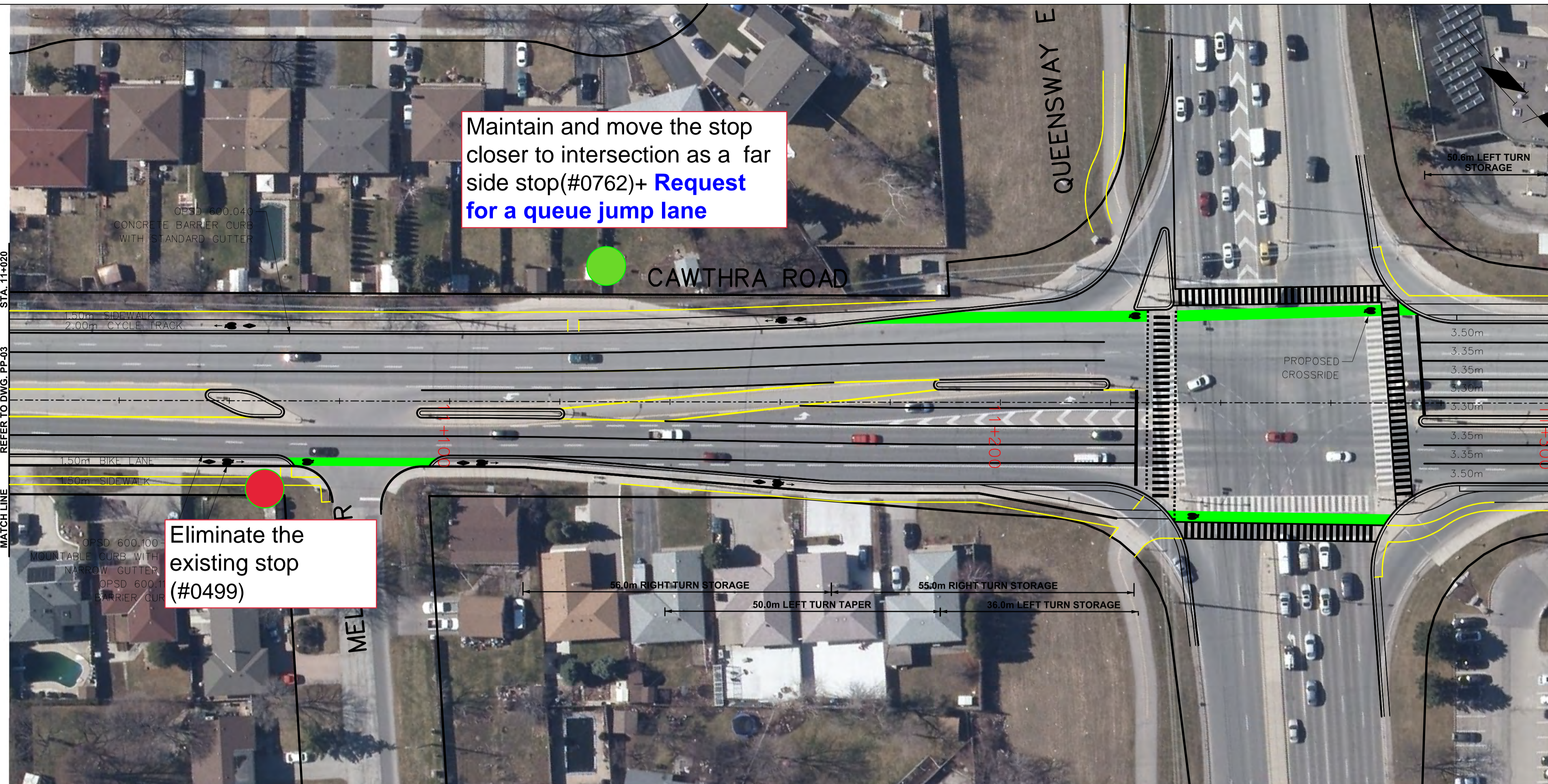
CAWTHRA ROAD
 (FROM N SERVICE ROAD TO BURHAMTHORPE ROAD E)
 NEW CONSTRUCTION

STA. 10+740 TO STA. 11+020

PROP. SWALE ELEV.																			
PROP. FINISHED GRADE																			
EX. ROAD ELEV.	104.95	105.11	105.29	105.46	105.62	105.77	105.97	106.20	106.39	106.52	106.90	106.86	107.05	107.22	107.40				
ROAD CHAINAGE	10+740	10+760	10+780	10+800	10+820	10+840	10+860	10+880	10+900	10+920	10+940	10+960	10+980	11+000	11+020				

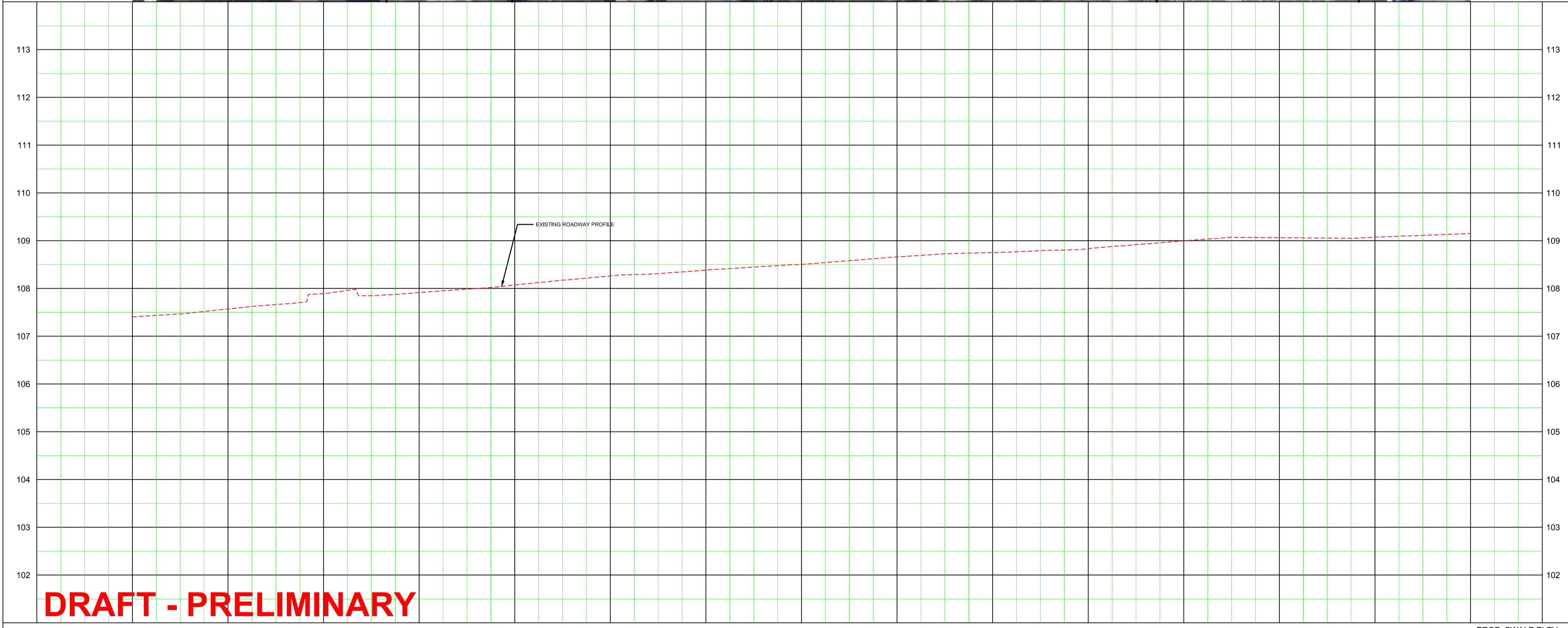
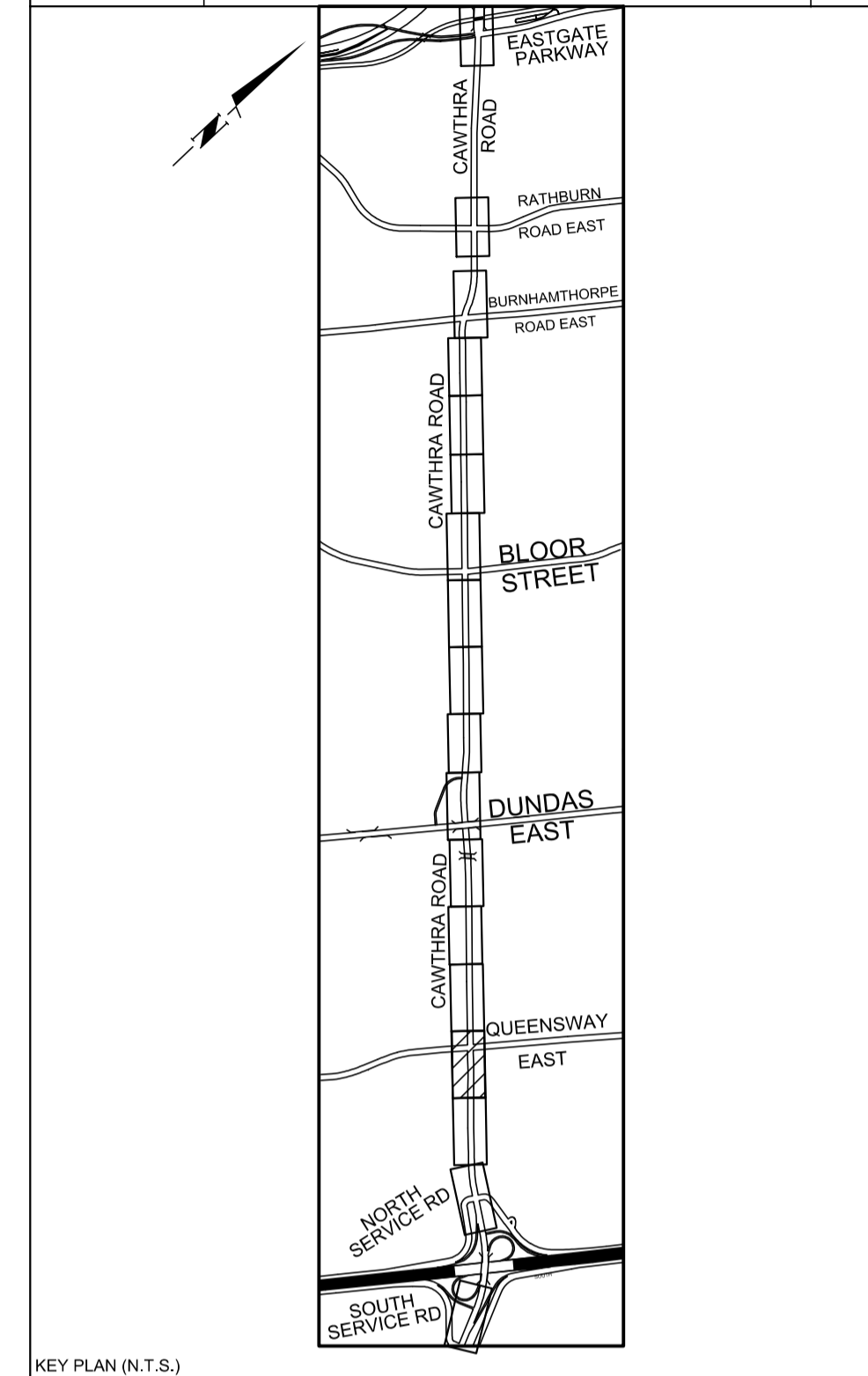
Checked by _____ Date MAY 2018
 Drawn by X.X. Sheet 3 of 18
 Project No. XX-XXXX
 Plan No. PP-03

DRAFT - PRELIMINARY



SERVICE DATA					
SERVICE	DATE	INIT.	SERVICE	DATE	INIT.
SAN SEWERS	MAY 00, 2014	X.X.	GAS MAINS	MAY 00, 2014	X.X.
STORM SEWERS	MAY 00, 2014	X.X.	BELL U/G CABLE	MAY 00, 2014	X.X.
WATER MAINS	MAY 00, 2014	X.X.	HYDRO U/G CABLE	MAY 00, 2014	X.X.
TRANSIT	MAY 00, 2014	X.X.	HYDRO ONE	MAY 00, 2014	X.X.
PARKS & REC.	MAY 00, 2014	X.X.	CTV	MAY 00, 2014	X.X.
ONT. CLEAN WATER	MAY 00, 2014	X.X.	COMMUNIC. CABLES	MAY 00, 2014	X.X.

REVISIONS		
DATE	DETAILS	INIT.



General Notes

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CITY OF BRAMPTON WORKS DEPT.	ENERSOURCE TELECOM
TOWN OF CALEDON WORKS DEPT.	HYDRO ONE TELECOM
BELL CANADA	ROGERS CABLE
ENBRIDGE INCORPORATED-GAS DISTRIBUTION	ALLSTREAM
ONTARIO MINISTRY OF TRANSPORTATION	PSN (PUBLIC SECTOR NETWORK)
ONTARIO CLEAN WATER AGENCY	FUTUREWAY (FCI BROADBAND)
HYDRO ONE NETWORKS	
ENERSOURCE, HYDRO MISSISSAUGA	
HYDRO ONE BRAMPTON	

10m 0 10 20 30m HORIZONTAL SCALE
1m 0 1 2 3m VERTICAL SCALE

Region of Peel
working with you

CAWTHRA ROAD
(FROM N SERVICE ROAD TO BURHAMTHORPE ROAD E)
NEW CONSTRUCTION

STA. 11+020 TO STA. 11+300

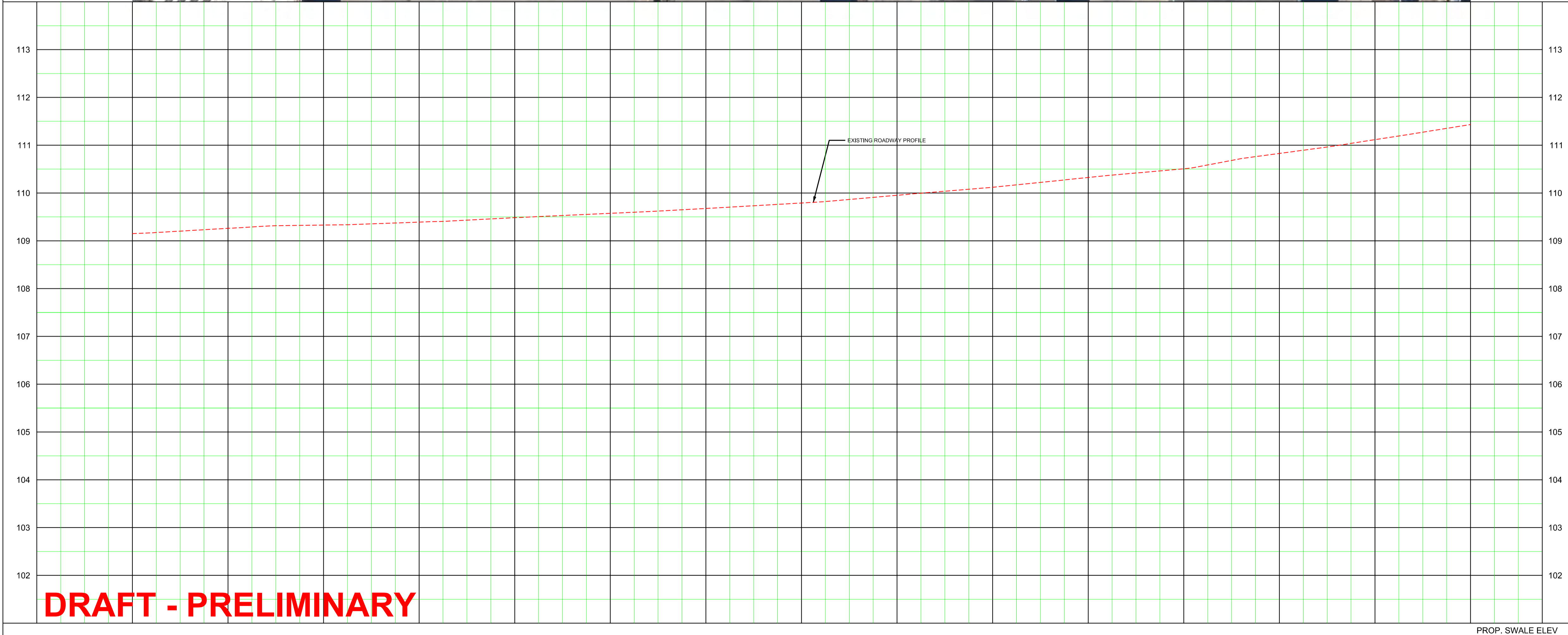
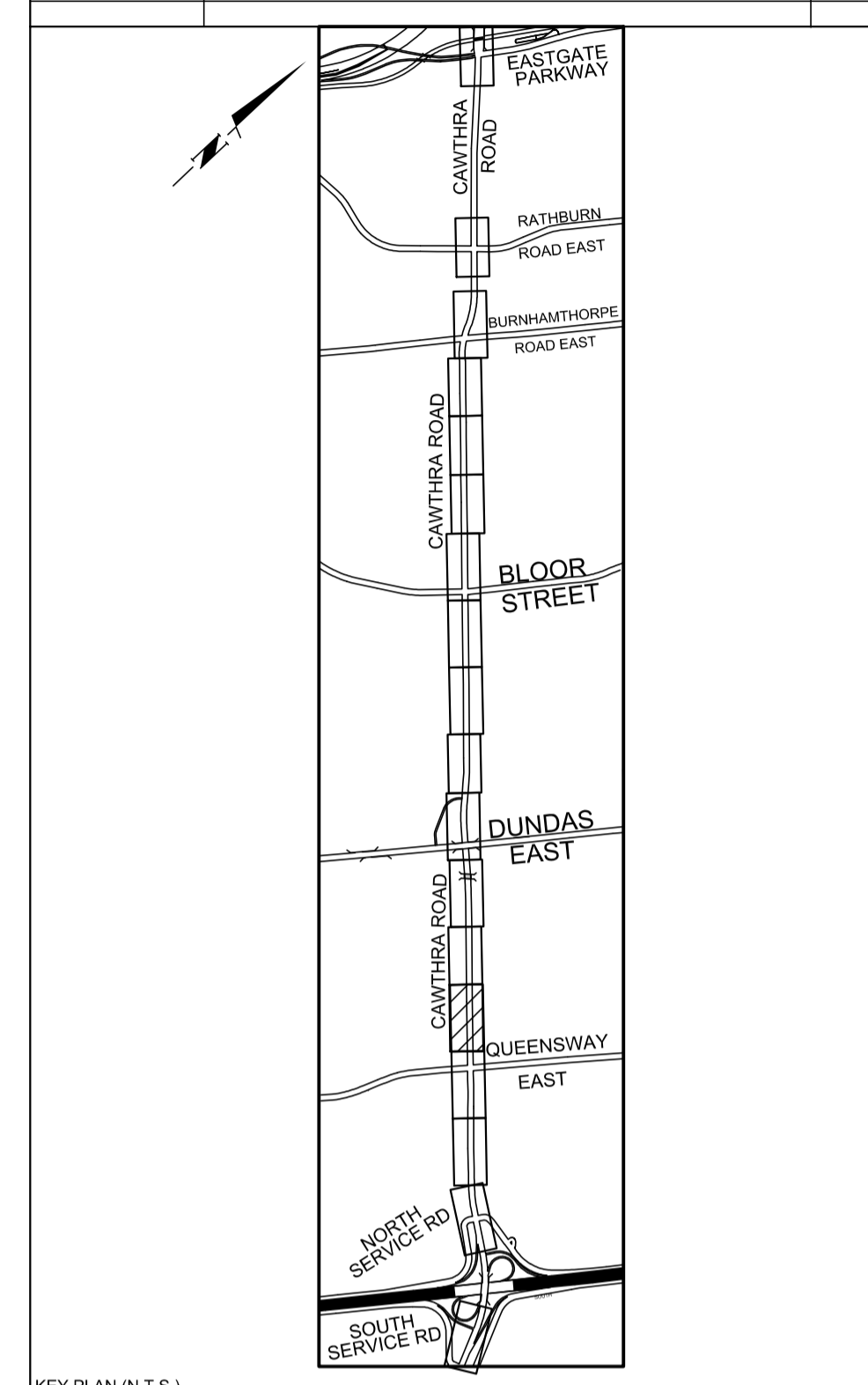
PROP. SWALE ELEV	PROP. FINISHED GRADE	EX. ROAD ELEV.	ROAD CHAINAGE
107.40	107.57	107.89	11+020
107.91	108.07	108.26	11+040
108.38	108.50	108.66	11+060
108.83	108.99	109.06	11+080
109.07	109.15	109.20	11+100
109.20	109.25	109.30	11+120
109.30	109.35	109.40	11+140
109.40	109.45	109.50	11+160
109.50	109.55	109.60	11+180
109.60	109.65	109.70	11+200
109.70	109.75	109.80	11+220
109.80	109.85	109.90	11+240
109.90	109.95	11.00	11+260
11.00	11.05	11.10	11+280
11.10	11.15	11.20	11+300

DRAFT - PRELIMINARY

Checked by	Drawn by	Project No.	XX-XXXX
Date	Sheet	Plan No.	PP-04



SERVICE DATA					
SERVICE	DATE	INIT.	SERVICE	DATE	INIT.
SAN SEWERS	MAY 00, 2014	X.X.	GAS MAINS	MAY 00, 2014	X.X.
STORM SEWERS	MAY 00, 2014	X.X.	BELL U/G CABLE	MAY 00, 2014	X.X.
WATERMANS	MAY 00, 2014	X.X.	HYDRO U/G CABLE	MAY 00, 2014	X.X.
TRANSIT	MAY 00, 2014	X.X.	HYDRO ONE	MAY 00, 2014	X.X.
PARKS & REC.	MAY 00, 2014	X.X.	CTV	MAY 00, 2014	X.X.
ONT. CLEAN WATER	MAY 00, 2014	X.X.	COMMUNIC. CABLES	MAY 00, 2014	X.X.



General Notes

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- All Horizontal And Vertical Bends Are In Degrees
- All Pipes Size In mm
- 200 Existing Water Service, Size In mm
- WS20 Proposed Water Service, Size In mm
- B.M. No. Description Location Elev.

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Designed by _____ Chkd. _____ Approved by _____

NOTICE TO CONTRACTOR

48 HOURS PRIOR TO COMMENCING WORK NOTIFY THE FOLLOWING

THE REGIONAL MUNICIPALITY OF PEEL	CABLE TELEVISION/FIBROPTIC PROVIDERS:
CITY OF MISSISSAUGA WORKS DEPT.	BELL CANADA
CITY OF BRAMPTON WORKS DEPT.	ENERSOURCE TELECOM
TOWN OF CALEDON WORKS DEPT.	HYDRO ONE TELECOM
BELL CANADA	ROGERS CABLE
ENBRIDGE INCORPORATED-GAS DISTRIBUTION	ALLSTREAM
ONTARIO MINISTRY OF TRANSPORTATION	PSN (PUBLIC SECTOR NETWORK)
ONTARIO CLEAN WATER AGENCY	FUTUREWAY (FCI BROADBAND)
HYDRO ONE NETWORKS	
ENERSOURCE, HYDRO MISSISSAUGA	
HYDRO ONE BRAMPTON	

10m 0 10 20 30m HORIZONTAL SCALE
1m 0 1 2 3m VERTICAL SCALE

Region of Peel
working with you

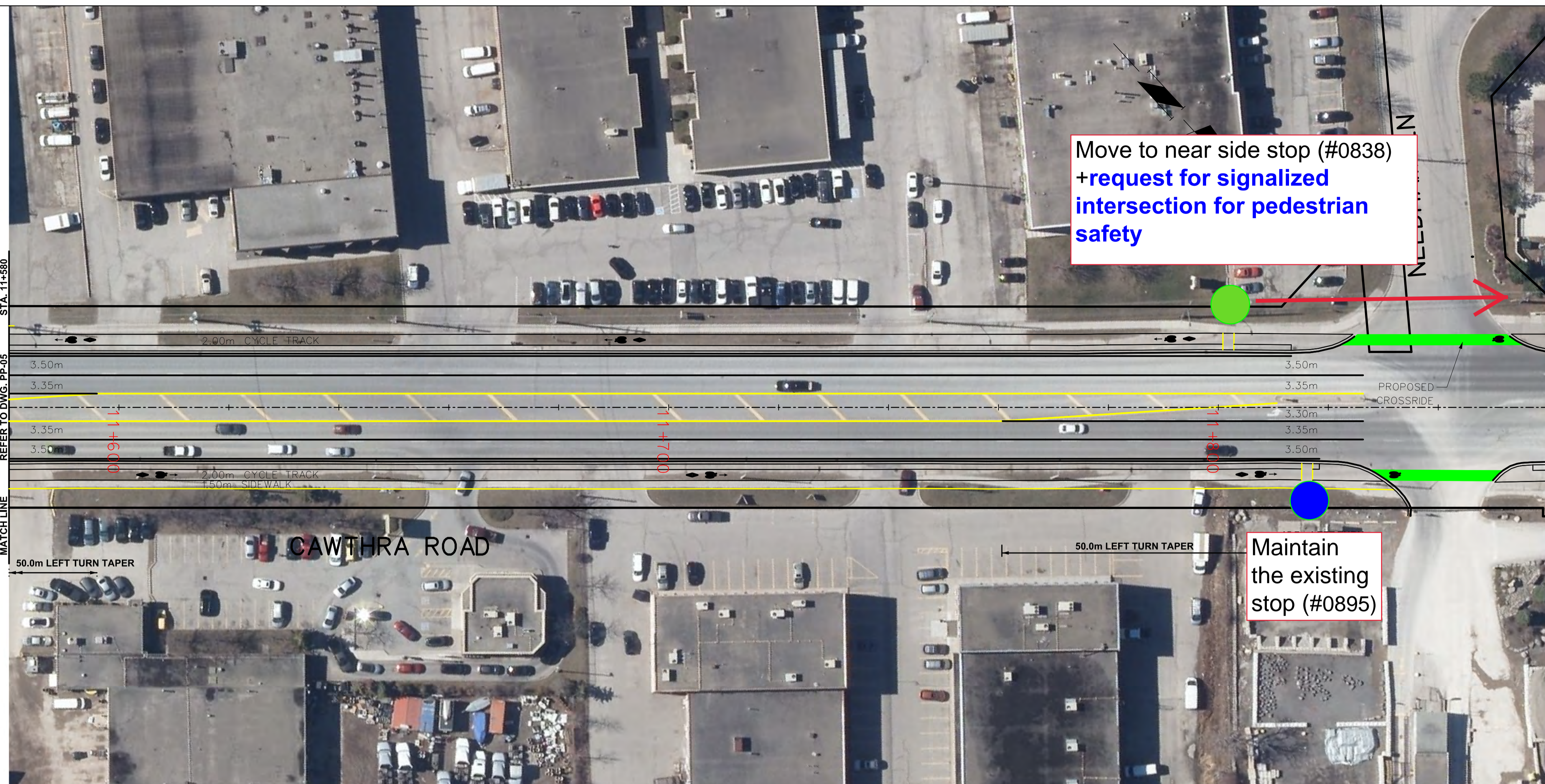
CAWTHRA ROAD
(FROM N SERVICE ROAD TO BURHAMTHORPE ROAD E)
NEW CONSTRUCTION

STA. 11+300 TO STA. 11+580

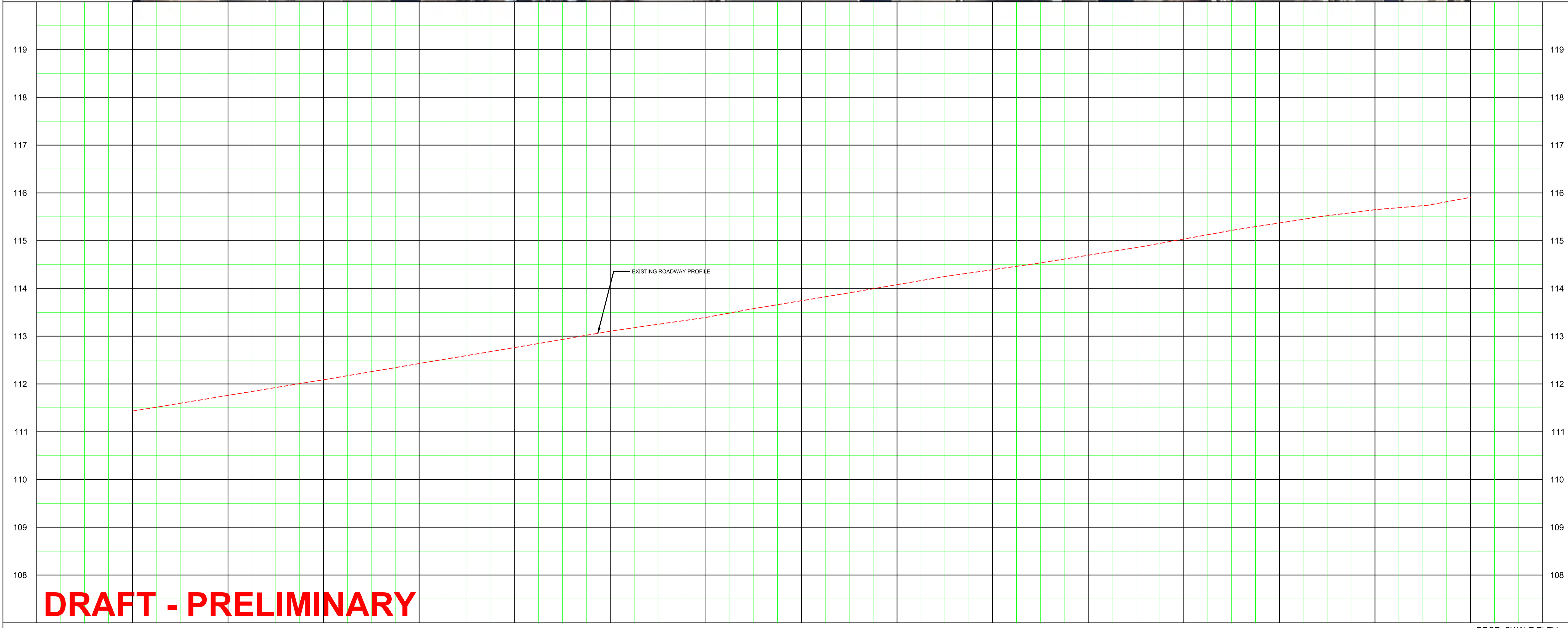
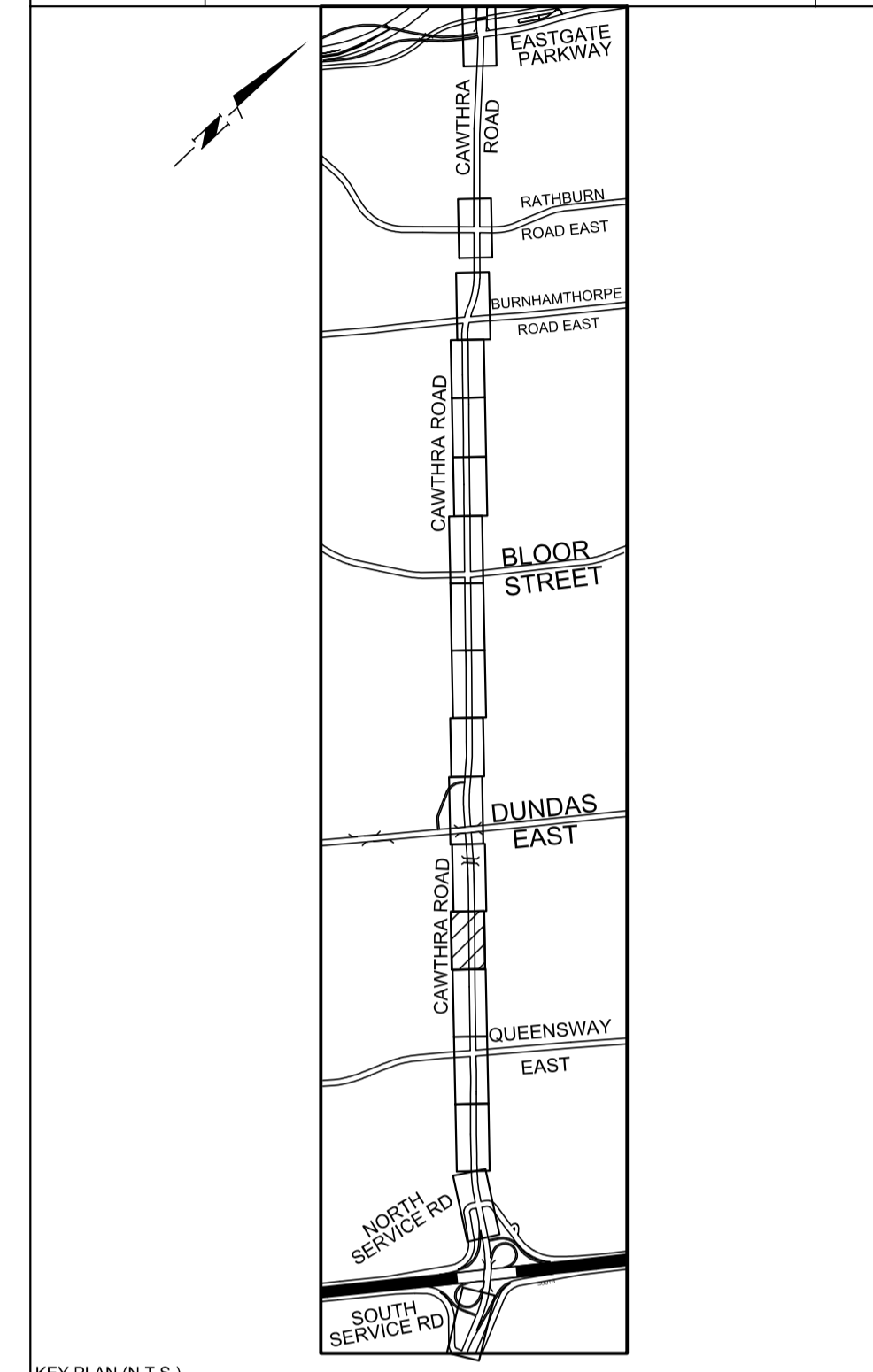
PROP. SWALE ELEV	PROP. FINISHED GRADE	EX. ROAD ELEV.	ROAD CHAINAGE
109.15	109.26	109.33	11+300
109.39	109.48	109.57	11+360
109.67	109.79	109.95	11+420
110.12	110.32	110.50	11+480
110.83	111.11	111.43	11+540
111.43			11+580

DRAFT - PRELIMINARY

Checked by	Drawn by	Date	Sheet	Project No.	Plan No.
	X.X.	MAY 2018	5 of 18	XX-XXXX	PP-05



SERVICE DATA					
SERVICE	DATE	INIT.	SERVICE	DATE	INIT.
SAN SEWERS	MAY 00, 2014	X.X.	GAS MAINS	MAY 00, 2014	X.X.
STORM SEWERS	MAY 00, 2014	X.X.	BELL U/G CABLE	MAY 00, 2014	X.X.
WATERMANS	MAY 00, 2014	X.X.	HYDRO U/G CABLE	MAY 00, 2014	X.X.
TRANSIT	MAY 00, 2014	X.X.	HYDRO ONE	MAY 00, 2014	X.X.
PARKS & REC.	MAY 00, 2014	X.X.	CTV	MAY 00, 2014	X.X.
ONT. CLEAN WATER	MAY 00, 2014	X.X.	COMMUNIC. CABLES	MAY 00, 2014	X.X.



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 All Pipes Size In mm
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 WS20 Proposed Water Service, Size In mm
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BELL CANADA	ROGERS CABLE
ENBRIDGE INCORPORATED-GAS DISTRIBUTION	ALLSTREAM
ONTARIO MINISTRY OF TRANSPORTATION	PSN (PUBLIC SECTOR NETWORK)
ONTARIO CLEAN WATER AGENCY	FUTUREWAY (FCI BROADBAND)
HYDRO ONE NETWORKS	
ENERSOURCE, HYDRO MISSISSAUGA	
HYDRO ONE BRAMPTON	

10m 0 10 20 30m HORIZONTAL SCALE
 1m 0 1 2 3m VERTICAL SCALE

Region of Peel
 working with you

CAWTHRA ROAD
 (FROM N SERVICE ROAD TO BURHAMTHORPE ROAD E)
 NEW CONSTRUCTION

STA. 11+580 TO STA. 11+860

PROP. SWALE ELEV	PROP. FINISHED GRADE	EX. ROAD ELEV.	ROAD CHAINAGE
111.43	111.76	112.09	11+580
112.43	112.76	113.10	11+640
113.39	113.74	114.08	11+700
114.69	115.03	115.37	11+760
115.90	116.25	116.65	11+820

DRAFT - PRELIMINARY

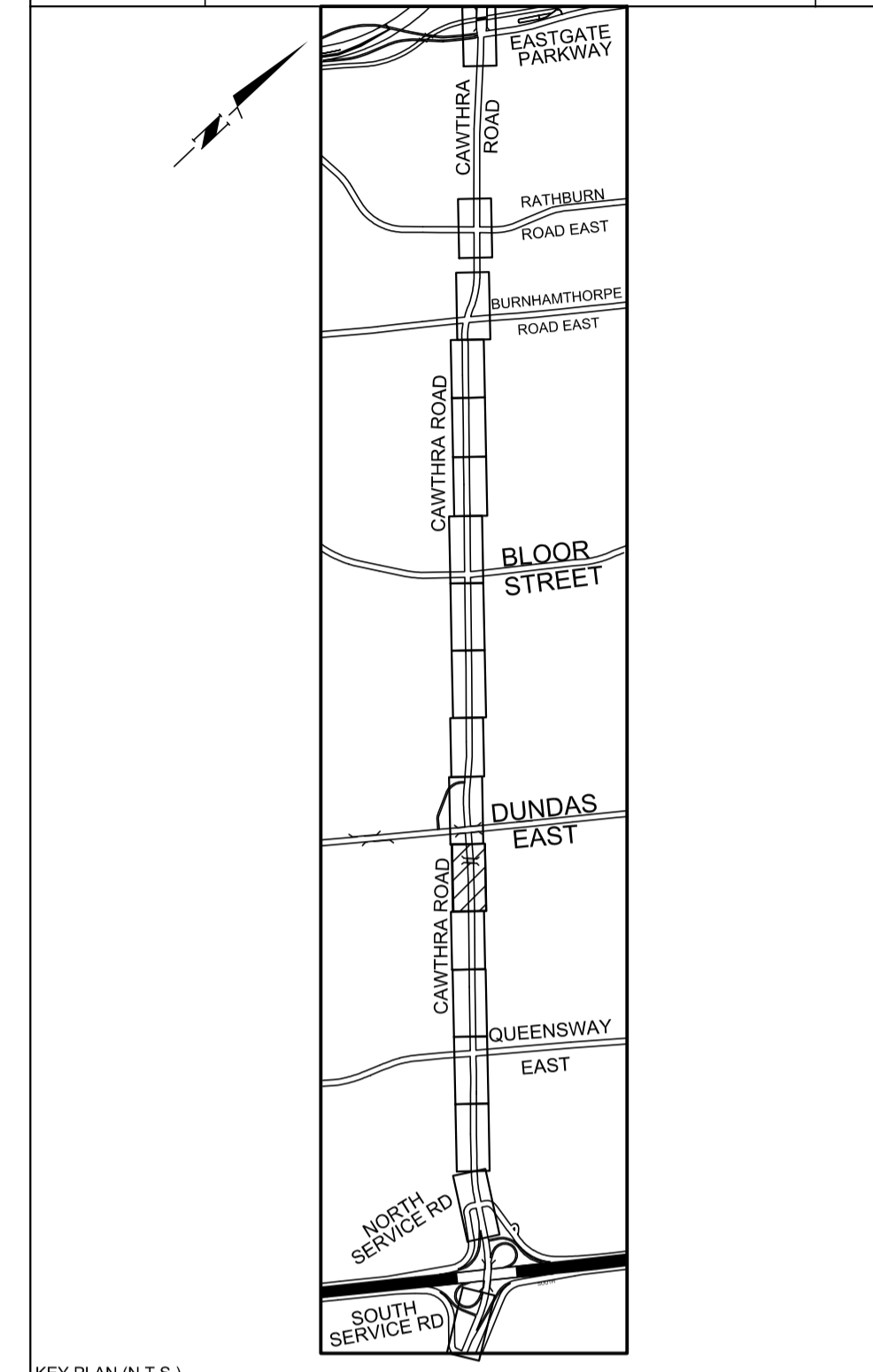
Checked by	Drawn by	Project No.	Plan No.
MAY 2018	X.X.	XX-XXXX	PP-06



STA. 11+860
REFER TO DWG. PP-06
MATCH LINE

MATCH LINE
REFER TO DWG. PP-08
STA. 12+140

SERVICE DATA					
SERVICE	DATE	INIT.	SERVICE	DATE	INIT.
SAN SEWERS	MAY 00, 2014	X.X.	GAS MAINS	MAY 00, 2014	X.X.
STORM SEWERS	MAY 00, 2014	X.X.	BELL U/G CABLE	MAY 00, 2014	X.X.
WATERMANS	MAY 00, 2014	X.X.	HYDRO U/G CABLE	MAY 00, 2014	X.X.
TRANSIT	MAY 00, 2014	X.X.	HYDRO ONE	MAY 00, 2014	X.X.
PARKS & REC.	MAY 00, 2014	X.X.	CTV	MAY 00, 2014	X.X.
ONT. CLEAN WATER	MAY 00, 2014	X.X.	COMMUNIC. CABLES	MAY 00, 2014	X.X.



General Notes

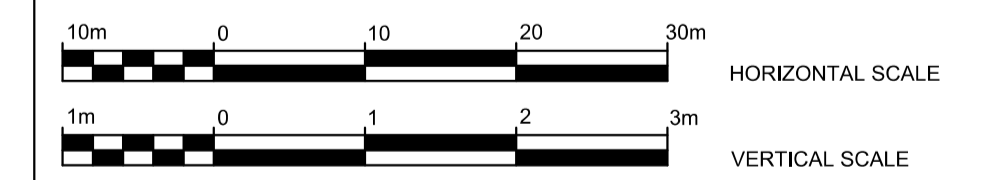
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ENBRIDGE INCORPORATED-GAS DISTRIBUTION	ALLSTREAM
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HYDRO ONE NETWORKS	
ENERSOURCE, HYDRO MISSISSAUGA	
HYDRO ONE BRAMPTON	



Region of Peel
working with you

CAWTHRA ROAD
(FROM N SERVICE ROAD TO BURHAMTHORPE ROAD E)
NEW CONSTRUCTION

STA. 11+860 TO STA. 12+140

PROP. SWALE ELEV. _____
PROP. FINISHED GRADE _____

EX. ROAD ELEV. _____

ROAD CHAINAGE

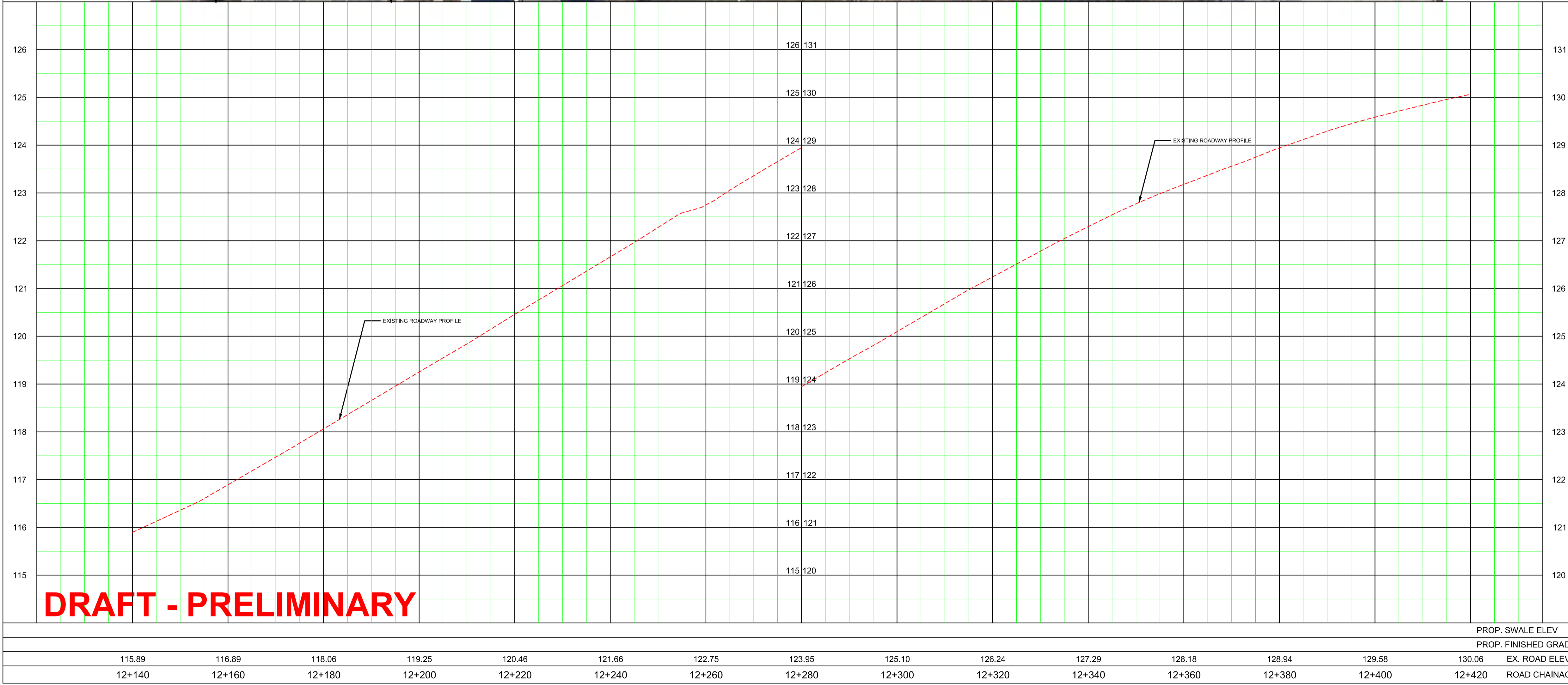
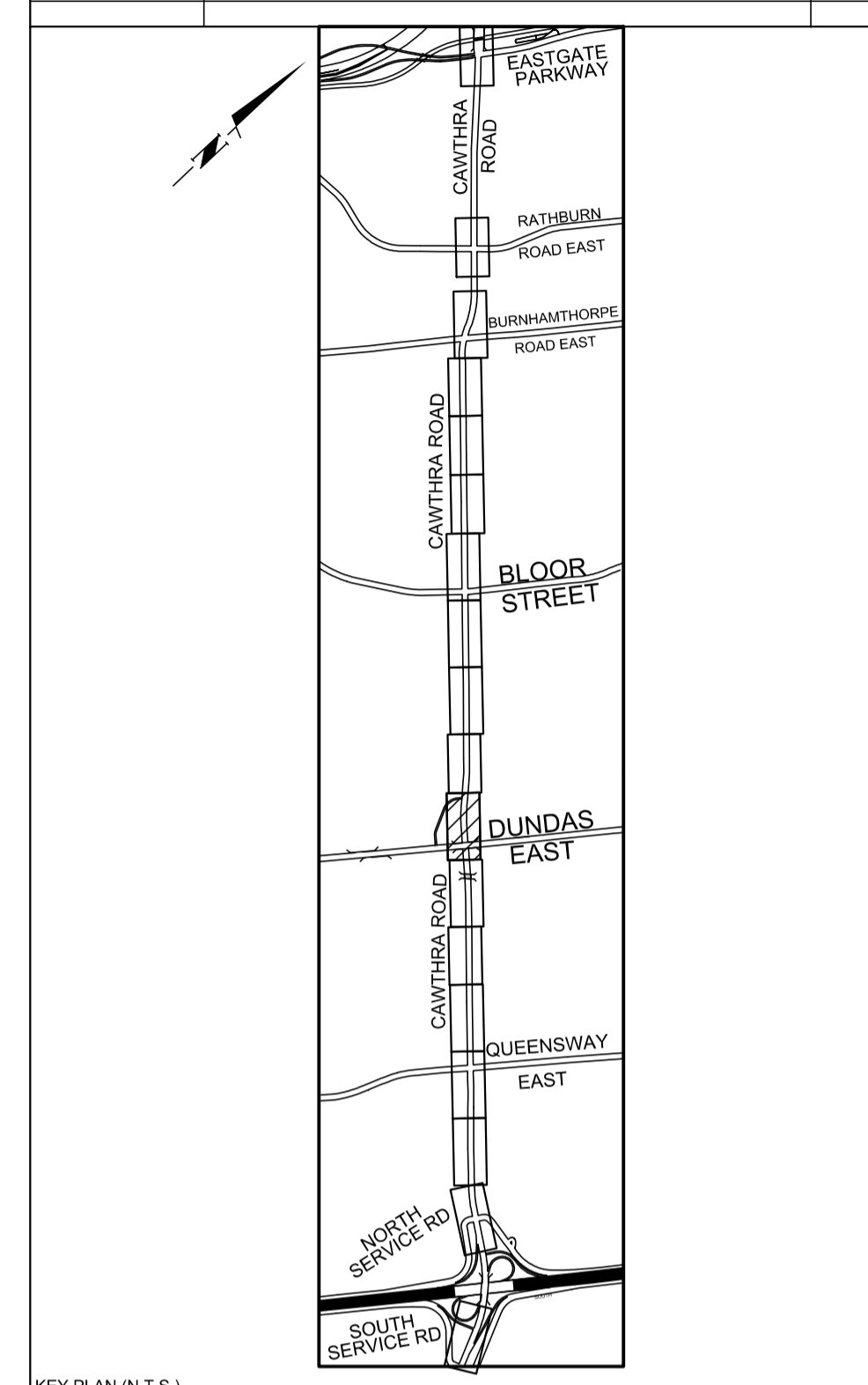
Checked by _____ Drawn by X.X. _____
Date MAY 2018 Sheet 7 of 18 Project No. XX-XXXX
Plan No. **PP-07**



DRAFT - PRELIMINARY



SERVICE DATA					
SERVICE	DATE	INIT.	SERVICE	DATE	INIT.
SAN SEWERS	MAY 00, 2014	X.X.	GAS MAINS	MAY 00, 2014	X.X.
STORM SEWERS	MAY 00, 2014	X.X.	BELL U/G CABLE	MAY 00, 2014	X.X.
WATER MAINS	MAY 00, 2014	X.X.	HYDRO U/G CABLE	MAY 00, 2014	X.X.
TRANSIT	MAY 00, 2014	X.X.	HYDRO ONE	MAY 00, 2014	X.X.
PARKS & REC.	MAY 00, 2014	X.X.	CTV	MAY 00, 2014	X.X.
ONT. CLEAN WATER	MAY 00, 2014	X.X.	COMMUNIC. CABLES	MAY 00, 2014	X.X.



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NOTICE TO CONTRACTOR

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HYDRO ONE NETWORKS	
ENERSOURCE, HYDRO MISSISSAUGA	
HYDRO ONE BRAMPTON	

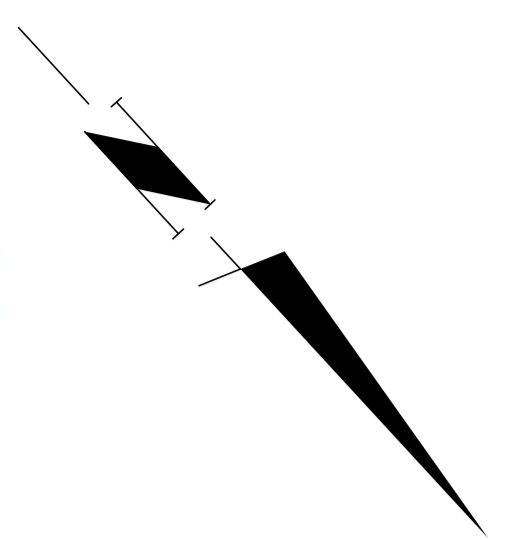
10m 0 10 20 30m HORIZONTAL SCALE
1m 0 1 2 3m VERTICAL SCALE

Region of Peel
working with you

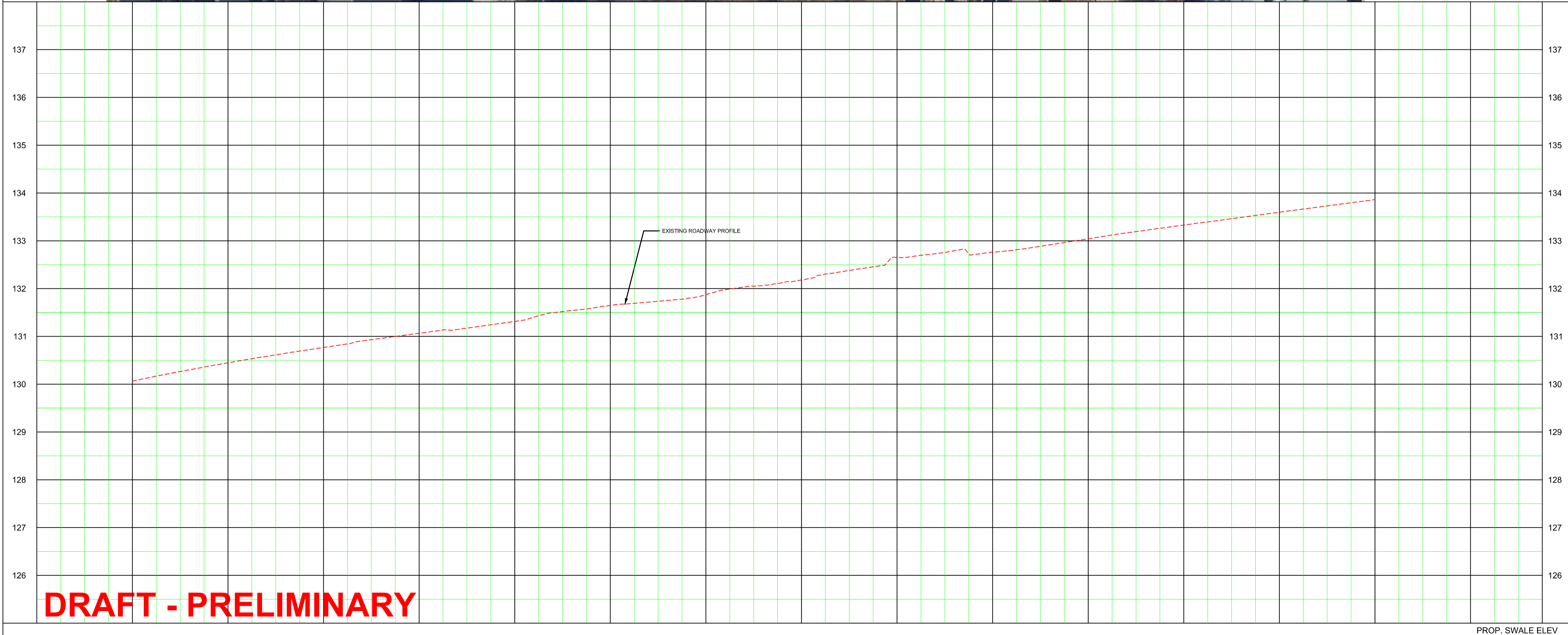
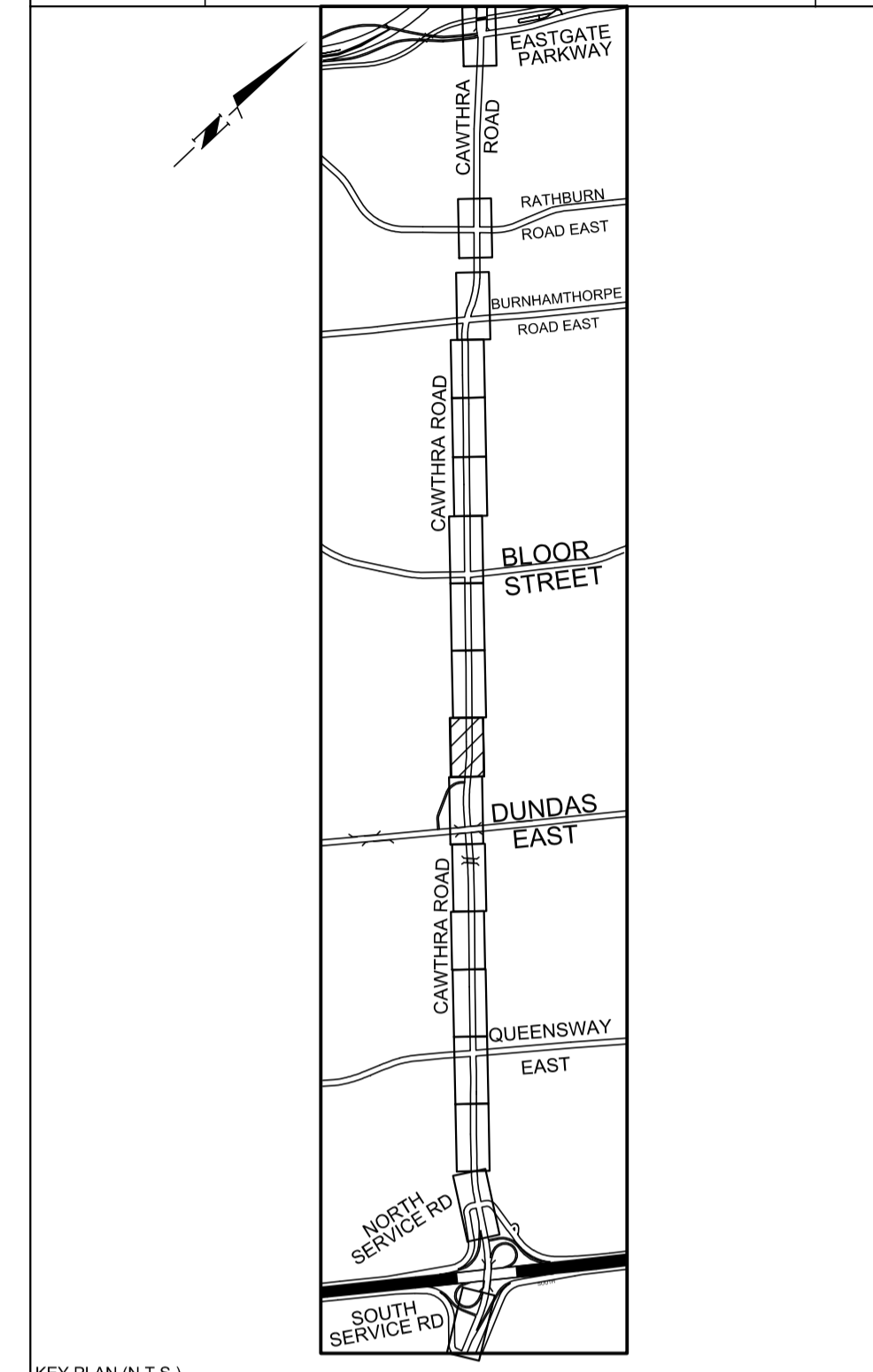
CAWTHRA ROAD
(FROM N SERVICE ROAD TO BURHAMTHORPE ROAD E)
NEW CONSTRUCTION

STA. 12+140 TO STA. 12+420

PROP. SWALE ELEV	CAD Area	X-XX	Area	X-XX	Project No.	XX-XXXX
PROP. FINISHED GRADE	Checked by		Drawn by	X.X.	Sheet	8 of 18
EX. ROAD ELEV.	Date	MAY 2018	Sheet		Plan No.	PP-08



SERVICE DATA					
SERVICE	DATE	INIT.	SERVICE	DATE	INIT.
SAN SEWERS	MAY 00, 2014	X.X.	GAS MAINS	MAY 00, 2014	X.X.
STORM SEWERS	MAY 00, 2014	X.X.	BELL U/G CABLE	MAY 00, 2014	X.X.
WATER MAINS	MAY 00, 2014	X.X.	HYDRO U/G CABLE	MAY 00, 2014	X.X.
TRANSIT	MAY 00, 2014	X.X.	HYDRO ONE	MAY 00, 2014	X.X.
PARKS & REC.	MAY 00, 2014	X.X.	CTV	MAY 00, 2014	X.X.
ONT. CLEAN WATER	MAY 00, 2014	X.X.	COMMUNIC. CABLES	MAY 00, 2014	X.X.



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ENBRIDGE INCORPORATED-GAS DISTRIBUTION	ALLSTREAM
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HYDRO ONE NETWORKS	
ENERSOURCE, HYDRO MISSISSAUGA	
HYDRO ONE BRAMPTON	

10m 0 10 20 30m HORIZONTAL SCALE
1m 0 1 2 3m VERTICAL SCALE

Region of Peel
working with you

CAWTHRA ROAD
(FROM N SERVICE ROAD TO BURHAMTHORPE ROAD E)
NEW CONSTRUCTION

STA. 12+420 TO STA. 12+680

PROP. SWALE ELEV														PROP. FINISHED GRADE					
EX. ROAD ELEV.														ROAD CHAINAGE					
130.06	130.45	130.77	131.06	131.31	131.65	131.87	132.18	132.65	132.76	133.04	133.33	133.60	133.86	CAD Area	X-XX	Area	X-XX	Project No.	XX-XXXX
12+420	12+440	12+460	12+480	12+500	12+520	12+540	12+560	12+580	12+600	12+620	12+640	12+660	12+680	Checked by	Date	Drawn by	Sheet	Project No.	PP-09
														Date	MAY 2018	Sheet	9 of 18	Project No.	PP-09

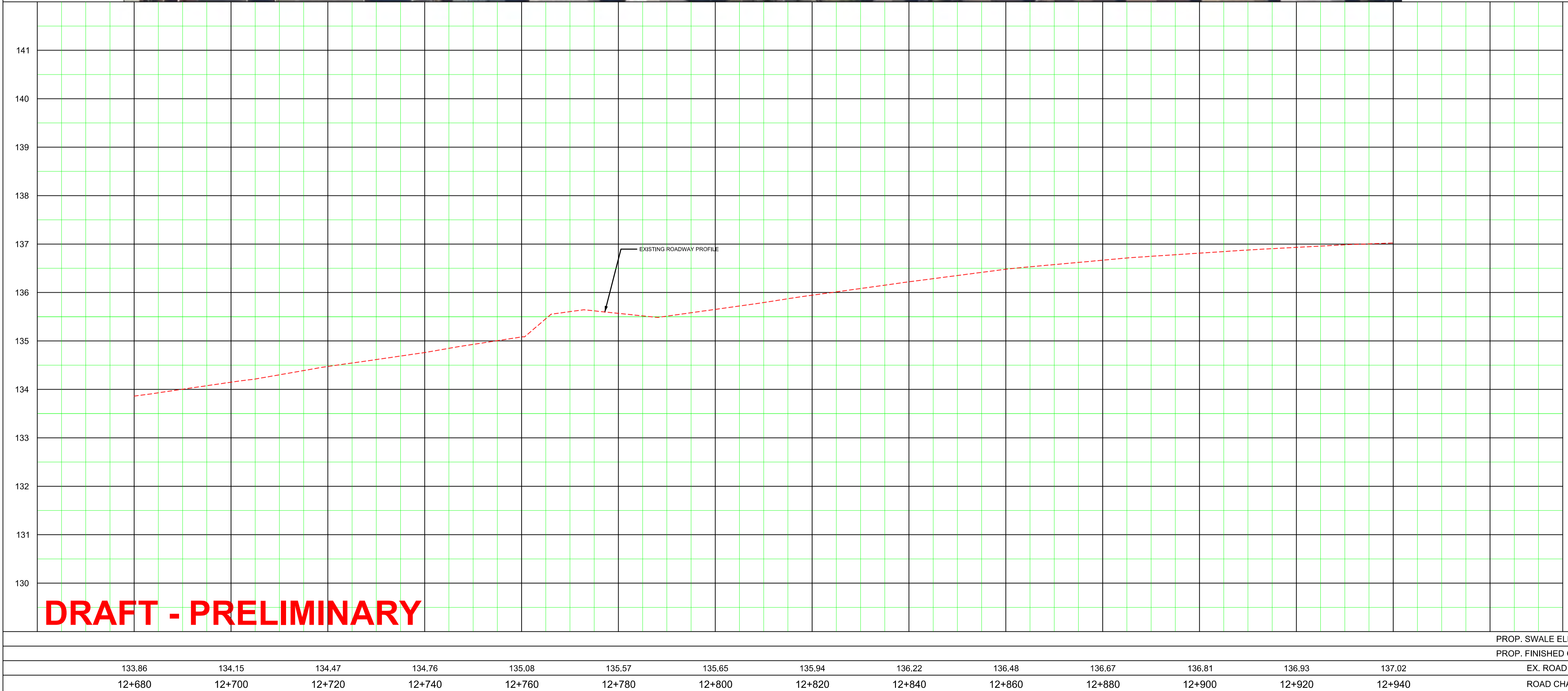
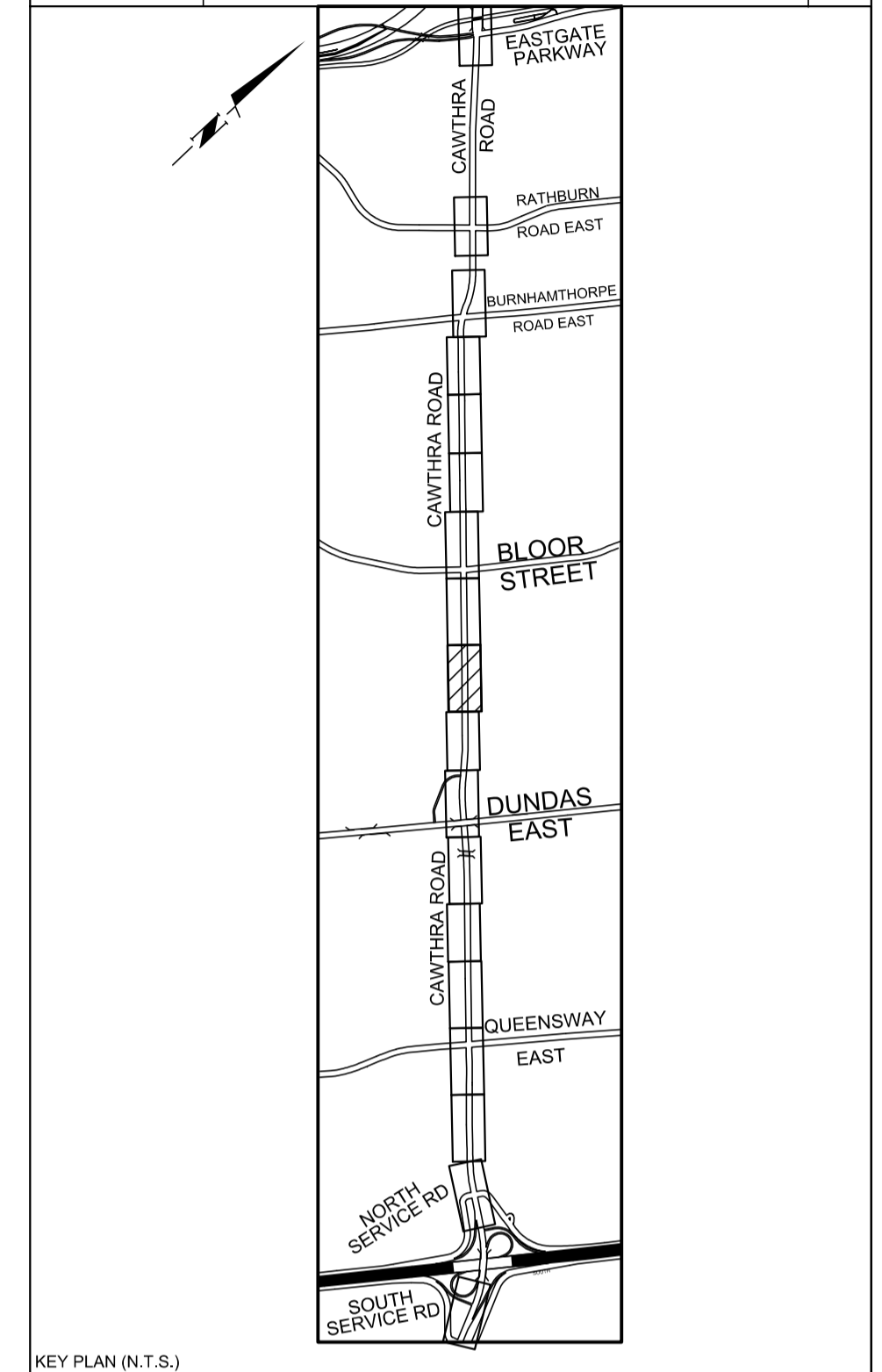
DRAFT - PRELIMINARY



Maintain near-side stop (#2219) +request for signalization at this intersection (including pedestrian signal only)

Maintain the existing stop (#2267)

SERVICE DATA					
SERVICE	DATE	INIT.	SERVICE	DATE	INIT.
SAN SEWERS	MAY 00, 2014	X.X.	GAS MAINS	MAY 00, 2014	X.X.
STORM SEWERS	MAY 00, 2014	X.X.	BELL U/G CABLE	MAY 00, 2014	X.X.
WATERMANS	MAY 00, 2014	X.X.	HYDRO U/G CABLE	MAY 00, 2014	X.X.
TRANSIT	MAY 00, 2014	X.X.	HYDRO ONE	MAY 00, 2014	X.X.
PARKS & REC.	MAY 00, 2014	X.X.	CTV	MAY 00, 2014	X.X.
ONT. CLEAN WATER	MAY 00, 2014	X.X.	COMMUNIC. CABLES	MAY 00, 2014	X.X.



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TOWN OF CALEDON WORKS DEPT.	HYDRO ONE TELECOM
BELL CANADA	ROGERS CABLE
ENBRIDGE INCORPORATED-GAS DISTRIBUTION	ALLSTREAM
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HYDRO ONE NETWORKS	
ENERSOURCE, HYDRO MISSISSAUGA	
HYDRO ONE BRAMPTON	

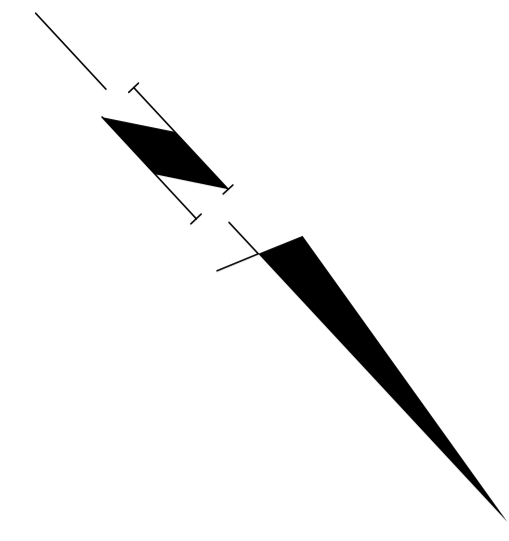


CAWTHRA ROAD
 (FROM N SERVICE ROAD TO BURHAMTHORPE ROAD E)
 NEW CONSTRUCTION

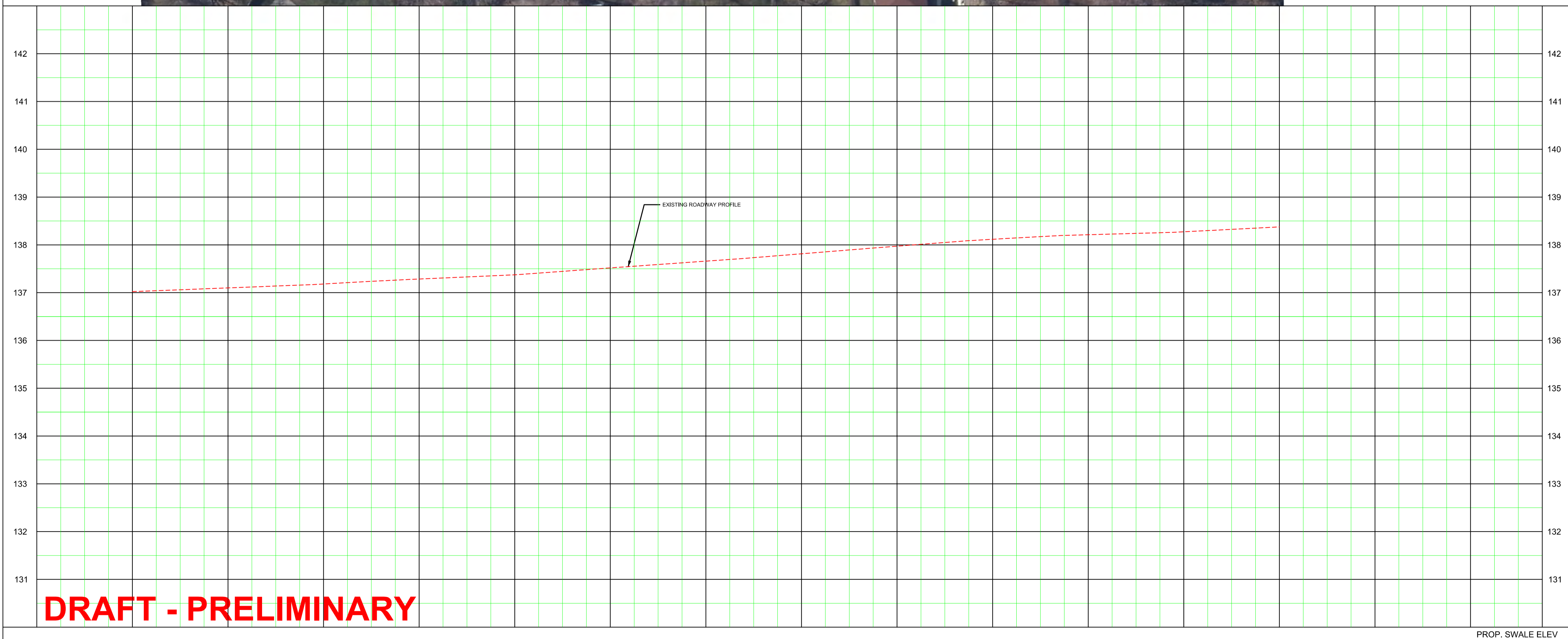
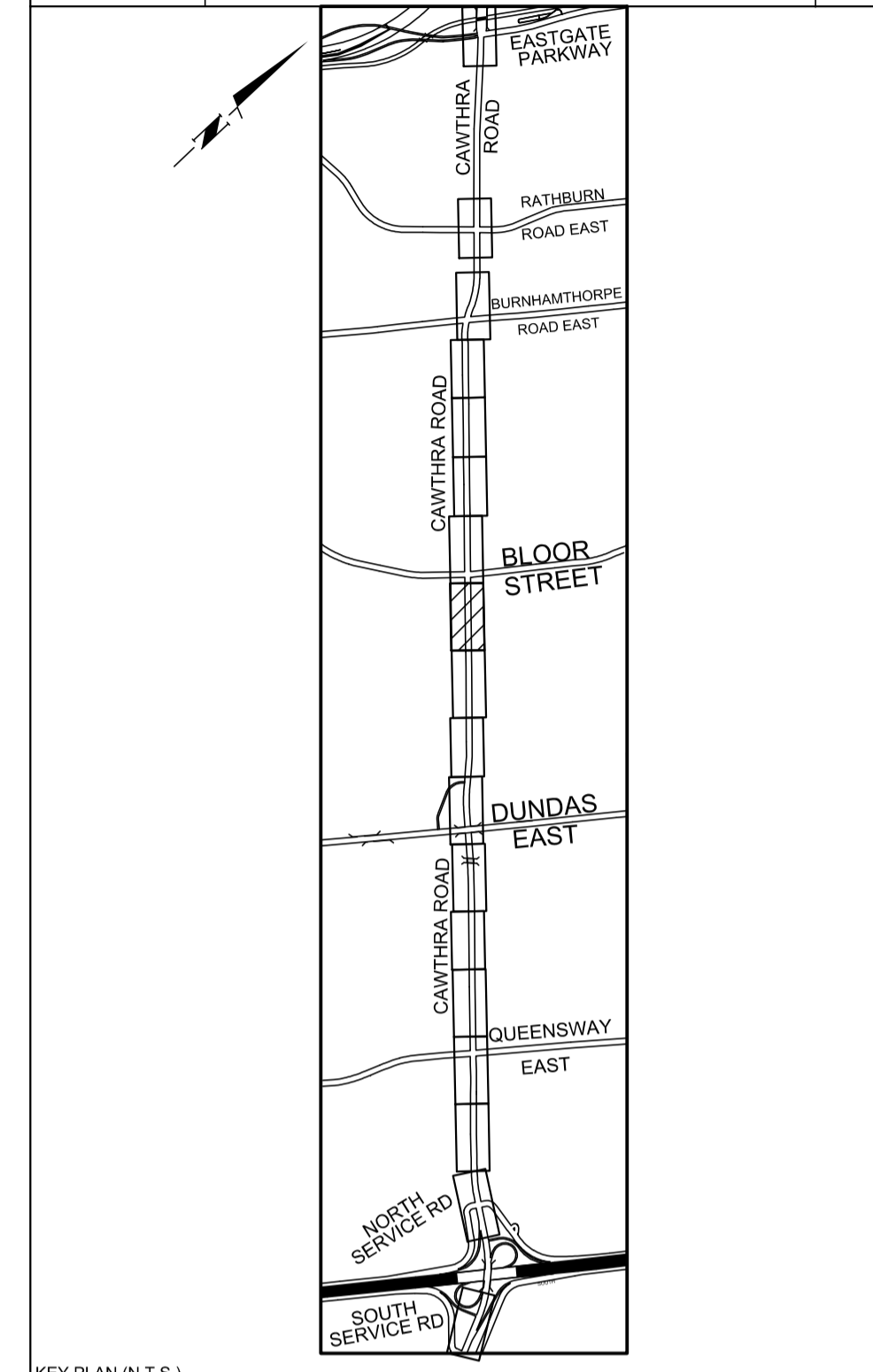
STA. 12+680 TO STA. 12+940

PROP. SWALE ELEV	PROP. FINISHED GRADE	EX. ROAD ELEV.	ROAD CHAINAGE
133.86	134.15	134.47	12+680
134.15	134.47	134.76	12+700
134.47	134.76	135.08	12+720
134.76	135.08	135.57	12+740
135.08	135.57	135.65	12+760
135.57	135.65	135.94	12+780
135.65	135.94	136.22	12+800
135.94	136.22	136.48	12+820
136.22	136.48	136.67	12+840
136.48	136.67	136.81	12+860
136.67	136.81	136.93	12+880
136.81	136.93	137.02	12+900
136.93	137.02		12+920
137.02			12+940

DRAFT - PRELIMINARY



SERVICE DATA					
SERVICE	DATE	INIT.	SERVICE	DATE	INIT.
SAN SEWERS	MAY 00, 2014	X.X.	GAS MAINS	MAY 00, 2014	X.X.
STORM SEWERS	MAY 00, 2014	X.X.	BELL U/G CABLE	MAY 00, 2014	X.X.
WATERMANS	MAY 00, 2014	X.X.	HYDRO U/G CABLE	MAY 00, 2014	X.X.
TRANSIT	MAY 00, 2014	X.X.	HYDRO ONE	MAY 00, 2014	X.X.
PARKS & REC.	MAY 00, 2014	X.X.	CTV	MAY 00, 2014	X.X.
ONT. CLEAN WATER	MAY 00, 2014	X.X.	COMMUNIC. CABLES	MAY 00, 2014	X.X.



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ENERSOURCE, HYDRO MISSISSAUGA	
HYDRO ONE BRAMPTON	

10m 0 10 20 30m HORIZONTAL SCALE
1m 0 1 2 3m VERTICAL SCALE

Region of Peel
working with you

CAWTHRA ROAD
(FROM N SERVICE ROAD TO BURHAMTHORPE ROAD E)
NEW CONSTRUCTION

STA. 12+940 TO STA. 13+180

PROP. SWALE ELEV	PROP. FINISHED GRADE	EX. ROAD ELEV.	ROAD CHAINAGE
137.02	137.10	137.18	12+940
137.28	137.37	137.52	13+000
137.66	137.81	137.97	13+100
138.12	138.21	138.27	13+180

DRAFT - PRELIMINARY

Checked by	Drawn by	Date	Sheet	Project No.	Plan No.
	X.X.	MAY 2018	11 of 18	XX-XXXX	PP- 11

Protection for future stop + future queue jump lane

Protection for future stop + future queue jump lane (when route 8 connects to Cawthra Transitway Station)

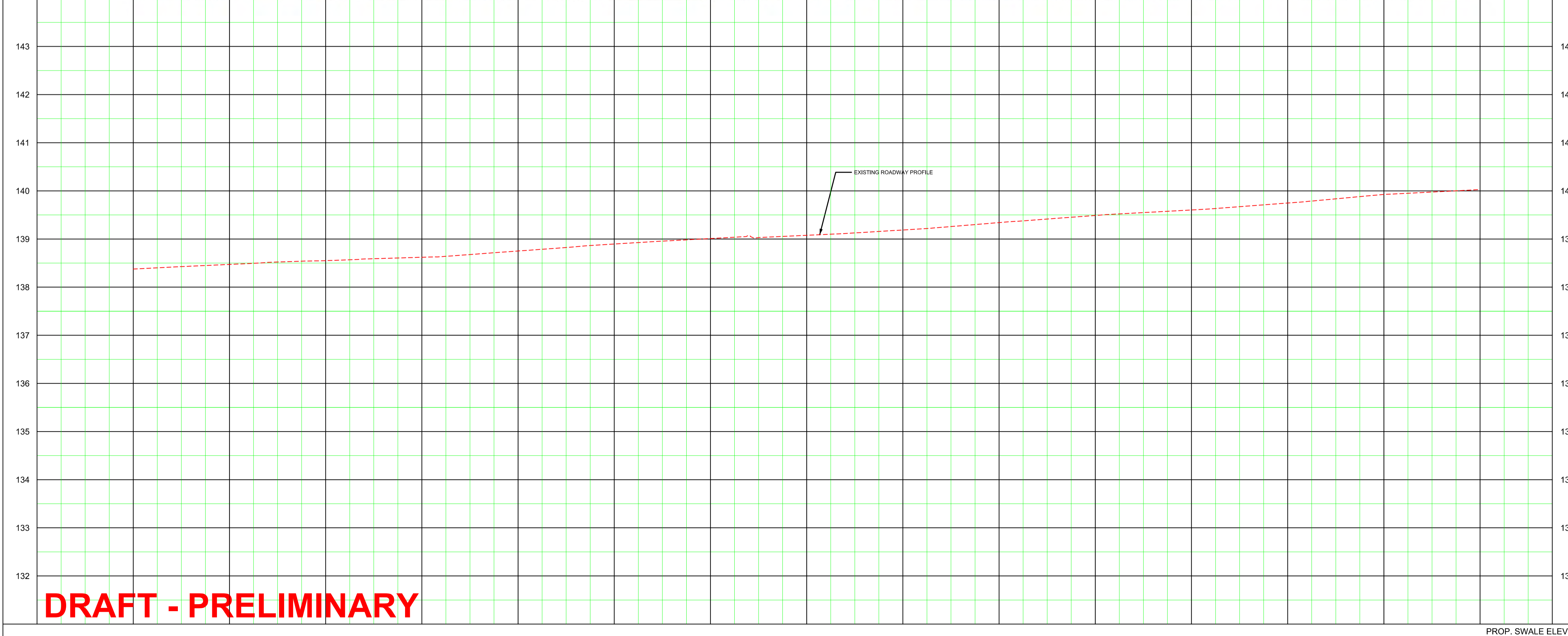
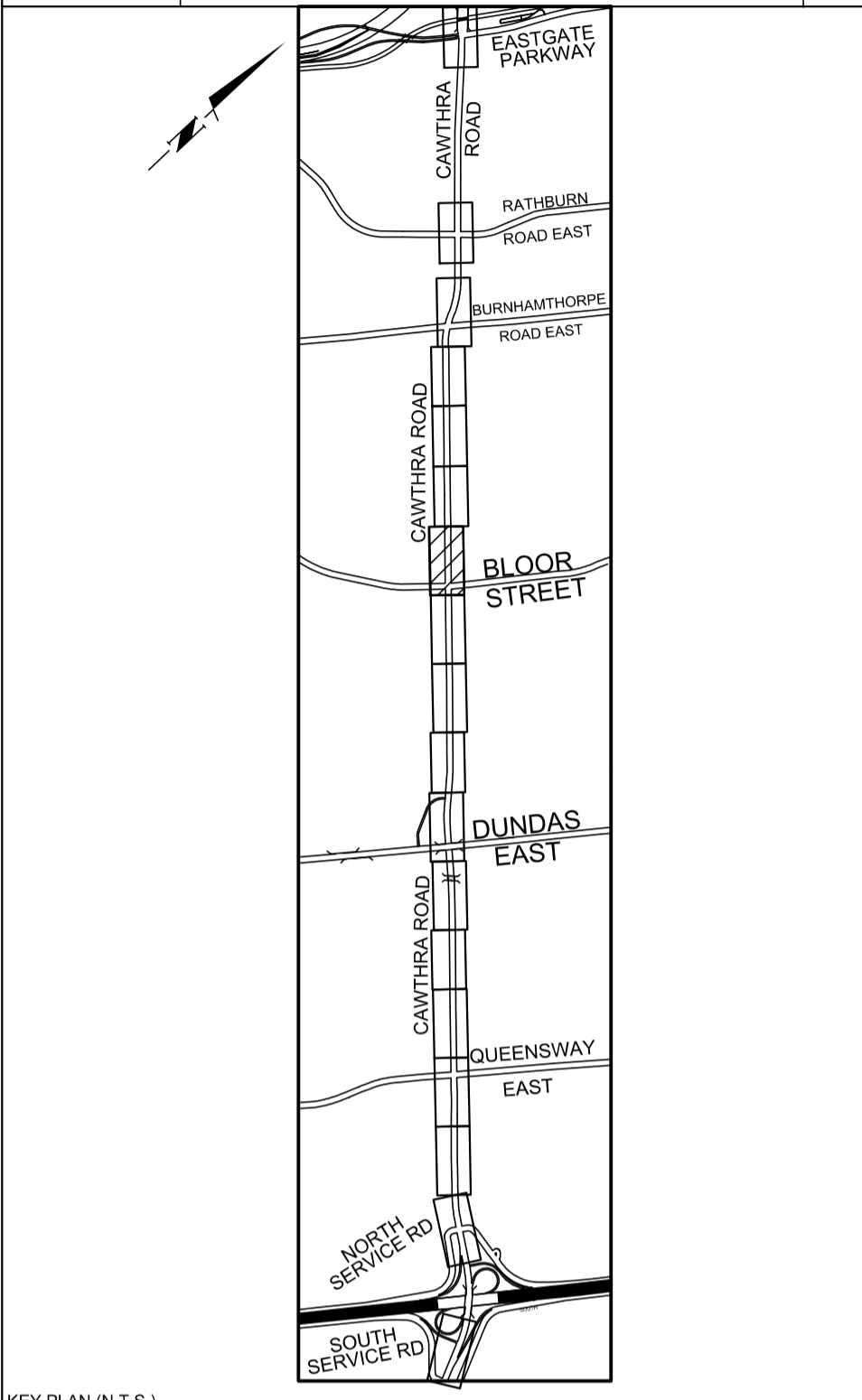
STA. 13+180
REFER TO DWG. PP-11
MATCH LINE

MATCH LINE
REFER TO DWG. PP-13
STA. 13+460



SERVICE DATA					
SERVICE	DATE	INIT.	SERVICE	DATE	INIT.
SAN SEWERS	MAY 00, 2014	X.X.	GAS MAINS	MAY 00, 2014	X.X.
STORM SEWERS	MAY 00, 2014	X.X.	BELL U/G CABLE	MAY 00, 2014	X.X.
WATERMANS	MAY 00, 2014	X.X.	HYDRO U/G CABLE	MAY 00, 2014	X.X.
TRANSIT	MAY 00, 2014	X.X.	HYDRO ONE	MAY 00, 2014	X.X.
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REVISIONS		
DATE	DETAILS	INIT.



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ENERSOURCE, HYDRO MISSISSAUGA	
HYDRO ONE BRAMPTON	

10m 0 10 20 30m HORIZONTAL SCALE
 1m 0 1 2 3m VERTICAL SCALE

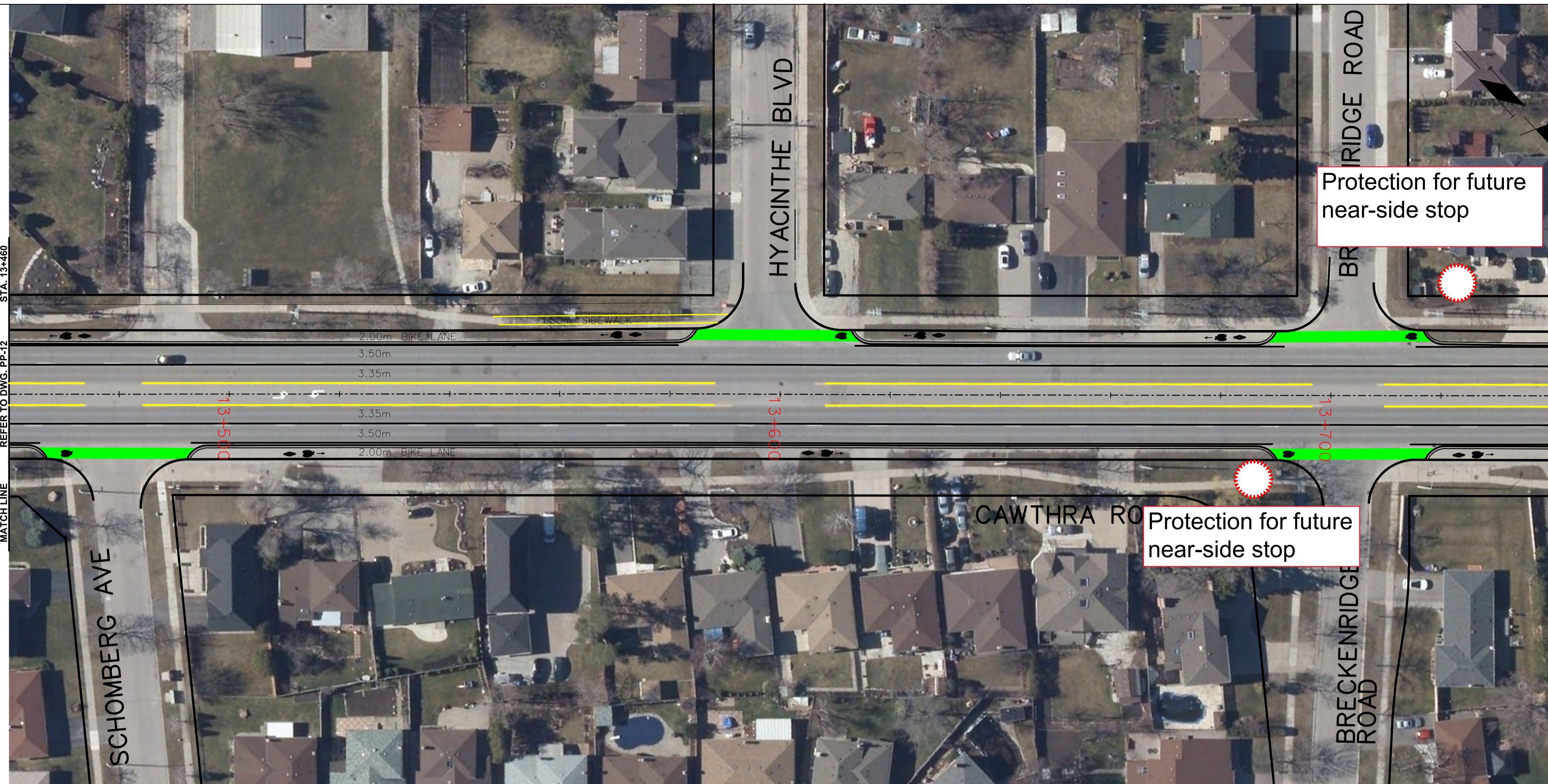
Region of Peel
 working with you

CAWTHRA ROAD
 (FROM N SERVICE ROAD TO BURHAMTHORPE ROAD E)
 NEW CONSTRUCTION

STA. 13+180 TO STA. 13+460

PROP. SWALE ELEV	PROP. FINISHED GRADE	EX. ROAD ELEV.	ROAD CHAINAGE
138.37	138.47	138.55	13+180
138.62	138.75	138.89	13+240
139.01	139.08	139.19	13+300
139.34	139.49	139.60	13+360
139.92	140.03	139.92	13+420
140.03	140.03	140.03	13+460

DRAFT - PRELIMINARY



STA. 13+460

REFER TO DWG. PP-12

MATCH LINE

MATCH LINE

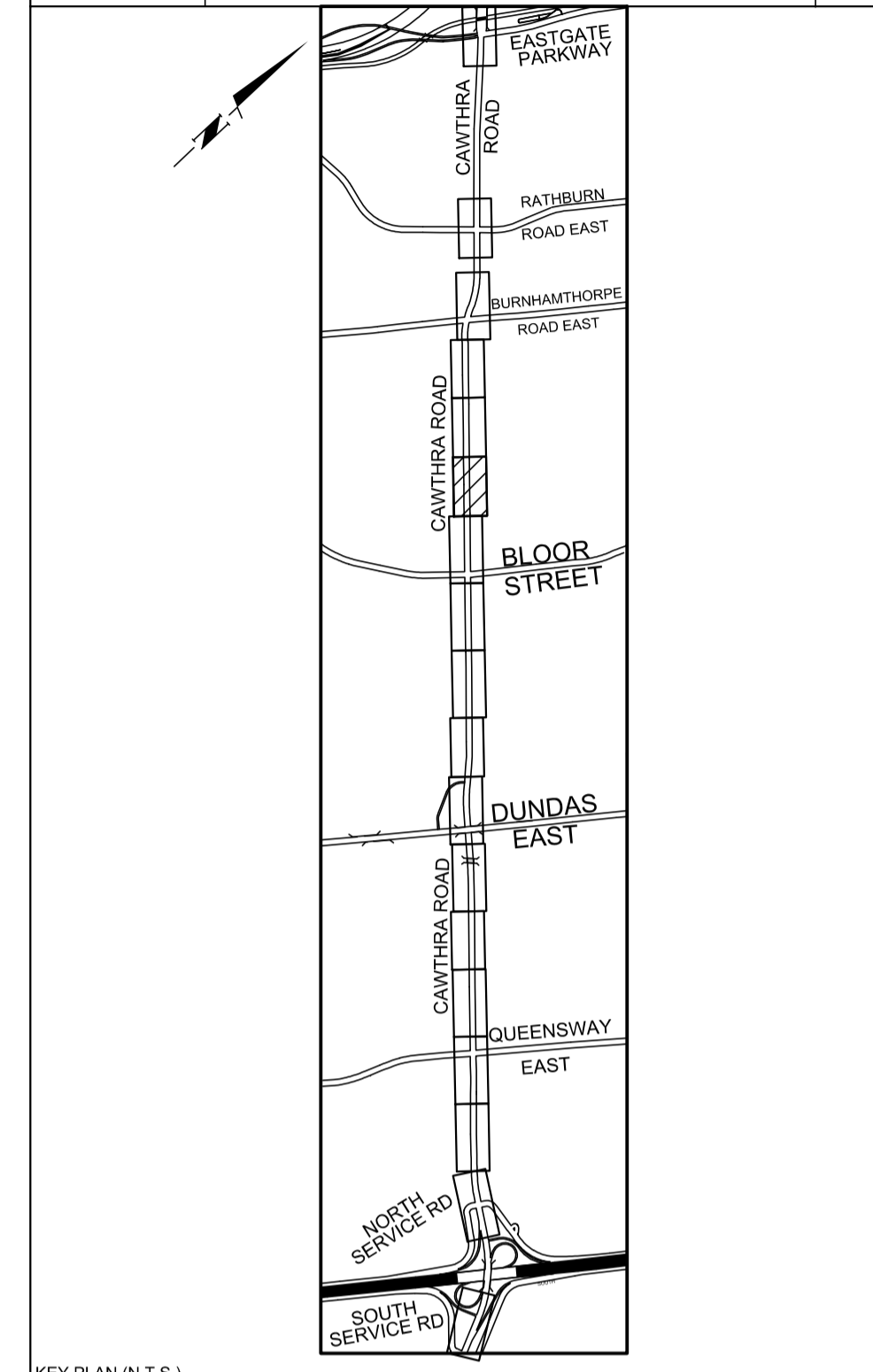
REFER TO DWG. PP-14

STA. 13+740

Protection for future near-side stop

Protection for future near-side stop

SERVICE DATA					
SERVICE	DATE	INIT.	SERVICE	DATE	INIT.
SAN SEWERS	MAY 00, 2014	X.X.	GAS MAINS	MAY 00, 2014	X.X.
STORM SEWERS	MAY 00, 2014	X.X.	BELL U/G CABLE	MAY 00, 2014	X.X.
WATERMANS	MAY 00, 2014	X.X.	HYDRO U/G CABLE	MAY 00, 2014	X.X.
TRANSIT	MAY 00, 2014	X.X.	HYDRO ONE	MAY 00, 2014	X.X.
PARKS & REC.	MAY 00, 2014	X.X.	CTV	MAY 00, 2014	X.X.
ONT. CLEAN WATER	MAY 00, 2014	X.X.	COMMUNIC. CABLES	MAY 00, 2014	X.X.



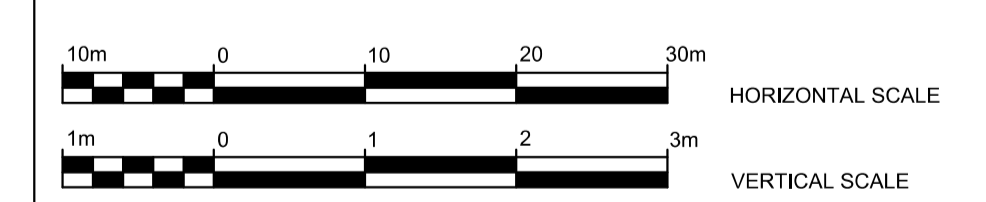
General Notes

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- All Horizontal And Vertical Bends Are In Degrees
- All Pipes Size In mm
- 200 Existing Water Service, Size In mm
- WS20 Proposed Water Service, Size In mm
- B.M. No. Description Location Elev.
- The Contractor Is Responsible For Locating And Protecting All Existing Utilities Prior To And During Construction, Location Of Existing Utilities Approximate Only, To Be Verified In Field By Contractor.

Designed by _____ Chkd. _____ Approved by _____

NOTICE TO CONTRACTOR
 48 HOURS PRIOR TO COMMENCING WORK NOTIFY THE FOLLOWING

THE REGIONAL MUNICIPALITY OF PEEL	CABLE TELEVISION/FIBROPTIC PROVIDERS:
CITY OF MISSISSAUGA WORKS DEPT.	BELL CANADA
CITY OF BRAMPTON WORKS DEPT.	ENERSOURCE TELECOM
TOWN OF CALEDON WORKS DEPT.	HYDRO ONE TELECOM
BELL CANADA	ROGERS CABLE
ENBRIDGE INCORPORATED-GAS DISTRIBUTION	ALLSTREAM
ONTARIO MINISTRY OF TRANSPORTATION	PSN (PUBLIC SECTOR NETWORK)
ONTARIO CLEAN WATER AGENCY	FUTUREWAY (FCI BROADBAND)
HYDRO ONE NETWORKS	
ENERSOURCE, HYDRO MISSISSAUGA	
HYDRO ONE BRAMPTON	



Region of Peel
 working with you

CAWTHRA ROAD
 (FROM N SERVICE ROAD TO BURHAMTHORPE ROAD E)
 NEW CONSTRUCTION

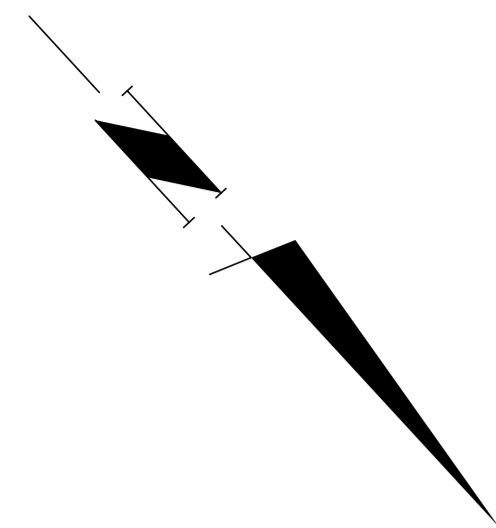
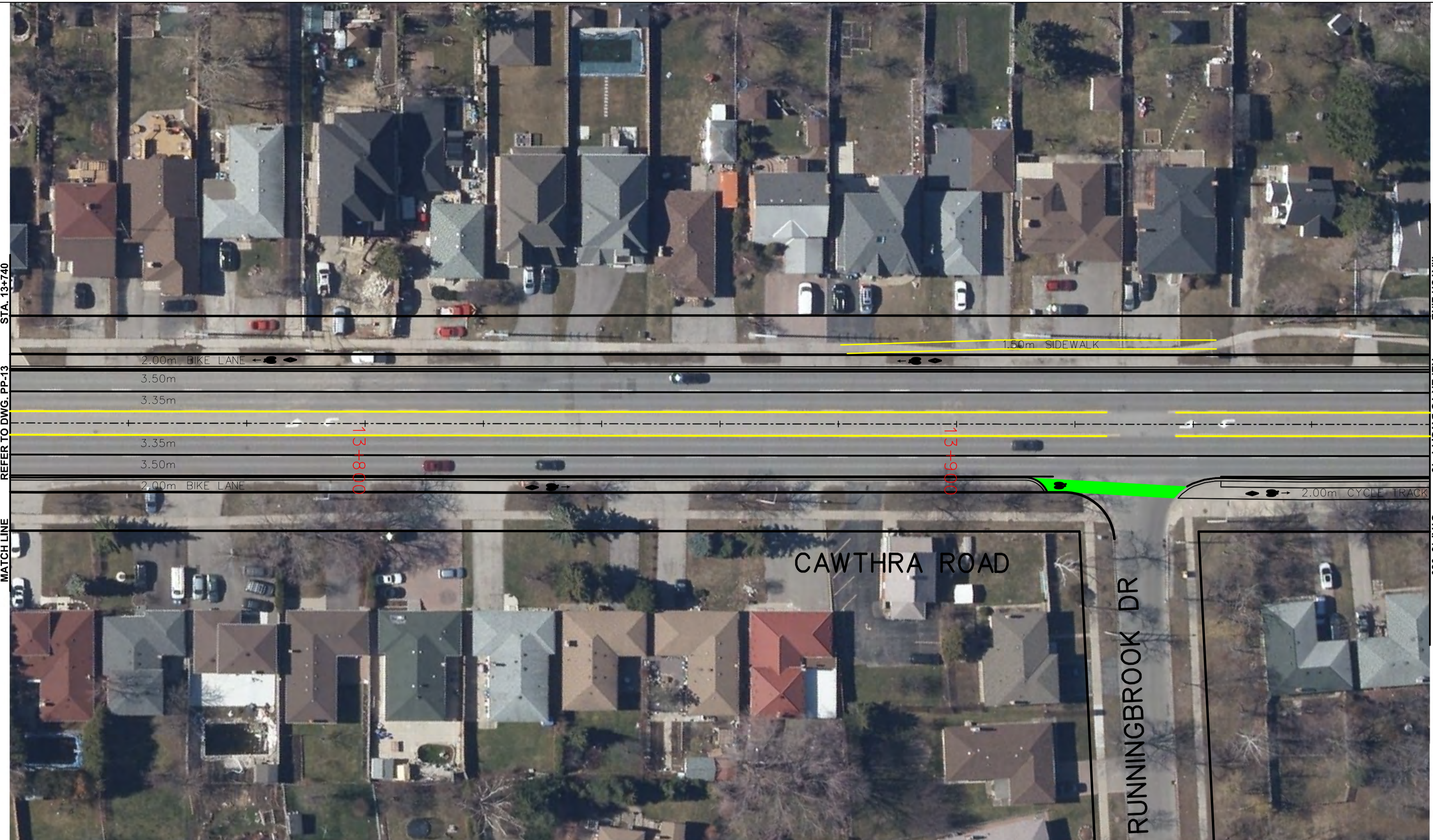
STA. 13+460 TO STA. 13+740

CAD Area X-XX Area X-XX Project No. XX-XXXX
 Checked by _____ Drawn by X.X. _____
 Date MAY 2018 Sheet 13 of 18 Plan No. **PP-13**

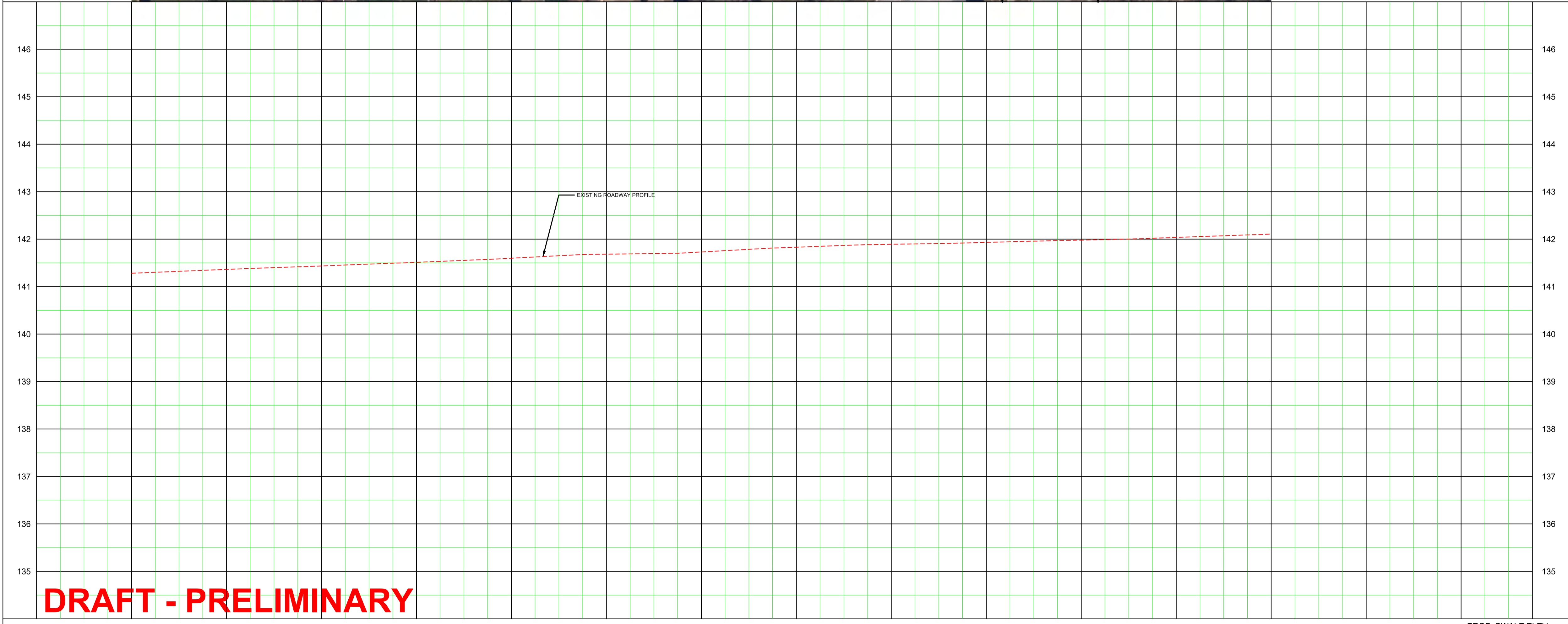
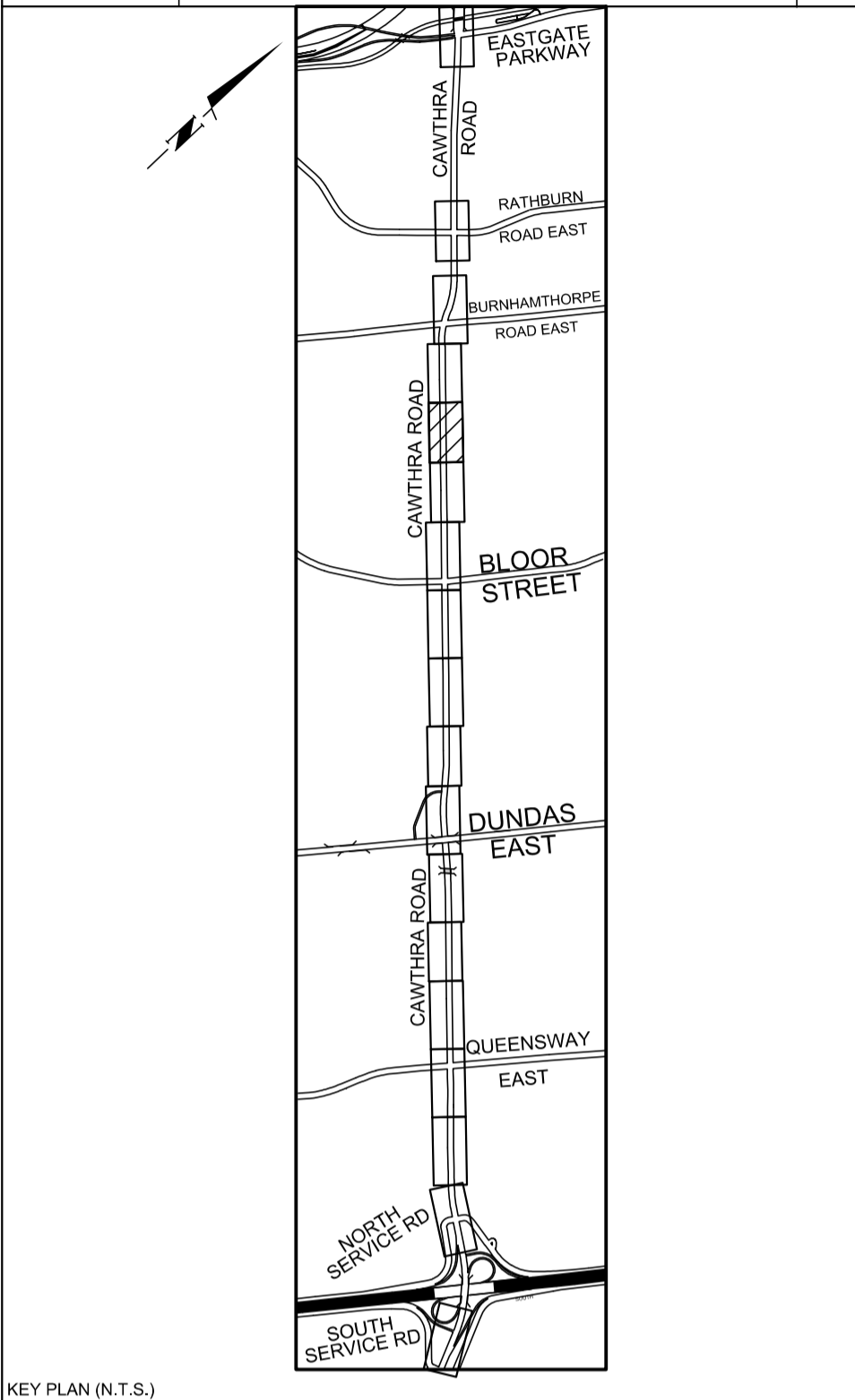


DRAFT - PRELIMINARY

PROP. SWALE ELEV	PROP. FINISHED GRADE	EX. ROAD ELEV.	ROAD CHAINAGE
140.03	140.17	140.28	13+460
140.38	140.49	140.59	13+520
140.68	140.78	140.83	13+580
141.00	141.07	141.09	13+660
141.21	141.28	141.21	13+740



SERVICE DATA					
SERVICE	DATE	INIT.	SERVICE	DATE	INIT.
SAN SEWERS	MAY 00, 2014	X.X.	GAS MAINS	MAY 00, 2014	X.X.
STORM SEWERS	MAY 00, 2014	X.X.	BELL U/G CABLE	MAY 00, 2014	X.X.
WATERMANS	MAY 00, 2014	X.X.	HYDRO U/G CABLE	MAY 00, 2014	X.X.
TRANSIT	MAY 00, 2014	X.X.	HYDRO ONE	MAY 00, 2014	X.X.
PARKS & REC.	MAY 00, 2014	X.X.	CTV	MAY 00, 2014	X.X.
ONT. CLEAN WATER	MAY 00, 2014	X.X.	COMMUNIC. CABLES	MAY 00, 2014	X.X.



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CITY OF BRAMPTON WORKS DEPT.	ENERSOURCE TELECOM
TOWN OF CALEDON WORKS DEPT.	HYDRO ONE TELECOM
BELL CANADA	ROGERS CABLE
ENBRIDGE INCORPORATED-GAS DISTRIBUTION	ALLSTREAM
ONTARIO MINISTRY OF TRANSPORTATION	PSN (PUBLIC SECTOR NETWORK)
ONTARIO CLEAN WATER AGENCY	FUTUREWAY (FCI BROADBAND)
HYDRO ONE NETWORKS	
ENERSOURCE, HYDRO MISSISSAUGA	
HYDRO ONE BRAMPTON	

CAWTHRA ROAD
(FROM N SERVICE ROAD TO BURHAMTHORPE ROAD E)
NEW CONSTRUCTION

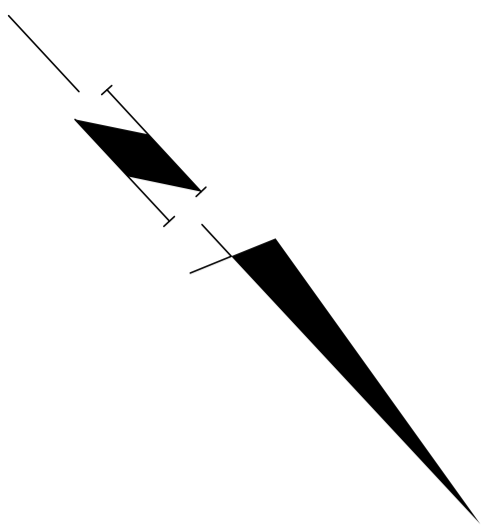
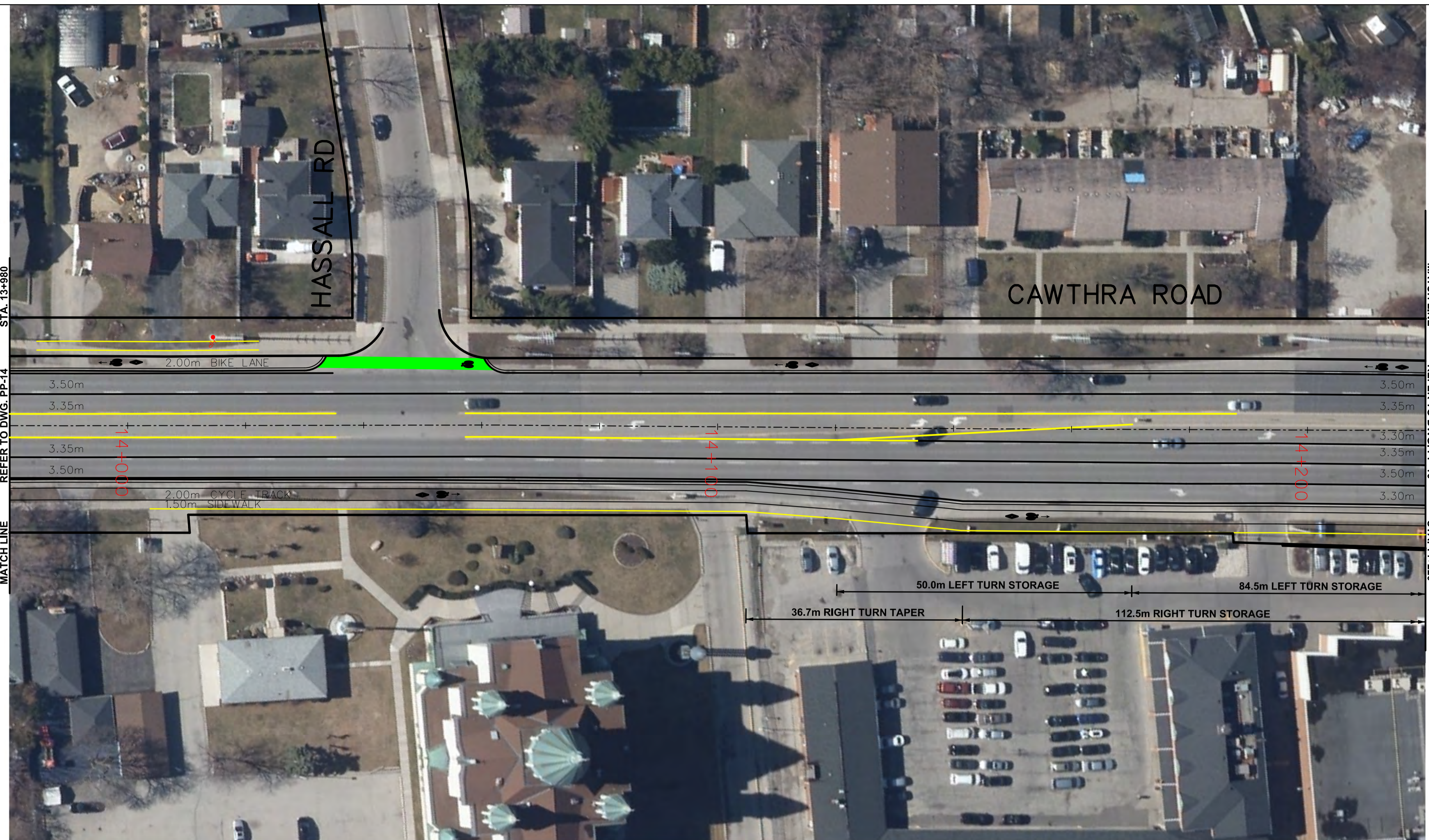
PROP. SWALE ELEV	STA. 13+740	TO STA. 13+980
141.28	141.36	141.43
141.51	141.60	141.68
141.73	141.83	141.89
142.03	142.10	

DRAFT - PRELIMINARY

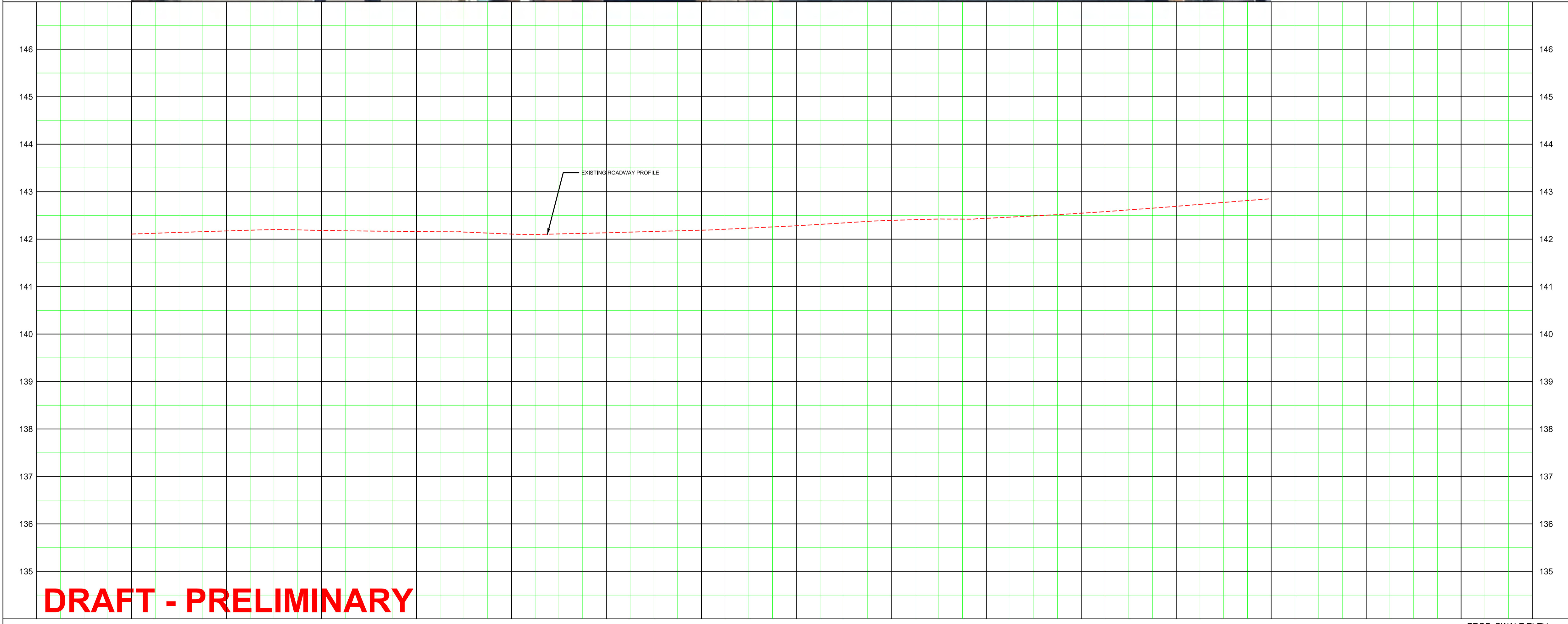
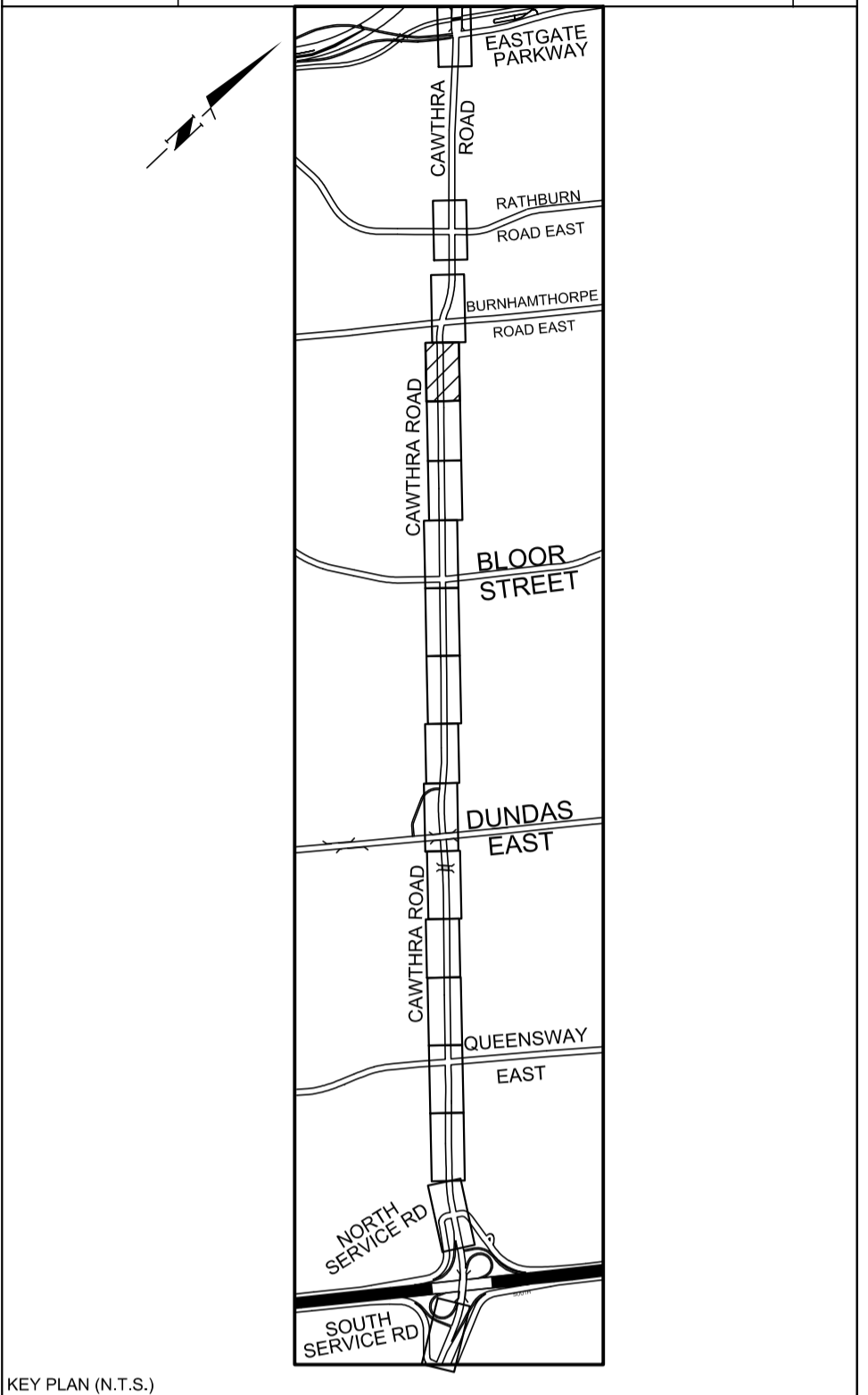
PROP. FINISHED GRADE	EX. ROAD ELEV.	ROAD CHAINAGE
13+740	13+760	13+780
13+800	13+820	13+840
13+860	13+880	13+900
13+920	13+940	13+960
13+980		

CAD Area	Area	Project No.
X-XX	X-XX	XX-XXXX

Checked by	Drawn by	Date	Sheet	Project No.
X.X.	X.X.	MAY 2018	14 of 18	PP- 14



SERVICE DATA					
SERVICE	DATE	INIT.	SERVICE	DATE	INIT.
SAN SEWERS	MAY 00, 2014	X.X.	GAS MAINS	MAY 00, 2014	X.X.
STORM SEWERS	MAY 00, 2014	X.X.	BELL U/G CABLE	MAY 00, 2014	X.X.
WATER MAINS	MAY 00, 2014	X.X.	HYDRO U/G CABLE	MAY 00, 2014	X.X.
TRANSIT	MAY 00, 2014	X.X.	HYDRO ONE	MAY 00, 2014	X.X.
PARKS & REC.	MAY 00, 2014	X.X.	CTV	MAY 00, 2014	X.X.
ONT. CLEAN WATER	MAY 00, 2014	X.X.	COMMUNIC. CABLES	MAY 00, 2014	X.X.



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Designed by _____ Chkd. _____ Approved by _____

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BELL CANADA	ROGERS CABLE
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ONTARIO CLEAN WATER AGENCY	FUTUREWAY (FCI BROADBAND)
HYDRO ONE NETWORKS	
ENERSOURCE, HYDRO MISSISSAUGA	
HYDRO ONE BRAMPTON	

10m 0 10 20 30m HORIZONTAL SCALE
1m 0 1 2 3m VERTICAL SCALE

CAWTHRA ROAD
(FROM N SERVICE ROAD TO BURHAMTHORPE ROAD E)
NEW CONSTRUCTION

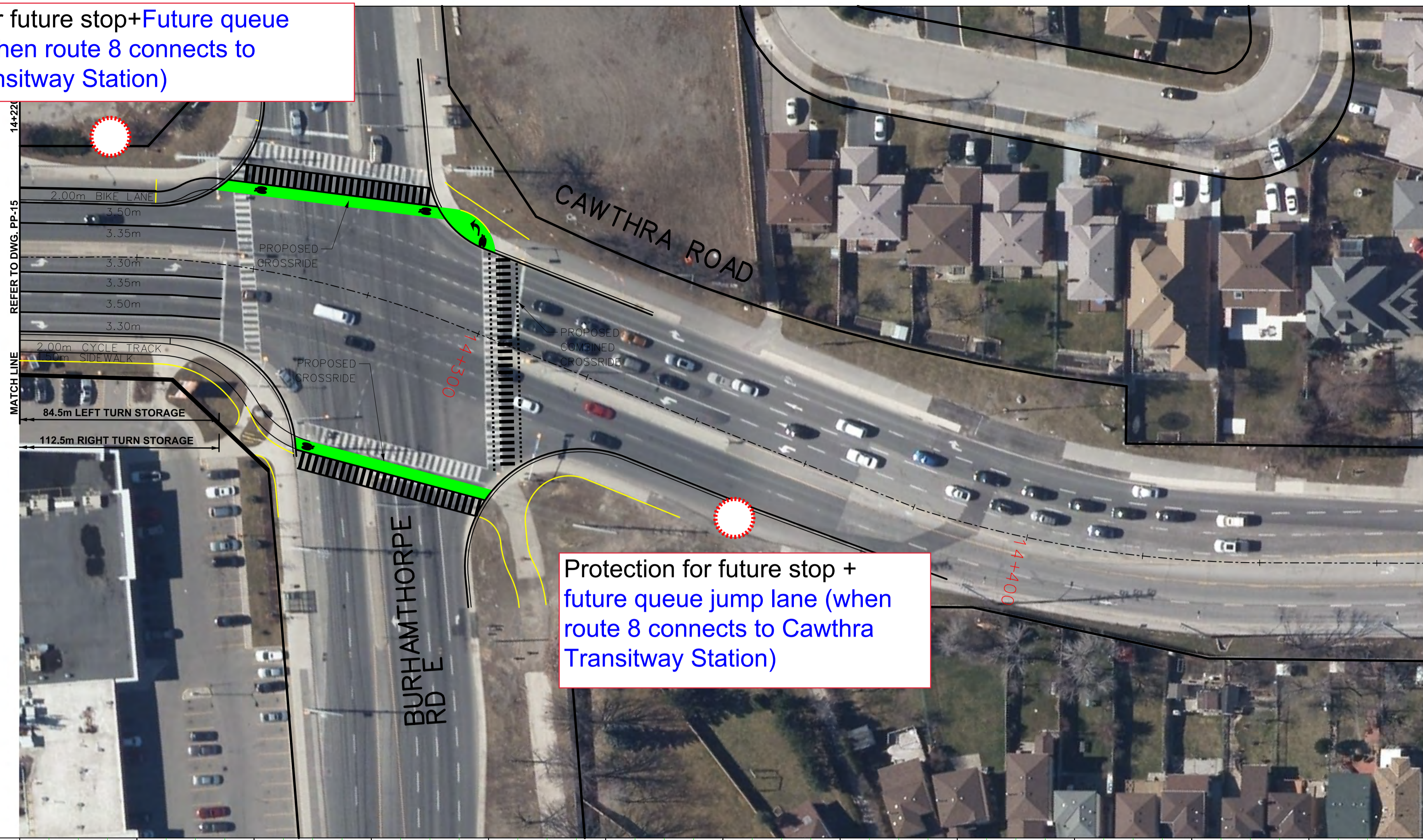
STA. 13+980 TO STA. 14+220

PROP. SWALE ELEV												
PROP. FINISHED GRADE												
EX. ROAD ELEV.												
ROAD CHAINAGE												
142.10	142.17	142.18	142.16	142.11	142.13	142.19	142.28	142.39	142.44	142.55	142.69	142.85
13+980	14+000	14+020	14+040	14+060	14+080	14+100	14+120	14+140	14+160	14+180	14+200	14+220

CAD Area	X-XX	Area	X-XX	Project No.	XX-XXXX
Checked by		Drawn by	X.X.	Plan No.	PP-15
Date	MAY 2018	Sheet	15 of 18		

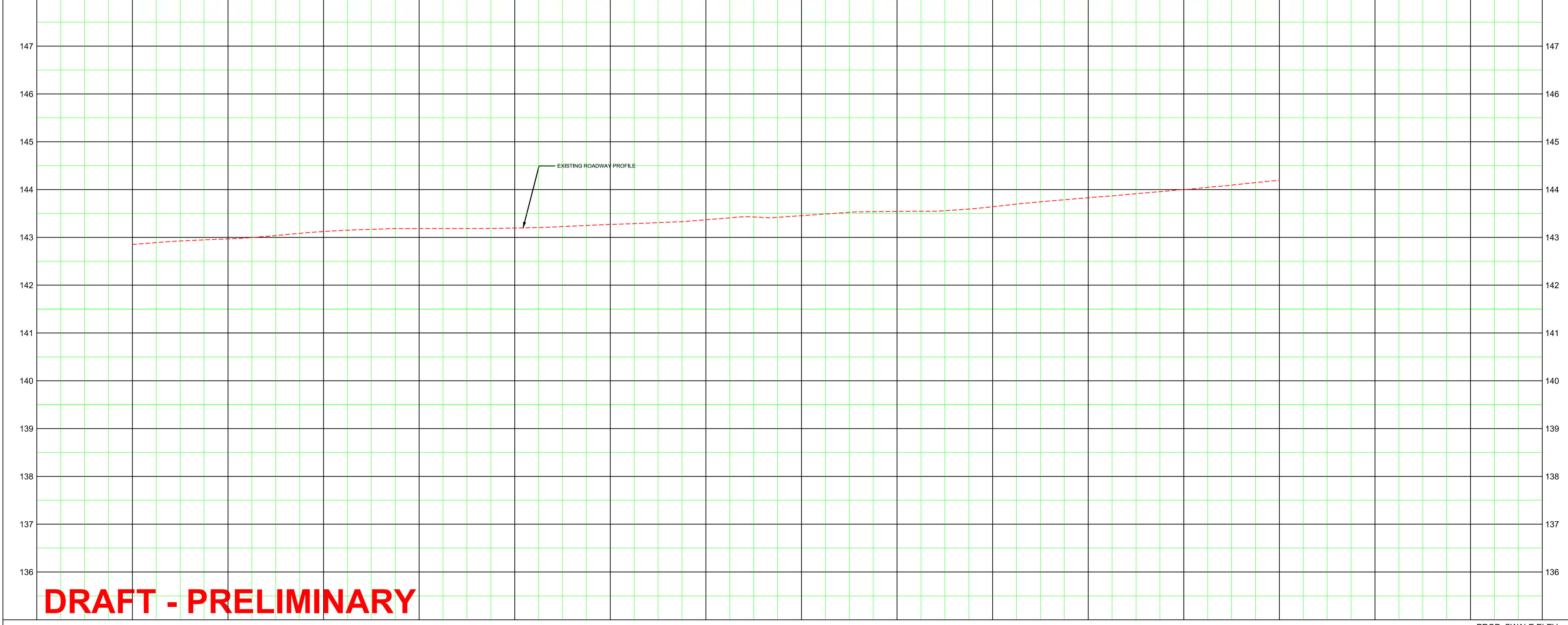
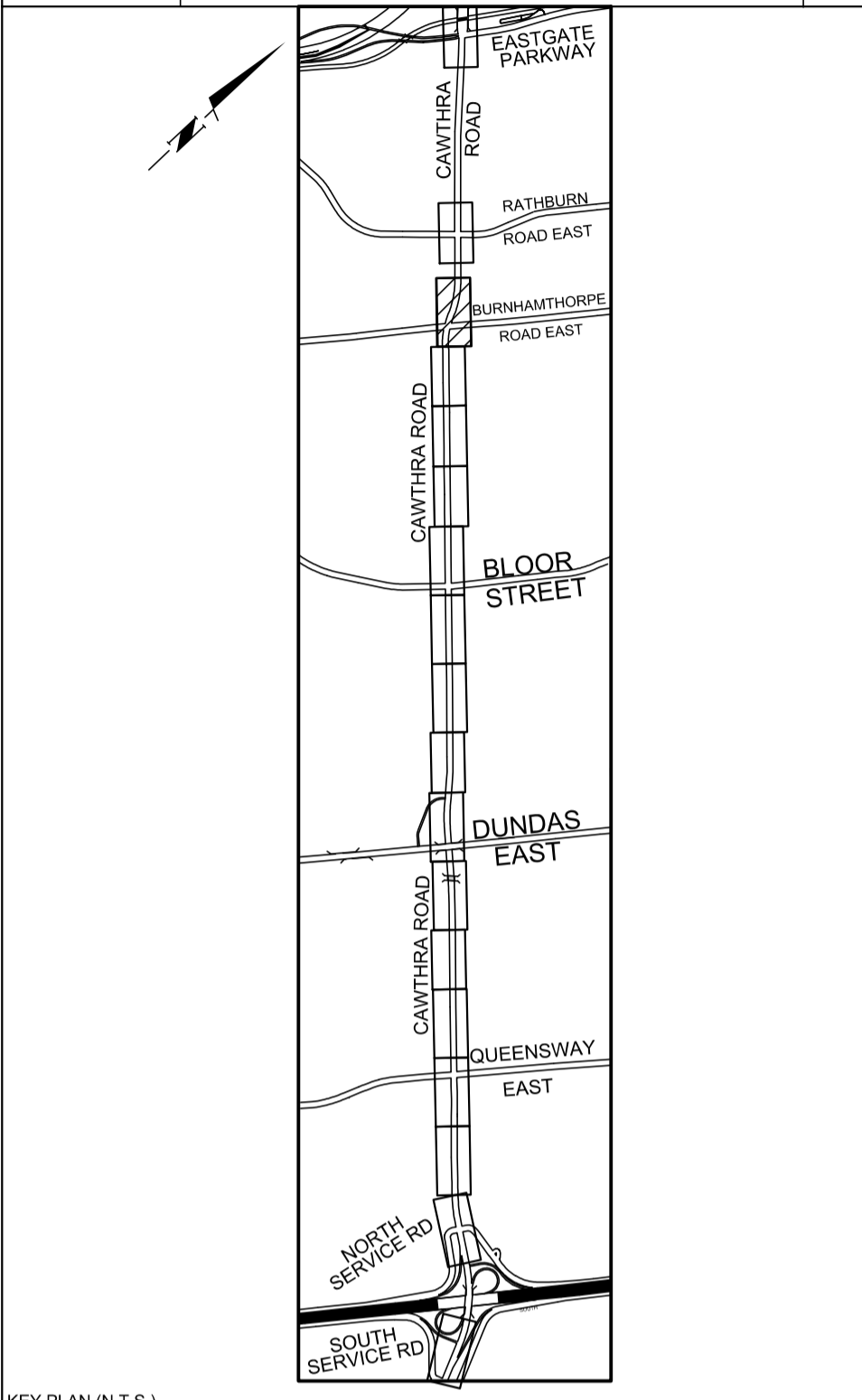
DRAFT - PRELIMINARY

Protection for future stop+Future queue jump lane (when route 8 connects to Cawthra Transitway Station)



Protection for future stop + future queue jump lane (when route 8 connects to Cawthra Transitway Station)

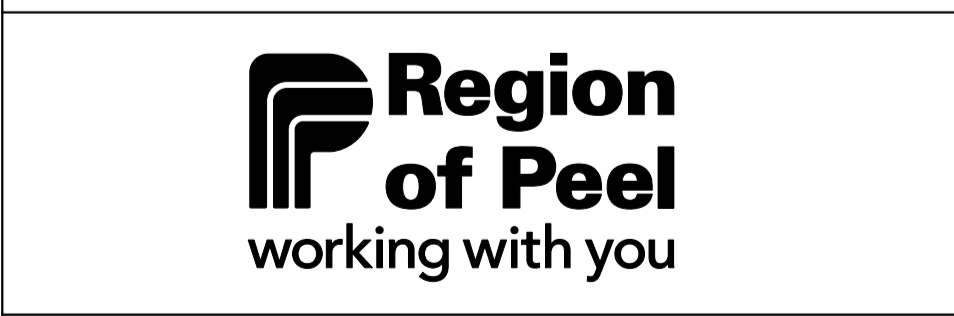
SERVICE DATA					
SERVICE	DATE	INIT.	SERVICE	DATE	INIT.
SAN SEWERS	MAY 00, 2014	X.X.	GAS MAINS	MAY 00, 2014	X.X.
STORM SEWERS	MAY 00, 2014	X.X.	BELL U/G CABLE	MAY 00, 2014	X.X.
WATERMANS	MAY 00, 2014	X.X.	HYDRO U/G CABLE	MAY 00, 2014	X.X.
TRANSIT	MAY 00, 2014	X.X.	HYDRO ONE	MAY 00, 2014	X.X.
PARKS & REC.	MAY 00, 2014	X.X.	CTV	MAY 00, 2014	X.X.
ONT. CLEAN WATER	MAY 00, 2014	X.X.	COMMUNIC. CABLES	MAY 00, 2014	X.X.



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TOWN OF CALEDON WORKS DEPT.	HYDRO ONE TELECOM
BELL CANADA	ROGERS CABLE
ENBRIDGE INCORPORATED-GAS DISTRIBUTION	ALLSTREAM
ONTARIO MINISTRY OF TRANSPORTATION	PSN (PUBLIC SECTOR NETWORK)
ONTARIO CLEAN WATER AGENCY	FUTUREWAY (FCI BROADBAND)
HYDRO ONE NETWORKS	
ENERSOURCE, HYDRO MISSISSAUGA	
HYDRO ONE BRAMPTON	



Region of Peel
 working with you

CAWTHRA ROAD
 (FROM N SERVICE ROAD TO BURHAMTHORPE ROAD E)
 NEW CONSTRUCTION

PROP. SWALE ELEV		STA. 14+220		TO STA. 14+400	
CAD Area	X-XX	Area	X-XX	Project No.	XX-XXXX
142.85	142.97	143.12	143.18	143.19	143.27
14+220	14+240	14+260	14+280	14+300	14+320

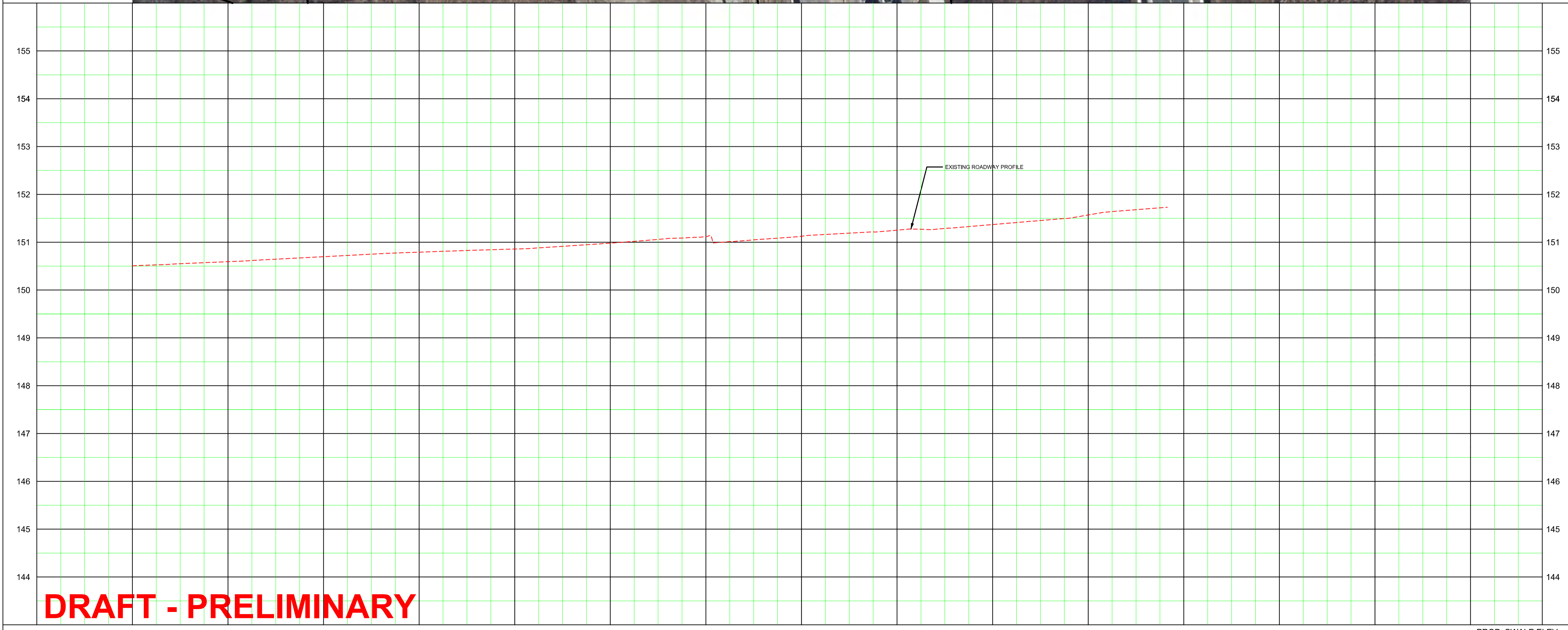
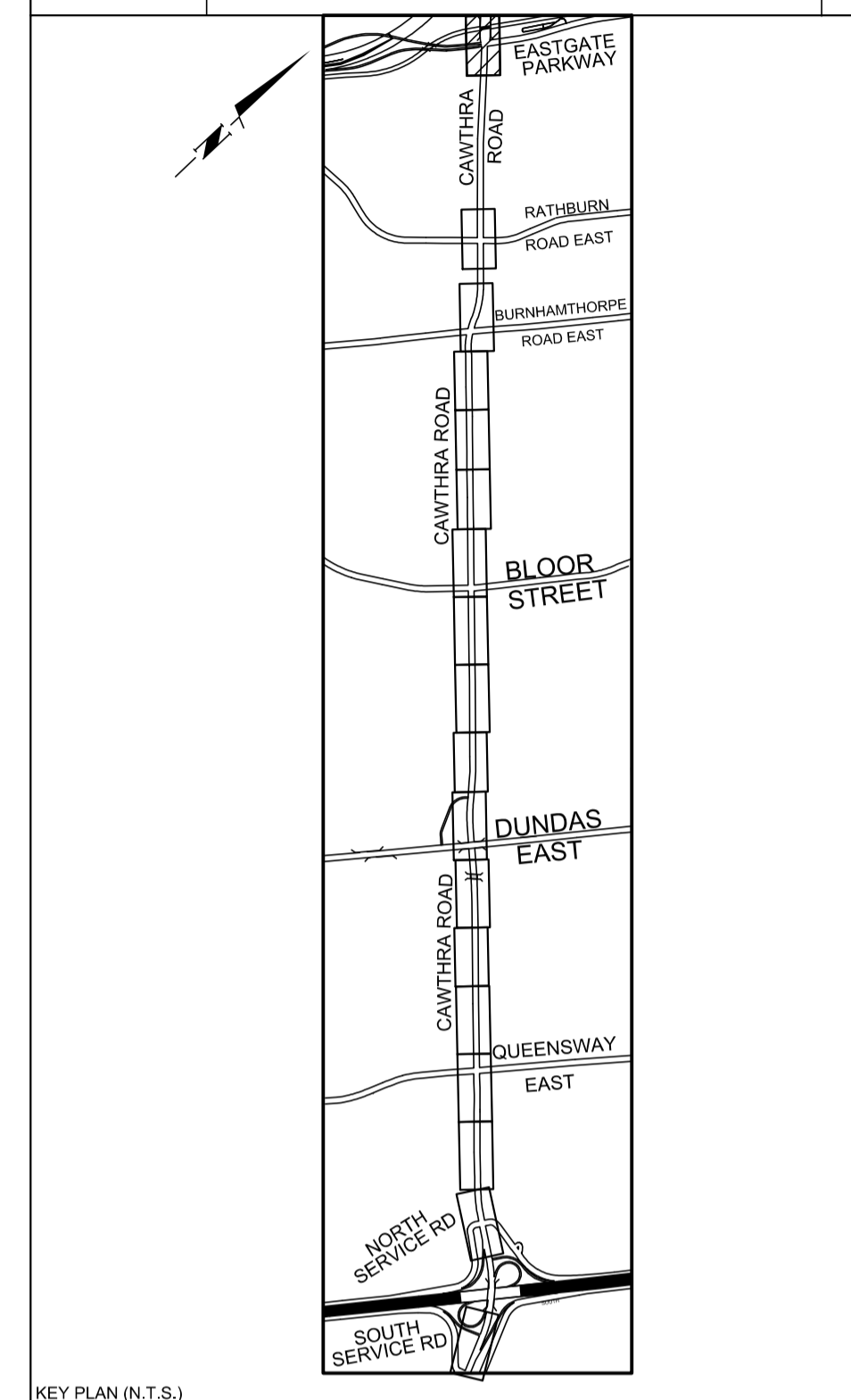
EX. ROAD ELEV.	Checked by	Drawn by	Date	Sheet	Project No.
144.00	X.X.	X.X.	MAY 2018	16 of 18	XX-XXXX

DRAFT - PRELIMINARY



SERVICE DATA					
SERVICE	DATE	INIT.	SERVICE	DATE	INIT.
SAN SEWERS	MAY 00, 2014	X.X.	GAS MAINS	MAY 00, 2014	X.X.
STORM SEWERS	MAY 00, 2014	X.X.	BELL U/G CABLE	MAY 00, 2014	X.X.
WATERMANS	MAY 00, 2014	X.X.	HYDRO U/G CABLE	MAY 00, 2014	X.X.
TRANSIT	MAY 00, 2014	X.X.	HYDRO ONE	MAY 00, 2014	X.X.
PARKS & REC.	MAY 00, 2014	X.X.	CTV	MAY 00, 2014	X.X.
ONT. CLEAN WATER	MAY 00, 2014	X.X.	COMMUNIC. CABLES	MAY 00, 2014	X.X.

REVISIONS		
DATE	DETAILS	INIT.



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Designed by _____ Chkd. _____ Approved by _____

NOTICE TO CONTRACTOR

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ONTARIO CLEAN WATER AGENCY	FUTUREWAY (FCI BROADBAND)
HYDRO ONE NETWORKS	
ENERSOURCE, HYDRO MISSISSAUGA	
HYDRO ONE BRAMPTON	

10m 0 10 20 30m HORIZONTAL SCALE
1m 0 1 2 3m VERTICAL SCALE

Region of Peel
working with you

CAWTHRA ROAD
(EASTGATE PKWY INTERSECTION)
NEW CONSTRUCTION

STA. 15+320 TO STA. 15+520

PROP. FINISHED GRADE	PROP. SWALE ELEV	EX. ROAD ELEV.	ROAD CHAINAGE
150.51	150.59	150.70	15+320
150.79	150.86	150.98	15+340
151.12	151.12	151.25	15+360
151.37	151.57	151.57	15+380
151.37	151.57	151.57	15+400
151.37	151.57	151.57	15+420
151.37	151.57	151.57	15+440
151.37	151.57	151.57	15+460
151.37	151.57	151.57	15+480
151.37	151.57	151.57	15+500
151.37	151.57	151.57	15+520
151.37	151.57	151.57	15+540
151.37	151.57	151.57	15+560
151.37	151.57	151.57	15+580
151.37	151.57	151.57	15+600

DRAFT - PRELIMINARY

Checked by	Drawn by	Project No.
MAY 2018	X.X.	XX-XXXX
Date	Sheet	Plan No.
MAY 2018	18 of 18	PP-18

From: Alice Ho <Alice.Ho@mississauga.ca>
Sent: July 5, 2018 2:29 PM
To: Bupas, Sonya <sonya.bupas@peelregion.ca>
Subject: FW: Cawthra Road Class EA

Hi Sonya,

I am trying to send our comments back to you. Unfortunately, the file size of the draft plan is too large. It was originally 15MB and then I reduced it to 13MB, but both times, the email bounced back. Is there any other way in which I can forward the draft plan with our comments to you?

Please advise and thank you. In the meantime, I have attached the memo that highlights in words what we have noted on the plan with key highlights noted in the original email below.

Thanks,

Alice

From: Alice Ho
Sent: 2018/07/05 2:16 PM
To: 'sonya.bupas@peelregion.ca'
Cc: Alana Tyers
Subject: RE: Cawthra Road Class EA

Hi Sonya,

Thank you for giving us the extra time to prepare comments on the draft plan for potential corridor improvements to Cawthra Road. Our comments are noted below for your consideration:

- **Lane width requirements:** Bus operations requires a minimum lane width of 3.50m. The current draft design of the travelled lanes meets these minimum requirements. However, it is noted that the left-turn lanes are at a reduced width of 3.30m. While MiWay buses do not turn left at the majority of the intersections along Cawthra, our Route 8 Cawthra currently makes a left-turn at Bloor Street. Could we revise the left turn at that intersection to accommodate the bus movement at that location – a left-turn lane width of 3.35m will be acceptable for the bus?
- **Bus stops:** As improvements will be occurring on Cawthra Road, MiWay would like to implement changes to its bus stop locations to streamline bus operations. The attached PDF file (*15-4380_Draft Plan_BusStops_MiWayComments.pdf*) identifies our existing bus stop locations, bus stops to be removed and new bus stop locations. To help with proposed preliminary design, I have also attached a memo detailing the proposed changes (*MEMO – Bus Stop Changes on Cawthra – 07 05 2018.pdf*).
- **Transit priority improvements:** To facilitate transit operations, MiWay would like to include far-side queue jump lanes at specific intersections along Cawthra Road, similar to what has been implemented along Burnhamthorpe Road between east of Hurontario Street and Dixie Road (and currently being constructed along Burnhamthorpe Road from Dixie Road to the City limits). The proposed locations have been identified on the two noted PDFs for your reference.

- **Signal requests:** To facilitate the movement of pedestrians at specific bus stops, MiWay would like to include consideration for implementation of signals at a few of the intersections along Cawthra Road. These intersections have been identified in the Memo and on the Draft Plan.
- **Commitments to future work:** As part of the ESR, commitments to future work should note the aforementioned bus infrastructure improvements and associated notification requirements (as defined in the attached construction schedule notification PDF) and ensure that MiWay is included as a key stakeholder in the detail design phase.

Per our telephone conversation, after the Region has had a chance to review the comments, we would like to meet with you to further clarify details and/or respond to questions/concerns from the Region. If you can let me know preferred meeting times/dates/locations, I can coordinate staff calendars on this end.

Thanks again for the opportunity to provide input!

Alice



Alice Ho, P.Eng.
Transit Priority Project Lead
Business Development – Service Development
T 905-615-3200 ext.8844
alice.ho@mississauga.ca | miway.ca

[City of Mississauga](#) | Transportation & Works Department
Transit Division

From: Alice Ho <Alice.Ho@mississauga.ca>
Sent: July 6, 2018 3:28 PM
To: Bupas, Sonya <sonya.bupas@peelregion.ca>
Cc: Lee, Arthur <arthur.lee@peelregion.ca>
Subject: RE: Cawthra Road Class EA

Hi Sonya,

The file has been uploaded to an internal site here in Mississauga. I have attached a link to that site in order for you to download the plan.



Please let me know if there are any issues with obtaining the file.

Have a great weekend!

Alice

From: Bubas, Sonya [<mailto:sonya.bubas@peelregion.ca>]
Sent: 2018/07/06 2:03 PM
To: Alice Ho
Cc: Lee, Arthur
Subject: RE: Cawthra Road Class EA

Hi Alice,

Thank you for your comments.

I am not sure why the email bounced back (we have received large files in the past). Could you try resending the file with a carbon copy to Arthur Lee (who is carbon copied on this email)? If both of our emails bounce back, could you transfer the file through an ftp site (perhaps the City's ftp site or drop box, if available). Another option is to share the draft plan comments on CD or in hardcopy when we meet.

Let me know if any of these options are possible.

Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies

Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca

From: Alice Ho <Alice.Ho@mississauga.ca>
Sent: December 21, 2018 3:36 PM
To: Bubas, Sonya <sonya.bubas@peelregion.ca>
Cc: Alana Tyers <Alana.Tyers@mississauga.ca>; Eisa H., Eisa <Eisa.Eisa@peelregion.ca>; Allan Ortlieb <Allan.Ortlieb@IBIGroup.com>; Lee, Arthur <arthur.lee@peelregion.ca>
Subject: RE: Cawthra Rd EA - Meeting Notes

Hi Sonya,

Thanks for the update and also confirming review of whether ped signals are warranted.

Happy holidays!!

Alice

From: Bubas, Sonya [<mailto:sonya.bubas@peelregion.ca>]
Sent: 2018/12/21 2:29 PM
To: Alice Ho
Cc: Alana Tyers; Eisa, Eisa; Allan Ortlieb; Lee, Arthur
Subject: RE: Cawthra Rd EA - Meeting Notes

Hi Alice,

As an update, we are looking into whether pedestrian signals are warranted at some locations. We will keep you informed of progress in the New Year.

Wishing you a safe and happy holiday,

Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies

Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca

From: Alice Ho [<mailto:Alice.Ho@mississauga.ca>]
Sent: November 8, 2018 9:01 AM
To: Bubas, Sonya
Cc: Alana Tyers
Subject: RE: Cawthra Rd EA - Meeting Notes

Good morning Sonya,

Thank you for sending over these minutes. We are good with the details included but would like clarification on one of the items under #3a. The second bullet states "Regarding comments on signals, pedestrian signals would need to be warranted". There is no action item for this statement; however, it was our understanding at the meeting that IBI would be undertaking the warrant analysis to confirm the need. Could you please advise?

Thanks,

Alice

From: Bubas, Sonya [<mailto:sonya.bubas@peelregion.ca>]
Sent: 2018/11/01 12:05 PM
To: Matthew Sweet; Alana Tyers; Alice Ho; Eisa, Eisa; Mannie, Sharon
Cc: Allan Ortlieb; Lee, Arthur; Jeremy Blair; Lin Rogers; Zibby Petch; Nieuwenhuysen, Bob; Jamroz, Damian; Duque, Erica; Hamdani, Hashim Ali; Tatla, Manvir; Silva, Roger; Rook, Sally; Ansari, Seema
Subject: Cawthra Rd EA - Meeting Notes

Good afternoon,

Please find attached notes of our meeting with the Region of Peel, City of Mississauga and MiWay Transit regarding the Cawthra Road Class EA. I apologize for the delay in circulation. In the meantime, we have been reviewing your comments and completing field investigations for the EA. We will continue to keep you informed of the Study and future opportunities for comment.

Please do not hesitate to contact me if you have any questions or recall any errors/omissions in the notes.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies

Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca

From: Bubas, Sonya [<mailto:sonya.bubas@peelregion.ca>]
Sent: 2019/08/06 11:03 AM
To: Jacqueline Elias
Cc: Alice Ho; Alana Tyers; Allan Ortlieb; Eisa H., Eisa; Nieuwenhuysen, Bob; Lee, Arthur
Subject: RE: Cawthra Rd EA

Hi Jacqueline,

Thank you for your comments regarding the Cawthra Road Class EA. Our response is provided under each of your comments below and within each commenting note attached. Also attached for your information are a set of files showing the assessment of pedestrian crossings at Needham Lane and Santee Gate.

We note that some of the requests in your comments were different from previous comments provided by MiWay. We would like to confirm this review was not intended to override previous discussions.

- “The minimum requirement for lane widths is 3.35m. There are a few drawings where the left turning lane is designated a 3.30 m which is not acceptable from a bus operations perspective in the event of a detour or any other reason buses may be required to use these lanes.”
 - The turn lane dimension does not include the gutter width from adjacent median curbs which adds an additional 300mm (therefore: 3.30m+0.3m = 3.60m).
 - This comment was addressed during a meeting in August 2018. See attached meeting notes for information.
- “A pedestrian landing pad AND rear pad are required for all bus stop as per MiWay standards; please indicate both pads on the drawings at all bus stop locations. This will help illustrate how the bike lanes will interface with our stops.”
 - The standard drawing 2240.083 found in the link provided by MiWay [REDACTED] was followed for requirements between active transportation and transit infrastructure. This standard does not reference or indicate standard drawing 2250.020 for platform adjacent to bus shelters (2250.010 is not applicable since it only contains a bus stop sign against the

back of curb with no shelter). The detailed box within standard drawing 2240.083 indicates the area for bus shelter, bike racks, waste receptacles and standing area and does not indicate or describe “rear landing pad” or platforms.

- Accommodating requirements in the standard drawing 2250.020 would require additional property for many bus stop locations.

“As for the bus stop design requirements described in the memo of July 5, 2018, a 15m clearance with a concrete passenger landing pad is required at all stops to provide safe access for passengers exiting from the back doors of a 40ft and 60ft. There is the 15m rear pad and a 15m clearance. Please refer to the standard drawings

[REDACTED] for further clarification.” The referenced link contains a collection of standards that do not use the term “clearance”. Standard 2260.030 has a 15m “rear vehicular parking restriction” enforced by signage which is different than engineering and construction/utility clearance.

I trust our responses address your comments. Please let me know if you wish to discuss any comments further.

Regards,

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

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

Brampton, ON L6T 4B9

905-791-7800 ext. 7801

From: Jacqueline Elias <Jacqueline.Elias@mississauga.ca>

Sent: April 16, 2019 3:21 PM

To: Bubas, Sonya <sonya.bubas@peelregion.ca>

Subject: FW: Cawthra Rd EA

Hi Sonya.

Further to our phone call, please find attached MiWay comments; the files can be found via

[REDACTED]

We would like to highlight a few items:

- The minimum requirement for lane widths is 3.35m. There are a few drawings where the left turning lane is designated a 3.30 m which is not acceptable from a bus operations perspective in the event of a detour or any other reason buses may be required to use these lanes.
- A pedestrian landing pad AND rear pad are required for all bus stop as per MiWay standards; please indicate both pads on the drawings at all bus stop locations. This will help illustrate how the bike lanes will interface with our stops.
- Please see marked up PDFs for further comments.

As for the bus stop design requirements described in the memo of July 5, 2018, a 15m clearance with a concrete passenger landing pad is required at all stops to provide safe access for passengers exiting from the back doors of a 40ft and 60ft. There is the 15m rear pad and a 15m clearance. Please refer to the standard drawings [REDACTED] for further clarification.

Please let me know if there are any questions or concerns.

Kind Regards,



Jacqueline Elias, EIT

Transit Infrastructure Engineering Technologist, Transit Priority
Business Development – Service Development
T 905-615-3200 ext.5349
jacqueline.elias@mississauga.ca | miway.ca

City of Mississauga | Transportation & Works Department
Transit Division

From: Bubas, Sonya [<mailto:sonya.bubas@peelregion.ca>]

Sent: 2019/03/29 1:39 PM

To: Alice Ho

Cc: Alana Tyers; Nieuwenhuysen, Bob; Lee, Arthur; Eisa H., Eisa; Allan Ortlieb

Subject: Cawthra Rd EA

Hi Alice,

In response to your comments regarding the Cawthra Road Class EA, please see attached spreadsheet and [draft plan](#) for a summary of requested and proposed locations of bus stops/shelters and queue jump lanes. The summary is organized by intersections.

The spreadsheet indicates where provisions can or cannot be made for bus stops/shelters and queue jump lanes. Where provisions cannot be made, we outlined the challenges for MiWay's consideration.

Most of the challenges relate to utility and property impacts, which could have some implications to MiWay. As indicated during previous discussions, MiWay would be responsible for transit-related work beyond curb-to-curb improvements and beyond reinstatement of existing shelters (i.e., transit-related works within the boulevard).

We would appreciate your comments on the current draft plan, including the intersection at Cawthra Road and Bloor Street and the revised bus stop location at the Queensway and Cawthra Road.

Could you please clarify the bus stop design requirements described in your memo of July 5, 2018? A 15m clearance does not appear to be feasible. It may be helpful to understand from where the clearance is expected and/or if the intent was for a clear zone rather than clearance.

Please advise by **April 12** if the provisions shown on the draft plan are acceptable. Note the draft plan will be accessible for 7 days - let me know if you have trouble accessing the files.

Regards,

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

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

Brampton, ON L6T 4B9

905-791-7800 ext. 7801

Memorandum



To: Sonya Bubas, Region of Peel
From: Alice Ho, MiWay
Cc: Alana Tyers, MiWay
Date: July 5, 2018
Subject: Cawthra Road EA - MiWay Comments on Draft Design

The following memo highlights the proposed changes to bus stop locations and associated transit priority and signal improvements along Cawthra Road between the QEW and Eastgate Parkway for the Region's consideration. This memo is to be read in conjunction with the PDF file *15-4380_Draft Plan_BusStops_MiWayComments.pdf*.

Permanently remove the following stops:

- Stop #0499 (Cawthra Road at Melton Drive - SE corner)
- Stop #0839 (Cawthra Road at Orwell Street - NW corner)
- Stop #0894 (Cawthra Road at Orwell Street - SE corner)

Relocate the following far-side stops to near-side stops and maintain shelters where provided:

- Stop #0763 (Cawthra Road at Tedwyn Drive - from SW corner to NW corner)
- Stop #0838 (Cawthra Road at Needham Lane - from SW corner to NW corner)

Maintain the following mid-block stops and maintain shelters where provided:

- Stop #2267 (Cawthra Road at Santee Gate - east side)

Maintain the following far-side stops and maintain shelters where provided:

- Stop #0497 (Cawthra Road at North Service Road - NE corner)
- Stop #0491 (Cawthra Road at Queensway - NE corner)

Maintain the following near-side stops and maintain shelters where provided:

- Stop #0764 (Cawthra Road at North Service Road - NW corner)
- Stop #0498 (Cawthra Road at Tedwyn Drive - SE corner)
- Stop #0762 (Cawthra Road at Melton Drive - NW corner, but shift further north closer Queensway so that it becomes a far-side stop for Queensway)
- Stop #0895 (Cawthra Road at Needham Lane - SE corner)
- Stop #1296 (Cawthra Road at Dundas Street - SE corner)
- Stop #1237 (Cawthra Road at Dundas Street - NE corner)
- Stop #2220 (Cawthra Road at Silver Creek Blvd - NW corner, but shift further south closer to Silver Creek Boulevard)
- Stop #2221 (Cawthra Road at Silver Creek Blvd - SE corner)
- Stop #2219 (Cawthra Road at Santee Gate - NW corner)

New bus stops with shelters:

- Cawthra Road at Bloor Street (two far-side stops)
- Cawthra Road at Breckenridge Road (two near-side stops)
- Cawthra Road at Burnhamthorpe Road (two far-side stops)
- Cawthra Road at Rathburn Road (two far-side stops)

- Cawthra Road at Meadows Boulevard (two near-side stops)

Bus stop design requirements:

For each bus stop, MiWay requires a 15m clearance with a concrete passenger landing pad to provide safe access for passengers exiting from the back doors of a 40ft and 60ft bus. The stop and passenger landing pad needs to align with the approaching stop bar in both directions. The hard surface passenger landing pad is to connect with the proposed sidewalk/pedestrian linkages and be illustrated on all plans. Please ensure that all trees and grates (or any other street furniture) are removed from within the 15m clearance.

MiWay has standard drawings available on-line as part (i.e., bus stop and bus shelters) of the Standard Drawings Manual for the Transportation and Works Department, City of Mississauga (Available at: <http://www.mississauga.ca/portal/business/transit>).

New signal considerations:

In order to facilitate pedestrian movements associated with bus passenger movements, MiWay would like to request the implementation of a signal at the following locations. If a full signal is not justified, can there be consideration for a pedestrian-only signal?

- Cawthra Road and Needham Lane
- Cawthra Road and Santee Gate

Transit priority considerations:

- Queue jump lane in the northbound (NB) direction at Cawthra Road/North Service Road servicing stop #0497
- Queue jump lane in the southbound (SB) direction at Cawthra Road/Melton Drive servicing stop #0762 (shift stop further north to service Queensway as a SB far-side stop) – may need to remove eastbound right-turn pork chop
- Queue jump lane in the northbound (NB) direction at Cawthra Road/Queensway servicing stop #0491
- Queue jump lanes in both the northbound (NB) and southbound (SB) directions at Cawthra Road/Bloor Street
- Queue jump lanes in both the northbound (NB) and southbound (SB) directions at Cawthra Road/Burnhamthorpe Road
- Queue jump lanes in both the northbound (NB) and southbound (SB) directions at Cawthra Road/Rathburn Road

Minutes

Title: Cawthra Road Environmental Assessment (QEW to Eastgate Parkway)
Meeting with City of Mississauga and MiWay
Date: August 16, 2018
Time: 9:30 am – 11:15 am
Place: 201 City Centre Drive, 8th Floor, Ontario Room, Mississauga

Present: **City of Mississauga** – Matthew Sweet
MiWay – Alana Tyers, Alice Ho
IBI Group – Allan Ortlieb
Region of Peel – Arthur Lee, Eisa Eisa, Sharon Mannie, Sonya Bubas

Regrets: **City of Mississauga** – Jeremy Blair, Lin Rogers
IBI Group – Zibby Petch
Region of Peel – Bob Nieuwenhuysen, Damian Jamroz, Erica Duque, Hashim Ali Hamdani, Manvir Tatla, Roger Silva, Sally Rook, Seema Ansari

#	DESCRIPTION	ACTION
1	Welcome and Introductions	
	The Region of Peel (Region) facilitated roundtable introductions and explained the purpose of the meeting: <ul style="list-style-type: none"> To review comments received from MiWay on July 5, 2018 To hear preliminary comments from the City of Mississauga (City) 	
2	Class Environmental Assessment (EA) Study and Draft Plan	
	The Region summarized the background to the project: <ul style="list-style-type: none"> Feasibly study completed in 2014 EA study initiated in 2016 Active transportation and intersection improvements considered rather than road widening Cross-sections include sidewalks, bike lanes or cycle tracks with cross rides; and right-turn and left-turn storage and turn lanes The Region circulated a Preliminary Draft Plan for review to MiWay on May 29 and to the City on June 8, 2018 	
3	Discussion	
a.	Comments by MiWay	
	<ul style="list-style-type: none"> Regarding comments on bus stops and queue jumps, the Region is responsible for curb to curb works (if feasible) and reinstating shelters in-kind; MiWay would be responsible for the cost of work beyond this responsibility (e.g., shelter/pad improvements or any utility/pedestrian infrastructure relocations to facilitate queue jumps) 	Region/ MiWay
	<ul style="list-style-type: none"> Regarding comments on signals, pedestrian signals would need to be warranted 	
	<ul style="list-style-type: none"> MiWay standards for Bike Lane/Cycle Track and Bus interaction: <ul style="list-style-type: none"> Primarily for design of far side station stops and queue jump lanes The Region will review MiWay's memorandum for the standards MiWay will forward standards for bike/bus interaction to the Region 	Region/ MiWay
	<ul style="list-style-type: none"> For Transit Stop #0497 at North Service Road – PP02: Maintain far side stop (request for a queue jump lane): <ul style="list-style-type: none"> The Region will review MiWay standards (with bike) to determine feasibility 	Region
	<ul style="list-style-type: none"> Relocate Transit Stop #0763 to near side North of Tedwyn Drive: <ul style="list-style-type: none"> IBI Group (IBI) noted that the location of the near side stop may have property and grading constraints; The Region will investigate the option of relocating this stop to near side MiWay's preference is to protect for future shelters 	Region
	<ul style="list-style-type: none"> Relocate Transit Stop #0762 and queue jump lanes Southbound on Queensway far side closer 	Region

#	DESCRIPTION	ACTION
	<p>to the intersection:</p> <ul style="list-style-type: none"> ▪ The Region noted that relocation will be challenging as the smart channel needs to remain due to the hydro pole and to accommodate truck right turning movements; The Region will investigate the option of relocating the stop closer to Queensway 	
	<ul style="list-style-type: none"> • Northbound Right Turn Lane at Queensway Intersection: <ul style="list-style-type: none"> ▪ Investigate the option of changing the through right turn lane into a right turn lane with two through lanes Northbound on Cawthra Road; The Region will investigate whether having two through lanes is an option 	Region
	<ul style="list-style-type: none"> • Maintain and request for queue jump lane Northbound on Cawthra Road/Queensway: <ul style="list-style-type: none"> ▪ Currently no sign for transit stop ▪ Bylaws and signs may be required depending on the nature of the through right travel lane Northbound on Cawthra Road ▪ The Region/IBI will investigate the feasibility of including a queue jump lane 	Region/ IBI
	<ul style="list-style-type: none"> • Move Transit Stop #0838 to near side stop at Needham Lane and Cawthra Road Southbound: <ul style="list-style-type: none"> ▪ MiWay indicated signalization is preferred at this intersection ▪ MiWay noted this is a popular location for ridership ▪ Dependent on the type of future development on the East side of Needham Lane ▪ The Region and IBI will investigate whether traffic and pedestrian demand justifies signalized intersection at Needham Lane 	Region/ IBI
	<ul style="list-style-type: none"> • Move Silver Creek Boulevard Transit Stop #2220 closer to nearby intersection: <ul style="list-style-type: none"> ▪ The Region will review MiWay design standards to determine if sufficient property is available 	Region
	<ul style="list-style-type: none"> • Santee Gate Transit Stop #2267 Northbound: <ul style="list-style-type: none"> ▪ The Region noted lack of space available to accommodate protection for transit shelter 	
	<ul style="list-style-type: none"> • Signalization for pedestrian crossing at Santee Gate: <ul style="list-style-type: none"> ▪ The Region and IBI will investigate the pedestrian demand for pedestrian crossing 	Region/ IBI
	<ul style="list-style-type: none"> • Bloor Street Queue Jump Lanes Northbound and Southbound: <ul style="list-style-type: none"> ▪ MiWay explained the current Cawthra Road transit route is anticipated to travel North along Cawthra Road to Eastgate Parkway, thus there will be new stops proposed between Bloor Street and Eastgate Parkway ▪ The Region noted the challenges of protecting for a future queue jump lane south of Bloor Street due to existing hydro poles and considerable grading ▪ MiWay stated the requirement for 3.50m minimum lane width (measured to face of curb) for the left turn on Bloor Street; The Region explained the current design shows 3.30m from edge of pavement to edge of pavement; Inclusion of the 250mm gutter will account for a total width of 3.55m which is sufficient to the requirement ▪ The channelized island is kept on the Northwest side of the intersection due to the recent hydro pole installation ▪ MiWay anticipates more frequent bus level of service along Cawthra Road ▪ The Region will review the request for protection of future stops on both North and South of the intersection ▪ The City will provide details on the proposed detail design of Bloor Street and how to tie in proposed active transportation 	Region/ City
	<ul style="list-style-type: none"> • Burnhamthorpe Street Northbound and Southbound: <ul style="list-style-type: none"> ▪ MiWay requested new far side queue jump lanes on both sides of the intersection; The Region will review the request and whether to protect for future stops on both North and South of Burnhamthorpe Road ▪ IBI explained this should be feasible based on the current right-of-way ▪ The City noted that the existing configuration of the multi-use trail on the Northwest side of the intersection does not provide sufficient space for active transportation due to the existing right-of-way ▪ The City asked whether it is feasible to tighten the intersection radii ▪ IBI explained the challenge for accommodating all modes of vehicle transportation 	Region

#	DESCRIPTION	ACTION
	<ul style="list-style-type: none"> • Rathburn Road Intersection Improvements: <ul style="list-style-type: none"> ▪ The Region asked whether there is sufficient space for a Westbound right on Rathburn Road post construction; More detail is required to gain a more accurate understanding of the dimensions in the field ▪ MiWay requested protection for a future far side stop on both sides of the intersection; IBI explained this option is dependent on whether it is feasible and justified to provide a right turn lane on the Northbound side ▪ The Region will revise the existing drawing to reflect the recent multi-use trail construction on the west side of Cawthra Road, north of Rathburn Road ▪ IBI will check the warrant for northbound and westbound right turns at Rathburn Road 	Region/ IBI
	<ul style="list-style-type: none"> • Meadows Boulevard Future Near Side Stops: <ul style="list-style-type: none"> ▪ MiWay requested protection for future Northbound and Southbound near side transit stops ▪ Since no future plans have been made for this intersection, the Region will investigate whether this request falls within the project scope 	Region
b.	Comments by City of Mississauga	
	<ul style="list-style-type: none"> • The City noted an active transportation trail from Abana Road on the west side of Cawthra Road; The Region will review the City's recommendations to: <ul style="list-style-type: none"> ▪ Connect northbound cycling route to trail entrance ▪ Install cross rides for North Service Road intersection ▪ Add signage to redirect trail users due to transfer station 	Region
	<ul style="list-style-type: none"> • Consistency in the type of active transportation (Bike Lane and Cycle Track): <ul style="list-style-type: none"> ▪ Raised cycle tracks were considered for safety reasons ▪ The majority of the East side of Cawthra Road has multiple driveway entrances; A cycle track with mountable curb was considered for constructability and a consistent grade throughout ▪ The current location of utilities and trees on the East side will make it challenging to put a cycle track on the East side 	
	<ul style="list-style-type: none"> • Bloor Street Resurfacing: <ul style="list-style-type: none"> ▪ The City is currently resurfacing Bloor Street and coordinating with cycling facilities; The City will provide the Region with the detail design, including details regarding the cycling facilities proposed on Bloor Street, to incorporate and tie in to the EA 	City
	<ul style="list-style-type: none"> • Eastgate Parkway Intersection: <ul style="list-style-type: none"> ▪ The City advised there will be a trail on the south side of Eastgate Parkway going West and a cross ride will be required ▪ The City noted the existing plan does not show finished curb on the southeast side, however this is dependent on the current proposed plan on the southeast side of the intersection ▪ The City will look into the status of a walkway and shoulder between Eastgate Parkway and Meadows Boulevard 	City
	<ul style="list-style-type: none"> • During discussion, the City noted: <ul style="list-style-type: none"> ▪ Rehabilitation of Orwell Street in 2018 should not affect this project ▪ Changes are not anticipated as a result of resurfacing Needham Lane 	
4	Other	
	<ul style="list-style-type: none"> • Next Steps: <ul style="list-style-type: none"> ▪ The Region will prepare meeting notes and address comments ▪ The City will forward written comments to the Region 	Region/ City
	<ul style="list-style-type: none"> • Next steps in EA study: <ul style="list-style-type: none"> ▪ Complete field investigations ▪ Meet with Technical Advisory Committee to review EA evaluation ▪ Host Public Information Centre 	Region/ IBI

From: Jacqueline Elias <Jacqueline.Elias@mississauga.ca>
Sent: August 26, 2019 12:34 PM
To: Bubas, Sonya <sonya.bubas@peelregion.ca>
Cc: Alice Ho <Alice.Ho@mississauga.ca>; Alana Tyers <Alana.Tyers@mississauga.ca>; Allan Ortlieb <Allan.Ortlieb@IBIGroup.com>; Eisa H., Eisa <eisa.eisa@peelregion.ca>; Nieuwenhuysen, Bob <bob.nieuwenhuysen@peelregion.ca>; Lee, Arthur <arthur.lee@peelregion.ca>
Subject: RE: Cawthra Rd EA

Hi Sonya,

Thank you for the information below. Please see the attached PDF for our responses to your comments. If you could also please let me know the outcome of investigating whether stop# 0762 at Queensway and Cawthra was able to be located closer to the intersection. The responses to the two points below have been noted and there are no further issues. Lastly regarding the 15m clearance comment, please refer to drawing [2250.040](#); it is a 15 metre clearance that is free of all trees and grates or any other street furniture. Understanding that in most locations the shelter pad is directly adjacent to the cycle track which is also directly adjacent to the road, this will be followed anyway; this is the standard to be followed if there a boulevard or sidewalk between the road and/or cycle track and the stop infrastructure that may contain any obstructions.

Thanks,
Jacqueline

From: Lee, Arthur
Sent: October 24, 2019 9:22 AM
To: Jacqueline Elias <Jacqueline.Elias@mississauga.ca>
Cc: Alice Ho <Alice.Ho@mississauga.ca>; Bubas, Sonya <sonya.bubas@peelregion.ca>
Subject: RE: Cawthra Rd EA

Hi Jacqueline / Alice,

Sonya and I would like to arrange a teleconference to address and discuss some of the comments that you provided. Would either of you be available some time today or tomorrow?
Please let us know.

Thanks and Regards,

Arthur Lee, P.Eng
Senior Designer
Infrastructure Programming and Studies, Transportation
Region of Peel

From: Lee, Arthur <arthur.lee@peelregion.ca>
Sent: October 28, 2019 1:08:50 PM
To: Jacqueline Elias
Cc: Bubas, Sonya
Subject: RE: Cawthra Rd EA

Hi Jacqueline,

I tried to connect with you again after the meeting on Friday to clarify some items on Bloor Street to avoid any miscommunication.

Could you please feel free to give me a call at my extension below when you have an opportunity?

Thanks and Best Regards,

Arthur Lee, P.Eng
Senior Designer
Infrastructure Programming and Studies, Transportation
Region of Peel

From: Jacqueline Elias <Jacqueline.Elias@mississauga.ca>
Sent: October 29, 2019 11:03 AM
To: Lee, Arthur <arthur.lee@peelregion.ca>
Subject: Re: Cawthra Rd EA

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

Hi Arthur,

I'm really sorry, I've been sick and haven't been in the office. I'm still not in today but if there's a way to give clarification over email, please let me know.

Thanks,
Jacqueline

From: Lee, Arthur [<mailto:arthur.lee@peelregion.ca>]
Sent: Tuesday, October 29, 2019 4:02 PM
To: Jacqueline Elias
Cc: Alice Ho; Bubas, Sonya
Subject: RE: Cawthra Rd EA Bloor Street Shelters

Hi Jacqueline,

I hope you feel better soon.

I've attached a sample design in purple layer showing the impacts to regional ROW for to account for the queue jump lane in the far side.

I believe that the real conflict is shown for the southbound section. There is no space to accommodate for a shelter on the near side but we can have one on the far side without the queue jump lane. This is what is shown in our current proposed design.

Please let us know what you think, perhaps we can consider a stop at the midblock further south away from Bloor street..

Regards,

Arthur Lee, P.Eng
Senior Designer
Infrastructure Programming and Studies, Transportation
Region of Peel

From: Jacqueline Elias <Jacqueline.Elias@mississauga.ca>
Sent: October 30, 2019 3:04 PM
To: Lee, Arthur <arthur.lee@peelregion.ca>
Cc: Alice Ho <Alice.Ho@mississauga.ca>; Bubas, Sonya <sonya.bubas@peelregion.ca>
Subject: RE: Cawthra Rd EA Bloor Street Shelters

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

Hi Arthur,

We prefer to eliminate the bus bays and accommodate the shelter pads on the east and west side stops; the buses will stop on street.

For the north-~~west~~ -East corner (where the driveway is), we would like to keep the location of the shelter pad indicated in yellow. For the south-~~east~~ West stop, the old yellow will be shifted 30m from the intersection (in line with the proposed purple).

Please let me know if you have any additional questions.

Thanks,
Jacqueline

From: Jacqueline Elias <Jacqueline.Elias@mississauga.ca>
Sent: October 30, 2019 3:04 PM
To: Lee, Arthur <arthur.lee@peelregion.ca>
Cc: Alice Ho <Alice.Ho@mississauga.ca>; Bubas, Sonya <sonya.bubas@peelregion.ca>
Subject: RE: Cawthra Rd EA Bloor Street Shelters

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

Hi Arthur,

We prefer to eliminate the bus bays and accommodate the shelter pads on the east and west side stops; the buses will stop on street.

For the north-~~west~~ -East corner (where the driveway is), we would like to keep the location of the shelter pad indicated in yellow. For the south-~~east~~ West stop, the old yellow will be shifted 30m from the intersection (in line with the proposed purple).

Please let me know if you have any additional questions.

Thanks,
Jacqueline

From: Lee, Arthur [<mailto:arthur.lee@peelregion.ca>]
Sent: Thursday, October 31, 2019 12:10 PM
To: Jacqueline Elias
Cc: Alice Ho; Bubas, Sonya
Subject: RE: Cawthra Rd EA Bloor Street Shelters

Hi Jacqueline,

Thank you for your response. I believe you might have mixed the directions in the response below (my apologies for not including North Arrow in the draft sketch). Please confirm whether you agree with the corrections I've made below in **green**.

I will update our design to shift the South West stop accordingly further away from the intersection.

Regards,

Arthur Lee, P.Eng
Senior Designer
Infrastructure Programming and Studies, Transportation
Region of Peel

From: Jacqueline Elias <Jacqueline.Elias@mississauga.ca>
Sent: October 31, 2019 1:54 PM
To: Lee, Arthur <arthur.lee@peelregion.ca>
Cc: Alice Ho <Alice.Ho@mississauga.ca>; Bubas, Sonya <sonya.bubas@peelregion.ca>
Subject: RE: Cawthra Rd EA Bloor Street Shelters

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

Hi Arthur,

Assuming Cawthra is north-south and Bloor is east-west then yes, you are correct and I agree with your changes.

Thanks,
Jacqueline

From: Alice Ho <Alice.Ho@mississauga.ca>
Sent: July 5, 2018 2:29 PM
To: Bupas, Sonya <sonya.bupas@peelregion.ca>
Subject: FW: Cawthra Road Class EA

Hi Sonya,

I am trying to send our comments back to you. Unfortunately, the file size of the draft plan is too large. It was originally 15MB and then I reduced it to 13MB, but both times, the email bounced back. Is there any other way in which I can forward the draft plan with our comments to you?

Please advise and thank you. In the meantime, I have attached the memo that highlights in words what we have noted on the plan with key highlights noted in the original email below.

Thanks,

Alice

From: Alice Ho
Sent: 2018/07/05 2:16 PM
To: 'sonya.bupas@peelregion.ca'
Cc: Alana Tyers
Subject: RE: Cawthra Road Class EA

Hi Sonya,

Thank you for giving us the extra time to prepare comments on the draft plan for potential corridor improvements to Cawthra Road. Our comments are noted below for your consideration:

- **Lane width requirements:** Bus operations requires a minimum lane width of 3.50m. The current draft design of the travelled lanes meets these minimum requirements. However, it is noted that the left-turn lanes are at a reduced width of 3.30m. While MiWay buses do not turn left at the majority of the intersections along Cawthra, our Route 8 Cawthra currently makes a left-turn at Bloor Street. Could we revise the left turn at that intersection to accommodate the bus movement at that location – a left-turn lane width of 3.35m will be acceptable for the bus?
- **Bus stops:** As improvements will be occurring on Cawthra Road, MiWay would like to implement changes to its bus stop locations to streamline bus operations. The attached PDF file (*15-4380_Draft Plan_BusStops_MiWayComments.pdf*) identifies our existing bus stop locations, bus stops to be removed and new bus stop locations. To help with proposed preliminary design, I have also attached a memo detailing the proposed changes (*MEMO – Bus Stop Changes on Cawthra – 07 05 2018.pdf*).
- **Transit priority improvements:** To facilitate transit operations, MiWay would like to include far-side queue jump lanes at specific intersections along Cawthra Road, similar to what has been implemented along Burnhamthorpe Road between east of Hurontario Street and Dixie Road (and currently being constructed along Burnhamthorpe Road from Dixie Road to the City limits). The proposed locations have been identified on the two noted PDFs for your reference.

- **Signal requests:** To facilitate the movement of pedestrians at specific bus stops, MiWay would like to include consideration for implementation of signals at a few of the intersections along Cawthra Road. These intersections have been identified in the Memo and on the Draft Plan.
- **Commitments to future work:** As part of the ESR, commitments to future work should note the aforementioned bus infrastructure improvements and associated notification requirements (as defined in the attached construction schedule notification PDF) and ensure that MiWay is included as a key stakeholder in the detail design phase.

Per our telephone conversation, after the Region has had a chance to review the comments, we would like to meet with you to further clarify details and/or respond to questions/concerns from the Region. If you can let me know preferred meeting times/dates/locations, I can coordinate staff calendars on this end.

Thanks again for the opportunity to provide input!

Alice



Alice Ho, P.Eng.
Transit Priority Project Lead
Business Development – Service Development
T 905-615-3200 ext.8844
alice.ho@mississauga.ca | miway.ca

[City of Mississauga](#) | Transportation & Works Department
Transit Division

From: Alice Ho <Alice.Ho@mississauga.ca>
Sent: July 6, 2018 3:28 PM
To: Bubas, Sonya <sonya.bubas@peelregion.ca>
Cc: Lee, Arthur <arthur.lee@peelregion.ca>
Subject: RE: Cawthra Road Class EA

Hi Sonya,

The file has been uploaded to an internal site here in Mississauga. I have attached a link to that site in order for you to download the plan.



Please let me know if there are any issues with obtaining the file.

Have a great weekend!

Alice

From: Bubas, Sonya [<mailto:sonya.bubas@peelregion.ca>]
Sent: 2018/07/06 2:03 PM
To: Alice Ho
Cc: Lee, Arthur
Subject: RE: Cawthra Road Class EA

Hi Alice,

Thank you for your comments.

I am not sure why the email bounced back (we have received large files in the past). Could you try resending the file with a carbon copy to Arthur Lee (who is carbon copied on this email)? If both of our emails bounce back, could you transfer the file through an ftp site (perhaps the City's ftp site or drop box, if available). Another option is to share the draft plan comments on CD or in hardcopy when we meet.

Let me know if any of these options are possible.

Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies

Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca

From: Alice Ho <Alice.Ho@mississauga.ca>
Sent: December 21, 2018 3:36 PM
To: Bubas, Sonya <sonya.bubas@peelregion.ca>
Cc: Alana Tyers <Alana.Tyers@mississauga.ca>; Eisa H., Eisa <Eisa.Eisa@peelregion.ca>; Allan Ortlieb <Allan.Ortlieb@IBIGroup.com>; Lee, Arthur <arthur.lee@peelregion.ca>
Subject: RE: Cawthra Rd EA - Meeting Notes

Hi Sonya,

Thanks for the update and also confirming review of whether ped signals are warranted.

Happy holidays!!

Alice

From: Bubas, Sonya [<mailto:sonya.bubas@peelregion.ca>]
Sent: 2018/12/21 2:29 PM
To: Alice Ho
Cc: Alana Tyers; Eisa, Eisa; Allan Ortlieb; Lee, Arthur
Subject: RE: Cawthra Rd EA - Meeting Notes

Hi Alice,

As an update, we are looking into whether pedestrian signals are warranted at some locations. We will keep you informed of progress in the New Year.

Wishing you a safe and happy holiday,

Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies

Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca

From: Alice Ho [<mailto:Alice.Ho@mississauga.ca>]
Sent: November 8, 2018 9:01 AM
To: Bubas, Sonya
Cc: Alana Tyers
Subject: RE: Cawthra Rd EA - Meeting Notes

Good morning Sonya,

Thank you for sending over these minutes. We are good with the details included but would like clarification on one of the items under #3a. The second bullet states "Regarding comments on signals, pedestrian signals would need to be warranted". There is no action item for this statement; however, it was our understanding at the meeting that IBI would be undertaking the warrant analysis to confirm the need. Could you please advise?

Thanks,

Alice

From: Bubas, Sonya [<mailto:sonya.bubas@peelregion.ca>]
Sent: 2018/11/01 12:05 PM
To: Matthew Sweet; Alana Tyers; Alice Ho; Eisa, Eisa; Mannie, Sharon
Cc: Allan Ortlieb; Lee, Arthur; Jeremy Blair; Lin Rogers; Zibby Petch; Nieuwenhuysen, Bob; Jamroz, Damian; Duque, Erica; Hamdani, Hashim Ali; Tatla, Manvir; Silva, Roger; Rook, Sally; Ansari, Seema
Subject: Cawthra Rd EA - Meeting Notes

Good afternoon,

Please find attached notes of our meeting with the Region of Peel, City of Mississauga and MiWay Transit regarding the Cawthra Road Class EA. I apologize for the delay in circulation. In the meantime, we have been reviewing your comments and completing field investigations for the EA. We will continue to keep you informed of the Study and future opportunities for comment.

Please do not hesitate to contact me if you have any questions or recall any errors/omissions in the notes.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies

From: Bubas, Sonya [<mailto:sonya.bubas@peelregion.ca>]

Sent: 2019/08/06 11:03 AM

To: Jacqueline Elias

Cc: Alice Ho; Alana Tyers; Allan Ortlieb; Eisa H., Eisa; Nieuwenhuysen, Bob; Lee, Arthur

Subject: RE: Cawthra Rd EA

Hi Jacqueline,

Thank you for your comments regarding the Cawthra Road Class EA. Our response is provided under each of your comments below and within each commenting note attached. Also attached for your information are a set of files showing the assessment of pedestrian crossings at Needham Lane and Santee Gate.

We note that some of the requests in your comments were different from previous comments provided by MiWay. We would like to confirm this review was not intended to override previous discussions.

- “The minimum requirement for lane widths is 3.35m. There are a few drawings where the left turning lane is designated a 3.30 m which is not acceptable from a bus operations perspective in the event of a detour or any other reason buses may be required to use these lanes.”
 - The turn lane dimension does not include the gutter width from adjacent median curbs which adds an additional 300mm (therefore: 3.30m+0.3m = 3.60m).
 - This comment was addressed during a meeting in August 2018. See attached meeting notes for information.
- “A pedestrian landing pad AND rear pad are required for all bus stop as per MiWay standards; please indicate both pads on the drawings at all bus stop locations. This will help illustrate how the bike lanes will interface with our stops.”
 - The standard drawing 2240.083 found in the link provided by MiWay (<http://www.mississauga.ca/portal/business/standarddrawings>) was followed for requirements between active transportation and transit infrastructure. This standard does not reference or indicate standard drawing 2250.020 for platform adjacent to bus shelters (2250.010 is not applicable since it only contains a bus stop sign against the back of curb with no shelter). The detailed box within standard drawing 2240.083 indicates the area for bus shelter, bike racks, waste receptacles and standing area and does not indicate or describe “rear landing pad” or platforms.
 - Accommodating requirements in the standard drawing 2250.020 would require additional property for many bus stop locations.

“As for the bus stop design requirements described in the memo of July 5, 2018, a 15m clearance with a concrete passenger landing pad is required at all stops to provide safe access for passengers exiting from the back doors of a 40ft and 60ft. There is the 15m rear pad and a 15m clearance. Please refer to the standard drawings (<http://www.mississauga.ca/portal/business/transit>) for further clarification.” The

referenced link contains a collection of standards that do not use the term “clearance”. Standard 2260.030 has a 15m “rear vehicular parking restriction” enforced by signage which is different than engineering and construction/utility clearance.

I trust our responses address your comments. Please let me know if you wish to discuss any comments further.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

From: Jacqueline Elias <Jacqueline.Elias@mississauga.ca>
Sent: April 16, 2019 3:21 PM
To: Bubas, Sonya <sonya.bubas@peelregion.ca>
Subject: FW: Cawthra Rd EA

Hi Sonya.

Further to our phone call, please find attached MiWay comments; the files can be found via



We would like to highlight a few items:

- The minimum requirement for lane widths is 3.35m. There are a few drawings where the left turning lane is designated a 3.30 m which is not acceptable from a bus operations perspective in the event of a detour or any other reason buses may be required to use these lanes.
- A pedestrian landing pad AND rear pad are required for all bus stop as per MiWay standards; please indicate both pads on the drawings at all bus stop locations. This will help illustrate how the bike lanes will interface with our stops.
- Please see marked up PDFs for further comments.

As for the bus stop design requirements described in the memo of July 5, 2018, a 15m clearance with a concrete passenger landing pad is required at all stops to provide safe access for passengers exiting from the back doors of a 40ft and 60ft. There is the 15m rear pad and a 15m clearance. Please refer to the standard drawings (<http://www.mississauga.ca/portal/business/transit>) for further clarification.

Please let me know if there are any questions or concerns.

Kind Regards,



Jacqueline Elias, EIT

Transit Infrastructure Engineering Technologist, Transit Priority
Business Development – Service Development
T 905-615-3200 ext.5349
jacqueline.elias@mississauga.ca | miway.ca

City of Mississauga | Transportation & Works Department
Transit Division

From: Bubas, Sonya [<mailto:sonya.bubas@peelregion.ca>]

Sent: 2019/03/29 1:39 PM

To: Alice Ho

Cc: Alana Tyers; Nieuwenhuysen, Bob; Lee, Arthur; Eisa H., Eisa; Allan Ortlieb

Subject: Cawthra Rd EA

Hi Alice,

In response to your comments regarding the Cawthra Road Class EA, please see attached spreadsheet and [draft plan](#) for a summary of requested and proposed locations of bus stops/shelters and queue jump lanes. The summary is organized by intersections.

The spreadsheet indicates where provisions can or cannot be made for bus stops/shelters and queue jump lanes. Where provisions cannot be made, we outlined the challenges for MiWay's consideration.

Most of the challenges relate to utility and property impacts, which could have some implications to MiWay. As indicated during previous discussions, MiWay would be responsible for transit-related work beyond curb-to-curb improvements and beyond reinstatement of existing shelters (i.e., transit-related works within the boulevard).

We would appreciate your comments on the current draft plan, including the intersection at Cawthra Road and Bloor Street and the revised bus stop location at the Queensway and Cawthra Road.

Could you please clarify the bus stop design requirements described in your memo of July 5, 2018? A 15m clearance does not appear to be feasible. It may be helpful to understand from where the clearance is expected and/or if the intent was for a clear zone rather than clearance.

Please advise by **April 12** if the provisions shown on the draft plan are acceptable. Note the draft plan will be accessible for 7 days - let me know if you have trouble accessing the files.

Regards,

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

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

Brampton, ON L6T 4B9

905-791-7800 ext. 7801

From: Lee, Arthur <arthur.lee@peelregion.ca>
Sent: November 18, 2019 12:15 PM
To: Jacqueline Elias <Jacqueline.Elias@mississauga.ca>
Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>; Alice Ho <Alice.Ho@mississauga.ca>
Subject: RE: Cawthra Rd EA - TAC Meeting Notes

Hi Jacqueline,

I believe the reason why there were some gaps in mentioning the individual bus stop locations on the meeting minutes could be because I may have not mentioned them verbally for my presentation since the corridor was quite long and we had a time constraint on the presentation meeting room. If some of the stops were not mentioned, please note that this does not mean they are being removed. Please refer to the plans.

In regards to the area that required further exploration, I've included some screenshots for the intersection of Needham and Cawthra Road Southbound nearside location. As mentioned in our discussion, our main concern for this location are the sightlines if a shelter were to be placed in between the sidewalk and cycletrack. The retaining wall for the grade separation and vegetation is already impacting the existing sightlines and if we include a bus shelter with advertisement this could mean that vehicles would have to stop on top of the painted crossride and crosswalk in order to check if it is safe to begin the turning movement.

As you can see from the dimensions labeled in the attached, a proposed standard bus shelter of 2.1m width would not be able to fit between the existing buffer space of 1.9m.

For the proposed Northbound farside stop at North Service Road, please note that the comments received from Miway August 2018 requested a queue jump lane at this location. We may see if it is feasible to update the following drawing before PIC to restore the design to closer to the previous design but I will make a note of this comment regardless.

From my understanding, we currently do not have proposed bus bays at Bloor Street as we agreed to have the bus shelters on the intersection far side without bus bays (see attached).

Regards,

Arthur Lee, P.Eng
Senior Designer
Infrastructure Programming and Studies, Transportation
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800, ext. 7872

From: Jacqueline Elias <Jacqueline.Elias@mississauga.ca>
Sent: November 15, 2019 12:26 PM
To: Bubas, Sonya <sonya.bubas@peelregion.ca>
Cc: Lee, Arthur <arthur.lee@peelregion.ca>; Alice Ho <Alice.Ho@mississauga.ca>
Subject: RE: Cawthra Rd EA - TAC Meeting Notes

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

Hi Sonya,

I've reviewed the minutes; no comments in particular but is there a reason that the bus stop locations and infrastructure were mentioned for some intersections and not for others?

Also, from the call we had, there were some requests that needed some further exploration for your team in terms of illustrating that the infrastructure at the requested locations is not feasible due to space via dimensioned drawings. Just wondering when we can expect to receive this information.

Lastly, the most recent proposal for North Service Road northbound, says "Bus Bay dimension - 30m storage and 15m taper. May require property for bus shelter"; similarly to Bloor, we'd like to eliminate the bus bay to ensure a shelter pad is installed to protect for a shelter in the future.

Thanks,
Jacqueline

From: Bubas, Sonya [<mailto:sonya.bubas@peelregion.ca>]

Sent: Friday, November 8, 2019 6:09 PM

To: Nieuwenhuysen, Bob; Eisa, Eisa; Tatla, Manvir; Lapos, Natalie; Zois, Anthony; Hardcastle, John; Matthew Sweet; Alice Ho; Bell, Trevor (MOECC); Knuckle, Mark; Jefferson, Heather; Banuri, Syeda; Krasowski, Grace; 'Heaton, Mark (MNR)'; McAllister, Aurora (MECP); Kilis, Jakub; Zack Carlan; Alana Tyers; Ansari, Seema; edgar.henriquez@rci.rogers.com; samir.patel@cogecodata.com; markups@enbridge.com; mignacio@enersource.com; ian.mitchell@hydroone.com; max.pavese@telus.com; Keith.Noronha@infrastructureontario.ca; ZG-Peel Health & Built Environment; Rook, Sally; Jeremy Blair; Lin Rogers; Jamroz, Damian; Jacqueline Elias; Rick Laing; tpumarkup@hydroone.com; bell.moc@Telecon.ca; utility.circulations@zayo.com; Fred Sandoval; cle@tnpi.ca; Alexander, Tamara; Razao, Ricardo; gt.moc@telecon.ca; joel.lacombe@alecrautilities.com; Bahrami, Parshan; Kol, Rani; Brock, Liz; Khan, Moin (MTO); Faye, Mike
Cc: Lee, Arthur; Zibby Petch; Allan Ortlieb; Hamdani, Hashim; Thomsen, Jeanne; Motala, Imran; Marzo, Christina; Gorman, Gayle; Crawford, Mark; Saddi, Asha; ZG-PWI; Saiyed, Sabbir
Subject: Cawthra Rd EA - TAC Meeting Notes

To: Technical Advisory Committee (TAC)

Good afternoon,

Please find attached notes of the TAC meeting for the Cawthra Road Class EA on October 30. The presentation and roll plans discussed during the meeting are available at [REDACTED] (note files will be removed after 1 week).

For those who attended, please let me know of any errors or omissions by **November 15**. Please note a couple of post-meeting items have been added.

For those who could not attend, please let me know if you have any questions.

Best regards,

Sonya Bubas, MCIP, RPP

Project Manager

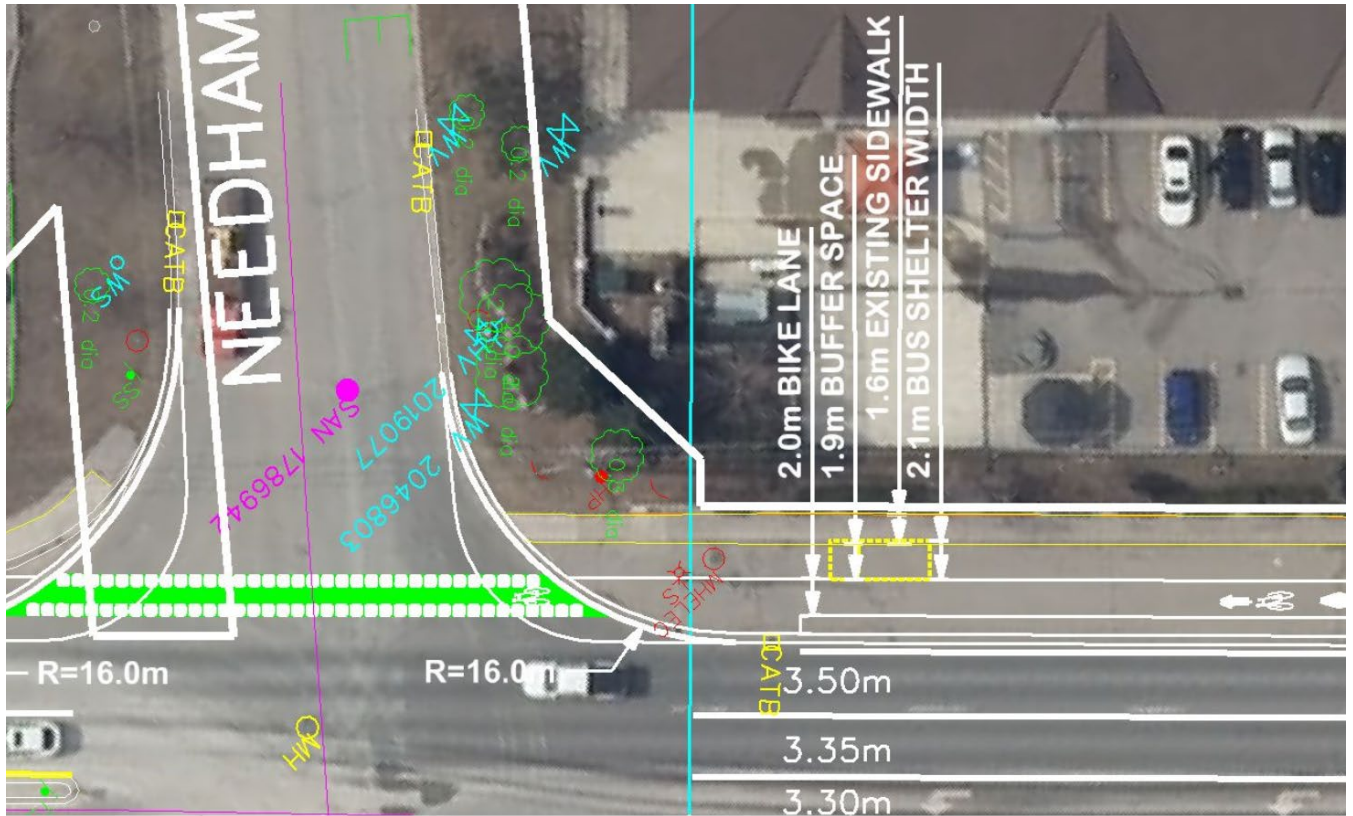
Infrastructure Programming & Studies

Region of Peel

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Brampton, ON L6T 4B9

905-791-7800 ext. 7801





Cawthra Road Class EA Study



Preliminary Preferred Design
Draft for Discussion Only
November 13, 2019

From: Bubas, Sonya <sonya.bubas@peelregion.ca>
Sent: August 6, 2019 11:03 AM
To: Jacqueline.Elias@mississauga.ca
Cc: Alice Ho <Alice.Ho@mississauga.ca>; Alana Tyers <Alana.Tyers@mississauga.ca>; Allan Ortlieb <Allan.Ortlieb@IBIGroup.com>; Eisa, Eisa <eisa.eisa@peelregion.ca>; Nieuwenhuysen, Bob <bob.nieuwenhuysen@peelregion.ca>; Lee, Arthur <arthur.lee@peelregion.ca>
Subject: RE: Cawthra Rd EA

Hi Jacqueline,

Thank you for your comments regarding the Cawthra Road Class EA. Our response is provided under each of your comments below and within each commenting note attached. Also attached for your information are a set of files showing the assessment of pedestrian crossings at Needham Lane and Santee Gate.

We note that some of the requests in your comments were different from previous comments provided by MiWay. We would like to confirm this review was not intended to override previous discussions.

- “The minimum requirement for lane widths is 3.35m. There are a few drawings where the left turning lane is designated a 3.30 m which is not acceptable from a bus operations perspective in the event of a detour or any other reason buses may be required to use these lanes.”
 - The turn lane dimension does not include the gutter width from adjacent median curbs which adds an additional 300mm (therefore: 3.30m+0.3m = 3.60m).
 - This comment was addressed during a meeting in August 2018. See attached meeting notes for information.
- “A pedestrian landing pad AND rear pad are required for all bus stop as per MiWay standards; please indicate both pads on the drawings at all bus stop locations. This will help illustrate how the bike lanes will interface with our stops.”
 - The standard drawing 2240.083 found in the link provided by MiWay (<http://www.mississauga.ca/portal/business/standarddrawings>) was followed for requirements between active transportation and transit infrastructure. This standard does not reference or indicate standard drawing 2250.020 for platform adjacent to bus shelters (2250.010 is not applicable since it only contains a bus stop sign against the back of curb with no shelter). The detailed box within standard drawing 2240.083 indicates the area for bus shelter, bike racks, waste receptacles and standing area and does not indicate or describe “rear landing pad” or platforms.
 - Accommodating requirements in the standard drawing 2250.020 would require additional property for many bus stop locations.

“As for the bus stop design requirements described in the memo of July 5, 2018, a 15m clearance with a concrete passenger landing pad is required at all stops to provide safe access for passengers exiting from the back doors of a 40ft and 60ft. There is the 15m rear pad and a 15m clearance. Please refer to the standard drawings (<http://www.mississauga.ca/portal/business/transit>) for further clarification.” The referenced link contains a collection of standards that do not use the term “clearance”. Standard 2260.030 has a 15m “rear vehicular parking restriction” enforced by signage which is different than engineering and construction/utility clearance.

I trust our responses address your comments. Please let me know if you wish to discuss any comments further.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801



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From: Jacqueline Elias <Jacqueline.Elias@mississauga.ca>
Sent: April 16, 2019 3:21 PM
To: Bubas, Sonya <sonya.bubas@peelregion.ca>
Subject: FW: Cawthra Rd EA

Hi Sonya.

Further to our phone call, please find attached MiWay comments; the files can be found via



We would like to highlight a few items:

- The minimum requirement for lane widths is 3.35m. There are a few drawings where the left turning lane is designated a 3.30 m which is not acceptable from a bus operations perspective in the event of a detour or any other reason buses may be required to use these lanes.
- A pedestrian landing pad AND rear pad are required for all bus stop as per MiWay standards; please indicate both pads on the drawings at all bus stop locations. This will help illustrate how the bike lanes will interface with our stops.
- Please see marked up PDFs for further comments.

As for the bus stop design requirements described in the memo of July 5, 2018, a 15m clearance with a concrete passenger landing pad is required at all stops to provide safe access for passengers exiting from the back doors of a 40ft and 60ft. There is the 15m rear pad and a 15m clearance. Please refer to the standard drawings (<http://www.mississauga.ca/portal/business/transit>) for further clarification.

Please let me know if there are any questions or concerns.

Kind Regards,



Jacqueline Elias, EIT

Transit Infrastructure Engineering Technologist, Transit Priority
Business Development – Service Development
T 905-615-3200 ext.5349
jacqueline.elias@mississauga.ca | miway.ca

[City of Mississauga](http://CityofMississauga.ca) | Transportation & Works Department
Transit Division

From: Bubas, Sonya [<mailto:sonya.bubas@peelregion.ca>]

Sent: 2019/03/29 1:39 PM

To: Alice Ho

Cc: Alana Tyers; Nieuwenhuysen, Bob; Lee, Arthur; Eisa H., Eisa; Allan Ortlieb

Subject: Cawthra Rd EA

Hi Alice,

In response to your comments regarding the Cawthra Road Class EA, please see attached spreadsheet and [draft plan](#) for a summary of requested and proposed locations of bus stops/shelters and queue jump lanes. The summary is organized by intersections.

The spreadsheet indicates where provisions can or cannot be made for bus stops/shelters and queue jump lanes. Where provisions cannot be made, we outlined the challenges for MiWay's consideration.

Most of the challenges relate to utility and property impacts, which could have some implications to MiWay. As indicated during previous discussions, MiWay would be responsible for transit-related work beyond curb-to-curb improvements and beyond reinstatement of existing shelters (i.e., transit-related works within the boulevard).

We would appreciate your comments on the current draft plan, including the intersection at Cawthra Road and Bloor Street and the revised bus stop location at the Queensway and Cawthra Road.

Could you please clarify the bus stop design requirements described in your memo of July 5, 2018? A 15m clearance does not appear to be feasible. It may be helpful to understand from where the clearance is expected and/or if the intent was for a clear zone rather than clearance.

Please advise by **April 12** if the provisions shown on the draft plan are acceptable. Note the draft plan will be accessible for 7 days - let me know if you have trouble accessing the files.

Regards,

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
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905-791-7800 ext. 7801




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**Cawthra Road Class EA (QEW to Eastgate Parkway)
MIWay Transit Requests (2019 03 29)**

Intersection	South/North Bound	Far side/Near side	Request for Queue jump lane	Space available to accommodate (Y/N)	Sheet	Notes/Challenges/Potential Impacts
North Service Road	Southbound	Nearside	No	N/A	PP-03	
North Service Road	Northbound	Farside	Yes	Yes - Only Bus Bay (not accelaride)	PP-03	Bus Bay dimension - 30m storage and 15m taper. May require property for bus shelter.
Tedwyn Dr	Southbound	Nearside	No	N/A	PP-04	
Tedwyn Dr	Northbound	Nearside	No	N/A	PP-04	
Queensway	Southbound	Farside	Yes	No	PP-05	
Queensway	Northbound	Farside	Yes	Yes	PP-05	1 Conflict with limited ROW, hydro pole and existing Enbridge heavy infrastructure.
Orwell Street	Southbound	Eliminated	N/A	N/A	PP-06	PP-06 50m storage and 100m taper.
Orwell Street	Northbound	Eliminated	N/A	N/A	PP-06	Stop Removed.
Needham Ln	Southbound	Farside	No	N/A	PP-07	2 Nearside requested; however, Farside maintained due to limited space from retaining wall and sightlines.
Needham Ln	Northbound	Nearside	No	N/A	PP-07	Not warranted for full or pedestrian signal.
Dundas Street	Southbound	Nearside	No	N/A	PP-09	3 Not warranted for full or pedestrian signal.
Dundas Street	Northbound	Nearside	No	N/A	PP-09	
Silver Creek Blvd	Southbound	Nearside	No*	Yes - with major utility relocation required	PP-10	*Current design shows an additional right turn lane at Silver Creek Blvd.
Silver Creek Blvd	Northbound	Nearside	No	No	PP-10	
Santee Gate	Southbound	Nearside	No	N/A	PP-11	4 Pedestrian signal not recommended based on adjacent land uses.
Santee Gate	Northbound	Nearside	No	N/A	PP-11	Pedestrian signal not recommended based on adjacent land uses.
Bloor Street	Southbound	Farside	Yes	No	PP-13	5 Not enough property and steep grade to accommodate for queue jump lane and shelter. Property acquisition and retaining wall is very likely and hydro pole relocation required.
Bloor Street	Northbound	Farside	Yes	Yes*	PP-13	*Only sufficient for the lanes, cycling facilities and sidewalk. Utility and light standard will need to be relocated. Not enough property for bus pad/shelter; therefore, not shown on current plan.
Breckenridge	Southbound	Nearside	No	N/A	PP-14	Proposed bus shelter is shown on current plan.
Breckenridge	Northbound	Nearside	No	N/A	PP-14	Proposed bus shelter is shown on current plan.
Burnhamthorpe	Southbound	Farside	Yes	Yes*	PP-17	Potential property required for bus pad/shelter and daylight triangle. Hydro pole relocation required.
Burnhamthorpe	Northbound	Farside	Yes	Yes	PP-17	Proposed bus shelter is shown on current plan.
Rathburn	Southbound	Farside	Yes	Yes	PP-18	6 Proposed bus shelter is shown on current plan.
Rathburn	Northbound	Farside	Yes	Yes*	PP-18	*Existing space available only for bus bay. No space for sufficient sidewalk/splashpad and shelter. Retaining wall and tree removal required to install those features.
Meadows Blvd	Southbound	Nearside	No	N/A	PP-20	Proposed bus shelter is shown on current plan.
Meadows Blvd	Northbound	Nearside	No	N/A	PP-20	Proposed bus shelter is shown on current plan.


Summary of Comments on 15-4380_MiWay_Transit Requests (2019 03 29)

Page: 1

 Number: 1 Author: jeliias Subject: Sticky Note Date: 2019-04-24 9:08:27 AM


Please move stop#0762 closer to intersection. See proposed location on plan indicated by the red rectangle.

AL - Will investigate the option

 Number: 2 Author: jeliias Subject: Sticky Note Date: 2019-04-24 9:19:14 AM

Please see proposed location for Stop#0838 on drawing PP-07

AL - Per the note: There is insufficient space due to the retaining wall. There is only 1.9m between the existing sidewalk and the proposed cycletrack which is not enough to accommodate for transit infrastructure. Having shelter here could impact the sightlines between vehicles going southbound on Cawthra and vehicles at Needham.

 Number: 3 Author: jeliias Subject: Sticky Note Date: 2019-08-01 8:25:02 AM


Can we please see the analysis that determined a PX was not warranted?

See assessment for pedestrian crossing at Needham Lane

 Number: 4 Author: jeliias Subject: Sticky Note Date: 2019-08-01 8:25:35 AM


Santee Gate NB and SB: Please clarify rationale as this is a residential area

See assessment for pedestrian crossing at Santee Gate

 Number: 5 Author: jeliias Subject: Sticky Note Date: 2019-08-01 8:23:12 AM


Bloor Street NB and SB: Since queue jump lane cannot be accommodated; request is for nearside stop as per MiWay standards.

AL: Per the Note - there are insufficient ROW at these locations. Additional property and removing existing residential walls would be required.

 Number: 6 Author: jeliias Subject: Sticky Note Date: 2019-04-24 9:30:46 AM

Burnhamthorpe NB and SB: Please revise; request is to protect for nearside stop due to intersection configuration. Stop to be as per MiWay Standards (i.e. landing pad and rear pad).

AL - Conflicting comment with MiWay's previous comment to protect for future stop on far side.

 Number: 7 Author: jeliias Subject: Sticky Note Date: 2019-04-24 9:31:55 AM

Rathburn NB and SB: Please revise; request is to protect for nearside stop due to intersection configuration. Stop to be as per MiWay Standards (i.e. landing pad and rear pad).

AL - Conflicting comment with MiWay's previous request for far side stop

Assessment of Pedestrian Crossing at Cawthra Road – Needham Lane Intersection

Traffic Signal Options:

Type 1 - Full Intersection Signals

Type 2 - Intersection Pedestrian Signal (IPS)

Type 3 - Pedestrian Crossovers (PXO) - not appropriate where AADT > 35,000

Input Data

Intersection Turning Movement Counts:

- 2015 Turning Movements (2015-04-14)

Corridor Demands:

- 2015 ADT along Cawthra Road at Needham Lane = 35,353 vehicles/day

Collision Experience:

- 8 collisions (5 years 2008 – 2012, including 3- 2008, 1- 2009, 0- 2010, 4- 2011, and 0- 2012)
- Breakdown of Collision Type: 2 Turning, 2 Rear End, 2 Angle, 2 Single Motor Vehicle – Other
- For analysis, assume 4 collisions total (potentially corrected through signals) over 3 years
Note: even if 100% of collisions could be avoided with the introduction of a traffic signal, the need still falls well short of the warrant which requires “5 susceptible collisions per year averaged over 3 year period”

8 Hour Pedestrian Crossing Volume:

- Year 2014 TM Counts = 81 pedestrians crossing Cawthra Road, Year 2015 TM Counts = 30 pedestrians crossing Cawthra Road at intersection.
- For analysis (erroring on the side of meeting the warrant), assume 81 pedestrians per year, 100% crossing pedestrians are delayed more than 10 seconds; and 20% assisted (i.e. seniors, disabled, and children). Pedestrian volumes remain below 200 per 8 hrs (critical threshold level)
- Disregard centre traffic island which would allow analysis based on peak direction volume only (rather than two-way volume) when assessing Warrants 6A and 6B

Driver Sight Lines:

Driver sight lines (turning onto Cawthra Road from Needham) are partially obstructed by retaining wall, pedestrian railing, and crest curve along Cawthra Road south of intersection. Driver sight distance available (3m back from edge of pavement) = 225m, satisfies minimum requirement based on 70km/h (50km/h posted speed).

- Stopping Sight Distance (SSD) = 105m (70km/h design speed)
- Sight Distance Turning Left from Needham Lane = 150m passenger car, 185m single unit truck, and 225m semi-trailer (per TAC Figure 9.9.4 based on 70km/h design speed)



Photo: Looking north along Cawthra Road from Needham Lane (June 2019)

Results of Warrant Assessment (see attached excel sheet output):

- Warrant 1 - Minimum Vehicular Volume = 41%
- Warrant 2 - Delay to Cross Traffic = 58%
- Warrant 3 - Volume/ Delay Combination = Not Justified
- Warrant 4 - Minimum Four Hour Vehicle Volume = 46%
- Warrant 5 - Collision Experience = 27%
- Warrant 6A - Pedestrian Crossing Volume = Not Justified
- Warrant 6B - Pedestrian Crossing Delay = Not Justified

References:

- OTM Book 12 Traffic Signals (Section 4.9)*
- OTM Book 15 Pedestrian Crossing Treatments (Section 5)*

Conclusions:

- Does not meet warrants for full traffic signals or IPS
- Signal not required for purposes of 'pedestrian system connectivity' (primarily serves as access to/from existing bus stop on Cawthra Road)
- Alternative crossing opportunity:
 - Closest signalized crossing is Queensway Intersection located 590m to the south (exceeds desirable maximum of 400m)
 - Dundas Street signalized crossing is located 525m to the north (however no pedestrian demands generated between Needham Lane and Dundas Street)

Recommendation:

Although the distance to the adjacent signal is greater than maximum desirable, the warrants are not met for a signalized crossing and therefore signals are not recommended at this time. Recommend monitoring this location for an Intersection Pedestrian Signal (IPS) in the future. Undertake pedestrian counts annually going forward, including any pedestrian crossings immediately north and south of intersection. Counts are to accurately capture pedestrians delayed > 10 sec, assisted versus unassisted users, etc.

Input Data Sheet

[Analysis Sheet](#)

[Results Sheet](#)

[Proposed Collision](#)

GO TO Justification:

What are the intersecting roadways?

CAWTHRA ROAD - NEEDHAM LANE INTERSECTION

What is the direction of the Main Road street?

North-South

When was the data collected?

EXISTING (May 5, 2014)

Justification 1 - 4: Volume Warrants

a.- Number of lanes on the Main Road?

2 or more

b.- Number of lanes on the Minor Road?

1

c.- How many approaches?

4

d.- What is the operating environment?

Urban

Population >= 10,000

AND

Speed < 70 km/hr

e.- What is the eight hour vehicle volume at the intersection? (Please fill in table below)

Hour Ending	Main Northbound Approach			Minor Eastbound Approach			Main Southbound Approach			Minor Westbound Approach			Pedestrians Crossing Main Road
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
8:00	15	1130	8	11	0	12	8	1431	29	10	0	5	9
9:00	20	1251	13	7	0	8	9	1545	31	11	0	5	13
12:00	19	834	15	33	0	24	6	850	36	14	0	10	3
13:00	26	967	15	29	0	30	10	932	28	9	0	15	4
14:00	27	960	13	27	0	37	3	949	29	14	1	6	8
16:00	27	1341	7	31	0	28	4	1253	24	3	0	7	15
17:00	21	1322	3	32	0	46	6	1517	27	5	0	11	21
18:00	16	1310	1	28	0	30	0	1342	25	3	1	8	8
Total	171	9,115	75	198	0	215	46	9,819	229	69	2	67	81

Justification 5: Collision Experience

Preceding Months	Number of Collisions*
1-12	0
13-24	4
25-36	0

* Include only collisions that are susceptible to correction through the installation of traffic signal control

Justification 6: Pedestrian Volume

a.- Please fill in table below summarizing total pedestrians crossing major roadway at the intersection or in proximity to the intersection (zones). Please reference Section 4.8 of the Manual for further explanation and graphical representation.

	Zone 1		Zone 2		Zone 3 (if needed)		Zone 4 (if needed)		Total
	Assisted	Unassisted	Assisted	Unassisted	Assisted	Unassisted	Assisted	Unassisted	
Total 8 hour pedestrian volume	16	65	0	0	0	0	0	0	
Factored 8 hour pedestrian volume	97		0		0		0		
% Assigned to crossing rate	100%		50%		0%		0%		
Net 8 Hour Pedestrian Volume at Crossing									97
Net 8 Hour Vehicular Volume on Street Being Crossed									19,455

b.- Please fill in table below summarizing delay to pedestrians crossing major roadway at the intersection or in proximity to the intersection (zones). Please reference Section 4.8 of the Manual for further explanation and graphical representation.

	Zone 1		Zone 2		Zone 3 (if needed)		Zone 4 (if needed)		Total
	Assisted	Unassisted	Assisted	Unassisted	Assisted	Unassisted	Assisted	Unassisted	
Total 8 hour pedestrian volume	16	65	0	0	0	0	0	0	
Total 8 hour pedestrians delayed greater than 10 seconds	16	65	0	0	0	0	0	0	
Factored volume of total pedestrians	97		0		0		0		
Factored volume of delayed pedestrians	97		0		0		0		
% Assigned to Crossing Rate	100%		50%		0%		0%		
Net 8 Hour Volume of Total Pedestrians									97
Net 8 Hour Volume of Delayed Pedestrians									97

Justification 1: Minimum Vehicle Volumes

Restricted Flow Urban Conditions

Justification	Guidance Approach Lanes				Percentage Warrant								Total Across	Section Percent
	1 Lanes		2 or More Lanes		Hour Ending									
Flow Condition	FREE FLOW	RESTR. FLOW	FREE FLOW	RESTR. FLOW	8:00	9:00	12:00	13:00	14:00	16:00	17:00	18:00		
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>										
1A	480	720	600	900	2,659	2,900	1,841	2,061	2,066	2,725	2,990	2,764	800	100
	COMPLIANCE %				100	100	100	100	100	100	100	100		
1B	120	170	120	170	38	31	81	83	85	69	94	70	324	41
	COMPLIANCE %				22	18	48	49	50	41	55	41		
Restricted Flow Signal Justification 1:					Both 1A and 1B 100% Fulfilled each of 8 hours Lesser of 1A or 1B at least 80% fulfilled each of 8 hours								Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
													Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>

Justification 2: Delay to Cross Traffic

Restricted Flow Urban Conditions

Justification	Guidance Approach Lanes				Percentage Warrant								Total Across	Section Percent
	1 lanes		2 or More lanes		Hour Ending									
Flow Condition	FREE FLOW	RESTR. FLOW	FREE FLOW	RESTR. FLOW	8:00	9:00	12:00	13:00	14:00	16:00	17:00	18:00		
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>										
2A	480	720	600	900	2,621	2,869	1,760	1,978	1,981	2,656	2,896	2,694	800	100
	COMPLIANCE %				100	100	100	100	100	100	100	100		
2B	50	75	50	75	30	31	50	42	50	49	58	40	467	58
	COMPLIANCE %				40	41	67	56	67	65	77	53		
Restricted Flow Signal Justification 2:					Both 2A and 2B 100% fulfilled each of 8 hours Lesser of 2A or 2B at least 80% fulfilled each of 8 hours								Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
													Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>

Justification 3: Combination

Combination Justification 1 and 2

Justification Satisfied 80% or More				Two Justifications Satisfied 80% or More	
Justification 1	Minimum Vehicle Volume	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>
Justification 2	Delay Cross Traffic	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>		

Justification 4: Four Hour Volume

Justification	Time Period	Total Volume of Both Approaches (Main)	Heaviest Minor Approach	Required Value	Average % Compliance	Overall % Compliance
		X	Y (actual)	Y (warrant threshold)		
Justification 4	9:00	2,869	16	115	14 %	46 %
	16:00	2,656	59	115	51 %	
	17:00	2,896	78	115	68 %	
	18:00	2,694	58	115	50 %	

Analysis Sheet

[Input Sheet](#)

[Results Sheet](#)

[Proposed Collision](#)

GO TO Justification:

Intersection: CAWTHRA ROAD - NEEDHAM LANE INTERSECTION

Count Date: EXISTING (2014-04-14)

Justification 5: Collision Experience

Justification	Preceding Months	% Fulfillment	Overall % Compliance
Justification 5	1-12	0 %	27 %
	13-24	80 %	
	25-36	0 %	

Justification 6: Pedestrian Volume

Pedestrian Volume Analysis

8 Hour Vehicular Volume V_8		Net 8 Hour Pedestrian Volume				
		< 200	200 - 275	276 - 475	476 - 1000	>1000
Justification 6A	< 1440					
	1440 - 2600					
	2601 - 7000					
	> 7000	Not Justified				

Pedestrian Delay Analysis

Net Total 8 Hour Volume of Total Pedestrians		Net Total 8 Hour Volume of Delayed Pedestrians		
		< 75	75 - 130	> 130
Justification 6B	< 200		Not Justified	
	200 - 300			
	> 300			

Results Sheet

[Input Sheet](#)

[Analysis Sheet](#)

[Proposed Collision](#)

[GO TO Justification:](#)

Intersection: CAWTHRA ROAD - NEEDHAM LANE INTERSECTI Count Date: EXISTING (2014-04-14)

Summary Results

Justification		Compliance		Signal Justified?	
				YES	NO
1. Minimum Vehicular Volume	A Total Volume	100	%	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	B Crossing Volume	41	%	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Delay to Cross Traffic	A Main Road	100	%	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	B Crossing Road	58	%	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Combination	A Justificaton 1	41	%	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	B Justification 2	58	%	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. 4-Hr Volume		46	%	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5. Collision Experience	27	%	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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6. Pedestrians	A Volume	Justification not met	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	B Delay	Justification not met	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Input Data Sheet

[Analysis Sheet](#)

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[Proposed Collision](#)

GO TO Justification:

What are the intersecting roadways?

CAWTHRA ROAD - NEEDHAM LANE INTERSECTION

What is the direction of the Main Road street?

North-South

When was the data collected?

2031 Horizon (Existing x 1.141)

Justification 1 - 4: Volume Warrants

a.- Number of lanes on the Main Road?

2 or more

b.- Number of lanes on the Minor Road?

1

c.- How many approaches?

4

d.- What is the operating environment?

Urban

Population >= 10,000

AND

Speed < 70 km/hr

e.- What is the eight hour vehicle volume at the intersection? (Please fill in table below)

Hour Ending	Main Northbound Approach			Minor Eastbound Approach			Main Southbound Approach			Minor Westbound Approach			Pedestrians Crossing Main Road
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
8:00	15	1289	8	11	0	12	8	1633	29	10	0	5	9
9:00	20	1427	13	7	0	8	9	1763	31	11	0	5	13
12:00	19	951	15	33	0	24	6	970	36	14	0	10	3
13:00	26	1103	15	29	0	30	10	1063	28	9	0	15	4
14:00	27	1095	13	27	0	37	3	1083	29	14	1	6	8
16:00	27	1530	7	31	0	28	4	1430	24	3	0	7	15
17:00	21	1508	3	32	0	46	6	1731	27	5	0	11	21
18:00	16	1495	1	28	0	30	0	1531	25	3	1	8	8
Total	171	10,398	75	198	0	215	46	11,204	229	69	2	67	81

Justification 5: Collision Experience

Preceding Months	Number of Collisions*
1-12	0
13-24	0
25-36	0

* Include only collisions that are susceptible to correction through the installation of traffic signal control

Justification 6: Pedestrian Volume

a.- Please fill in table below summarizing total pedestrians crossing major roadway at the intersection or in proximity to the intersection (zones). Please reference Section 4.8 of the Manual for further explanation and graphical representation.

	Zone 1		Zone 2		Zone 3 (if needed)		Zone 4 (if needed)		Total
	Assisted	Unassisted	Assisted	Unassisted	Assisted	Unassisted	Assisted	Unassisted	
Total 8 hour pedestrian volume	16	65	0	0	0	0	0	0	
Factored 8 hour pedestrian volume	97		0		0		0		
% Assigned to crossing rate	100%		50%		0%		0%		
Net 8 Hour Pedestrian Volume at Crossing									97
Net 8 Hour Vehicular Volume on Street Being Crossed									22,123

b.- Please fill in table below summarizing delay to pedestrians crossing major roadway at the intersection or in proximity to the intersection (zones). Please reference Section 4.8 of the Manual for further explanation and graphical representation.

	Zone 1		Zone 2		Zone 3 (if needed)		Zone 4 (if needed)		Total
	Assisted	Unassisted	Assisted	Unassisted	Assisted	Unassisted	Assisted	Unassisted	
Total 8 hour pedestrian volume	16	65	0	0	0	0	0	0	
Total 8 hour pedestrians delayed greater than 10 seconds	16	65	0	0	0	0	0	0	
Factored volume of total pedestrians	97		0		0		0		
Factored volume of delayed pedestrians	97		0		0		0		
% Assigned to Crossing Rate	100%		50%		0%		0%		
Net 8 Hour Volume of Total Pedestrians									97
Net 8 Hour Volume of Delayed Pedestrians									97

Justification 1: Minimum Vehicle Volumes

Restricted Flow Urban Conditions

Justification	Guidance Approach Lanes				Percentage Warrant								Total Across	Section Percent
	1 Lanes		2 or More Lanes		Hour Ending									
Flow Condition	FREE FLOW	RESTR. FLOW	FREE FLOW	RESTR. FLOW	8:00	9:00	12:00	13:00	14:00	16:00	17:00	18:00		
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>										
1A	480	720	600	900	3,020	3,294	2,078	2,328	2,335	3,091	3,390	3,138		
	COMPLIANCE %				100	100	100	100	100	100	100	100	100	800
1B	120	170	120	170	38	31	81	83	85	69	94	70		
	COMPLIANCE %				22	18	48	49	50	41	55	41	324	41
Restricted Flow Signal Justification 1:					Both 1A and 1B 100% Fulfilled each of 8 hours Lesser of 1A or 1B at least 80% fulfilled each of 8 hours								Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
													Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>

Justification 2: Delay to Cross Traffic

Restricted Flow Urban Conditions

Justification	Guidance Approach Lanes				Percentage Warrant								Total Across	Section Percent
	1 lanes		2 or More lanes		Hour Ending									
Flow Condition	FREE FLOW	RESTR. FLOW	FREE FLOW	RESTR. FLOW	8:00	9:00	12:00	13:00	14:00	16:00	17:00	18:00		
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>										
2A	480	720	600	900	2,982	3,263	1,997	2,245	2,250	3,022	3,296	3,068		
	COMPLIANCE %				100	100	100	100	100	100	100	100	100	800
2B	50	75	50	75	30	31	50	42	50	49	58	40		
	COMPLIANCE %				40	41	67	56	67	65	77	53	467	58
Restricted Flow Signal Justification 2:					Both 2A and 2B 100% fulfilled each of 8 hours Lesser of 2A or 2B at least 80% fulfilled each of 8 hours								Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
													Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>

Justification 3: Combination

Combination Justification 1 and 2

Justification Satisfied 80% or More				Two Justifications Satisfied 80% or More	
Justification 1	Minimum Vehicle Volume	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>
Justification 2	Delay Cross Traffic	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>		

Justification 4: Four Hour Volume

Justification	Time Period	Total Volume of Both Approaches (Main)	Heaviest Minor Approach	Required Value	Average % Compliance	Overall % Compliance
		X	Y (actual)	Y (warrant threshold)		
Justification 4	9:00	3,263	16	115	14 %	46 %
	16:00	3,022	59	115	51 %	
	17:00	3,296	78	115	68 %	
	18:00	3,068	58	115	50 %	

Analysis Sheet

[Input Sheet](#)

[Results Sheet](#)

[Proposed Collision](#)

GO TO Justification:

Intersection: CAWTHRA ROAD - NEEDHAM LANE INTERSECTION

Count Date: 2031 Horizon (Existing x 1.141)

Justification 5: Collision Experience

Justification	Preceding Months	% Fulfillment	Overall % Compliance
Justification 5	1-12	0 %	0 %
	13-24	0 %	
	25-36	0 %	

Justification 6: Pedestrian Volume

Pedestrian Volume Analysis

	8 Hour Vehicular Volume V_8	Net 8 Hour Pedestrian Volume				
		< 200	200 - 275	276 - 475	476 - 1000	>1000
Justification 6A	< 1440					
	1440 - 2600					
	2601 - 7000					
	> 7000	Not Justified				

Pedestrian Delay Analysis

	Net Total 8 Hour Volume of Total Pedestrians	Net Total 8 Hour Volume of Delayed Pedestrians		
		< 75	75 - 130	> 130
Justification 6B	< 200		Not Justified	
	200 - 300			
	> 300			

Results Sheet

[Input Sheet](#)

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[GO TO Justification:](#)

Intersection: CAWTHRA ROAD - NEEDHAM LANE INTERSECTI Count Date: 2031 Horizon (Existing x 1.141)

Summary Results

Justification		Compliance		Signal Justified?	
				YES	NO
1. Minimum Vehicular Volume	A Total Volume	100	%	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	B Crossing Volume	41	%	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Delay to Cross Traffic	A Main Road	100	%	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	B Crossing Road	58	%	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Combination	A Justificaton 1	41	%	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	B Justification 2	58	%	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. 4-Hr Volume		46	%	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5. Collision Experience	0	%	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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6. Pedestrians	A Volume	Justification not met		<input type="checkbox"/>	<input checked="" type="checkbox"/>
	B Delay	Justification not met		<input type="checkbox"/>	<input checked="" type="checkbox"/>

Assessment of Pedestrian Crossing at Cawthra Road – Santee Gate Intersection

Traffic Signal Options:

Type 1 - Full Intersection Signals

Type 2 - Intersection Pedestrian Signal (IPS)

Type 3 - Pedestrian Crossovers (PXO) - not appropriate where AADT > 35,000

Input Data

Intersection Turning Movement Counts:

- 2015 Turning Movements (2015-05-12)

Corridor Demands:

- 2015 ADT along Cawthra Road at Santee Gate = 38,613 vehicles/day

Collision Experience:

- 6 collisions (5 years 2008 – 2012, including 2- 2008, 0- 2009, 2- 2010, 0- 2011, and 2- 2012)
- Breakdown of Collision Type: 1 Approaching, 1 Rear End, 1 Angle, 3 Sideswipe
- For analysis, assume 4 collisions total (potentially corrected through signals) over 3 years
Note: even if 100% of collisions could be avoided with the introduction of a traffic signal, the need still falls well short of the warrant which requires "5 susceptible collisions per year averaged over 3 year period"

8 Hour Pedestrian Crossing Volume:

- Year 2015 TM Counts = No pedestrians recorded crossing Cawthra Road

Driver Sight Lines:

Road profile is flat and alignment tangential. With the exception of boulevard trees which partially obstruct visibility to/from the north for drivers turning from Santee Gate onto Cawthra Road, driver sight lines are acceptable. Low branches (i.e. less than 1.5m) are to be trimmed through regular maintenance.

Results of Warrant Assessment (see attached excel sheet output):

Warrant 1 - Minimum Vehicular Volume = 12%

Warrant 2 - Delay to Cross Traffic = 7%

Warrant 3 - Volume/ Delay Combination = Not Justified

Warrant 4 - Minimum Four Hour Vehicle Volume = 20%

Warrant 5 - Collision Experience = 27%

Warrant 6A - Pedestrian Crossing Volume = Not Justified

Warrant 6B - Pedestrian Crossing Delay = Not Justified

References:

OTM Book 12 Traffic Signals (Section 4.9)

OTM Book 15 Pedestrian Crossing Treatments (Section 5)

Conclusions:

- Does not meet warrants for full traffic signals or IPS
- Signal not required for purposes of 'pedestrian system connectivity'. With that said, bus stops are located on both sides of Cawthra Road at intersection.
- Alternative crossing opportunity:
 - Closest signalized crossing is Bloor Intersection located 315m to the north
 - Silver Creek signalized crossing is located 375m to the south

Recommendation:

Signals are not recommended. The distance to the adjacent signal is within 400m.

Input Data Sheet

[Analysis Sheet](#)

[Results Sheet](#)

[Proposed Collision](#)

GO TO Justification:

What are the intersecting roadways?

CAWTHRA ROAD - SANTEE GATE INTERSECTION

What is the direction of the Main Road street?

North-South

When was the data collected?

EXISTING (2015-05-12)

Justification 1 - 4: Volume Warrants

a.- Number of lanes on the Main Road?

2 or more

b.- Number of lanes on the Minor Road?

1

c.- How many approaches?

4

d.- What is the operating environment?

Urban

Population >= 10,000 AND Speed < 70 km/hr

e.- What is the eight hour vehicle volume at the intersection? (Please fill in table below)

Hour Ending	Main Northbound Approach			Minor Eastbound Approach			Main Southbound Approach			Minor Westbound Approach			Pedestrians Crossing Main Road
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
8:00	11	1251	0	5	0	19	0	1658	4	0	0	0	0
9:00	17	1397	0	9	0	24	0	1703	6	0	0	0	0
12:00	19	930	0	3	0	14	0	1163	2	0	0	0	0
13:00	24	1132	0	5	0	18	0	1182	7	0	0	0	0
14:00	19	1084	0	7	0	13	0	1003	21	0	0	0	0
16:00	42	1396	0	6	0	10	0	1375	15	0	0	0	0
17:00	37	1401	0	4	0	15	0	1678	19	0	0	0	0
18:00	39	1373	0	4	0	11	0	1683	20	0	0	0	0
Total	208	9,964	0	43	0	124	0	11,445	94	0	0	0	0

Justification 5: Collision Experience

Preceding Months	Number of Collisions*
1-12	2
13-24	0
25-36	2

* Include only collisions that are susceptible to correction through the installation of traffic signal control

Justification 6: Pedestrian Volume

a.- Please fill in table below summarizing total pedestrians crossing major roadway at the intersection or in proximity to the intersection (zones). Please reference Section 4.8 of the Manual for further explanation and graphical representation.

	Zone 1		Zone 2		Zone 3 (if needed)		Zone 4 (if needed)		Total
	Assisted	Unassisted	Assisted	Unassisted	Assisted	Unassisted	Assisted	Unassisted	
Total 8 hour pedestrian volume	0	0	0	0	0	0	0	0	
Factored 8 hour pedestrian volume	0		0		0		0		
% Assigned to crossing rate	100%		50%		0%		0%		
Net 8 Hour Pedestrian Volume at Crossing									0
Net 8 Hour Vehicular Volume on Street Being Crossed									21,711

b.- Please fill in table below summarizing delay to pedestrians crossing major roadway at the intersection or in proximity to the intersection (zones). Please reference Section 4.8 of the Manual for further explanation and graphical representation.

	Zone 1		Zone 2		Zone 3 (if needed)		Zone 4 (if needed)		Total
	Assisted	Unassisted	Assisted	Unassisted	Assisted	Unassisted	Assisted	Unassisted	
Total 8 hour pedestrian volume	0	0	0	0	0	0	0	0	
Total 8 hour pedestrians delayed greater than 10 seconds	0	0	0	0	0	0	0	0	
Factored volume of total pedestrians	0		0		0		0		
Factored volume of delayed pedestrians	0		0		0		0		
% Assigned to Crossing Rate	100%		50%		0%		0%		
Net 8 Hour Volume of Total Pedestrians									0
Net 8 Hour Volume of Delayed Pedestrians									0

Justification 1: Minimum Vehicle Volumes

Restricted Flow Urban Conditions

Justification	Guidance Approach Lanes				Percentage Warrant								Total Across	Section Percent				
	1 Lanes		2 or More Lanes		Hour Ending													
Flow Condition	FREE FLOW	RESTR. FLOW	FREE FLOW	RESTR. FLOW	8:00	9:00	12:00	13:00	14:00	16:00	17:00	18:00						
1A	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	480	720	600	900	2,948	3,156	2,131	2,368	2,147	2,844	3,154	3,130		
COMPLIANCE %					100	100	100	100	100	100	100	100	100	800	100			
1B	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	120	170	120	170	24	33	17	23	20	16	19	15		
COMPLIANCE %					14	19	10	14	12	9	11	9	98	12				
Restricted Flow Signal Justification 1:					Both 1A and 1B 100% Fulfilled each of 8 hours Lesser of 1A or 1B at least 80% fulfilled each of 8 hours								Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>		

Justification 2: Delay to Cross Traffic

Restricted Flow Urban Conditions

Justification	Guidance Approach Lanes				Percentage Warrant								Total Across	Section Percent				
	1 lanes		2 or More lanes		Hour Ending													
Flow Condition	FREE FLOW	RESTR. FLOW	FREE FLOW	RESTR. FLOW	8:00	9:00	12:00	13:00	14:00	16:00	17:00	18:00						
2A	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	480	720	600	900	2,924	3,123	2,114	2,345	2,127	2,828	3,135	3,115		
COMPLIANCE %					100	100	100	100	100	100	100	100	100	800	100			
2B	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	50	75	50	75	5	9	3	5	7	6	4	4		
COMPLIANCE %					7	12	4	7	9	8	5	5	57	7				
Restricted Flow Signal Justification 2:					Both 2A and 2B 100% fulfilled each of 8 hours Lesser of 2A or 2B at least 80% fulfilled each of 8 hours								Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>		

Justification 3: Combination

Combination Justification 1 and 2

Justification Satisfied 80% or More				Two Justifications Satisfied 80% or More	
Justification 1	Minimum Vehicle Volume	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>
Justification 2	Delay Cross Traffic	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>		

Justification 4: Four Hour Volume

Justification	Time Period	Total Volume of Both Approaches (Main)	Heaviest Minor Approach	Required Value	Average % Compliance	Overall % Compliance
		X	Y (actual)	Y (warrant threshold)		
Justification 4	8:00	2,924	24	115	21 %	20 %
	9:00	3,123	33	115	29 %	
	17:00	3,135	19	115	17 %	
	18:00	3,115	15	115	13 %	

Analysis Sheet

[Input Sheet](#)

[Results Sheet](#)

[Proposed Collision](#)

GO TO Justification:

Intersection: CAWTHRA ROAD - SANTEE GATE INTERSECTION

Count Date: EXISTING (2015-05-12)

Justification 5: Collision Experience

Justification	Preceding Months	% Fulfillment	Overall % Compliance
Justification 5	1-12	40 %	27 %
	13-24	0 %	
	25-36	40 %	

Justification 6: Pedestrian Volume

Pedestrian Volume Analysis

	8 Hour Vehicular Volume V_8	Net 8 Hour Pedestrian Volume				
		< 200	200 - 275	276 - 475	476 - 1000	>1000
Justification 6A	< 1440					
	1440 - 2600					
	2601 - 7000					
	> 7000	Not Justified				

Pedestrian Delay Analysis

	Net Total 8 Hour Volume of Total Pedestrians	Net Total 8 Hour Volume of Delayed Pedestrians		
		< 75	75 - 130	> 130
Justification 6B	< 200	Not Justified		
	200 - 300			
	> 300			

Results Sheet

[Input Sheet](#)

[Analysis Sheet](#)

[Proposed Collision](#)

[GO TO Justification:](#)

Intersection: CAWTHRA ROAD - SANTEE GATE INTERSECTIO|Count Date: EXISTING (2015-05-12)

Summary Results

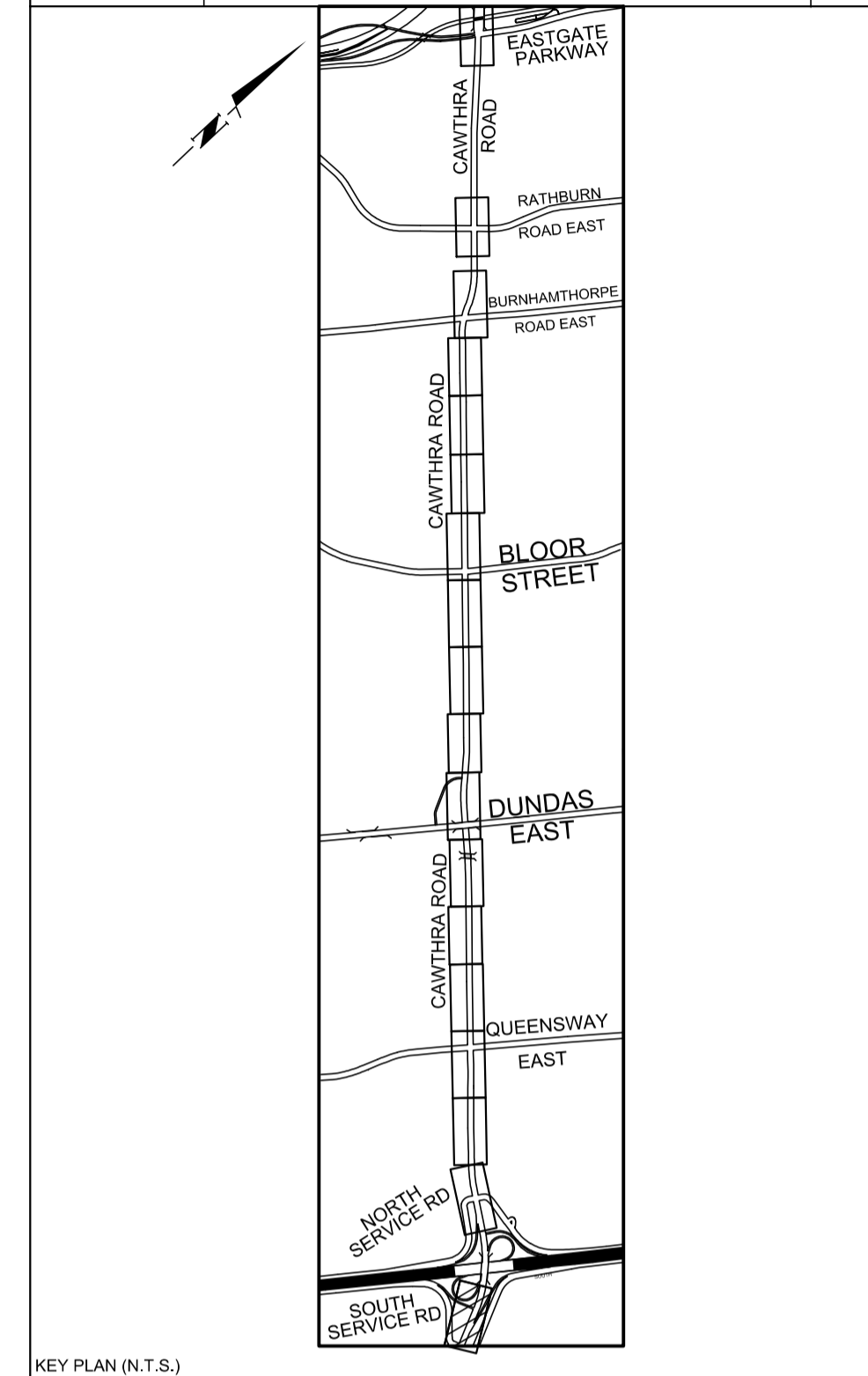
	Justification	Compliance	Signal Justified?	
			YES	NO
1. Minimum Vehicular Volume	A Total Volume	100 %	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	B Crossing Volume	12 %	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Delay to Cross Traffic	A Main Road	100 %	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	B Crossing Road	7 %	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Combination	A Justificaton 1	12 %	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	B Justification 2	7 %	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. 4-Hr Volume		20 %	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5. Collision Experience		27 %	<input type="checkbox"/>	<input checked="" type="checkbox"/>
-------------------------	--	------	--------------------------	-------------------------------------

6. Pedestrians	A Volume	Justification not met	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	B Delay	Justification not met	<input type="checkbox"/>	<input checked="" type="checkbox"/>



SERVICE DATA					
SERVICE	DATE	INIT.	SERVICE	DATE	INIT.
SAN SEWERS	MAY 00, 2014	X.X.	GAS MAINS	MAY 00, 2014	X.X.
STORM SEWERS	MAY 00, 2014	X.X.	BELL U/G CABLE	MAY 00, 2014	X.X.
WATERMANS	MAY 00, 2014	X.X.	HYDRO U/G CABLE	MAY 00, 2014	X.X.
TRANSIT	MAY 00, 2014	X.X.	HYDRO ONE	MAY 00, 2014	X.X.
PARKS & REC.	MAY 00, 2014	X.X.	CTV	MAY 00, 2014	X.X.
ONT. CLEAN WATER	MAY 00, 2014	X.X.	COMMUNIC. CABLES	MAY 00, 2014	X.X.



General Notes

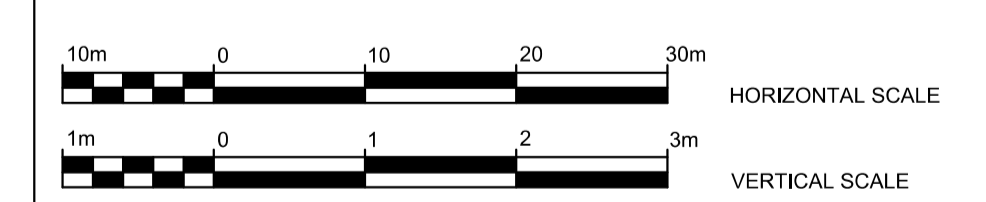
All Driveways Are ASPHALT Unless Otherwise Noted
 All Water And Sanitary Service Locations Are Approximate And Must Be Located Accurately In The Field
 All Horizontal And Vertical Bends Are In Degrees
 All Pipes Size In mm
 200 Existing Water Service, Size In mm
 WS20 Proposed Water Service, Size In mm
 B.M. No. Description Location Elev.

The Contractor Is Responsible For Locating And Protecting All Existing Utilities Prior To And During Construction, Location Of Existing Utilities Approximate Only, To Be Verified In Field By Contractor.

Designed by _____ Chkd. _____ Approved by _____

NOTICE TO CONTRACTOR
 48 HOURS PRIOR TO COMMENCING WORK NOTIFY THE FOLLOWING

THE REGIONAL MUNICIPALITY OF PEEL	CABLE TELEVISION/FIBROPTIC PROVIDERS:
CITY OF MISSISSAUGA WORKS DEPT.	BELL CANADA
CITY OF BRAMPTON WORKS DEPT.	ENERSOURCE TELECOM
TOWN OF CALEDON WORKS DEPT.	HYDRO ONE TELECOM
BELL CANADA	ROGERS CABLE
ENBRIDGE INCORPORATED-GAS DISTRIBUTION	ALLSTREAM
ONTARIO MINISTRY OF TRANSPORTATION	PSN (PUBLIC SECTOR NETWORK)
ONTARIO CLEAN WATER AGENCY	FUTUREWAY (FCI BROADBAND)
HYDRO ONE NETWORKS	
ENERSOURCE, HYDRO MISSISSAUGA	
HYDRO ONE BRAMPTON	

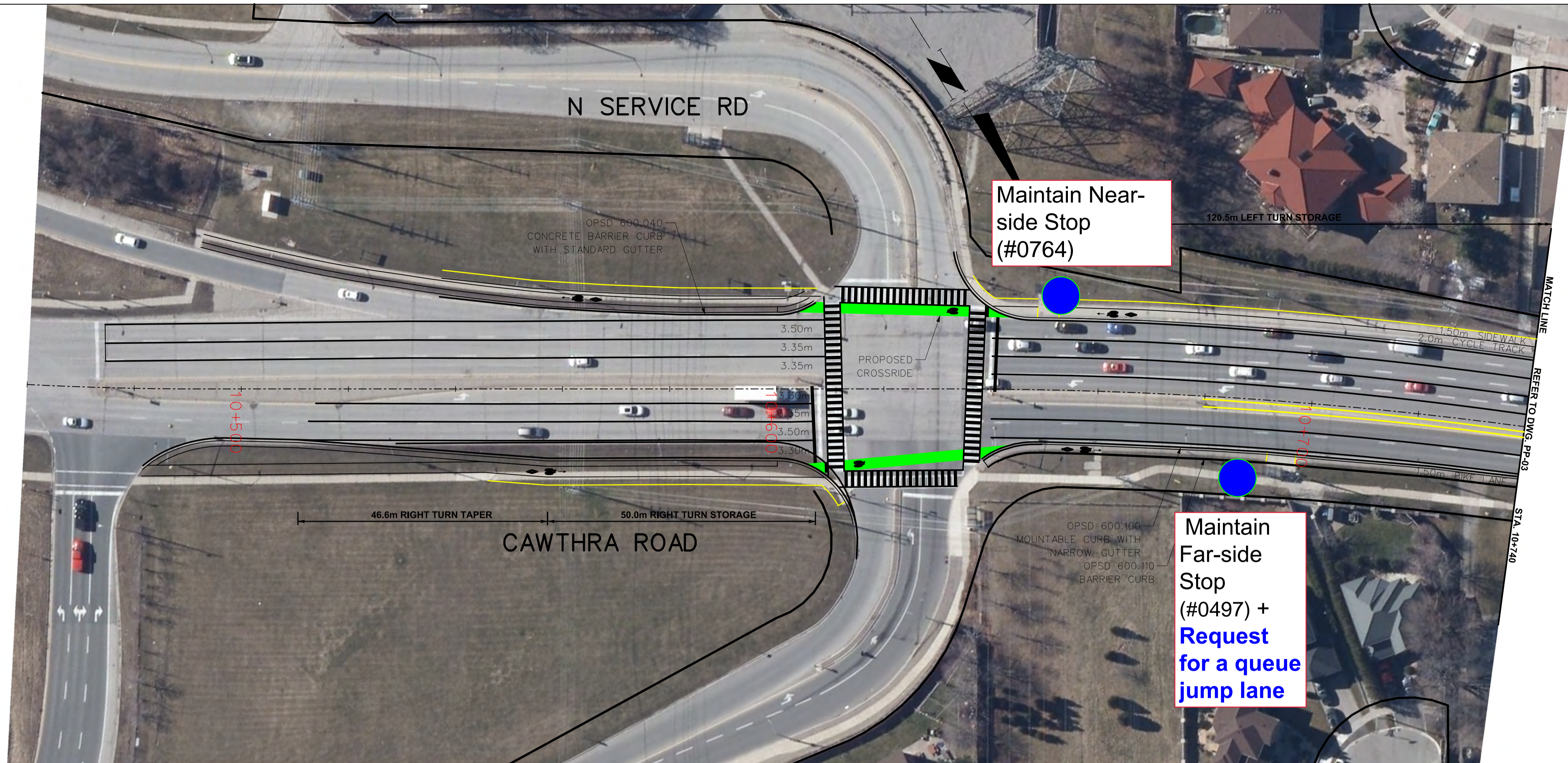


Region of Peel
 working with you

CAWTHRA ROAD
 (SOUTH SERVICE ROAD INTERSECTION)
 NEW CONSTRUCTION

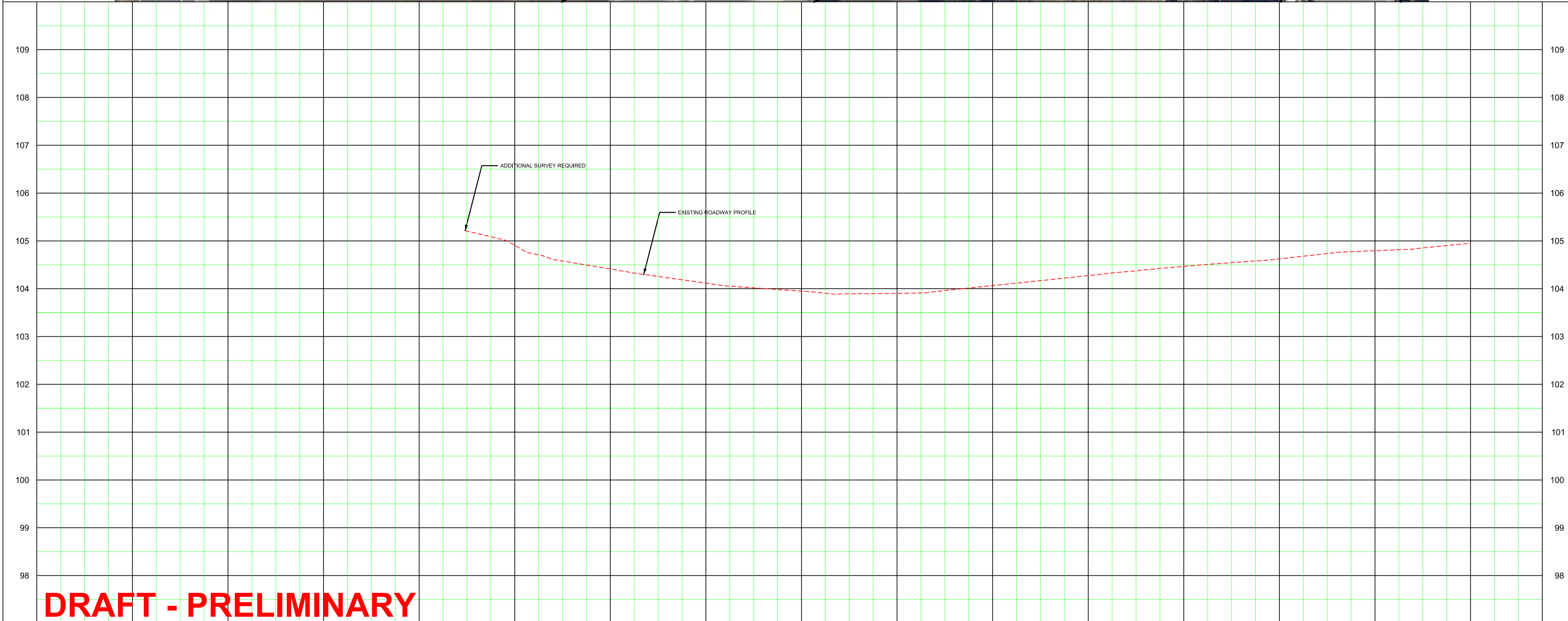
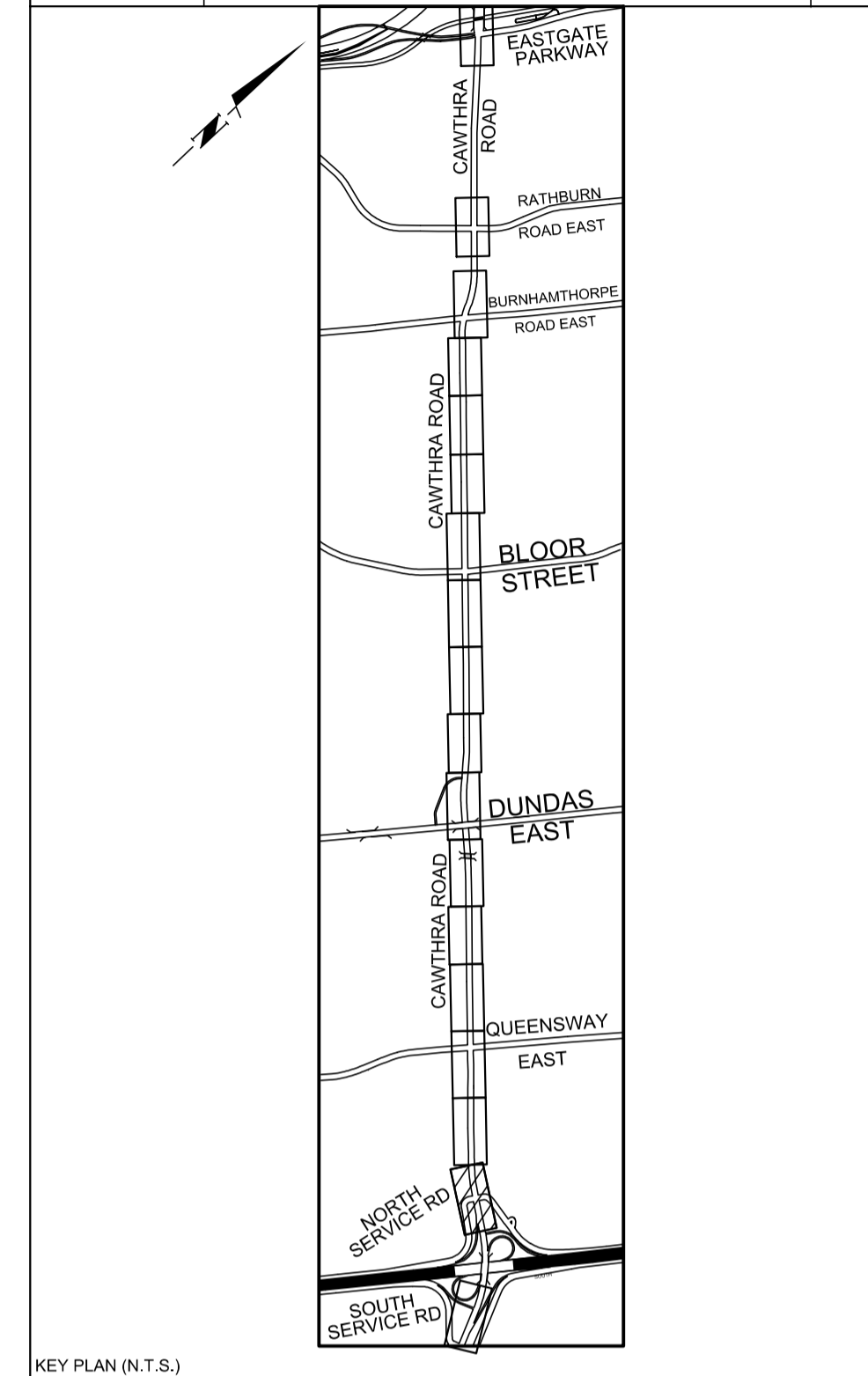
DRAFT - PRELIMINARY

PROP. SWALE ELEV.		STA. 9+960		TO STA. 10+160	
CAD Area	X-XX	Area	X-XX	Project No.	XX-XXXX
PROP. FINISHED GRADE		Checked by		Drawn by X.X.	
EX. ROAD ELEV.		Date MAY 2018		Sheet 1 of 18	
9+940	9+960	9+980	10+000	10+020	10+040
				10+060	10+080
				10+100	10+120
				10+140	10+160
ROAD CHAINAGE		Date MAY 2018		Sheet 1 of 18	
				Plan No. PP-01	



SERVICE DATA					
SERVICE	DATE	INIT.	SERVICE	DATE	INIT.
SAN SEWERS	MAY 00, 2014	X.X.	GAS MAINS	MAY 00, 2014	X.X.
STORM SEWERS	MAY 00, 2014	X.X.	BELL U/G CABLE	MAY 00, 2014	X.X.
WATERMANS	MAY 00, 2014	X.X.	HYDRO U/G CABLE	MAY 00, 2014	X.X.
TRANSIT	MAY 00, 2014	X.X.	HYDRO ONE	MAY 00, 2014	X.X.
PARKS & REC.	MAY 00, 2014	X.X.	CTV	MAY 00, 2014	X.X.
ONT. CLEAN WATER	MAY 00, 2014	X.X.	COMMUNIC. CABLES	MAY 00, 2014	X.X.

REVISIONS		
DATE	DETAILS	INIT.



General Notes

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 All Pipes Size In mm
 200 Existing Water Service, Size In mm
 WS20 Proposed Water Service, Size In mm
 B.M. No. Elev.
 Description Location
 The Contractor Is Responsible For Locating And Protecting All Existing Utilities Prior To And During Construction, Location Of Existing Utilities Approximate Only, To Be Verified In Field By Contractor.

Designed by _____ Chkd. _____ Approved by _____

NOTICE TO CONTRACTOR
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CITY OF MISSISSAUGA WORKS DEPT.	BELL CANADA
CITY OF BRAMPTON WORKS DEPT.	ENERSOURCE TELECOM
TOWN OF CALEDON WORKS DEPT.	HYDRO ONE TELECOM
BELL CANADA	ROGERS CABLE
ENBRIDGE INCORPORATED-GAS DISTRIBUTION	ALLSTREAM
ONTARIO MINISTRY OF TRANSPORTATION	PSN (PUBLIC SECTOR NETWORK)
ONTARIO CLEAN WATER AGENCY	FUTUREWAY (FCI BROADBAND)
HYDRO ONE NETWORKS	
ENERSOURCE, HYDRO MISSISSAUGA	
HYDRO ONE BRAMPTON	

10m 0 10 20 30m HORIZONTAL SCALE
 1m 0 1 2 3m VERTICAL SCALE

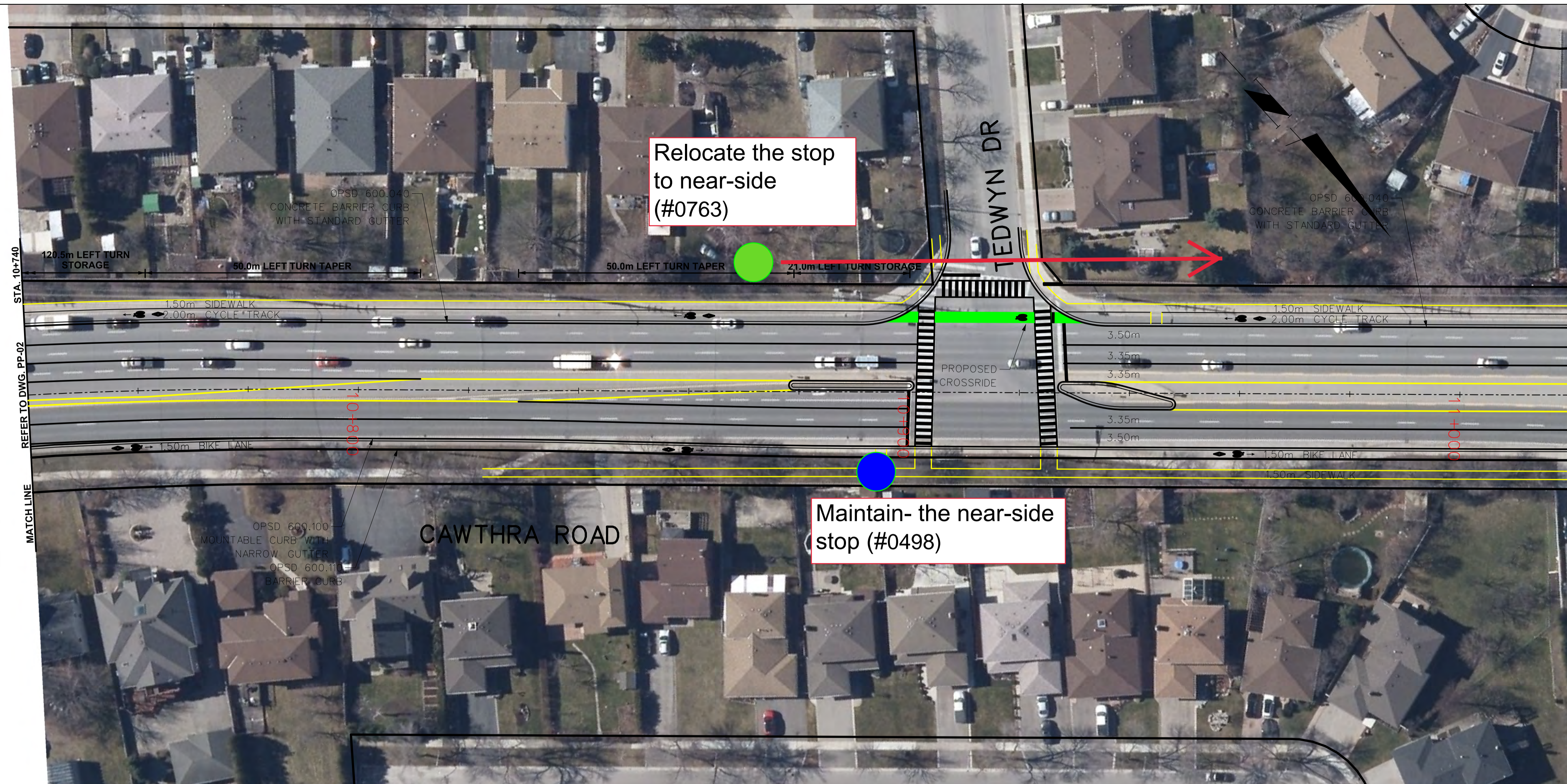
Region of Peel
 working with you

CAWTHRA ROAD
 (FROM N SERVICE ROAD TO BURHAMTHORPE ROAD E)
 NEW CONSTRUCTION

STA. 10+460 TO STA. 10+740

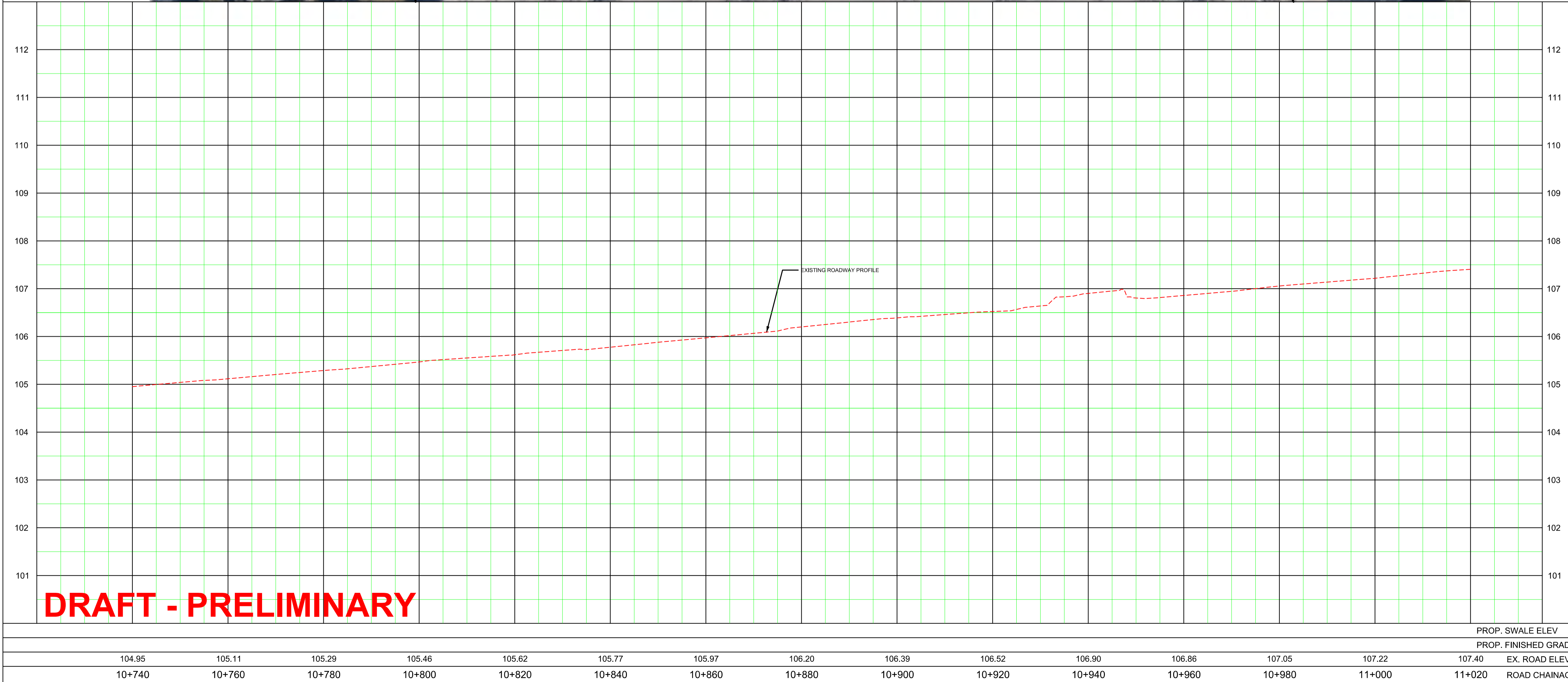
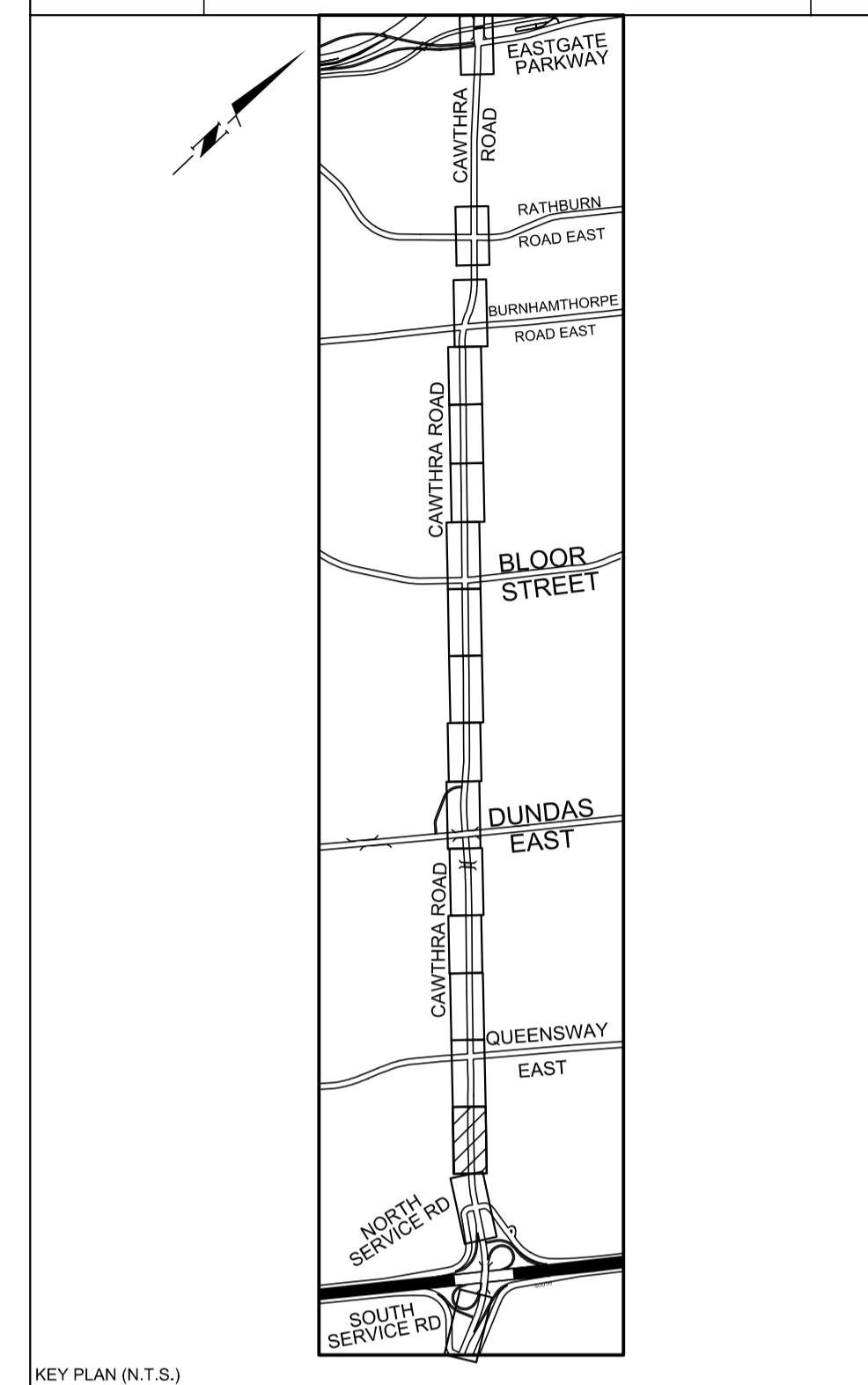
PROP. SWALE ELEV	PROP. FINISHED GRADE	EX. ROAD ELEV.	ROAD CHAINAGE
104.91	104.41	104.11	104.91
104.41	104.11	103.95	104.41
104.11	103.95	103.90	104.11
103.95	103.90	104.06	103.95
103.90	104.06	104.27	103.90
104.06	104.27	104.47	104.06
104.27	104.47	104.62	104.27
104.47	104.62	104.79	104.47
104.62	104.79	104.95	104.62
104.79	104.95		104.79
104.95			104.95

DRAFT - PRELIMINARY



SERVICE DATA					
SERVICE	DATE	INIT.	SERVICE	DATE	INIT.
SAN SEWERS	MAY 00, 2014	X.X.	GAS MAINS	MAY 00, 2014	X.X.
STORM SEWERS	MAY 00, 2014	X.X.	BELL U/G CABLE	MAY 00, 2014	X.X.
WATERMANS	MAY 00, 2014	X.X.	HYDRO U/G CABLE	MAY 00, 2014	X.X.
TRANSIT	MAY 00, 2014	X.X.	HYDRO ONE	MAY 00, 2014	X.X.
PARKS & REC.	MAY 00, 2014	X.X.	CTV	MAY 00, 2014	X.X.
ONT. CLEAN WATER	MAY 00, 2014	X.X.	COMMUNIC. CABLES	MAY 00, 2014	X.X.

REVISIONS		
DATE	DETAILS	INIT.



General Notes

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All Pipes Size In mm

200 Existing Water Service, Size In mm

WS20 Proposed Water Service, Size In mm

B.M. No. Description Location Elev.

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Designed by _____

Checked by _____

Approved by _____

NOTICE TO CONTRACTOR

48 HOURS PRIOR TO COMMENCING WORK NOTIFY THE FOLLOWING

THE REGIONAL MUNICIPALITY OF PEEL
CITY OF MISSISSAUGA WORKS DEPT.
CITY OF BRAMPTON WORKS DEPT.
TOWN OF CALEDON WORKS DEPT.
BELL CANADA
ENBRIDGE INCORPORATED-GAS DISTRIBUTION
ONTARIO MINISTRY OF TRANSPORTATION
ONTARIO CLEAN WATER AGENCY
HYDRO ONE NETWORKS
ENERSOURCE, HYDRO MISSISSAUGA
HYDRO ONE BRAMPTON

CABLE TELEVISION/FIBROPTIC PROVIDERS:
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ENERSOURCE TELECOM
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ROGERS CABLE
ALLSTREAM
PSN (PUBLIC SECTOR NETWORK)
FUTUREWAY (FCI BROADBAND)

10m 0 10 20 30m HORIZONTAL SCALE

1m 0 1 2 3m VERTICAL SCALE

Region of Peel
working with you

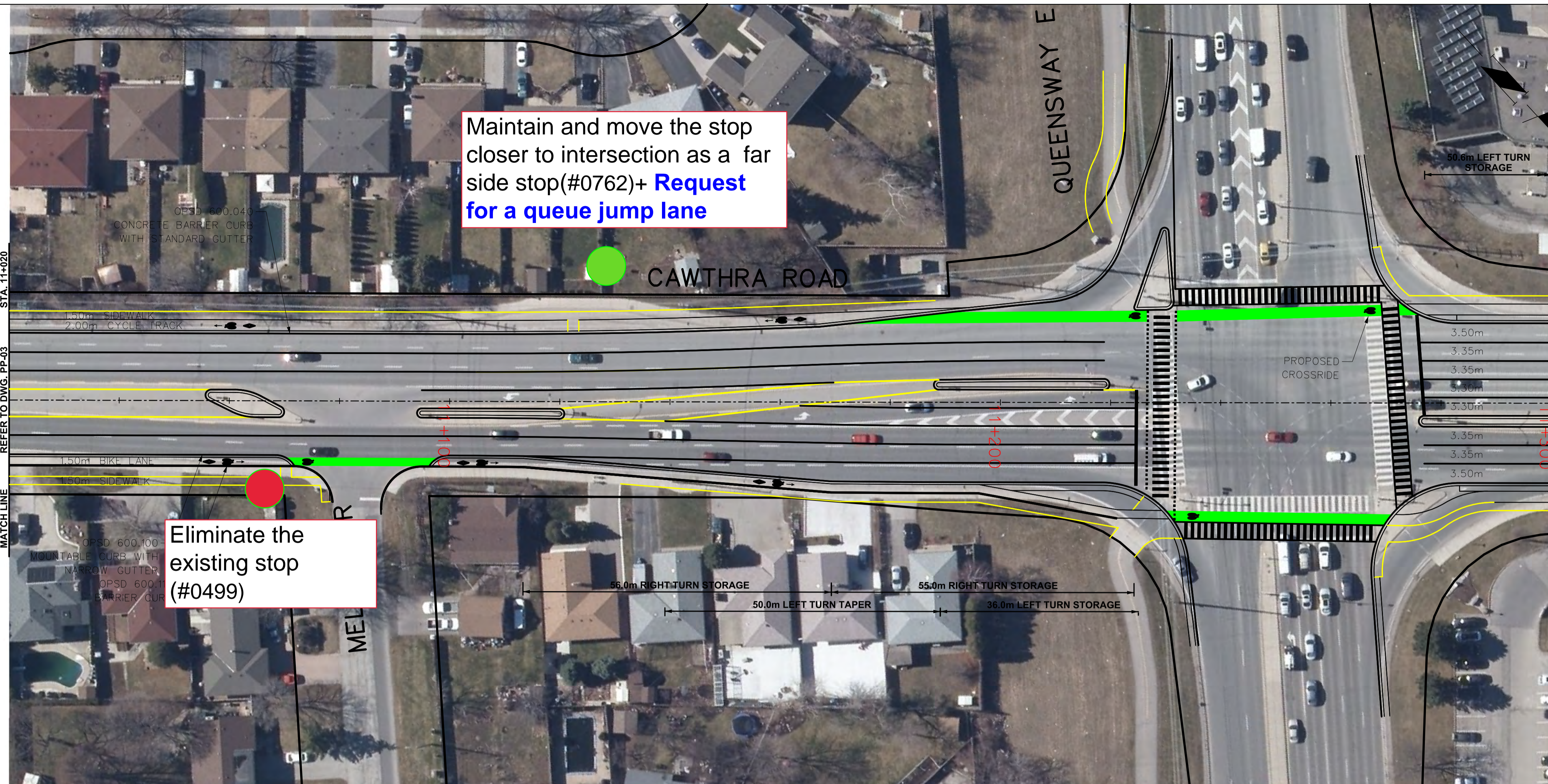
CAWTHRA ROAD
(FROM N SERVICE ROAD TO BURHAMTHORPE ROAD E)
NEW CONSTRUCTION

STA. 10+740 TO STA. 11+020

PROP. SWALE ELEV. CAD Area Area Project No. XX-XXXX

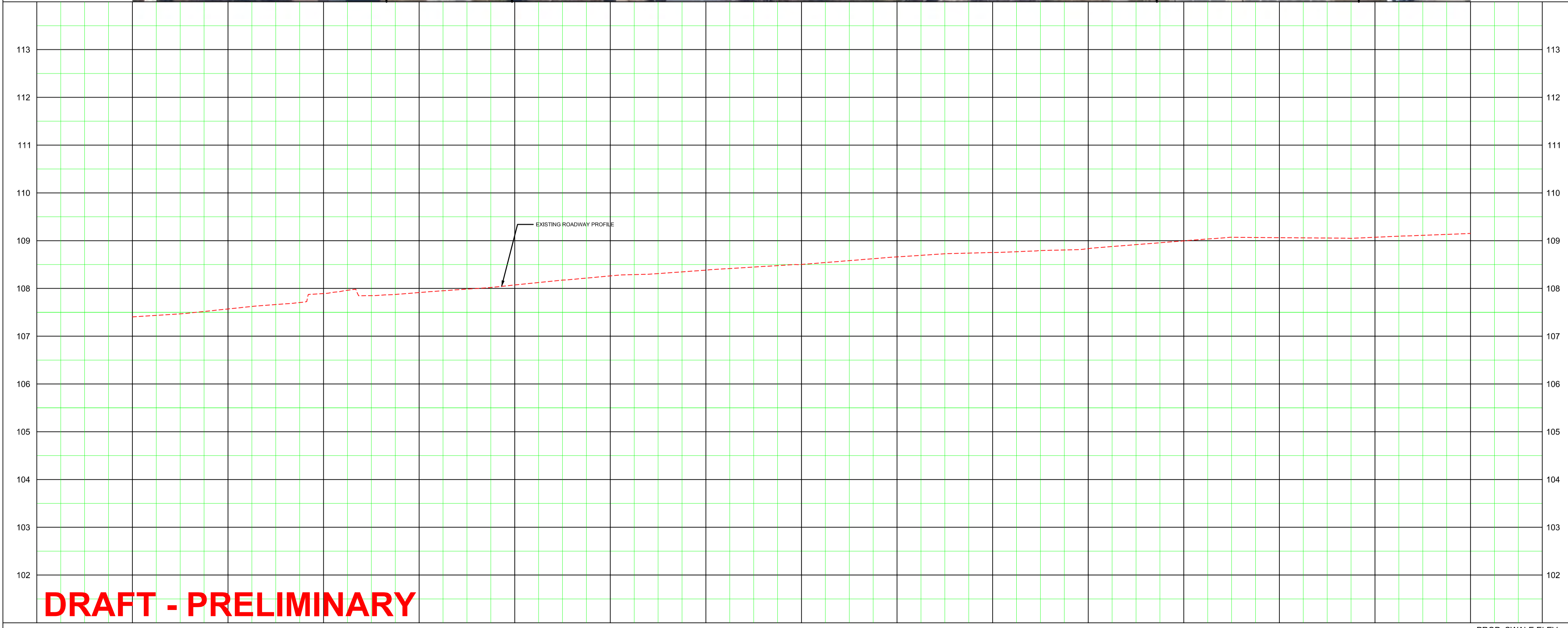
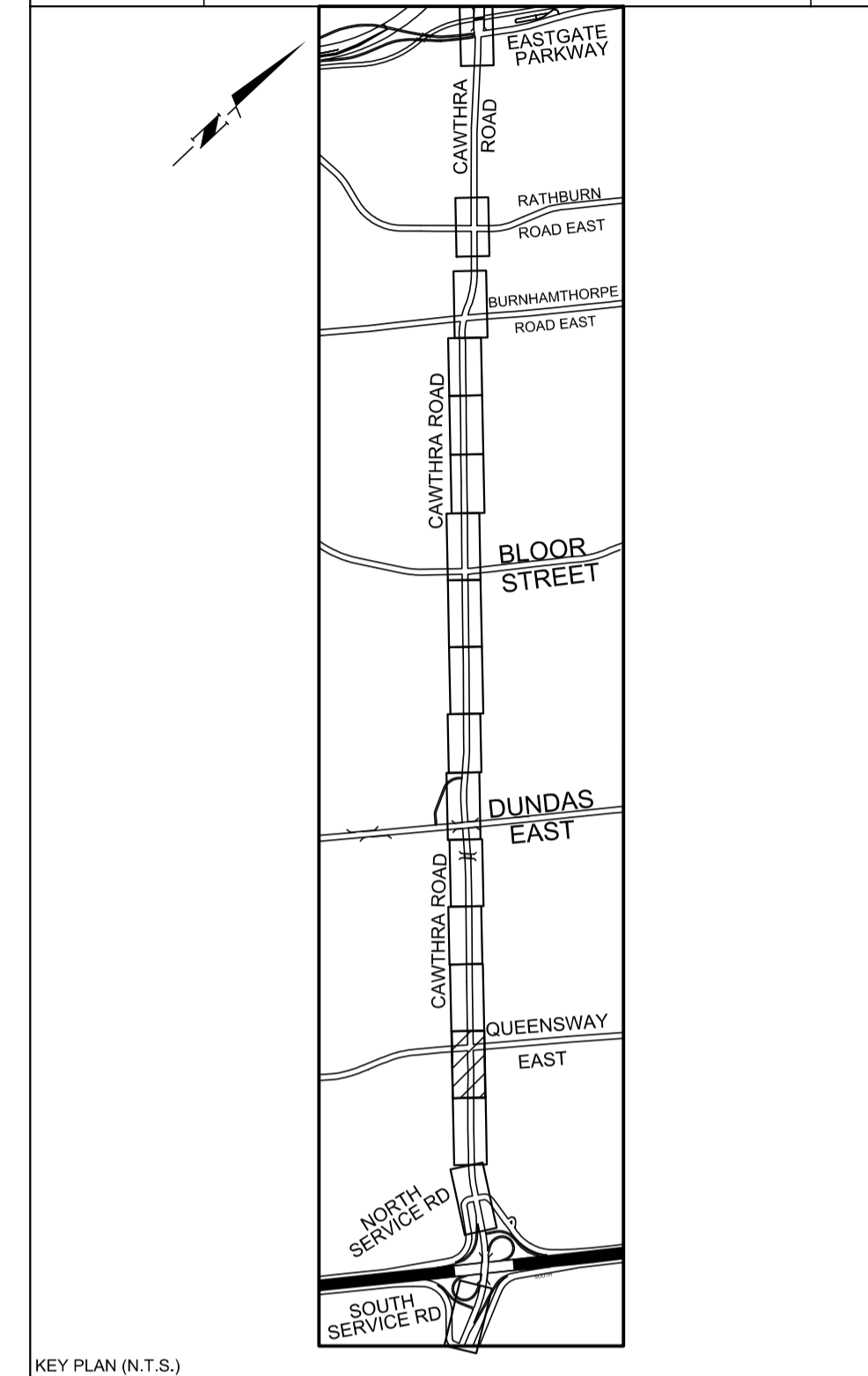
PROP. FINISHED GRADE EX. ROAD ELEV. Checked by Drawn by X.X. Date MAY 2018 Sheet 3 of 18 Plan No. PP-03

DRAFT - PRELIMINARY



SERVICE DATA					
SERVICE	DATE	INIT.	SERVICE	DATE	INIT.
SAN SEWERS	MAY 00, 2014	X.X.	GAS MAINS	MAY 00, 2014	X.X.
STORM SEWERS	MAY 00, 2014	X.X.	BELL U/G CABLE	MAY 00, 2014	X.X.
WATER MAINS	MAY 00, 2014	X.X.	HYDRO U/G CABLE	MAY 00, 2014	X.X.
TRANSIT	MAY 00, 2014	X.X.	HYDRO ONE	MAY 00, 2014	X.X.
PARKS & REC.	MAY 00, 2014	X.X.	CTV	MAY 00, 2014	X.X.
ONT. CLEAN WATER	MAY 00, 2014	X.X.	COMMUNIC. CABLES	MAY 00, 2014	X.X.

REVISIONS		
DATE	DETAILS	INIT.



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Designed by _____ Chkd. _____ Approved by _____

NOTICE TO CONTRACTOR
48 HOURS PRIOR TO COMMENCING WORK NOTIFY THE FOLLOWING

THE REGIONAL MUNICIPALITY OF PEEL	CABLE TELEVISION/FIBROPTIC PROVIDERS:
CITY OF MISSISSAUGA WORKS DEPT.	BELL CANADA
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HYDRO ONE NETWORKS	
ENERSOURCE, HYDRO MISSISSAUGA	
HYDRO ONE BRAMPTON	

10m 0 10 20 30m HORIZONTAL SCALE
1m 0 1 2 3m VERTICAL SCALE

Region of Peel
working with you

CAWTHRA ROAD
(FROM N SERVICE ROAD TO BURHAMTHORPE ROAD E)
NEW CONSTRUCTION

STA. 11+020 TO STA. 11+300

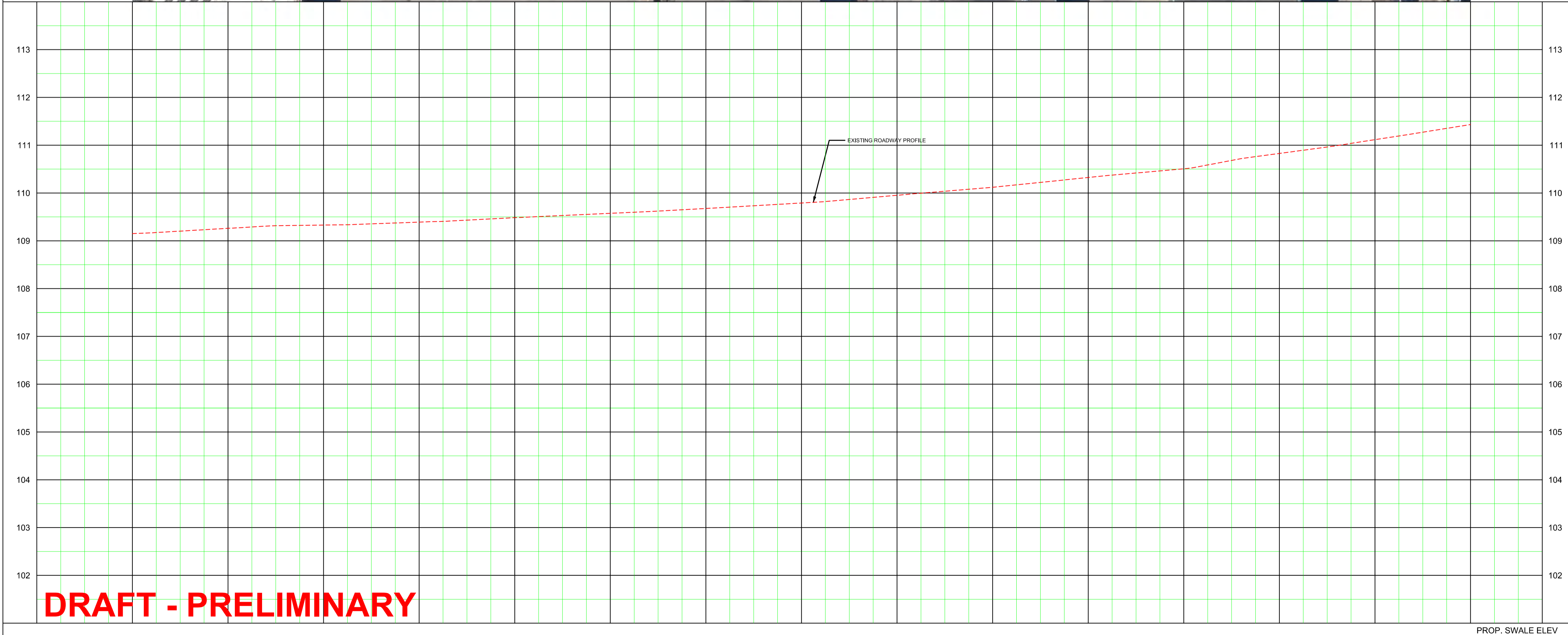
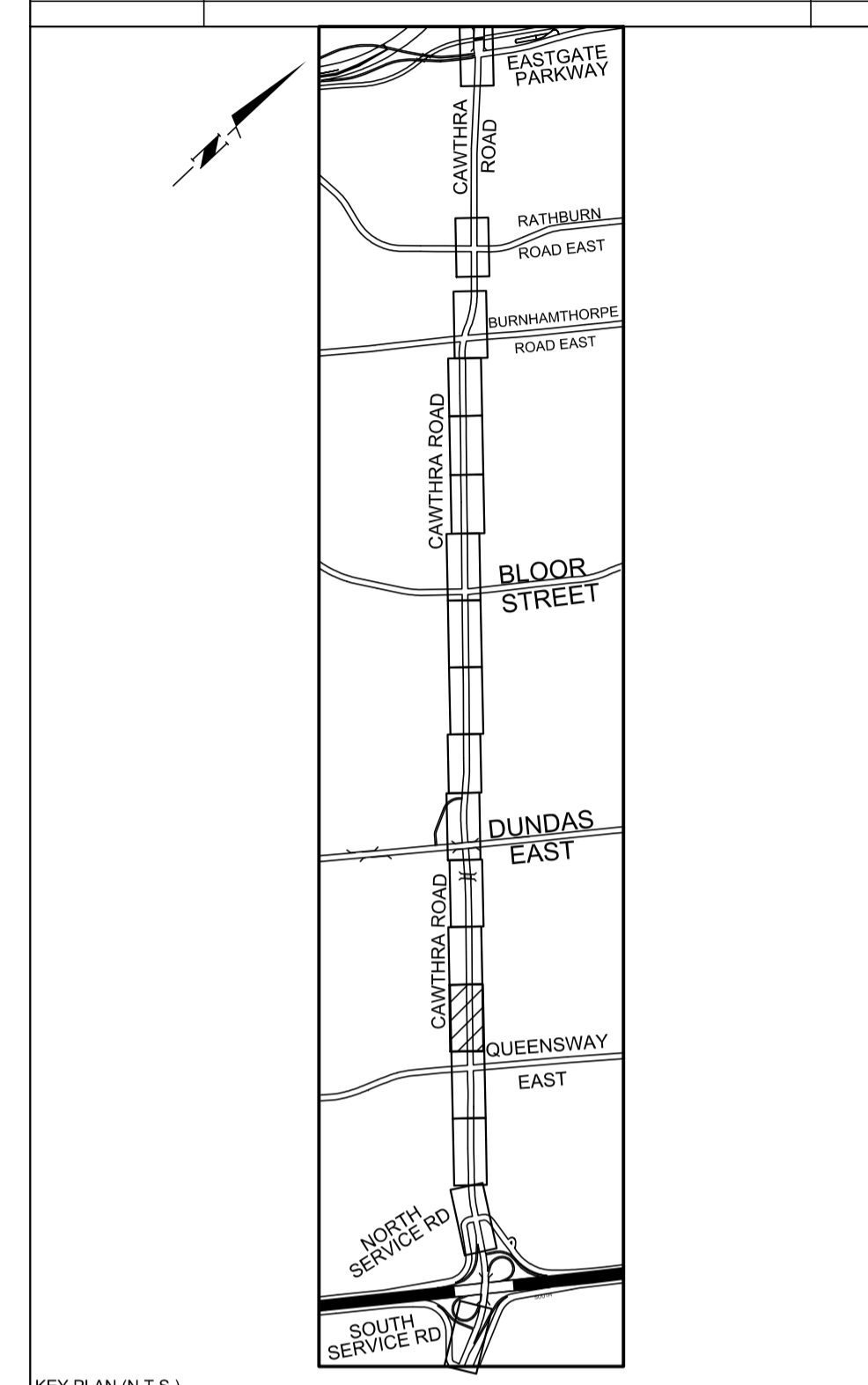
PROP. SWALE ELEV	PROP. FINISHED GRADE	EX. ROAD ELEV.	ROAD CHAINAGE
107.40	107.57	107.89	11+020
107.91	108.07	108.26	11+040
108.38	108.50	108.66	11+060
108.83	108.99	109.06	11+080
109.07	109.15	109.23	11+100
109.30	109.38	109.46	11+120
109.50	109.58	109.66	11+140
109.70	109.78	109.86	11+160
109.90	109.98	11.00	11+180
11.00	11.00	11.00	11+200
11.00	11.00	11.00	11+220
11.00	11.00	11.00	11+240
11.00	11.00	11.00	11+260
11.00	11.00	11.00	11+280
11.00	11.00	11.00	11+300

DRAFT - PRELIMINARY

Checked by	Drawn by	Project No.	XX-XXXX
Date	Sheet	Plan No.	PP-04



SERVICE DATA					
SERVICE	DATE	INIT.	SERVICE	DATE	INIT.
SAN SEWERS	MAY 00, 2014	X.X.	GAS MAINS	MAY 00, 2014	X.X.
STORM SEWERS	MAY 00, 2014	X.X.	BELL U/G CABLE	MAY 00, 2014	X.X.
WATERMANS	MAY 00, 2014	X.X.	HYDRO U/G CABLE	MAY 00, 2014	X.X.
TRANSIT	MAY 00, 2014	X.X.	HYDRO ONE	MAY 00, 2014	X.X.
PARKS & REC.	MAY 00, 2014	X.X.	CTV	MAY 00, 2014	X.X.
ONT. CLEAN WATER	MAY 00, 2014	X.X.	COMMUNIC. CABLES	MAY 00, 2014	X.X.



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CITY OF MISSISSAUGA WORKS DEPT.	BELL CANADA
CITY OF BRAMPTON WORKS DEPT.	ENERSOURCE TELECOM
TOWN OF CALEDON WORKS DEPT.	HYDRO ONE TELECOM
BELL CANADA	ROGERS CABLE
ENBRIDGE INCORPORATED-GAS DISTRIBUTION	ALLSTREAM
ONTARIO MINISTRY OF TRANSPORTATION	PSN (PUBLIC SECTOR NETWORK)
ONTARIO CLEAN WATER AGENCY	FUTUREWAY (FCI BROADBAND)
HYDRO ONE NETWORKS	
ENERSOURCE, HYDRO MISSISSAUGA	
HYDRO ONE BRAMPTON	

10m 0 10 20 30m HORIZONTAL SCALE
1m 0 1 2 3m VERTICAL SCALE

Region of Peel
working with you

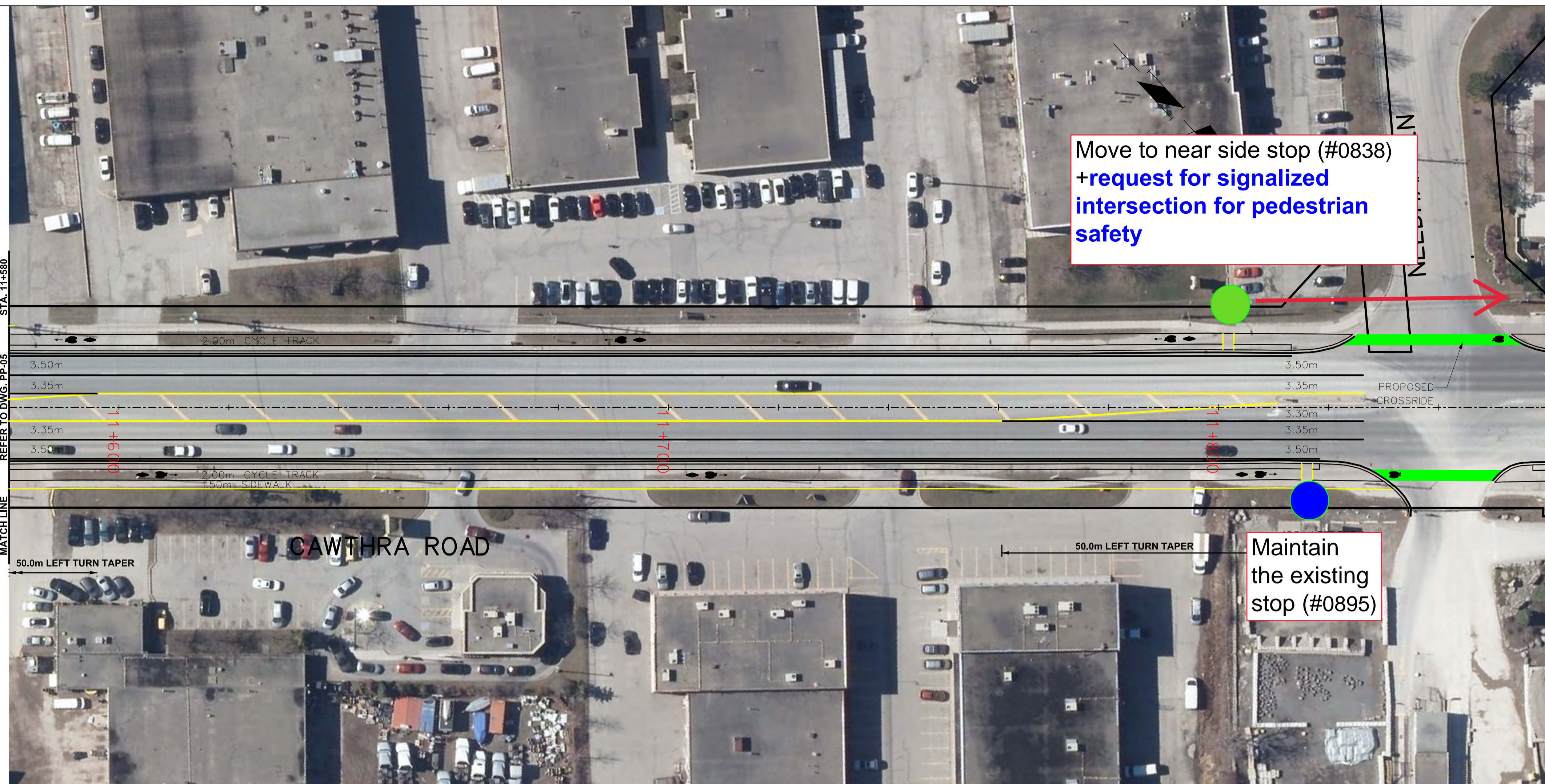
CAWTHRA ROAD
(FROM N SERVICE ROAD TO BURHAMTHORPE ROAD E)
NEW CONSTRUCTION

STA. 11+300 TO STA. 11+580

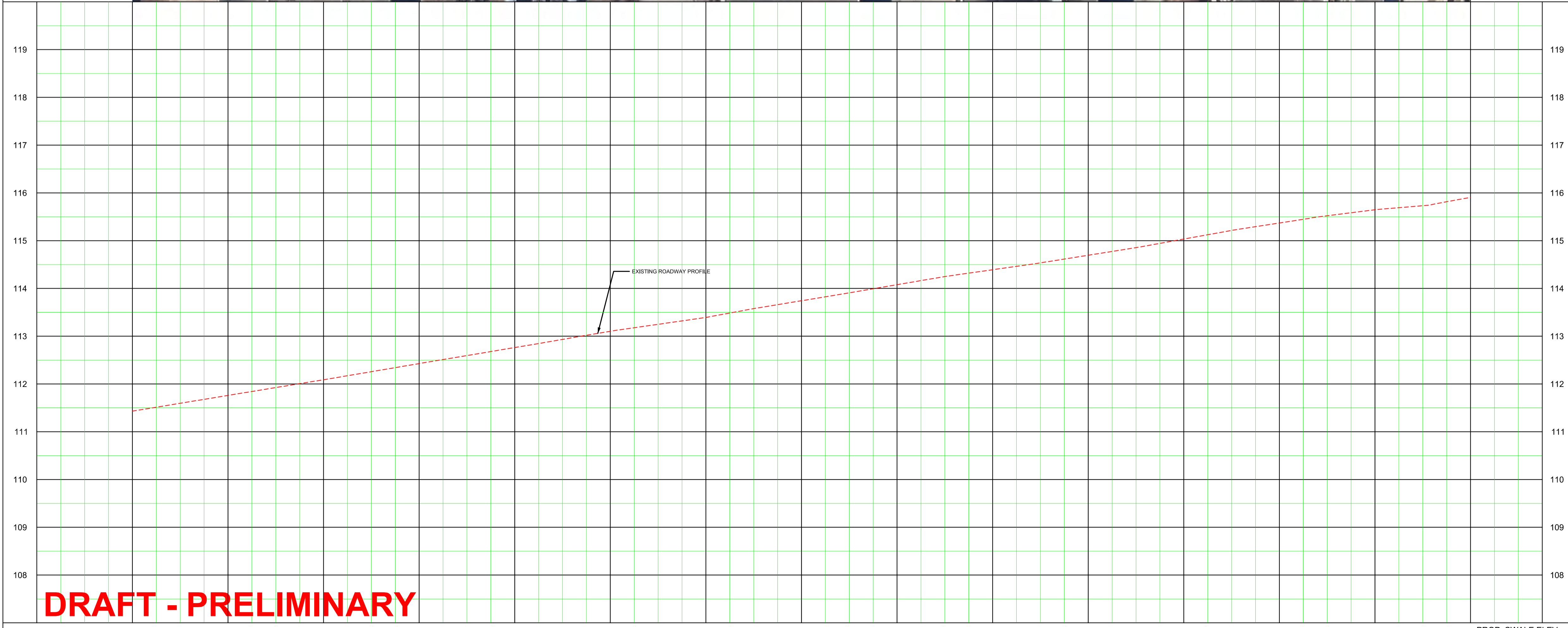
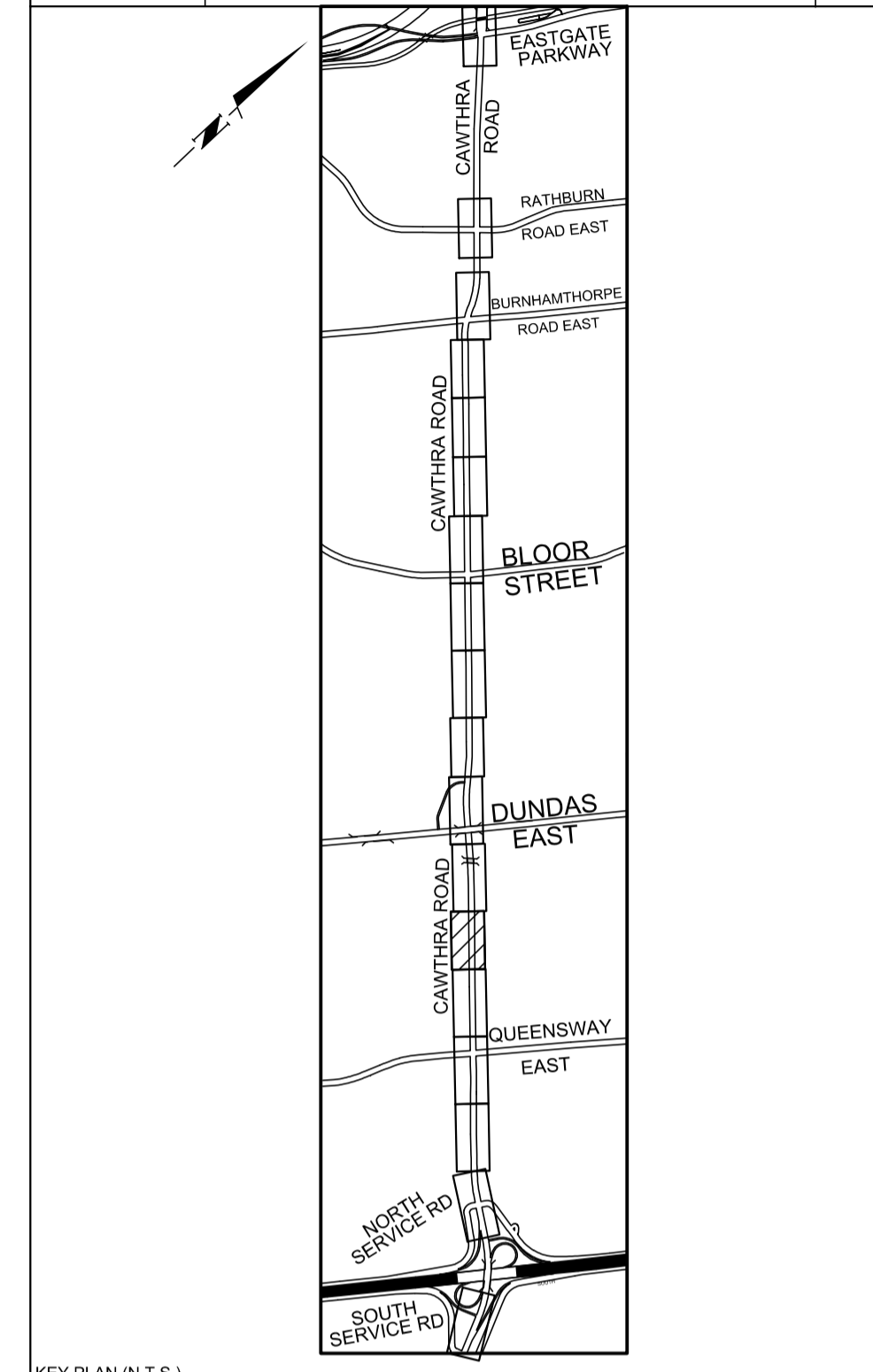
PROP. SWALE ELEV	PROP. FINISHED GRADE	EX. ROAD ELEV.	ROAD CHAINAGE
109.15	109.26	109.33	11+300
109.39	109.48	109.57	11+360
109.67	109.79	109.95	11+420
110.12	110.32	110.50	11+480
110.83	111.11	111.43	11+540
111.43			11+580

DRAFT - PRELIMINARY

CAD Area	X-XX	Area	X-XX	Project No.	XX-XXXX
Checked by		Drawn by	X.X.	Plan No.	PP-05
Date	MAY 2018	Sheet	5 of 18		



SERVICE DATA					
SERVICE	DATE	INIT.	SERVICE	DATE	INIT.
SAN SEWERS	MAY 00, 2014	X.X.	GAS MAINS	MAY 00, 2014	X.X.
STORM SEWERS	MAY 00, 2014	X.X.	BELL U/G CABLE	MAY 00, 2014	X.X.
WATERMANS	MAY 00, 2014	X.X.	HYDRO U/G CABLE	MAY 00, 2014	X.X.
TRANSIT	MAY 00, 2014	X.X.	HYDRO ONE	MAY 00, 2014	X.X.
PARKS & REC.	MAY 00, 2014	X.X.	CTV	MAY 00, 2014	X.X.
ONT. CLEAN WATER	MAY 00, 2014	X.X.	COMMUNIC. CABLES	MAY 00, 2014	X.X.



General Notes

All Driveways Are ASPHALT Unless Otherwise Noted
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 All Horizontal And Vertical Bends Are In Degrees
 All Pipes Size In mm
 200 Existing Water Service, Size In mm
 WS20 Proposed Water Service, Size In mm
 B.M. No. Description Location Elev.
 The Contractor Is Responsible For Locating And Protecting All Existing Utilities Prior To And During Construction, Location Of Existing Utilities Approximate Only, To Be Verified In Field By Contractor.

Designed by _____ Chkd. _____ Approved by _____

NOTICE TO CONTRACTOR
 48 HOURS PRIOR TO COMMENCING WORK NOTIFY THE FOLLOWING

THE REGIONAL MUNICIPALITY OF PEEL
 CITY OF MISSISSAUGA WORKS DEPT.
 CITY OF BRAMPTON WORKS DEPT.
 TOWN OF CALEDON WORKS DEPT.
 BELL CANADA
 ENBRIDGE INCORPORATED-GAS DISTRIBUTION
 ONTARIO MINISTRY OF TRANSPORTATION
 ONTARIO CLEAN WATER AGENCY
 HYDRO ONE NETWORKS
 ENERSOURCE, HYDRO MISSISSAUGA
 HYDRO ONE BRAMPTON

CABLE TELEVISION/FIBROPTIC PROVIDERS:
 BELL CANADA
 ENERSOURCE TELECOM
 HYDRO ONE TELECOM
 ROGERS CABLE
 ALLSTREAM
 PSN (PUBLIC SECTOR NETWORK)
 FUTUREWAY (FCI BROADBAND)

10m 0 10 20 30m HORIZONTAL SCALE
 1m 0 1 2 3m VERTICAL SCALE

Region of Peel
 working with you

CAWTHRA ROAD
 (FROM N SERVICE ROAD TO BURHAMTHORPE ROAD E)
 NEW CONSTRUCTION

STA. 11+580 TO STA. 11+860

PROP. SWALE ELEV	PROP. FINISHED GRADE	EX. ROAD ELEV.	ROAD CHAINAGE
111.43	111.76	112.09	11+580
112.43	112.76	113.10	11+640
113.39	113.74	114.08	11+700
114.69	115.03	115.37	11+760
115.90	116.25	116.65	11+820

DRAFT - PRELIMINARY

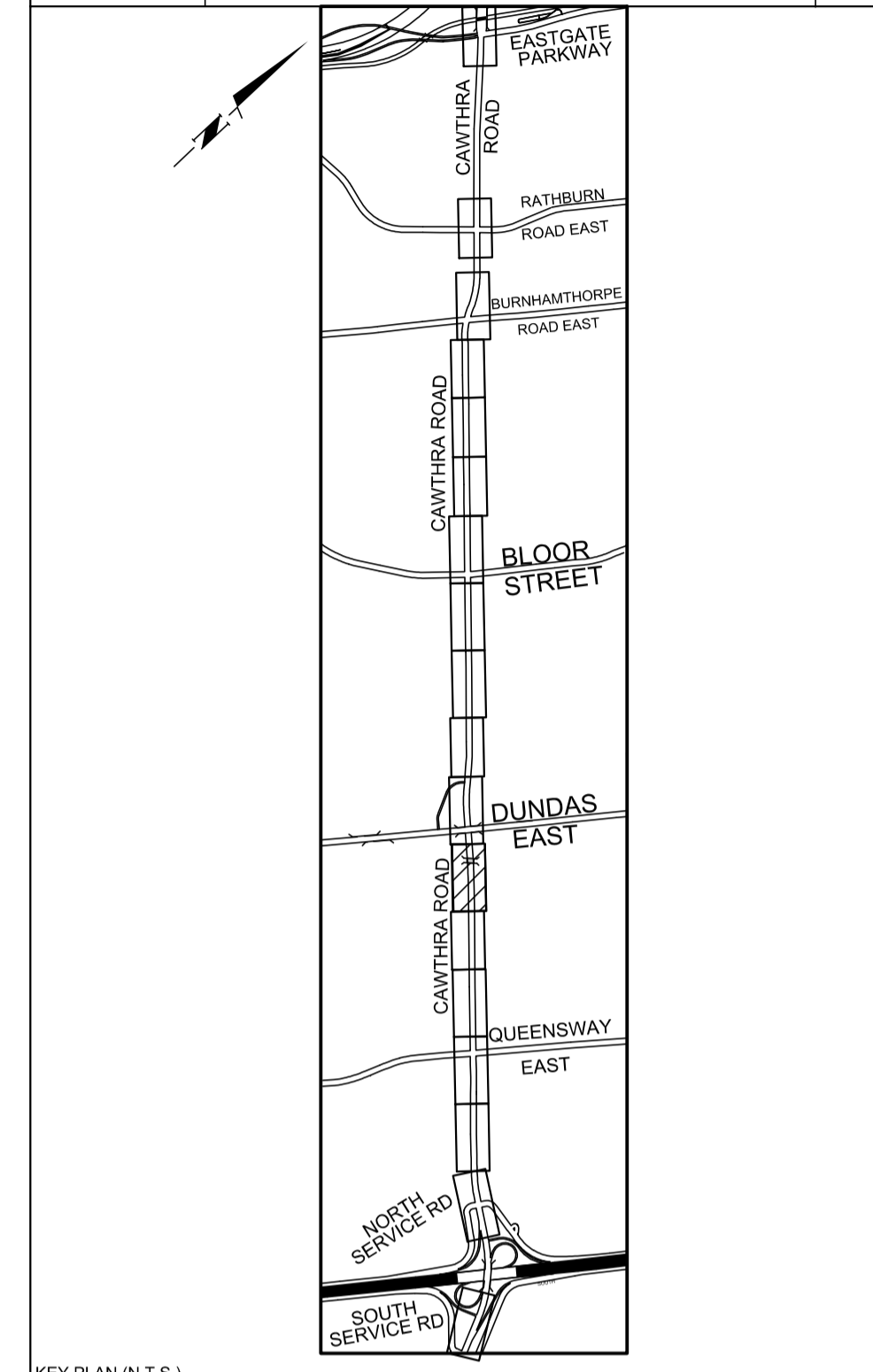
Checked by	Drawn by	Project No.	Plan No.
MAY 2018	X.X.	XX-XXXX	PP-06



STA. 11+860
REFER TO DWG. PP-06
MATCH LINE

MATCH LINE
REFER TO DWG. PP-08
STA. 12+140

SERVICE DATA					
SERVICE	DATE	INIT.	SERVICE	DATE	INIT.
SAN SEWERS	MAY 00, 2014	X.X.	GAS MAINS	MAY 00, 2014	X.X.
STORM SEWERS	MAY 00, 2014	X.X.	BELL U/G CABLE	MAY 00, 2014	X.X.
WATERMANS	MAY 00, 2014	X.X.	HYDRO U/G CABLE	MAY 00, 2014	X.X.
TRANSIT	MAY 00, 2014	X.X.	HYDRO ONE	MAY 00, 2014	X.X.
PARKS & REC.	MAY 00, 2014	X.X.	CTV	MAY 00, 2014	X.X.
ONT. CLEAN WATER	MAY 00, 2014	X.X.	COMMUNIC. CABLES	MAY 00, 2014	X.X.



General Notes

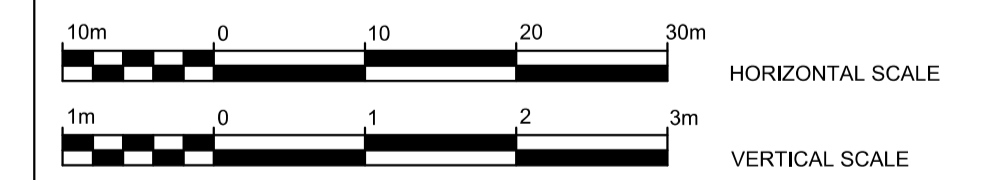
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NOTICE TO CONTRACTOR
48 HOURS PRIOR TO COMMENCING WORK NOTIFY THE FOLLOWING

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CITY OF BRAMPTON WORKS DEPT.	ENERSOURCE TELECOM
TOWN OF CALEDON WORKS DEPT.	HYDRO ONE TELECOM
BELL CANADA	ROGERS CABLE
ENBRIDGE INCORPORATED-GAS DISTRIBUTION	ALLSTREAM
ONTARIO MINISTRY OF TRANSPORTATION	PSN (PUBLIC SECTOR NETWORK)
ONTARIO CLEAN WATER AGENCY	FUTUREWAY (FCI BROADBAND)
HYDRO ONE NETWORKS	
ENERSOURCE, HYDRO MISSISSAUGA	
HYDRO ONE BRAMPTON	



Region of Peel
working with you

CAWTHRA ROAD
(FROM N SERVICE ROAD TO BURHAMTHORPE ROAD E)
NEW CONSTRUCTION

STA. 11+860 TO STA. 12+140

PROP. SWALE ELEV. _____
PROP. FINISHED GRADE _____

EX. ROAD ELEV. _____

ROAD CHAINAGE

Checked by _____ Drawn by X.X. _____
Date MAY 2018 Sheet 7 of 18 Project No. XX-XXXX Plan No. PP-07

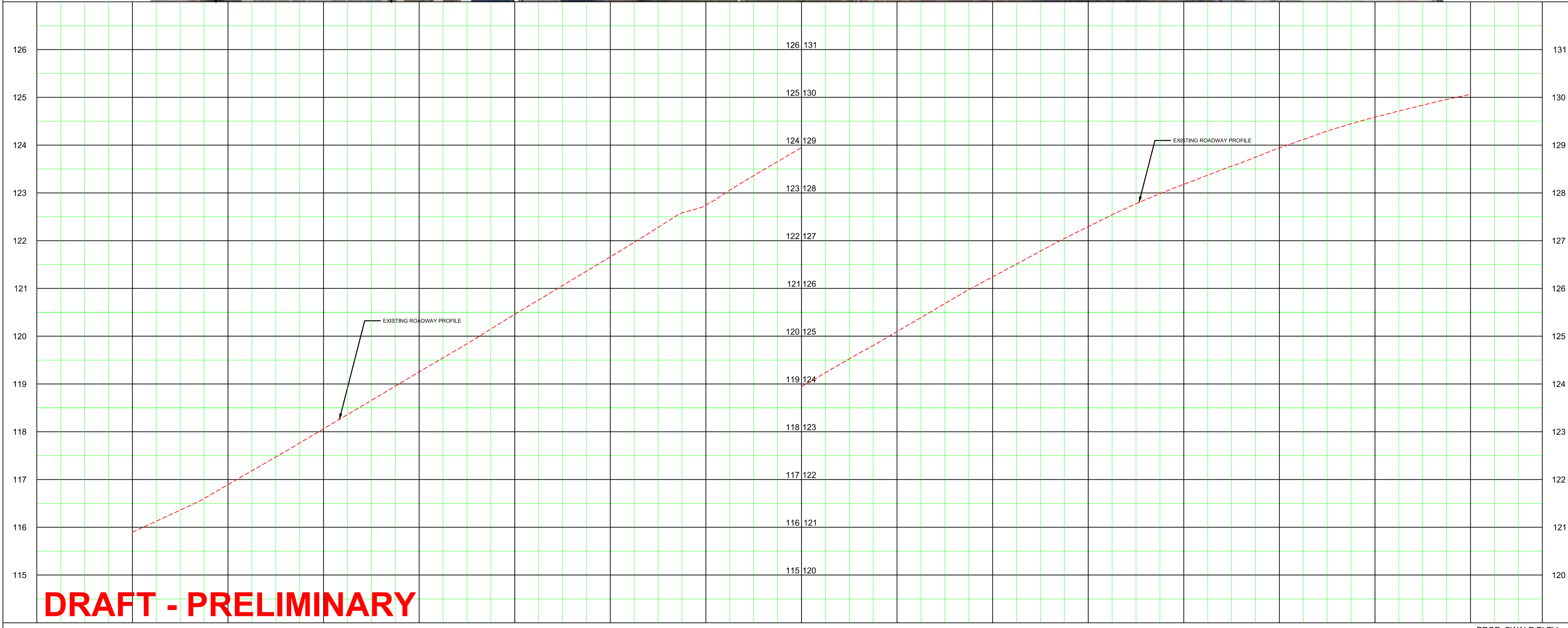
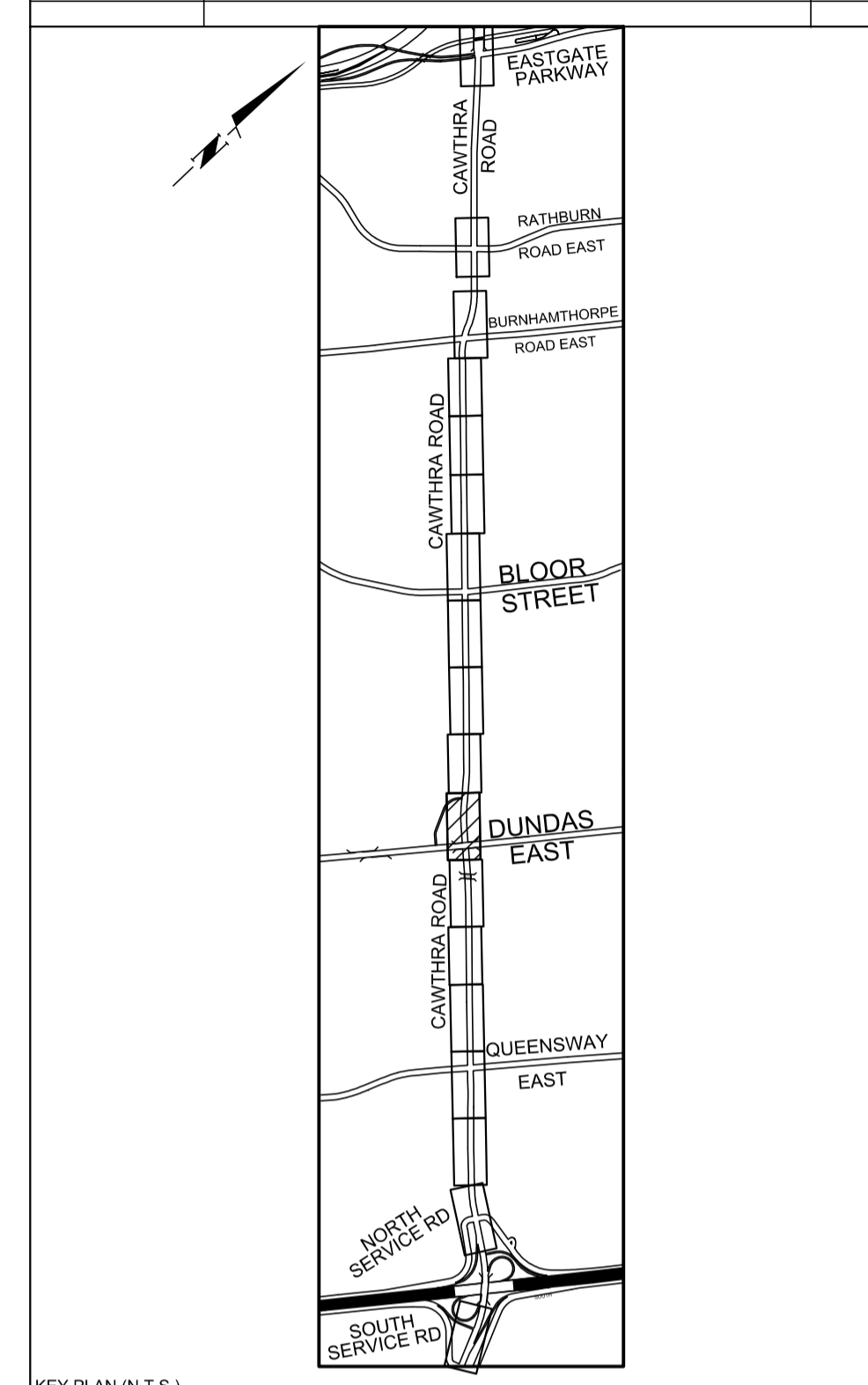


DRAFT - PRELIMINARY

Station	11+860	11+880	11+900	11+920	11+940	11+960	11+980	12+000	12+020	12+040	12+060	12+080	12+100	12+120	12+140
PROP. SWALE ELEV.															
PROP. FINISHED GRADE															
EX. ROAD ELEV.	115.90	116.03	115.99	115.91	115.56	115.15	114.62	114.14	113.83	113.71	113.74	113.99	114.41	115.05	115.89



SERVICE DATA					
SERVICE	DATE	INIT.	SERVICE	DATE	INIT.
SAN SEWERS	MAY 00, 2014	X.X.	GAS MAINS	MAY 00, 2014	X.X.
STORM SEWERS	MAY 00, 2014	X.X.	BELL U/G CABLE	MAY 00, 2014	X.X.
WATER MAINS	MAY 00, 2014	X.X.	HYDRO U/G CABLE	MAY 00, 2014	X.X.
TRANSIT	MAY 00, 2014	X.X.	HYDRO ONE	MAY 00, 2014	X.X.
PARKS & REC.	MAY 00, 2014	X.X.	CTV	MAY 00, 2014	X.X.
ONT. CLEAN WATER	MAY 00, 2014	X.X.	COMMUNIC. CABLES	MAY 00, 2014	X.X.



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- WS20 Proposed Water Service, Size In mm
- B.M. No. Description Location Elev.

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Designed by _____ Chkd. _____ Approved by _____

NOTICE TO CONTRACTOR

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BELL CANADA	ROGERS CABLE
ENBRIDGE INCORPORATED-GAS DISTRIBUTION	ALLSTREAM
ONTARIO MINISTRY OF TRANSPORTATION	PSN (PUBLIC SECTOR NETWORK)
ONTARIO CLEAN WATER AGENCY	FUTUREWAY (FCI BROADBAND)
HYDRO ONE NETWORKS	
ENERSOURCE, HYDRO MISSISSAUGA	
HYDRO ONE BRAMPTON	

10m 0 10 20 30m HORIZONTAL SCALE
1m 0 1 2 3m VERTICAL SCALE

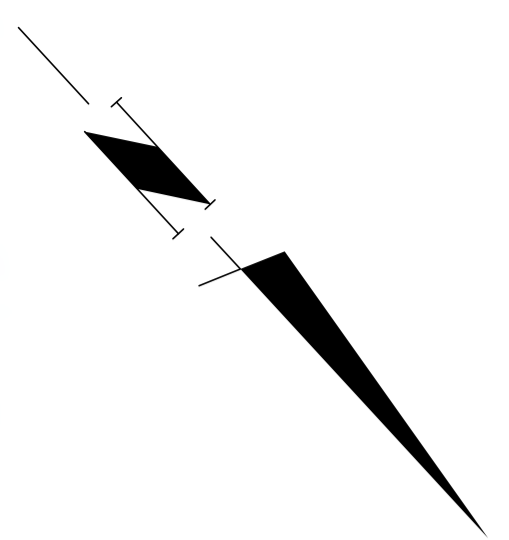
Region of Peel
working with you

CAWTHRA ROAD
(FROM N SERVICE ROAD TO BURHAMTHORPE ROAD E)
NEW CONSTRUCTION

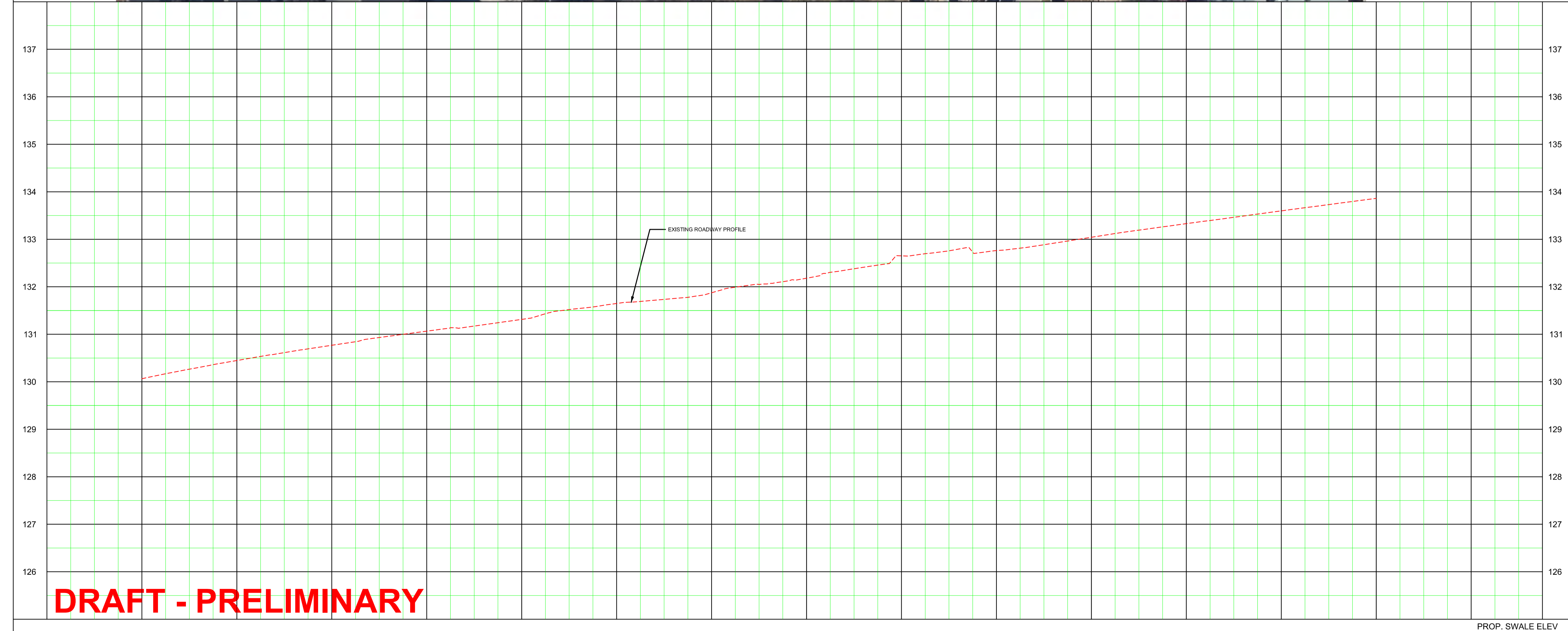
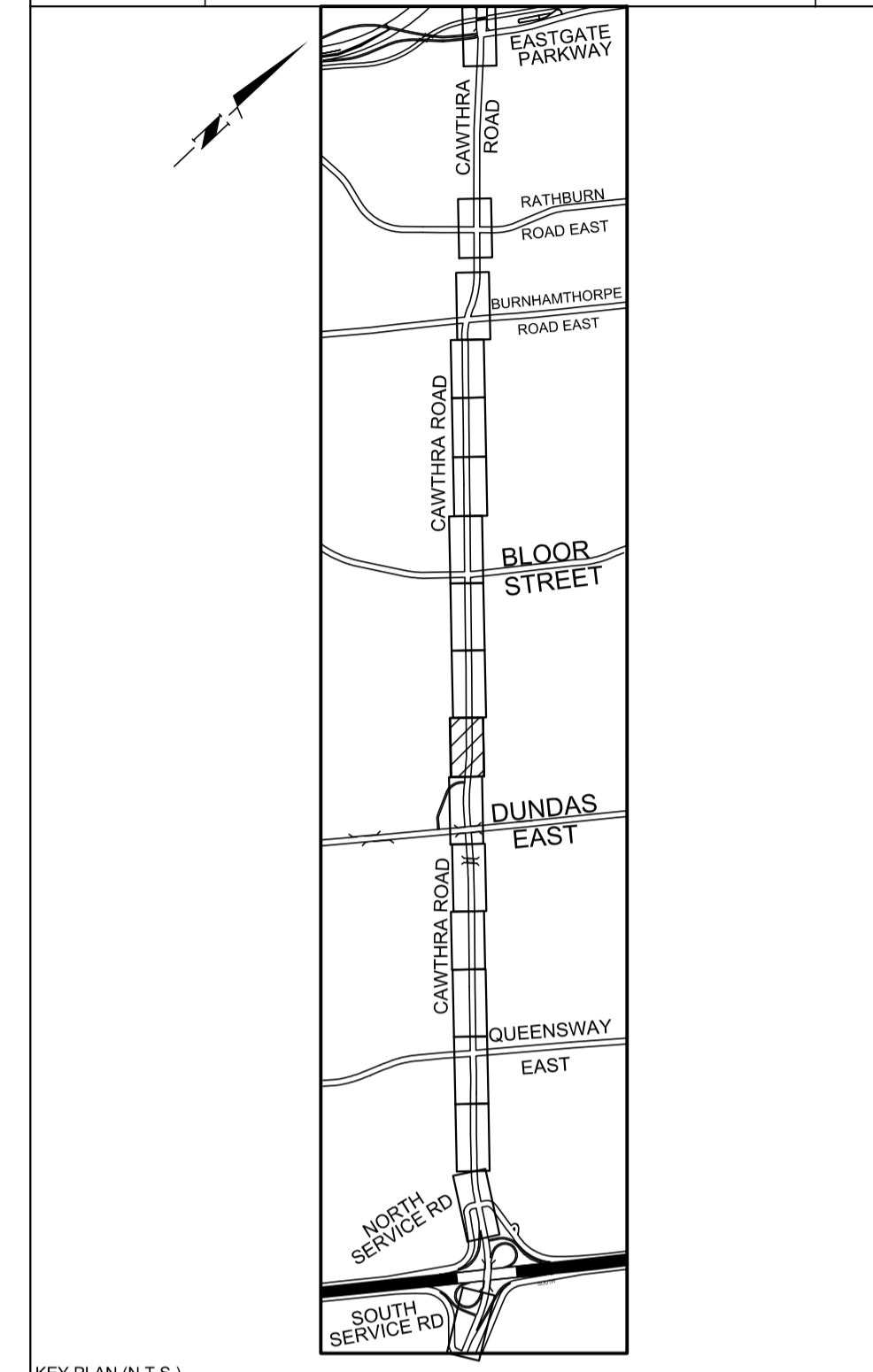
STA. 12+140 TO STA. 12+420

PROP. SWALE ELEV														PROP. FINISHED GRADE		EX. ROAD ELEV.		ROAD CHAINAGE					
115.89	116.89	118.06	119.25	120.46	121.66	122.75	123.95	125.10	126.24	127.29	128.18	128.94	129.58	130.06	CAD Area	X-XX	Area	X-XX	Project No.	XX-XXXX			
12+140	12+160	12+180	12+200	12+220	12+240	12+260	12+280	12+300	12+320	12+340	12+360	12+380	12+400	12+420	Checked by	MAY 2018	Drawn by	X.X.	Date	Sheet	8 of 18	Plan No.	PP-08

DRAFT - PRELIMINARY



SERVICE DATA					
SERVICE	DATE	INIT.	SERVICE	DATE	INIT.
SAN SEWERS	MAY 00, 2014	X.X.	GAS MAINS	MAY 00, 2014	X.X.
STORM SEWERS	MAY 00, 2014	X.X.	BELL U/G CABLE	MAY 00, 2014	X.X.
WATER MAINS	MAY 00, 2014	X.X.	HYDRO U/G CABLE	MAY 00, 2014	X.X.
TRANSIT	MAY 00, 2014	X.X.	HYDRO ONE	MAY 00, 2014	X.X.
PARKS & REC.	MAY 00, 2014	X.X.	CTV	MAY 00, 2014	X.X.
ONT. CLEAN WATER	MAY 00, 2014	X.X.	COMMUNIC. CABLES	MAY 00, 2014	X.X.



General Notes

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Designed by _____ Chkd. _____ Approved by _____

NOTICE TO CONTRACTOR

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CITY OF BRAMPTON WORKS DEPT.	ENERSOURCE TELECOM
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BELL CANADA	ROGERS CABLE
ENBRIDGE INCORPORATED-GAS DISTRIBUTION	ALLSTREAM
ONTARIO MINISTRY OF TRANSPORTATION	PSN (PUBLIC SECTOR NETWORK)
ONTARIO CLEAN WATER AGENCY	FUTUREWAY (FCI BROADBAND)
HYDRO ONE NETWORKS	
ENERSOURCE, HYDRO MISSISSAUGA	
HYDRO ONE BRAMPTON	

10m 0 10 20 30m HORIZONTAL SCALE
1m 0 1 2 3m VERTICAL SCALE

Region of Peel
working with you

CAWTHRA ROAD
(FROM N SERVICE ROAD TO BURHAMTHORPE ROAD E)
NEW CONSTRUCTION

STA. 12+420 TO STA. 12+680

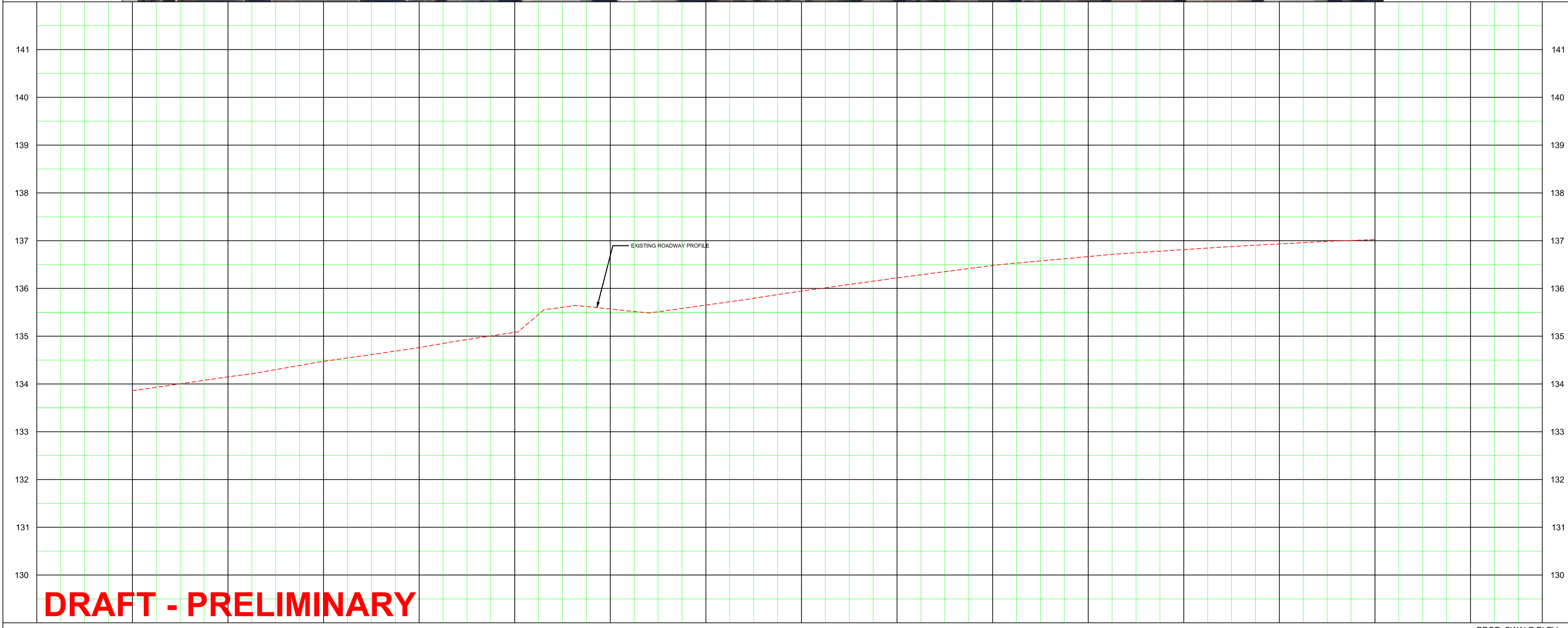
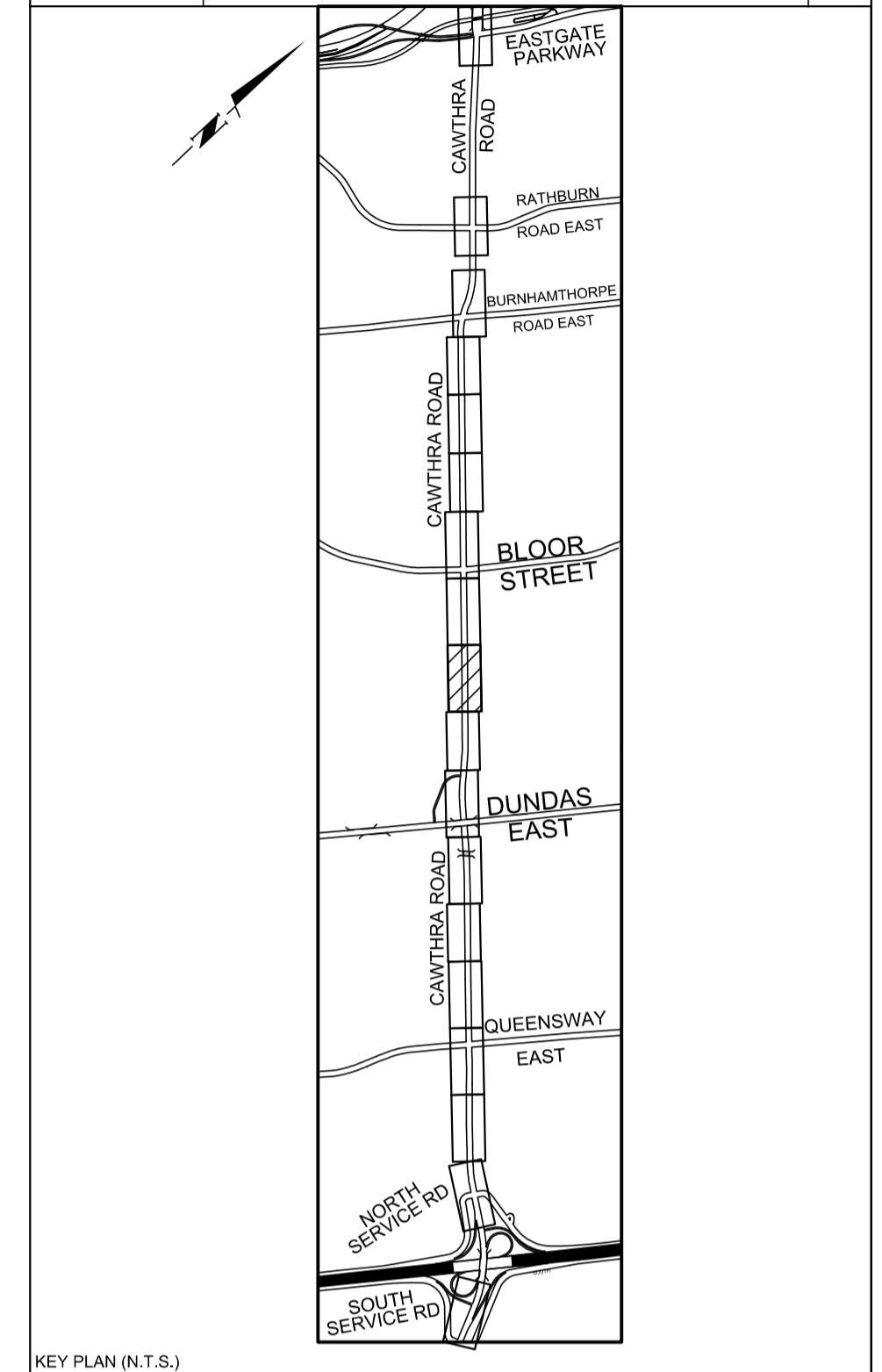
PROP. SWALE ELEV	PROP. FINISHED GRADE	EX. ROAD ELEV.	ROAD CHAINAGE
130.06	130.45	130.77	12+420
131.06	131.31	131.65	12+480
132.18	132.65	132.76	12+560
133.33	133.60	133.86	12+640
133.60	133.86		12+680

DRAFT - PRELIMINARY

Checked by	Drawn by	Date	Sheet	Project No.	Plan No.
X.X.	X.X.	MAY 2018	9 of 18	XX-XXXX	PP-09



SERVICE DATA					
SERVICE	DATE	INIT.	SERVICE	DATE	INIT.
SAN SEWERS	MAY 00, 2014	X.X.	GAS MAINS	MAY 00, 2014	X.X.
STORM SEWERS	MAY 00, 2014	X.X.	BELL U/G CABLE	MAY 00, 2014	X.X.
WATERMANS	MAY 00, 2014	X.X.	HYDRO U/G CABLE	MAY 00, 2014	X.X.
TRANSIT	MAY 00, 2014	X.X.	HYDRO ONE	MAY 00, 2014	X.X.
PARKS & REC.	MAY 00, 2014	X.X.	CTV	MAY 00, 2014	X.X.
ONT. CLEAN WATER	MAY 00, 2014	X.X.	COMMUNIC. CABLES	MAY 00, 2014	X.X.



General Notes

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All Water And Sanitary Service Locations Are Approximate And Must Be Located Accurately In The Field

All Horizontal And Vertical Bends Are In Degrees

All Pipes Size In mm

200 Existing Water Service, Size In mm

WS20 Proposed Water Service, Size In mm

B.M. No. Description Location Elev.

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Designed by _____ Chkd. _____ Approved by _____

NOTICE TO CONTRACTOR

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CITY OF BRAMPTON WORKS DEPT.	ENERSOURCE TELECOM
TOWN OF CALEDON WORKS DEPT.	HYDRO ONE TELECOM
BELL CANADA	ROGERS CABLE
ENBRIDGE INCORPORATED-GAS DISTRIBUTION	ALLSTREAM
ONTARIO MINISTRY OF TRANSPORTATION	PSN (PUBLIC SECTOR NETWORK)
ONTARIO CLEAN WATER AGENCY	FUTUREWAY (FCI BROADBAND)
HYDRO ONE NETWORKS	
ENERSOURCE, HYDRO MISSISSAUGA	
HYDRO ONE BRAMPTON	

10m 0 10 20 30m HORIZONTAL SCALE

1m 0 1 2 3m VERTICAL SCALE

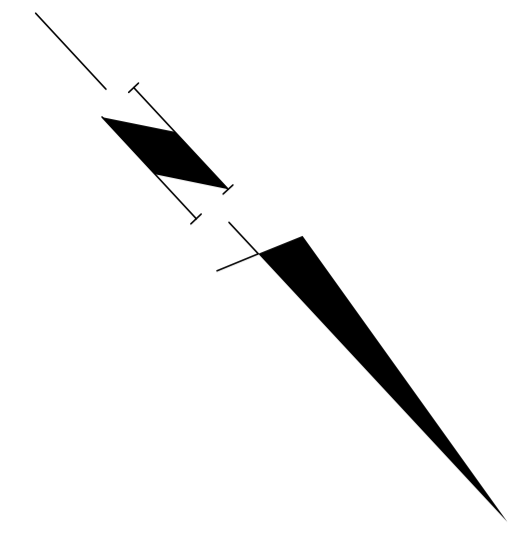
Region of Peel
working with you

CAWTHRA ROAD
(FROM N SERVICE ROAD TO BURHAMTHORPE ROAD E)
NEW CONSTRUCTION

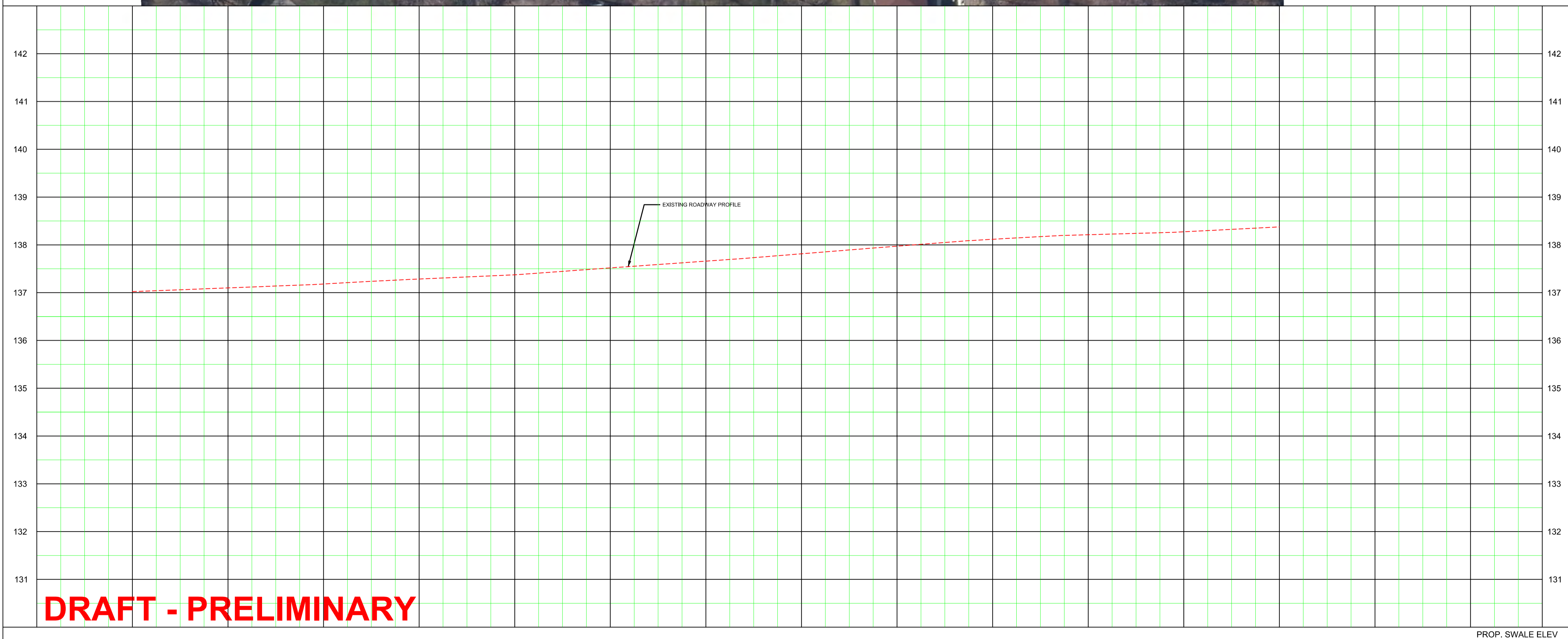
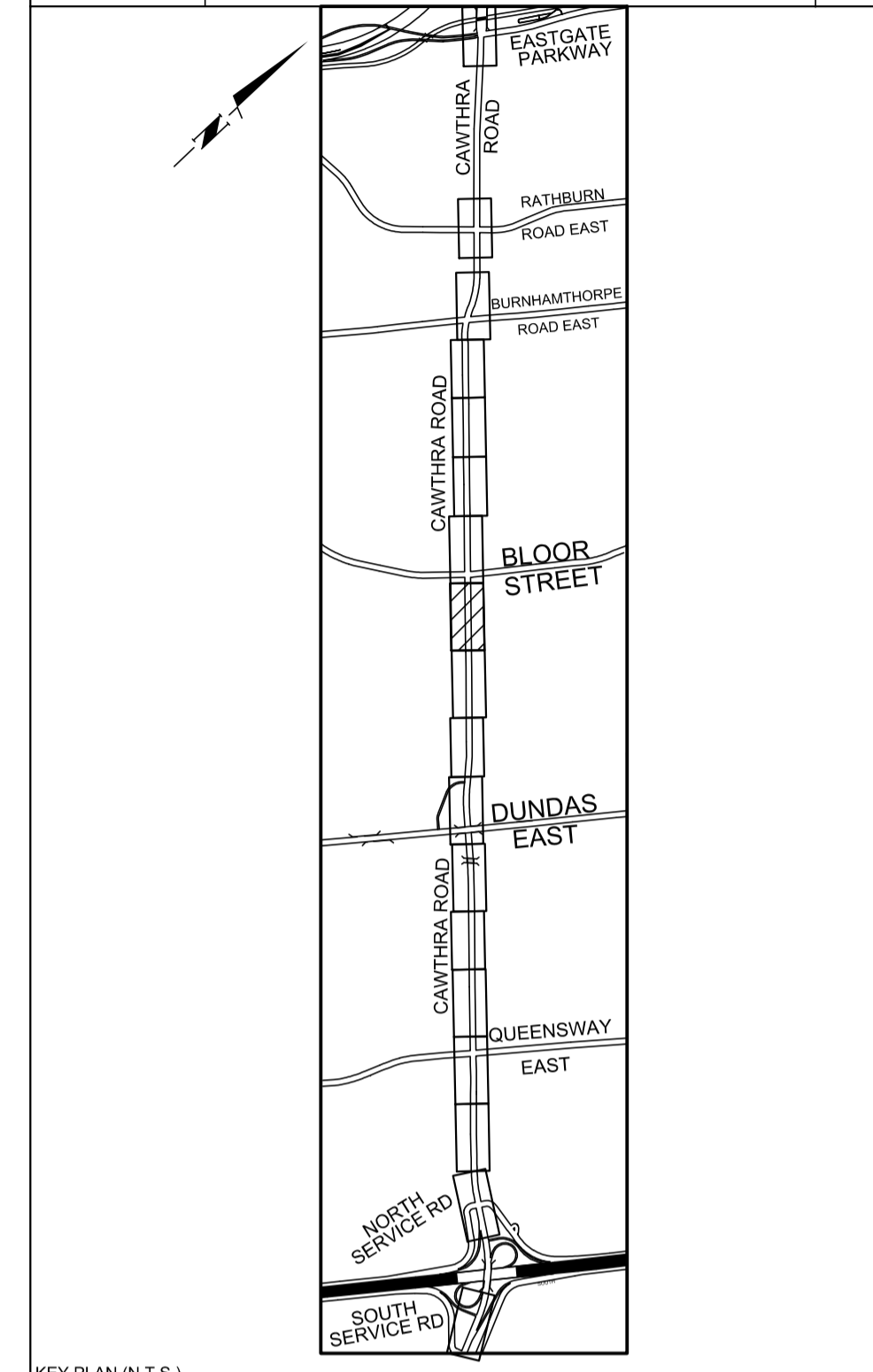
STA. 12+680 TO STA. 12+940

ROAD CHAINAGE	PROP. FINISHED GRADE	EX. ROAD ELEV.	ROAD CHAINAGE	PROP. SWALE ELEV	ROAD CHAINAGE
12+680	133.86	133.86	12+700	134.15	134.15
12+720	134.47	134.47	12+740	134.76	134.76
12+760	135.08	135.08	12+780	135.57	135.57
12+800	135.65	135.65	12+820	135.94	135.94
12+840	136.22	136.22	12+860	136.48	136.48
12+880	136.67	136.67	12+900	136.81	136.81
12+920	136.93	136.93	12+940	137.02	137.02

DRAFT - PRELIMINARY



SERVICE DATA					
SERVICE	DATE	INIT.	SERVICE	DATE	INIT.
SAN SEWERS	MAY 00, 2014	X.X.	GAS MAINS	MAY 00, 2014	X.X.
STORM SEWERS	MAY 00, 2014	X.X.	BELL U/G CABLE	MAY 00, 2014	X.X.
WATERMANS	MAY 00, 2014	X.X.	HYDRO U/G CABLE	MAY 00, 2014	X.X.
TRANSIT	MAY 00, 2014	X.X.	HYDRO ONE	MAY 00, 2014	X.X.
PARKS & REC.	MAY 00, 2014	X.X.	CTV	MAY 00, 2014	X.X.
ONT. CLEAN WATER	MAY 00, 2014	X.X.	COMMUNIC. CABLES	MAY 00, 2014	X.X.



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NOTICE TO CONTRACTOR

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ONTARIO CLEAN WATER AGENCY	FUTUREWAY (FCI BROADBAND)
HYDRO ONE NETWORKS	
ENERSOURCE, HYDRO MISSISSAUGA	
HYDRO ONE BRAMPTON	

10m 0 10 20 30m HORIZONTAL SCALE
1m 0 1 2 3m VERTICAL SCALE

Region of Peel
working with you

CAWTHRA ROAD
(FROM N SERVICE ROAD TO BURHAMTHORPE ROAD E)
NEW CONSTRUCTION

STA. 12+940 TO STA. 13+180

PROP. SWALE ELEV												
PROP. FINISHED GRADE												
EX. ROAD ELEV.												
ROAD CHAINAGE												
137.02	137.10	137.18	137.28	137.37	137.52	137.66	137.81	137.97	138.12	138.21	138.27	138.37
12+940	12+960	12+980	13+000	13+020	13+040	13+060	13+080	13+100	13+120	13+140	13+160	13+180

CAD Area	X-XX	Area	X-XX	Project No.	XX-XXXX
Checked by		Drawn by	X.X.	Project No.	XX-XXXX
Date	MAY 2018	Sheet	11 of 18	Plan No.	PP- 11

DRAFT - PRELIMINARY

Protection for future stop + future queue jump lane

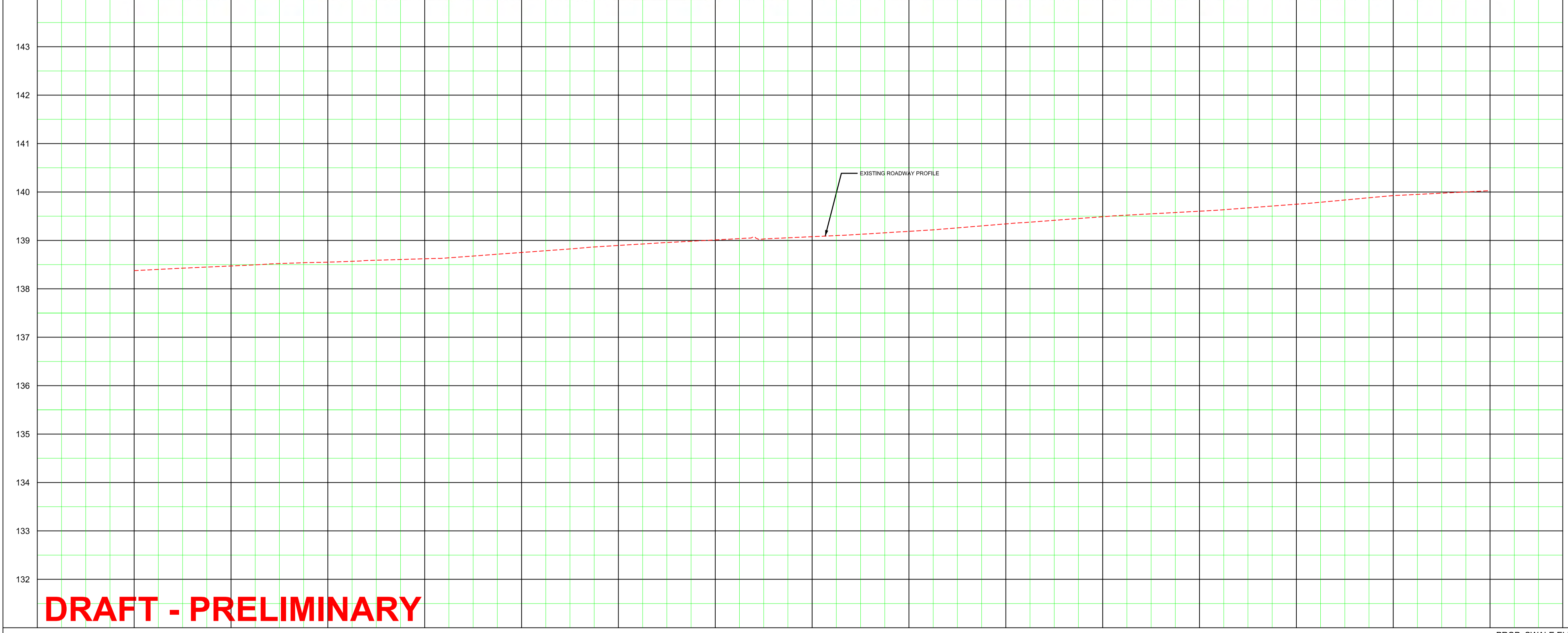
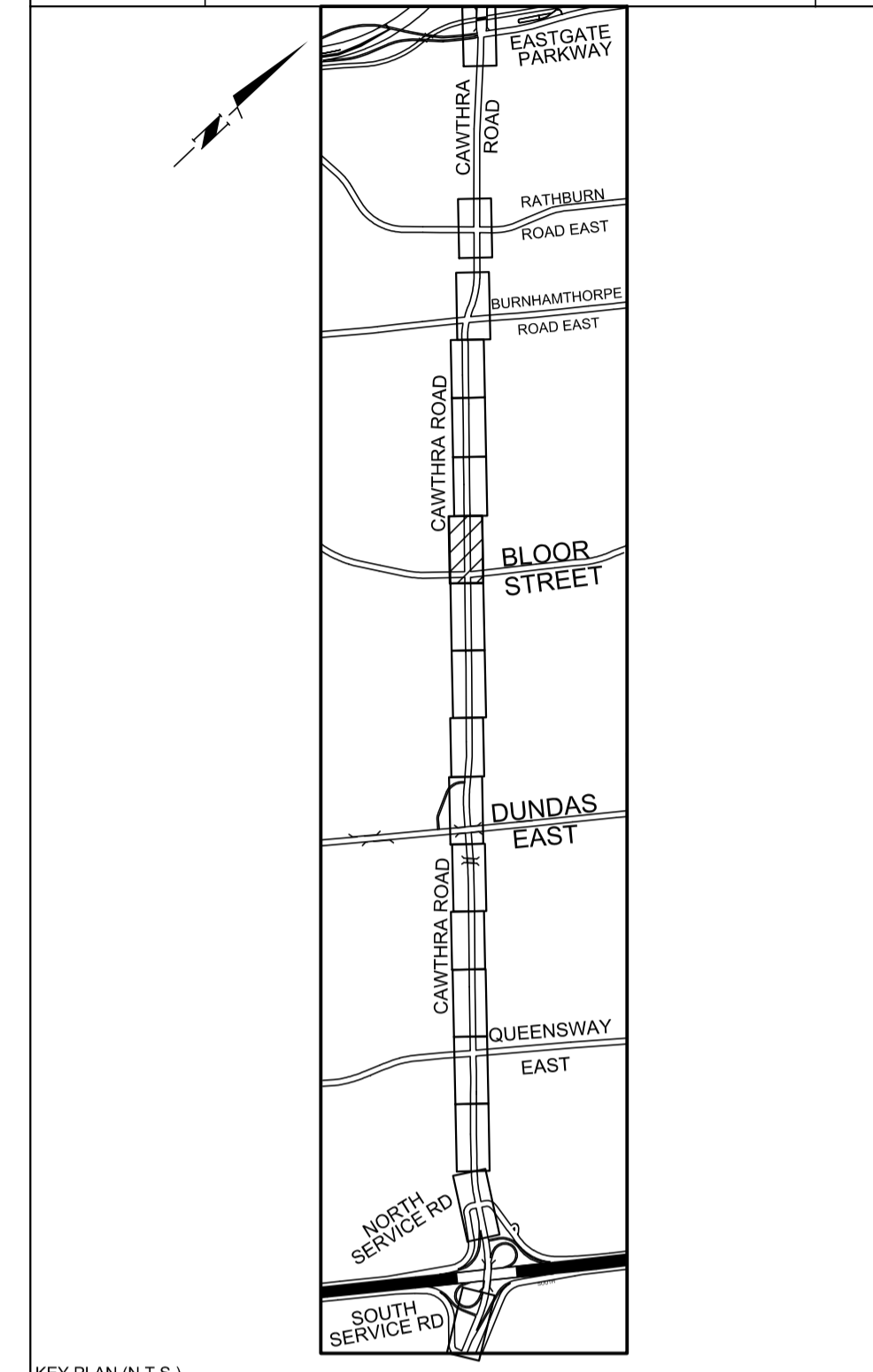
Protection for future stop + future queue jump lane (when route 8 connects to Cawthra Transitway Station)

STA. 13+180
REFER TO DWG. PP-11
MATCH LINE

MATCH LINE
REFER TO DWG. PP-13
STA. 13+460



SERVICE DATA					
SERVICE	DATE	INIT.	SERVICE	DATE	INIT.
SAN SEWERS	MAY 00, 2014	X.X.	GAS MAINS	MAY 00, 2014	X.X.
STORM SEWERS	MAY 00, 2014	X.X.	BELL U/G CABLE	MAY 00, 2014	X.X.
WATERMANS	MAY 00, 2014	X.X.	HYDRO U/G CABLE	MAY 00, 2014	X.X.
TRANSIT	MAY 00, 2014	X.X.	HYDRO ONE	MAY 00, 2014	X.X.
PARKS & REC.	MAY 00, 2014	X.X.	CTV	MAY 00, 2014	X.X.
ONT. CLEAN WATER	MAY 00, 2014	X.X.	COMMUNIC. CABLES	MAY 00, 2014	X.X.



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ONTARIO CLEAN WATER AGENCY	FUTUREWAY (FCI BROADBAND)
HYDRO ONE NETWORKS	
ENERSOURCE, HYDRO MISSISSAUGA	
HYDRO ONE BRAMPTON	

10m 0 10 20 30m HORIZONTAL SCALE
 1m 0 1 2 3m VERTICAL SCALE

Region of Peel
 working with you

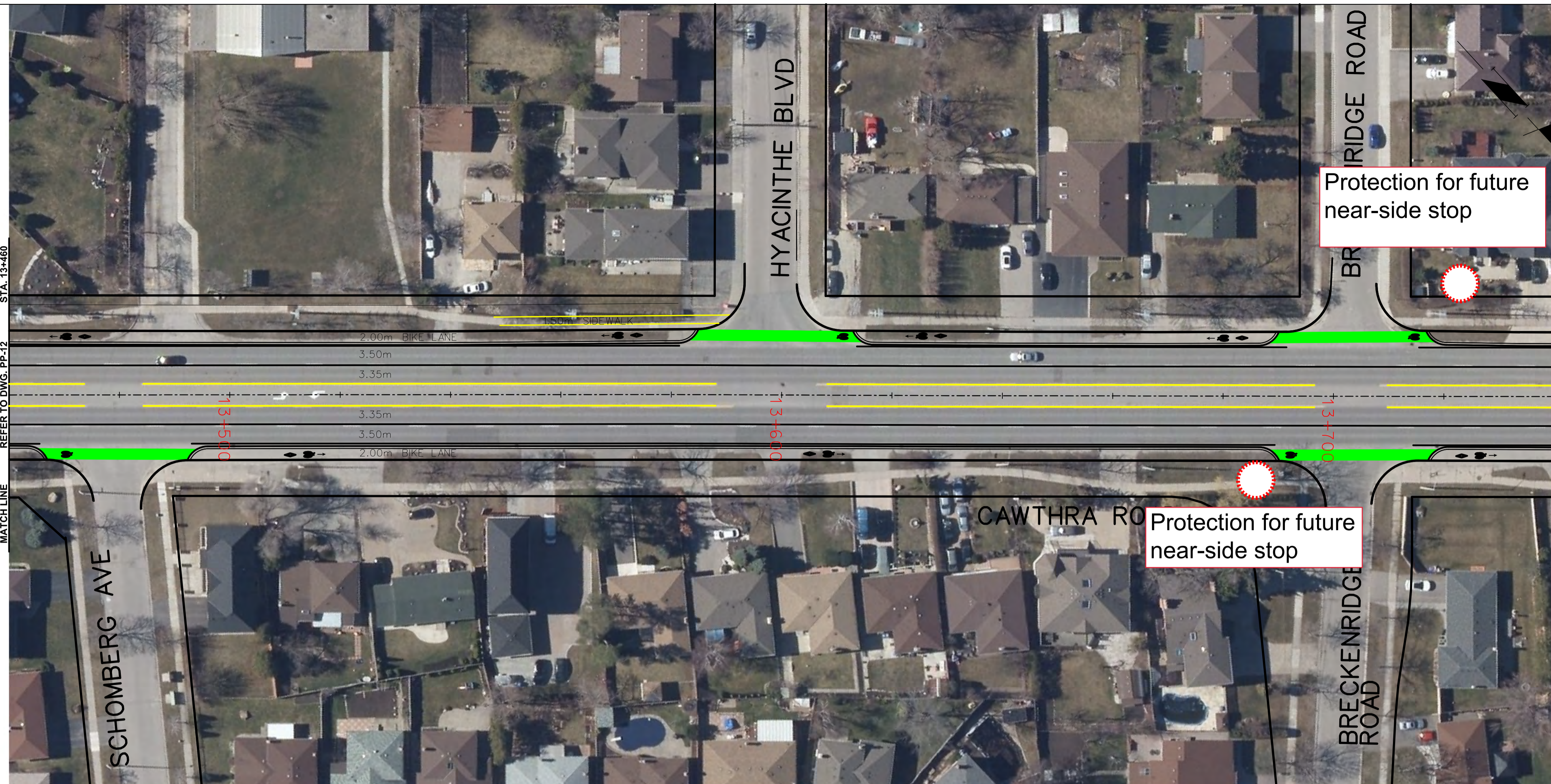
CAWTHRA ROAD
 (FROM N SERVICE ROAD TO BURHAMTHORPE ROAD E)
 NEW CONSTRUCTION

STA. 13+180 TO STA. 13+460

PROP. SWALE ELEV	PROP. FINISHED GRADE	EX. ROAD ELEV.	ROAD CHAINAGE
138.37	138.47	138.55	13+180
138.62	138.75	138.89	13+240
139.01	139.08	139.19	13+300
139.34	139.49	139.60	13+360
139.92	140.03		13+420

DRAFT - PRELIMINARY

Checked by	Drawn by	Date	Project No.	Sheet	Plan No.
X.X.	X.X.	MAY 2018	XX-XXXX	12 of 18	PP-12



STA. 13+460

REFER TO DWG. PP-12

MATCH LINE

MATCH LINE

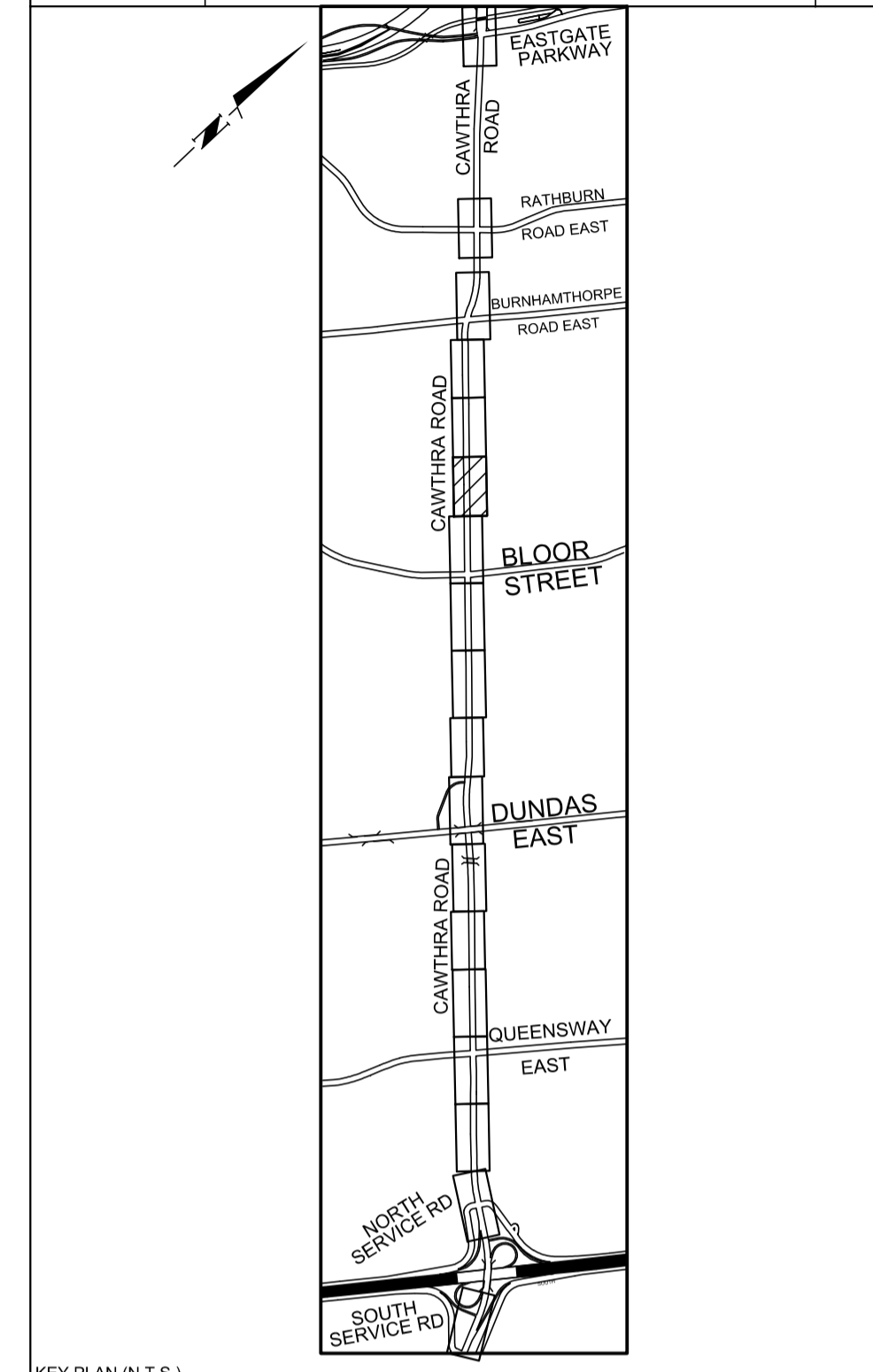
REFER TO DWG. PP-14

STA. 13+740

Protection for future near-side stop

Protection for future near-side stop

SERVICE DATA					
SERVICE	DATE	INIT.	SERVICE	DATE	INIT.
SAN SEWERS	MAY 00, 2014	X.X.	GAS MAINS	MAY 00, 2014	X.X.
STORM SEWERS	MAY 00, 2014	X.X.	BELL U/G CABLE	MAY 00, 2014	X.X.
WATERMANS	MAY 00, 2014	X.X.	HYDRO U/G CABLE	MAY 00, 2014	X.X.
TRANSIT	MAY 00, 2014	X.X.	HYDRO ONE	MAY 00, 2014	X.X.
PARKS & REC.	MAY 00, 2014	X.X.	CTV	MAY 00, 2014	X.X.
ONT. CLEAN WATER	MAY 00, 2014	X.X.	COMMUNIC. CABLES	MAY 00, 2014	X.X.



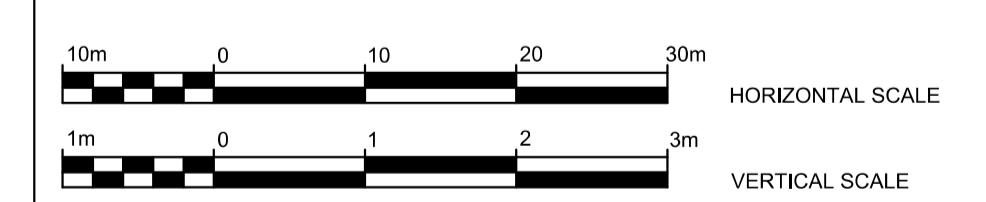
General Notes

- All Driveways Are ASPHALT Unless Otherwise Noted
- All Water And Sanitary Service Locations Are Approximate And Must Be Located Accurately In The Field
- All Horizontal And Vertical Bends Are In Degrees
- All Pipes Size In mm
- 200 Existing Water Service, Size In mm
- WS20 Proposed Water Service, Size In mm
- B.M. No. Description Location Elev.
- The Contractor Is Responsible For Locating And Protecting All Existing Utilities Prior To And During Construction, Location Of Existing Utilities Approximate Only, To Be Verified In Field By Contractor.

Designed by _____ Chkd. _____ Approved by _____

NOTICE TO CONTRACTOR
 48 HOURS PRIOR TO COMMENCING WORK NOTIFY THE FOLLOWING

THE REGIONAL MUNICIPALITY OF PEEL	CABLE TELEVISION/FIBROPTIC PROVIDERS:
CITY OF MISSISSAUGA WORKS DEPT.	BELL CANADA
CITY OF BRAMPTON WORKS DEPT.	ENERSOURCE TELECOM
TOWN OF CALEDON WORKS DEPT.	HYDRO ONE TELECOM
BELL CANADA	ROGERS CABLE
ENBRIDGE INCORPORATED-GAS DISTRIBUTION	ALLSTREAM
ONTARIO MINISTRY OF TRANSPORTATION	PSN (PUBLIC SECTOR NETWORK)
ONTARIO CLEAN WATER AGENCY	FUTUREWAY (FCI BROADBAND)
HYDRO ONE NETWORKS	
ENERSOURCE, HYDRO MISSISSAUGA	
HYDRO ONE BRAMPTON	

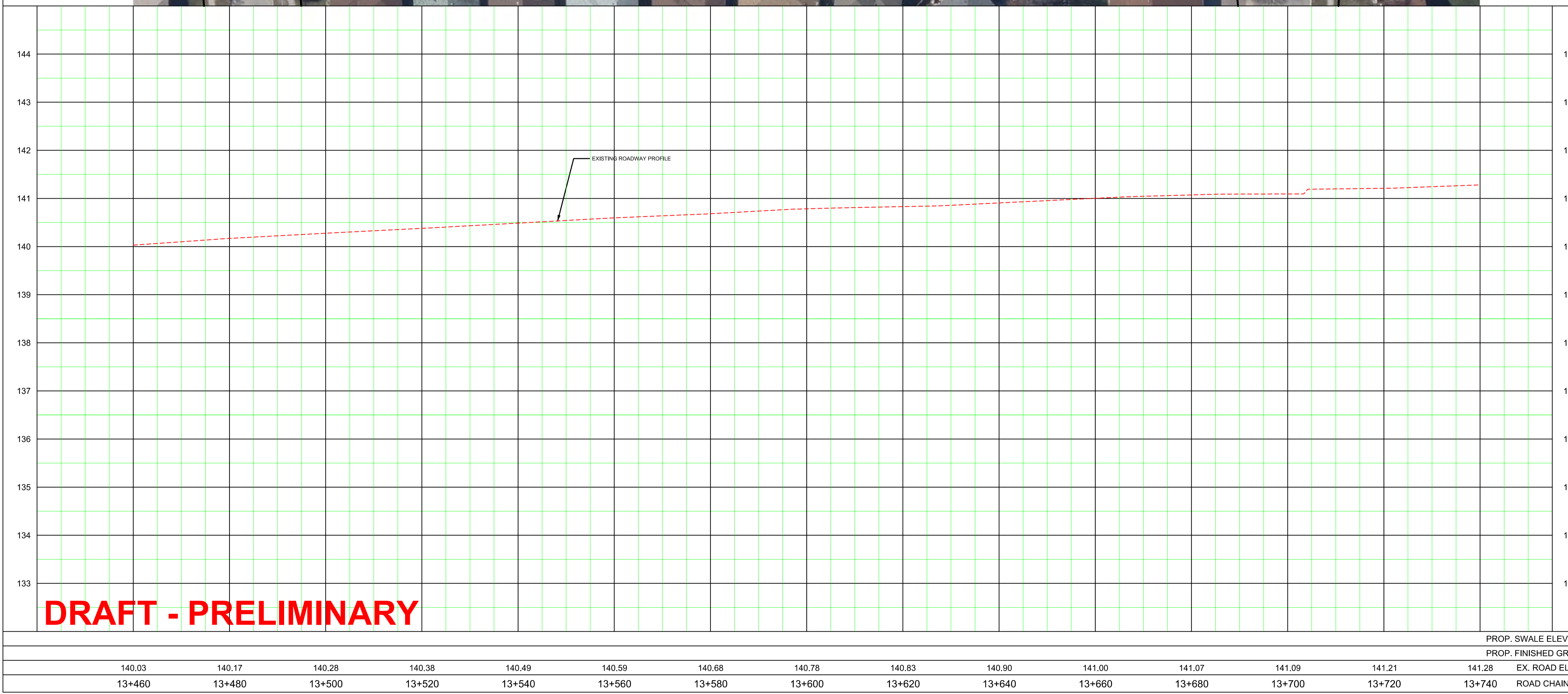


Region of Peel
 working with you

CAWTHRA ROAD
 (FROM N SERVICE ROAD TO BURHAMTHORPE ROAD E)
 NEW CONSTRUCTION

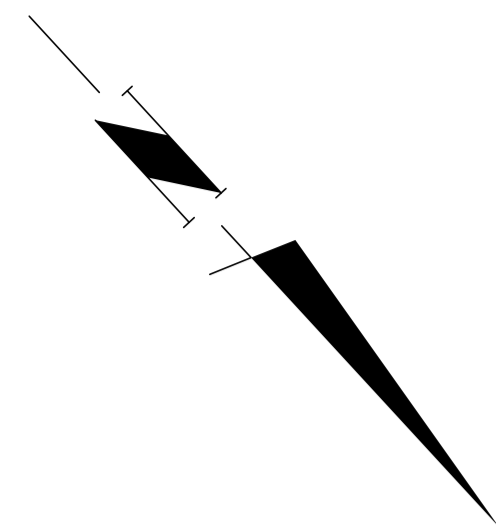
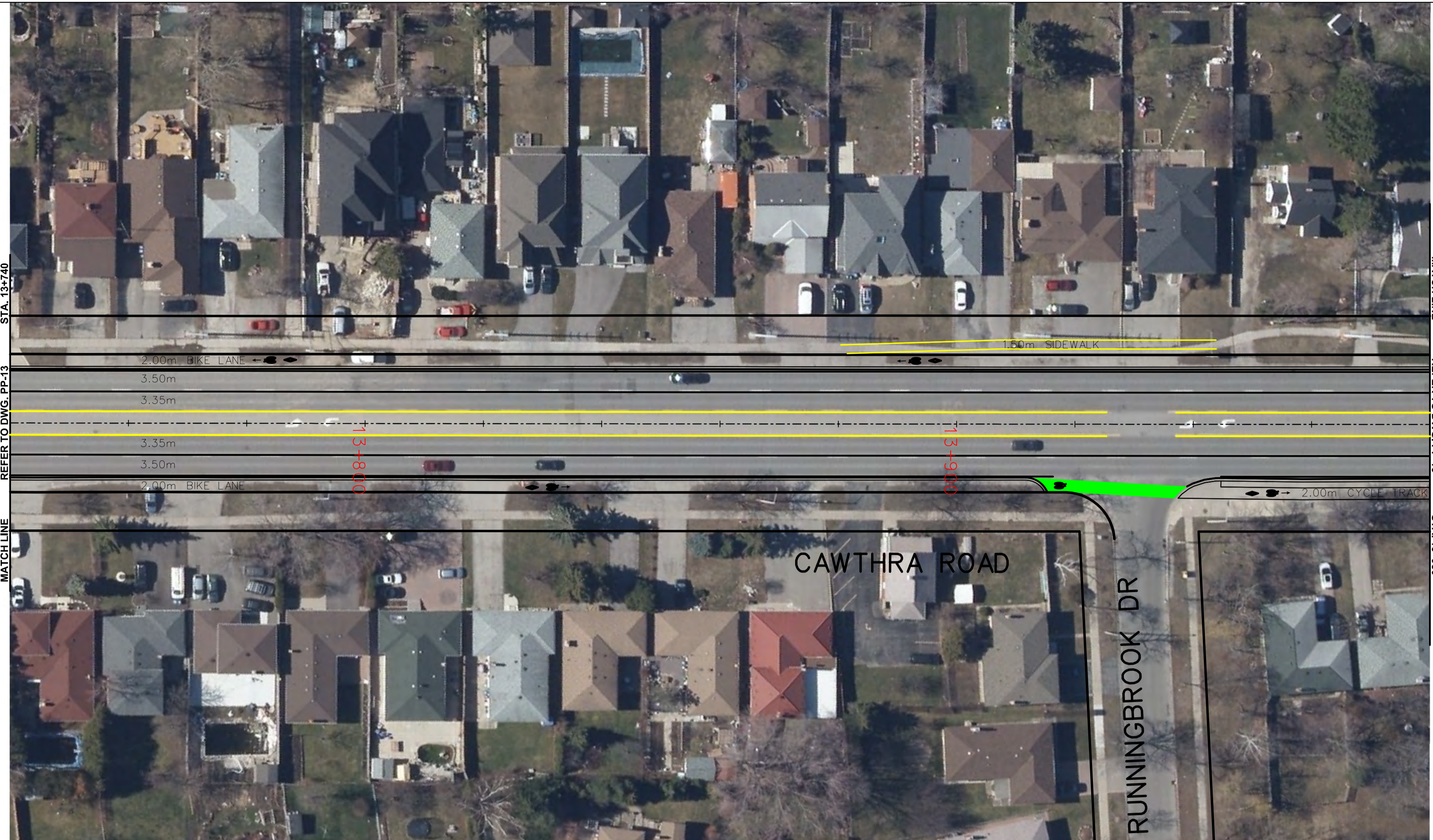
STA. 13+460 TO STA. 13+740

CAD Area X-XX Area X-XX Project No. XX-XXXX
 Checked by _____ Drawn by X.X. _____
 Date MAY 2018 Sheet 13 of 18 Plan No. **PP-13**

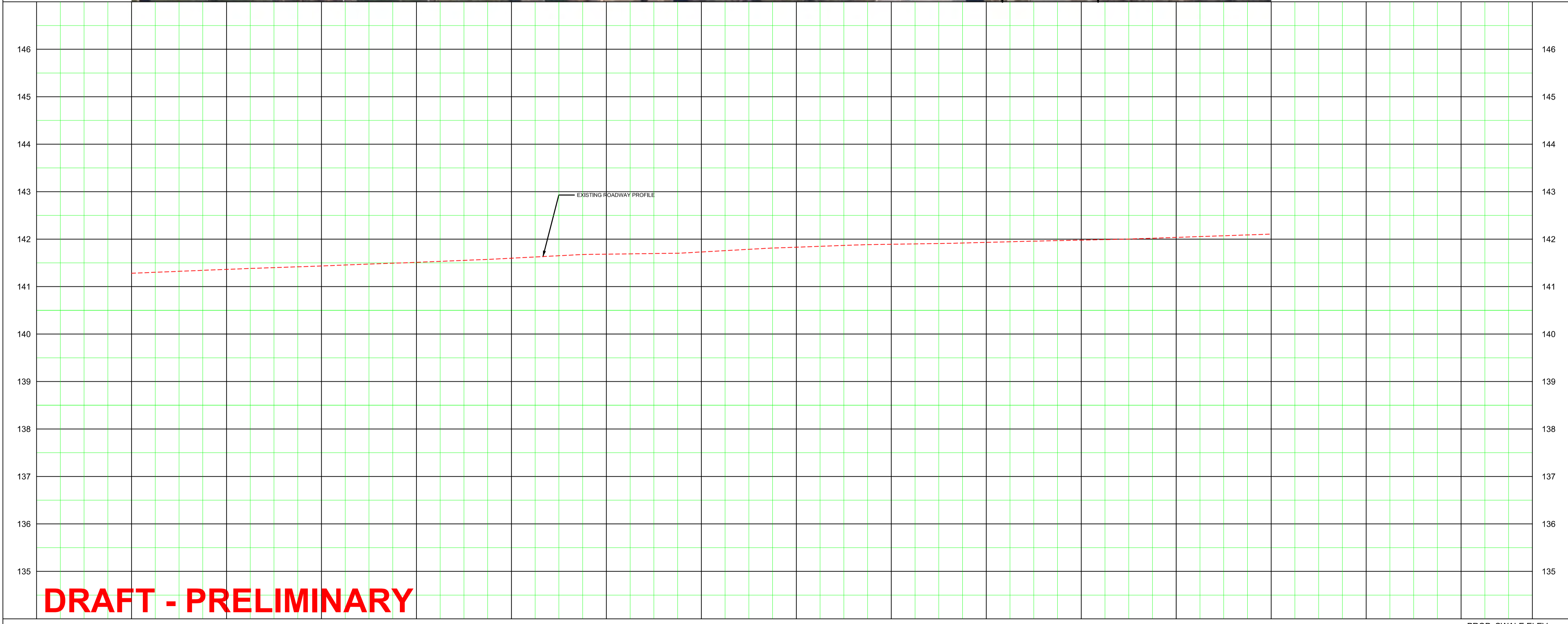
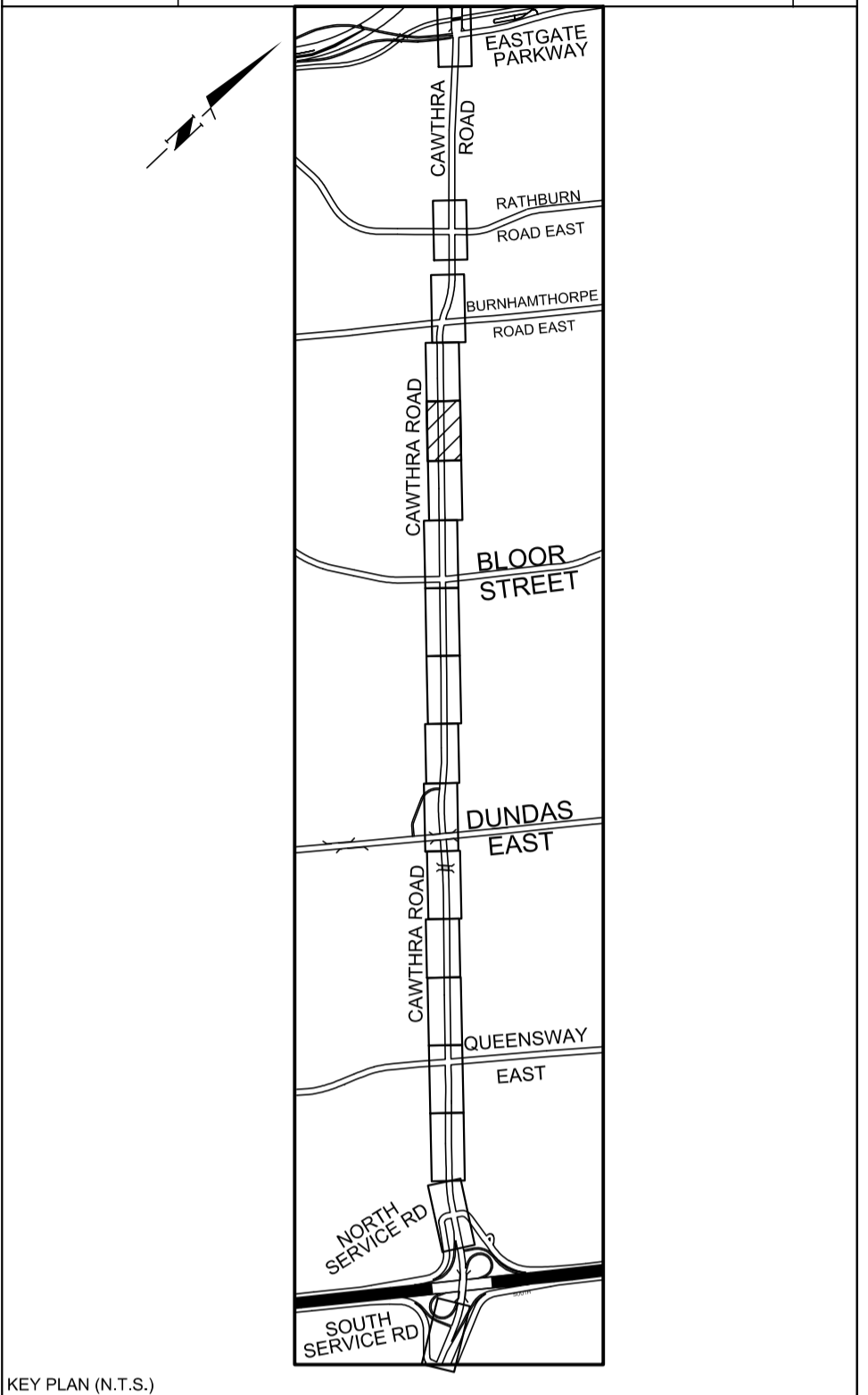


DRAFT - PRELIMINARY

PROP. SWALE ELEV	PROP. FINISHED GRADE	EX. ROAD ELEV.	ROAD CHAINAGE
140.03	140.17	140.28	13+460
140.38	140.49	140.59	13+520
140.68	140.78	140.83	13+580
141.00	141.07	141.09	13+660
141.21	141.28	141.21	13+740



SERVICE DATA					
SERVICE	DATE	INIT.	SERVICE	DATE	INIT.
SAN SEWERS	MAY 00, 2014	X.X.	GAS MAINS	MAY 00, 2014	X.X.
STORM SEWERS	MAY 00, 2014	X.X.	BELL U/G CABLE	MAY 00, 2014	X.X.
WATERMANS	MAY 00, 2014	X.X.	HYDRO U/G CABLE	MAY 00, 2014	X.X.
TRANSIT	MAY 00, 2014	X.X.	HYDRO ONE	MAY 00, 2014	X.X.
PARKS & REC.	MAY 00, 2014	X.X.	CTV	MAY 00, 2014	X.X.
ONT. CLEAN WATER	MAY 00, 2014	X.X.	COMMUNIC. CABLES	MAY 00, 2014	X.X.



General Notes

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- All Water And Sanitary Service Locations Are Approximate And Must Be Located Accurately In The Field
- All Horizontal And Vertical Bends Are In Degrees
- All Pipes Size In mm
- 200 Existing Water Service, Size In mm
- WS20 Proposed Water Service, Size In mm
- B.M. No. Description Location Elev.

The Contractor Is Responsible For Locating And Protecting All Existing Utilities Prior To And During Construction, Location Of Existing Utilities Approximate Only, To Be Verified In Field By Contractor.

Designed by _____ Chkd. _____ Approved by _____

NOTICE TO CONTRACTOR

48 HOURS PRIOR TO COMMENCING WORK NOTIFY THE FOLLOWING

THE REGIONAL MUNICIPALITY OF PEEL	CABLE TELEVISION/FIBROPTIC PROVIDERS:
CITY OF MISSISSAUGA WORKS DEPT.	BELL CANADA
CITY OF BRAMPTON WORKS DEPT.	ENERSOURCE TELECOM
TOWN OF CALEDON WORKS DEPT.	HYDRO ONE TELECOM
BELL CANADA	ROGERS CABLE
ENBRIDGE INCORPORATED-GAS DISTRIBUTION	ALLSTREAM
ONTARIO MINISTRY OF TRANSPORTATION	PSN (PUBLIC SECTOR NETWORK)
ONTARIO CLEAN WATER AGENCY	FUTUREWAY (FCI BROADBAND)
HYDRO ONE NETWORKS	
ENERSOURCE, HYDRO MISSISSAUGA	
HYDRO ONE BRAMPTON	

10m 0 10 20 30m HORIZONTAL SCALE
1m 0 1 2 3m VERTICAL SCALE

Region of Peel
working with you

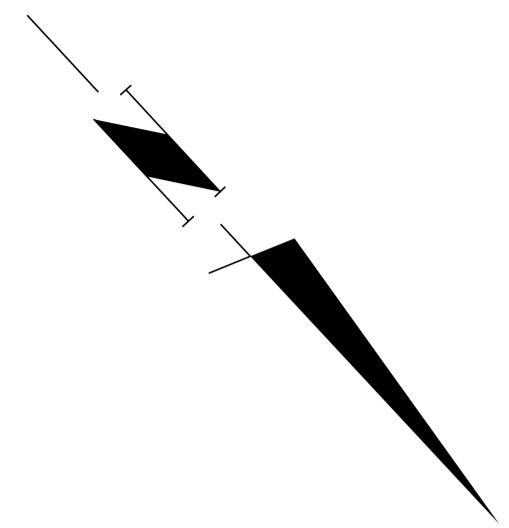
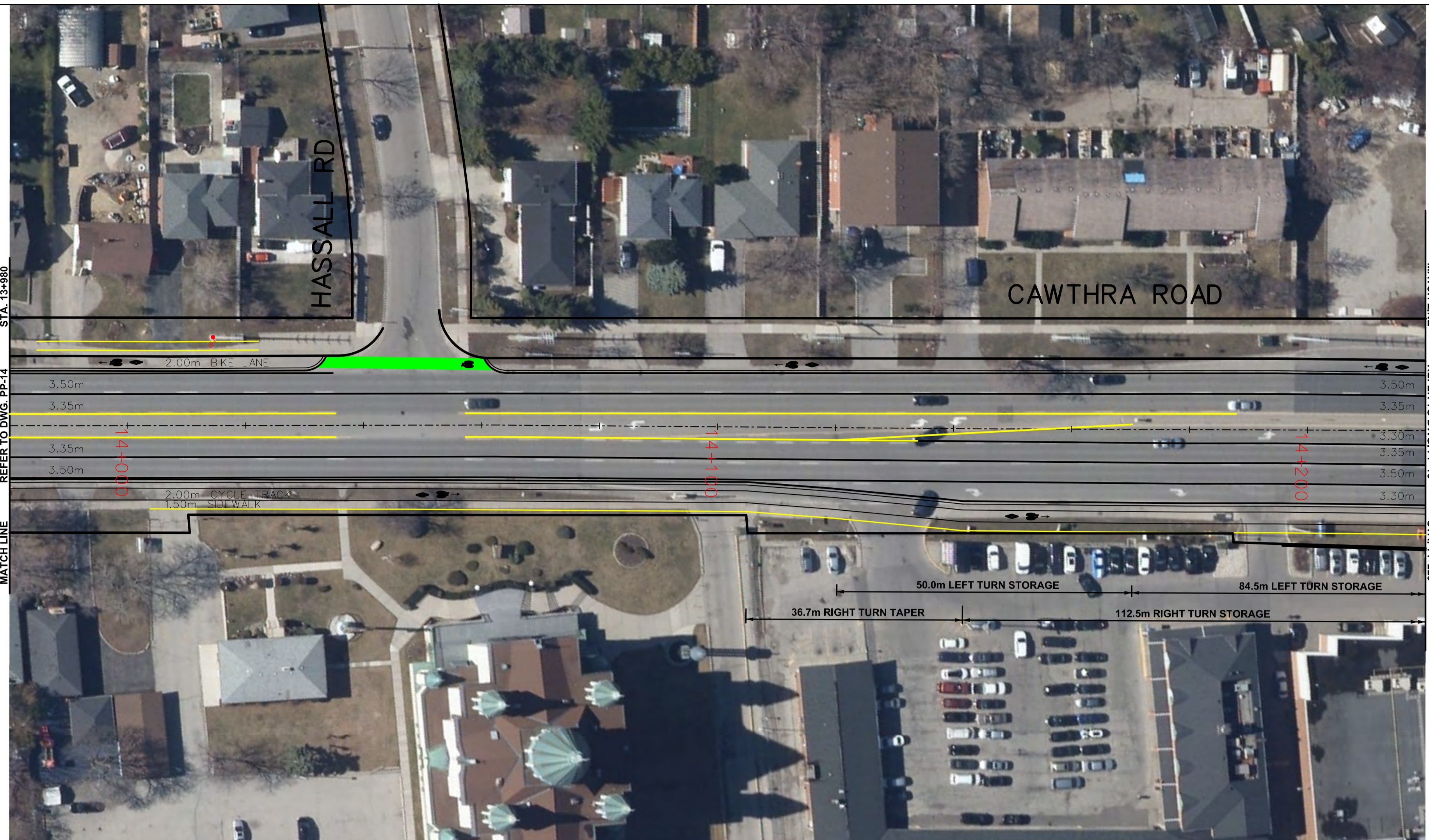
CAWTHRA ROAD
(FROM N SERVICE ROAD TO BURHAMTHORPE ROAD E)
NEW CONSTRUCTION

STA. 13+740 TO STA. 13+980

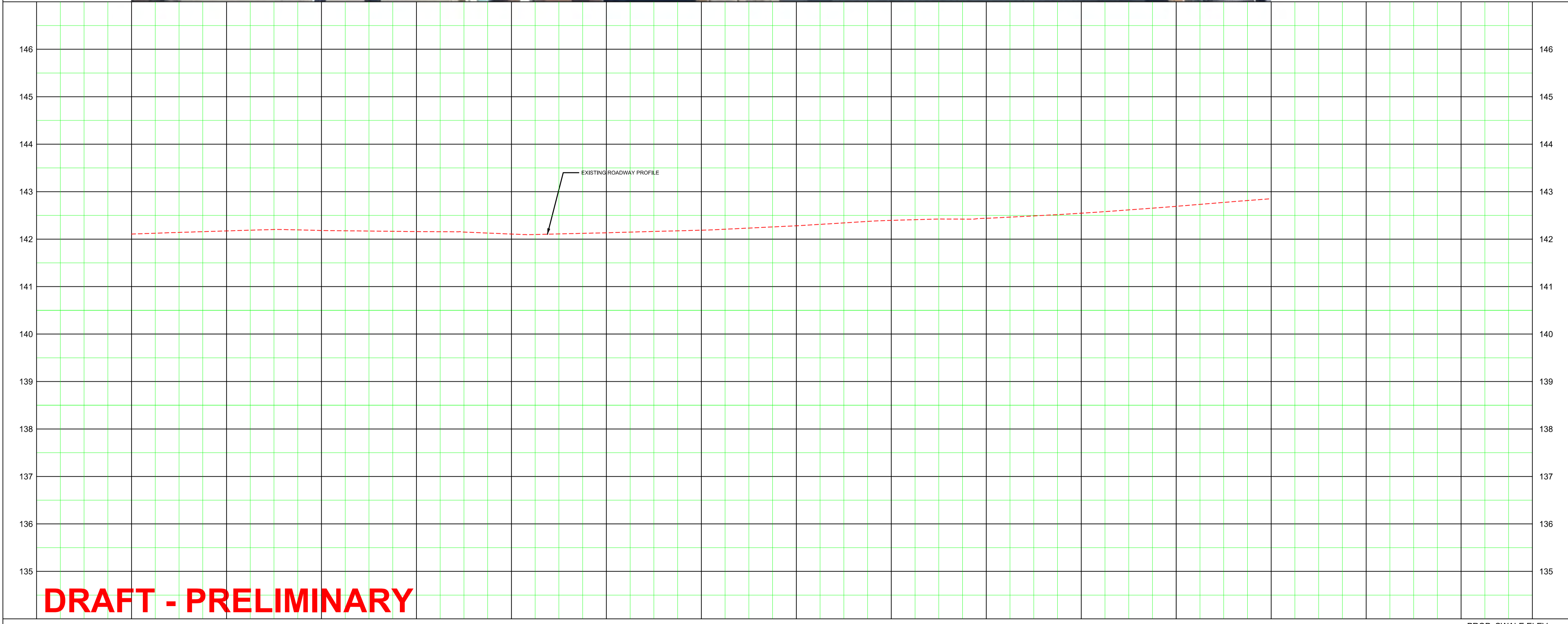
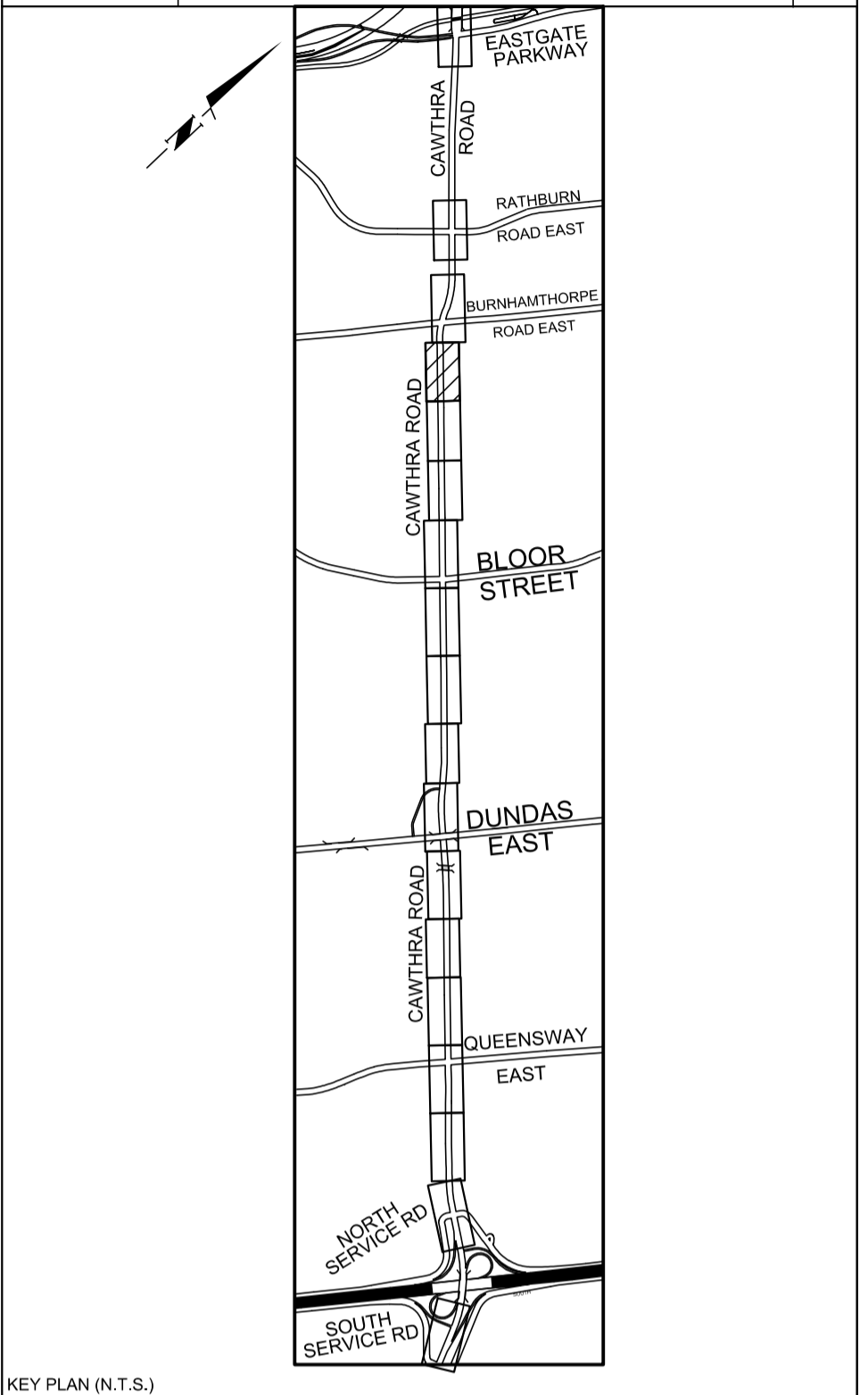
PROP. SWALE ELEV	PROP. FINISHED GRADE	EX. ROAD ELEV.	ROAD CHAINAGE
141.28	141.36	141.43	13+740
141.51	141.60	141.68	13+800
141.73	141.83	141.89	13+860
142.03	142.10		13+980

DRAFT - PRELIMINARY

CAD Area	X-XX	Area	X-XX	Project No.	XX-XXXX
Checked by		Drawn by	X.X.	Plan No.	PP- 14
Date	MAY 2018	Sheet	14 of 18		



SERVICE DATA					
SERVICE	DATE	INIT.	SERVICE	DATE	INIT.
SAN SEWERS	MAY 00, 2014	X.X.	GAS MAINS	MAY 00, 2014	X.X.
STORM SEWERS	MAY 00, 2014	X.X.	BELL U/G CABLE	MAY 00, 2014	X.X.
WATER MAINS	MAY 00, 2014	X.X.	HYDRO U/G CABLE	MAY 00, 2014	X.X.
TRANSIT	MAY 00, 2014	X.X.	HYDRO ONE	MAY 00, 2014	X.X.
PARKS & REC.	MAY 00, 2014	X.X.	CTV	MAY 00, 2014	X.X.
ONT. CLEAN WATER	MAY 00, 2014	X.X.	COMMUNIC. CABLES	MAY 00, 2014	X.X.



General Notes

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 All Horizontal And Vertical Bends Are In Degrees
 All Pipes Size In mm
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 WS20 Proposed Water Service, Size In mm
 B.M. No. Description Location Elev.

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Designed by _____ Chkd. _____ Approved by _____

NOTICE TO CONTRACTOR

48 HOURS PRIOR TO COMMENCING WORK NOTIFY THE FOLLOWING

THE REGIONAL MUNICIPALITY OF PEEL	CABLE TELEVISION/FIBROPTIC PROVIDERS:
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CITY OF BRAMPTON WORKS DEPT.	ENERSOURCE TELECOM
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BELL CANADA	ROGERS CABLE
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ONTARIO MINISTRY OF TRANSPORTATION	PSN (PUBLIC SECTOR NETWORK)
ONTARIO CLEAN WATER AGENCY	FUTUREWAY (FCI BROADBAND)
HYDRO ONE NETWORKS	
ENERSOURCE, HYDRO MISSISSAUGA	
HYDRO ONE BRAMPTON	

10m 0 10 20 30m HORIZONTAL SCALE
 1m 0 1 2 3m VERTICAL SCALE

Region of Peel
 working with you

CAWTHRA ROAD
 (FROM N SERVICE ROAD TO BURHAMTHORPE ROAD E)
 NEW CONSTRUCTION

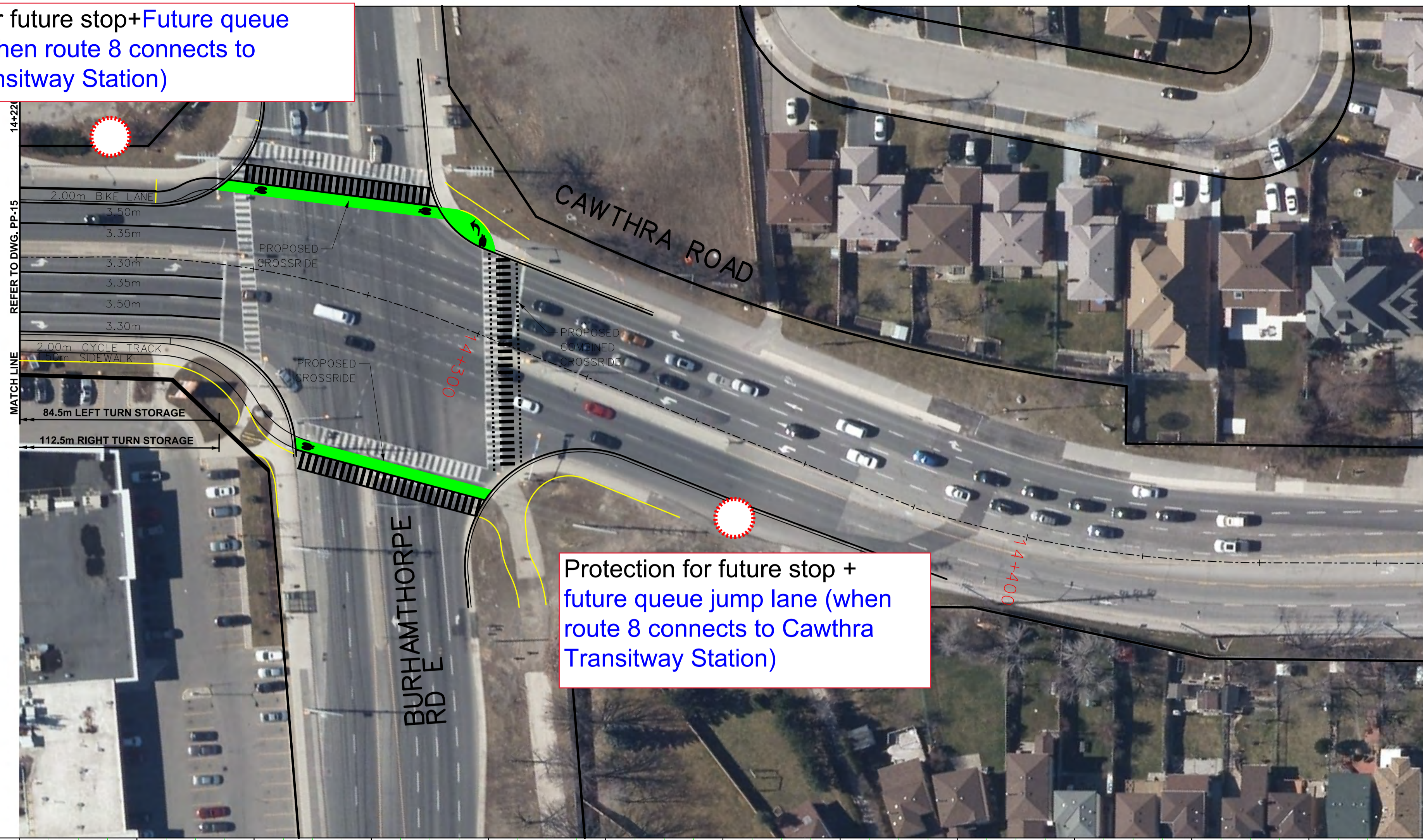
STA. 13+980 TO STA. 14+220

PROP. SWALE ELEV.	PROP. FINISHED GRADE	EX. ROAD ELEV.	ROAD CHAINAGE
142.10	142.17	142.18	142.16
142.11	142.13	142.19	142.28
142.39	142.44	142.55	142.69
142.85			

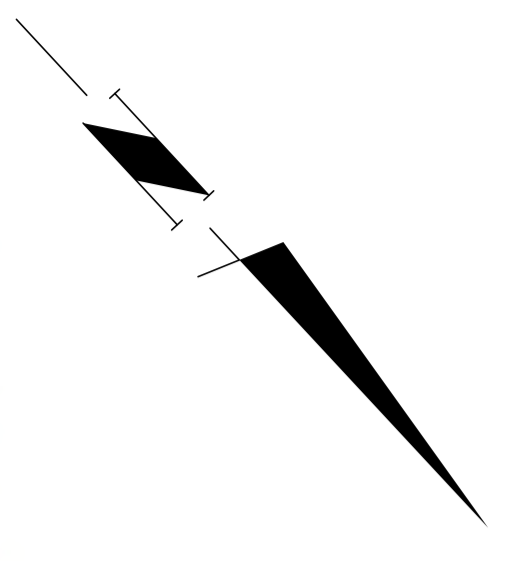
DRAFT - PRELIMINARY

CAD Area	X-XX	Area	X-XX	Project No.	XX-XXXX
Checked by		Drawn by	X.X.		
Date	MAY 2018	Sheet	15 of 18	Plan No.	PP-15

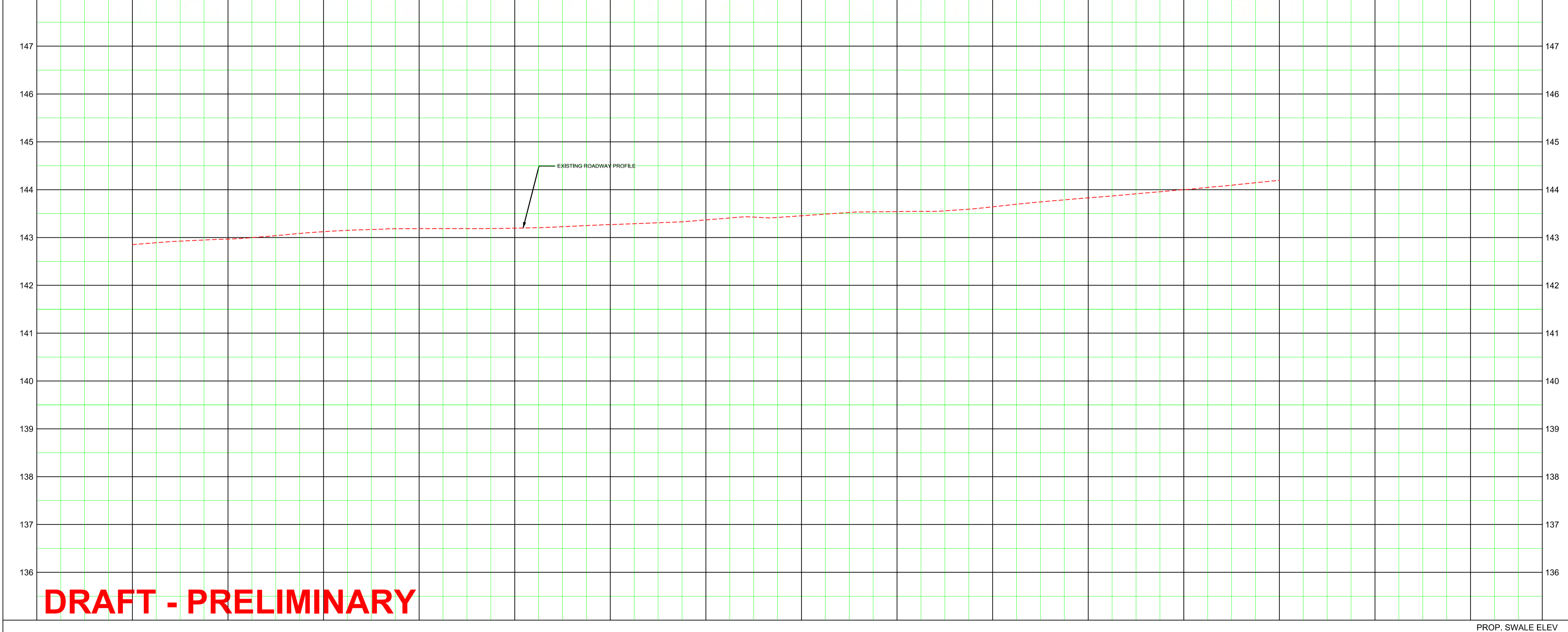
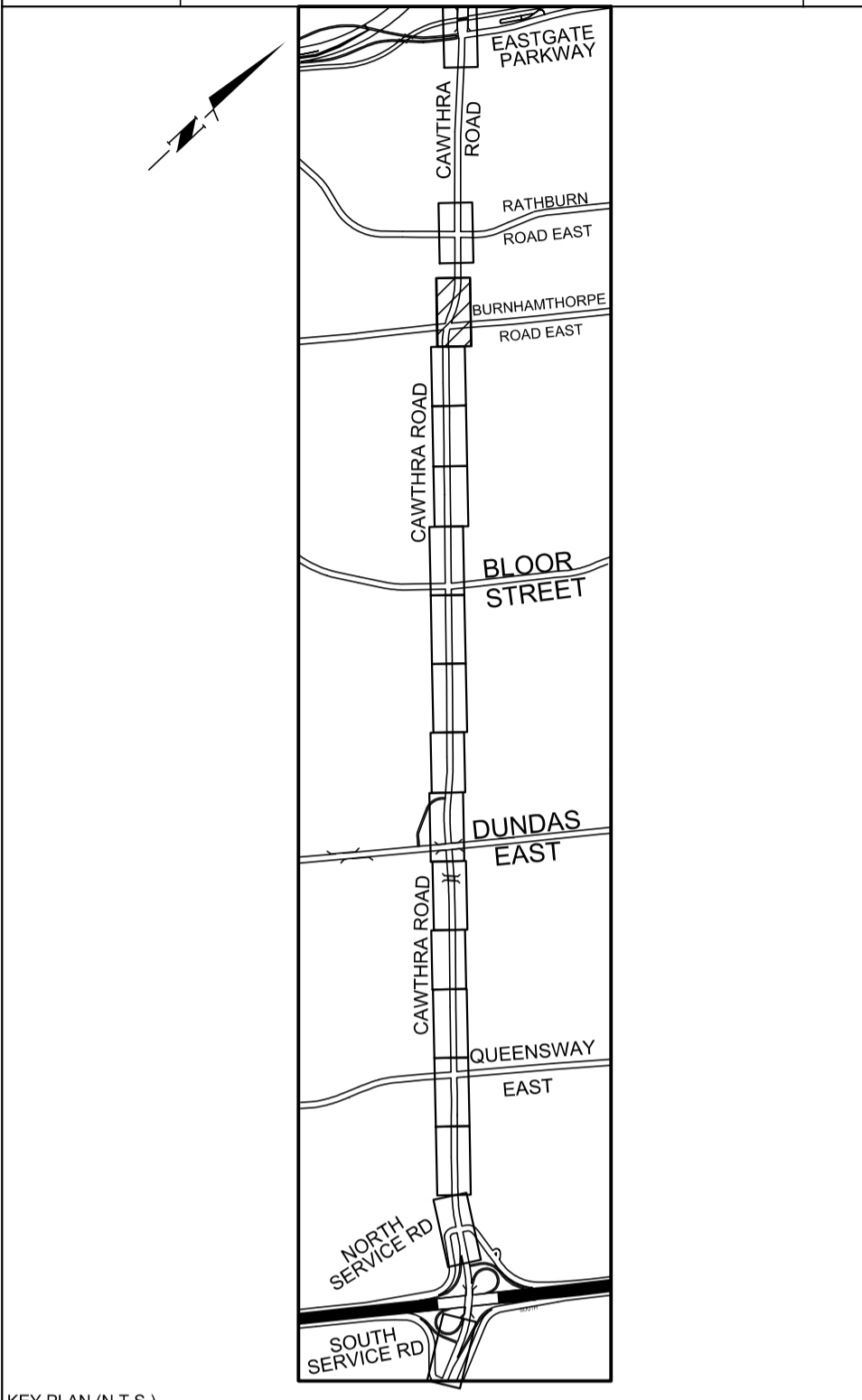
Protection for future stop+Future queue jump lane (when route 8 connects to Cawthra Transitway Station)



Protection for future stop + future queue jump lane (when route 8 connects to Cawthra Transitway Station)



SERVICE DATA					
SERVICE	DATE	INIT.	SERVICE	DATE	INIT.
SAN SEWERS	MAY 00, 2014	X.X.	GAS MAINS	MAY 00, 2014	X.X.
STORM SEWERS	MAY 00, 2014	X.X.	BELL U/G CABLE	MAY 00, 2014	X.X.
WATERMANS	MAY 00, 2014	X.X.	HYDRO U/G CABLE	MAY 00, 2014	X.X.
TRANSIT	MAY 00, 2014	X.X.	HYDRO ONE	MAY 00, 2014	X.X.
PARKS & REC.	MAY 00, 2014	X.X.	CTV	MAY 00, 2014	X.X.
ONT. CLEAN WATER	MAY 00, 2014	X.X.	COMMUNIC. CABLES	MAY 00, 2014	X.X.



General Notes

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- WS20 Proposed Water Service, Size In mm
- B.M. No. Description Location Elev.

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Designed by _____ Chkd. _____ Approved by _____

NOTICE TO CONTRACTOR

48 HOURS PRIOR TO COMMENCING WORK NOTIFY THE FOLLOWING

THE REGIONAL MUNICIPALITY OF PEEL	CABLE TELEVISION/FIBROPTIC PROVIDERS:
CITY OF MISSISSAUGA WORKS DEPT.	BELL CANADA
CITY OF BRAMPTON WORKS DEPT.	ENERSOURCE TELECOM
TOWN OF CALEDON WORKS DEPT.	HYDRO ONE TELECOM
BELL CANADA	ROGERS CABLE
ENBRIDGE INCORPORATED-GAS DISTRIBUTION	ALLSTREAM
ONTARIO MINISTRY OF TRANSPORTATION	PSN (PUBLIC SECTOR NETWORK)
ONTARIO CLEAN WATER AGENCY	FUTUREWAY (FCI BROADBAND)
HYDRO ONE NETWORKS	
ENERSOURCE, HYDRO MISSISSAUGA	
HYDRO ONE BRAMPTON	

10m 0 10 20 30m HORIZONTAL SCALE
1m 0 1 2 3m VERTICAL SCALE

Region of Peel
working with you

CAWTHRA ROAD
(FROM N SERVICE ROAD TO BURHAMTHORPE ROAD E)
NEW CONSTRUCTION

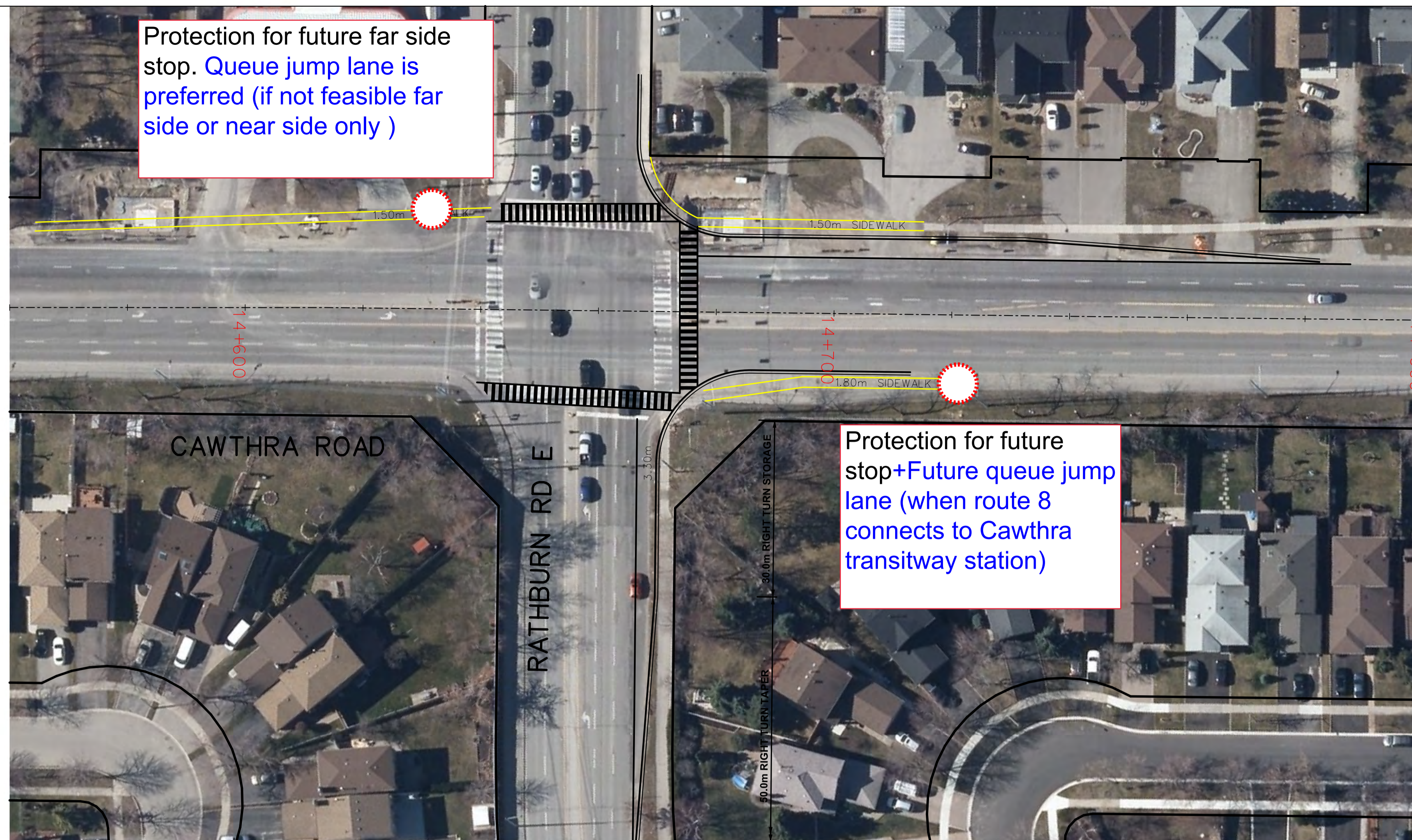
STA. 14+220 TO STA. 14+400

PROP. SWALE ELEV	PROP. FINISHED GRADE	EX. ROAD ELEV.	ROAD CHAINAGE
142.85	142.97	143.12	14+220
143.18	143.19	143.27	14+240
143.37	143.45	143.54	14+260
143.64	143.83	144.00	14+280
143.83	144.00	144.20	14+300
143.83	144.00	144.20	14+320
143.83	144.00	144.20	14+340
143.83	144.00	144.20	14+360
143.83	144.00	144.20	14+380
143.83	144.00	144.20	14+400
143.83	144.00	144.20	14+420
143.83	144.00	144.20	14+440
143.83	144.00	144.20	14+460

DRAFT - PRELIMINARY

Checked by	Drawn by	Date	Sheet	Project No.	Plan No.
X.X.	X.X.	MAY 2018	16 of 18	XX-XXXX	PP-16

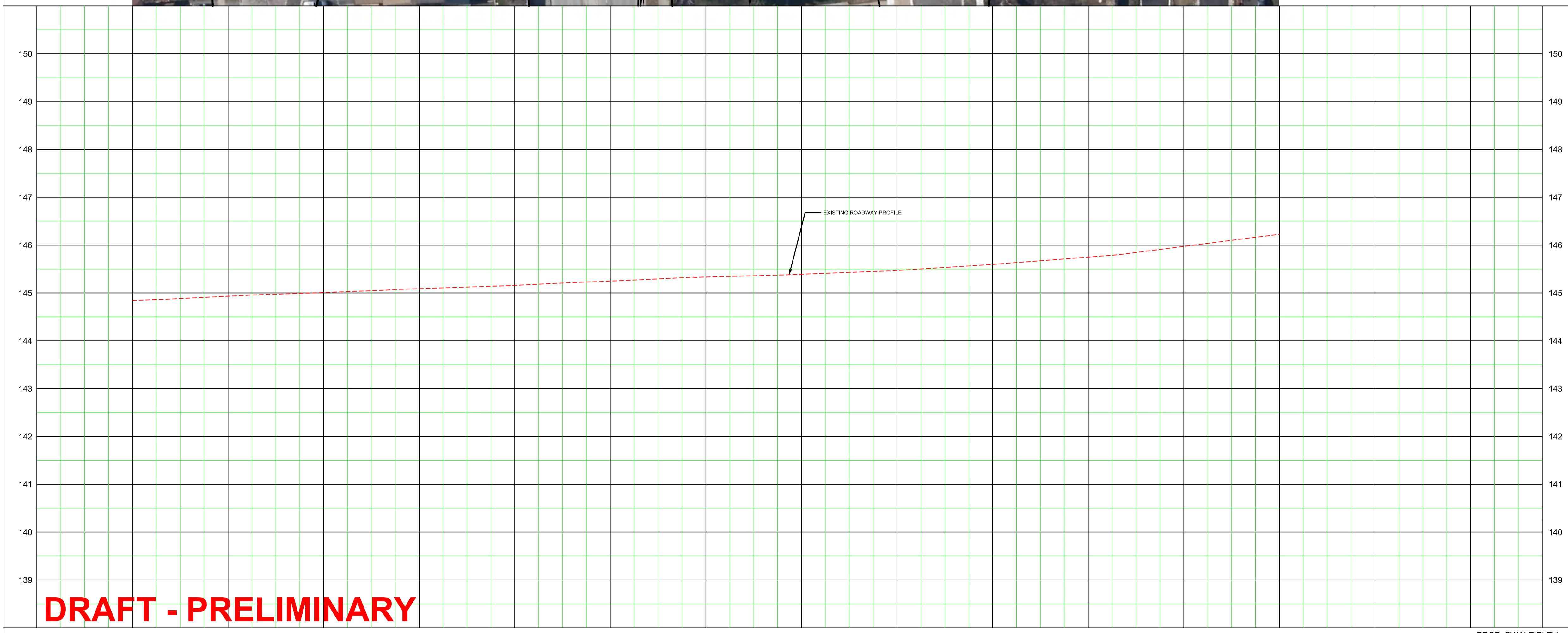
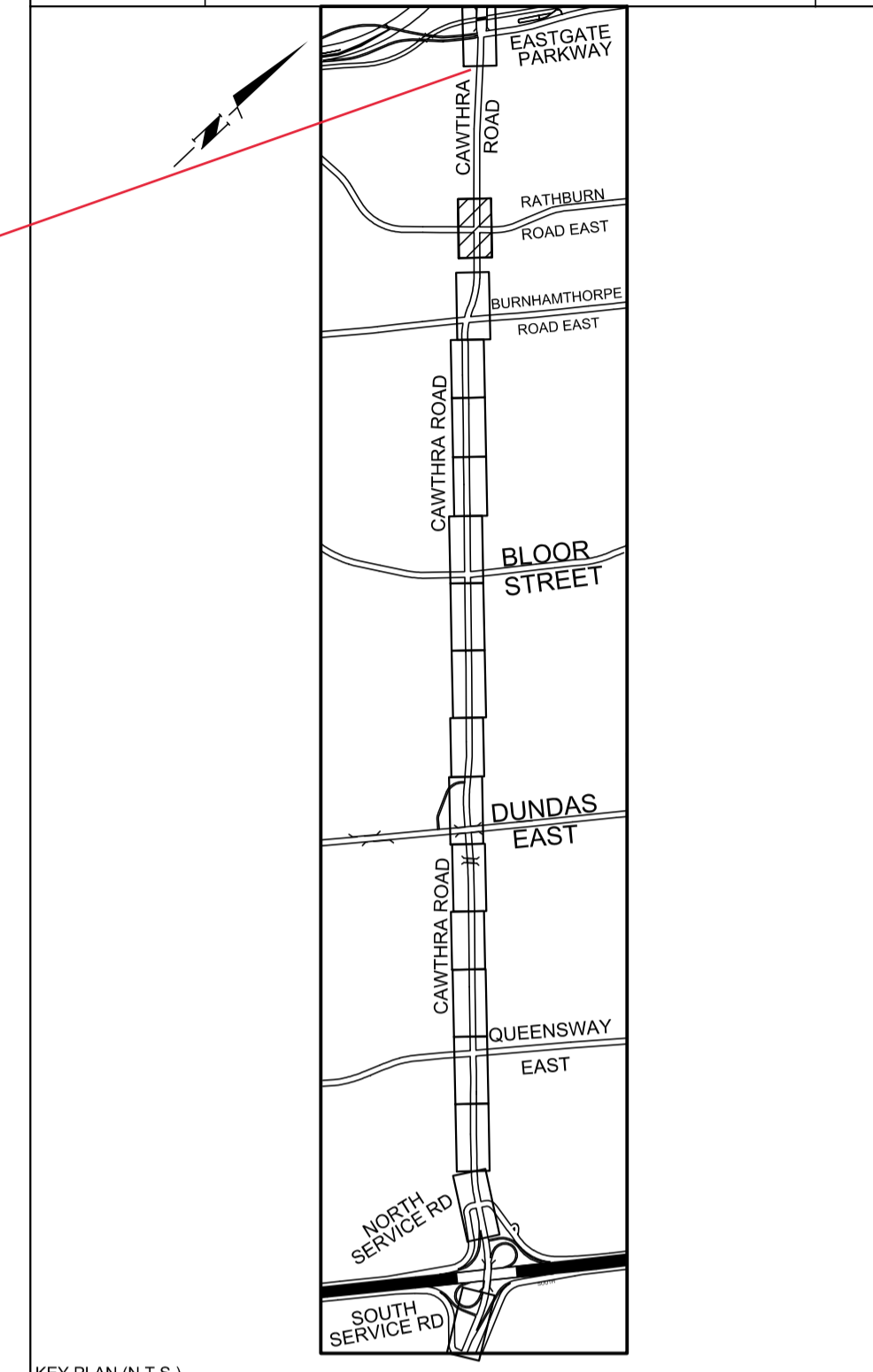
Protection for future far side stop. Queue jump lane is preferred (if not feasible far side or near side only)



Protection for future stop+Future queue jump lane (when route 8 connects to Cawthra transitway station)

Meadows Blvd- Future NB and SB near side stops are required at Meadows Blvd

SERVICE DATA					
SERVICE	DATE	INIT.	SERVICE	DATE	INIT.
SAN SEWERS	MAY 00, 2014	X.X.	GAS MAINS	MAY 00, 2014	X.X.
STORM SEWERS	MAY 00, 2014	X.X.	BELL U/G CABLE	MAY 00, 2014	X.X.
WATERMANS	MAY 00, 2014	X.X.	HYDRO U/G CABLE	MAY 00, 2014	X.X.
TRANSIT	MAY 00, 2014	X.X.	HYDRO ONE	MAY 00, 2014	X.X.
PARKS & REC.	MAY 00, 2014	X.X.	CTV	MAY 00, 2014	X.X.
ONT. CLEAN WATER	MAY 00, 2014	X.X.	COMMUNIC. CABLES	MAY 00, 2014	X.X.



General Notes
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 All Horizontal And Vertical Bends Are In Degrees
 All Pipes Size In mm
 200 Existing Water Service, Size In mm
 WS20 Proposed Water Service, Size In mm
 B.M. No. Description Location Elev.
 The Contractor Is Responsible For Locating And Protecting All Existing Utilities Prior To And During Construction, Location Of Existing Utilities Approximate Only, To Be Verified In Field By Contractor.

Designed by _____ Chkd. _____ Approved by _____

NOTICE TO CONTRACTOR
 48 HOURS PRIOR TO COMMENCING WORK NOTIFY THE FOLLOWING

THE REGIONAL MUNICIPALITY OF PEEL	CABLE TELEVISION/FIBROPTIC PROVIDERS:
CITY OF MISSISSAUGA WORKS DEPT.	BELL CANADA
CITY OF BRAMPTON WORKS DEPT.	ENERSOURCE TELECOM
TOWN OF CALEDON WORKS DEPT.	HYDRO ONE TELECOM
BELL CANADA	ROGERS CABLE
ENBRIDGE INCORPORATED-GAS DISTRIBUTION	ALLSTREAM
ONTARIO MINISTRY OF TRANSPORTATION	PSN (PUBLIC SECTOR NETWORK)
ONTARIO CLEAN WATER AGENCY	FUTUREWAY (FCI BROADBAND)
HYDRO ONE NETWORKS	
ENERSOURCE, HYDRO MISSISSAUGA	
HYDRO ONE BRAMPTON	

10m 0 10 20 30m HORIZONTAL SCALE
 1m 0 1 2 3m VERTICAL SCALE

Region of Peel
 working with you

CAWTHRA ROAD
 (RATHBURN ROAD E INTERSECTION)
 NEW CONSTRUCTION

STA. 14+560 TO STA. 14+800

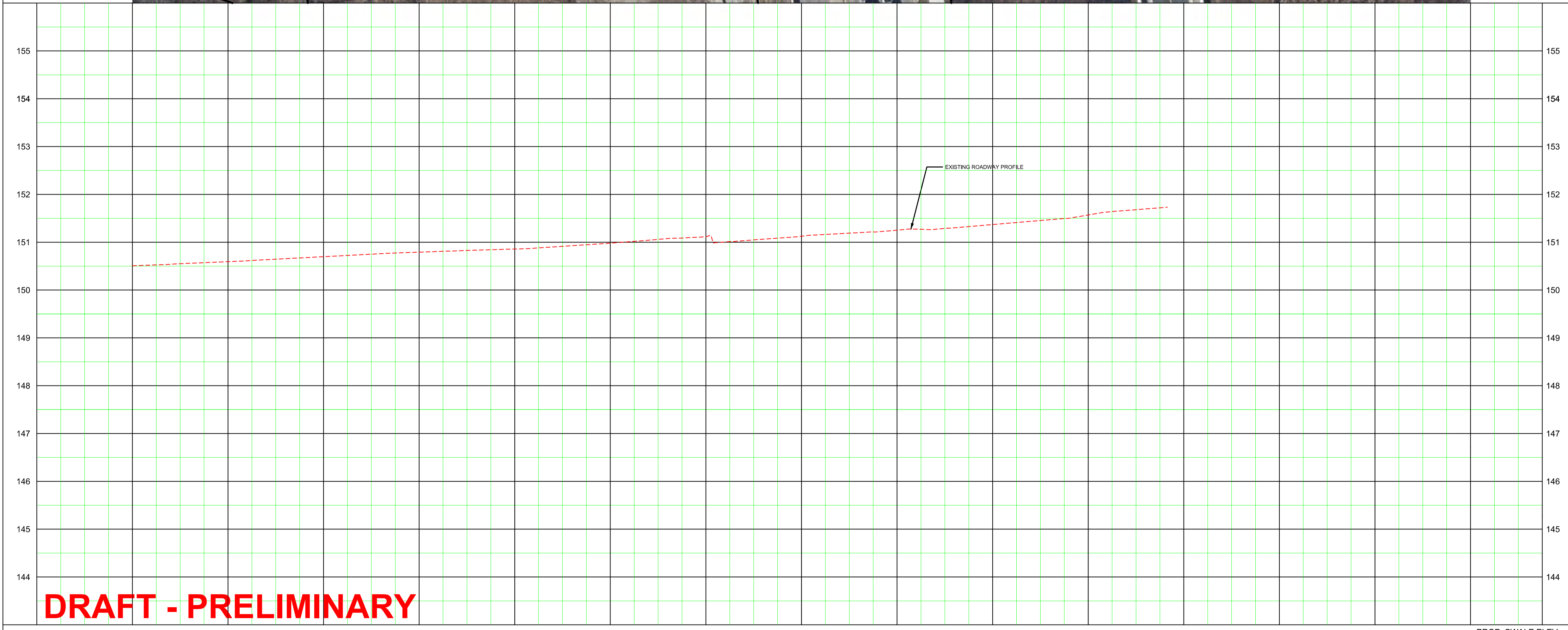
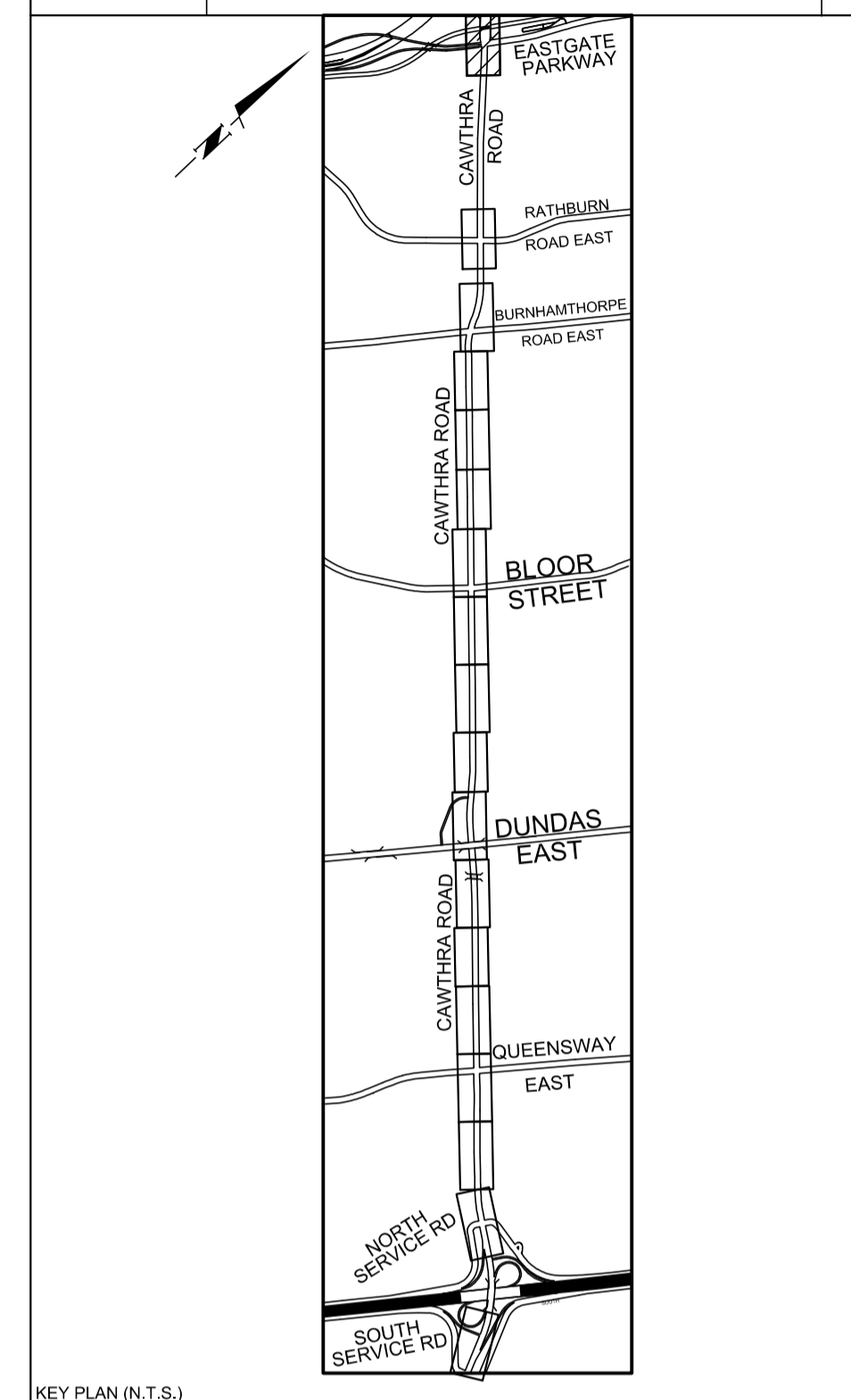
PROP. SWALE ELEV												STA. 14+560		TO STA. 14+800							
PROP. FINISHED GRADE												CAD Area	X-XX	Area	X-XX	Project No.	XX-XXXX				
EX. ROAD ELEV.												Checked by		Drawn by	X.X.	Date	MAY 2018	Sheet	17 of 18	Plan No.	PP-17
ROAD CHAINAGE												Date	MAY 2018	Sheet	17 of 18	Plan No.	PP-17				
144.84	144.93	145.01	145.09	145.16	145.25	145.33	145.39	145.47	145.60	145.75	145.97	146.22									
14+560	14+580	14+600	14+620	14+640	14+660	14+680	14+700	14+720	14+740	14+760	14+780	14+800									

DRAFT - PRELIMINARY



SERVICE DATA					
SERVICE	DATE	INIT.	SERVICE	DATE	INIT.
SAN SEWERS	MAY 00, 2014	X.X.	GAS MAINS	MAY 00, 2014	X.X.
STORM SEWERS	MAY 00, 2014	X.X.	BELL U/G CABLE	MAY 00, 2014	X.X.
WATER MAINS	MAY 00, 2014	X.X.	HYDRO U/G CABLE	MAY 00, 2014	X.X.
TRANSIT	MAY 00, 2014	X.X.	HYDRO ONE	MAY 00, 2014	X.X.
PARKS & REC.	MAY 00, 2014	X.X.	CTV	MAY 00, 2014	X.X.
ONT. CLEAN WATER	MAY 00, 2014	X.X.	COMMUNIC. CABLES	MAY 00, 2014	X.X.

REVISIONS		
DATE	DETAILS	INIT.



General Notes

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- All Pipes Size In mm
- 200 Existing Water Service, Size In mm
- WS20 Proposed Water Service, Size In mm
- B.M. No. Description Location Elev.

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Designed by _____ Chkd. _____ Approved by _____

NOTICE TO CONTRACTOR

48 HOURS PRIOR TO COMMENCING WORK NOTIFY THE FOLLOWING

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CITY OF BRAMPTON WORKS DEPT.	ENERSOURCE TELECOM
TOWN OF CALEDON WORKS DEPT.	HYDRO ONE TELECOM
BELL CANADA	ROGERS CABLE
ENBRIDGE INCORPORATED-GAS DISTRIBUTION	ALLSTREAM
ONTARIO MINISTRY OF TRANSPORTATION	PSN (PUBLIC SECTOR NETWORK)
ONTARIO CLEAN WATER AGENCY	FUTUREWAY (FCI BROADBAND)
HYDRO ONE NETWORKS	
ENERSOURCE, HYDRO MISSISSAUGA	
HYDRO ONE BRAMPTON	

10m 0 10 20 30m HORIZONTAL SCALE
1m 0 1 2 3m VERTICAL SCALE

Region of Peel
working with you

CAWTHRA ROAD
(EASTGATE PKWY INTERSECTION)
NEW CONSTRUCTION

STA. 15+320 TO STA. 15+520

PROP. SWALE ELEV.		PROP. FINISHED GRADE		EX. ROAD ELEV.		ROAD CHAINAGE	
150.51	150.59	150.70	150.79	150.86	150.98	151.12	151.12
15+320	15+340	15+360	15+380	15+400	15+420	15+440	15+460

CAD Area	X-XX	Area	X-XX	Project No.	XX-XXXX
Checked by		Drawn by	X.X.	Project No.	XX-XXXX
Date	MAY 2018	Sheet	18 of 18	Plan No.	PP-18

DRAFT - PRELIMINARY

Saddi, Asha

From: Bubas, Sonya
Sent: June 8, 2018 7:57 AM
To: Dana Glofcheskie
Cc: Lee, Arthur; Alice Ho
Subject: RE: Cawthra Road Class EA

Hi Dana,

Congratulations on your new role!

I will forward this information to Lin and Jeremy, and add Alice to the study contact list.

Thanks,

Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies

Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca



From: Dana Glofcheskie [<mailto:Dana.Glofcheskie@mississauga.ca>]
Sent: May 29, 2018 9:49 AM
To: Bubas, Sonya
Cc: Lee, Arthur; Alice Ho
Subject: RE: Cawthra Road Class EA

Hi Sonya,

I have changed positions and am now at MiWay as the Supervisor of Transit Infrastructure Management. Please send this information to Lin Rogers lin.rogers@mississauga.ca and Jeremy Blair Jeremy.Blair@mississauga.ca.

Please add Alice Ho alice.ho@mississauga.ca from MiWay to be included on this project for input regarding MiWay Services and future requirements along Cawthra Road.

Thank you,



Dana Glofcheskie, P.Eng.
Supervisor, Transit Infrastructure Management
Business Development – Service Development
T 905-615-3200 ext.4455
dana.glofcheskie@mississauga.ca | miway.ca



Please consider the environment before printing.

From: Bubas, Sonya [mailto:sonya.bubas@peelregion.ca]
Sent: May 28, 2018 3:15 PM
To: Dana Glofcheskie
Cc: Lee, Arthur
Subject: Cawthra Road Class EA

Good afternoon Dana,

Please find attached, draft plan for potential corridor improvements on Cawthra Road from Eastgate Parkway to the Queen Elizabeth Way (QEW). We welcome the City's comments on the draft plan by **June 29**.

The Region of Peel is working on the Class EA study for this section of Cawthra Road. The attached plan includes design considerations from the 2014 pre-EA technical feasibility study, the draft EA traffic study and internal discussions to date. These include intersection improvements and active transportation facilities (such as cycle tracks) along the corridor. Cross-sections are attached for reference.

The draft plan is subject to the EA process and further internal review. We plan to host a Public Information Centre this Fall. I would be happy to arrange a meeting with the City in advance, should you wish to review the plan and discuss your comments directly with the Project Team.

In the meantime, please do not hesitate to contact me if you have any questions on the attachments or the EA study.

Best regards,

Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies

Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca



From: Fred Sandoval <Fred.Sandoval@mississauga.ca>
Sent: November 4, 2019 2:21 PM
To: Lee, Arthur <arthur.lee@peelregion.ca>
Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>; Tatla, Manvir <Manvir.Tatla@peelregion.ca>
Subject: RE: Cawthra Rd EA - TAC Meeting - Review Materials

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

Ok thanks. Yes once our design is complete, we plan to circulate it to the region, MTO, and possibly Infrastructure Ontario for approvals.

Fred Sandoval

Active Transportation Coordinator
905-615-3200 ext 8299
fred.sandoval@mississauga.ca

City of Mississauga | Transportation and Works Department



From: Lee, Arthur [<mailto:arthur.lee@peelregion.ca>]
Sent: 2019/11/04 2:19 PM
To: Fred Sandoval
Cc: Bubas, Sonya; Tatla, Manvir
Subject: RE: Cawthra Rd EA - TAC Meeting - Review Materials

Hi Fred,

Thank you for your comments and the attachment for Eastgate Parkway. We will review them accordingly to see if we can include any of the comments into the update of the current plan.

Please be advised that we would need to coordinate together for the design and construction of the MUP connection at the SE corner of Eastgate Parkway to minimize the risk of building and reconstructing the pedestrian landing area since we are proposing adding a right turn lane.

Regards,

Arthur Lee, P.Eng
Senior Designer
Infrastructure Programming and Studies, Transportation
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800, ext. 7872

From: Fred Sandoval <Fred.Sandoval@mississauga.ca>
Sent: November 1, 2019 2:16 PM
To: Bubas, Sonya <sonya.bubas@peelregion.ca>
Cc: Tatla, Manvir <manvir.tatla@peelregion.ca>; Matthew Sweet <Matthew.Sweet@mississauga.ca>
Subject: RE: Cawthra Rd EA - TAC Meeting - Review Materials

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Hi Sonya,

Overall I really like the design shown for Cawthra. Below are my comments/suggestions, some of which we talked about at the meeting. Please let me know if you have any questions regarding these. Thanks.

Cycle Track vs Raised Bike Lane Terminology

I think it's probably best to keep this terminology, as I don't have any ideas for something else. For the EA and PIC, just be sure to clearly define what these are in the context of this EA, and especially why the raised bike lane is used instead of a fully-separated cycle track at some locations. It should be made clear that the raised bike lane is used only where there are a large number of driveways, which would otherwise make a cycle track very bumpy.

Permeable Paving

There was a note about possibly using permeable paving during the meeting, and possibly using it on cycling infrastructure. I would advise against this, as this type of pavement tends to be rougher than typical asphalt, and bicycles have a lower tolerance for these types of surface as compared to motor vehicles. Many jurisdictions, such as Toronto, go the opposite way, and use even smoother asphalt mixes for cycling surfaces compared to typical road asphalt.

Combine Crossrides at Some Intersections

As mentioned at the meeting, we prefer not to use combined crossrides. I see that they were put at Tedwyn and Silver Creek as those are current or future signed bike routes. I recommend not using the crossrides, but instead making provisions for cyclists to enter and exit the far cycle track by giving them ramps to the street, and a bicycle signal if necessary. This should also be done at Melton Drive and Hassall Road. There are other T-junctions, though they have driveways that cyclists can use. An example of this concept is on Lakeshore in Toronto: <https://goo.gl/maps/ZgU5wUxhonuRVJ3B6>

Crossings at North Service Road

As was mentioned in the meeting, the crosswalks on the north and south legs should be pulled back, so they line up with the sidewalks better, and get shorter. On the north leg, the crossride could be moved to the other side of the crosswalk to better line up with the future trail.

Queensway Right-Turn Channel/Crossride

I know we discussed this a lot at the meeting, but I still think there should be some way of trying to incorporate a cycling crossing for the cycle track, and for the Queensway Trail, as this is a major city trail. If the turn channel really cannot be removed, the island should be enlarged (maybe keep it at its current size), so that the crossrides could terminate at it. I would then line up the Queensway trail behind the crosswalk in the slip lane so that there is a spot for a cycling crossing. Though a crossride cannot

currently be put in there, we may get the ability in the future with OTM updates. For now, yield signs and markings for cyclists can be added. Another element that could be added, possibly instead of making it a smart-channel, is adding a raised crossing within it, to force turning vehicles to slow down for trail users.

Dundas Crossing

I think a crossride should be added at Dundas for the southbound cycle track through the intersection. The turn channels would remain unmarked, but the curb depressions for the cycle tracks should remain, and yield signs for cyclists can be put there.

Protected Intersection at Bloor

This design looks great. Please put a note on the roll plan and in the EA that the Bloor Street-specific elements of this intersection are subject to future study of Bloor Street (study planned to start in 2020).

Burnhamthorpe Trail Alignment

The Burnhamthorpe Trail at the northwest corner of Cawthra and Burnhamthorpe is a bit skewed, and there appears to be a cycle track "slip-lane"/shortcut for turning cyclists. I would rather just route the trail so it fully runs behind the bus stop, then bends into the existing trail going westward. I believe the region owns that parcel of land on the corner, so this should be possible.

New Trail at Cawthra/Eastgate

We are currently surveying and putting together a final design to finish a walkway/multi-use trail from Forest Fire Lane to the intersection of Cawthra and Eastgate. We aim on building this in 2020. I've attached a preliminary design, which should be very close to the final design. The proposed trail is shown in light blue.

Fred Sandoval

Active Transportation Coordinator
905-615-3200 ext 8299
fred.sandoval@mississauga.ca

City of Mississauga | Transportation and Works Department



From: Bubas, Sonya [<mailto:sonya.bubas@peelregion.ca>]

Sent: 2019/10/25 11:39 AM

To: Nieuwenhuysen, Bob; Eisa, Eisa; Saiyed, Sabbir; Tatla, Manvir; Lapos, Natalie; Zois, Anthony; Hardcastle, John; Matthew Sweet; Alice Ho; Bell, Trevor (MOECC); Lee, Arthur; Zibby Petch; Allan Ortlieb; Hamdani, Hashim; Knuckle, Mark; Jefferson, Heather; Banuri, Syeda; Krasowski, Grace; Lai, Joseph (MTO); 'Heaton, Mark (MNRF)'; McAllister, Aurora (MECP); Kilis, Jakub; Zack Carlan; Alana Tyers; Ansari, Seema; Jahan, Shajin; edgar.henriquez@rci.rogers.com; samir.patel@cogecodata.com; markups@enbridge.com; mignacio@enersource.com; gt.moc@prestigetel.com; ian.mitchell@hydroone.com; max.pavese@telus.com; Keith.Noronha@infrastructureontario.ca; Thomsen, Jeanne; utility.circulations@zayo.com; bell.moc@Telecon.ca; cle@tnpi.ca; tpumarkup@hydroone.com; Alexander, Tamara; Raza, Ricardo

Cc: ZZG-Peel Health & Built Environment; Motala, Imran; Rook, Sally; Marzo, Christina; Jeremy Blair; Lin Rogers; Jamroz, Damian; Jacqueline Elias; Rick Laing; Gorman, Gayle; Fred Sandoval; Crawford, Mark

Subject: Cawthra Rd EA - TAC Meeting - Review Materials

To: Technical Advisory Committee (TAC)

Good morning,

Please find attached for your review, Draft Public Information Centre display and roll plans for the Cawthra Road Class EA. The attachments will be used to present the project to TAC on October 30. Kindly review the material for discussion on October 30 and reply with your comments by November 8.

Feel free to contact me if you have any questions.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

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

From: Bubas, Sonya

Sent: October 16, 2019 7:57 AM

To: Bubas, Sonya; Nieuwenhuysen, Bob; Eisa, Eisa; Saiyed, Sabbir; Tatla, Manvir; Lapos, Natalie; Zois, Anthony; Hardcastle, John; Matthew Sweet; Alice Ho; Bell, Trevor (MOECC); Lee, Arthur; Zibby Petch; Allan Ortlieb; Hamdani, Hashim; Knuckle, Mark; Jefferson, Heather; Banuri, Syeda; Krasowski, Grace; Lai, Joseph (MTO); 'Heaton, Mark (MNRF)'; McAllister, Aurora (MECP); Kilis, Jakub; Zack Carlan; Alana Tyers; Ansari, Seema; Jahan, Shajin; bell.moc@netricom.com; edgar.henriquez@rci.rogers.com;

samir.patel@cogecodata.com; markups@enbridge.com; mignacio@enersource.com; gt.moc@prestigetel.com; ian.mitchell@hydroone.com; utility.circulations@mtsallstream.com; max.pavese@telus.com; Keith.Noronha@infrastructureontario.ca; Thomsen, Jeanne

Cc: ZZG-Peel Health & Built Environment; Motala, Imran; Rook, Sally; Marzo, Christina; Jeremy.Blair@mississauga.ca; Lin Rogers; Jamroz, Damian; Jacqueline Elias; Laing, Rick; Gorman, Gayle; tpumarkup@hydroone.com; bell.moc@Telecon.ca; utility.circulations@zayo.com; Fred Sandoval; clee@tnpi.ca; Alexander, Tamara; Crawford, Mark; Razao, Ricardo

Subject: Cawthra Rd Class EA - Technical Advisory Committee Meeting

When: October 30, 2019 9:00 AM-11:00 AM (UTC-05:00) Eastern Time (US & Canada).

Where: 10 Peel Centre Drive, Suite A, 5th Floor, Council Lounge

You are invited to attend the Technical Advisory Committee meeting for the Class EA Study on Cawthra Road from QEW to Eastgate Parkway. Please find attached agenda for discussion items. Review materials will be forwarded to you in advance.

Please feel free to contact me if you have any questions.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager

Infrastructure Programming & Studies

Region of Peel

905-791-7800 ext. 7801

From: Fred Sandoval <Fred.Sandoval@mississauga.ca>

Sent: November 14, 2019 1:22 PM

To: Maraj, Kelly <AshwantieKelly.Maraj@peelregion.ca>

Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>; Saddi, Asha <Asha.Saddi@peelregion.ca>; Matthew Sweet <Matthew.Sweet@mississauga.ca>

Subject: RE: Cawthra Road from Queen Elizabeth Way to Eastgate Parkway EA PIC

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Thank you, I will attend the PIC.

Fred Sandoval

Active Transportation Coordinator

905-615-3200 ext 8299

fred.sandoval@mississauga.ca

City of Mississauga | Transportation and Works Department



From: Maraj, Kelly [<mailto:ashwantiekelly.maraj@peelregion.ca>]

Sent: 2019/11/14 10:35 AM

To: Fred Sandoval

Cc: Bubas, Sonya; Saddi, Asha

Subject: Cawthra Road from Queen Elizabeth Way to Eastgate Parkway EA PIC

RE: Notice of Public Information Centre

**Cawthra Road from Queen Elizabeth Way to Eastgate Parkway, Mississauga
Municipal Class Environmental Assessment Study**

The Region of Peel is proceeding with the Schedule "B" Municipal Class Environmental Assessment (Class EA) Study for improvements to Cawthra Road from the Queen Elizabeth Way (QEW) to Eastgate Parkway in the City of Mississauga. **We invite you or a representative of your organization to attend the Public Information Centre (PIC) for this Study to review the project and discuss your comments with the Project Team.**

The PIC will be held on:

Wednesday, November 27, 2019

7:00 p.m. – 9:00 p.m.

Burnhamthorpe Community Centre (Fleetwood Village Room)

1500 Gulleden Drive, Mississauga, ON L4X 2T7

Additional details are provided in the attached *Notice of Public Information Centre*.

If you cannot attend the PIC, you can view the PIC information and fill out a comment form on the project website after November 27:
<http://www.peelregion.ca/pw/transportation/construction/environmental-assessment/cawthra-road.asp>. A comment sheet is also attached for your convenience. Please provide your comments by **December 13, 2019**.

We look forward to seeing you at the PIC. Please do not hesitate to contact Sonya Bubas, Project Manager, at sonya.bubas@peelregion.ca or 905-791-7800, ext. 7801, if you have any questions regarding the PIC or comments on the Class EA Study.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

Saddi, Asha

From: Saddi, Asha
Sent: June 18, 2020 4:06 PM
To: Matthew Williams; Jerry Che
Cc: Bubas, Sonya; Lee, Arthur
Subject: RE: Region of Peel Cawthra Road EA (QEW to Eastgate Parkway) - meeting notes
Attachments: Cawthra Road EA - meeting notes.revised.pdf

Hi Matthew,

Thank you for your email. Attached are the revised meeting notes with the minor change made at paragraph 5.

Regarding paragraph #3 of the meeting notes, at present the Region does not have a standard for an active transportation crossing on to channelized islands so the proposed plan for cyclists is to dismount and share the PXOs with the pedestrians.

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

Regards,

Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca



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From: Matthew Williams <Matthew.Williams@mississauga.ca>
Sent: June 9, 2020 11:24 AM
To: Saddi, Asha <asha.saddi@peelregion.ca>
Subject: RE: Region of Peel Cawthra Road EA (QEW to Eastgate Parkway) - meeting notes

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Sasha,

Thank you for providing minutes. I had two comments/questions:

- #3: Can you confirm what was meant by “potential for pedestrian overhead crossing on the north and south channelized islands at Dundas Street for the southbound cyclists”...
- #5: Can you add “Studies” after TPAP in paragraph 3, the Dundas BRT TPAP procurement process is being initiated now and a consultant team is expected to be in place in about 2 months or the summer of 2020. At that time, pre-studies will commence and Peel would be a stakeholder but that actual Notice of Commencement for TPAP won’t occur until later in 2021.



Matthew Williams

C 905-278-3526

T 905-615-3200 ext.5834

matthew.williams@mississauga.ca

[City of Mississauga](#) | Transportation and Works Department,
Rapid Transit Office

Please consider the environment before printing.

From: Saddi, Asha [<mailto:asha.saddi@peelregion.ca>]

Sent: Tuesday, June 9, 2020 10:38 AM

To: Matthew Williams; Jerry Che

Cc: Bubas, Sonya

Subject: FW: Region of Peel Cawthra Road EA (QEW to Eastgate Parkway) - meeting notes

Hi Jerry and Matthew,

I’m following up on my previous email, please let me know if you have any comments or revisions on the meeting notes.

Regards,

Asha Saddi, BA(Hons), PMP

Technical Analyst, Infrastructure Programming & Studies

Transportation Division

Public Works, Region of Peel

Tel: 905-791-7800 x7794

Fax: 905-791-1442

Asha.Saddi@peelregion.ca



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From: Saddi, Asha

Sent: May 29, 2020 3:02 PM

To: Matthew Williams <Matthew.Williams@mississauga.ca>

Cc: Jerry Che <Jerry.Che@mississauga.ca>

Subject: Region of Peel Cawthra Road EA (QEW to Eastgate Parkway) - meeting notes

Hello Jerry and Matthew,

Thank you for meeting with the project team to discuss the Cawthra Road EA on April 22.

Attached for your review are the notes to our meeting. Please review these and let me know of any comments or revisions by June 5.

Regards,

Asha Saddi, BA(Hons), PMP

Technical Analyst, Infrastructure Programming & Studies

Transportation Division

Public Works, Region of Peel

Tel: 905-791-7800 x7794

Fax: 905-791-1442

Asha.Saddi@peelregion.ca



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From: Bubas, Sonya
Sent: June 8, 2018 8:20 AM
To: lin.rogers@mississauga.ca; Jeremy.Blair@mississauga.ca
Cc: Lee, Arthur <arthur.lee@peelregion.ca>
Subject: FW: Cawthra Road Class EA

Hello Lin and Jeremy,

The Region of Peel has been working on a Class EA study for Cawthra Road between Eastgate Parkway and QEW. Dana Glofcheskie was the main point of contact at the City of Mississauga for input and review.

Dana informed me that she had changed positions and kindly advised that I forward the message below and attachments to you. As you review the information, please note the draft plan is subject to the EA process and further internal review.

Could you please confirm who at the City should be circulated on this project, and if the City may have comments on the attached draft plan? The initial request was for comments by June 29. Let me know if this date is not possible.

Please feel free to contact me if you have any questions on the attachments or the study.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies

Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca



From: Bubas, Sonya
Sent: May 28, 2018 3:15 PM
To: Dana Glofcheskie (dana.glofcheskie@mississauga.ca)
Cc: Lee, Arthur
Subject: Cawthra Road Class EA

Good afternoon Dana,

Please find attached, draft plan for potential corridor improvements on Cawthra Road from Eastgate Parkway to the Queen Elizabeth Way (QEW). We welcome the City's comments on the draft plan by **June 29**.

The Region of Peel is working on the Class EA study for this section of Cawthra Road. The attached plan includes design considerations from the 2014 pre-EA technical feasibility study, the draft EA traffic study and internal discussions to date. These include intersection improvements and active transportation facilities (such as cycle tracks) along the corridor. Cross-sections are attached for reference.

The draft plan is subject to the EA process and further internal review. We plan to host a Public Information Centre this Fall. I would be happy to arrange a meeting with the City in advance, should you wish to review the plan and discuss your comments directly with the Project Team.

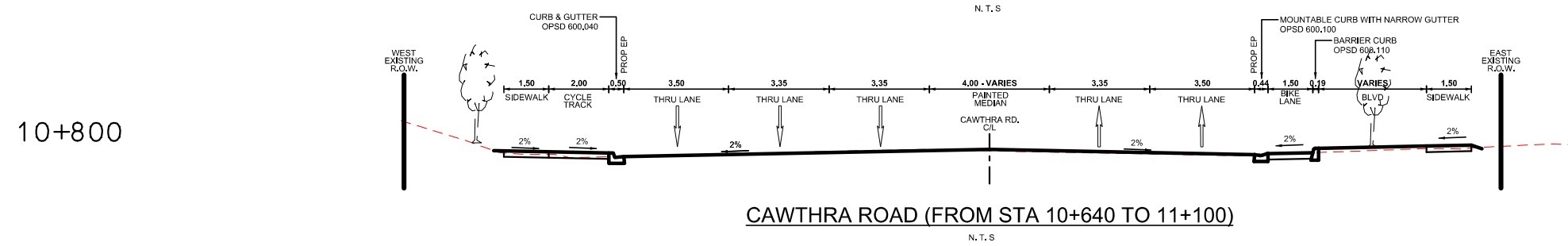
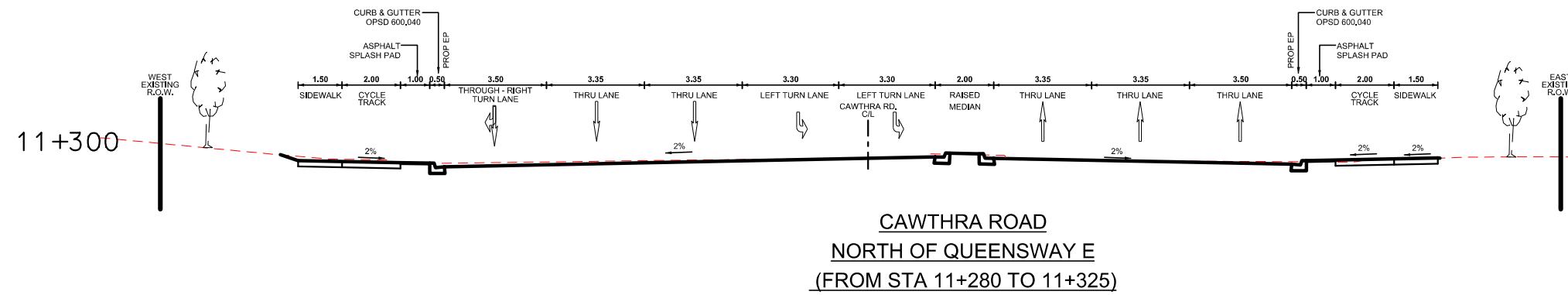
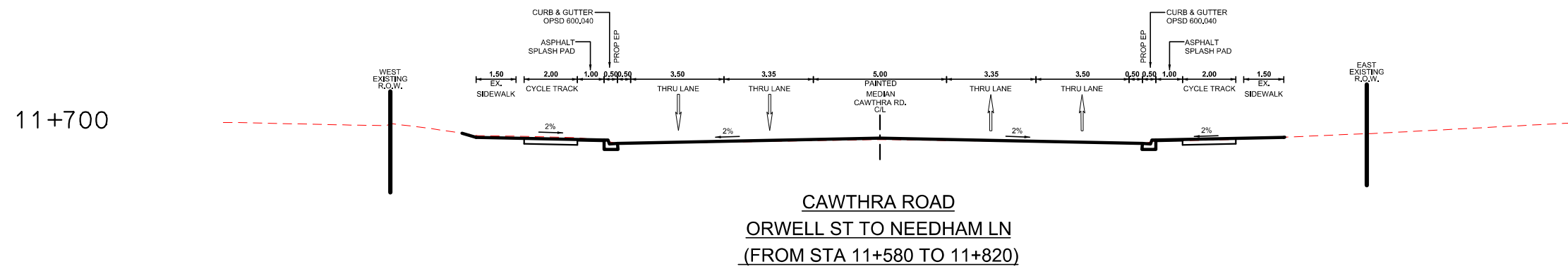
In the meantime, please do not hesitate to contact me if you have any questions on the attachments or the EA study.

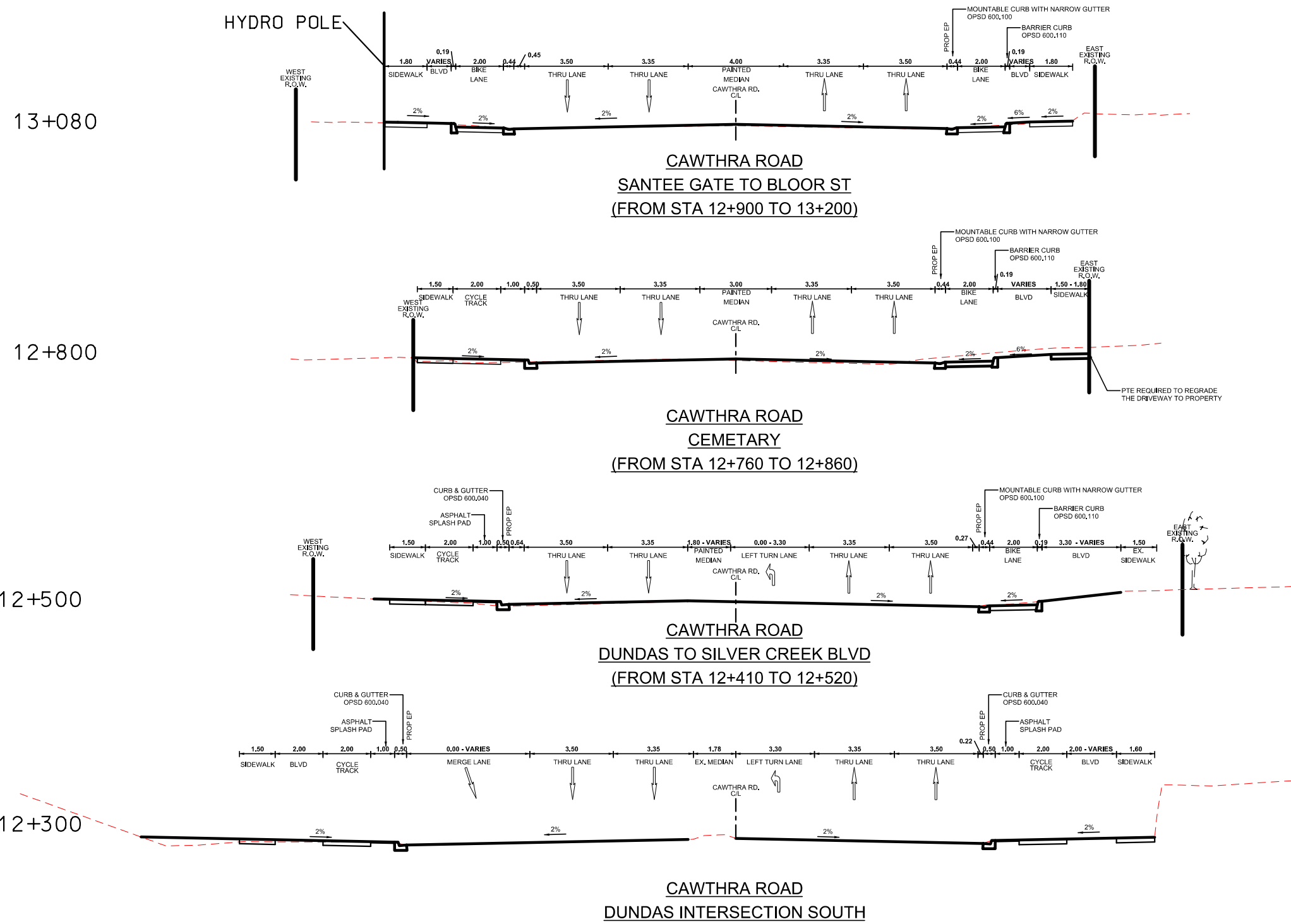
Best regards,

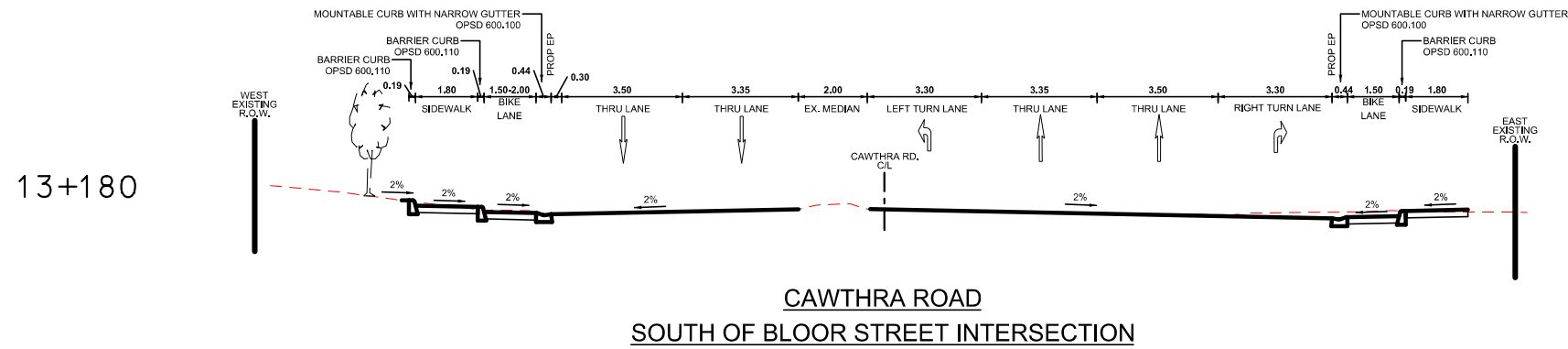
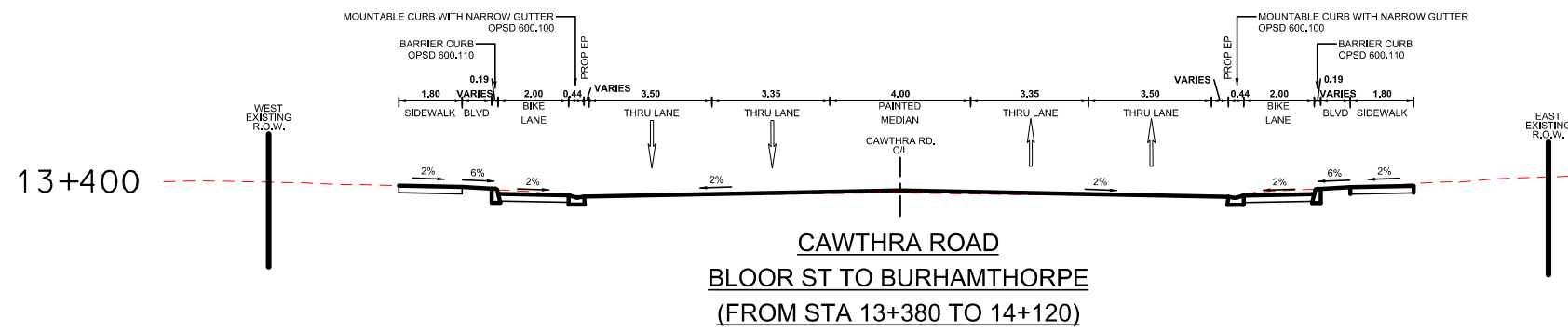
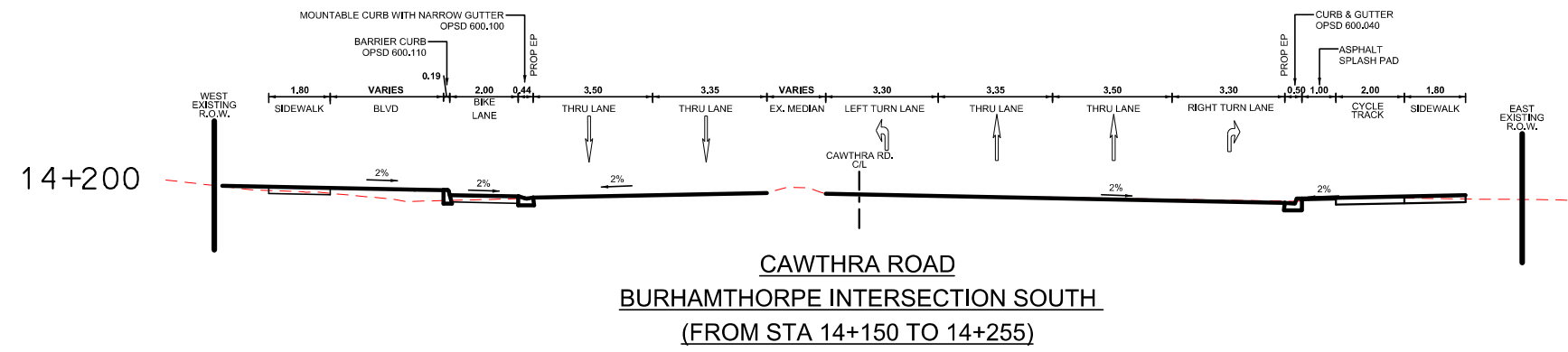
Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies

Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca





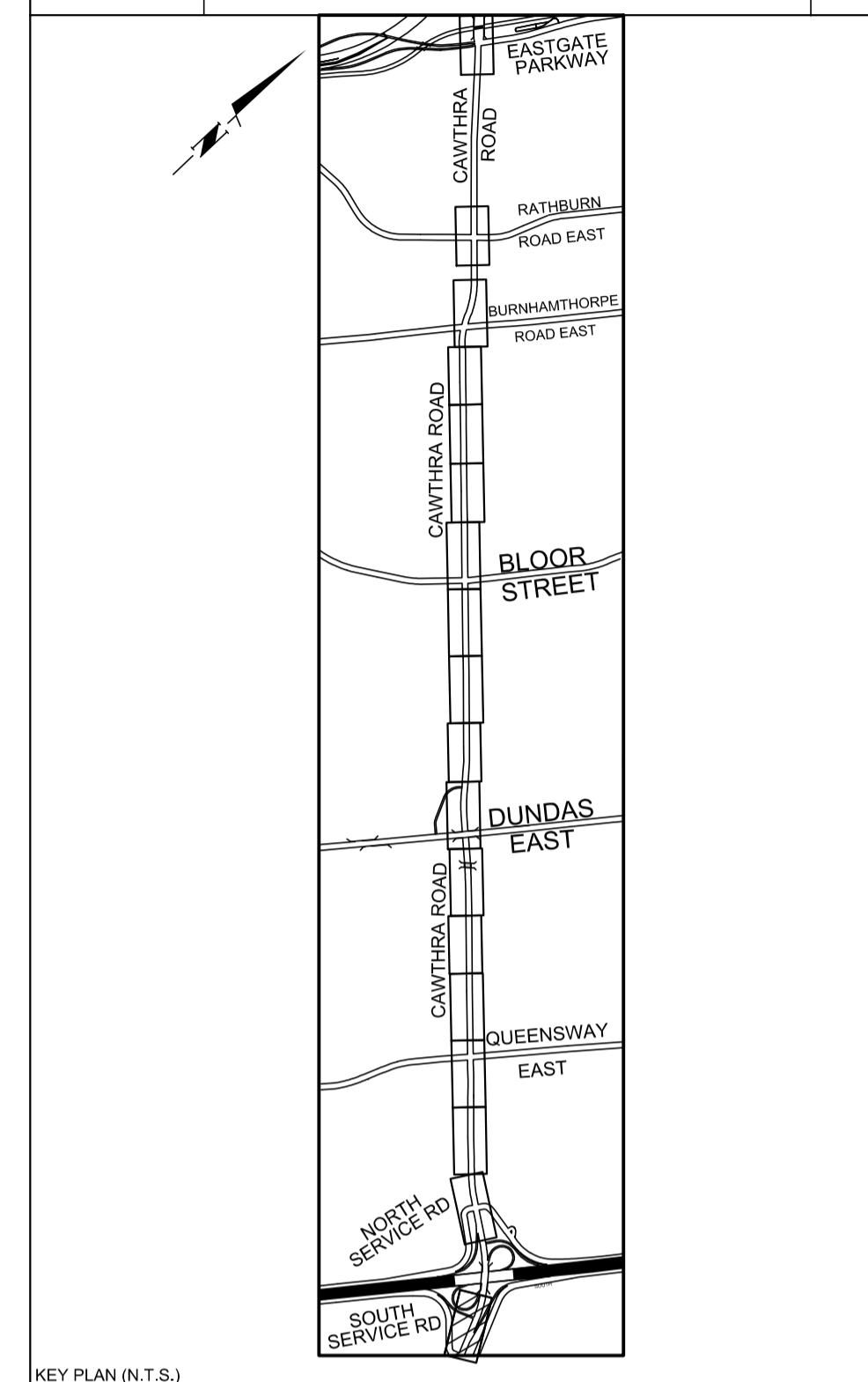






SERVICE DATA					
SERVICE	DATE	INIT.	SERVICE	DATE	INIT.
SAN SEWERS	MAY 00, 2014	X.X.	GAS MAINS	MAY 00, 2014	X.X.
STORM SEWERS	MAY 00, 2014	X.X.	BELL U/G CABLE	MAY 00, 2014	X.X.
WATERMANS	MAY 00, 2014	X.X.	HYDRO U/G CABLE	MAY 00, 2014	X.X.
TRANSIT	MAY 00, 2014	X.X.	HYDRO ONE	MAY 00, 2014	X.X.
PARKS & REC.	MAY 00, 2014	X.X.	CTV	MAY 00, 2014	X.X.
ONT. CLEAN WATER	MAY 00, 2014	X.X.	COMMUNIC. CABLES	MAY 00, 2014	X.X.

REVISIONS		
DATE	DETAILS	INIT.



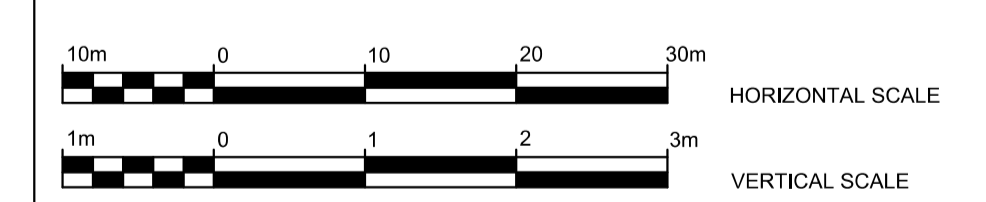
General Notes

All Driveways Are ASPHALT Unless Otherwise Noted
 All Water And Sanitary Service Locations Are Approximate And Must Be Located Accurately In The Field
 All Horizontal And Vertical Bends Are In Degrees
 All Pipes Size In mm
 200 Existing Water Service, Size In mm
 WS20 Proposed Water Service, Size In mm
 B.M. No. Description Location Elev.
 The Contractor Is Responsible For Locating And Protecting All Existing Utilities Prior To And During Construction, Location Of Existing Utilities Approximate Only, To Be Verified In Field By Contractor.

Designed by _____
 Chkd. _____
 Approved by _____

NOTICE TO CONTRACTOR
 48 HOURS PRIOR TO COMMENCING WORK NOTIFY THE FOLLOWING

THE REGIONAL MUNICIPALITY OF PEEL	CABLE TELEVISION/FIBROPTIC PROVIDERS:
CITY OF MISSISSAUGA WORKS DEPT.	BELL CANADA
CITY OF BRAMPTON WORKS DEPT.	ENERSOURCE TELECOM
TOWN OF CALEDON WORKS DEPT.	HYDRO ONE TELECOM
BELL CANADA	ROGERS CABLE
ENBRIDGE INCORPORATED-GAS DISTRIBUTION	ALLSTREAM
ONTARIO MINISTRY OF TRANSPORTATION	PSN (PUBLIC SECTOR NETWORK)
ONTARIO CLEAN WATER AGENCY	FUTUREWAY (FCI BROADBAND)
HYDRO ONE NETWORKS	
ENERSOURCE, HYDRO MISSISSAUGA	
HYDRO ONE BRAMPTON	



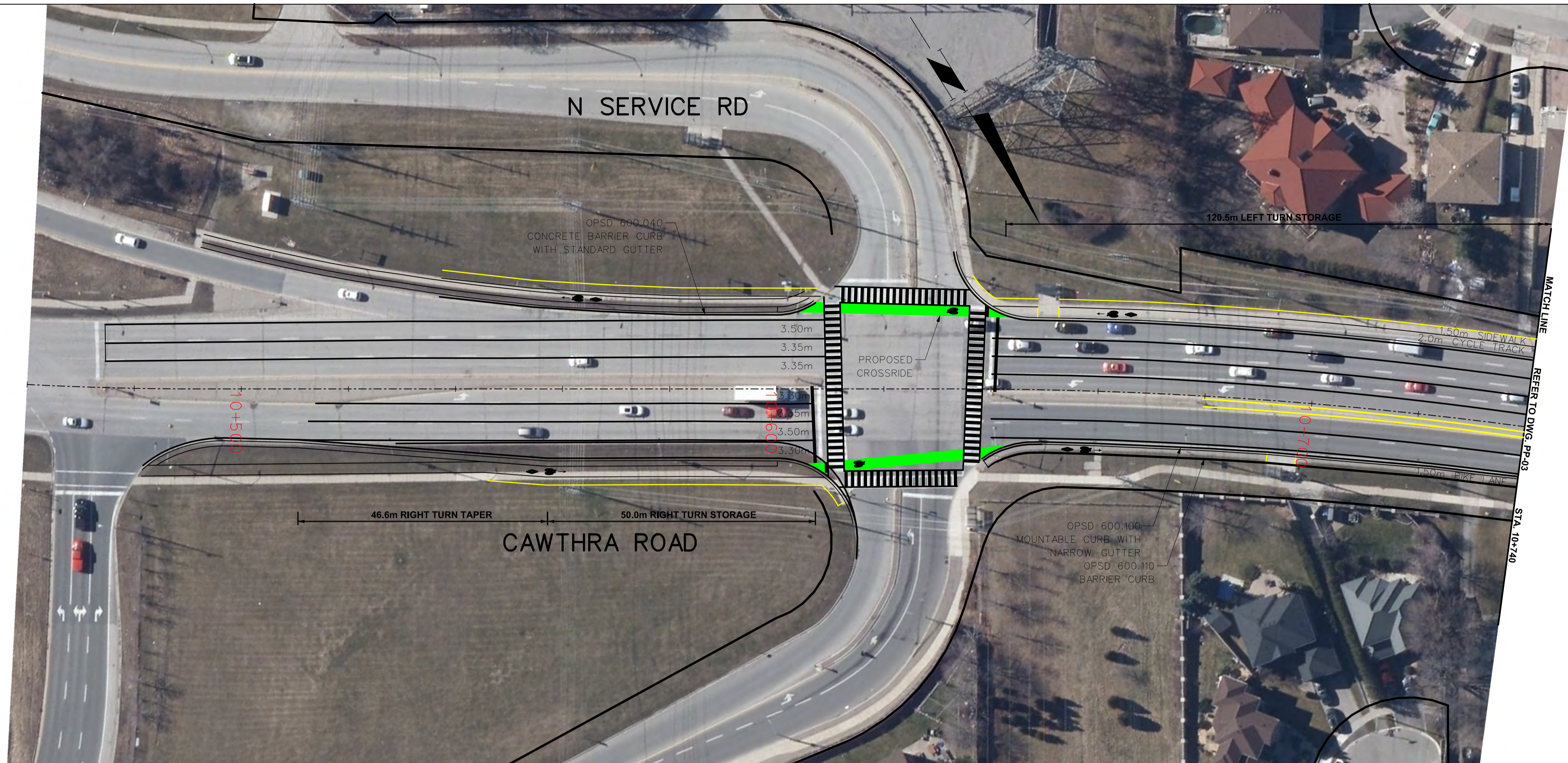
Region of Peel
 working with you

CAWTHRA ROAD
 (SOUTH SERVICE ROAD INTERSECTION)
 NEW CONSTRUCTION

PROP. SWALE ELEV.	STA. 9+960	TO STA. 10+160
PROP. FINISHED GRADE	Area X-XX	Area X-XX
EX. ROAD ELEV.	Checked by	Drawn by X.X.
ROAD CHAINAGE	Date MAY 2018	Sheet 1 of 18
	9+940	9+960
	9+980	10+000
	10+020	10+040
	10+060	10+080
	10+100	10+120
	10+140	10+160

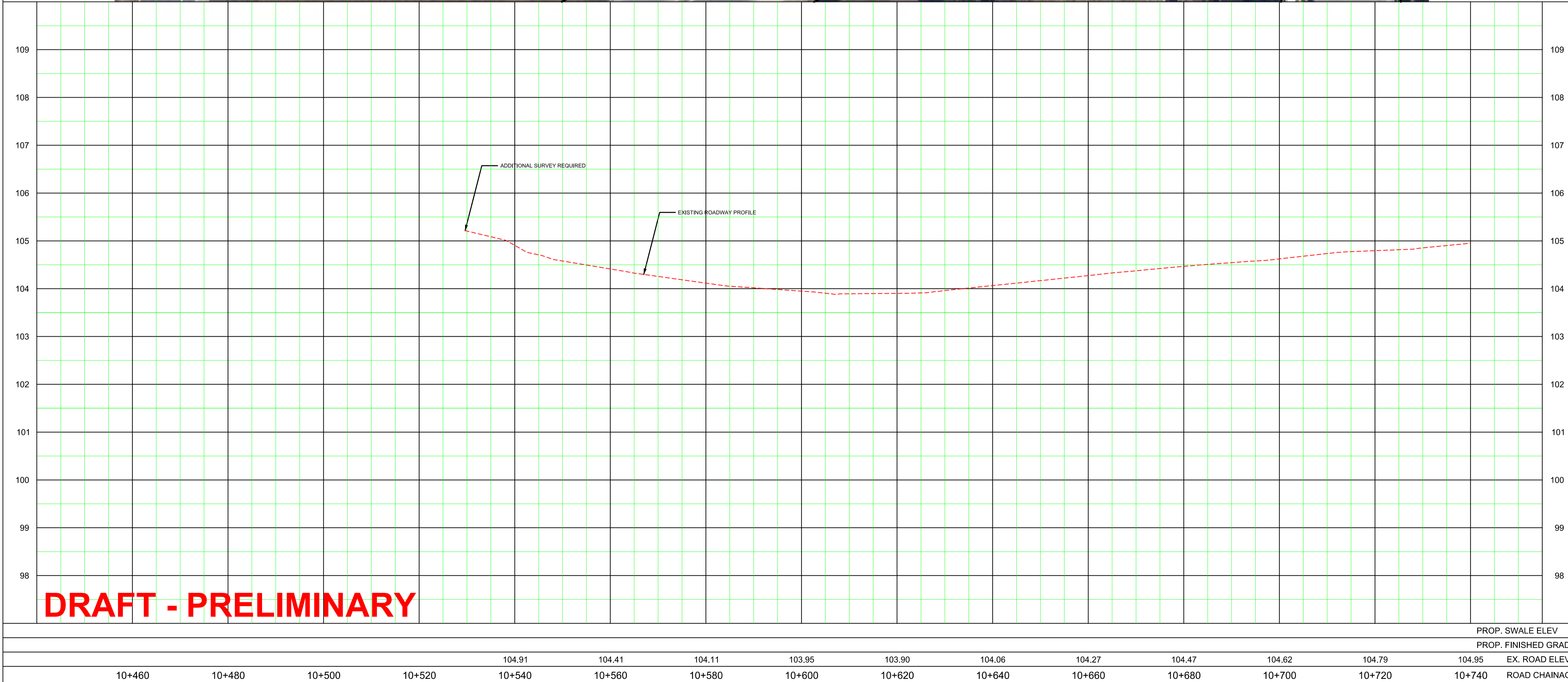
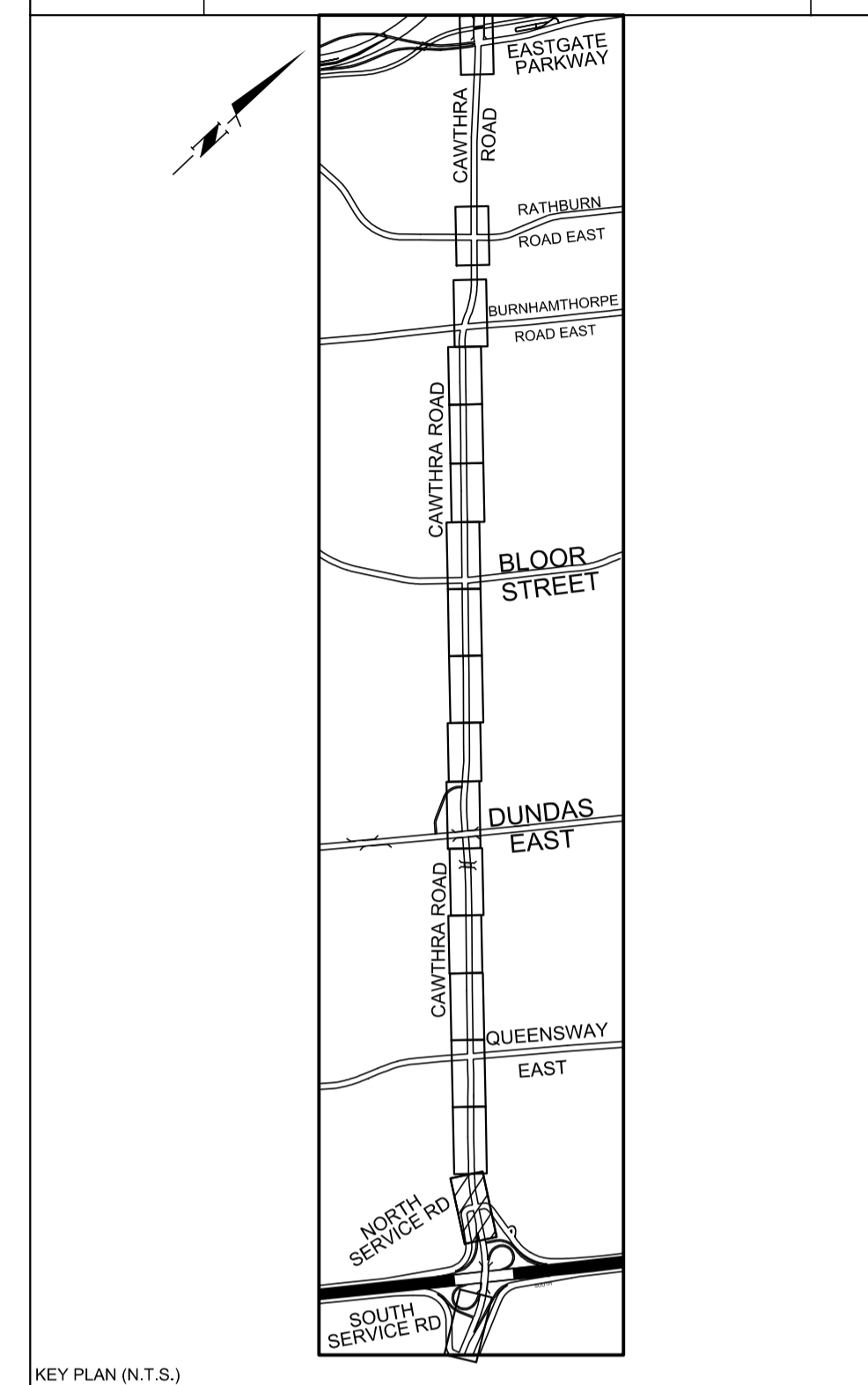
DRAFT - PRELIMINARY

Project No.	XX-XXXX
Plan No.	PP-01



SERVICE DATA					
SERVICE	DATE	INIT.	SERVICE	DATE	INIT.
SAN SEWERS	MAY 00, 2014	X.X.	GAS MAINS	MAY 00, 2014	X.X.
STORM SEWERS	MAY 00, 2014	X.X.	BELL U/G CABLE	MAY 00, 2014	X.X.
WATERMANS	MAY 00, 2014	X.X.	HYDRO U/G CABLE	MAY 00, 2014	X.X.
TRANSIT	MAY 00, 2014	X.X.	HYDRO ONE	MAY 00, 2014	X.X.
PARKS & REC.	MAY 00, 2014	X.X.	CTV	MAY 00, 2014	X.X.
ONT. CLEAN WATER	MAY 00, 2014	X.X.	COMMUNIC. CABLES	MAY 00, 2014	X.X.

REVISIONS		
DATE	DETAILS	INIT.



General Notes

All Driveways Are ASPHALT Unless Otherwise Noted
 All Water And Sanitary Service Locations Are Approximate And Must Be Located Accurately In The Field
 All Horizontal And Vertical Bends Are In Degrees
 All Pipes Size In mm
 200 Existing Water Service, Size In mm
 WS20 Proposed Water Service, Size In mm
 B.M. No. Description Location Elev.
 The Contractor Is Responsible For Locating And Protecting All Existing Utilities Prior To And During Construction, Location Of Existing Utilities Approximate Only, To Be Verified In Field By Contractor.

Designed by _____ Chkd. _____ Approved by _____

NOTICE TO CONTRACTOR
 48 HOURS PRIOR TO COMMENCING WORK NOTIFY THE FOLLOWING

THE REGIONAL MUNICIPALITY OF PEEL	CABLE TELEVISION/FIBROPTIC PROVIDERS:
CITY OF MISSISSAUGA WORKS DEPT.	BELL CANADA
CITY OF BRAMPTON WORKS DEPT.	ENERSOURCE TELECOM
TOWN OF CALEDON WORKS DEPT.	HYDRO ONE TELECOM
BELL CANADA	ROGERS CABLE
ENBRIDGE INCORPORATED-GAS DISTRIBUTION	ALLSTREAM
ONTARIO MINISTRY OF TRANSPORTATION	PSN (PUBLIC SECTOR NETWORK)
ONTARIO CLEAN WATER AGENCY	FUTUREWAY (FCI BROADBAND)
HYDRO ONE NETWORKS	
ENERSOURCE, HYDRO MISSISSAUGA	
HYDRO ONE BRAMPTON	

10m 0 10 20 30m HORIZONTAL SCALE
 1m 0 1 2 3m VERTICAL SCALE

Region of Peel
 working with you

CAWTHRA ROAD
 (FROM N SERVICE ROAD TO BURHAMTHORPE ROAD E)
 NEW CONSTRUCTION

STA. 10+460 TO STA. 10+740

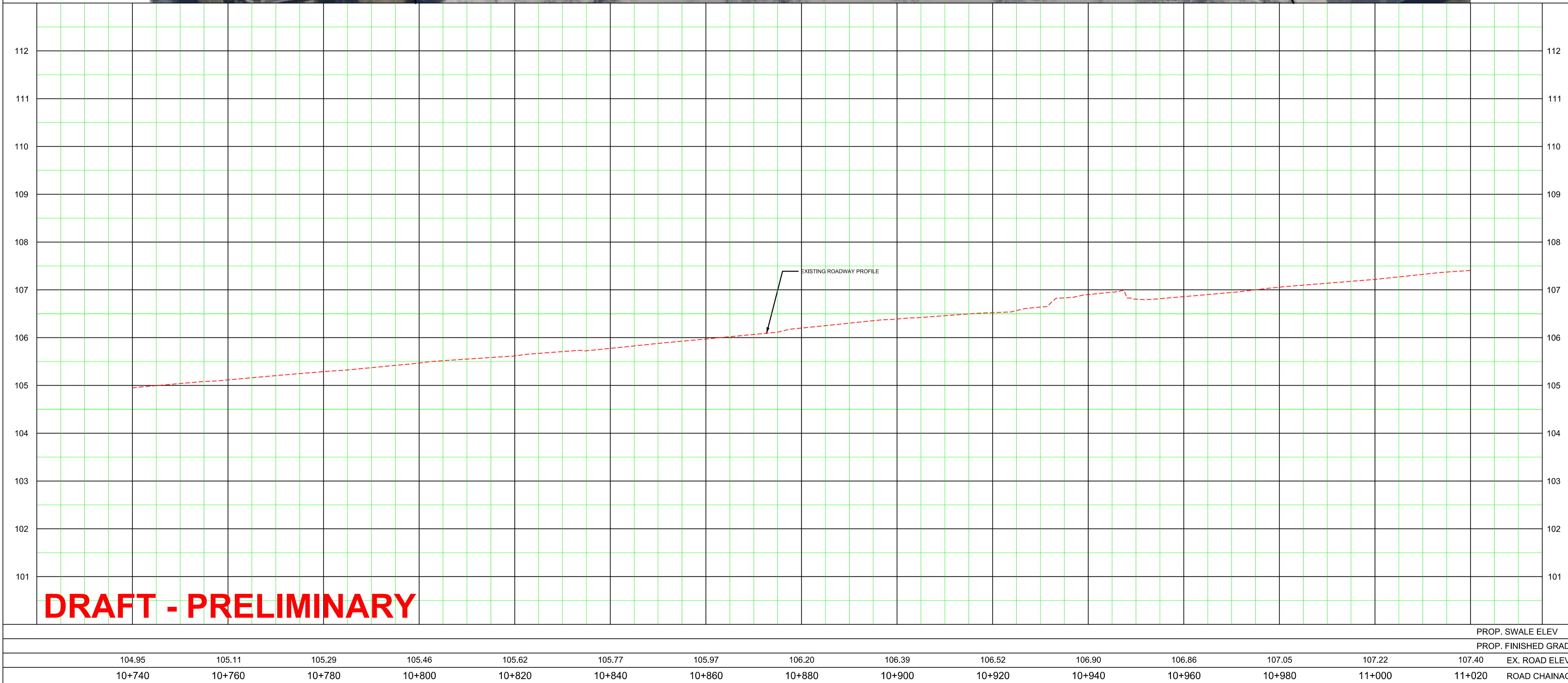
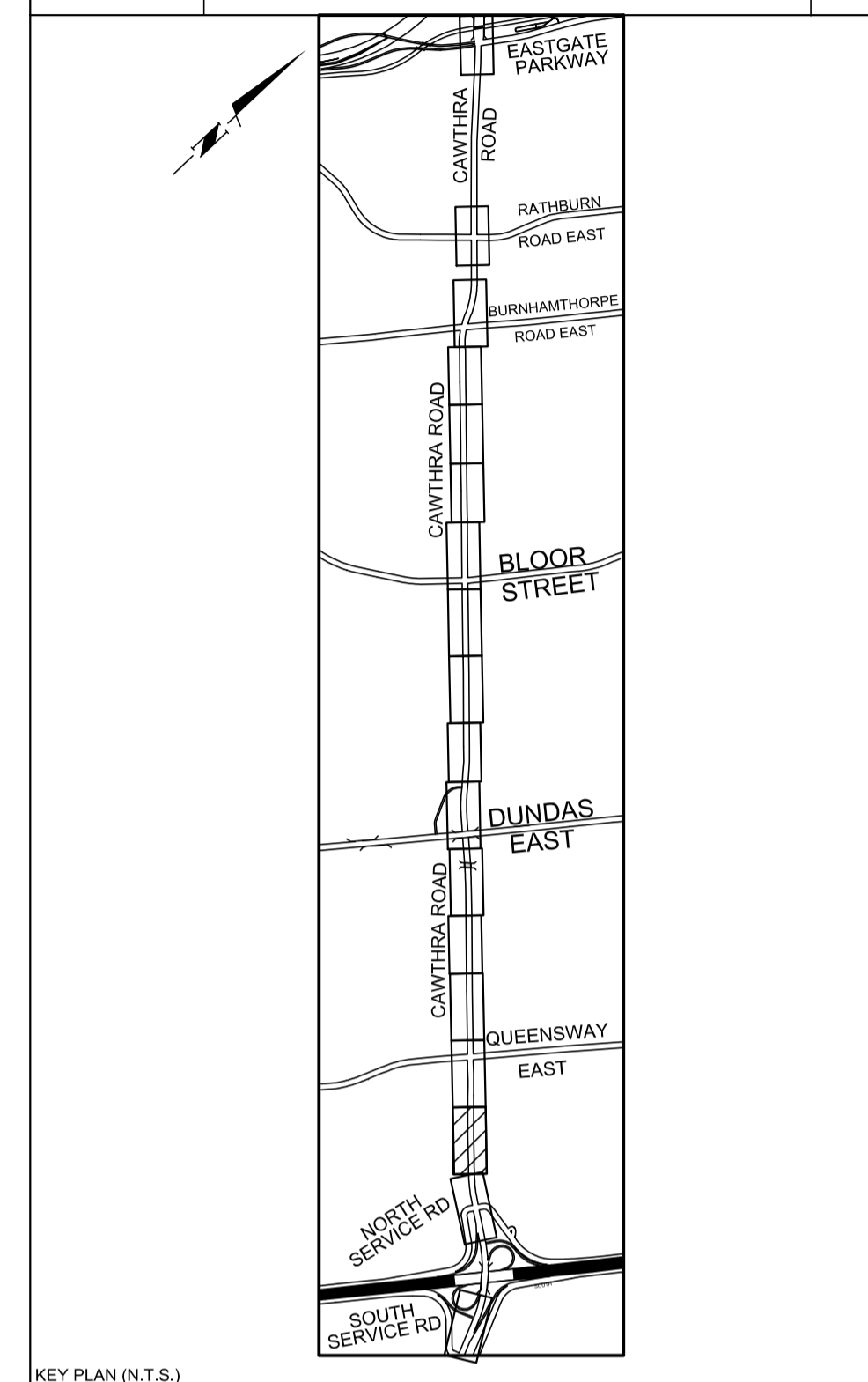
CAD Area	X-XX	Area	X-XX	Project No.	XX-XXXX
Checked by		Drawn by	X.X.	Date	MAY 2018
Date	MAY 2018	Sheet	2 of 18	Plan No.	PP-02

DRAFT - PRELIMINARY

PROP. SWALE ELEV	PROP. FINISHED GRADE	EX. ROAD ELEV.	ROAD CHAINAGE
104.91	104.41	104.11	104.91
104.41	104.11	103.95	104.41
104.11	103.95	103.90	104.11
103.95	103.90	104.06	103.95
103.90	104.06	104.27	103.90
104.06	104.27	104.47	104.06
104.27	104.47	104.62	104.27
104.47	104.62	104.79	104.47
104.62	104.79	104.95	104.62
104.79	104.95		104.79
104.95			104.95



SERVICE DATA					
SERVICE	DATE	INIT.	SERVICE	DATE	INIT.
SAN SEWERS	MAY 00, 2014	X.X.	GAS MAINS	MAY 00, 2014	X.X.
STORM SEWERS	MAY 00, 2014	X.X.	BELL U/G CABLE	MAY 00, 2014	X.X.
WATERMANS	MAY 00, 2014	X.X.	HYDRO U/G CABLE	MAY 00, 2014	X.X.
TRANSIT	MAY 00, 2014	X.X.	HYDRO ONE	MAY 00, 2014	X.X.
PARKS & REC.	MAY 00, 2014	X.X.	CTV	MAY 00, 2014	X.X.
ONT. CLEAN WATER	MAY 00, 2014	X.X.	COMMUNIC. CABLES	MAY 00, 2014	X.X.



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- All Pipes Size In mm
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- WS20 Proposed Water Service, Size In mm
- B.M. No. Description Location Elev.

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BELL CANADA	ROGERS CABLE
ENBRIDGE INCORPORATED-GAS DISTRIBUTION	ALLSTREAM
ONTARIO MINISTRY OF TRANSPORTATION	PSN (PUBLIC SECTOR NETWORK)
ONTARIO CLEAN WATER AGENCY	FUTUREWAY (FCI BROADBAND)
HYDRO ONE NETWORKS	
ENERSOURCE, HYDRO MISSISSAUGA	
HYDRO ONE BRAMPTON	

10m 0 10 20 30m HORIZONTAL SCALE
1m 0 1 2 3m VERTICAL SCALE

Region of Peel
working with you

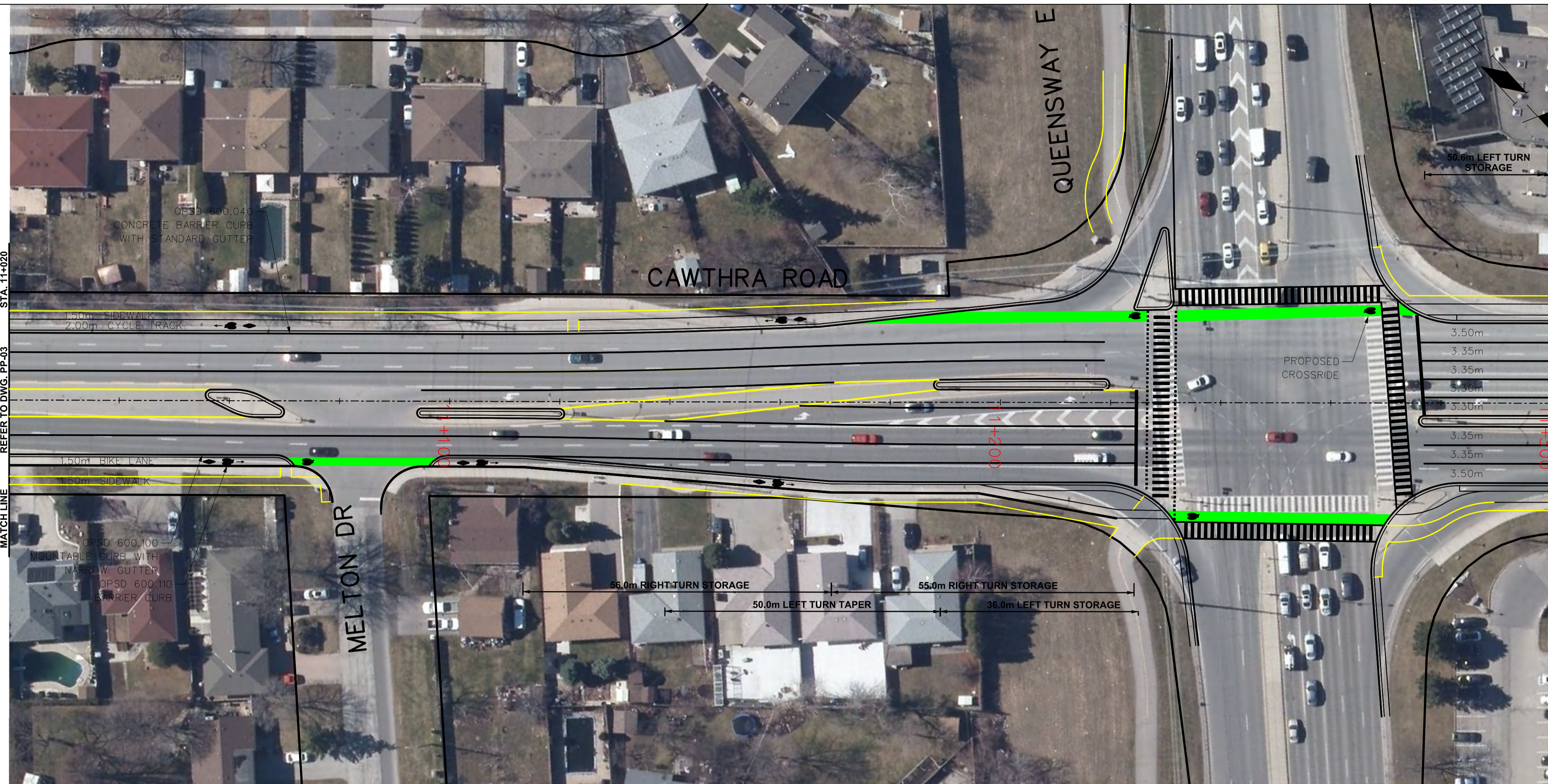
CAWTHRA ROAD
(FROM N SERVICE ROAD TO BURHAMTHORPE ROAD E)
NEW CONSTRUCTION

STA. 10+740 TO STA. 11+020

PROP. SWALE ELEV	104.95	105.11	105.29	105.46	105.62	105.77	105.97	106.20	106.39	106.52	106.90	106.86	107.05	107.22	107.40
PROP. FINISHED GRADE															
EX. ROAD ELEV.															
ROAD CHAINAGE	10+740	10+760	10+780	10+800	10+820	10+840	10+860	10+880	10+900	10+920	10+940	10+960	10+980	11+000	11+020

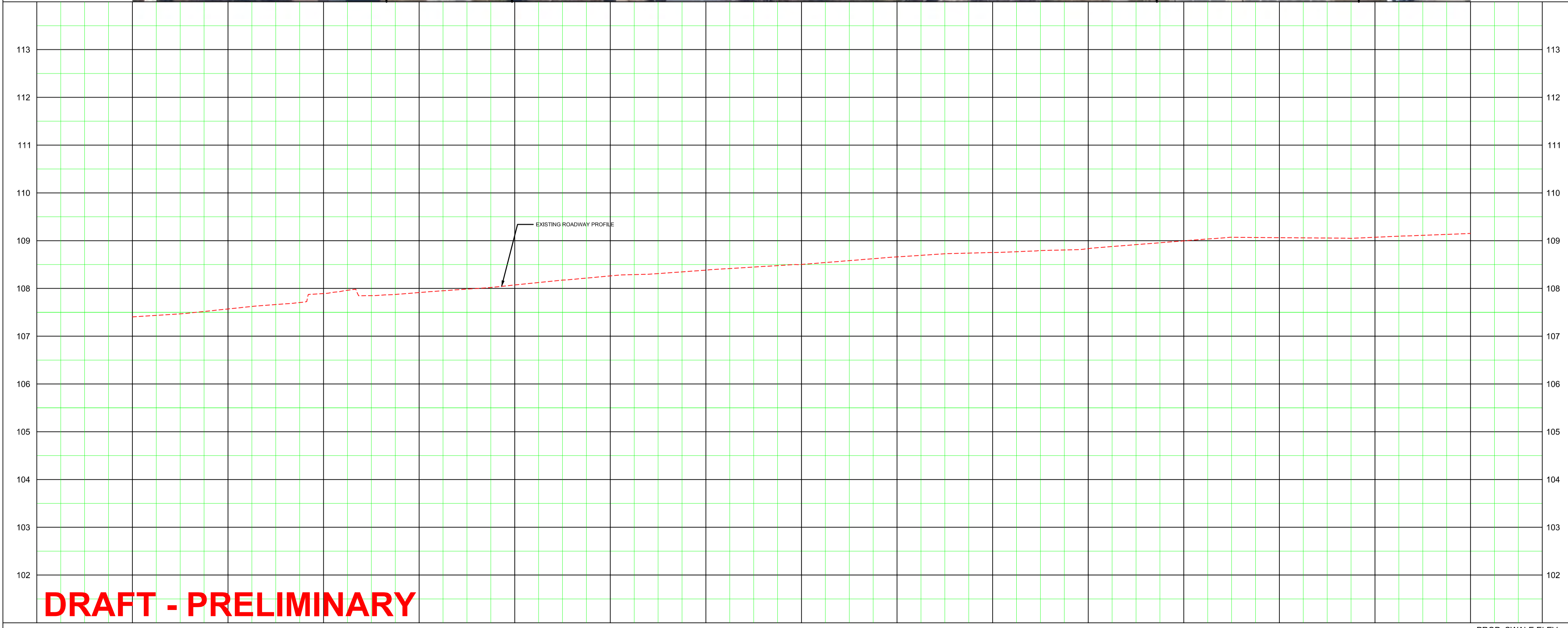
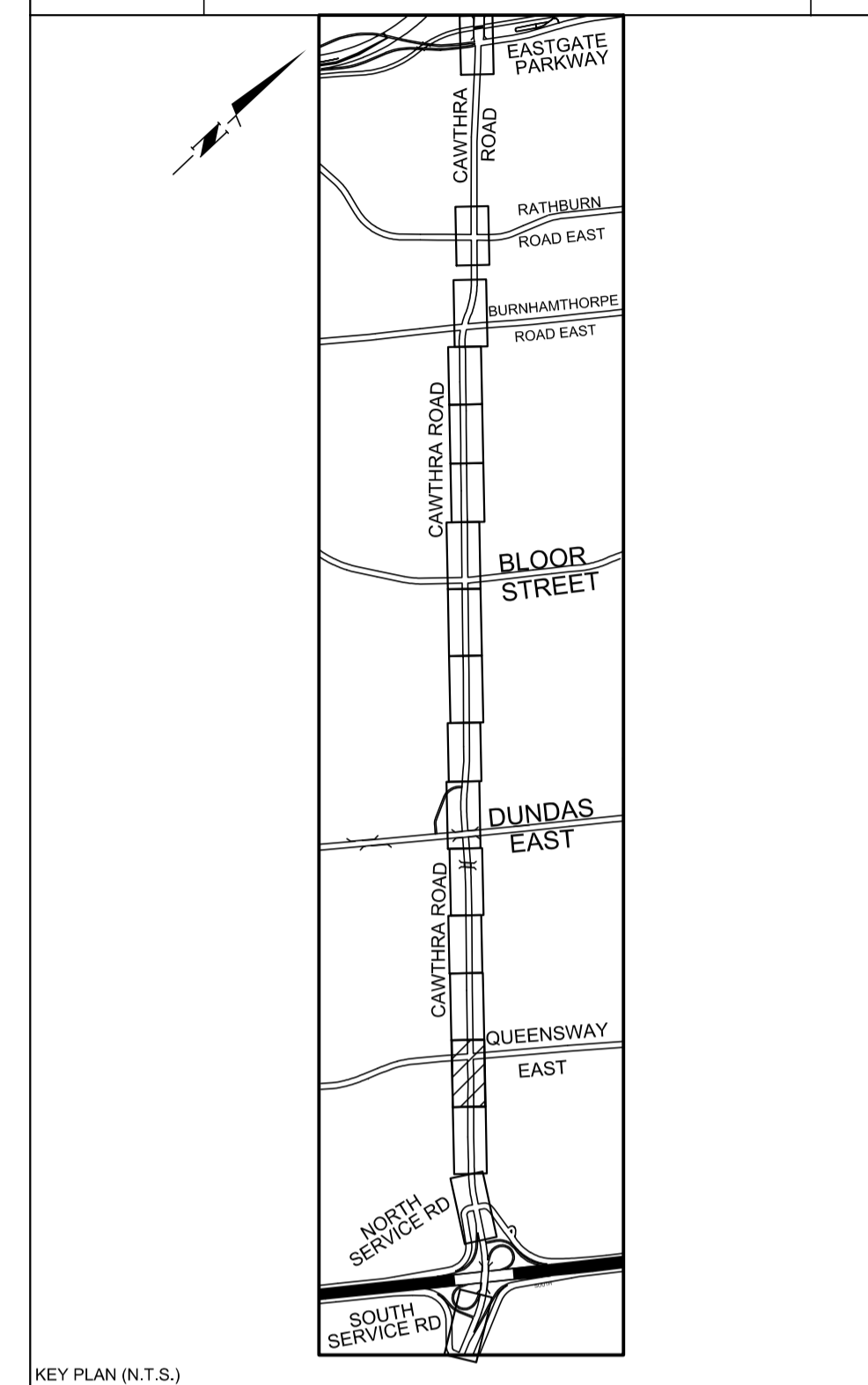
Checked by: X-XX Date: MAY 2018
Drawn by: X.X. Sheet: 3 of 18
Project No.: XX-XXXX
Plan No.: PP-03

DRAFT - PRELIMINARY



SERVICE DATA					
SERVICE	DATE	INIT.	SERVICE	DATE	INIT.
SAN SEWERS	MAY 00, 2014	X.X.	GAS MAINS	MAY 00, 2014	X.X.
STORM SEWERS	MAY 00, 2014	X.X.	BELL U/G CABLE	MAY 00, 2014	X.X.
WATER MAINS	MAY 00, 2014	X.X.	HYDRO U/G CABLE	MAY 00, 2014	X.X.
TRANSIT	MAY 00, 2014	X.X.	HYDRO ONE	MAY 00, 2014	X.X.
PARKS & REC.	MAY 00, 2014	X.X.	CTV	MAY 00, 2014	X.X.
ONT. CLEAN WATER	MAY 00, 2014	X.X.	COMMUNIC. CABLES	MAY 00, 2014	X.X.

REVISIONS		
DATE	DETAILS	INIT.



General Notes

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- WS20 Proposed Water Service, Size In mm
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Designed by _____ Chkd. _____ Approved by _____

NOTICE TO CONTRACTOR

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BELL CANADA	ROGERS CABLE
ENBRIDGE INCORPORATED-GAS DISTRIBUTION	ALLSTREAM
ONTARIO MINISTRY OF TRANSPORTATION	PSN (PUBLIC SECTOR NETWORK)
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HYDRO ONE NETWORKS	
ENERSOURCE, HYDRO MISSISSAUGA	
HYDRO ONE BRAMPTON	

10m 0 10 20 30m HORIZONTAL SCALE
1m 0 1 2 3m VERTICAL SCALE

Region of Peel
working with you

CAWTHRA ROAD
(FROM N SERVICE ROAD TO BURHAMTHORPE ROAD E)
NEW CONSTRUCTION

STA. 11+020 TO STA. 11+300

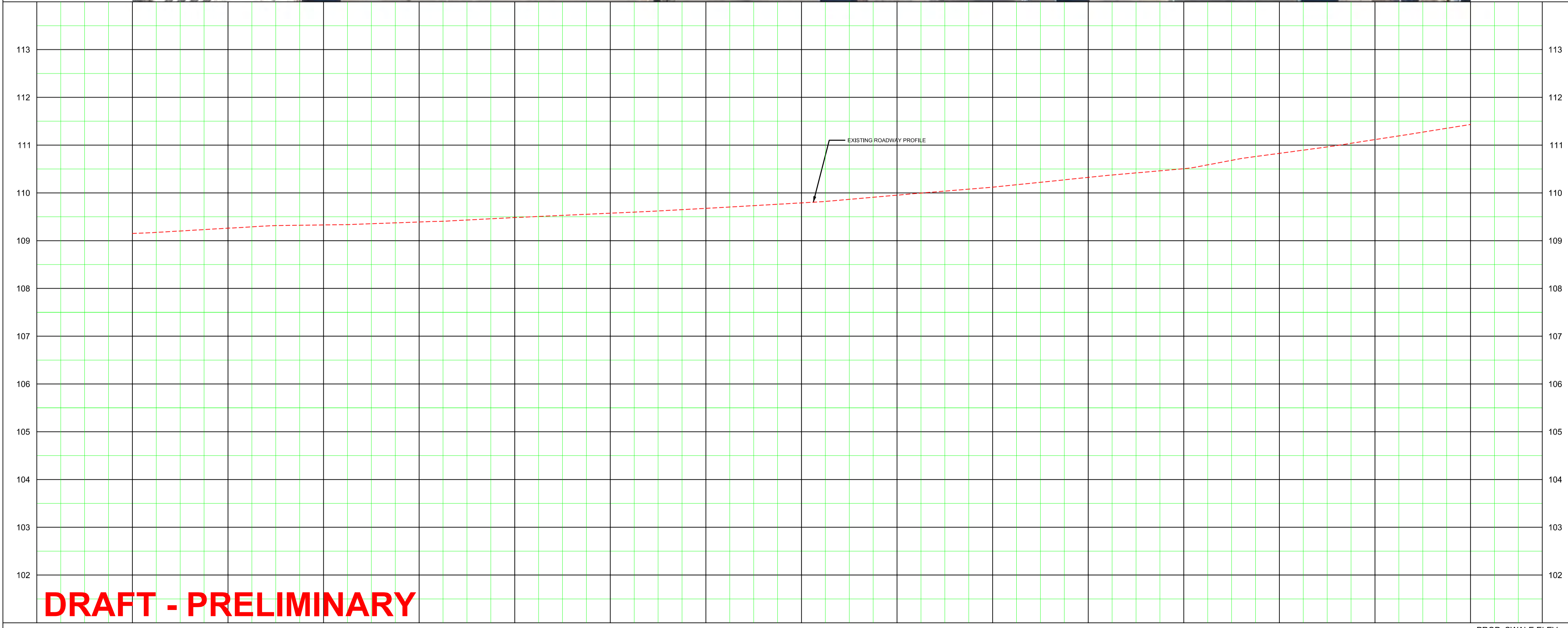
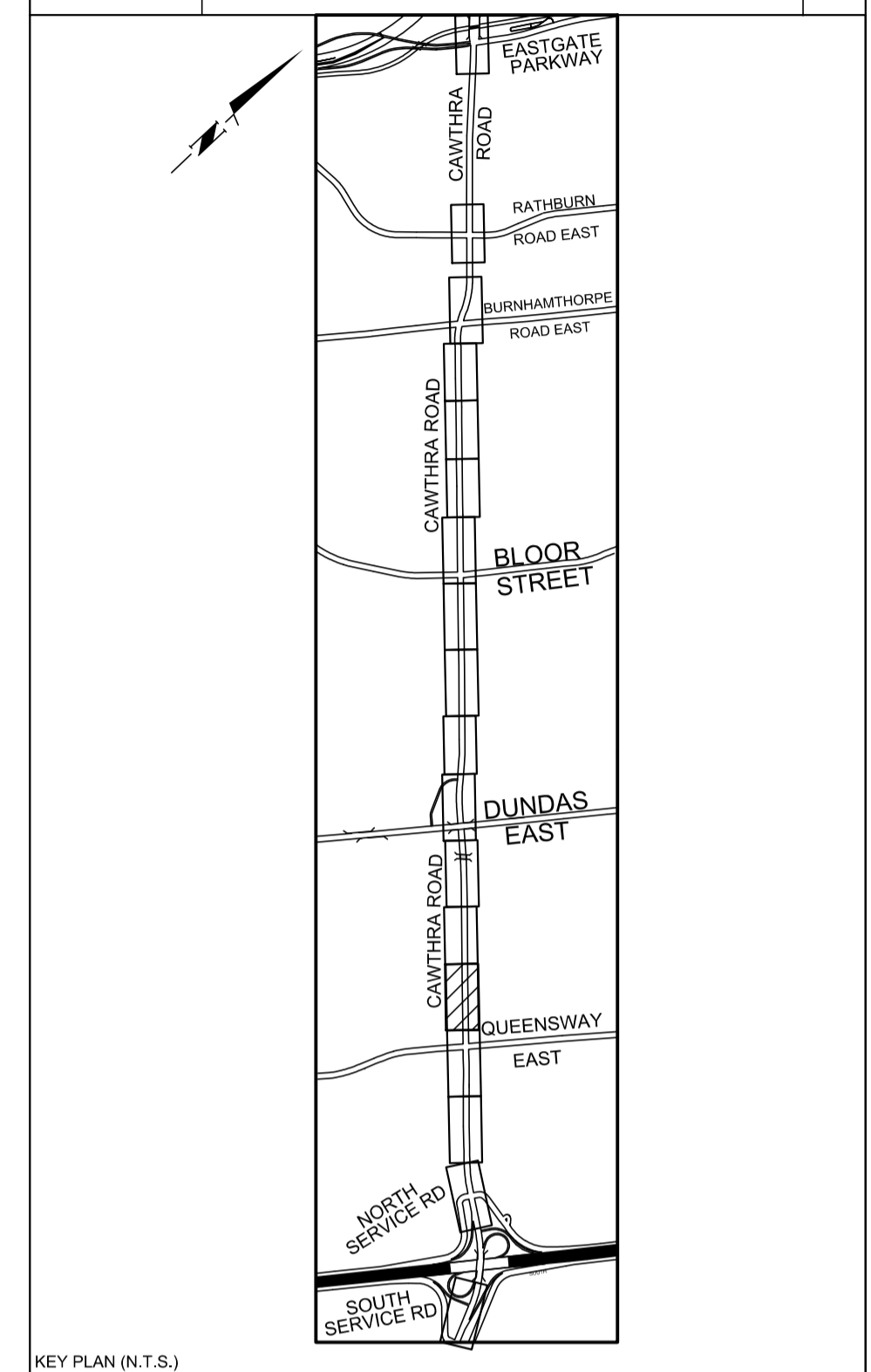
PROP. SWALE ELEV														STA. 11+020		TO STA. 11+300								
PROP. FINISHED GRADE														CAD Area	X-XX	Area	X-XX	Project No.	XX-XXXX					
107.40	107.57	107.89	107.91	108.07	108.26	108.38	108.50	108.66	108.75	108.83	108.99	109.06	109.07	109.15	EX. ROAD ELEV.	Checked by	Drawn by	X.X.	Date	MAY 2018	Sheet	4 of 18	Plan No.	PP-04
11+020	11+040	11+060	11+080	11+100	11+120	11+140	11+160	11+180	11+200	11+220	11+240	11+260	11+280	11+300	ROAD CHAINAGE	Date	MAY 2018	Sheet	4 of 18	Plan No.	PP-04			

DRAFT - PRELIMINARY



SERVICE DATA					
SERVICE	DATE	INIT.	SERVICE	DATE	INIT.
SAN SEWERS	MAY 00, 2014	X.X.	GAS MAINS	MAY 00, 2014	X.X.
STORM SEWERS	MAY 00, 2014	X.X.	BELL U/G CABLE	MAY 00, 2014	X.X.
WATERMANS	MAY 00, 2014	X.X.	HYDRO U/G CABLE	MAY 00, 2014	X.X.
TRANSIT	MAY 00, 2014	X.X.	HYDRO ONE	MAY 00, 2014	X.X.
PARKS & REC.	MAY 00, 2014	X.X.	CTV	MAY 00, 2014	X.X.
ONT. CLEAN WATER	MAY 00, 2014	X.X.	COMMUNIC. CABLES	MAY 00, 2014	X.X.

REVISIONS		
DATE	DETAILS	INIT.



General Notes

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HYDRO ONE NETWORKS	
ENERSOURCE, HYDRO MISSISSAUGA	
HYDRO ONE BRAMPTON	

10m 0 10 20 30m HORIZONTAL SCALE
1m 0 1 2 3m VERTICAL SCALE

Region of Peel
working with you

CAWTHRA ROAD
(FROM N SERVICE ROAD TO BURHAMTHORPE ROAD E)
NEW CONSTRUCTION

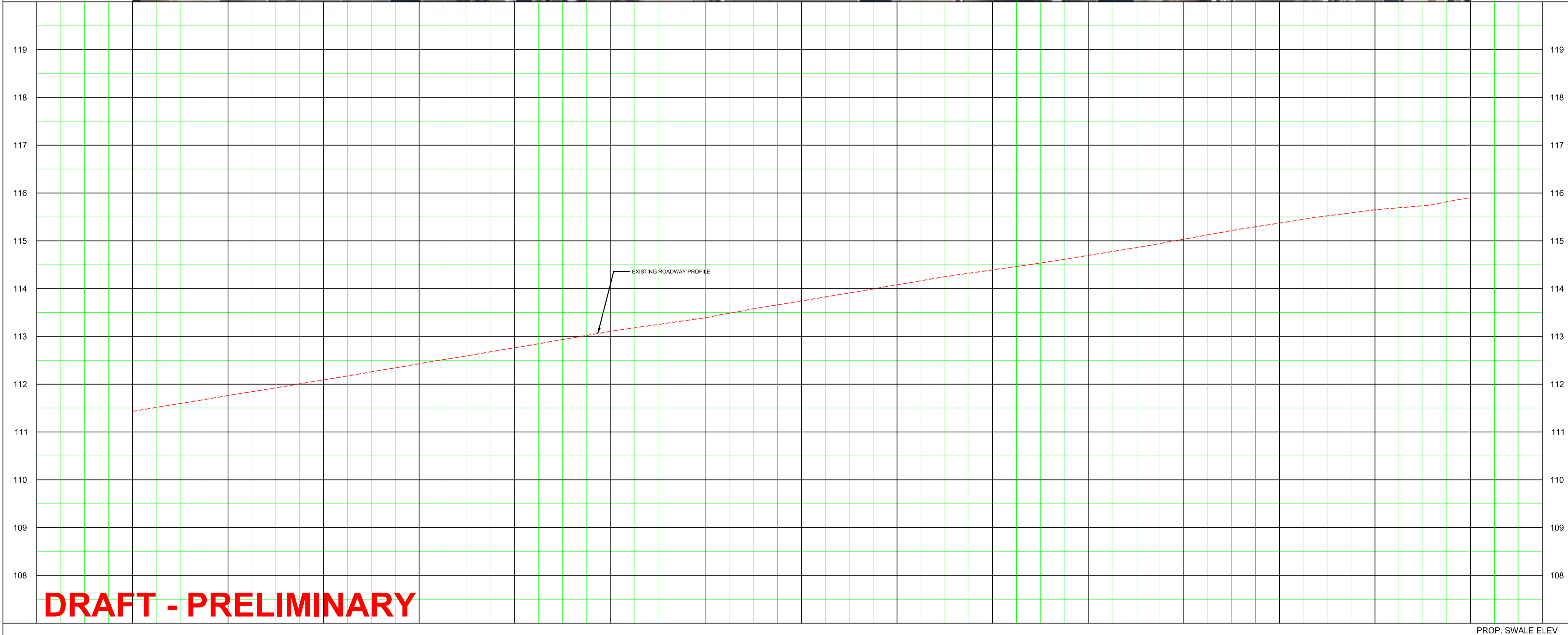
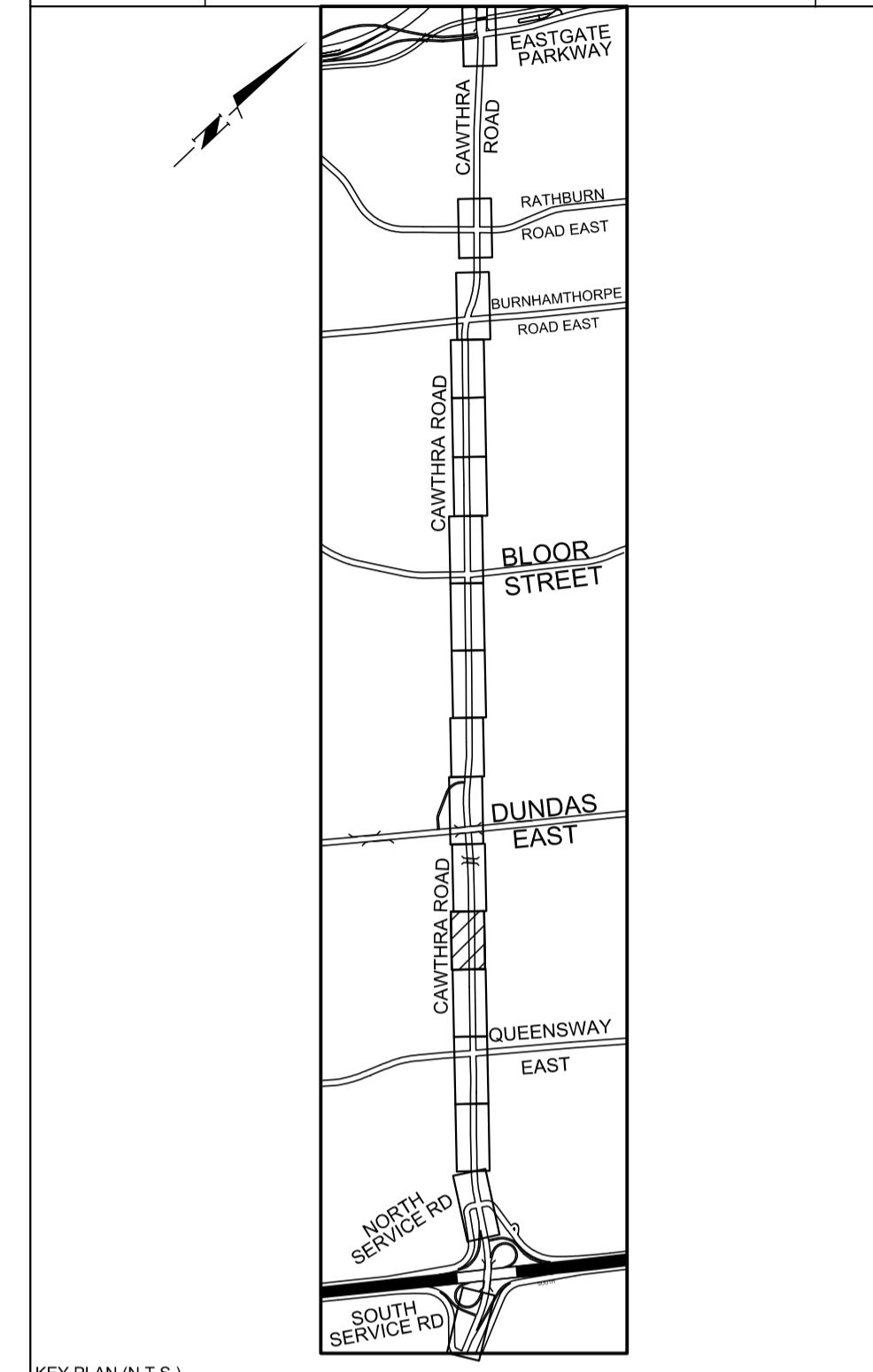
STA. 11+300 TO STA. 11+580

PROP. SWALE ELEV	PROP. FINISHED GRADE	CAD Area	X-XX	Area	X-XX	Project No.	XX-XXXX
109.15	109.26	109.33	109.39	109.48	109.57	109.67	109.79
109.95	110.12	110.32	110.50	110.83	111.11	111.43	EX. ROAD ELEV.
11+300	11+320	11+340	11+360	11+380	11+400	11+420	11+440
11+460	11+480	11+500	11+520	11+540	11+560	11+580	ROAD CHAINAGE

DRAFT - PRELIMINARY



SERVICE DATA					
SERVICE	DATE	INIT.	SERVICE	DATE	INIT.
SAN SEWERS	MAY 00, 2014	X.X.	GAS MAINS	MAY 00, 2014	X.X.
STORM SEWERS	MAY 00, 2014	X.X.	BELL U/G CABLE	MAY 00, 2014	X.X.
WATER MAINS	MAY 00, 2014	X.X.	HYDRO U/G CABLE	MAY 00, 2014	X.X.
TRANSIT	MAY 00, 2014	X.X.	HYDRO ONE	MAY 00, 2014	X.X.
PARKS & REC.	MAY 00, 2014	X.X.	CTV	MAY 00, 2014	X.X.
ONT. CLEAN WATER	MAY 00, 2014	X.X.	COMMUNIC. CABLES	MAY 00, 2014	X.X.



General Notes

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- B.M. No. Description Location Elev.

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Designed by _____ Chkd. _____ Approved by _____

NOTICE TO CONTRACTOR

48 HOURS PRIOR TO COMMENCING WORK NOTIFY THE FOLLOWING

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BELL CANADA	ROGERS CABLE
ENBRIDGE INCORPORATED-GAS DISTRIBUTION	ALLSTREAM
ONTARIO MINISTRY OF TRANSPORTATION	PSN (PUBLIC SECTOR NETWORK)
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HYDRO ONE NETWORKS	
ENERSOURCE, HYDRO MISSISSAUGA	
HYDRO ONE BRAMPTON	

10m 0 10 20 30m HORIZONTAL SCALE
1m 0 1 2 3m VERTICAL SCALE

Region of Peel
working with you

CAWTHRA ROAD
(FROM N SERVICE ROAD TO BURHAMTHORPE ROAD E)
NEW CONSTRUCTION

STA. 11+580 TO STA. 11+860

PROP. SWALE ELEV	PROP. FINISHED GRADE	EX. ROAD ELEV.	ROAD CHAINAGE
111.43	111.76	112.09	11+580
112.43	112.76	113.10	11+600
113.39	113.74	114.08	11+620
114.39	114.69	115.03	11+640
115.03	115.37	115.65	11+660
115.37	115.65	115.90	11+680
115.65	115.90	116.15	11+700
115.90	116.15	116.40	11+720
116.15	116.40	116.65	11+740
116.40	116.65	116.90	11+760
116.65	116.90	117.15	11+780
116.90	117.15	117.40	11+800
117.15	117.40	117.65	11+820
117.40	117.65	117.90	11+840
117.65	117.90	118.15	11+860

DRAFT - PRELIMINARY

Checked by	Drawn by	Project No.
MAY 2018	X.X.	XX-XXXX

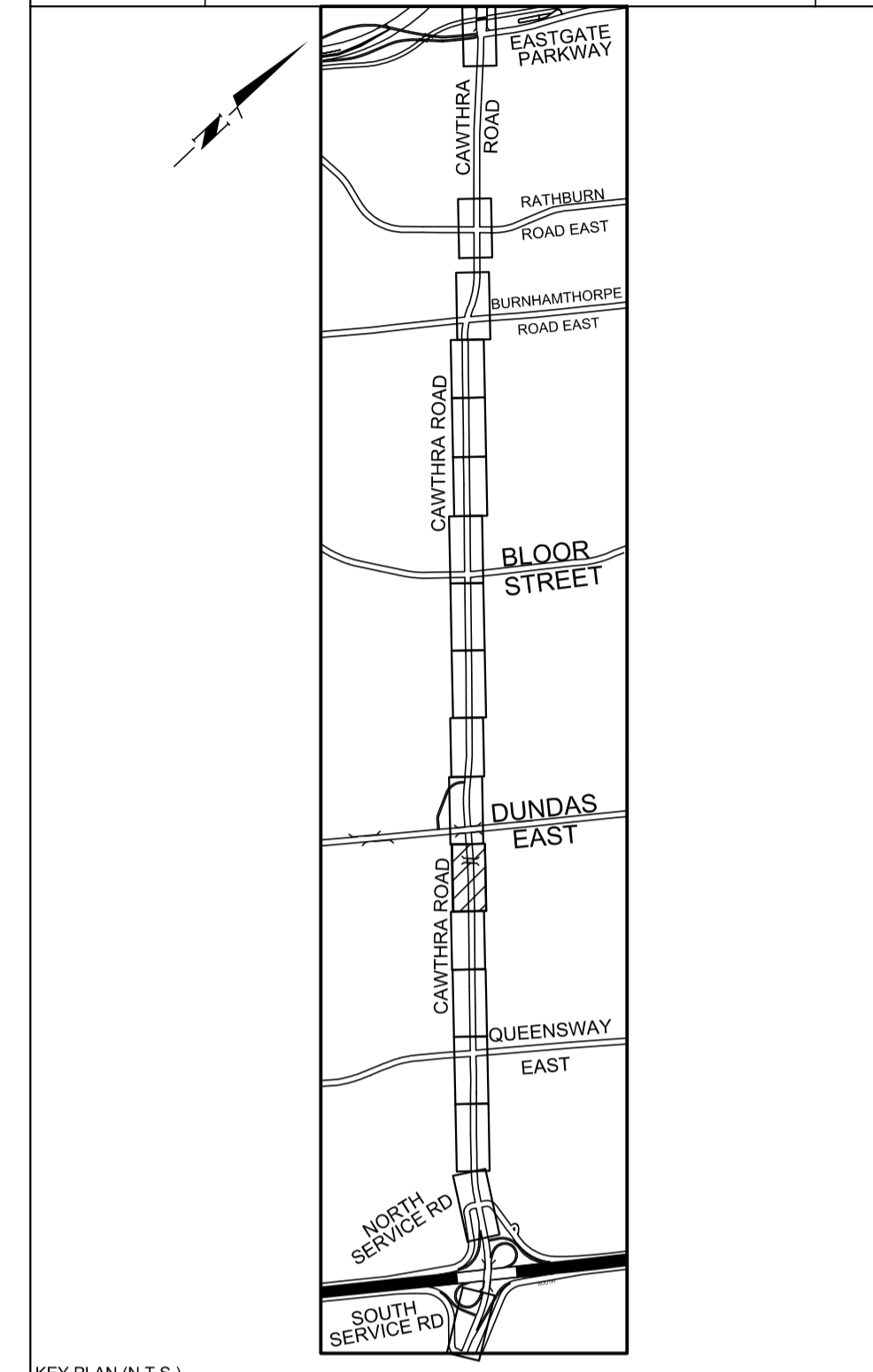
Date MAY 2018 Sheet 6 of 18 Plan No. **PP-06**



STA. 11+860
REFER TO DWG. PP-06
MATCH LINE

MATCH LINE
REFER TO DWG. PP-08
STA. 12+140

SERVICE DATA					
SERVICE	DATE	INIT.	SERVICE	DATE	INIT.
SAN SEWERS	MAY 00, 2014	X.X.	GAS MAINS	MAY 00, 2014	X.X.
STORM SEWERS	MAY 00, 2014	X.X.	BELL U/G CABLE	MAY 00, 2014	X.X.
WATERMANS	MAY 00, 2014	X.X.	HYDRO U/G CABLE	MAY 00, 2014	X.X.
TRANSIT	MAY 00, 2014	X.X.	HYDRO ONE	MAY 00, 2014	X.X.
PARKS & REC.	MAY 00, 2014	X.X.	CTV	MAY 00, 2014	X.X.
ONT. CLEAN WATER	MAY 00, 2014	X.X.	COMMUNIC. CABLES	MAY 00, 2014	X.X.



General Notes

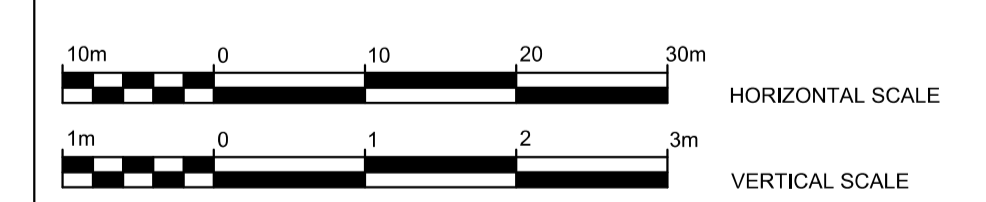
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- B.M. No. Description Location Elev.

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Designed by _____
Chkd. _____
Approved by _____

NOTICE TO CONTRACTOR
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HYDRO ONE NETWORKS	
ENERSOURCE, HYDRO MISSISSAUGA	
HYDRO ONE BRAMPTON	



Region of Peel
working with you

CAWTHRA ROAD
(FROM N SERVICE ROAD TO BURHAMTHORPE ROAD E)
NEW CONSTRUCTION

STA. 11+860 TO STA. 12+140

CAD Area	X-XX	Area	X-XX	Project No.	XX-XXXX
Checked by		Drawn by	X.X.	Plan No.	PP-07
Date	MAY 2018	Sheet	7 of 18		

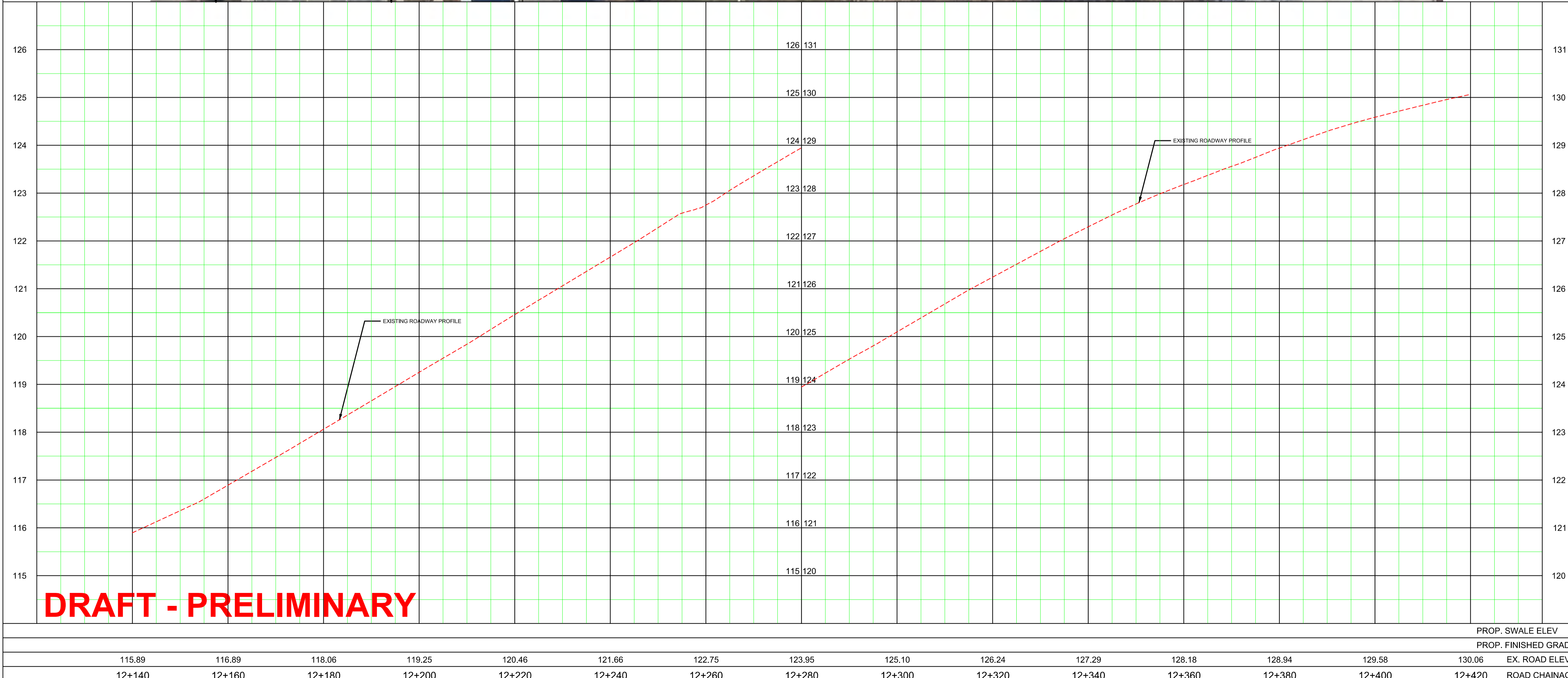
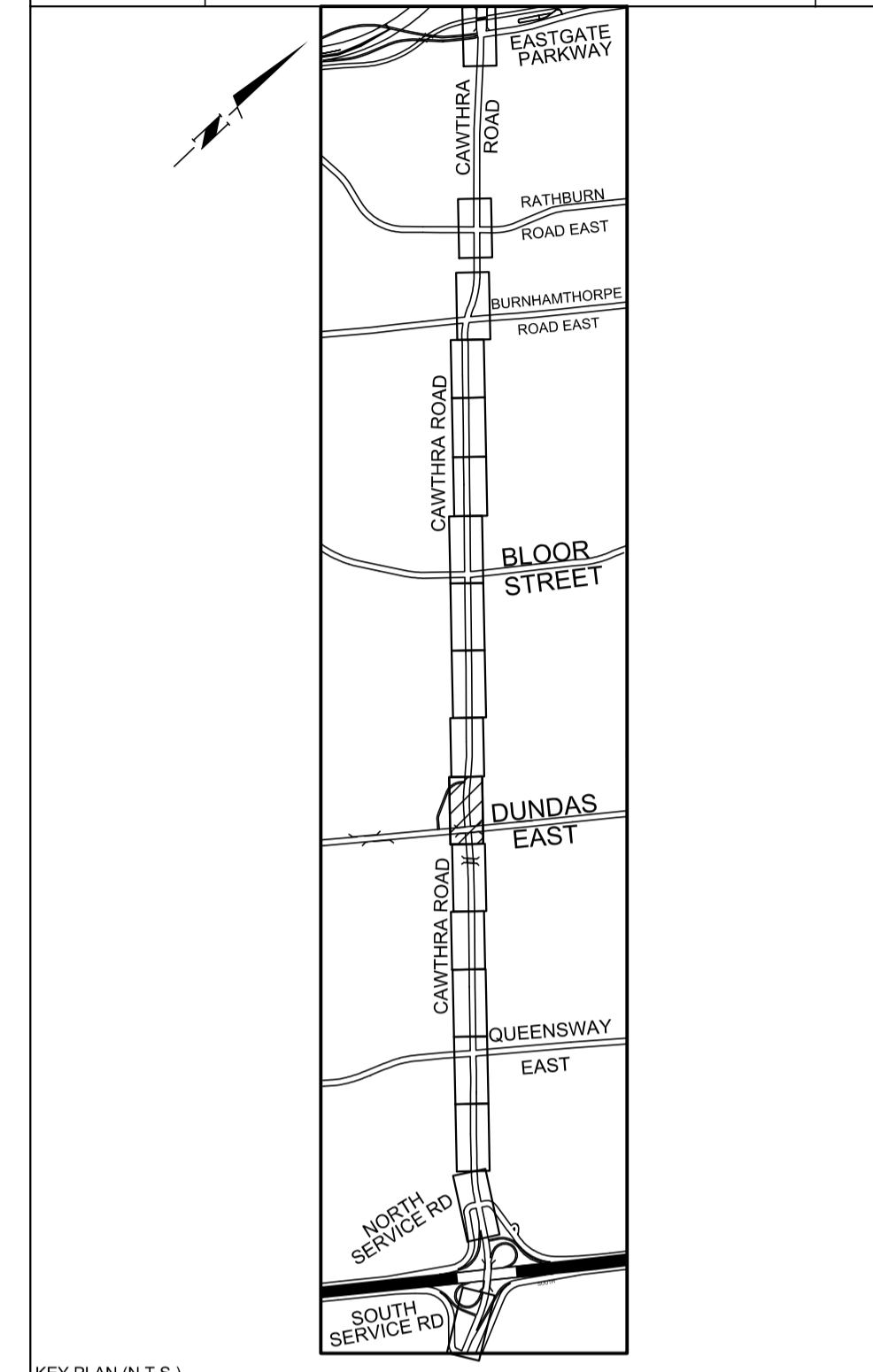


DRAFT - PRELIMINARY

PROP. SWALE ELEV	PROP. FINISHED GRADE	EX. ROAD ELEV.	ROAD CHAINAGE
115.90	116.03	115.99	11+860
115.91	115.99	115.99	11+880
115.56	115.91	115.91	11+900
115.15	115.56	115.56	11+920
114.62	115.15	115.15	11+940
114.14	114.62	114.62	11+960
113.83	114.14	114.14	11+980
113.71	113.83	113.83	12+000
113.74	113.71	113.71	12+020
113.99	113.74	113.74	12+040
114.41	113.99	113.99	12+060
115.05	114.41	114.41	12+080
115.89	115.05	115.05	12+100
	115.89	115.89	12+120
		115.89	12+140



SERVICE DATA					
SERVICE	DATE	INIT.	SERVICE	DATE	INIT.
SAN SEWERS	MAY 00, 2014	X.X.	GAS MAINS	MAY 00, 2014	X.X.
STORM SEWERS	MAY 00, 2014	X.X.	BELL U/G CABLE	MAY 00, 2014	X.X.
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PARKS & REC.	MAY 00, 2014	X.X.	CTV	MAY 00, 2014	X.X.
ONT. CLEAN WATER	MAY 00, 2014	X.X.	COMMUNIC. CABLES	MAY 00, 2014	X.X.



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ONTARIO CLEAN WATER AGENCY	FUTUREWAY (FCI BROADBAND)
HYDRO ONE NETWORKS	
ENERSOURCE, HYDRO MISSISSAUGA	
HYDRO ONE BRAMPTON	

10m 0 10 20 30m HORIZONTAL SCALE
1m 0 1 2 3m VERTICAL SCALE

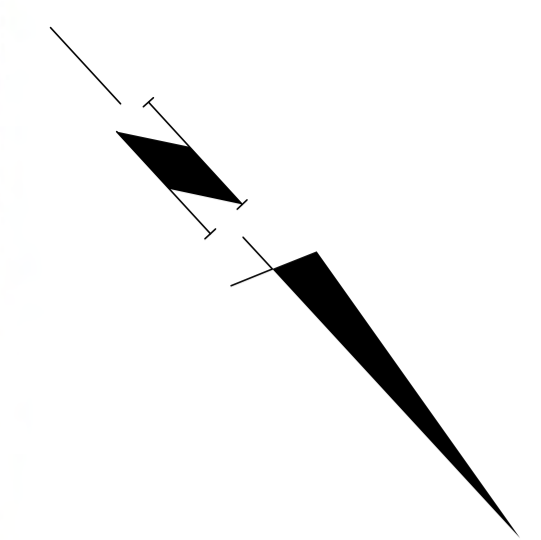
Region of Peel
working with you

CAWTHRA ROAD
(FROM N SERVICE ROAD TO BURHAMTHORPE ROAD E)
NEW CONSTRUCTION

STA. 12+140 TO STA. 12+420

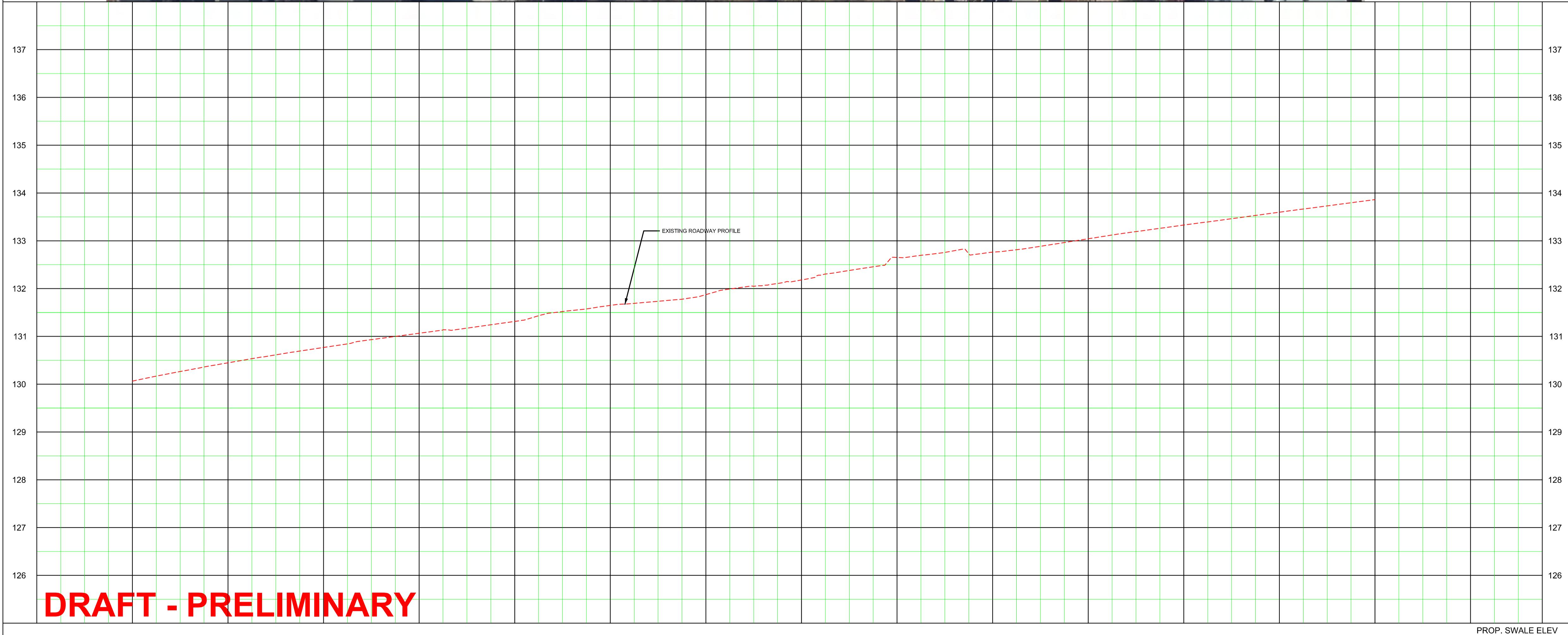
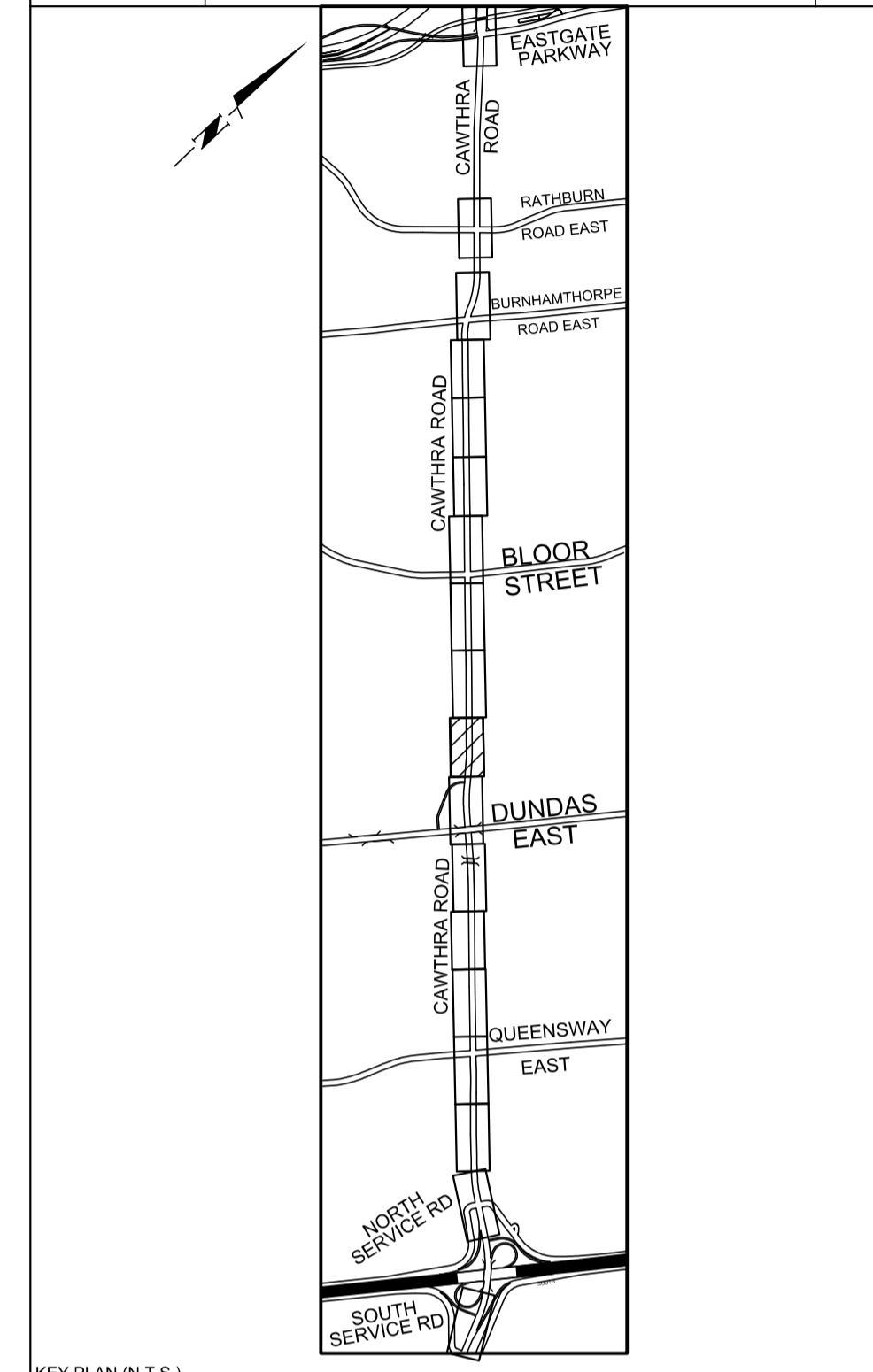
PROP. SWALE ELEV	CAD Area	X-XX	Area	X-XX	Project No.	XX-XXXX
PROP. FINISHED GRADE	Checked by		Drawn by	X.X.	Sheet	8 of 18
EX. ROAD ELEV.	Date	MAY 2018	Sheet		Plan No.	PP-08

DRAFT - PRELIMINARY



SERVICE DATA					
SERVICE	DATE	INIT.	SERVICE	DATE	INIT.
SAN SEWERS	MAY 00, 2014	X.X.	GAS MAINS	MAY 00, 2014	X.X.
STORM SEWERS	MAY 00, 2014	X.X.	BELL U/G CABLE	MAY 00, 2014	X.X.
WATERMANS	MAY 00, 2014	X.X.	HYDRO U/G CABLE	MAY 00, 2014	X.X.
TRANSIT	MAY 00, 2014	X.X.	HYDRO ONE	MAY 00, 2014	X.X.
PARKS & REC.	MAY 00, 2014	X.X.	CTV	MAY 00, 2014	X.X.
ONT. CLEAN WATER	MAY 00, 2014	X.X.	COMMUNIC. CABLES	MAY 00, 2014	X.X.

REVISIONS		
DATE	DETAILS	INIT.



General Notes

- All Driveways Are ASPHALT Unless Otherwise Noted
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- All Horizontal And Vertical Bends Are In Degrees
- All Pipes Size In mm
- 200 Existing Water Service, Size In mm
- WS20 Proposed Water Service, Size In mm
- B.M. No. Description Location Elev.

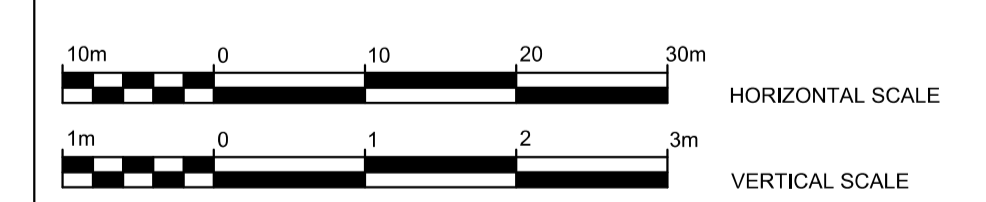
The Contractor Is Responsible For Locating And Protecting All Existing Utilities Prior To And During Construction, Location Of Existing Utilities Approximate Only, To Be Verified In Field By Contractor.

Designed by _____ Chkd. _____ Approved by _____

NOTICE TO CONTRACTOR

48 HOURS PRIOR TO COMMENCING WORK NOTIFY THE FOLLOWING

THE REGIONAL MUNICIPALITY OF PEEL	CABLE TELEVISION/FIBROPTIC PROVIDERS:
CITY OF MISSISSAUGA WORKS DEPT.	BELL CANADA
CITY OF BRAMPTON WORKS DEPT.	ENERSOURCE TELECOM
TOWN OF CALEDON WORKS DEPT.	HYDRO ONE TELECOM
BELL CANADA	ROGERS CABLE
ENBRIDGE INCORPORATED-GAS DISTRIBUTION	ALLSTREAM
ONTARIO MINISTRY OF TRANSPORTATION	PSN (PUBLIC SECTOR NETWORK)
ONTARIO CLEAN WATER AGENCY	FUTUREWAY (FCI BROADBAND)
HYDRO ONE NETWORKS	
ENERSOURCE, HYDRO MISSISSAUGA	
HYDRO ONE BRAMPTON	



Region of Peel
working with you

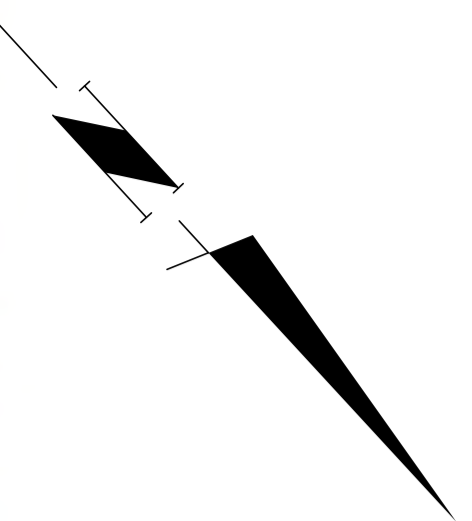
CAWTHRA ROAD
(FROM N SERVICE ROAD TO BURHAMTHORPE ROAD E)
NEW CONSTRUCTION

STA. 12+420 TO STA. 12+680

PROP. SWALE ELEV	PROP. FINISHED GRADE	EX. ROAD ELEV.	ROAD CHAINAGE
130.06	130.45	130.77	12+420
131.06	131.31	131.65	12+480
132.18	132.65	132.76	12+560
133.04	133.33	133.60	12+620
133.86			12+680

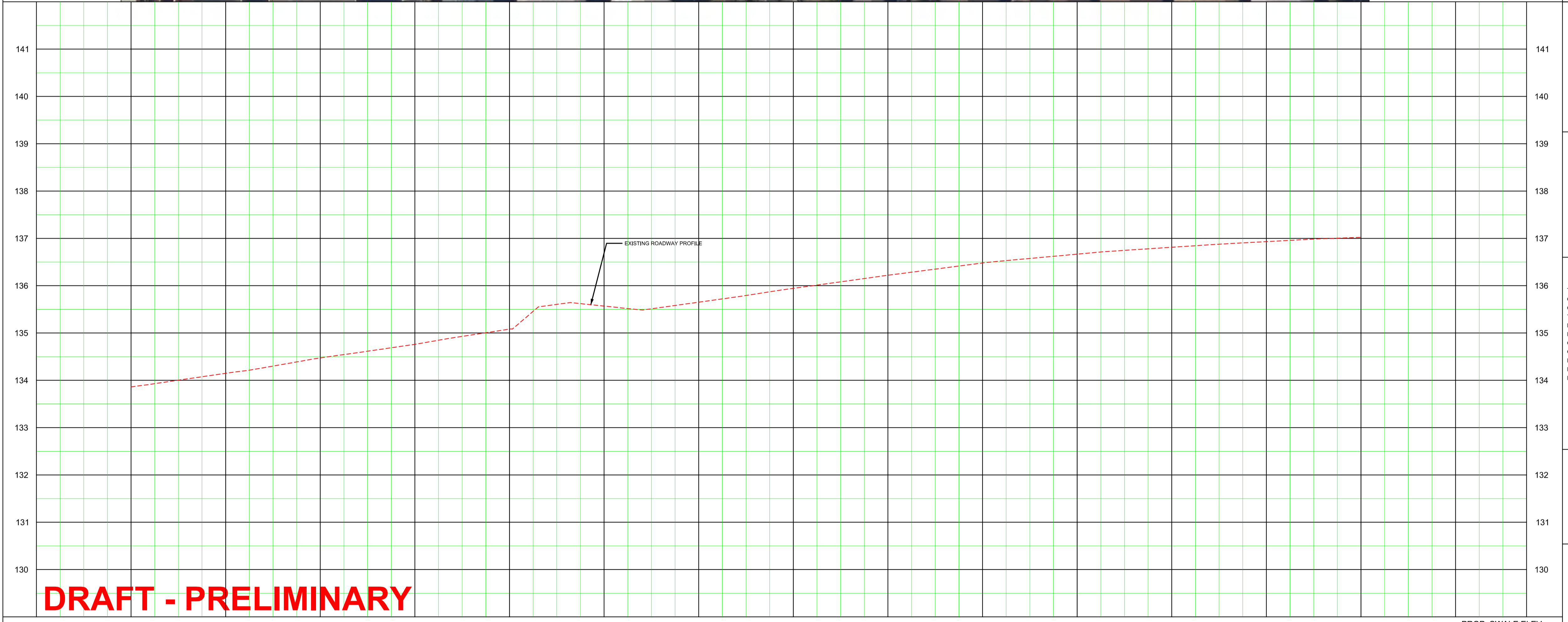
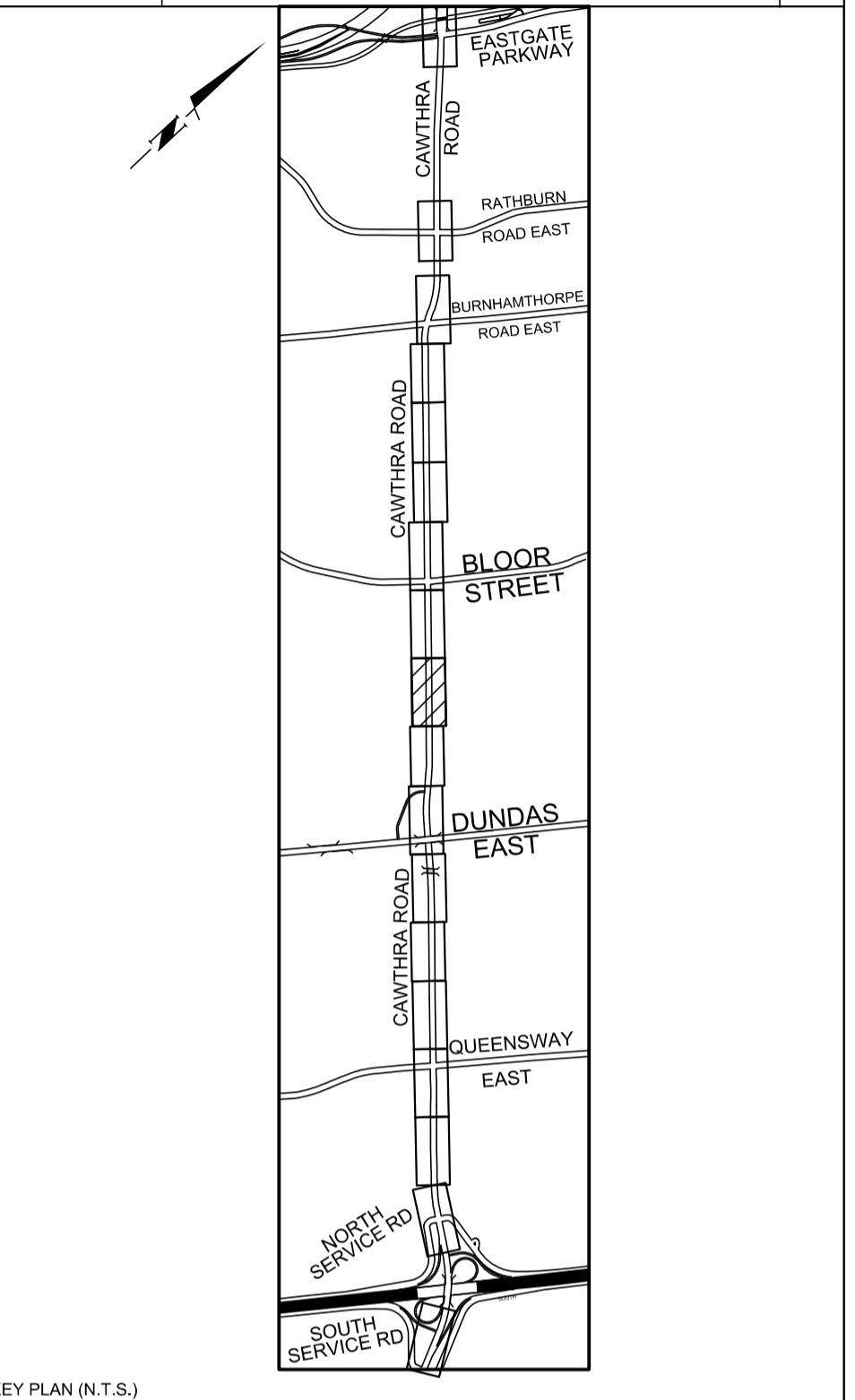
DRAFT - PRELIMINARY

Checked by	Drawn by	Project No.
MAY 2018	X.X.	XX-XXXX



SERVICE DATA					
SERVICE	DATE	INIT.	SERVICE	DATE	INIT.
SAN SEWERS	MAY 00, 2014	X.X.	GAS MAINS	MAY 00, 2014	X.X.
STORM SEWERS	MAY 00, 2014	X.X.	BELL U/G CABLE	MAY 00, 2014	X.X.
WATERMANS	MAY 00, 2014	X.X.	HYDRO U/G CABLE	MAY 00, 2014	X.X.
TRANSIT	MAY 00, 2014	X.X.	HYDRO ONE	MAY 00, 2014	X.X.
PARKS & REC.	MAY 00, 2014	X.X.	CTV	MAY 00, 2014	X.X.
ONT. CLEAN WATER	MAY 00, 2014	X.X.	COMMUNIC. CABLES	MAY 00, 2014	X.X.

REVISIONS		
DATE	DETAILS	INIT.



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 200 Existing Water Service, Size In mm
 WS20 Proposed Water Service, Size In mm
 B.M. No. Description Location Elev.
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NOTICE TO CONTRACTOR
 48 HOURS PRIOR TO COMMENCING WORK NOTIFY THE FOLLOWING

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BELL CANADA	ROGERS CABLE
ENBRIDGE INCORPORATED-GAS DISTRIBUTION	ALLSTREAM
ONTARIO MINISTRY OF TRANSPORTATION	PSN (PUBLIC SECTOR NETWORK)
ONTARIO CLEAN WATER AGENCY	FUTUREWAY (FCI BROADBAND)
HYDRO ONE NETWORKS	
ENERSOURCE, HYDRO MISSISSAUGA	
HYDRO ONE BRAMPTON	

10m 0 10 20 30m HORIZONTAL SCALE
 1m 0 1 2 3m VERTICAL SCALE

Region of Peel
 working with you

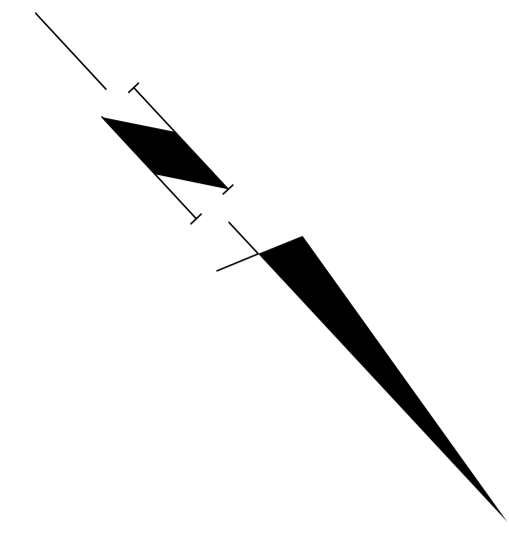
CAWTHRA ROAD
 (FROM N SERVICE ROAD TO BURHAMTHORPE ROAD E)
 NEW CONSTRUCTION

STA. 12+680 TO STA. 12+940

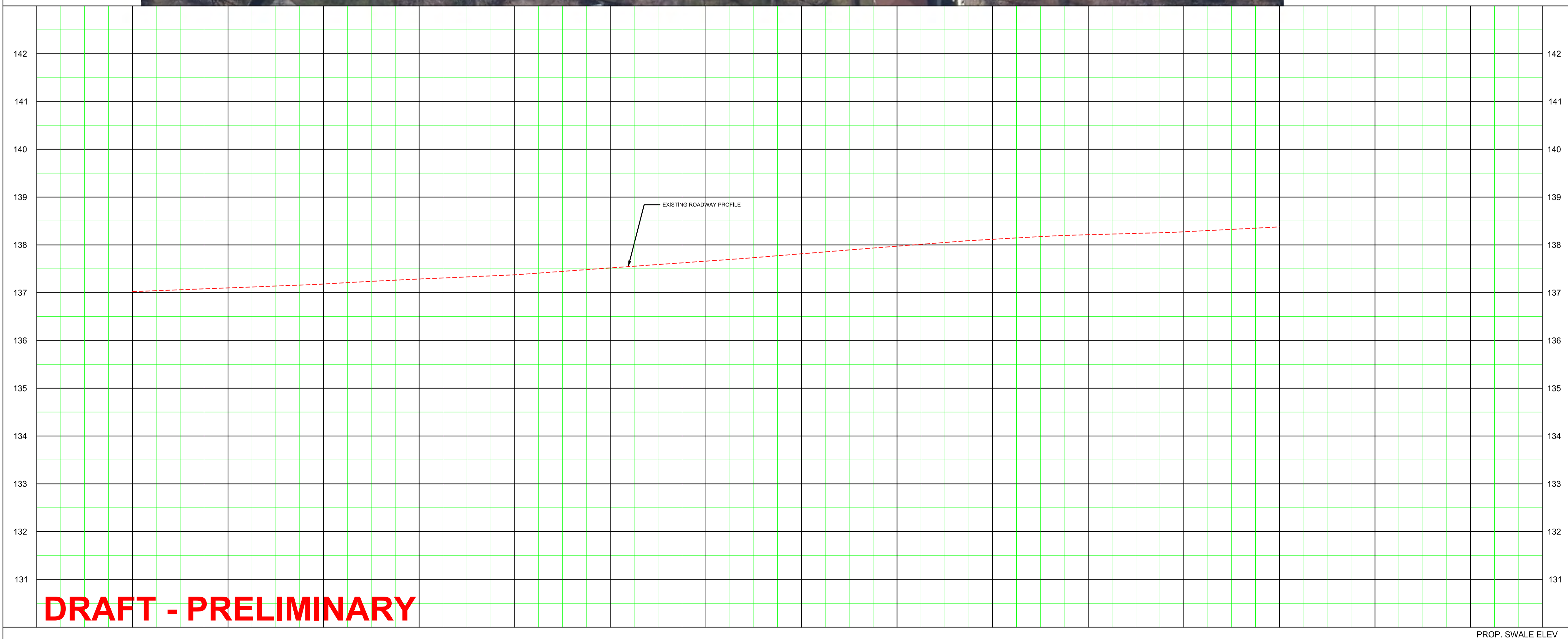
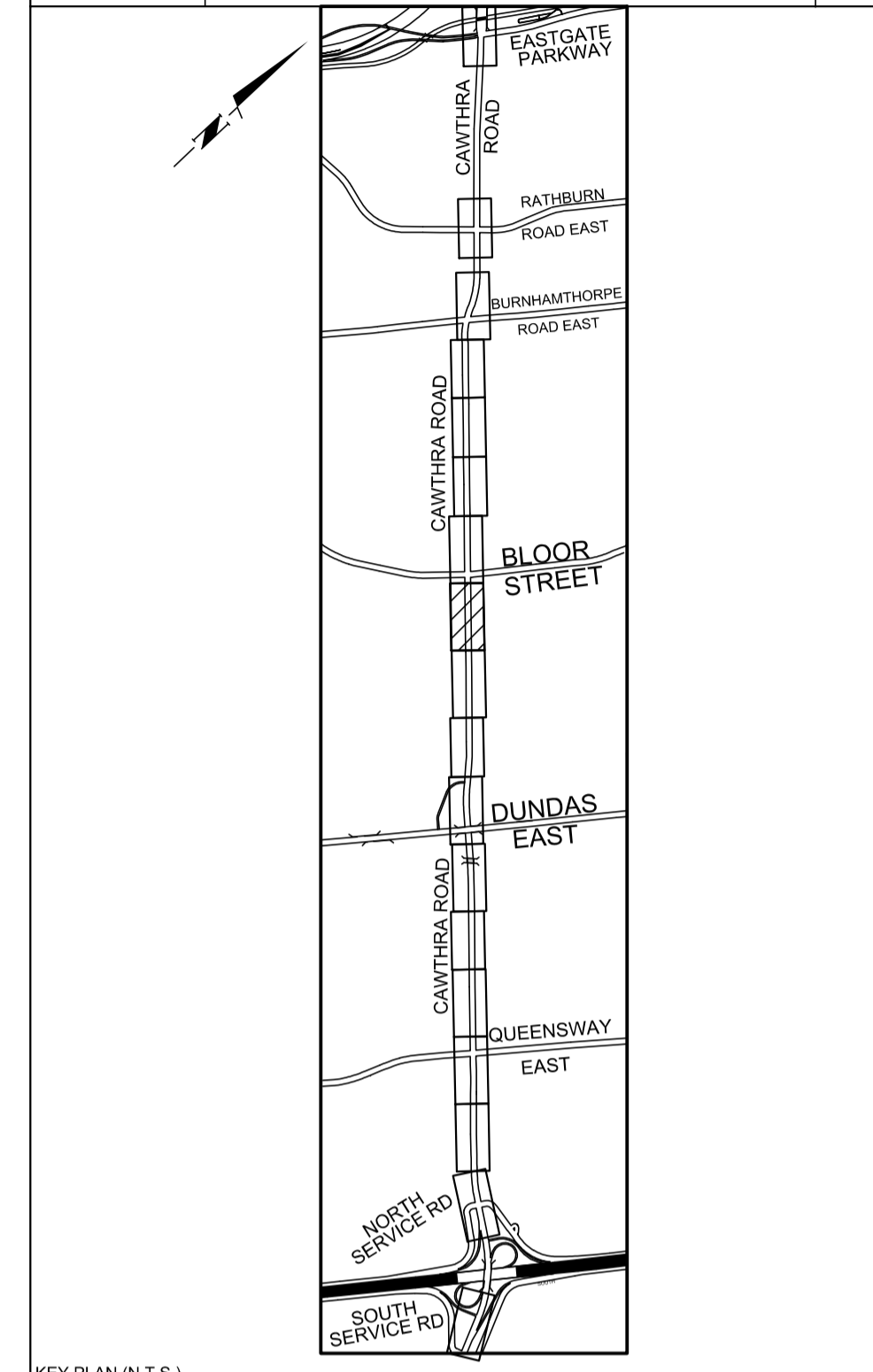
PROP. SWALE ELEV													
PROP. FINISHED GRADE													
EX. ROAD ELEV.													
ROAD CHAINAGE													
133.86	134.15	134.47	134.76	135.08	135.57	135.65	135.94	136.22	136.48	136.67	136.81	136.93	137.02
12+680	12+700	12+720	12+740	12+760	12+780	12+800	12+820	12+840	12+860	12+880	12+900	12+920	12+940

CAD Area	X-XX	Area	X-XX	Project No.	XX-XXXX
Checked by		Drawn by	X.X.	Plan No.	PP-10
Date	MAY 2018	Sheet	10 of 18		

DRAFT - PRELIMINARY



SERVICE DATA					
SERVICE	DATE	INIT.	SERVICE	DATE	INIT.
SAN SEWERS	MAY 00, 2014	X.X.	GAS MAINS	MAY 00, 2014	X.X.
STORM SEWERS	MAY 00, 2014	X.X.	BELL U/G CABLE	MAY 00, 2014	X.X.
WATERMANS	MAY 00, 2014	X.X.	HYDRO U/G CABLE	MAY 00, 2014	X.X.
TRANSIT	MAY 00, 2014	X.X.	HYDRO ONE	MAY 00, 2014	X.X.
PARKS & REC.	MAY 00, 2014	X.X.	CTV	MAY 00, 2014	X.X.
ONT. CLEAN WATER	MAY 00, 2014	X.X.	COMMUNIC. CABLES	MAY 00, 2014	X.X.



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CITY OF BRAMPTON WORKS DEPT.	ENERSOURCE TELECOM
TOWN OF CALEDON WORKS DEPT.	HYDRO ONE TELECOM
BELL CANADA	ROGERS CABLE
ENBRIDGE INCORPORATED-GAS DISTRIBUTION	ALLSTREAM
ONTARIO MINISTRY OF TRANSPORTATION	PSN (PUBLIC SECTOR NETWORK)
ONTARIO CLEAN WATER AGENCY	FUTUREWAY (FCI BROADBAND)
HYDRO ONE NETWORKS	
ENERSOURCE, HYDRO MISSISSAUGA	
HYDRO ONE BRAMPTON	

10m 0 10 20 30m HORIZONTAL SCALE
1m 0 1 2 3m VERTICAL SCALE

Region of Peel
working with you

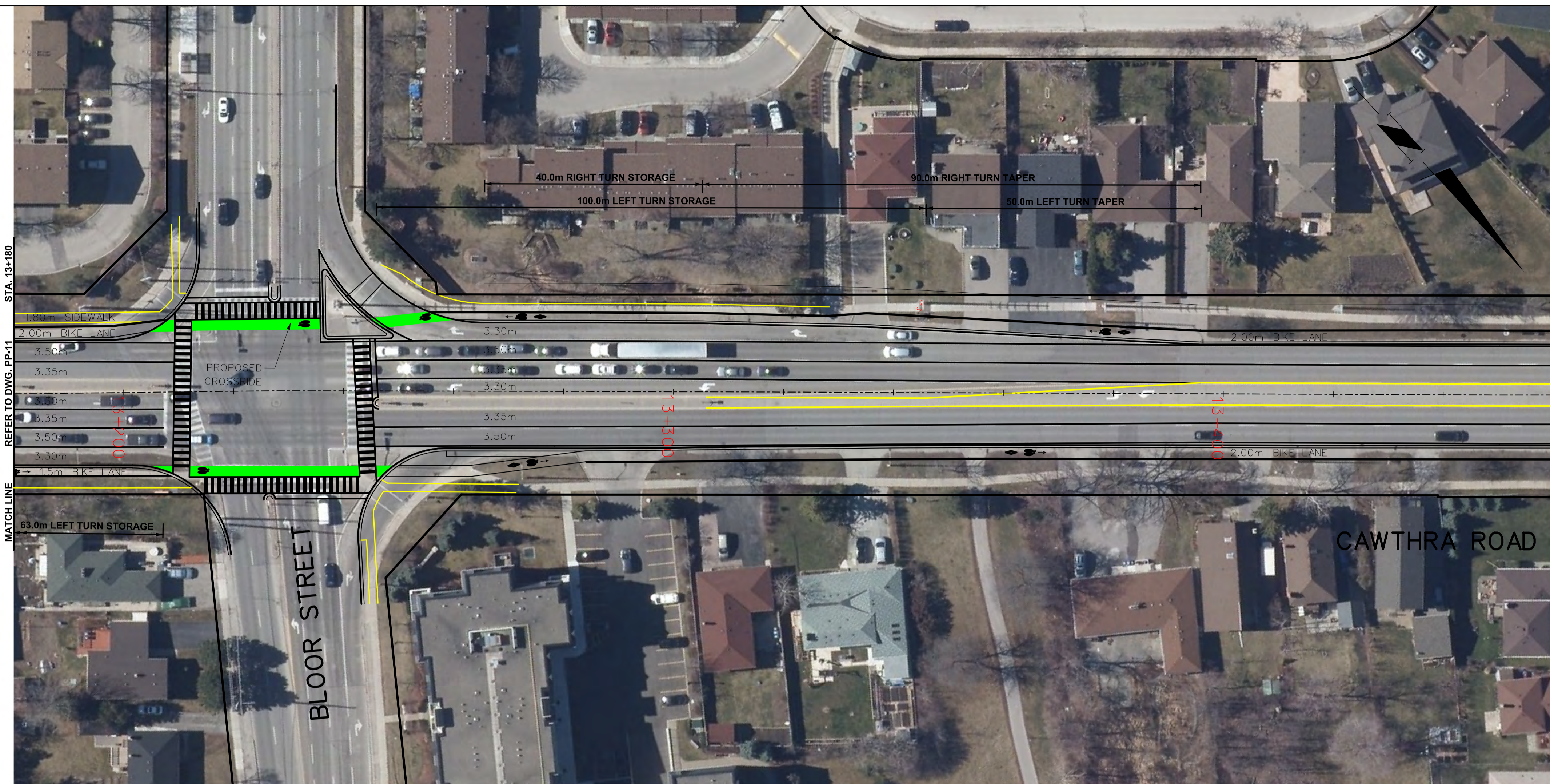
CAWTHRA ROAD
(FROM N SERVICE ROAD TO BURHAMTHORPE ROAD E)
NEW CONSTRUCTION

STA. 12+940 TO STA. 13+180

PROP. SWALE ELEV	PROP. FINISHED GRADE	EX. ROAD ELEV.	ROAD CHAINAGE
137.02	137.10	137.18	12+940
137.28	137.37	137.52	13+000
137.66	137.81	137.97	13+100
138.12	138.21	138.27	13+180

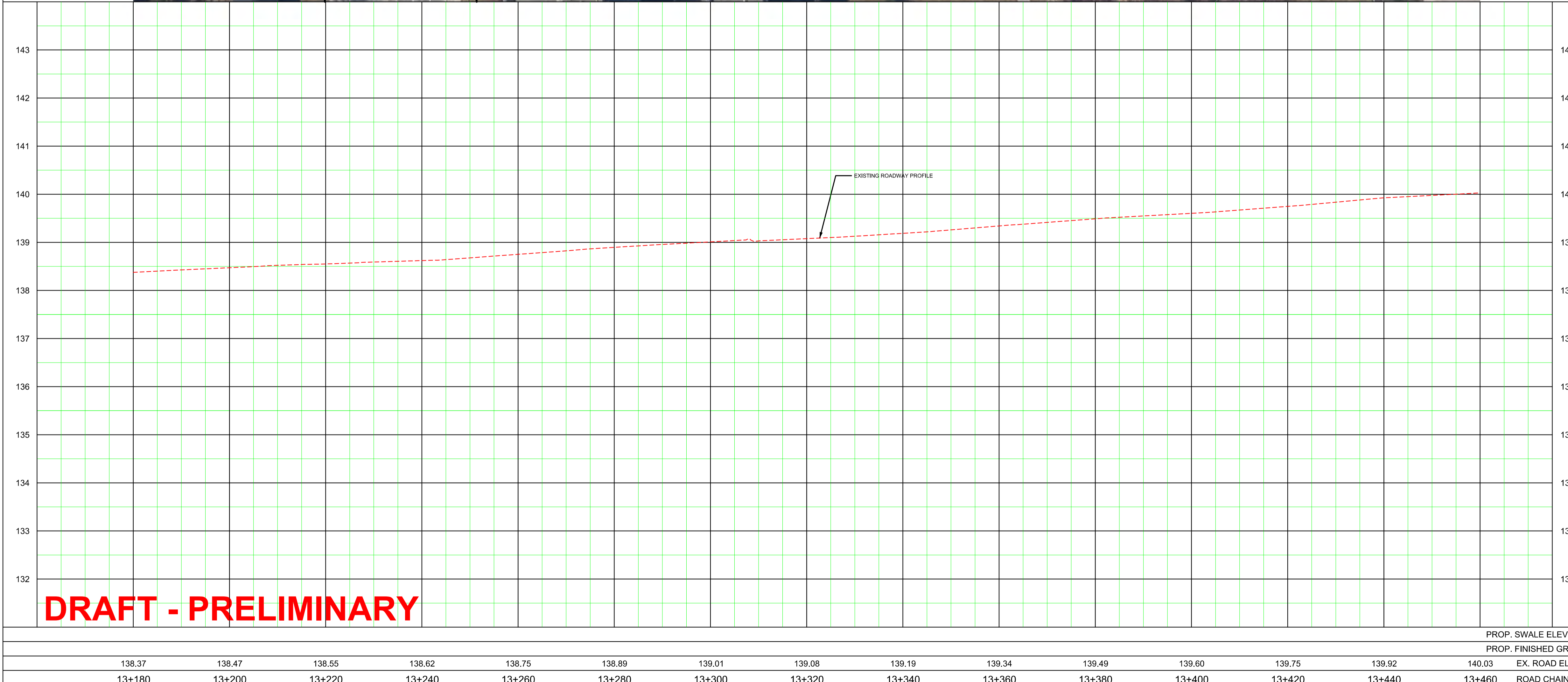
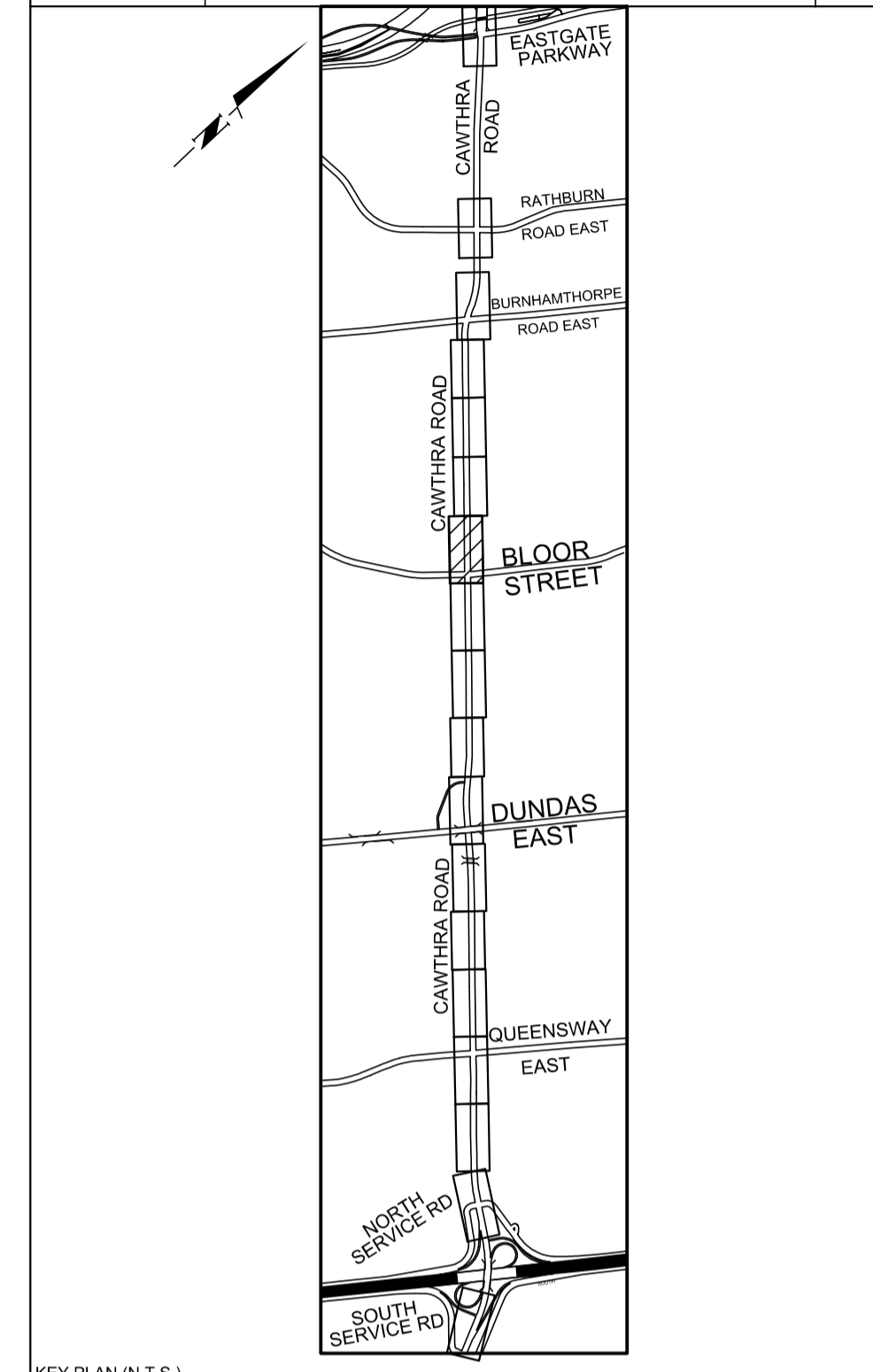
DRAFT - PRELIMINARY

Checked by	Drawn by	Date	Project No.	Plan No.
X.X.	X.X.	MAY 2018	XX-XXXX	PP- 11



SERVICE DATA					
SERVICE	DATE	INIT.	SERVICE	DATE	INIT.
SAN SEWERS	MAY 00, 2014	X.X.	GAS MAINS	MAY 00, 2014	X.X.
STORM SEWERS	MAY 00, 2014	X.X.	BELL U/G CABLE	MAY 00, 2014	X.X.
WATERMANS	MAY 00, 2014	X.X.	HYDRO U/G CABLE	MAY 00, 2014	X.X.
TRANSIT	MAY 00, 2014	X.X.	HYDRO ONE	MAY 00, 2014	X.X.
PARKS & REC.	MAY 00, 2014	X.X.	CTV	MAY 00, 2014	X.X.
ONT. CLEAN WATER	MAY 00, 2014	X.X.	COMMUNIC. CABLES	MAY 00, 2014	X.X.

REVISIONS		
DATE	DETAILS	INIT.



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All Pipes Size In mm
200 Existing Water Service, Size In mm
WS20 Proposed Water Service, Size In mm
B.M. No. Elev.
Description Location
The Contractor Is Responsible For Locating And Protecting All Existing Utilities Prior To And During Construction, Location Of Existing Utilities Approximate Only, To Be Verified In Field By Contractor.

Designed by _____ Chkd. _____ Approved by _____

NOTICE TO CONTRACTOR

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THE REGIONAL MUNICIPALITY OF PEEL
CITY OF MISSISSAUGA WORKS DEPT.
CITY OF BRAMPTON WORKS DEPT.
TOWN OF CALEDON WORKS DEPT.
BELL CANADA
ENBRIDGE INCORPORATED-GAS DISTRIBUTION
ONTARIO MINISTRY OF TRANSPORTATION
ONTARIO CLEAN WATER AGENCY
HYDRO ONE NETWORKS
ENERSOURCE, HYDRO MISSISSAUGA
HYDRO ONE BRAMPTON

CABLE TELEVISION/FIBROPTIC PROVIDERS:
BELL CANADA
ENERSOURCE TELECOM
HYDRO ONE TELECOM
ROGERS CABLE
ALLSTREAM
PSN (PUBLIC SECTOR NETWORK)
FUTUREWAY (FCI BROADBAND)

10m 0 10 20 30m HORIZONTAL SCALE
1m 0 1 2 3m VERTICAL SCALE

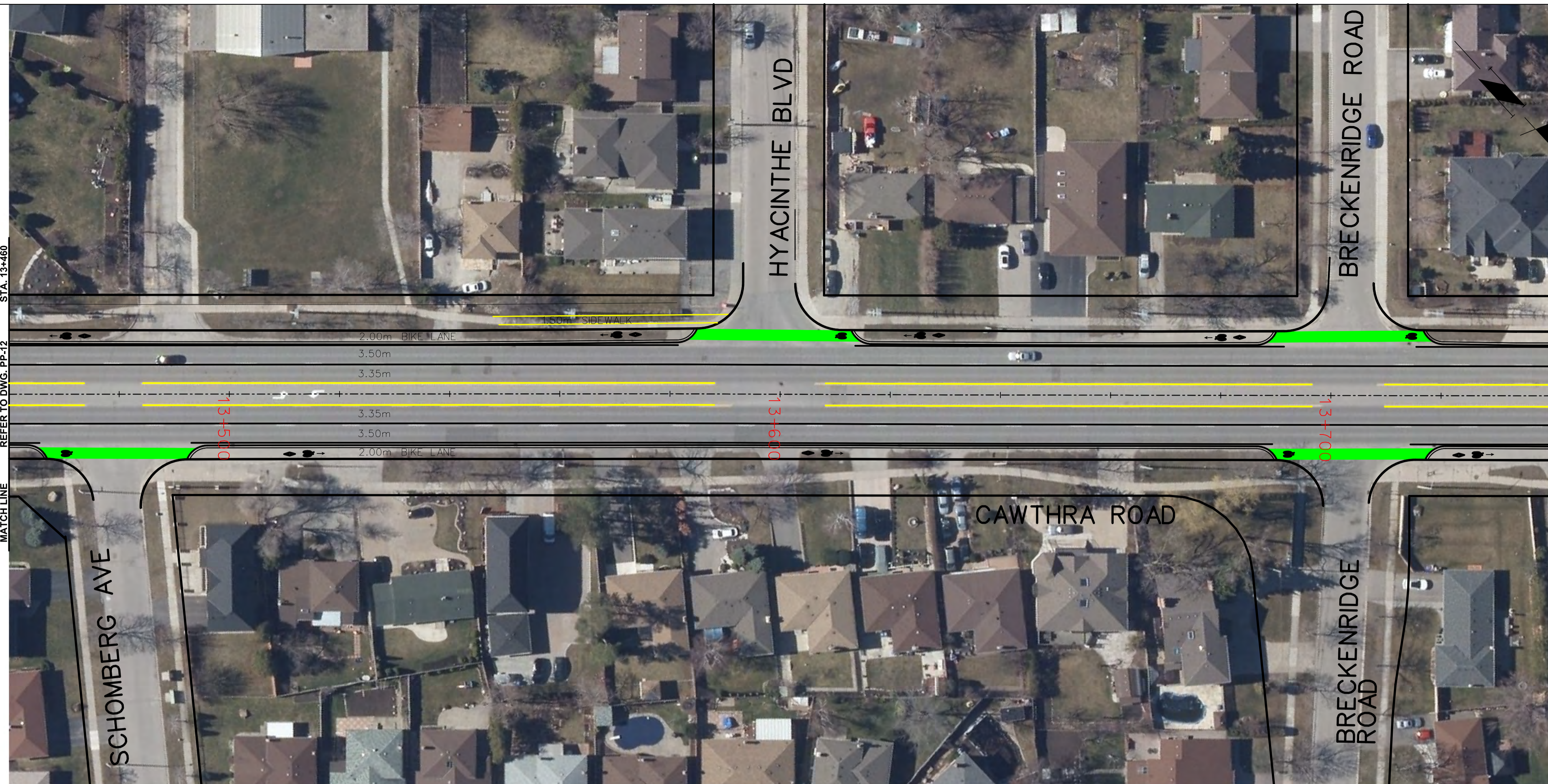
Region of Peel
working with you

CAWTHRA ROAD
(FROM N SERVICE ROAD TO BURHAMTHORPE ROAD E)
NEW CONSTRUCTION

STA. 13+180 TO STA. 13+460

CAD Area X-XX Area X-XX Project No. XX-XXXX
Checked by _____ Drawn by X.X. _____
Date MAY 2018 Sheet 12 of 18 Plan No. **PP-12**

DRAFT - PRELIMINARY



STA. 13+460

REFER TO DWG. PP-12

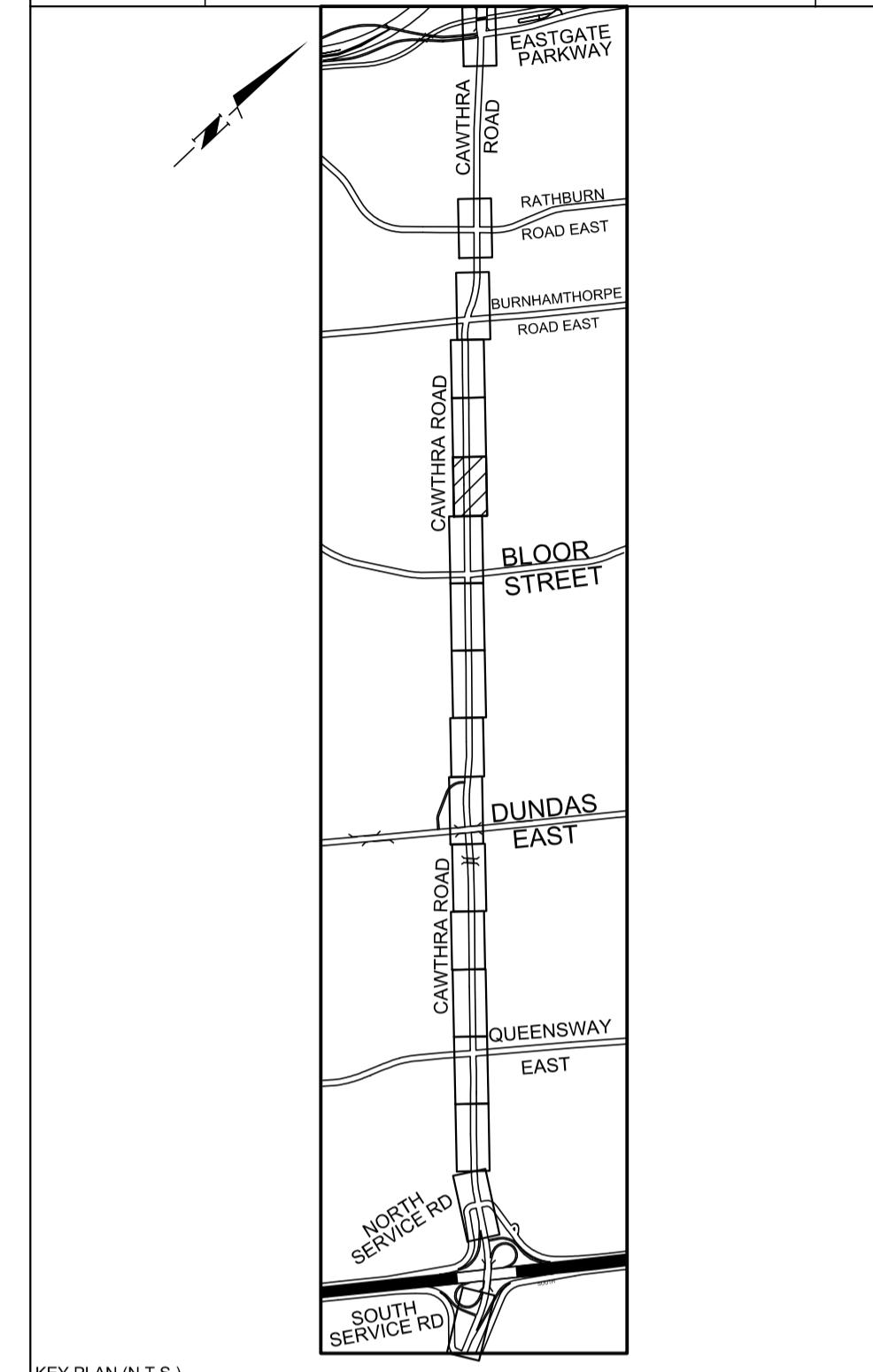
MATCH LINE

MATCH LINE

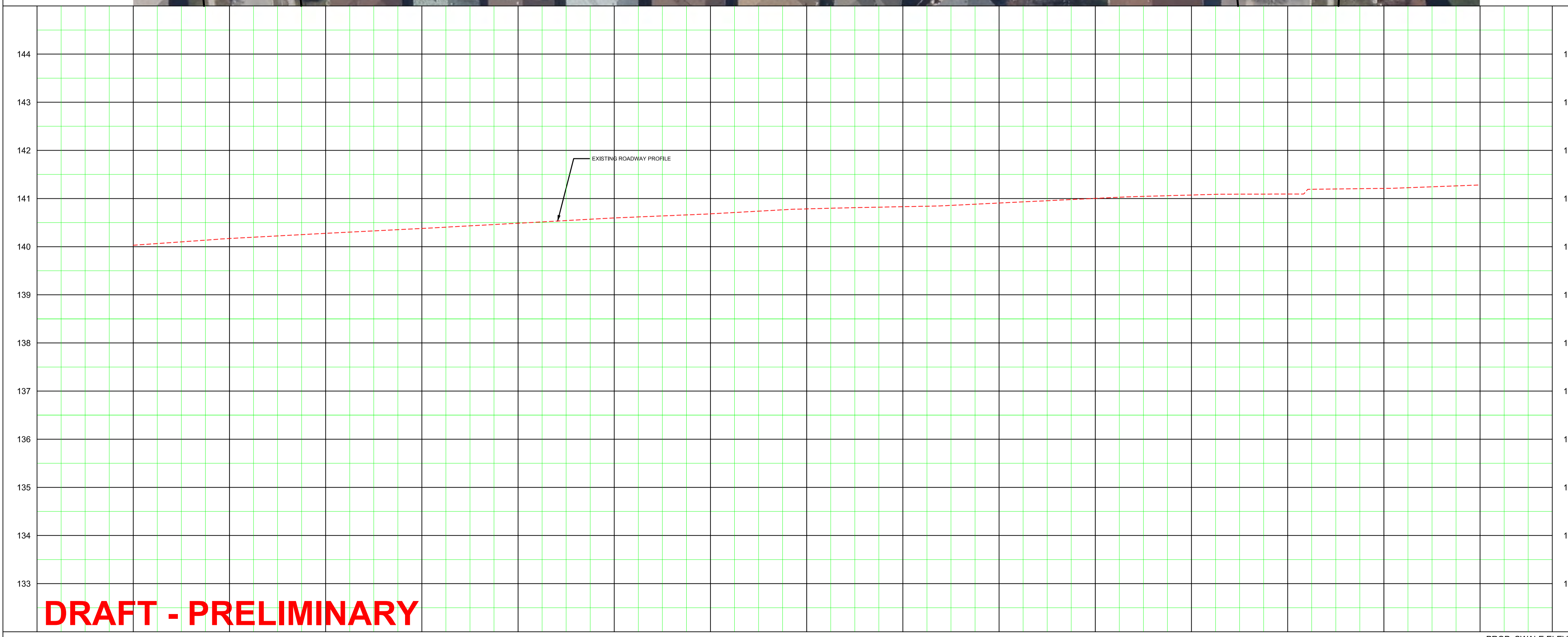
REFER TO DWG. PP-14

STA. 13+740

SERVICE DATA					
SERVICE	DATE	INIT.	SERVICE	DATE	INIT.
SAN SEWERS	MAY 00, 2014	X.X.	GAS MAINS	MAY 00, 2014	X.X.
STORM SEWERS	MAY 00, 2014	X.X.	BELL U/G CABLE	MAY 00, 2014	X.X.
WATERMANS	MAY 00, 2014	X.X.	HYDRO U/G CABLE	MAY 00, 2014	X.X.
TRANSIT	MAY 00, 2014	X.X.	HYDRO ONE	MAY 00, 2014	X.X.
PARKS & REC.	MAY 00, 2014	X.X.	CTV	MAY 00, 2014	X.X.
ONT. CLEAN WATER	MAY 00, 2014	X.X.	COMMUNIC. CABLES	MAY 00, 2014	X.X.



KEY PLAN (N.T.S.)



General Notes

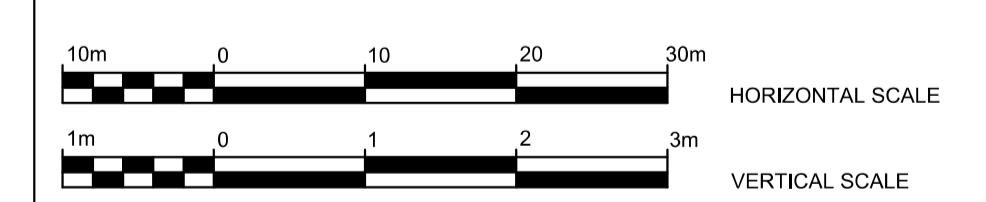
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BELL CANADA	ROGERS CABLE
ENBRIDGE INCORPORATED-GAS DISTRIBUTION	ALLSTREAM
ONTARIO MINISTRY OF TRANSPORTATION	PSN (PUBLIC SECTOR NETWORK)
ONTARIO CLEAN WATER AGENCY	FUTUREWAY (FCI BROADBAND)
HYDRO ONE NETWORKS	
ENERSOURCE, HYDRO MISSISSAUGA	
HYDRO ONE BRAMPTON	



Region of Peel
working with you

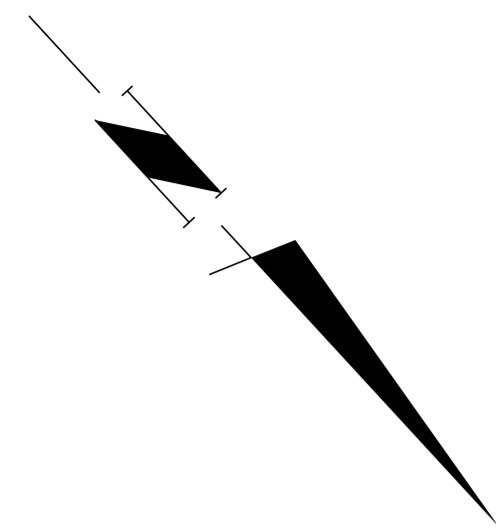
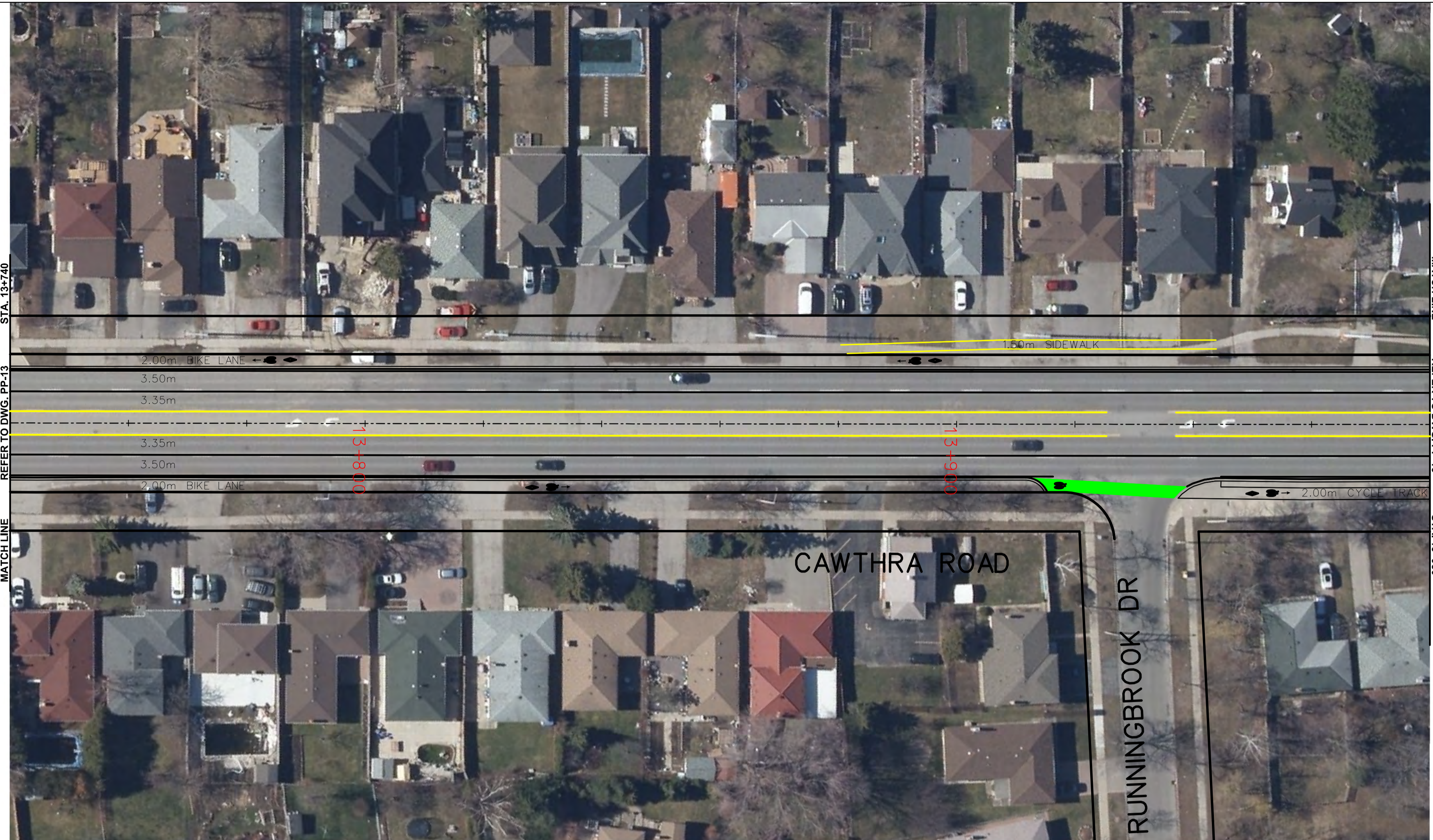
CAWTHRA ROAD
(FROM N SERVICE ROAD TO BURHAMTHORPE ROAD E)
NEW CONSTRUCTION

STA. 13+460 TO STA. 13+740

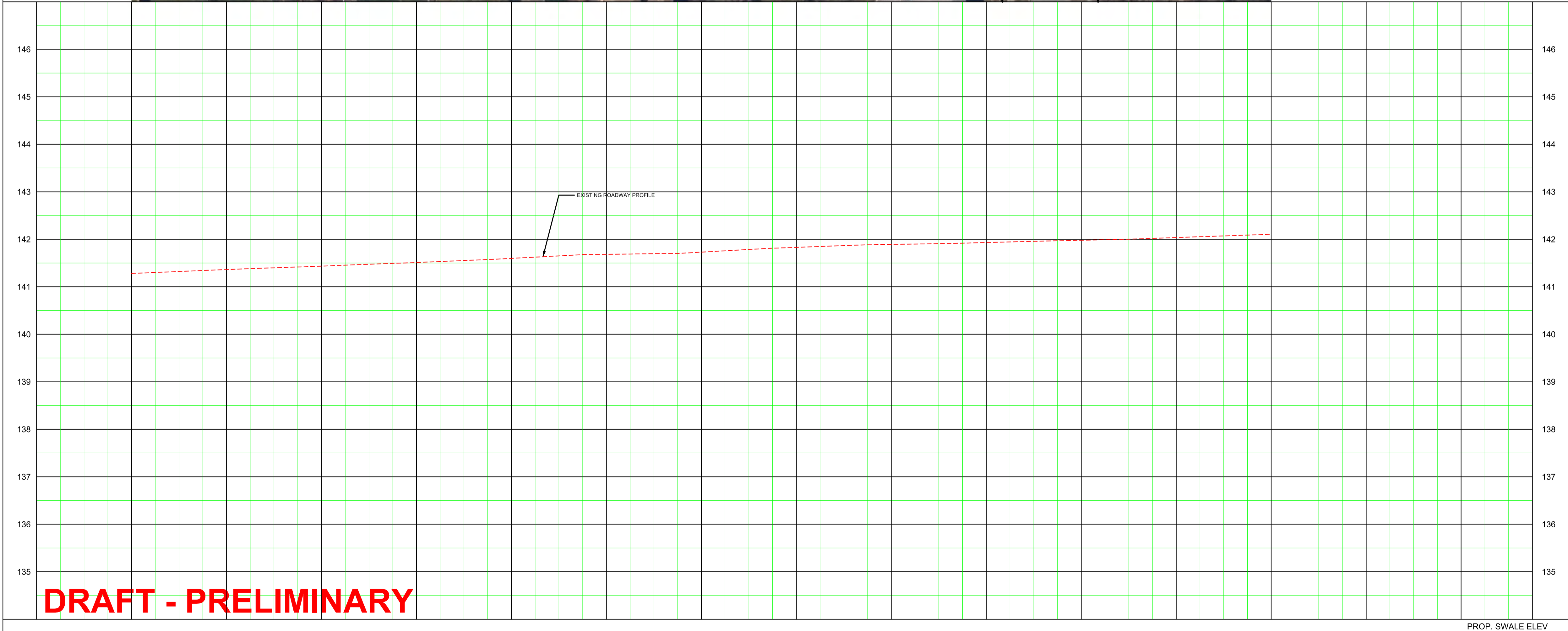
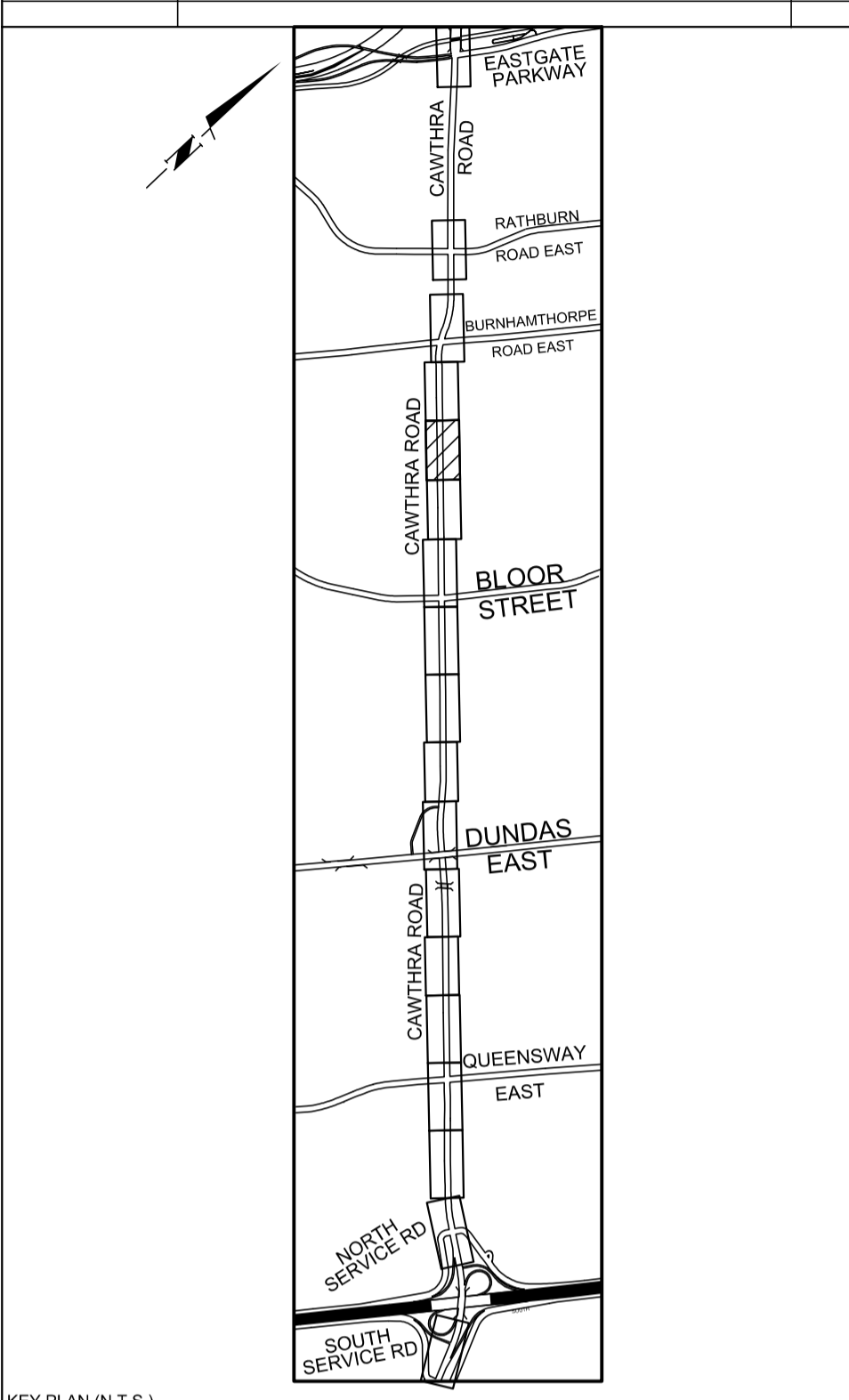
PROP. SWALE ELEV	PROP. FINISHED GRADE	EX. ROAD ELEV.	ROAD CHAINAGE
140.03	140.17	140.28	13+460
140.38	140.49	140.59	13+480
140.68	140.78	140.83	13+500
140.90	141.00	141.07	13+520
141.09	141.21	141.28	13+540
141.07	141.09	141.09	13+560
141.07	141.09	141.09	13+580
141.07	141.09	141.09	13+600
141.07	141.09	141.09	13+620
141.07	141.09	141.09	13+640
141.07	141.09	141.09	13+660
141.07	141.09	141.09	13+680
141.07	141.09	141.09	13+700
141.07	141.09	141.09	13+720
141.07	141.09	141.09	13+740

DRAFT - PRELIMINARY

Checked by	Drawn by	Project No.	Plan No.
X.X.	X.X.	XX-XXXX	PP-13



SERVICE DATA					
SERVICE	DATE	INIT.	SERVICE	DATE	INIT.
SAN SEWERS	MAY 00, 2014	X.X.	GAS MAINS	MAY 00, 2014	X.X.
STORM SEWERS	MAY 00, 2014	X.X.	BELL U/G CABLE	MAY 00, 2014	X.X.
WATERMANS	MAY 00, 2014	X.X.	HYDRO U/G CABLE	MAY 00, 2014	X.X.
TRANSIT	MAY 00, 2014	X.X.	HYDRO ONE	MAY 00, 2014	X.X.
PARKS & REC.	MAY 00, 2014	X.X.	CTV	MAY 00, 2014	X.X.
ONT. CLEAN WATER	MAY 00, 2014	X.X.	COMMUNIC. CABLES	MAY 00, 2014	X.X.



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ONTARIO CLEAN WATER AGENCY	FUTUREWAY (FCI BROADBAND)
HYDRO ONE NETWORKS	
ENERSOURCE, HYDRO MISSISSAUGA	
HYDRO ONE BRAMPTON	

10m 0 10 20 30m HORIZONTAL SCALE
1m 0 1 2 3m VERTICAL SCALE

Region of Peel
working with you

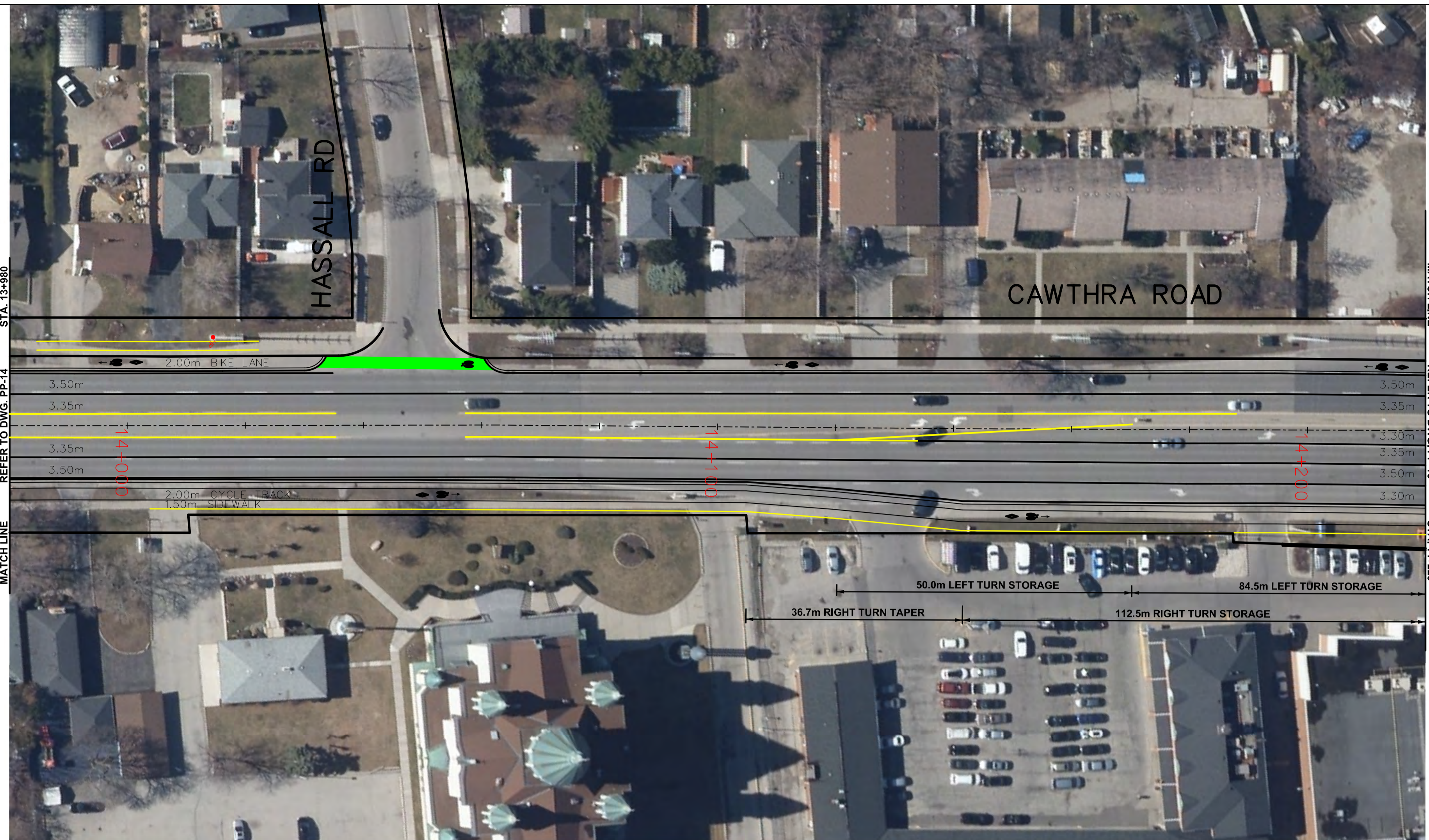
CAWTHRA ROAD
(FROM N SERVICE ROAD TO BURHAMTHORPE ROAD E)
NEW CONSTRUCTION

STA. 13+740 TO STA. 13+980

PROP. SWALE ELEV	PROP. FINISHED GRADE	EX. ROAD ELEV.	ROAD CHAINAGE
141.28	141.36	141.43	13+740
141.51	141.60	141.68	13+800
141.73	141.83	141.89	13+860
142.03	142.10		13+980

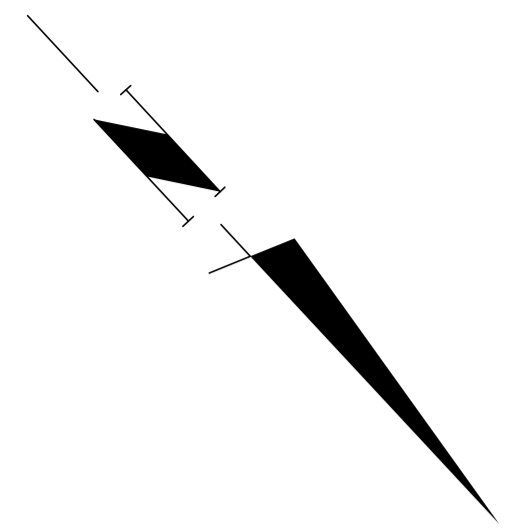
DRAFT - PRELIMINARY

CAD Area	X-XX	Area	X-XX	Project No.	XX-XXXX
Checked by		Drawn by	X.X.	Plan No.	PP- 14
Date	MAY 2018	Sheet	14 of 18		



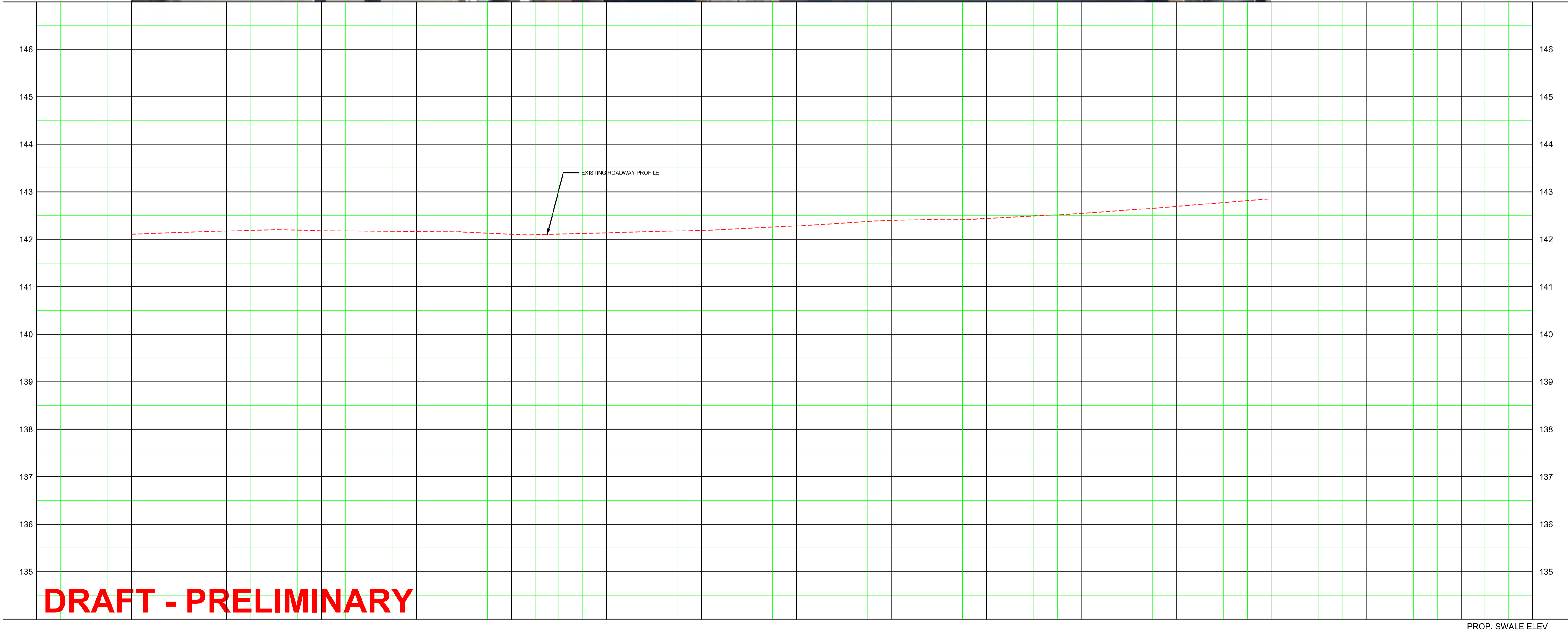
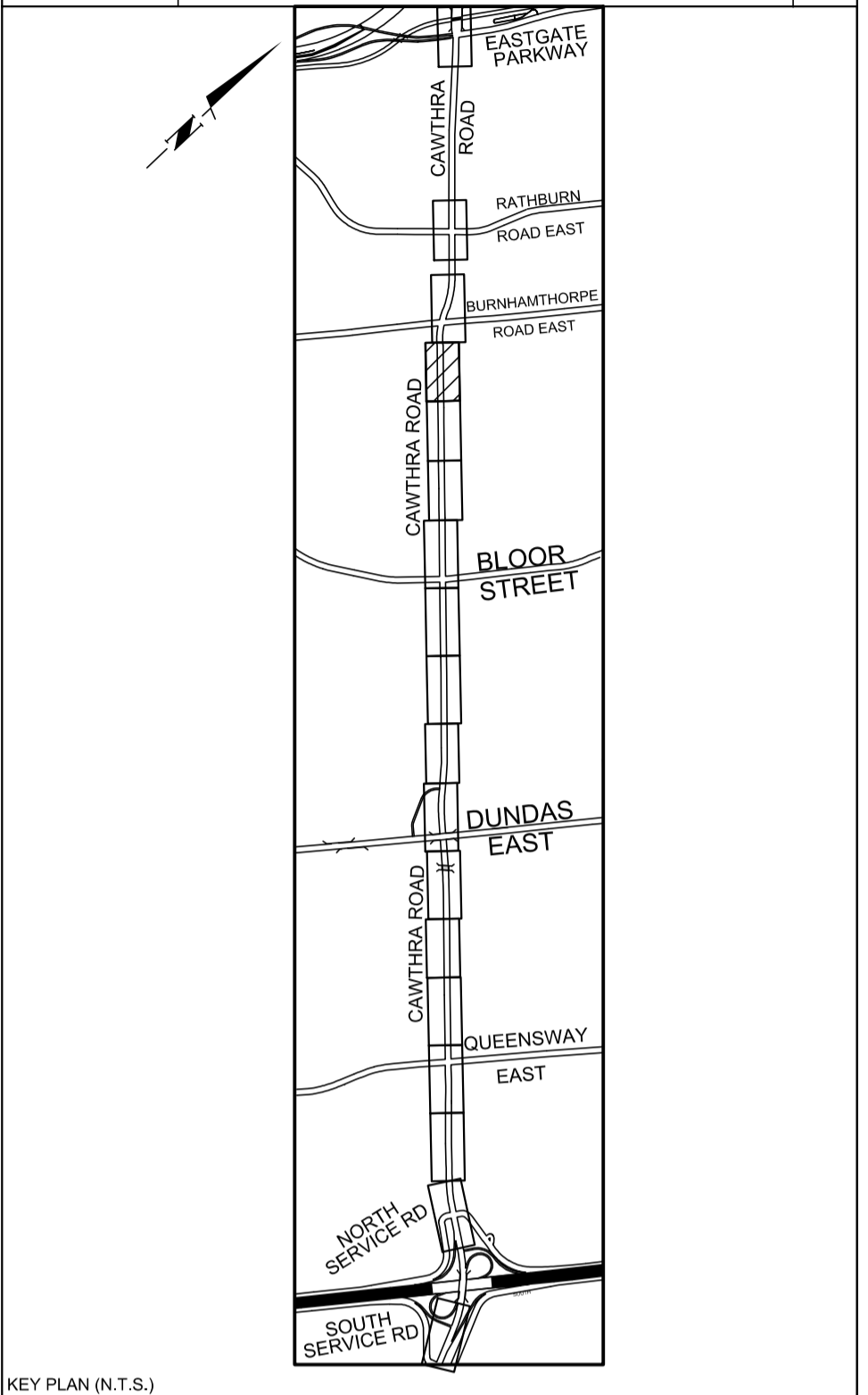
STA. 13+980
REFER TO DWG. PP-14
MATCH LINE

MATCH LINE
REFER TO DWG. PP-16
STA. 14+220



SERVICE DATA					
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SAN SEWERS	MAY 00, 2014	X.X.	GAS MAINS	MAY 00, 2014	X.X.
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TRANSIT	MAY 00, 2014	X.X.	HYDRO ONE	MAY 00, 2014	X.X.
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ONT. CLEAN WATER	MAY 00, 2014	X.X.	COMMUNIC. CABLES	MAY 00, 2014	X.X.

REVISIONS		
DATE	DETAILS	INIT.



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ENERSOURCE, HYDRO MISSISSAUGA	
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10m 0 10 20 30m HORIZONTAL SCALE
1m 0 1 2 3m VERTICAL SCALE

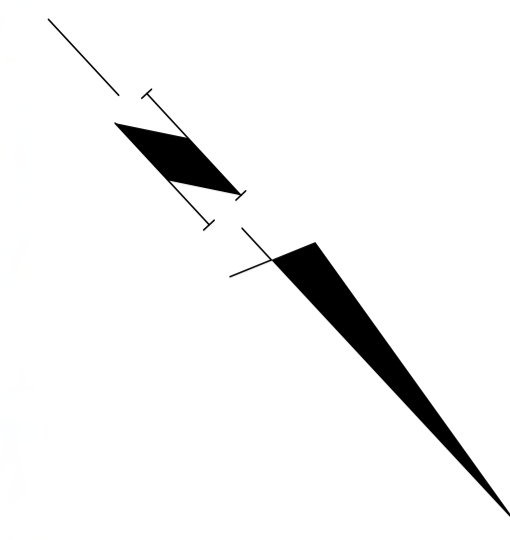
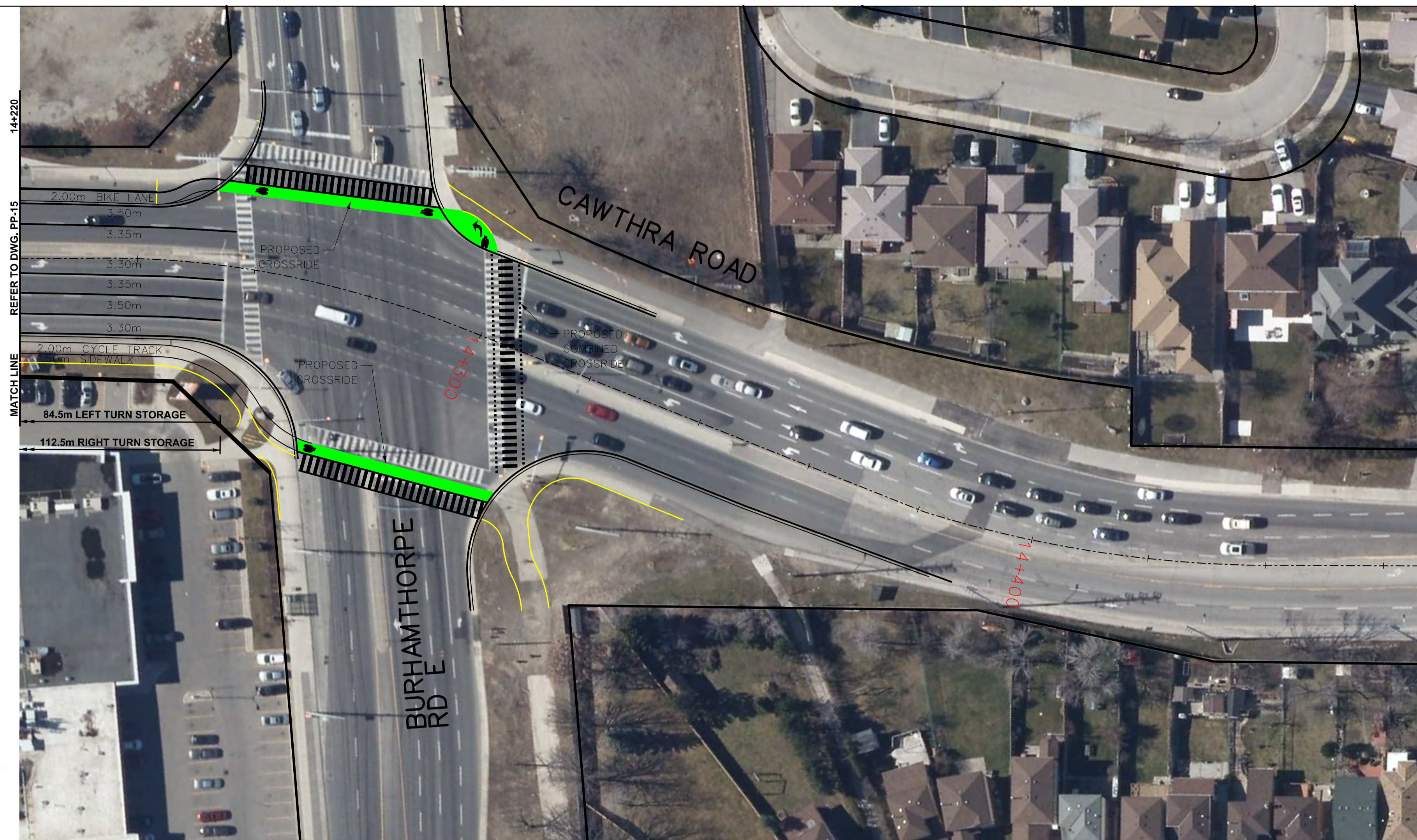
CAWTHRA ROAD
(FROM N SERVICE ROAD TO BURHAMTHORPE ROAD E)
NEW CONSTRUCTION

STA. 13+980 TO STA. 14+220

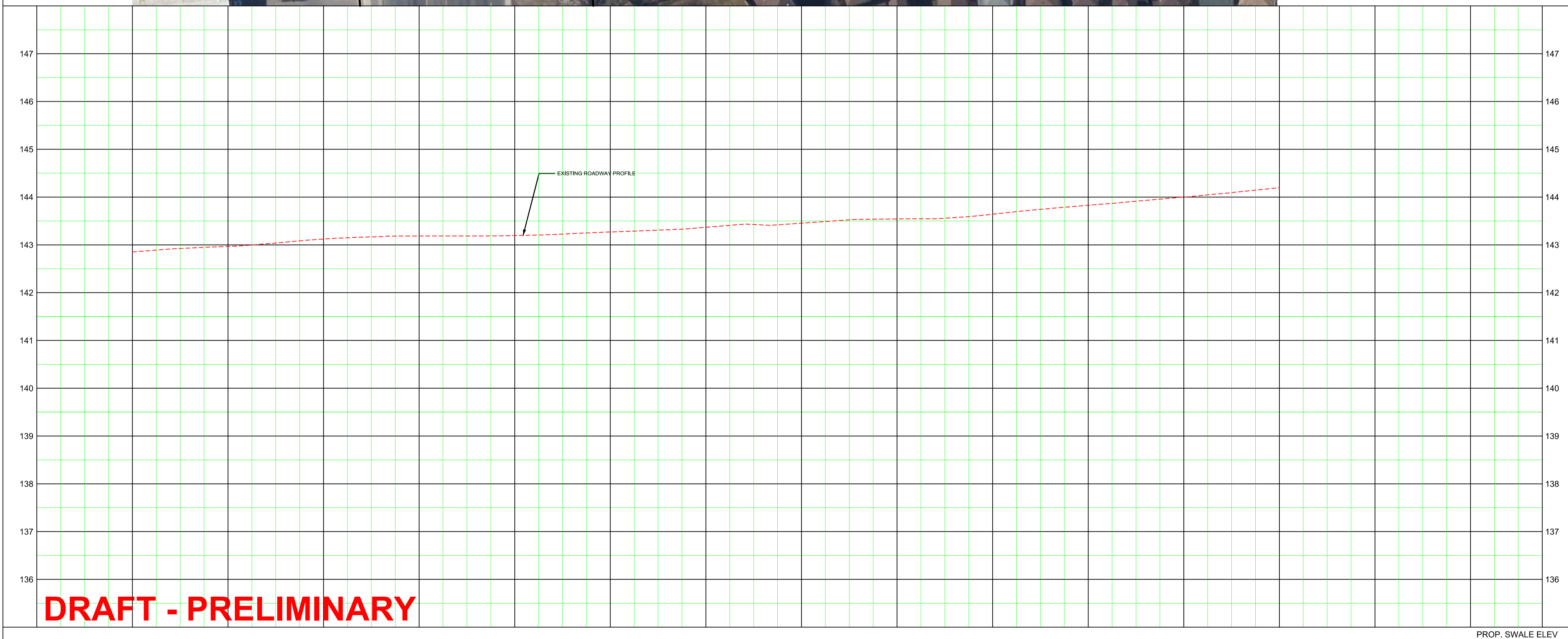
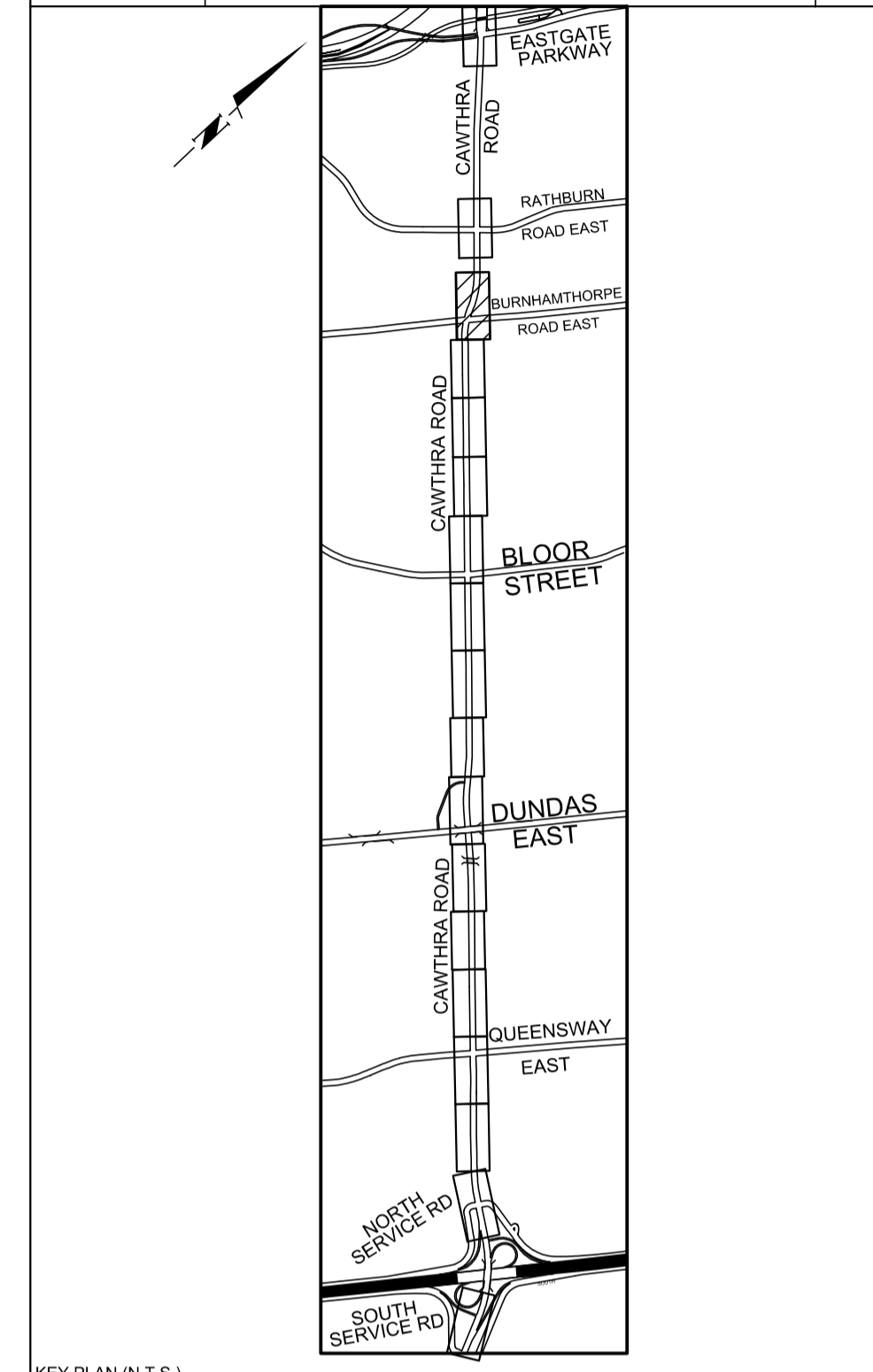
PROP. SWALE ELEV	PROP. FINISHED GRADE	EX. ROAD ELEV.	ROAD CHAINAGE
142.10	142.17	142.18	142.16
142.11	142.13	142.19	142.28
142.39	142.44	142.55	142.69
142.85			

DRAFT - PRELIMINARY

CAD Area	X-XX	Area	X-XX	Project No.	XX-XXXX
Checked by		Drawn by	X.X.		
Date	MAY 2018	Sheet	15 of 18	Plan No.	PP-15



SERVICE DATA					
SERVICE	DATE	INIT.	SERVICE	DATE	INIT.
SAN SEWERS	MAY 00, 2014	X.X.	GAS MAINS	MAY 00, 2014	X.X.
STORM SEWERS	MAY 00, 2014	X.X.	BELL U/G CABLE	MAY 00, 2014	X.X.
WATERMANS	MAY 00, 2014	X.X.	HYDRO U/G CABLE	MAY 00, 2014	X.X.
TRANSIT	MAY 00, 2014	X.X.	HYDRO ONE	MAY 00, 2014	X.X.
PARKS & REC.	MAY 00, 2014	X.X.	CTV	MAY 00, 2014	X.X.
ONT. CLEAN WATER	MAY 00, 2014	X.X.	COMMUNIC. CABLES	MAY 00, 2014	X.X.



General Notes

All Driveways Are ASPHALT Unless Otherwise Noted
 All Water And Sanitary Service Locations Are Approximate And Must Be Located Accurately In The Field
 All Horizontal And Vertical Bends Are In Degrees
 All Pipes Size In mm
 200 Existing Water Service, Size In mm
 WS20 Proposed Water Service, Size In mm
 B.M. No. Description Location Elev.

The Contractor Is Responsible For Locating And Protecting All Existing Utilities Prior To And During Construction, Location Of Existing Utilities Approximate Only, To Be Verified In Field By Contractor.

Designed by _____ Chkd. _____ Approved by _____

NOTICE TO CONTRACTOR
 48 HOURS PRIOR TO COMMENCING WORK NOTIFY THE FOLLOWING

THE REGIONAL MUNICIPALITY OF PEEL	CABLE TELEVISION/FIBROPTIC PROVIDERS:
CITY OF MISSISSAUGA WORKS DEPT.	BELL CANADA
CITY OF BRAMPTON WORKS DEPT.	ENERSOURCE TELECOM
TOWN OF CALEDON WORKS DEPT.	HYDRO ONE TELECOM
BELL CANADA	ROGERS CABLE
ENBRIDGE INCORPORATED-GAS DISTRIBUTION	ALLSTREAM
ONTARIO MINISTRY OF TRANSPORTATION	PSN (PUBLIC SECTOR NETWORK)
ONTARIO CLEAN WATER AGENCY	FUTUREWAY (FCI BROADBAND)
HYDRO ONE NETWORKS	
ENERSOURCE, HYDRO MISSISSAUGA	
HYDRO ONE BRAMPTON	

10m 0 10 20 30m HORIZONTAL SCALE
 1m 0 1 2 3m VERTICAL SCALE

Region of Peel
 working with you

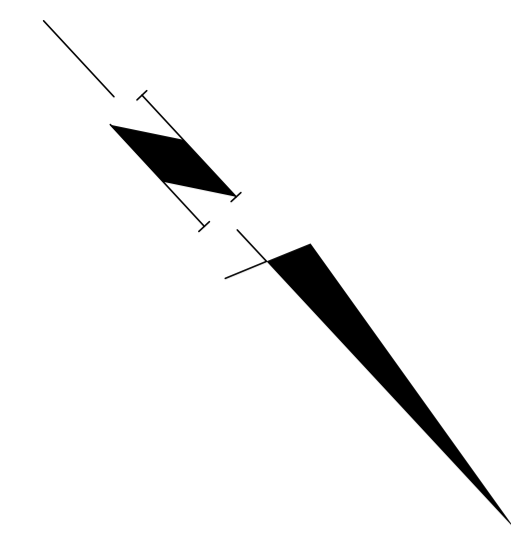
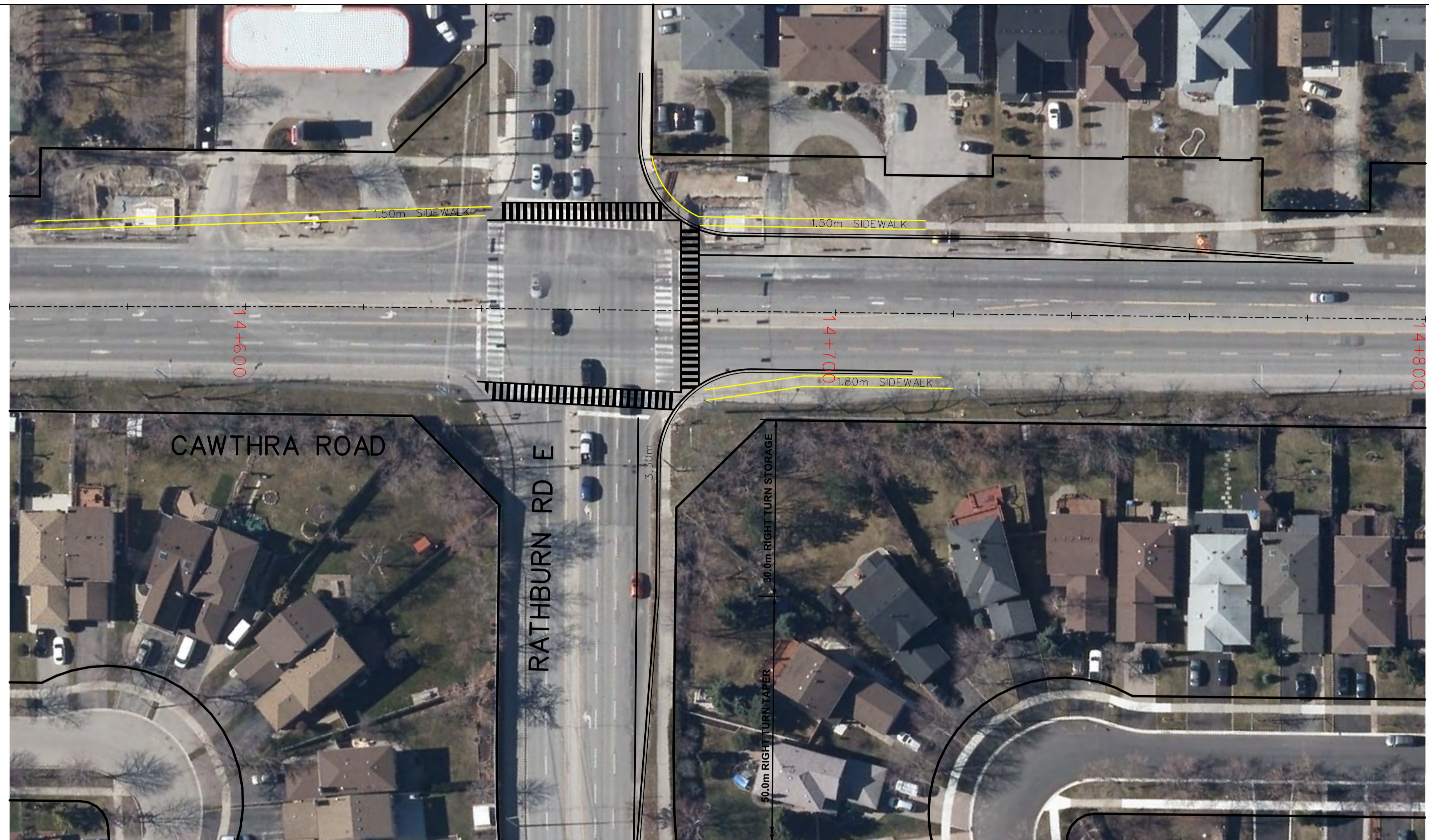
CAWTHRA ROAD
 (FROM N SERVICE ROAD TO BURHAMTHORPE ROAD E)
 NEW CONSTRUCTION

STA. 14+220 TO STA. 14+400

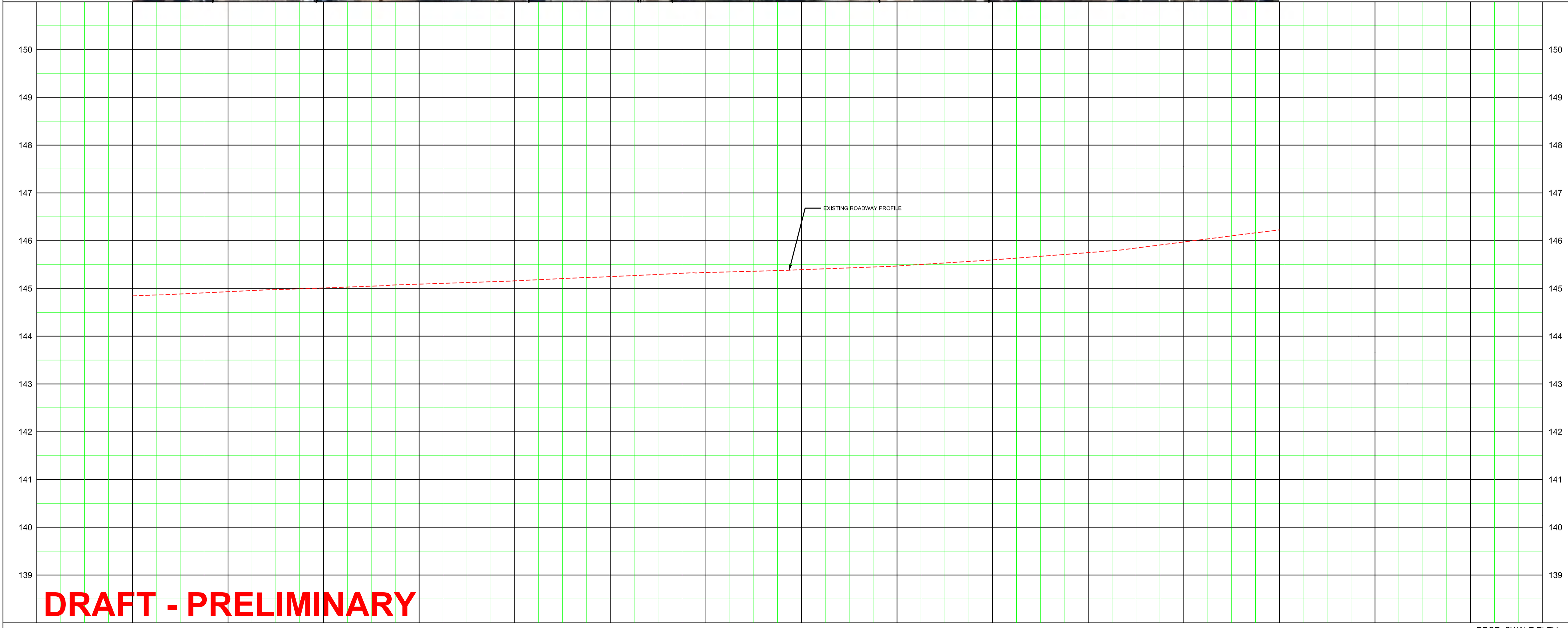
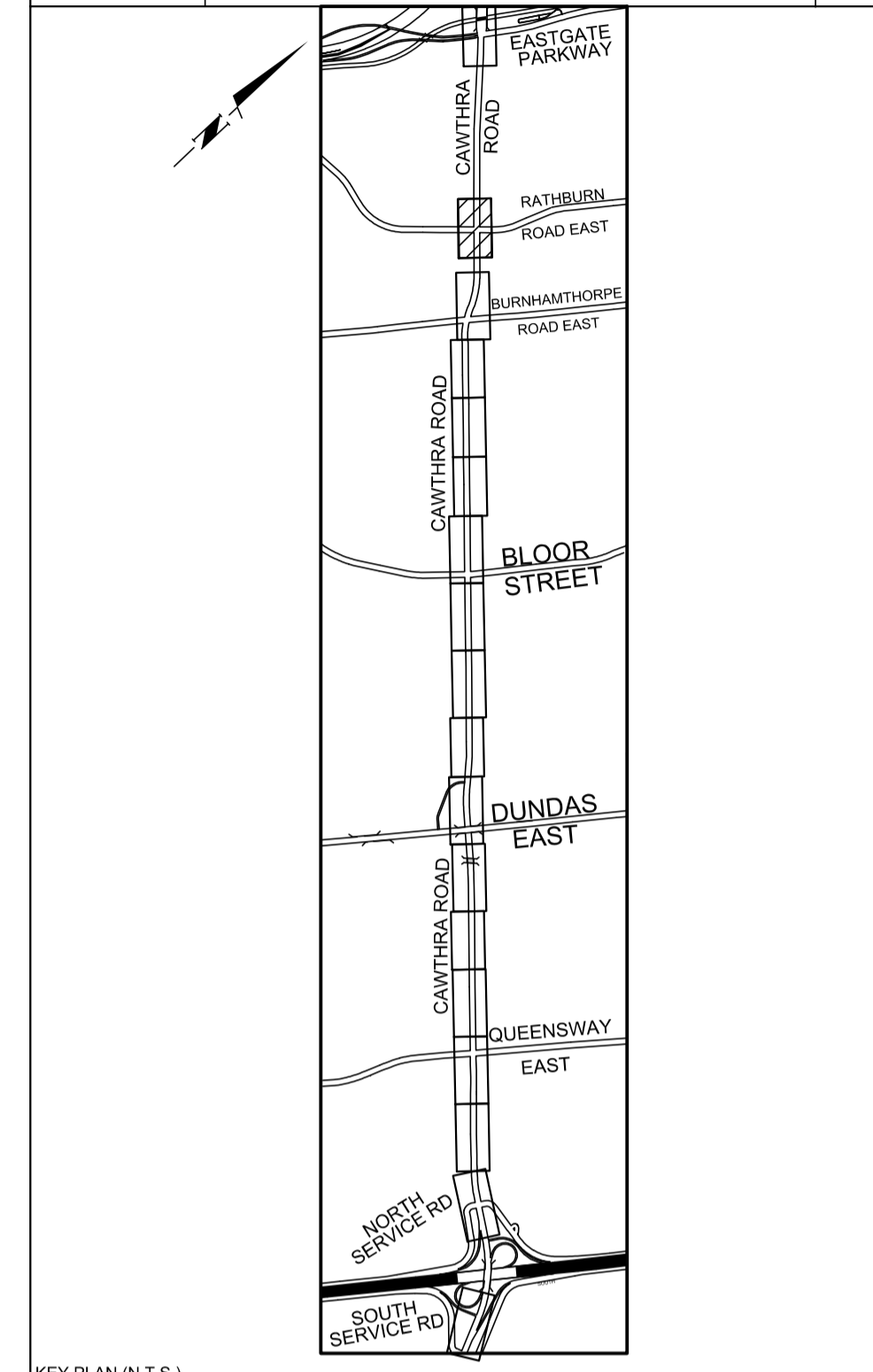
PROP. SWALE ELEV		PROP. FINISHED GRADE		EX. ROAD ELEV.		ROAD CHAINAGE	
142.85	142.97	143.12	143.18	143.19	143.27	143.37	143.45
14+220	14+240	14+260	14+280	14+300	14+320	14+340	14+360

CAD Area	X-XX	Area	X-XX	Project No.	XX-XXXX
Checked by		Drawn by	X.X.	Project No.	XX-XXXX
Date	MAY 2018	Sheet	16 of 18	Plan No.	PP-16

DRAFT - PRELIMINARY



SERVICE DATA					
SERVICE	DATE	INIT.	SERVICE	DATE	INIT.
SAN SEWERS	MAY 00, 2014	X.X.	GAS MAINS	MAY 00, 2014	X.X.
STORM SEWERS	MAY 00, 2014	X.X.	BELL U/G CABLE	MAY 00, 2014	X.X.
WATERMANS	MAY 00, 2014	X.X.	HYDRO U/G CABLE	MAY 00, 2014	X.X.
TRANSIT	MAY 00, 2014	X.X.	HYDRO ONE	MAY 00, 2014	X.X.
PARKS & REC.	MAY 00, 2014	X.X.	CTV	MAY 00, 2014	X.X.
ONT. CLEAN WATER	MAY 00, 2014	X.X.	COMMUNIC. CABLES	MAY 00, 2014	X.X.



General Notes

All Driveways Are ASPHALT Unless Otherwise Noted
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 All Horizontal And Vertical Bends Are In Degrees
 All Pipes Size In mm
 200 Existing Water Service, Size In mm
 WS20 Proposed Water Service, Size In mm
 B.M. No. Description Location Elev.

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Designed by _____ Chkd. _____ Approved by _____

NOTICE TO CONTRACTOR
 48 HOURS PRIOR TO COMMENCING WORK NOTIFY THE FOLLOWING

THE REGIONAL MUNICIPALITY OF PEEL	CABLE TELEVISION/FIBROPTIC PROVIDERS:
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CITY OF BRAMPTON WORKS DEPT.	ENERSOURCE TELECOM
TOWN OF CALEDON WORKS DEPT.	HYDRO ONE TELECOM
BELL CANADA	ROGERS CABLE
ENBRIDGE INCORPORATED-GAS DISTRIBUTION	ALLSTREAM
ONTARIO MINISTRY OF TRANSPORTATION	PSN (PUBLIC SECTOR NETWORK)
ONTARIO CLEAN WATER AGENCY	FUTUREWAY (FCI BROADBAND)
HYDRO ONE NETWORKS	
ENERSOURCE, HYDRO MISSISSAUGA	
HYDRO ONE BRAMPTON	

10m 0 10 20 30m HORIZONTAL SCALE
 1m 0 1 2 3m VERTICAL SCALE

Region of Peel
 working with you

CAWTHRA ROAD
 (RATHBURN ROAD E INTERSECTION)
 NEW CONSTRUCTION

STA. 14+560 TO STA. 14+800

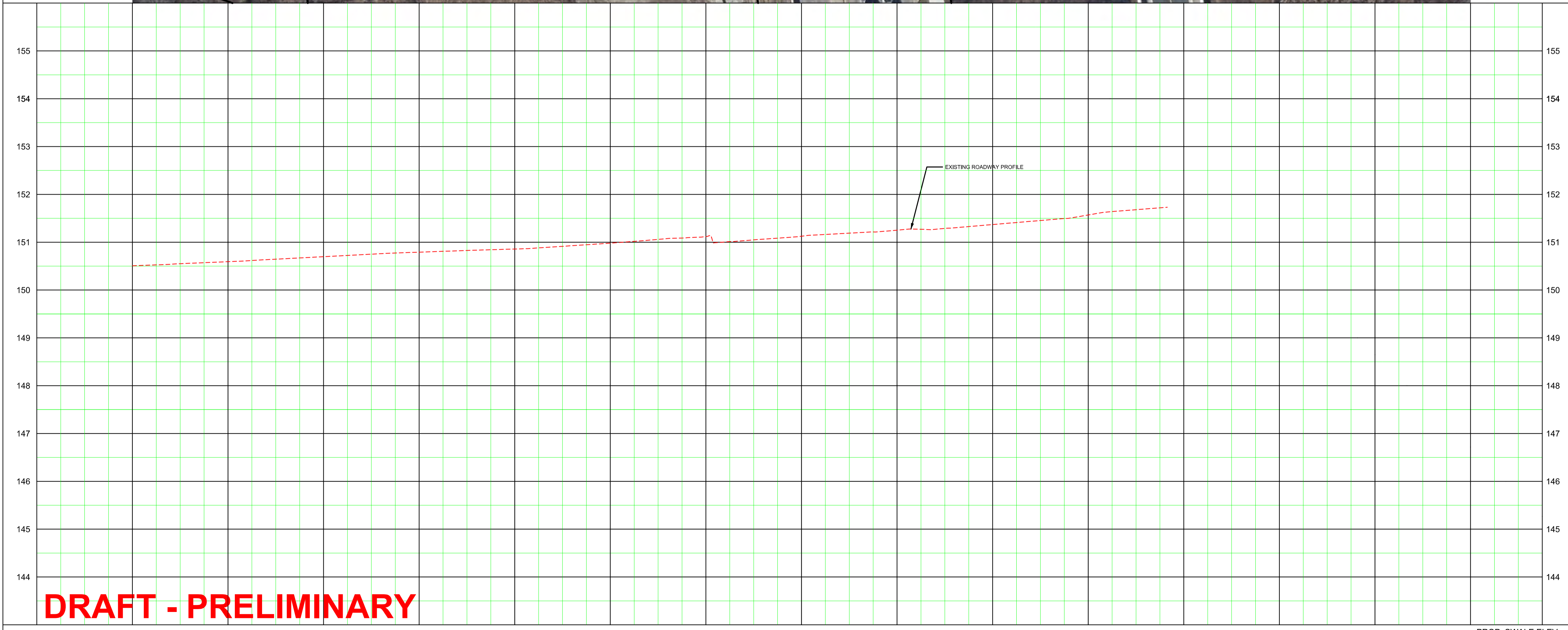
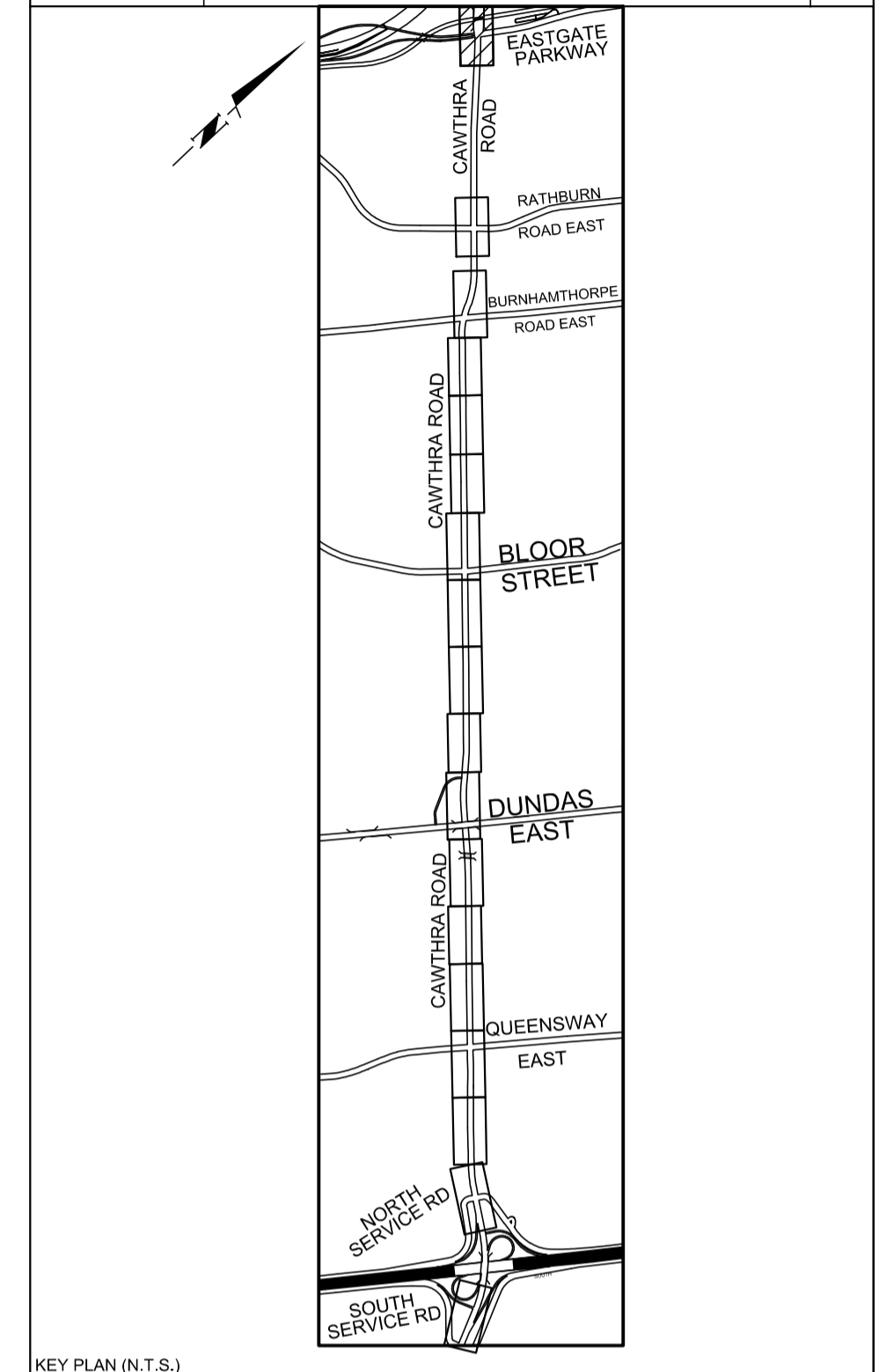
PROP. SWALE ELEV												STA. 14+560		TO STA. 14+800			
PROP. FINISHED GRADE												CAD Area	X-XX	Area	X-XX	Project No.	XX-XXXX
EX. ROAD ELEV.												Checked by		Drawn by	X.X.	Date	MAY 2018
ROAD CHAINAGE												Date	MAY 2018	Sheet	17 of 18	Plan No.	PP-17
144.84	144.93	145.01	145.09	145.16	145.25	145.33	145.39	145.47	145.60	145.75	145.97	146.22					
14+560	14+580	14+600	14+620	14+640	14+660	14+680	14+700	14+720	14+740	14+760	14+780	14+800					

DRAFT - PRELIMINARY



SERVICE DATA					
SERVICE	DATE	INIT.	SERVICE	DATE	INIT.
SAN SEWERS	MAY 00, 2014	X.X.	GAS MAINS	MAY 00, 2014	X.X.
STORM SEWERS	MAY 00, 2014	X.X.	BELL U/G CABLE	MAY 00, 2014	X.X.
WATER MAINS	MAY 00, 2014	X.X.	HYDRO U/G CABLE	MAY 00, 2014	X.X.
TRANSIT	MAY 00, 2014	X.X.	HYDRO ONE	MAY 00, 2014	X.X.
PARKS & REC.	MAY 00, 2014	X.X.	CTV	MAY 00, 2014	X.X.
ONT. CLEAN WATER	MAY 00, 2014	X.X.	COMMUNIC. CABLES	MAY 00, 2014	X.X.

REVISIONS		
DATE	DETAILS	INIT.



General Notes

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 All Water And Sanitary Service Locations Are Approximate And Must Be Located Accurately In The Field
 All Horizontal And Vertical Bends Are In Degrees
 All Pipes Size In mm
 200 Existing Water Service, Size In mm
 WS20 Proposed Water Service, Size In mm
 B.M. No. Description Location Elev.

The Contractor Is Responsible For Locating And Protecting All Existing Utilities Prior To And During Construction, Location Of Existing Utilities Approximate Only, To Be Verified In Field By Contractor.

Designed by: _____ Chkd. _____ Approved by: _____

NOTICE TO CONTRACTOR
 48 HOURS PRIOR TO COMMENCING WORK NOTIFY THE FOLLOWING

THE REGIONAL MUNICIPALITY OF PEEL	CABLE TELEVISION/FIBROPTIC PROVIDERS:
CITY OF MISSISSAUGA WORKS DEPT.	BELL CANADA
CITY OF BRAMPTON WORKS DEPT.	ENERSOURCE TELECOM
TOWN OF CALEDON WORKS DEPT.	HYDRO ONE TELECOM
BELL CANADA	ROGERS CABLE
ENBRIDGE INCORPORATED-GAS DISTRIBUTION	ALLSTREAM
ONTARIO MINISTRY OF TRANSPORTATION	PSN (PUBLIC SECTOR NETWORK)
ONTARIO CLEAN WATER AGENCY	FUTUREWAY (FCI BROADBAND)
HYDRO ONE NETWORKS	
ENERSOURCE, HYDRO MISSISSAUGA	
HYDRO ONE BRAMPTON	

10m 0 10 20 30m HORIZONTAL SCALE
 1m 0 1 2 3m VERTICAL SCALE

Region of Peel
 working with you

CAWTHRA ROAD
 (EASTGATE PKWY INTERSECTION)
 NEW CONSTRUCTION

STA. 15+320 TO STA. 15+520

PROP. SWALE ELEV.	PROP. FINISHED GRADE	EX. ROAD ELEV.	ROAD CHAINAGE
150.51	150.59	150.70	15+320
150.79	150.86	150.98	15+340
151.12	151.12	151.25	15+360
151.37	151.57	151.57	15+380
151.57	151.57	151.57	15+400
151.57	151.57	151.57	15+420
151.57	151.57	151.57	15+440
151.57	151.57	151.57	15+460
151.57	151.57	151.57	15+480
151.57	151.57	151.57	15+500
151.57	151.57	151.57	15+520
151.57	151.57	151.57	15+540
151.57	151.57	151.57	15+560
151.57	151.57	151.57	15+580
151.57	151.57	151.57	15+600

DRAFT - PRELIMINARY

CAD Area	X-XX	Area	X-XX	Project No.	XX-XXXX
Checked by		Drawn by	X.X.	Plan No.	PP-18
Date	MAY 2018	Sheet	18 of 18		

From: Bubas, Sonya

Sent: April 1, 2019 8:12 AM

To: Matthew Sweet <Matthew.Sweet@mississauga.ca>

Cc: Eisa H., Eisa <Eisa.Eisa@peelregion.ca>; Tatla, Manvir <Manvir.Tatla@peelregion.ca>;

Nieuwenhuysen, Bob <Bob.Nieuwenhuysen@peelregion.ca>; Lee, Arthur <arthur.lee@peelregion.ca>;

Allan Ortlieb <Allan.Ortlieb@IBIGroup.com>; 'Zibby Petch' <zibby.petch@ibigroup.com>

Subject: Cawthra Rd EA

Hi Matthew,

Further to my message below, please find attached update to the [draft plan](#) for Cawthra Road in response to comments by the City and MiWay.

In summary:

- The City standard for cycle tracks has been applied where appropriate.
- The current design shows the concept of a cycle track along Bloor Street and its integration with Cawthra Road.
- Adding a crossride on the south leg of The Queensway intersection is constrained by the channelized island on the southwest corner as it currently supports a critical hydro pole. The Region is planning to advise cyclists to dismount and cross safely as pedestrians.
- A multi-use trail would be provided along the west side of Cawthra Road from the North Service Road to approximately 100 m north. Separated crossrides would be provided on the north and west legs of the Cawthra / North Service Road intersection.
- The current plan proposes to minimize the curb radii at intersections. The dropped curb would accommodate for truck turning movement and the reduced curb radius would encourage slower vehicular travel speeds. Please note that heavy vehicles (trucks) are prohibited on Cawthra Road between 7 pm and 7 am (night time).
- Markings for pedestrian ladder crosswalks and crossrides at controlled side street crossings are included.

Please let me know if you have any questions or further comments by **April 15**. Note the draft plan will be accessible for 4 days - let me know if you have trouble accessing the files.

Regards,

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

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

Brampton, ON L6T 4B9

905-791-7800 ext. 7801

From: Bubas, Sonya
Sent: December 21, 2018 2:49 PM
To: Matthew Sweet
Cc: Eisa, Eisa; Tatla, Manvir; Nieuwenhuysen, Bob; Lee, Arthur; Allan Ortlieb; Zibby Petch
Subject: RE: Cawthra comments are coming

Hi Matthew,

As an update, we have been reviewing the City's comments on the Cawthra Road Class EA and will keep you informed of progress.

At this time, we offer the following response to the first and last two comments/questions:

- The Region of Peel completed a Pre-EA Feasibility Study for the Cawthra Road study corridor in 2015, which included an extensive evaluation of cycling facilities and recommended that segregated bike lanes were feasible. The cycle track is planned to be mid-height, so it is both vertically separated (not at the same grade as the roadway) and horizontally separated (by the bevelled curb) from adjacent vehicular traffic. Raised cycle tracks are consistent with the need for physically separated facilities and Ontario Traffic Manual (OTM) Book 18 guidance. The goal of bringing the raised cycle track closer to the curb is to avoid an in-between distance of 2-4m that may encourage drivers to block the sidewalk and cycle track while waiting to turn onto Cawthra Road.
- The Region will continue to consult with the City on this project, including opportunities to coordinate construction with the HuLRT project to best manage area traffic during construction.
- The EA study is currently scheduled for completion in 2019 with construction of the proposed improvements in 2022.

Wishing you a safe and happy holiday,

Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies
Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca

From: Matthew Sweet [<mailto:Matthew.Sweet@mississauga.ca>]
Sent: August 28, 2018 11:11 AM
To: Bubas, Sonya
Subject: RE: Cawthra comments are coming

Hi Sonya,

Comments from Transportation Infrastructure Planning (including Active Transportation), Traffic Management, and the HuLRT project are included.

TIP:

- At-grade bike lanes, with separation only provided by a rollover curb, on a regional arterial multi-lane roadway is inappropriate, and compromises the sections where there are proper cycle tracks. There should be an effort to ensure the corridor has full-curb separated 2.0 m raised cycle tracks, with additional buffer/splash pads where space permits. Investigate other construction or alignment options to mitigate the driveway issue.
- Please review the previously sent City standard for cycle tracks and incorporate into the design
- Bloor Street is planned to have cycle tracks or separated bike lanes. With current capital plans, this should be within the next 5 years (tentatively 2021). These plans should have provisions for cycle tracks crossing each other. A protected intersection is highly recommended. Attached are two generic concepts for protected intersections from York Region and Ottawa. This is something that will be looked at when we start planning Bloor in the future.
- Add a crossride on the south leg of The Queensway intersection, for cyclists utilizing the Queensway Trail (on the south side of Queensway).
- ORT 2 (Royal Windsor Lakeshore Trail) crossing, attached is a concept graphic, as well as the engineering drawings of the trail at Cawthra (they do not include a crossing, as it was assumed that it would be taken care of by Transportation and Works, or the Region). The trail route from the east crosses at this intersection, then travels up the west side of Cawthra 100 metres to a walkway that cuts into the neighbourhood to rejoin the trail. This would mean that the 100 m stretch of cycle track on the west side would need to be 2-way (3.0 m wide trail plus 1.5 m wide sidewalk), and an east-west 2-way crossride be added on the north leg of the intersection.

TM

- Support for reducing the curb radii wherever possible. Cawthra Road is not a significant goods movement corridor and heavy vehicles are prohibited between 7am and 7pm.
- There are no pedestrian markings shown at the side street crossings. Suggest that both bicycle and pedestrian markings be implemented at all crossings to ensure proper placement of pedestrian/cyclists when crossing the roadways.

LRT

- Coordinate construction schedule and impacts with the HuLRT project – Cawthra being a key parallel route to Hurontario Street.

General Comment

- Can you update on the project timing and possible construction schedule?

Thanks!

Matthew Sweet

905-615-3200, ext.4026

matthew.sweet@mississauga.ca

From: Matthew Sweet
Sent: 2018/08/27 8:33 AM
To: 'Bubas, Sonya'
Subject: Cawthra comments are coming

Hi Sonya,

Quick update, I've received comments from other folks in Transportation and Works on Cawthra Rd EA and will be compiling them to send to you by tomorrow morning.

Thanks,



Matthew Sweet, BA, CET
Manager, Active Transportation
Transportation and Works Department
City of Mississauga
905-615-3200, ext.4026
matthew.sweet@mississauga.ca

Saddi, Asha

From: Bubas, Sonya
Sent: November 26, 2019 7:42 AM
To: 'Stephen Stirling'
Cc: Saddi, Asha
Subject: RE: Cawthra Road EA - Update

Hi Stephen,

To keep you informed of project updates, we are holding a Public Information Centre for the Cawthra Road Class EA tomorrow evening on:

Wednesday, November 27, 2019
7:00 p.m. – 9:00 p.m.
Burnhamthorpe Community Centre (Fleetwood Village Room)
1500 Gulleden Drive, Mississauga, ON L4X 2T7

PIC information will be posted to the Region's website after November 27 at <http://www.peelregion.ca/pw/transportation/construction/environmental-assessment/cawthra-road.asp>.

Notices were sent to the City of Mississauga contacts on our study mailing list.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801



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From: Bubas, Sonya
Sent: September 27, 2018 2:13 PM
To: Stephen Stirling <Stephen.Stirling@mississauga.ca>
Cc: Dela Cruz, Gino <Gino.DelaCruz@peelregion.ca>; Matthew.Sweet@mississauga.ca
Subject: RE: Cawthra Road EA - Update

Hi Stephen,

We met with the City of Mississauga (Matthew Sweet) in August to provide an update on the project and we are currently reviewing the City's comments. We are also completing environmental investigations this Fall and will be planning for a Public Information Centre in the New Year.

Thanks,

Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies

Tel: 905-791-7800, ext. 7801

Toll Free: 1-888-919-7800

Email: sonya.bubas@peelregion.ca



From: Stephen Stirling [<mailto:Stephen.Stirling@mississauga.ca>]
Sent: September 26, 2018 4:58 PM
To: Bubas, Sonya
Cc: Dela Cruz, Gino
Subject: RE: Cawthra Road EA - Update

Hi Sonya, it has been a while since we talked about the Cawthra Road EA project....Is her any update that you can provide me?

Thanks
Stephen



Stephen Stirling, MCIP, RPP
Manager, Special Projects
T 905-615-3200 ext.5529 | M 416-476-3799
stephen.stirling@mississauga.ca

[City of Mississauga](#) | Planning and Building,
Development and Design Division



From: Bubas, Sonya [<mailto:sonya.bubas@peelregion.ca>]
Sent: 2018/01/24 3:47 PM
To: Stephen Stirling
Cc: Dela Cruz, Gino
Subject: RE: Cawthra Road EA - Update

Hi Stephen,

We are in the early stages of the EA, reviewing results of the traffic analysis and concepts of the pre-EA feasibility study. We plan to contact the City in the near future to provide an update.

Best regards,

Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Infrastructure Programming and Studies

Tel: 905-791-7800, ext. 7801
Toll Free: 1-888-919-7800
Email: sonya.bubas@peelregion.ca



From: Stephen Stirling [<mailto:Stephen.Stirling@mississauga.ca>]
Sent: January 24, 2018 10:42 AM
To: Dela Cruz, Gino
Cc: Bubas, Sonya
Subject: RE: Cawthra Road EA - Update

Thank you very much for getting back to me so quickly. I look forward to hearing back from Sonya.

Stephen

From: Dela Cruz, Gino [<mailto:gino.delacruz@peelregion.ca>]
Sent: 2018/01/24 9:22 AM
To: Stephen Stirling
Cc: Bubas, Sonya
Subject: FW: Cawthra Road EA - Update

Hi Stephen – I am no longer the project manager on the Cawthra Road EA. My colleague Sonya Bubas has taken over and by copy of this email I'm requesting that she provide you with an update on the project.

Regards,
Gino

P. Gino Dela Cruz, P.Eng.
Project Manager, Roads – Design and Construction
Transportation Division, Public Works, Region of Peel
10 Peel Centre Dr., Suite B 4th Floor, Brampton, ON L6T 4B9
Tel: (905)791-7800, ext. 7805 Fax: (905)791-1442

From: Stephen Stirling [<mailto:Stephen.Stirling@mississauga.ca>]
Sent: January 24, 2018 8:55 AM
To: Dela Cruz, Gino
Subject: Cawthra Road EA - Update

Good morning Mr. Dela Cruz, my name is Stephen Stirling and I am the Manager of Special Projects with the City of Mississauga. I am currently working on the 2018 Work Program for the City. I would like to get an update on the Cawthra Road EA so that I can update the work program and update the Director.

Any assistance that you can offer would be appreciated.

Thanks
Stephen



Stephen Stirling, MCIP, RPP

Manager, Special Projects
T 905-615-3200 ext.5529 |
stephen.stirling@mississauga.ca |

City of Mississauga | Planning and Building Department,
Development and Design
Visit Mississauga.ca/planninginformationhub



Please consider the environment before printing.

Saddi, Asha

From: Bubas, Sonya
Sent: November 29, 2019 12:06 PM
To: Tori Stockwell
Cc: Saddi, Asha; Kol, Rani; Razao, Ricardo
Subject: RE: Cawthra Road EA

Hi Tori,

Thank you for your message. We will add your contact information to the study mailing list for the Cawthra Road EA. The Region held a Public Information Centre for this EA on Wednesday evening and we are working to post the presentation materials on the project website. The preliminary preferred design plan has been posted and we hope to have the information boards posted by early next week. Please check the following website link for updates and feel free to contact me if you have any questions or comments:

<https://www.peelregion.ca/pw/transportation/construction/environmental-assessment/cawthra-road.asp>

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801



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From: Tori Stockwell <victoria.stockwell@mississauga.ca>
Sent: November 29, 2019 10:13 AM
To: Bubas, Sonya <sonya.bubas@peelregion.ca>
Subject: Cawthra Road EA

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

Hi Sonya,

I received your contact details from Ricardo Razao and I am writing with regards to the Cawthra Road EA. [REDACTED]

██████████ I am hoping you can provide me with some information on the Environmental Assessment, and if possible add my name to the interested parties list?

I look forward to hearing back from you.

Many thanks,

Tori



Tori Stockwell, RPP, MCIP

Planner, Development Central
T 905-615-3200 ext.5531
victoria.stockwell@mississauga.ca |

[City of Mississauga](#) | Planning and Building Department,
Development and Design Division

Please consider the environment before printing.

From: Razao, Ricardo [<mailto:ricardo.razao@peelregion.ca>]

Sent: 2019/11/29 9:36 AM

To: Tori Stockwell

Subject: RE: Cawthra Road EA

Hi Tori,

I would suggest contacting Sonia Bubas (sonya.bubas@peelregion.ca). She's one of the project managers for the study and can add you to the mailing list.

Thanks,

Ricardo Razao

Junior Planner
Region of Peel
Development Services | Public Works
10 Peel Centre Drive, 6th Floor, Suite A
(905) 791-7800 ext. 4426

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We have recently updated our website to better serve your needs. For information on Planning and Engineering matters of Regional interest, please visit this link : <https://www.peelregion.ca/planning/about/devservices.htm>. Let us know how we can serve you better.

From: Tori Stockwell <victoria.stockwell@mississauga.ca>

Sent: November 27, 2019 3:00 PM

To: Razao, Ricardo <ricardo.razao@peelregion.ca>

Subject: Cawthra Road EA

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

Hi Ricardo,

I am writing with regards to the Cawthra Road EA which is being facilitated by the Region. Would you be able to provide me with information pertaining to the Environment Assessment and if possible can I be placed on the interested parties list?

Many thanks,

Tori



Tori Stockwell, RPP, MCIP

Planner, Development Central

T 905-615-3200 ext.5531

victoria.stockwell@mississauga.ca |

[City of Mississauga](#) | Planning and Building Department,
Development and Design Division

Please consider the environment before printing.

From: Zain Zia <Zain.Zia@mississauga.ca>
Sent: May 15, 2020 3:47 PM
To: Lee, Arthur <arthur.lee@peelregion.ca>
Cc: Matthew Sweet <Matthew.Sweet@mississauga.ca>; Scott Perry <Scott.Perry@mississauga.ca>; Nathan McFadden <Nathan.McFadden@mississauga.ca>; Allan Ortlieb <Allan.Ortlieb@IBIGroup.com>; Rakesh Pandey <Rakesh.Pandey@IBIGroup.com>; Banuri, Syeda <Syeda.Banuri@peelregion.ca>; Bubas, Sonya <sonya.bubas@peelregion.ca>
Subject: RE: Cawthra Rd EA - Drainage and Stormwater Management Report

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

Hi Arthur,

Thank you for providing the updated Cawthra Road Class EA Stormwater Management Report and associated comments.

The City offers no further comments at this time on the SWM report, but note that further comments may be provided during the detailed design stage.

Regards,
Zain



Zain Zia

Storm Drainage Coordinator, Environmental Services
T 905-615-3200 ext.5318 | M 289-937-6567
zain.zia@mississauga.ca

[City of Mississauga](#) | Transportation & Works Department,
Infrastructure Planning & Engineering Division

From: Lee, Arthur [<mailto:arthur.lee@peelregion.ca>]

Sent: Friday, May 1, 2020 2:13 PM

To: Zain Zia

Cc: Matthew Sweet; Scott Perry; Nathan McFadden; Allan Ortlieb; Rakesh Pandey; Banuri, Syeda; Bubas, Sonya

Subject: RE: Cawthra Rd EA - Drainage and Stormwater Management Report

Hi Zain,

Thank you for providing the stormwater management comments.

Please see the attached for the table with responses to the comments collected on Feb 27th 2020 as well as the updated SWM report.

Regards,

Arthur Lee, P.Eng

Senior Designer
Infrastructure Programming and Studies, Transportation
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800, ext. 7872

From: Zain Zia <Zain.Zia@mississauga.ca>

Sent: February 27, 2020 9:44 AM

To: Bubas, Sonya <sonya.bubas@peelregion.ca>

Cc: Matthew Sweet <Matthew.Sweet@mississauga.ca>; Scott Perry <Scott.Perry@mississauga.ca>; Nathan McFadden <Nathan.McFadden@mississauga.ca>; Allan Ortlieb <Allan.Ortlieb@IBIGroup.com>; Rakesh Pandey <Rakesh.Pandey@IBIGroup.com>; Banuri, Syeda <syeda.banuri@peelregion.ca>; Lee, Arthur <arthur.lee@peelregion.ca>

Subject: RE: Cawthra Rd EA - Drainage and Stormwater Management Report

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

Hi Sonya,

Thank you for providing the updated Cawthra Road Class EA Stormwater Management Report. The City of Mississauga offer the following comments:

Recommendation:

- While we understand that the imperviousness area for Outlet 5 (Catchment C5) is not increasing, we would like to note that the outlet receives a small drainage area (<2 ha) and as such would like to request the Region of Peel to explore incorporating water quality treatment for this outlet if possible.
- The City realizes that the proposed stormwater management plan is controlling post-development flows to pre-development levels. That being said, we would again like to note that the area of Atwater Avenue and Cawthra Road is an existing flooding concern due to the existing over capacity box culvert that receives drainage from Cawthra Creek and Cawthra Road, leading to Cooksville Creek. Maintaining flows to pre-development levels won't alleviate these existing conditions as the box culvert will continue to receive flow from Catchments C2 and C3 and remain over capacity. Is there a possibility of including this section of Cawthra Road and Atwater in the EA as an opportunity to address the existing flooding concerns?

Requirements:

- Several sections under the Proposed Condition with Climate Change IDF Curve 2095 are still near, at, or over capacity – please provide justification as to why these sections of sewers are not considered deficient and therefore not upsized or upsized further. The comment response matrix references a table in Section 5.2. but that has not been included in this version of the EA.
- The drainage map showing the subarea parameters should be included for review to ensure that all areas draining to Cawthra Road are captured. Currently the Proposed Condition Drainage

Plan shows the roadway drainage area themselves and a few external areas. The external areas noted from the previous review have been added to the Proposed Condition Drainage Plan but they have not been added to the Storm Sewer Design Sheets and therefore have not been included in the capacity analysis. For example, Outlet 4 does not have a catchment area that matches EX-C4A or EX-C4B (12.3 ha and 6.3 ha respectively). Please ensure that all external drainage areas are included in both the Drainage Plan and Storm Sewer Design Sheets.

- Outlet 1 has a drainage area of 1.02 ha but the Storm Sewer Design Sheets show an area of 0.556 ha draining to this outlet. Please review the total areas going to the Outlets and ensure they capture all drainage areas.
- The pipe between MH8265114451 to MH8264714474 is being downsized from 300mm (shown in the Existing Conditions Storm Sewer Design Sheet) to 250mm (shown in the Proposed Storm Sewer Design Sheet) – this section also does not match the Proposed Condition Drainage Plan, please confirm. Please ensure the Storm Design Sheets match the information provided in the Drainage Plans.
- In the Proposed Storm Sewer Design Sheet, the pipe between MH2796612828 to MH2796212833 is a 600mm pipe which is connected between a 750mm and a 1050mm pipe – please provide a rationale for this.
- Please include Outlet 6 in the storm sewer design sheet similar to the other Outlets (and the associated total drainage area).

Can you kindly prepare a comment response matrix when addressing the above comments. Please let me know if you have any questions.

Regards,
Zain

From: Bubas, Sonya [<mailto:sonya.bubas@peelregion.ca>]

Sent: Friday, February 14, 2020 1:28 PM

To: Zain Zia

Cc: Matthew Sweet; Scott Perry; Allan Ortlieb; Rakesh Pandey; Banuri, Syeda; Lee, Arthur

Subject: RE: Cawthra Rd EA - Drainage and Stormwater Management Report

Hi Zain,

Thank you for your comments on the Draft Drainage and Stormwater Management Report for Cawthra Road. Please find attached responses to your comments, and revised Stormwater Management Report.

I trust your comments have been addressed. Please let me know if you have any further questions or wish to discuss further.

Regards,

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

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

Brampton, ON L6T 4B9

From: Zain Zia <Zain.Zia@mississauga.ca>

Sent: November 8, 2019 2:45 PM

To: Bubas, Sonya <sonya.bubas@peelregion.ca>

Cc: Matthew Sweet <Matthew.Sweet@mississauga.ca>; Scott Perry <Scott.Perry@mississauga.ca>

Subject: RE: Cawthra Rd EA - Drainage and Stormwater Management Report

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

Hi Sonya,

The City of Mississauga has reviewed the Cawthra Road Class EA Stormwater Management Report and offer the following comments.

For Reference:

- Catchments along the study area discharge to Cooksville Creek and Little Etobicoke Creek
- The following areas drain into Cawthra Road and should be included in the analysis:
 - Needham Lane to Cawthra
 - Runningbrook to Cawthra
 - Hasall Road to Cawthra
 - Burnhampthorpe Road East to Cawthra
 - Just south of Rathburn Road East to Cawthra

Recommendations:

- The report states that CVC guidelines were applied, however peak flows were designed as per the Region of Peel design criteria (post to pre-control of peak flows of 2 to 100 year storms individually, compared to 100 year pre to 2 year post). The City recommends using CVC guidelines in order to obtain more conservative results.
- Catchments C3, C4 and C5 have no proposed water quality treatment. Is there any way to incorporate water quality treatment for these catchments?
- On page 86 the water balance provided and required seem to be switched.
- Please note that additional detail regarding the OGS (sizing etc.), and infiltration trench details (by-pass, depths etc.) should be provided.

Requirements:

- Credit Valley Conservation (CVC) and Toronto & Region Conservation Authority (TRCA) should review this EA.
- This section would like to flag the intersection of Atwater Avenue and Cawthra Road. There is known flooding concern within this area, and the existing box culvert is at capacity. Catchments C2 and C3 have increased flow which may impact this area. How can these impacts be mitigated? Also, we suggest that CVC review for any impacts to the existing/proposed developments within this area.
- For any storm sewer sections above capacity (such as found in the Storm Sewer Design Sheets Proposed Condition with Climate Change IDF Curve 2095), how will it be mitigated by the Region?
- Please verify by way of a drainage map that all sites that drain to Cawthra Road are considered within the analysis.

Please let me know if you had any questions regarding the above comments.

Thanks,
Zain

From: Bubas, Sonya [<mailto:sonya.bubas@peelregion.ca>]
Sent: 2019/10/25 3:22 PM
To: Matthew Sweet
Cc: Lin Rogers; Jeremy Blair; Banuri, Syeda; Lee, Arthur
Subject: Cawthra Rd EA - Drainage and Stormwater Management Report
Importance: High

Hi Matthew,

I am reaching out to you as the point of contact for the City of Mississauga for the Cawthra Road Class EA from QEW to Eastgate Parkway.

Please find attached Draft Drainage and Stormwater Management Report for the City's review. Could you please forward this report to the appropriate reviewers at the City and provide comments by **November 11?**

The report is being circulated to the City as the drainage receivers are municipal storm sewers.

Please feel free to call me if you have any questions.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

**Cawthra Road Class EA Study – QEW to Eastgate Parkway
Draft Stormwater Management Report Update October, 2019
City of Mississauga Comments Received on November 8, 2019**

City of Mississauga Comments:	Response:
Drainage and Stormwater Management	
<p>For Reference:</p> <ul style="list-style-type: none"> • Catchments along the study area discharge to Cooksville Creek and Little Etobicoke Creek. • The following areas drain into Cawthra Road and should be included in the analysis: <ul style="list-style-type: none"> ▪ Needham Lane to Cawthra ▪ Runningbrook to Cawthra ▪ Hasall Road to Cawthra ▪ Burnhamthorpe Road East to Cawthra ▪ Just South of Rathburn Road East to Cawthra 	<ul style="list-style-type: none"> • Noted • Please note that all the intersecting roadway areas that were referenced have been included in the analysis. Please refer to existing and proposed condition drawings in Appendix A and Appendix C of the SWM report where those roadway areas were incorporated.
<p>Recommendations:</p> <ul style="list-style-type: none"> • The report states that CVC guidelines were applied, however peak flows were designed as per the Region of Peel design criteria (post to pre-control of peak flows of 2 to 100 year storms individually, compared to 100 year pre to 2 year post). The City recommends using CVC guidelines in order to obtain more conservative results. 	<ul style="list-style-type: none"> • The intent of this SWM report is to control post development peak flows to the pre-development level for all storm events up to 100-year storm. We understand the City of Mississauga requirement to control 100-year post to 2-year pre-development level is largely applicable to the drainage control for site/subdivision developments. However, Cawthra Road is an existing linear infrastructure draining into the City's storm system with no significant increase in the impervious areas and hence the increases in flow are minimal. The Region recently updated its SWM Criteria by considering the newest trends in stormwater management and best practices. It considers LID and more stringent infiltration targets, climate change implications and water quality impacts. The Region's new criteria is generally supported by CVC, TRCA and the City.

**Cawthra Road Class EA Study – QEW to Eastgate Parkway
Draft Stormwater Management Report Update October, 2019
City of Mississauga Comments Received on November 8, 2019**

City of Mississauga Comments:	Response:
	<p>Quantity control has been provided for the areas where there were substantial increase in the imperviousness. Catchments C2, C3 and C4 showed increase in imperviousness in the range of 1% to 8%. At the remaining catchments no increase in flows were observed. Best efforts were made to maintain the existing condition flows for all storm events up to the 100-year storm.</p>
<ul style="list-style-type: none"> • Catchments C3, C4 and C5 have no proposed water quality treatment. Is there any way to incorporate water quality treatment for these catchments? • On page 86 the water balance provided and required seem to be switched. • Please note that additional detail regarding the OGS (sizing etc.), and infiltration trench details (by-pass, depths etc.) should be provided. 	<ul style="list-style-type: none"> • The proposed project falls under the category of minor roadway development and road reconstruction/retrofit. There is no significant increase in imperviousness within catchments C3, C4 and C5. Please refer to Table 4 of the Stormwater Management Report. Currently there is no quality treatment at any of the outlets that receive flows from Cawthra Road. OGS units would not be very efficient considering the large catchment (roadway) area of more than 2.0ha and that there are no other existing water quality controls on the municipal system. The ditches and infiltration may help improve water quality beyond existing conditions. • Please refer to the revised SWM report for the correction. • The sizing details regarding the OGS and infiltration trench will be provided in the detail design stage.

**Cawthra Road Class EA Study – QEW to Eastgate Parkway
Draft Stormwater Management Report Update October, 2019
City of Mississauga Comments Received on November 8, 2019**

City of Mississauga Comments:	Response:
<p>Requirements:</p> <ul style="list-style-type: none"> • Credit Valley Conservation (CVC) Toronto & Region Conservation Authority (TRCA) should review this EA. • This section would like to flag the intersection of Atwater Avenue and Cawthra Road. There is known flooding concern within this area, and the existing box culvert is at capacity. Catchments C2 and C3 have increased flow which may impact this area. How can these impacts be mitigated? Also, we suggest that CVC review for any impacts to the existing/proposed developments within this area. • For any storm sewer sections above capacity (such as found in the Storm Sewer Design Sheets Proposed Condition with Climate Change IDF Curve 2095), how will it be mitigated by the Region? 	<ul style="list-style-type: none"> • Credit Valley Conservation, TRCA and Region of Peel have the reports. • The post-development flows from Catchments C2 and C3 will be controlled to the pre-development level for all storm events up to 100-year. The proposed infiltration chambers and the superpipes in the catchments C2 and C3, will attenuate post development flows to pre-development levels before discharging to the receiving municipal storm sewer system. Therefore, there is no risk to flooding within this area. • To supplement details provided in Appendix E and F of the SWM report, which identify hydraulic and structural deficiencies, a table has/will be added to Section 5.2 of the report which lists the storm sewer sections that are deficient and recommendations provided for each section. All deficient sewers are proposed for upsizing/replacement.
<ul style="list-style-type: none"> • Please verify by way of a drainage map that all sites that drain to Cawthra Road are considered within the analysis. 	<ul style="list-style-type: none"> • Please refer to existing and proposed conditions drawings in Appendix A and Appendix C of the SWM report for the drainage areas where all the sites that drain to Cawthra Road were considered.

**Cawthra Road Class EA Study – QEW to Eastgate Parkway
Draft Stormwater Management Report Update January, 2020
City of Mississauga Comments Received on February 27, 2020**

City of Mississauga Comments:	IBI Group Response (March 12, 2020)
Drainage and Stormwater Management	
<p>Recommendations:</p> <ul style="list-style-type: none"> • While we understand that the imperviousness area for Outlet 5 (Catchment C5) is not increasing, we would like to note that the outlet receives a small drainage area (<2 ha) and as such would like to request the Region of Peel to explore incorporating water quality treatment for this outlet if possible. • The City realizes that the proposed stormwater management plan is controlling post-development flows to pre-development levels. That being said, we would again like to note that the area of Atwater Avenue and Cawthra Road is an existing flooding concern due to the existing over capacity box culvert that receives drainage from Cawthra Creek and Cawthra Road, leading to Cooksville Creek. Maintaining flows to pre-development levels won't alleviate these existing conditions as the box culvert will continue to receive flow from Catchments C2 and C3 and remain over capacity. Is there a possibility of including this section of Cawthra Road and Atwater in the EA as an opportunity to address the existing flooding concerns? 	<ul style="list-style-type: none"> • The total area draining to Outlet 5 is 2.85 ha which is greater than 2.0 ha. Please note the project does not increase imperviousness in Outlet C5 at all and therefore, no treatment was proposed. Region will further evaluate this in the detail design. • The EA study scope is limited to minor roadway improvements such as adding multi-use path and bike lanes. The elimination of flooding in external areas outside the project limit (approximately 950 m south of QEW) is beyond project scope. In catchments C2 and C3, flows are being controlled to the existing level. So, there is no negative impact to the flooding due to this project at the downstream i.e. the area of Atwater Avenue and Cawthra Road. Also, please note total watershed area for Cawthra Creek, which is draining through the referenced box culvert, is approximately 503 ha (refer to Figure 2 in the SWM report). The contributing area, from Cawthra Road catchments C2 and C3, is just 2.6% of the total Cawthra Creek watershed area. Therefore, it is not practical to alleviate the existing flooding at the box culvert location by only controlling the flows from Cawthra Road catchment areas, as this will not have any appreciable impact. Should the City wish to explore opportunities to coordinate flood management at Atwater, the Region is open to further discussions led by the City during detail design of Cawthra Road.
<p>Requirements:</p> <ul style="list-style-type: none"> • Several sections under the Proposed Condition with Climate Change IDF Curve 2095 are still near, at, or over capacity – please provide justification as to why these sections of sewers are not considered deficient and therefore not upsized or upsized further. The comment response matrix references a table in Section 5.2. but that has not been included in this version of the EA. 	<ul style="list-style-type: none"> • The climate change analysis identifies deficient sewers. Please refer to Table 5 in Section 5.2 of the revised SWM report. Sewers surcharging above 100% were identified as deficient and recommend for replacements in the report and on the drawings. The sewer sheets will further be assessed in the detail design.

**Cawthra Road Class EA Study – QEW to Eastgate Parkway
Draft Stormwater Management Report Update January, 2020
City of Mississauga Comments Received on February 27, 2020**

City of Mississauga Comments:	IBI Group Response (March 12, 2020)																																						
<ul style="list-style-type: none"> The drainage map showing the subarea parameters should be included for review to ensure that all areas draining to Cawthra Road are captured. Currently the Proposed Condition Drainage Plan shows the roadway drainage area themselves and a few external areas. The external areas noted from the previous review have been added to the Proposed Condition Drainage Plan but they have not been added to the Storm Sewer Design Sheets and therefore have not been included in the capacity analysis. For example, Outlet 4 does not have a catchment area that matches EX-C4A or EX-C4B (12.3 ha and 6.3 ha respectively). Please ensure that all external drainage areas are included in both the Drainage Plan and Storm Sewer Design Sheets. Outlet 1 has a drainage area of 1.02 ha but the Storm Sewer Design Sheets show an area of 0.556 ha draining to this outlet. Please review the total areas going to the Outlets and ensure they capture all drainage areas. The pipe between MH8265114451 to MH8264714474 is being downsized from 300mm (shown in the Existing Conditions Storm Sewer Design Sheet) to 250mm (shown in the Proposed Storm Sewer Design Sheet) – this section also does not match the Proposed Condition Drainage Plan, please confirm. Please ensure the Storm Design Sheets match the information provided in the Drainage Plans. In the proposed Storm Sewer Design Sheet, the pipe between MH2796612828 to MH2796212833 is a 600mm pipe which is connected between a 750mm and a 1050mm pipe – please provide a rationale for this 	<ul style="list-style-type: none"> All external areas have been included in the analysis. Please refer to the following Table for the external and internal catchment areas that were included in the storm sewer design sheets: <p>Table: Catchment Areas considered in Storm Sewer Design Sheets</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th rowspan="2">Catchment ID</th> <th rowspan="2">Outlet</th> <th>External Catchment Area</th> <th>Internal Catchment Area</th> <th>Total Area</th> </tr> <tr> <th>(ha)</th> <th>(ha)</th> <th>(ha)</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>1</td> <td>-</td> <td>1.02</td> <td>1.02</td> </tr> <tr> <td>2</td> <td>2</td> <td>3.07</td> <td>2.14</td> <td>5.21</td> </tr> <tr> <td>3</td> <td>3</td> <td>283.81</td> <td>11.10</td> <td>294.91</td> </tr> <tr> <td>4</td> <td>4</td> <td>18.61</td> <td>2.95</td> <td>21.56</td> </tr> <tr> <td>5</td> <td>5</td> <td>1.19</td> <td>1.65</td> <td>2.84</td> </tr> <tr> <td>6</td> <td>6</td> <td>-</td> <td>1.51</td> <td>1.51</td> </tr> </tbody> </table> <ul style="list-style-type: none"> Please note that 0.232ha (1.02ha - 0.788ha) area drains beyond Outlet 1, i.e., outside the project limit. Runoff from last sewer leg continues to flow south to the next sewer leg and is not part of this project. This will be further be investigated in the detail design. The SUE drawing shows the existing pipe size is 200 mm. However, the pipe is upsized to 300 mm in the proposed condition. This is existing pipe and the SUE drawing shows this as 600 mm. The slope of the pipe is about 10% and works in the storm sewer design sheet. 	Catchment ID	Outlet	External Catchment Area	Internal Catchment Area	Total Area	(ha)	(ha)	(ha)	1	1	-	1.02	1.02	2	2	3.07	2.14	5.21	3	3	283.81	11.10	294.91	4	4	18.61	2.95	21.56	5	5	1.19	1.65	2.84	6	6	-	1.51	1.51
Catchment ID	Outlet			External Catchment Area	Internal Catchment Area	Total Area																																	
		(ha)	(ha)	(ha)																																			
1	1	-	1.02	1.02																																			
2	2	3.07	2.14	5.21																																			
3	3	283.81	11.10	294.91																																			
4	4	18.61	2.95	21.56																																			
5	5	1.19	1.65	2.84																																			
6	6	-	1.51	1.51																																			

**Cawthra Road Class EA Study – QEW to Eastgate Parkway
Draft Stormwater Management Report Update January, 2020
City of Mississauga Comments Received on February 27, 2020**

City of Mississauga Comments:	IBI Group Response (March 12, 2020)
<ul style="list-style-type: none">• Please include Outlet 6 in the storm sewer design sheet similar to the other Outlets (and the associated total drainage area).	<ul style="list-style-type: none">• Please refer to storm sewer design sheets in the revised SWM report that now includes Outlet 6. Somehow it was not printing in the pdf version and now has been resolved.

CITY OF MISSISSAUGA - HERITAGE PLANNING

Saddi, Asha

From: Saddi, Asha
Sent: July 16, 2020 3:38 PM
To: Brooke Herczeg
Subject: RE: Cawthra Road Environmental Assessment (Queen Elizabeth Way to Eastgate Parkway) - Draft Project File Report

Hi Brooke,
Please try your access again and let me know if you're successful in getting access.

Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca



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From: Brooke Herczeg <Brooke.Herczeg@mississauga.ca>
Sent: July 16, 2020 1:53 PM
To: Saddi, Asha <asha.saddi@peelregion.ca>
Subject: RE: Cawthra Road Environmental Assessment (Queen Elizabeth Way to Eastgate Parkway) - Draft Project File Report

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

Hi Asha,

Thanks for checking in! I had to create/ reset my password and that didn't go anywhere so I have yet to gain access. I'll try again and let you know.

Thanks again,
Brooke



Brooke Herczeg MPI
Heritage Analyst, Heritage Planning
T 905-615-3200 ext.4061

Brooke.Herczeg@Mississauga.ca

Please consider the environment before printing.

From: Saddi, Asha [<mailto:asha.saddi@peelregion.ca>]
Sent: Thursday, July 16, 2020 8:56 AM
To: Brooke Herczeg
Subject: FW: Cawthra Road Environmental Assessment (Queen Elizabeth Way to Eastgate Parkway) - Draft Project File Report

Good Morning Brooke,
I didn't hear back from you regarding your access to Tempo Box. Please confirm that you were able to get access.

Regards,

Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca



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From: Saddi, Asha
Sent: July 13, 2020 11:40 AM
To: Brooke Herczeg <Brooke.Herczeg@mississauga.ca>
Subject: RE: Cawthra Road Environmental Assessment (Queen Elizabeth Way to Eastgate Parkway) - Draft Project File Report

Hi Brooke,
The link to Tempo Box will be the same. Please let me know what problem you're experiencing so that I can help by addressing that.

Regards,

Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca



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From: Brooke Herczeg <Brooke.Herczeg@mississauga.ca>
Sent: July 13, 2020 11:33 AM
To: Saddi, Asha <asha.saddi@peelregion.ca>
Subject: RE: Cawthra Road Environmental Assessment (Queen Elizabeth Way to Eastgate Parkway) - Draft Project File Report

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

Hi Asha,

Would you be able to send me another link to Temo Box?

Thank you ,

Brooke



Brooke Herczeg MPI

Heritage Analyst, Heritage Planning
T 905-615-3200 ext.4061

Brooke.Herczeg@Mississauga.ca

Please consider the environment before printing.

From: Saddi, Asha [<mailto:asha.saddi@peelregion.ca>]
Sent: Wednesday, July 8, 2020 3:55 PM
To: Keith.Noronha@infrastructureontario.ca; lisa.myslicki@infrastructureontario.ca; aurora.mcallister@ontario.ca; Maria.Jawaid@ontario.ca; Bell, Trevor (MECP); Moin.Khan@ontario.ca; sabina.merey@ontario.ca; Jeremy Blair; Brooke Herczeg; Fred Sandoval; Lin Rogers; Matthew Sweet; Alice Ho; Kilis, Jakub; Jacqueline Elias; Annette Lister; peelplan@trca.ca; 'joel.lacombe@electrautilities.com'; bell.moc@telecon.com; ian.mitchell@hydroone.com; secondarylanduse@hydroone.com; 'edgar.henriquez@rci.rogers.com'; massimo.pavese@telus.com; cleo@tnpi.ca; Utility.circulations@zayo.com; gt.moc@telecon.ca; 'bell.moc@netricom.com'; 'edgar.henriquez@rci.rogers.com'; samir.patel@cogecodata.com; 'markups@enbridge.com'; mignacio@enersource.com; gt.moc@prestigetel.com; tpumarkup@hydroone.com
Cc: Bubas, Sonya
Subject: Cawthra Road Environmental Assessment (Queen Elizabeth Way to Eastgate Parkway) - Draft Project File Report

Hi All,

The Region of Peel is completing the Schedule B Cawthra Road Environmental Assessment (EA) from Queen Elizabeth Way to Eastgate Parkway in the City of Mississauga. The purpose of the

study was to examine the need for improvements on Cawthra Road to address long-term issues related to planned future growth and to enhance safety for all road users.

Attached below are the instructions to register for Tempo Box. This is an electronic workspace which contains the Draft Project File Report (PFR) with appendices, including technical reports and the current preferred design. The study documents detail the planning, consultation and preliminary design process for the EA.

Please review the Draft PFR documents and forward your comments to me by no later than **Thursday, July 30.**

You will have received an email to register for access to Tempo Box. The toolkit is also attached above for your reference. If you have any problems accessing the documents please let me know.

Regards,

Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca



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4. Your username is your email address. Make sure your user name is all lower case.
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Kelly (Ashwantie) Maraj, CAP, OM

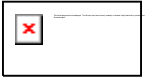
Administrative Assistant to the Manager, Transportation

Infrastructure Programming & Studies

Region of Peel, 10 Peel Centre Dr., Suite B, 4th Floor

Brampton, ON L6T 4B9

905-791-7800 ext. 7831



Lee, Arthur

Subject: FW: Cawthra Road Environmental Assessment (Queen Elizabeth Way to Eastgate Parkway) - Draft Project File Report

From: Brooke Herczeg <Brooke.Herczeg@mississauga.ca>

Sent: July 16, 2020 3:48 PM

To: Haughey, Michael <michael.haugheyjr@peelregion.ca>

Cc: Saddi, Asha <asha.saddi@peelregion.ca>; Maraj, Kelly <ashwantiemelly.maraj@peelregion.ca>; Kajura, Abdu <abdu.kajura@peelregion.ca>; Basdeo, Raj <raj.basdeo@peelregion.ca>

Subject: RE: Cawthra Road Environmental Assessment (Queen Elizabeth Way to Eastgate Parkway) - Draft Project File Report

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Hi everyone,

I'm in and have access to all the files. Thanks very much for resending this.

Best,
Brooke

From: Haughey, Michael [<mailto:michael.haugheyjr@peelregion.ca>]

Sent: Thursday, July 16, 2020 3:43 PM

To: Brooke Herczeg

Cc: Saddi, Asha; Maraj, Kelly; Kajura, Abdu; Basdeo, Raj

Subject: RE: Cawthra Road Environmental Assessment (Queen Elizabeth Way to Eastgate Parkway) - Draft Project File Report

Hello Brooke,

We have just re send an Opentext invite.

Michael Haughey ERM, ECMs, BPMp, TXMp, ICGB™, ICBB™

Content Quality Specialist

Content Intelligence

Digital & Information Services

Michael.HaugheyJr@peelregion.ca

905-791-7800 ext. 4252

Cell: 905-872-2052

**Region
of Peel**
working with you

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Saddi, Asha

From: Saddi, Asha
Sent: July 17, 2020 1:56 PM
To: Brooke Herczeg
Cc: Bubas, Sonya
Subject: Cawthra Road EA (Queen Elizabeth Way to Eastgate Parkway) - Draft Project File Report

Hi Brooke,

I wanted to let you know that the Stage 1 Archaeological Assessment, as at appendix G of the draft PFR, has been updated since you last reviewed it. The name of the First Nations is also being updated in the final report.

As agreed previously we will forward a copy of the final report and the letter from the Ministry when we receive it. In the meantime we look forward to receiving your comments on the draft PFR.

Regards,

Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
[*Asha.Saddi@peelregion.ca*](mailto:Asha.Saddi@peelregion.ca)



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Lee, Arthur

From: Brooke Herczeg <Brooke.Herczeg@mississauga.ca>
Sent: July 28, 2020 4:35 PM
To: Saddi, Asha
Subject: RE: Cawthra Road Environmental Assessment (Queen Elizabeth Way to Eastgate Parkway) - Draft Project File Report

Categories: PFR Comments

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Good afternoon Asha,

Thank you for circulating the City of Mississauga on this Environmental Assessment. Please see heritage planning's comments:

1. Within the Draft PFR on page 37. There is comment which states that properties are not listed on the City's register. Please understand that even though a property is not currently on our register it does not mean it does not hold cultural heritage value or interest. It may have been missed or simply not assessed until now. Please consider rephrasing this.
2. Please keep us apprised of your decision to acquire the property at 3317 Cawthra Rd east side.
3. Mitigation measures proposed within the HIA are based on the preliminary design information provided by IBI Group. Heritage planning understands that mitigation strategies will be carried out through the detailed design phase and prior and post construction work, as applicable. The City of Mississauga recommends an HIA be undertaken to understand the direct and indirect impacts to sites 3, 4, 11 and 14. Please include the City on the Detailed Design update.
4. Within the HIA a recommendation is made to complete a Stage 3 archaeological assessment for site 5. Please clarify if this will be undertaken and whether an archeologist is also recommending this.
5. The City of Mississauga agrees with the recommendations of the Stage 1 archaeological assessment but as you know requires a letter from the Ministry stating the report has been filed in the public registry.

Best Regards,

Brooke



Brooke Herczeg MPI

Heritage Analyst, Heritage Planning
T 905-615-3200 ext.4061

Brooke.Herczeg@Mississauga.ca

Please consider the environment before printing.

From: Saddi, Asha [mailto:asha.saddi@peelregion.ca]

Sent: Wednesday, July 8, 2020 3:55 PM

To: Keith.Noronha@infrastructureontario.ca; lisa.myslicki@infrastructureontario.ca; aurora.mcallister@ontario.ca;

Maria.Jawaid@ontario.ca; Bell, Trevor (MECP); Moin.Khan@ontario.ca; sabina.merey@ontario.ca; Jeremy Blair; Brooke Herczeg; Fred Sandoval; Lin Rogers; Matthew Sweet; Alice Ho; Kilis, Jakub; Jacqueline Elias; Annette Lister; peelplan@trca.ca; 'joel.lacombe@alecrautilities.com'; bell.moc@telecon.com; ian.mitchell@hydroone.com; secondarylanduse@hydroone.com; 'edgar.henriquez@rci.rogers.com'; massimo.pavese@telus.com; clee@tnpi.ca; Utility.circulations@zayo.com; gt.moc@telecon.ca; 'bell.moc@netricom.com'; 'edgar.henriquez@rci.rogers.com'; samir.patel@cogecodata.com; 'markups@enbridge.com'; mignacio@enersource.com; gt.moc@prestigetel.com; tpumarkup@hydroone.com

Cc: Bubas, Sonya

Subject: Cawthra Road Environmental Assessment (Queen Elizabeth Way to Eastgate Parkway) - Draft Project File Report

Hi All,

The Region of Peel is completing the Schedule B Cawthra Road Environmental Assessment (EA) from Queen Elizabeth Way to Eastgate Parkway in the City of Mississauga. The purpose of the study was to examine the need for improvements on Cawthra Road to address long-term issues related to planned future growth and to enhance safety for all road users.

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Please review the Draft PFR documents and forward your comments to me by no later than **Thursday, July 30**.

You will have received an email to register for access to Tempo Box. The toolkit is also attached above for your reference. If you have any problems accessing the documents please let me know.

Regards,

Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca



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Kelly (Ashwantie) Maraj, CAP, OM

Administrative Assistant to the Manager, Transportation

Infrastructure Programming & Studies

Region of Peel, 10 Peel Centre Dr., Suite B, 4th Floor

Brampton, ON L6T 4B9

905-791-7800 ext. 7831



From: Brooke Herczeg <Brooke.Herczeg@mississauga.ca>
Sent: July 23, 2019 9:54 AM
To: Bubas, Sonya <sonya.bubas@peelregion.ca>
Subject: RE: Cawthra Rd EA - Cultural Heritage Assessment Report

Oh, thanks Sonya. I'll let you know.

Best,
Brooke



Brooke Herczeg MPI
Heritage Analyst, Heritage Planning
T 905-615-3200 ext.4061
Brooke.Herczeg@Mississauga.ca

Please consider the environment before printing.

From: Bubas, Sonya [<mailto:sonya.bubas@peelregion.ca>]
Sent: Tuesday, July 23, 2019 9:36 AM
To: Brooke Herczeg
Cc: Allan Ortlieb
Subject: RE: Cawthra Rd EA - Cultural Heritage Assessment Report

Thank you Brooke – I intended to give you more time (August 21 rather than 12). If you can send comments sooner (before August 12), it would be very much appreciated.

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

From: Brooke Herczeg <Brooke.Herczeg@mississauga.ca>
Sent: July 23, 2019 9:30 AM
To: Bubas, Sonya <sonya.bubas@peelregion.ca>
Cc: Allan Ortlieb <Allan.Ortlieb@IBIGroup.com>
Subject: RE: Cawthra Rd EA - Cultural Heritage Assessment Report

Hi Sonya,

Thank you for sending the CHAR, heritage planning has received it. We will review the report and provide comments before August 12th.

Regards,
Brooke



Brooke Herczeg MPI
Heritage Analyst, Heritage Planning
T 905-615-3200 ext.4061
Brooke.Herczeg@Mississauga.ca

Please consider the environment before printing.

From: Bubas, Sonya [<mailto:sonya.bubas@peelregion.ca>]
Sent: Tuesday, July 23, 2019 9:12 AM
To: Brooke Herczeg
Cc: Allan Ortlieb
Subject: Cawthra Rd EA - Cultural Heritage Assessment Report

Good morning Brooke,

Further to our telephone conversation this morning, the Region of Peel is undertaking a Class Environmental Assessment (Class EA) Study for improvements to Cawthra Road between the QEW and Eastgate Parkway in Mississauga. As part of the Class EA Study, the Consulting Team completed the attached Draft Cultural Heritage Assessment Report. We invite you to review the Draft Report and provide any comments you may have by **August 21**.

Additional information regarding the Class EA Study is available on the project website at <https://www.peelregion.ca/pw/transportation/environ-assess/cawthra-road.htm>.

Please feel free to contact me if you have any questions regarding the Draft Report or Class EA Study.

(Due to the size of the attachment, could you please reply to confirm receipt?)

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

From: Bubas, Sonya
Sent: November 1, 2019 11:18 AM
To: Brooke Herczeg <Brooke.Herczeg@mississauga.ca>
Cc: Allan Ortlieb <Allan.Ortlieb@IBIGroup.com>; Lee, Arthur <arthur.lee@peelregion.ca>; Zois, Anthony <Anthony.Zois@peelregion.ca>
Subject: RE: Cawthra Rd EA - Cultural Heritage Assessment Report

Hi Brooke,

In response to your questions regarding the above Cultural Heritage Assessment Report (CHAR):

1. A known archaeological site is near the intersection of Dundas St. E and Cawthra Rd. please provide some clarification as to how potential impacts will be identified and mitigated
The Stage 1 Archaeological Assessment completed for this project identified the area of potential impact in the vicinity of 3105 Cawthra Road to be previously disturbed and of no further archaeological concern. In addition, the assessment recommended that any soil-disturbing impacts within the existing Cawthra Road right-of-way that occurs within 10 metres of the Dixie Union Cemetery property boundary will require Stage 3 investigation. Although not anticipated at this time, the need for a Stage 3 assessment will be confirmed during detailed design.
2. In section 6.3 *Potential Impacts to Cultural Heritage Resources*, asset number 11. 3317 Cawthra Rd has been identified as possessing both direct and indirect impacts but in table 2 the property is only identified as having indirect impacts, please clarify.

The area of potential impact encroaches into the front yard and existing front entrance staircase to the residence at 3317 Cawthra Road. An alternate layout for the staircase may be investigated to mitigate the impact during detailed design.

- Heritage planning agrees with the mitigation actions in table 2 of the CHAR report. Additionally, heritage planning will require an assessment update and preservation/ mitigation details during detailed design that describes the developed mitigation measures for built heritage resources, cultural heritage landscapes and construction-related effects.

We have noted the City of Mississauga's requirement for updates and mitigation details related to Cultural Heritage during detailed design.

Regards,

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

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

Brampton, ON L6T 4B9

905-791-7800 ext. 7801

From: Brooke Herczeg <Brooke.Herczeg@mississauga.ca>

Sent: August 14, 2019 1:52 PM

To: Bubas, Sonya <sonya.bubas@peelregion.ca>

Cc: Allan Ortlieb <Allan.Ortlieb@IBIGroup.com>

Subject: RE: Cawthra Rd EA - Cultural Heritage Assessment Report

Hi Sonya,

Heritage planning has reviewed the Cawthra Rd EA – CHAR and have the following comments:

- A known archaeological site is near the intersection of Dundas St. E and Cawthra Rd. please provide some clarification as to how potential impacts will be identified and mitigated
- In section 6.3 *Potential Impacts to Cultural Heritage Resources*, asset number 11. 3317 Cawthra Rd has been identified as possessing both direct and indirect impacts but in table 2 the property is only identified as having indirect impacts, please clarify.
- Heritage planning agrees with the mitigation actions in table 2 of the CHAR report. Additionally, heritage planning will require an assessment update and preservation/ mitigation details during detailed design that describes the developed mitigation measures for built heritage resources, cultural heritage landscapes and construction-related effects.

Thank you,

Brooke



Brooke Herczeg MPI

Heritage Analyst, Heritage Planning

T 905-615-3200 ext.4061

Brooke.Herczeg@Mississauga.ca

Please consider the environment before printing.

From: Bubas, Sonya [<mailto:sonya.bubas@peelregion.ca>]
Sent: Tuesday, July 23, 2019 9:12 AM
To: Brooke Herczeg
Cc: Allan Ortlieb
Subject: Cawthra Rd EA - Cultural Heritage Assessment Report

Good morning Brooke,

Further to our telephone conversation this morning, the Region of Peel is undertaking a Class Environmental Assessment (Class EA) Study for improvements to Cawthra Road between the QEW and Eastgate Parkway in Mississauga. As part of the Class EA Study, the Consulting Team completed the attached Draft Cultural Heritage Assessment Report. We invite you to review the Draft Report and provide any comments you may have by **August 21**.

Additional information regarding the Class EA Study is available on the project website at <https://www.peelregion.ca/pw/transportation/enviro-assess/cawthra-road.htm>.

Please feel free to contact me if you have any questions regarding the Draft Report or Class EA Study.

(Due to the size of the attachment, could you please reply to confirm receipt?)

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

From: Saddi, Asha <asha.saddi@peelregion.ca>
Sent: November 12, 2019 10:49 AM
To: Brooke.Herczeg@mississauga.ca
Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>
Subject: FW: Cawthra Rd EA - Cultural Heritage Assessment Report

Hi Brooke,

Further to previous correspondence please find attached the Stage 1 Archaeological Assessment Report for the Cawthra Road EA. We will gladly forward the Ministry's letter when we receive it.

In the meantime, if you have any comments on the Archaeological Report please let us know.

Regards,

Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca

From: Brooke Herczeg <Brooke.Herczeg@mississauga.ca>
Sent: November 6, 2019 2:33 PM
To: Bubas, Sonya <sonya.bubas@peelregion.ca>
Cc: Allan Ortlieb <Allan.Ortlieb@IBIGroup.com>; Lee, Arthur <arthur.lee@peelregion.ca>; Zois, Anthony <anthony.zois@peelregion.ca>
Subject: RE: Cawthra Rd EA - Cultural Heritage Assessment Report

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Hi Sonya,

Thank you for this additional information, heritage planning is requesting the Stage 1 Archaeological Assessment report as well as the letter from the Ministry for our files. We also look forward to reviewing the Detailed Design.

Thanks again,
Brooke



Brooke Herczeg MPI
Heritage Analyst, Heritage Planning
T 905-615-3200 ext.4061
Brooke.Herczeg@Mississauga.ca

Please consider the environment before printing.

From: Brooke Herczeg <Brooke.Herczeg@mississauga.ca>
Sent: November 19, 2019 10:18 AM
To: Maraj, Kelly <AshwantieKelly.Maraj@peelregion.ca>
Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>; Saddi, Asha <Asha.Saddi@peelregion.ca>
Subject: RE: Cawthra Road from Queen Elizabeth Way to Eastgate Parkway EA PIC

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

Good morning Kelly,

Thank you for notifying the City of the PIC for the Cawthra Road from QEW to Eastgate Parkway EA. The City will be unable to attend this meeting but please send the PIC boards after the meeting.

Regards,
Brooke



Brooke Herczeg MPI
Heritage Analyst, Heritage Planning
T 905-615-3200 ext.4061
Brooke.Herczeg@Mississauga.ca

Please consider the environment before printing.

From: Maraj, Kelly [<mailto:ashwantiemelly.maraj@peelregion.ca>]
Sent: Thursday, November 14, 2019 10:33 AM
To: Brooke Herczeg
Cc: Bubas, Sonya; Saddi, Asha
Subject: RE: Cawthra Road from Queen Elizabeth Way to Eastgate Parkway EA PIC

**RE: Notice of Public Information Centre
Cawthra Road from Queen Elizabeth Way to Eastgate Parkway, Mississauga
Municipal Class Environmental Assessment Study**

The Region of Peel is proceeding with the Schedule "B" Municipal Class Environmental Assessment (Class EA) Study for improvements to Cawthra Road from the Queen Elizabeth Way (QEW) to Eastgate Parkway in the City of Mississauga. **We invite you or a representative of your organization to attend the Public Information Centre (PIC) for this Study to review the project and discuss your comments with the Project Team.**

The PIC will be held on:

**Wednesday, November 27, 2019
7:00 p.m. – 9:00 p.m.
Burnhamthorpe Community Centre (Fleetwood Village Room)
1500 Gulleden Drive, Mississauga, ON L4X 2T7**

Additional details are provided in the attached *Notice of Public Information Centre*.

If you cannot attend the PIC, you can view the PIC information and fill out a comment form on the project website after November 27: <http://www.peelregion.ca/pw/transportation/construction/environmental-assessment/cawthra-road.asp>. A comment sheet is also attached for your convenience. Please provide your comments by **December 13, 2019**.

We look forward to seeing you at the PIC. Please do not hesitate to contact Sonya Bubas, Project Manager, at sonya.bubas@peelregion.ca or 905-791-7800, ext. 7801, if you have any questions regarding the PIC or comments on the Class EA Study.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

Saddi, Asha

From: Brooke Herczeg <Brooke.Herczeg@mississauga.ca>
Sent: February 12, 2020 3:23 PM
To: Saddi, Asha
Subject: FW: Cawthra Road EA - PIC

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

Hi Asha,

Further to our phone conversation;

Archaeological Assessment - Stage 1AA Report Dated August 2, 2019
Section 4.0 Recommendations, Please follow number 1. and 4.

Cultural Heritage Assessment Report – revised April 2019
Section 7.2 Recommended Mitigation Actions, please refer to Table 2 Mitigation Actions. Heritage planning will be requiring a HIA for Site 3. (if applicable) 4. and 14.

Thank you,
Brooke



Brooke Herczeg MPI
Heritage Analyst, Heritage Planning
T 905-615-3200 ext.4061
Brooke.Herczeg@Mississauga.ca

Please consider the environment before printing.

From: Brooke Herczeg
Sent: Tuesday, February 11, 2020 10:43 AM
To: 'Saddi, Asha'
Cc: Bubas, Sonya
Subject: RE: Cawthra Road EA - PIC

Good morning Asha,

Thank you for circulating the PIC information. Heritage planning staff will be requesting the stage 1 Archaeology report and letter from the Ministry for our records as well as Heritage Impact Assessment evaluating the potential heritage impacts.

If you have any questions or concerns please contact me.

Brooke

Brooke Herczeg MPI

Heritage Analyst, Heritage Planning
T 905-615-3200 ext.4061

Brooke.Herczeg@Mississauga.ca

Please consider the environment before printing.

From: Saddi, Asha [mailto:asha.saddi@peelregion.ca]

Sent: Thursday, February 6, 2020 12:02 PM

To: Brooke Herczeg

Cc: Bubas, Sonya

Subject: Cawthra Road EA - PIC

Hi Brooke,

Further to our conversation, please find attached a link to the project website where you'll be able to view the PIC boards: <http://www.peelregion.ca/pw/transportation/construction/environmental-assessment/cawthra-road.asp>

If you have any questions or comments on the EA please don't hesitate to contact us.

Regards,

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Transportation Division

Public Works, Region of Peel

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MEETING MINUTES

Minutes

Title: Cawthra Road EA (QEW to Eastgate) – Kickoff Meeting

Date: May 27, 2016

Time: 9:00 am. – 11:00 am

Place: 10 Peel Centre Drive, Suite A, Caledon Rm

Present: **Region of Peel** – Gino Dela Cruz, Sargon Sifo, Christina Marzo, Natalie Lapos, Hashim Hamdani, Eisa H. Eisa, Arthur Lo, Bob Nieuwenhuysen, Lori Ann Thomsen, Mark Knuckle, Heather Jefferson, Syeda Bamuri, Steve Lonz
City of Mississauga – Dana Glofcheskie
IBI Group – Allan Ortlieb, Scott Johnston, Norma Moores

Purpose: To introduce the project, exchange information and receive initial input from key stakeholders.

#	DESCRIPTION	ACTION
1	<ul style="list-style-type: none"> Opening remarks and roundtable introductions. 	
2	<p>G. Dela Cruz outlined the agenda for the meeting and provided an overview for the study and corridor</p> <ul style="list-style-type: none"> Cawthra Rd. is a north south arterial in the City of Mississauga. Designated ROW varies from 45m for the north and south section, and 36m in the central section from Dundas St. to Burnhamthorpe Rd. Land use mainly residential with and industrial section from Dundas St. to Queensway. The purpose of the study will look to build upon the findings from the feasibility with some “looking back” to confirm the conclusions and conduct more detailed analysis. The study will take a multi-modal approach to maximize the use and capacity of the road for all road users. The study is being undertaken as a Schedule B Municipal Class Environmental Assessment. 	
3	<p>IBI Group provided a brief summary of the previous Cawthra Feasibility Study and its findings.</p> <ul style="list-style-type: none"> The feasibility study concluded that the corridor exhibits congested operations at signalized intersections, significant delays entering from sideroads, and as such, potential widening is constrained. And less desirable from an overall transportation perspective. The study recommends maintaining existing four lane cross section with median centre turn lane, and undertake intersection improvements and provide a bike facility along Cawthra Rd. 	
4	<p>IBI Group outlined the technical investigations that they will be undertaking to support this EA study.</p> <ul style="list-style-type: none"> Traffic Assessment Active Transportation 	

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	<ul style="list-style-type: none"> • Natural Environment and Tree Inventory • Drainage and Stormwater Management • Stage 1 Archaeological Assessment • Cultural Heritage Resource Assessment • Geotechnical Investigations and Pavement Design, Hydrogeology, and Contaminated Site Screening • Air Quality and Noise • Utility Investigations 	
5	<p>Comments noted on Existing Pavement Conditions and Drainage</p> <ul style="list-style-type: none"> • B. Nieuwenhuysen noted that the existing pavement appears to be in good condition and south of Dundas St. the base is concrete. • B. Nieuwenhuysen indicated that there are drainage issues in the vicinity of Burnhamthorpe Road, which may require twinning or upgrading of the storm system in the area. <ul style="list-style-type: none"> ◦ <i>Subsequent to the meeting, the City of Mississauga noted that they are currently investigating historical flooding in this residential area and coordination between the EA and their investigations is required.</i> • IBI Group to include in their review, analysis and design for Drainage and Stormwater Management 	IBI Group
6	<p>Comments on Existing Traffic Conditions/Observations</p> <ul style="list-style-type: none"> • Long queues have been observed in the westbound left turn lane at Bloor and Cawthra Street intersection • Queuing onto Cawthra Road is a concern at the south driveway to the plaza in the south-east quadrant of Burnhamthorpe Road/ Cawthra Road intersection. • Consideration should be given to removing the right turn channelization in the northeast and southeast quadrants of the Cawthra Road/ Queensway intersection and providing an extra northbound through lane at the intersection. • IBI Group to review as part of the Traffic Assessment Report 	IBI Group
7	<p>Comments on Development along the corridor</p> <ul style="list-style-type: none"> • C. Marzo noted that the area is generally built-out; however the Region is currently reviewing several development applications, including a 38 unit townhouse development on Silver Creek Road. • Although the Region has received several development applications in the past for the vacant properties in north-west and south-west quadrants of the Burnhamthorpe Road / Cawthra Road intersection, there are no plans currently under review. 	
8	<p>Comments on other Regional projects in the study area</p> <ul style="list-style-type: none"> • H. Jefferson noted that Cawthra Rd forms the eastern limit of the Region's watermain project along Burnhamthorpe Road. • The Region is also proposing to install a new sanitary sewer along Cawthra Rd between Dundas Street and Burnhamthorpe Road (year 	

Public Works

	2017) using micro-tunneling technology. The project is currently under detailed design and the PM is Grace Krasowski.	
9	<p>City of Mississauga comments</p> <ul style="list-style-type: none"> • The City requested that they be kept informed regarding any access changes and/or restrictions to neighbourhood streets (for example: any restrictions to left turns at Melton Drive will result in significant out-of-way travel to local residents) • Consult with MiWay regarding proposed service plans along the corridor. • Subsequent to the meeting, the City of Mississauga provided a contact for the Dundas Connects study – Andrew Miller andrew.miller@mississauga.ca • IBI Group to contact the City regarding transit service and the Dundas Connects study for inclusion in the Traffic Assessment and Report. 	IBI Group
10	<p>Comments on Data Collection and Field Investigations</p> <ul style="list-style-type: none"> • The general arrangement drawings from MTO for the QEW Overpass should be requested. MTO contact for preliminary and detailed design is Wan Chi Ma and/or Joseph Lai. • IBI indicated that they have received collisions data and traffic counts up to 2012 as part of the previous study. The Region will provide any more recent data. • L. Thomsen noted that in completing the Contamination Site Screening Study, it is recommended to contact the region staff for any spill records in this regard. • Any investigations on private property should be identified early on to coordinate and prepare permissions to enter. 	<p>IBI Group</p> <p>Region of Peel Traffic</p>

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Cawthra Road EA

Cawthra Road from Queen Elizabeth Way to Eastgate Parkway

Kickoff Meeting

Date: May 27, 2016

Time: 9:00am – 11:00am

Location: Caledon Room
(10 Peel Centre Drive, Suite A)

1

Agenda

1. Introductions
2. Study and Corridor Overview
3. Summary of Feasibility Study Findings and Conclusions
4. Technical Investigations
5. Study Schedule
6. Information Exchange

2

Corridor Description

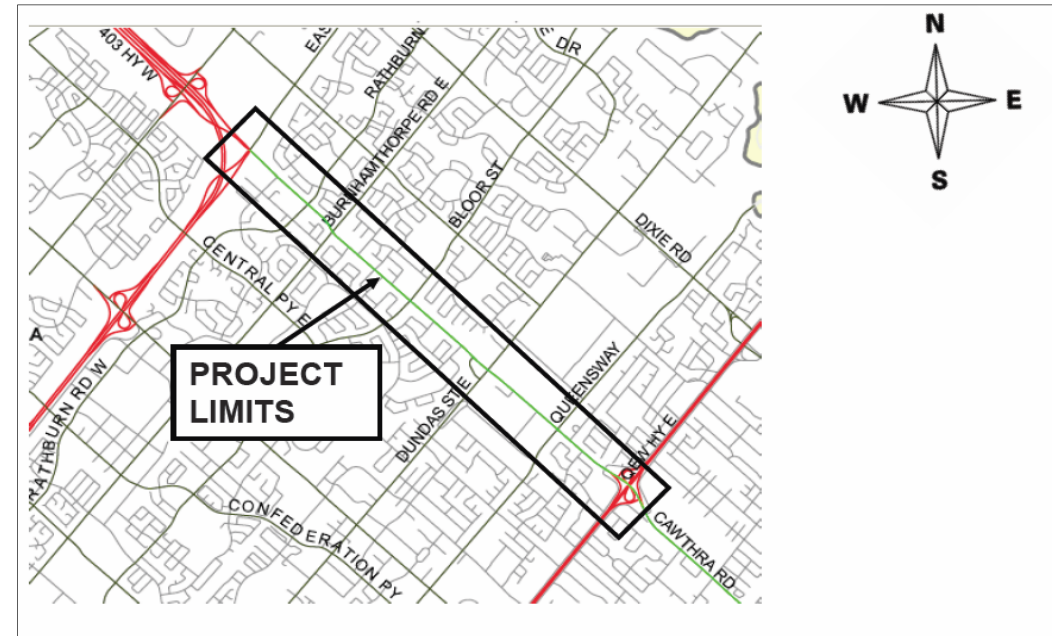
- Cawthra Road (Regional Road 17) is a North-South arterial road under the jurisdiction of the Region of Peel in the City of Mississauga



3 Study Area

The current study area profile includes the following:

- Cawthra ROW limits are as follows (Region of Peel Official Plan, March 2012):
 - from QEW to Dundas Street – 45 m
 - from Dundas Street to Burnhamthorpe Road – 36 m
 - from Burnhamthorpe Road to 403 NR – 45 m
- Posted speed limit along the entire section is 50 km/h



Industrial Area



Residential Area



Commercial Area

4 Study Area – Land Use



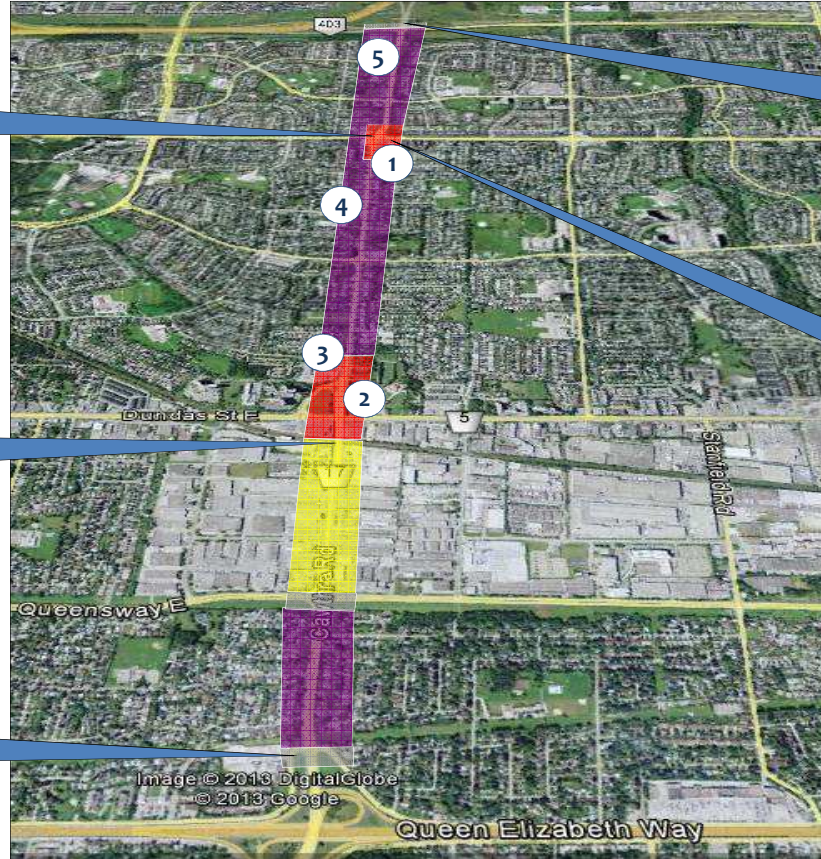
Burnhamthorpe Intersection Improvements



Dundas St and CP Railway Overpasses



Cookville Transmission Lines Places of Worship:



Mississauga BRT



Burnhamthorpe Rd Plaza

	Residential
	Business Employment
	Utility
	Commercial/Mixed Use

Source:

<http://www6.mississauga.ca/online/planbldg/MO/P/Schedules/Schedule10-LandUse10.pdf>

1. St Mary's Ukrainian Catholic Church



2. Dixie Presbyterian Church



3. Salvation Army Community Church



4. Mississauga City Baptist Church



5. St. Maximilian Kolbe Church



5

Purpose of the Study

- To confirm the needs and opportunities for transportation improvements within the Cawthra Road corridor between QEW and Eastgate Parkway (approximately 5.1km) to better serve the needs of all road users. Furthermore, to identify the preferred alternative solution, recognizing the need to:
 - Maximize the use and capacity of the road right-of-way
 - Meet the Region’s long term planning policies and objectives with respect to multi-modal transportation design, and
 - Improve operations and safety on Cawthra Road for all users.



6

Summary of Feasibility Study

Existing Conditions

- Cross-section: typically 4 lanes with centre turn lane (3 lanes southbound from Queensway to QEW)
- Adjacent mature neighbourhoods (residential and light industrial)
- Transit services (Route 8, Atwater Avenue to Bloor Street)
- Truck restrictions (7PM to 7AM)
- Operating speeds 20 km/h above posted speed (50km/h)
- Part of Region's and City's cycling master plans

7 Summary of Feasibility Study

Future Traffic Operations (Year 2031)

- Congested operations at signalized intersections
- Significant delays entering from sideroads (unsignalized intersections); however these intersections operate below capacity
- Potential widening Cawthra Road:
 - Is difficult to fit within the existing right-of-way
 - Limits ability for active transportation improvements
 - Less desirable from an overall transportation perspective (i.e. worsens operations between Dundas and Burnamthorpe, which cannot be widened).

8 Summary of Feasibility Study

Recommendations

- Maintain existing four lane cross-section (three lanes southbound, Queensway to QEW)
- Maintain centre turn lane (given numerous direct fronting properties)
- Provide a multi-use trail or bike lanes along Cawthra Road
- Undertake intersection improvements

9

Technical Investigations



Traffic Assessment (IBI Group)



Active Transportation (IBI Group)



Natural Environment Assessment & Tree Inventory
(Riverstone Environmental)



Drainage and Stormwater Management
(IBI Group)



Stage 1 Archeological Assessment
(Archeoworks Inc)



Cultural Heritage Resource Assessment
(Unterman McPhail Associates)



Geotechnical Investigations and Pavement Design, Hydrogeology, and Contaminated Site Screening (Terraprobe Limited)



Air Quality & Noise (RWDI)



SubSurface Utility Investigations (T2 Utility Engineers)

11

Timeline

- Project Kick-off May 2016
- Notice of Commencement June 2016
- Technical Studies June 2016 – January 2017
- Public Open House February 2017
- File EA / Project Completion June 2017

12

Study Contacts

<p>Region of Peel Project Manager</p>	<p>Gino Dela Cruz, P.Eng. Project Manager Infrastructure Programming & Studies Transportation Division, Public Works Region of Peel 10 Peel Centre Dr., Suite B 4th Floor, Brampton, ON L6T 4B9 Tel: (905) 791-7800, ext. 7805 Email: gino.delacruz@peelregion.ca</p>
<p>Consultant Project Manager</p>	<p>Allan Ortlieb, P.Eng. Project Manager IBI Group 30 International Blvd., Toronto, ON M9W 5P3 Tel: (416) 679-1930 Email: Allan.Ortlieb@IBIGroup.com</p>

Minutes

Title: Cawthra Road Environmental Assessment (QEW to Eastgate Parkway)
Meeting with City of Mississauga and MiWay
Date: August 16, 2018
Time: 9:30 am – 11:15 am
Place: 201 City Centre Drive, 8th Floor, Ontario Room, Mississauga

Present: **City of Mississauga** – Matthew Sweet
MiWay – Alana Tyers, Alice Ho
IBI Group – Allan Ortlieb
Region of Peel – Arthur Lee, Eisa Eisa, Sharon Mannie, Sonya Bubas

Regrets: **City of Mississauga** – Jeremy Blair, Lin Rogers
IBI Group – Zibby Petch
Region of Peel – Bob Nieuwenhuysen, Damian Jamroz, Erica Duque, Hashim Ali Hamdani, Manvir Tatla, Roger Silva, Sally Rook, Seema Ansari

#	DESCRIPTION	ACTION
1	Welcome and Introductions	
	The Region of Peel (Region) facilitated roundtable introductions and explained the purpose of the meeting: <ul style="list-style-type: none"> To review comments received from MiWay on July 5, 2018 To hear preliminary comments from the City of Mississauga (City) 	
2	Class Environmental Assessment (EA) Study and Draft Plan	
	The Region summarized the background to the project: <ul style="list-style-type: none"> Feasibly study completed in 2014 EA study initiated in 2016 Active transportation and intersection improvements considered rather than road widening Cross-sections include sidewalks, bike lanes or cycle tracks with cross rides; and right-turn and left-turn storage and turn lanes The Region circulated a Preliminary Draft Plan for review to MiWay on May 29 and to the City on June 8, 2018 	
3	Discussion	
a.	Comments by MiWay	
	<ul style="list-style-type: none"> Regarding comments on bus stops and queue jumps, the Region is responsible for curb to curb works (if feasible) and reinstating shelters in-kind; MiWay would be responsible for the cost of work beyond this responsibility (e.g., shelter/pad improvements or any utility/pedestrian infrastructure relocations to facilitate queue jumps) 	Region/ MiWay
	<ul style="list-style-type: none"> Regarding comments on signals, pedestrian signals would need to be warranted 	
	<ul style="list-style-type: none"> MiWay standards for Bike Lane/Cycle Track and Bus interaction: <ul style="list-style-type: none"> Primarily for design of far side station stops and queue jump lanes The Region will review MiWay's memorandum for the standards MiWay will forward standards for bike/bus interaction to the Region 	Region/ MiWay
	<ul style="list-style-type: none"> For Transit Stop #0497 at North Service Road – PP02: Maintain far side stop (request for a queue jump lane): <ul style="list-style-type: none"> The Region will review MiWay standards (with bike) to determine feasibility 	Region
	<ul style="list-style-type: none"> Relocate Transit Stop #0763 to near side North of Tedwyn Drive: <ul style="list-style-type: none"> IBI Group (IBI) noted that the location of the near side stop may have property and grading constraints; The Region will investigate the option of relocating this stop to near side MiWay's preference is to protect for future shelters 	Region
	<ul style="list-style-type: none"> Relocate Transit Stop #0762 and queue jump lanes Southbound on Queensway far side closer 	Region

#	DESCRIPTION	ACTION
	<p>to the intersection:</p> <ul style="list-style-type: none"> ▪ The Region noted that relocation will be challenging as the smart channel needs to remain due to the hydro pole and to accommodate truck right turning movements; The Region will investigate the option of relocating the stop closer to Queensway 	
	<ul style="list-style-type: none"> • Northbound Right Turn Lane at Queensway Intersection: <ul style="list-style-type: none"> ▪ Investigate the option of changing the through right turn lane into a right turn lane with two through lanes Northbound on Cawthra Road; The Region will investigate whether having two through lanes is an option 	Region
	<ul style="list-style-type: none"> • Maintain and request for queue jump lane Northbound on Cawthra Road/Queensway: <ul style="list-style-type: none"> ▪ Currently no sign for transit stop ▪ Bylaws and signs may be required depending on the nature of the through right travel lane Northbound on Cawthra Road ▪ The Region/IBI will investigate the feasibility of including a queue jump lane 	Region/ IBI
	<ul style="list-style-type: none"> • Move Transit Stop #0838 to near side stop at Needham Lane and Cawthra Road Southbound: <ul style="list-style-type: none"> ▪ MiWay indicated signalization is preferred at this intersection ▪ MiWay noted this is a popular location for ridership ▪ Dependent on the type of future development on the East side of Needham Lane ▪ The Region and IBI will investigate whether traffic and pedestrian demand justifies signalized intersection at Needham Lane 	Region/ IBI
	<ul style="list-style-type: none"> • Move Silver Creek Boulevard Transit Stop #2220 closer to nearby intersection: <ul style="list-style-type: none"> ▪ The Region will review MiWay design standards to determine if sufficient property is available 	Region
	<ul style="list-style-type: none"> • Santee Gate Transit Stop #2267 Northbound: <ul style="list-style-type: none"> ▪ The Region noted lack of space available to accommodate protection for transit shelter 	
	<ul style="list-style-type: none"> • Signalization for pedestrian crossing at Santee Gate: <ul style="list-style-type: none"> ▪ The Region and IBI will investigate the pedestrian demand for pedestrian crossing 	Region/ IBI
	<ul style="list-style-type: none"> • Bloor Street Queue Jump Lanes Northbound and Southbound: <ul style="list-style-type: none"> ▪ MiWay explained the current Cawthra Road transit route is anticipated to travel North along Cawthra Road to Eastgate Parkway, thus there will be new stops proposed between Bloor Street and Eastgate Parkway ▪ The Region noted the challenges of protecting for a future queue jump lane south of Bloor Street due to existing hydro poles and considerable grading ▪ MiWay stated the requirement for 3.50m minimum lane width (measured to face of curb) for the left turn on Bloor Street; The Region explained the current design shows 3.30m from edge of pavement to edge of pavement; Inclusion of the 250mm gutter will account for a total width of 3.55m which is sufficient to the requirement ▪ The channelized island is kept on the Northwest side of the intersection due to the recent hydro pole installation ▪ MiWay anticipates more frequent bus level of service along Cawthra Road ▪ The Region will review the request for protection of future stops on both North and South of the intersection ▪ The City will provide details on the proposed detail design of Bloor Street and how to tie in proposed active transportation 	Region/ City
	<ul style="list-style-type: none"> • Burnhamthorpe Street Northbound and Southbound: <ul style="list-style-type: none"> ▪ MiWay requested new far side queue jump lanes on both sides of the intersection; The Region will review the request and whether to protect for future stops on both North and South of Burnhamthorpe Road ▪ IBI explained this should be feasible based on the current right-of-way ▪ The City noted that the existing configuration of the multi-use trail on the Northwest side of the intersection does not provide sufficient space for active transportation due to the existing right-of-way ▪ The City asked whether it is feasible to tighten the intersection radii ▪ IBI explained the challenge for accommodating all modes of vehicle transportation 	Region

#	DESCRIPTION	ACTION
	<ul style="list-style-type: none"> Rathburn Road Intersection Improvements: <ul style="list-style-type: none"> The Region asked whether there is sufficient space for a Westbound right on Rathburn Road post construction; More detail is required to gain a more accurate understanding of the dimensions in the field MiWay requested protection for a future far side stop on both sides of the intersection; IBI explained this option is dependent on whether it is feasible and justified to provide a right turn lane on the Northbound side The Region will revise the existing drawing to reflect the recent multi-use trail construction on the west side of Cawthra Road, north of Rathburn Road IBI will check the warrant for northbound and westbound right turns at Rathburn Road 	Region/ IBI
	<ul style="list-style-type: none"> Meadows Boulevard Future Near Side Stops: <ul style="list-style-type: none"> MiWay requested protection for future Northbound and Southbound near side transit stops Since no future plans have been made for this intersection, the Region will investigate whether this request falls within the project scope 	Region
b.	Comments by City of Mississauga	
	<ul style="list-style-type: none"> The City noted an active transportation trail from Abana Road on the west side of Cawthra Road; The Region will review the City's recommendations to: <ul style="list-style-type: none"> Connect northbound cycling route to trail entrance Install cross rides for North Service Road intersection Add signage to redirect trail users due to transfer station 	Region
	<ul style="list-style-type: none"> Consistency in the type of active transportation (Bike Lane and Cycle Track): <ul style="list-style-type: none"> Raised cycle tracks were considered for safety reasons The majority of the East side of Cawthra Road has multiple driveway entrances; A cycle track with mountable curb was considered for constructability and a consistent grade throughout The current location of utilities and trees on the East side will make it challenging to put a cycle track on the East side 	
	<ul style="list-style-type: none"> Bloor Street Resurfacing: <ul style="list-style-type: none"> The City is currently resurfacing Bloor Street and coordinating with cycling facilities; The City will provide the Region with the detail design, including details regarding the cycling facilities proposed on Bloor Street, to incorporate and tie in to the EA 	City
	<ul style="list-style-type: none"> Eastgate Parkway Intersection: <ul style="list-style-type: none"> The City advised there will be a trail on the south side of Eastgate Parkway going West and a cross ride will be required The City noted the existing plan does not show finished curb on the southeast side, however this is dependent on the current proposed plan on the southeast side of the intersection The City will look into the status of a walkway and shoulder between Eastgate Parkway and Meadows Boulevard 	City
	<ul style="list-style-type: none"> During discussion, the City noted: <ul style="list-style-type: none"> Rehabilitation of Orwell Street in 2018 should not affect this project Changes are not anticipated as a result of resurfacing Needham Lane 	
4	Other	
	<ul style="list-style-type: none"> Next Steps: <ul style="list-style-type: none"> The Region will prepare meeting notes and address comments The City will forward written comments to the Region 	Region/ City
	<ul style="list-style-type: none"> Next steps in EA study: <ul style="list-style-type: none"> Complete field investigations Meet with Technical Advisory Committee to review EA evaluation Host Public Information Centre 	Region/ IBI

Minutes

**Technical Advisory Committee Meeting
Cawthra Road from QEW to Eastgate Parkway
Environmental Assessment**

**Wednesday, October 30, 2019
9:00 a.m. – 11:00 a.m.**

**10 Peel Centre Drive, Suite A, 5th Floor, Council Lounge,
Brampton**

#	DESCRIPTION	ACTION
1	<p>Welcome and Introductions</p> <ul style="list-style-type: none"> The Region of Peel (Project Manager) welcomed all present and began the meeting with roundtable introductions. The purpose of the meeting was to review the project and obtain comments/input on the Class EA Study and proposed improvements. The objective of the meeting was to obtain general support for the proposed improvements and the attached presentation for the Public Information Centre (PIC) on November 27. The agenda items were included in the presentation, including an update on the Class EA Study and technical findings to date. Members were invited to write comments or mark up any areas of concern on the roll plan, which was displayed on the tables. In the end, no comments or mark ups were made to the roll plan. 	
2	<p>Class EA Study Update</p> <ul style="list-style-type: none"> The Region (Project Manager) described the Study Area, rationale for improving Cawthra Road, and Class EA process as shown on slides 2 to 4 of the attached presentation. In addition to the above slides, the following was highlighted: <ul style="list-style-type: none"> The Feasibility Study for Cawthra Road concluded that a widening from the Queen Elizabeth Way (QEW) to Eastgate Parkway was not warranted and recommended to maintain the existing four lane cross-section (five lanes from QEW to The Queensway), with centre turn lane in some sections, intersection improvements and opportunities to enhance active transportation. <p>Post-meeting note: Date of final Feasibility Report is 2014.</p> The Class EA Study follows Phases 1 and 2 of the Municipal Class EA process for Schedule B projects with additional design considerations. 	
3	<p>Technical Study Findings</p> <ul style="list-style-type: none"> IBI Group (Project Manager) described the findings of technical studies completed for the Class EA, including the Problem/Opportunity and Alternative Solutions (slides 5 to 15). In addition to the above slides, the following was noted: <p>Traffic Conditions:</p> <ul style="list-style-type: none"> Property constraints in the middle section of the corridor does not allow for widening which led to retaining the 4 lanes along the corridor with intersection improvements. The Class EA Study will look to improve pedestrian safety, narrow lane widths to reduce speeds, and adjust signal phasing. There are some 30-37,000 vehicles travelling daily along the study limits, especially north of Dundas Street. With the expected 0.83% growth per year to the 2031 horizon, this volume of traffic is expected to continue to increase. Property constraints within the middle section of the study limits will not permit widening. Partial widening north of Burnhamthorpe Road and south of Dundas Street would help relieve the demands within these sections, however would further increase demands within the middle section which would operate over capacity if not widened. <p>Traffic Operations and Safety:</p> <ul style="list-style-type: none"> By 2031, up to 7 signalized intersections are expected to operate poorly (i.e., Level of Service E/F). Excessive speeding in the midblock, particularly north of The Queensway, have resulted in a high incidence of accidents. 	

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	<p>Natural Heritage and Tree Inventory & Protection:</p> <ul style="list-style-type: none"> - There are no fish habitat or watercourse impacts in the study corridor. - The Region (Manager, Infrastructure Programming & Studies) suggested that a note be made in the [Project File Report (PFR)] that the Region of Peel is creating new standards and specifications for tree replanting that should be followed at the implementation stage. - In response to questions, IBI indicated that no invasive species were specifically identified within the study area as part of the tree inventory. Post-meeting note: The Natural Environment Report identified Common Reed (phragmites australis) present within and dominating the marsh lands immediately south of Eastgate Parkway. - No private trees were identified to be removed. IBI is also developing a landscape plan. <p>Cultural Environment:</p> <ul style="list-style-type: none"> - The Region will look into mitigating the impact to one property that was identified to have some built heritage value. <p>Designated Land Use:</p> <ul style="list-style-type: none"> - The City of Mississauga Cycling Plan and Region of Peel Active Transportation Plan identify active transportation facilities within the corridor. <p>Noise Analysis:</p> <ul style="list-style-type: none"> - The Region (Realty) noted the Noise Analysis showed areas with no noise wall tie-backs proposed. IBI will review and confirm. - In response to questions, IBI explained that the privacy fencing between the plaza and cul-de-sac on the east side is beyond the study area and is not to be replaced. The PFR will highlight the specific areas where replacement is required. <p>Drainage and Stormwater Management:</p> <ul style="list-style-type: none"> - The overall drainage pattern is not expected to change. The Region of Peel and the Class EA Study identified that several sections of the existing storm sewer are deficient in capacity and require replacement and upsizing. 	<p>Region</p> <p>Region</p> <p>IBI</p>
<p>4</p>	<p>Evaluation of Alternative Solutions</p> <p>The Region (Project Manager) described the framework and outcome of the preliminary evaluation of alternative solutions:</p> <p>Evaluation Criteria (slide 16)</p> <ul style="list-style-type: none"> - Natural, cultural, social, economic and technical criteria were used to assess the net impact (including mitigation) of the alternative solutions on the environment. - Members were asked to review and provide comments on the evaluation criteria and assessment of alternative solutions before November 8. <p>Assessment of Alternative Solutions (slides 17 to 20)</p> <ul style="list-style-type: none"> - A rationale-based method was used to evaluate alternatives, describing the positive and negative impacts of each alternative on the environment. - Do Nothing does not address the problem and opportunity and is included for comparison. - Widening Cawthra Road for additional through traffic lanes is not expected to provide significant benefits. - A combination of improving corridor and intersection improvements is carried forward as the technically preferred solution. <p>Preliminary Preferred Solution (slide 21)</p> <ul style="list-style-type: none"> - The preliminary preferred solution was summarized on this slide. Some of the terms used, such as smart-channels, cycle tracks and cross-rides were defined. <p>Typical Cross-Sections (slide 22)</p> <ul style="list-style-type: none"> - Based on the preliminary assessment shown on this slide, cycle tracks are preferred followed by raised bike lanes within constrained areas. - The Region (Roads Operations and Maintenance) expressed some concern about the height of the cycle tracks / raised bike lanes as snow plough operators may find it difficult to plough if these tracks were too high. 	<p>All</p>

Public Works

	<ul style="list-style-type: none"> - The Region (Designer) clarified the proposed overall width of the bike lane is 1.3m and a portion of the bike lane can be used for snow storage. Raised bike lanes are proposed at driveway entrances for smoothness and cycle tracks are proposed adjacent to the splashpad. - The City of Mississauga (City) suggested adding a legend to the roll plan to differentiate the different active transportation facilities. 	Region
5	<p>Preliminary Preferred Design</p> <ul style="list-style-type: none"> • The Region (Designer) reviewed the locations of proposed improvements on the roll plan, with emphasis on the following intersections with Cawthra Road: <ul style="list-style-type: none"> South Service Road <ul style="list-style-type: none"> - A southbound right turn lane is proposed. QEW <ul style="list-style-type: none"> - There are no plans to widen the QEW bridge. North Service Road <ul style="list-style-type: none"> - A northbound right turn lane is proposed. - A north-south multi-use trail is proposed on the west side. - Provision for a southbound transit stop with concrete bus shelter pad is proposed on the near side. - The Region (Traffic Safety) requested for cross-walks not to overlap with the curb to ensure compliance with the Accessibility for Ontarians with Disabilities Act (AODA). Tedwyn Drive <ul style="list-style-type: none"> - A separated cross-ride is proposed on the west side. - A combined cross-ride is proposed on the north side. - The Region (Traffic Signals) pointed out that combined cross-rides are not to Regional standard and should be separated. The Queensway <ul style="list-style-type: none"> - Northbound dual left turn lanes are proposed. - The Region (Traffic Signals) pointed out that when dual lefts are provided, the efficiency of the intersection is typically reduced. IBI pointed out that the collision rates at this intersection were very high and traffic analysis showed that the Level of Service (LOS) had improved when dual lefts are provided. The left turn lanes also provided additional storage. - Removal of channelized islands is proposed, except at the southwest corner due to the retention of a significant hydro pole. - Signs will be proposed for cyclists to dismount before crossing where there is no cross-ride. - A possible future amendment to the Highway Traffic Act that would permit the use of cross-rides with crossovers at channelized islands may be considered during detailed design. - The Region (Manager, Roads Design and Construction) suggested that wording be included in the PFR that consideration be given to placing the hydro pole underground during detailed design. - The Region will confirm the placement and size of the channelized island in the southwest corner during detailed design (possible preference for a larger island). - The Region (Traffic Safety) suggested that the truck aprons be in colour to help avoid potential accidents between pedestrians and travelling trucks. - Extending the centre median on the north leg of the intersection is proposed to resolve traffic safety issues. The extended median would impact the commercial property in the northwest quadrant by restricting access from Cawthra Road to right-in right-out only. IBI pointed out that 80% of collisions were left turn related. The Region (Realty) confirmed that there is no requirement for a full movement access to this property on title or any restrictive access agreements. The City suggested the Region may consider incorporating the proposed extended median as part of future redevelopment. The Region (Realty) will be contacting the property owner to discuss the potential 	<p>Region</p> <p>Region</p> <p>Region</p> <p>Region</p>

Public Works

	<p>property impacts. The Class EA Study will move forward with the proposed right-in right-out entrance to receive feedback from the property owner and the public.</p> <p>Needham Lane</p> <ul style="list-style-type: none"> – Provision for a transit stop with concrete bus shelter pad is proposed at the far side in the southbound direction and near side in the northbound direction. Provision for a near side stop in the southbound direction was requested by MiWay and there was insufficient space to accommodate the stop. <p>Dundas Street</p> <ul style="list-style-type: none"> – Provision for a transit stop with concrete bus shelter pad is proposed at the near side in the northbound direction and with concrete pad within the channelized island in the southbound direction. – The Region (Manager, Infrastructure Programming & Studies) and City noted the City of Mississauga will be undertaking a Dundas Street Class EA Study. It would be helpful to get information on how that study might connect with Cawthra Road. The Region will contact Jerry Che, Manager, Rapid Transit Office for further information. The Region will add “May need to connect with Dundas Street Class EA” on the roll plan. – Discussion ensued about the proposed size and location of the channelized island in the southwest corner (possible preference for reduced island and/or angle for drivers approaching Cawthra Road). The Region will confirm the placement and size of the island during detailed design. <p>Silver Creek Boulevard</p> <ul style="list-style-type: none"> – A separated cross-ride is proposed on the east side. – The Region (Traffic Operations) suggested applying WB-15 rather than WB-20 as the design template for trucks. – The Region (Traffic Operations) requested to straighten the proposed northbound cross-walk. – The Region (Traffic Development) pointed out that a development application for a residential condominium building was received and a 4-leg intersection is being considered at this location. <p>Santee Gate</p> <ul style="list-style-type: none"> – The proposed road alignment is shifted to the east to allow for cycle tracks / raised bike lanes and prevent impacts to the cemetery south of Santee Gate. <p>Bloor Street</p> <ul style="list-style-type: none"> – Northbound right turn lane is proposed. The proposed right-turn lane will impact the front yard and stairway to the residence at 3317 Cawthra Road, which may be mitigated by reconfiguring the layout of the stairway. Although the property fabric shown on the roll plan is up to date, the Region (Realty) noted that the property line may be further from the residence than what is shown. – Removal of channelized islands is proposed at all corners of the intersection. – Separated cross-rides are proposed. Members suggested that wording such as “to be studied” or “protected for future” be included on the roll plan for the potential cycle route shown on Bloor Street. – Provision for a southbound and northbound transit stop with concrete bus shelter pad is proposed at the far side. There is no room for queue jump lanes on the far side. Transit stops shown north of Bloor Street would be protected for future services. <p>Burnhamthorpe Road</p> <ul style="list-style-type: none"> – Monitoring the need to restrict access to “right-in right-out only” at the south entrance to the plaza south of Burnhamthorpe Road (on the east side) is currently recommended. The City suggested that improvements to the entrance could be addressed through future redevelopment. It was agreed that wording be included on the roll plan for the PIC and in the PFR that this entrance be monitored for future improvements (such as a right-in right-out entrance) if found to be a demonstrated problem. 	<p>Region</p> <p>Region</p> <p>Region</p> <p>Region</p> <p>Region</p> <p>Region</p> <p>Region</p> <p>Region</p>
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Public Works

	<ul style="list-style-type: none"> - Separated cross-rides are proposed on the east, west and north sides of the intersection. <p>Rathburn Road and Meadows Boulevard</p> <ul style="list-style-type: none"> - Separated cross-rides are proposed on the west side. - Members suggested to show the existing multi-use trail in front of the gas station in the southwest quadrant of the intersection with Rathburn Road in a different colour. - The City requested an adjustment to the alignment of the cross-rides (i.e., check trail alignment and line up with cross-ride). - The Region (Traffic Operations) pointed out that the south crosswalk at Rathburn Road needs to be shifted further to the south. - Provisions for a future transit stop with concrete bus shelter pad is proposed at the far side in the southbound direction at Rathburn Road (with platform) and at the near side in the southbound and northbound direction at Meadows Boulevard. - Maintain existing bus bay location on the northbound far side stop at Rathburn Road. No sufficient space available for bus shelter at this location. <p>Eastgate Parkway</p> <ul style="list-style-type: none"> - Northbound right turn lane is proposed. - The City informed the Region of their plans to build a trail through lands on the east side up to Eastgate Parkway. The City will forward the current preliminary design for the proposed trail to the Region. 	<p>Region</p> <p>Region</p> <p>Region</p> <p>City</p>
<p>6</p>	<p>Next Steps</p> <ul style="list-style-type: none"> • Members were asked to provide written comments on the Study and/or presentation to the Region (Project Manager) before November 8. • The PIC is planned for November 27, 2019 at the Burnhamthorpe Community Centre from 7-9p.m. TAC will be notified with the details. • The public comment period for the PIC will close on December 13, 2019. 	<p>All</p> <p>Region</p>

Public Works

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Tel: 905-791-7800 www.peelregion.ca

Technical Advisory Committee Meeting Attendance Cawthra Road from QEW to Eastgate Drive Environmental Assessment Wednesday, October 30, 2019	
City of Mississauga	
Infrastructure Planning & Engineering Services	Lin Rogers (Manager, Transportation Projects)
Transportation & Works	Fred Sandoval (Active Transportation Coordinator)
MiWay	Jacqueline Elias (Transit Infrastructure Engineering Technologist)
Region of Peel	
Development Services	Ricardo Razao (Planner)
Infrastructure Programming & Studies	Arthur Lee (Designer) Asha Saddi (Technical Analyst) Sally Rook (Manager) Sonya Bubas (Project Manager)
Real Estate	Tony Zois (Acting Senior Capital Acquisition Agent)
Roads Design & Construction	Bob Nieuwenhuysen (Manager)
Roads Operations & Maintenance	Liz Brock (Technical Analyst)
Sustainable Transportation	Manvir Tatla (Project Manager)
Traffic Engineering	Damian Jamroz (Supervisor, Traffic Operations) Seema Ansari (Technical Analyst, Traffic Safety) Rani Kol (Technical Analyst, Traffic Development & Permits) Rick Laing (Supervisor, Traffic Signals & Streetlighting)
Transportation Systems Planning	Parshan Bahrami (Planner)
Water and Wastewater	Grace Krasowski (Project Manager, Wastewater Collection & Conveyance) Mark Knuckle (Project Manager, Water & Wastewater Infrastructure Remediation)
Technical Consultant	
IBI Group	Allan Ortlieb (Project Manager) Zibby Petch (Active Transportation)

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Welcome

Cawthra Road Improvements Queen Elizabeth Way (QEW) to Eastgate Parkway

Environmental Assessment (EA)



**Public Information Centre (PIC)
November 27, 2019**

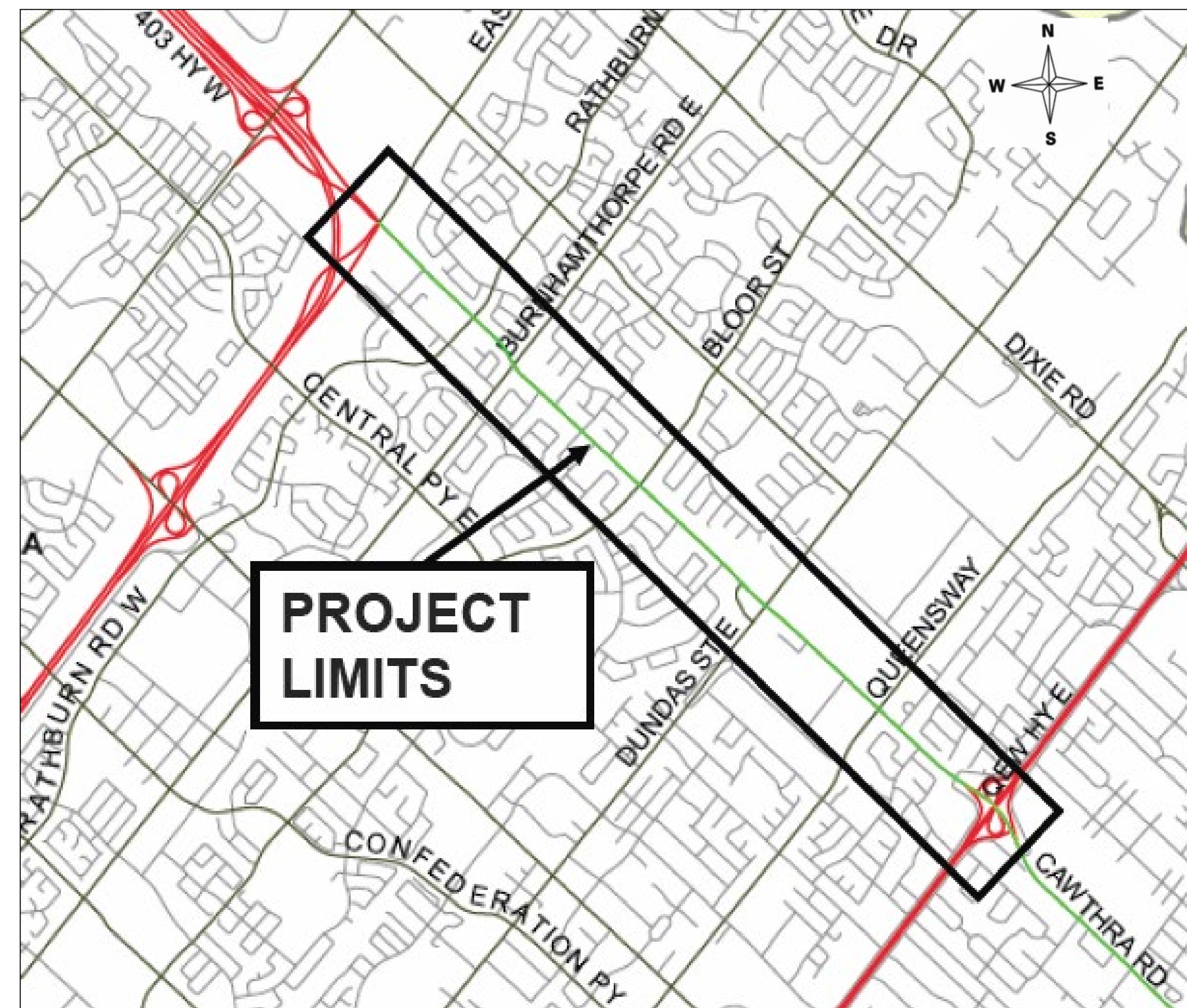
Please sign in...

Study Area

Cawthra Road from QEW to Eastgate Parkway, Mississauga (approximately 5.1km)

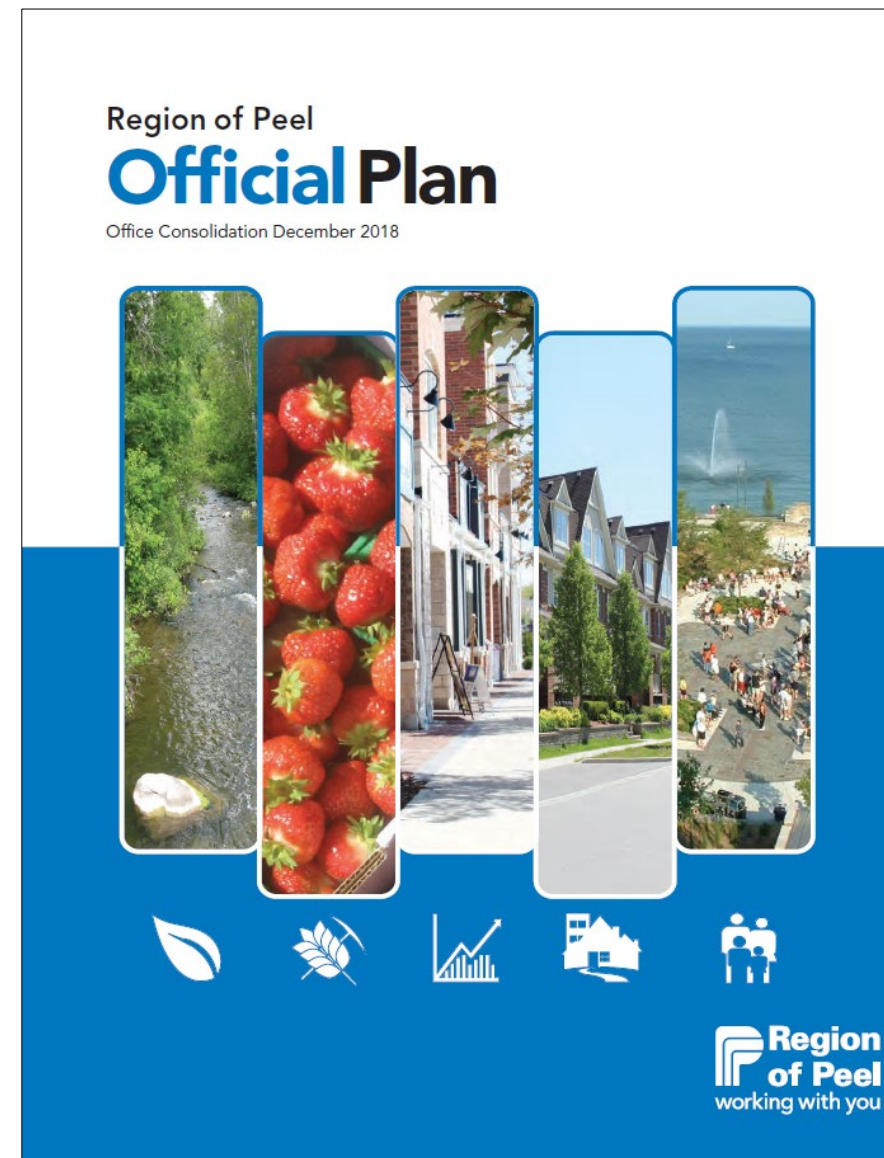


- North-South Minor Regional Road 17
- 4 travel lanes (2 in each direction), plus additional southbound lane from The Queensway to QEW
- 50 km/h posted speed limit
- Goods movement corridor with trucks restricted from 7PM to 7AM
- Grade separated at Canadian Pacific (CP) Rail and Dundas Street crossings with retaining walls
- Interchanges with QEW and Highway 403 under Provincial jurisdiction



- Adjacent residential land use with exception of employment between The Queensway and Dundas Street
- Sidewalks on both sides from QEW to Burnhamthorpe Road
- Multi-use Trail on west side from Burnhamthorpe Road to Eastgate Parkway
- Partial municipal transit route
- Water and wastewater infrastructure
- Hydro, gas, cable, and phone utilities

Why Improve Cawthra Road?



(1) Meet goals and objectives for multi-modal transportation design

Region of Peel Long Range Transportation Plan Update (2019)

- 50% sustainable transportation mode share by 2041 (walk, cycle, transit, carpool)
- Subject to widening from 4 to 6 lanes from QEW to The Queensway

(2) Maximize use and capacity of road right-of-way

Region of Peel Road Characterization Study (2013)

- Industrial Connector from QEW to Dundas Street
- Suburban Connector from Dundas Street to Eastgate Parkway

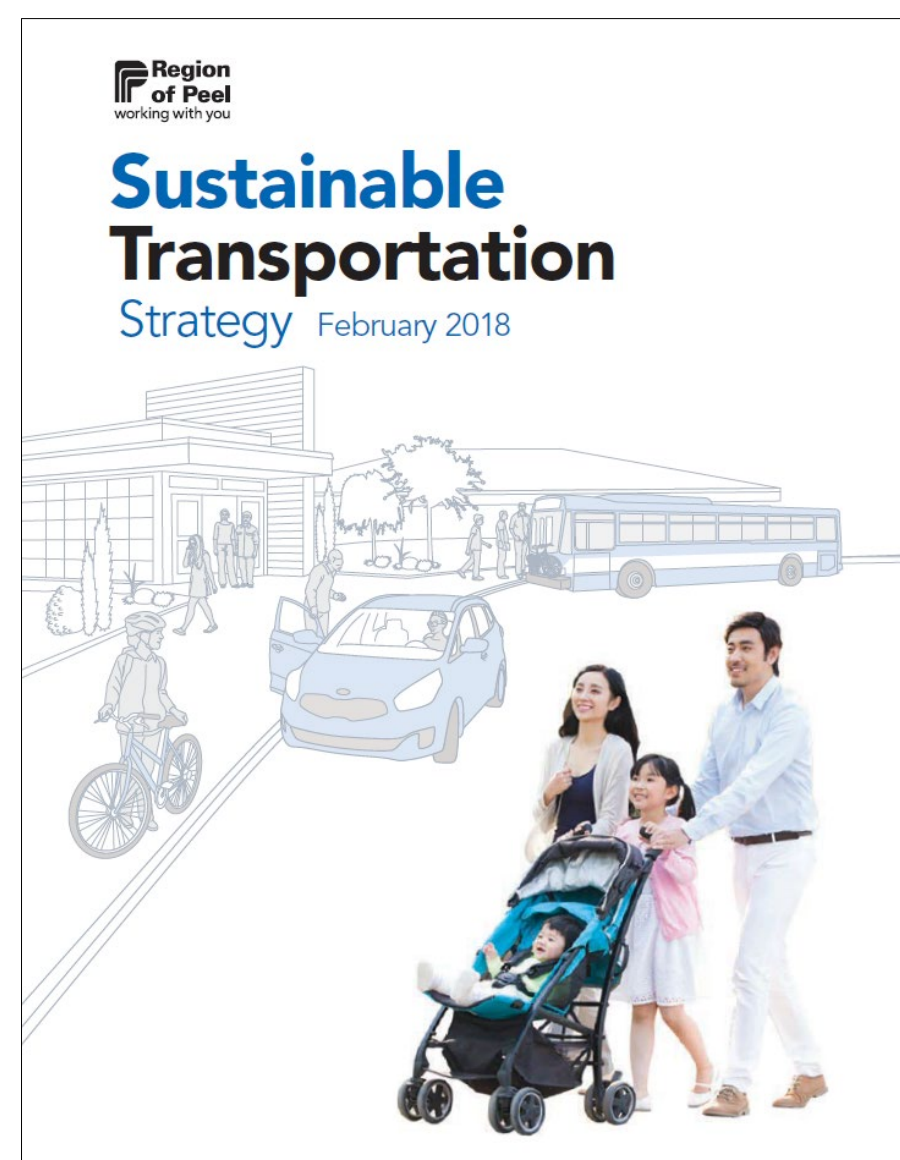
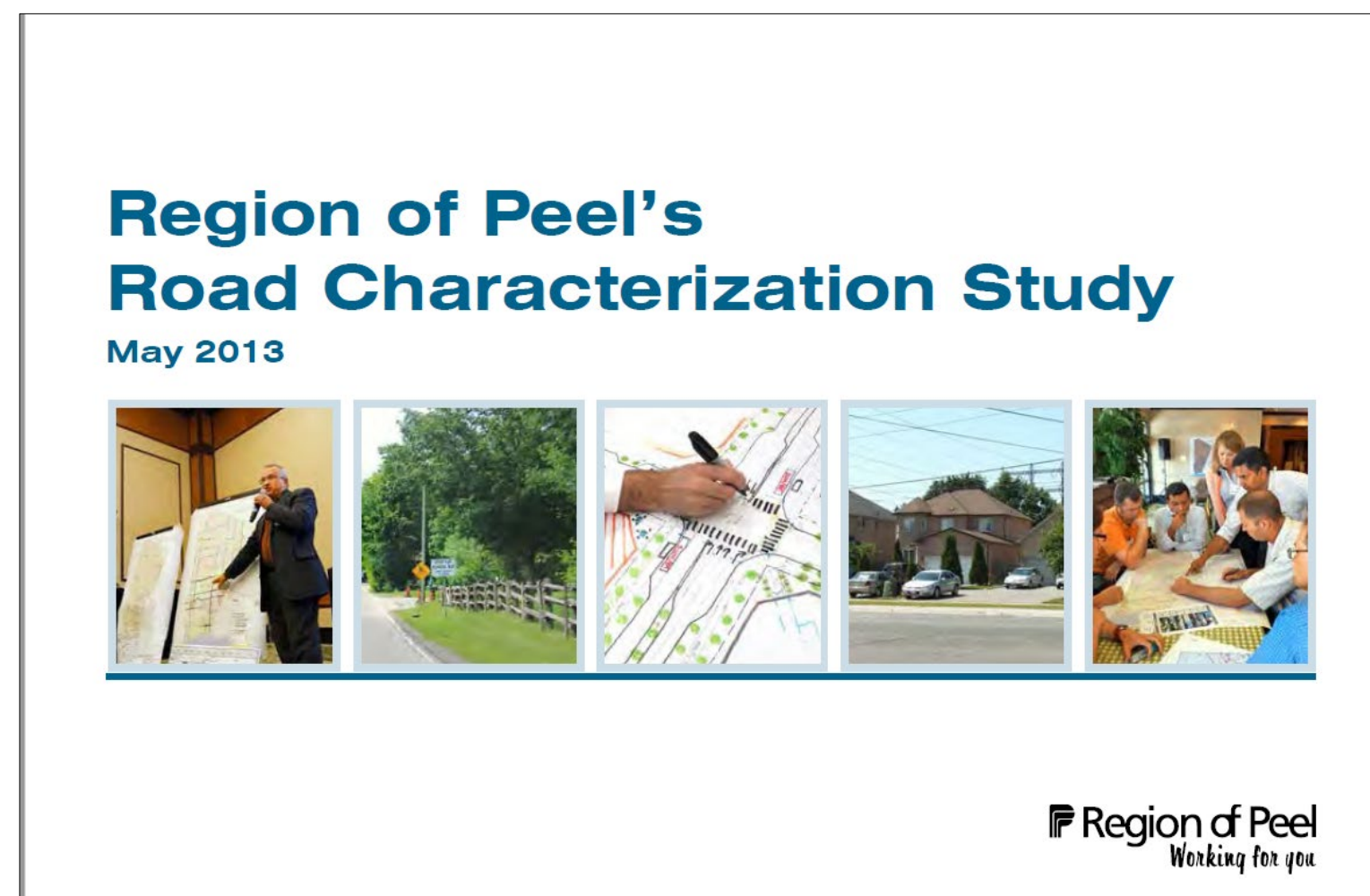
Strategic Goods Movement Network Study (2013)

- Primary Truck Route south of Dundas Street
- Connector Truck Route north of Dundas Street

Region of Peel Sustainable Transportation Strategy (2018)

- Part of Regional pedestrian and cyclist network
- Active transportation improvements to the corridor

50%
sustainable
transportation
mode share
by 2041



(3) Improve operations and safety within road corridor for all users

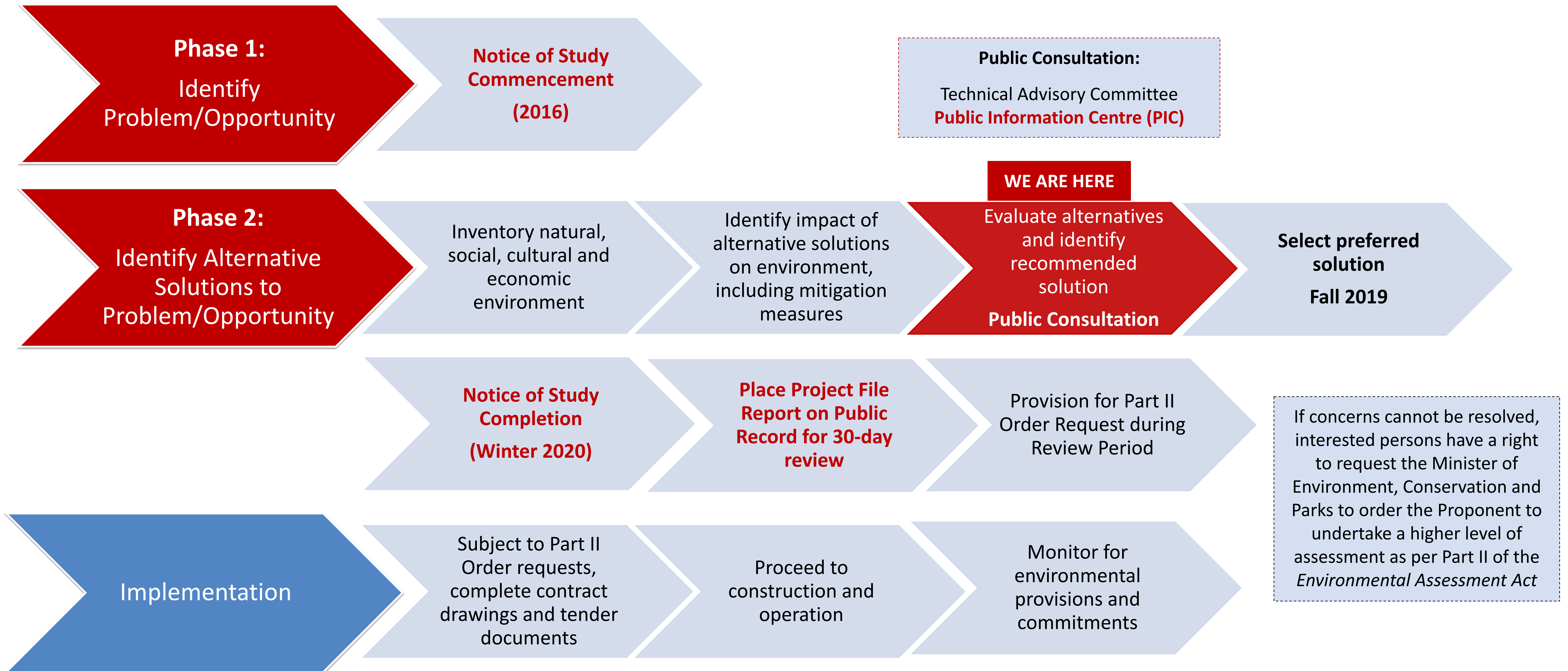
Region of Peel Cawthra Road Pre-EA Feasibility Study (2015)

- Shift road alignment to the west adjacent to Mount Peace Cemetery
- Maintain 4 lanes with centre turn-lane in sections and intersection improvements
- Add on-road bicycle and/or boulevard multi-use facilities

EA Process



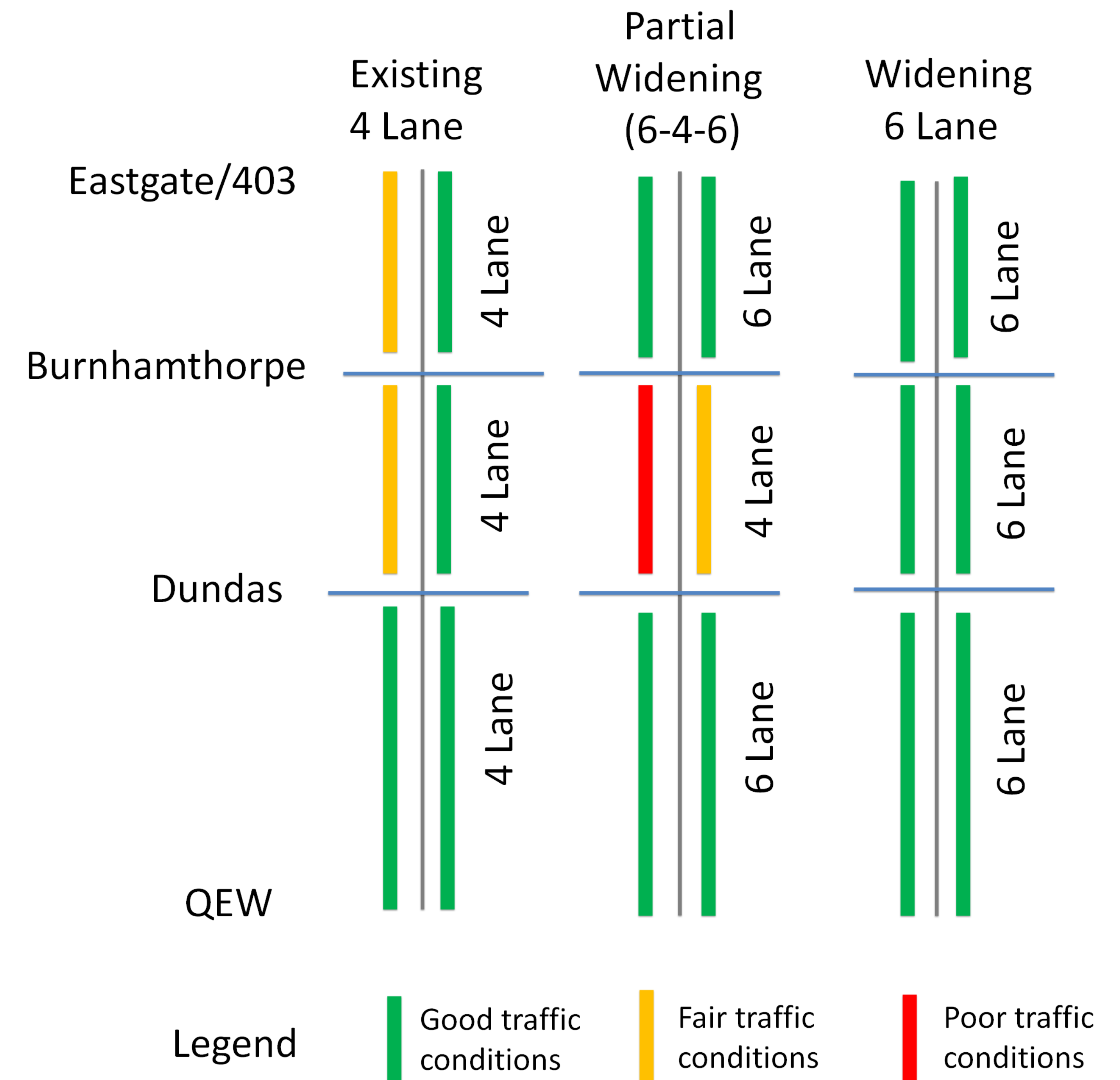
This Study follows **Phases 1 and 2** of the **Municipal Class Environmental Assessment for Schedule B projects**



(Municipal Engineers Association, last amended in 2015)

- Traffic volumes are expected to increase to 2031.
- The current 4 lanes will approach capacity; however operational and safety benefits can be realized through local intersection improvements.
- Partial widening to 6 lanes will increase demands and worsen operations within the central section.
- Widening to 6 lanes throughout will improve traffic operations, however is not feasible within central section due to property constraints.

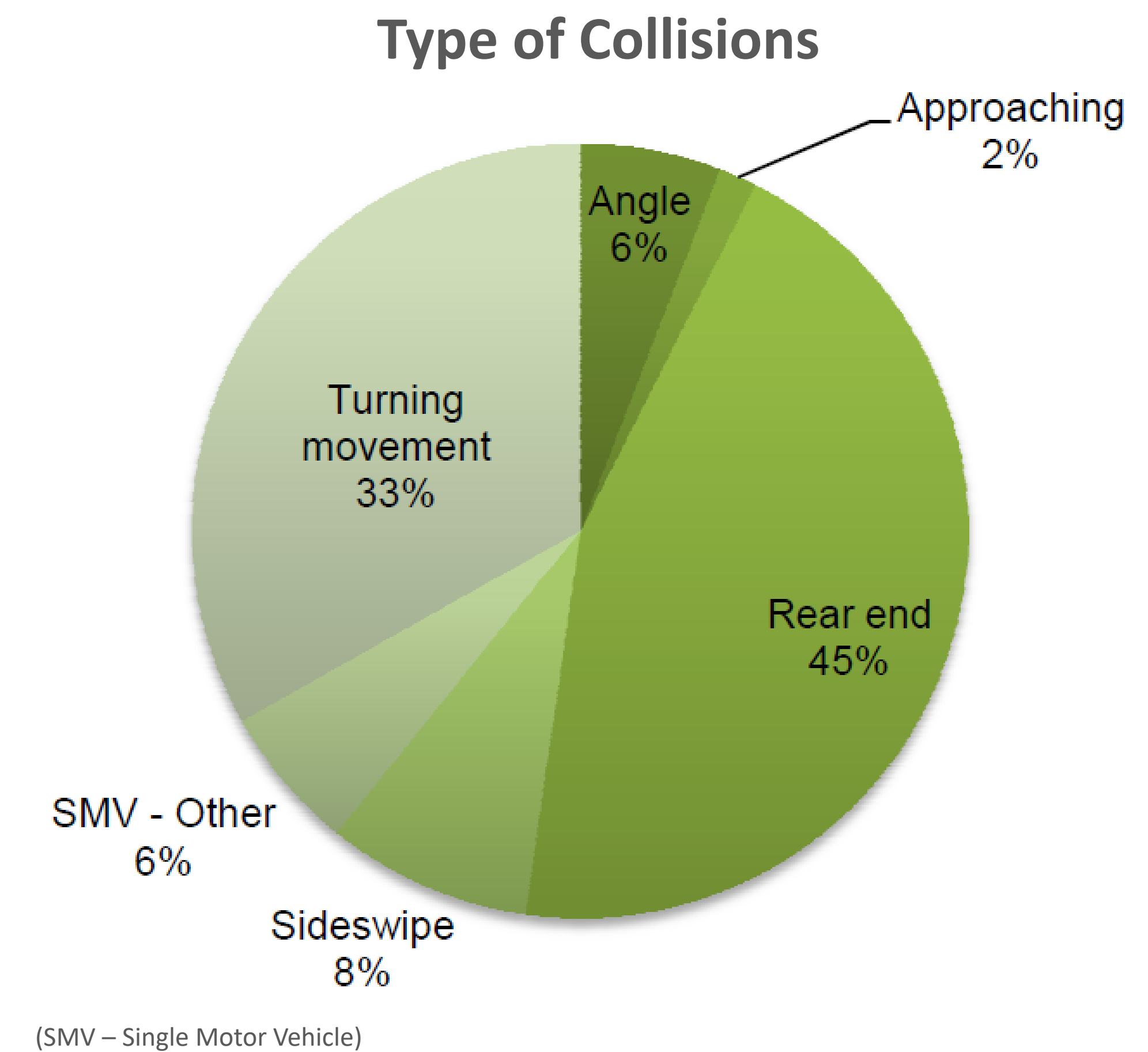
2031 Traffic Conditions



Future Traffic Conditions at Intersections

By 2031, up to 6 of the 13 signalized intersections within the corridor will experience poor traffic conditions:

- Eastgate Parkway (AM and PM peak),
- Rathburn Road (PM peak),
- Burnhamthorpe Road (AM and PM peak),
- Bloor Street (AM and PM peak),
- The Queensway (PM peak),
- North Service Road (PM peak), and
- South Service Road (AM peak).



Traffic Safety Considerations

- Excessive speeding (i.e. 20 km/h above the posted speed limit).
- Majority of collisions are rear-end and turning movement type, with the highest number at Eastgate Parkway, Burnhamthorpe Road, Bloor Street, and The Queensway, which could benefit from intersection improvements such as adding dual left and right turn lanes.
- Midblock collisions remain relatively low with the exception of immediately south of Burnhamthorpe Road and north of The Queensway.

Problems

- No cycling facilities other than the multi-use trail between Burnhamthorpe Road and Eastgate Parkway.
- Traffic congestion at major intersections.
- Excessive speeding along the corridor.
- Frequency of collisions associated with left turning conflicts at major intersections and commercial entrances.

Opportunities

- Provide additional separation from motor vehicle traffic thus increasing comfort of cyclists riding in heavy traffic.
- Improve traffic operations and safety at pedestrian crossings.
- Narrow lane widths to reduce speeds.
- Provide fully protected left turn phasing to address safety concerns, or consider left turn restrictions.

1

Do nothing

No improvements to Cawthra Road

2

Widen road for additional traffic volume

Widen road from 4 to 6 lanes for additional through traffic to accommodate growth

3

Improve corridor operations & safety

Design corridor to all modes of transportation, including walking, cycling, taking transit, carpooling and driving; and narrow lane widths to reduce speeding

4

Improve intersection operations & safety

- Remove or replace channelized islands with smart channels or traditional right-turn lanes (see examples)
- Add dual left turns and exclusive right-turn lanes
- Adjust and re-evaluate turning lane storage
- Provide fully protected signal phasing
- Improve pavement markings and signage

Examples
(Alternative 4):



Channelized Island



Right-Turn Lane

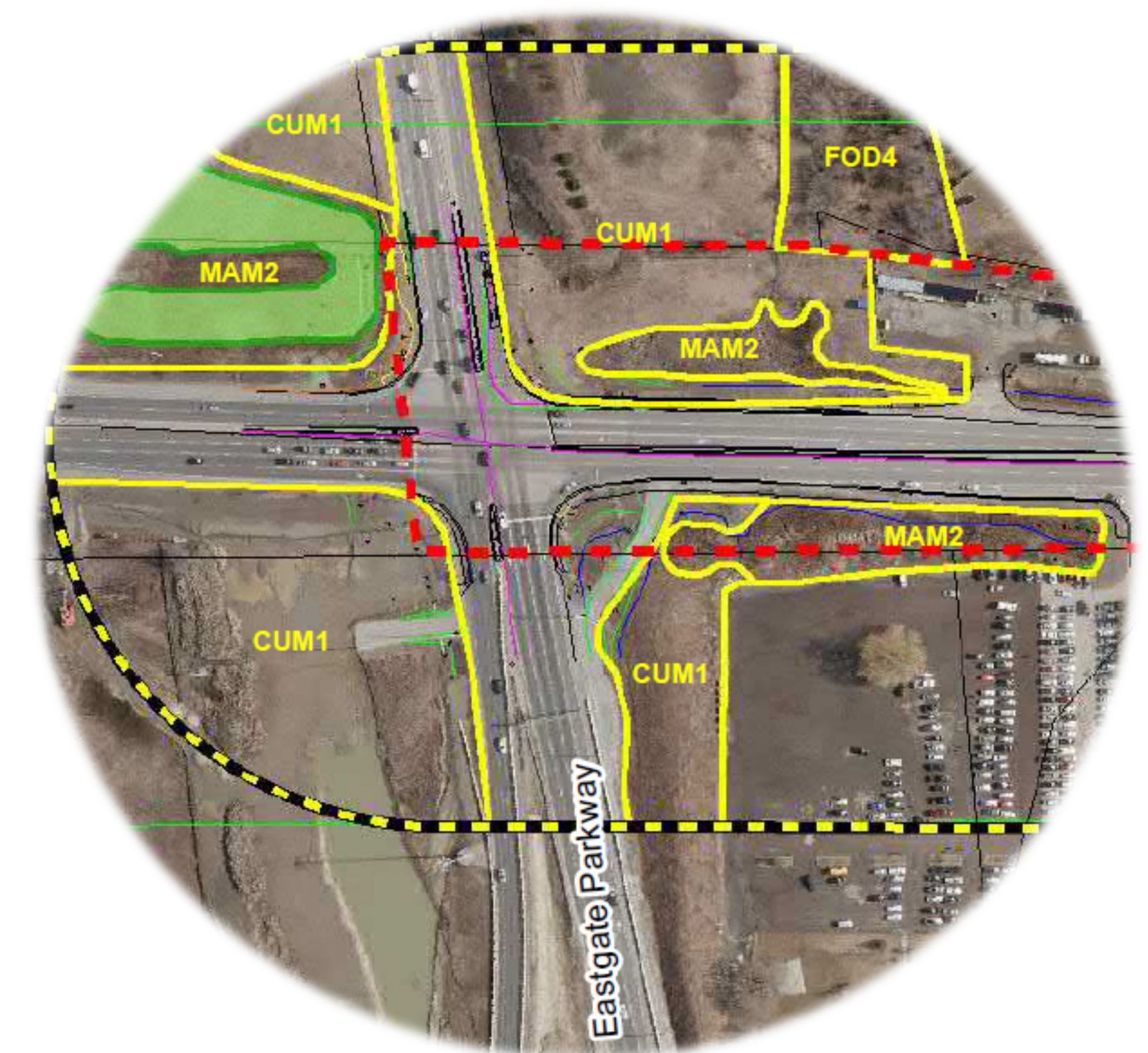


Smart Channel

DRAFT

Natural Heritage Resources

- Field investigations were conducted in Fall of 2018 and Spring/Summer 2019, including breeding bird and amphibian surveys (failed to detect calling anurans).
- No aquatic features (e.g. watercourses) having potential fish habitat.
- Areas of significance include:
 - Cultural meadow and Common Reed dominated marshes, immediately south of Eastgate Parkway; and
 - Cawthra Woods immediately south of the study area is a regional Area of Natural and Scientific Interest (ANSI) and Provincially Significant Wetland (PSW). Wetlands used by Jefferson Salamander (Endangered Species).
- No impacts are anticipated to Cawthra Woods or PSW.
- No negative impacts to the ecological form and function of marsh lands are anticipated.



Existing Cultural Meadows / Marshes



Tree Inventory and Protection Plan

- Tree inventory and health assessment was completed in October 2018; including all trees 10 cm diameter at breast height (DBH) or greater within the existing right-of-way.
- 330 trees were assessed.
- 31 tree species identified, Norway Maple was the most abundant.
- Identified 106 trees within 10m of limit of disturbance, of which 58 expected to require removal. Of the 58 trees to be removed, 14 are on the west side of Cawthra Road and 44 are on the east side.
- In keeping with Mississauga Tree Protection By-law, a minimum of 60 replacement trees are to be provided. Replacement trees are to be same species except for non-native trees.



Existing Boulevard Trees





Archaeological Assessment

- Stage 1 Archaeological Assessment undertaken in Fall 2018.
- Corridor retains no or low archaeological potential due to previous extensive disturbance, with the exception of the strip of land immediately north of the Dixie Union Cemetery.
- Although not anticipated at this time, should underground works encroach within 10 metres of the Dixie Union Cemetery, a Stage 3 investigation will be required.

Cultural Heritage Assessment

Four (4) properties within the study area are recognized as cultural heritage resources on the City of Mississauga Heritage Register:

- Dixie Presbyterian Church
- St. Mary's Ukrainian Catholic Church
- Dixie Union Cemetery and Chapel
- Mount Pleasant Cemetery

Two additional municipally designated properties, adjacent to the study corridor include: Cawthra Estate and Cherry Hill.

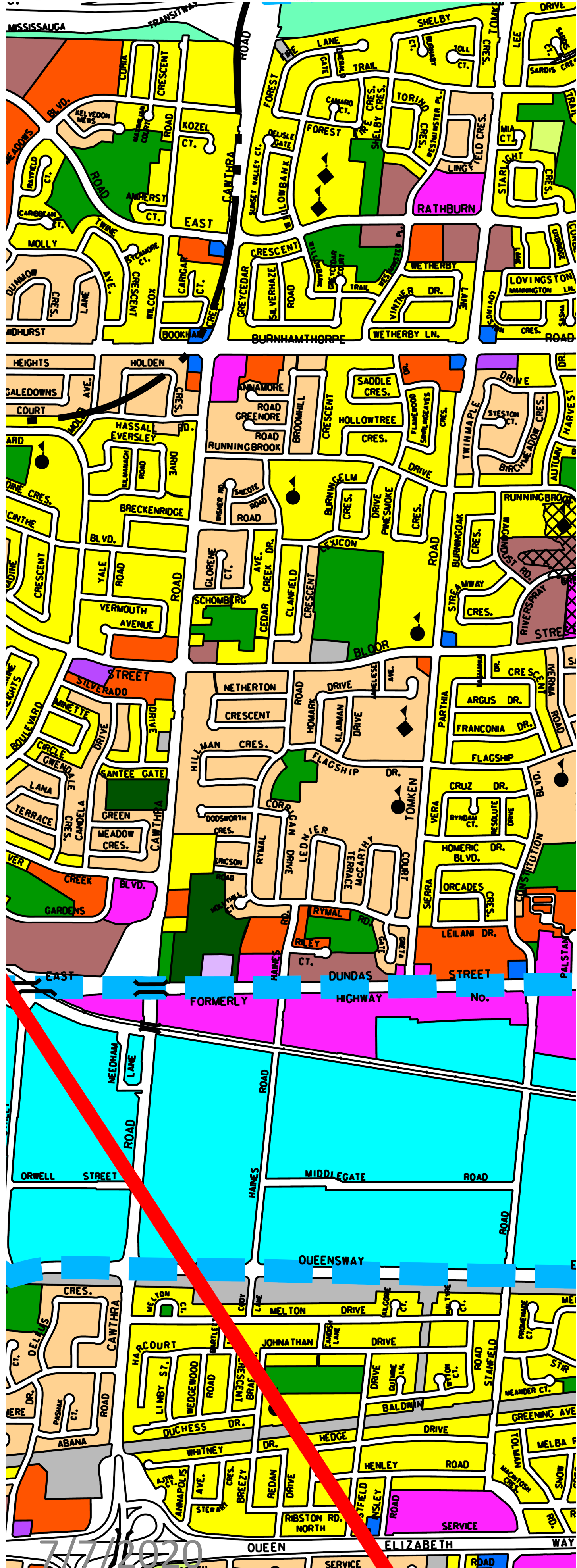
None of the above properties will be directly impacted by the proposed improvements.

One residential property at 3317 Cawthra Road is expected to be directly impacted and is identified to have some heritage value or interest, however it is not recognized as heritage property by the City.

Designated Land Use

**City of Mississauga
Official Plan (2018)**

**Region of Peel
Official Plan (2018)**



LAND USE DESIGNATIONS

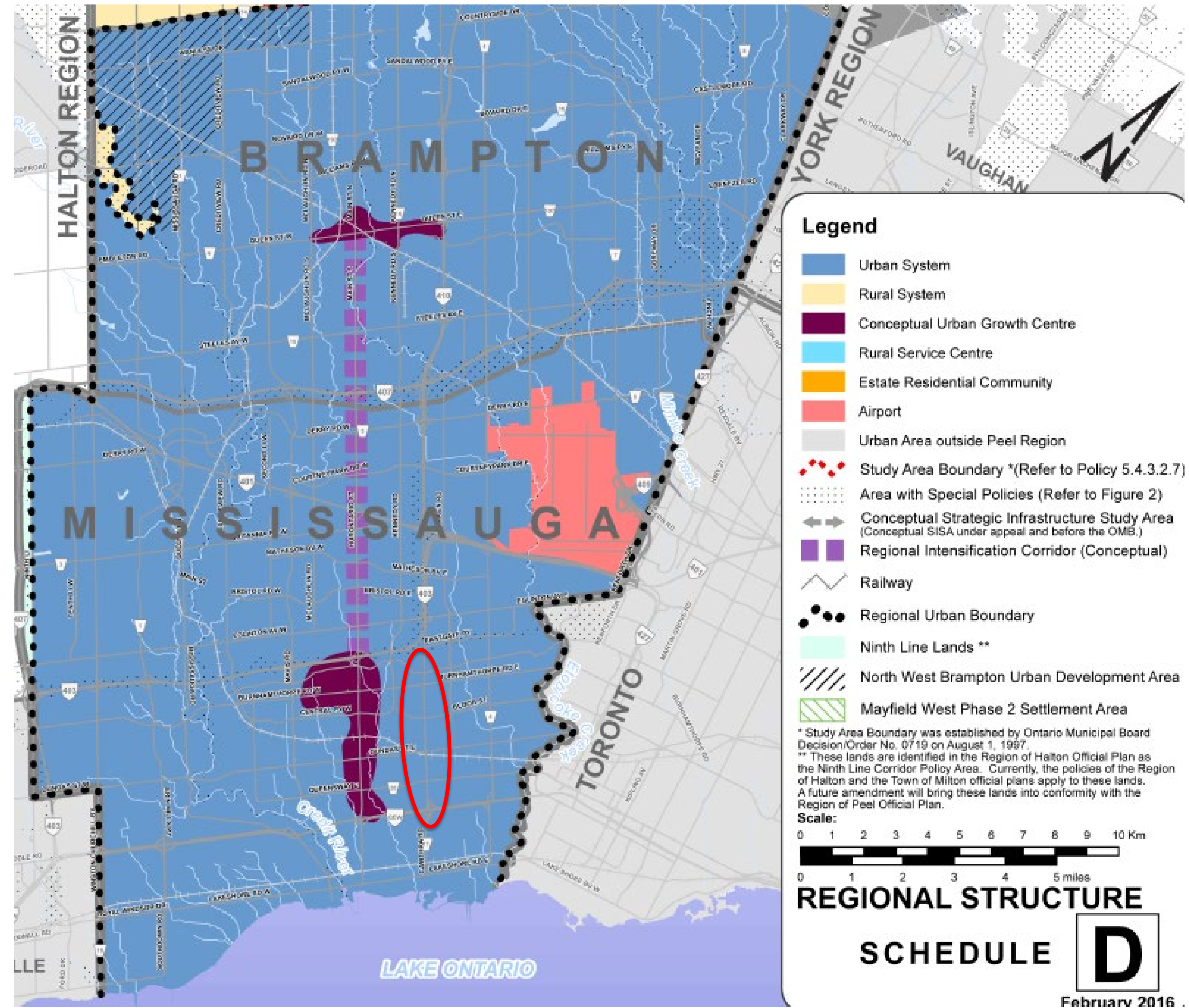
- | | |
|----------------------------|-----------------------|
| Residential Low Density I | Airport |
| Residential Low Density II | Institutional |
| Residential Medium Density | Public Open Space |
| Residential High Density | Private Open Space |
| Mixed Use | Greenlands |
| Convenience Commercial | Parkway Belt West |
| Motor Vehicle Commercial | Utility |
| Office | Special Waterfront |
| Business Employment | Partial Approval Area |
| Industrial | |

BASE MAP INFORMATION

- | | |
|---|------------------------------|
| Heritage Conservation District | Civic Centre (City Hall) |
| 1996 NEP/2000 NEF Composite Noise Contours | City Centre Transit Terminal |
| LBPIA Operating Area Boundary See Aircraft Noise Policies | GO Rail Transit Station |
| Area Exempt from LBPIA Operating Area | Public School |
| Natural Hazards | Catholic School |
| | Hospital |
| | Community Facilities |

City Structure

- | | |
|----------------|----------------------|
| Downtown | Corporate Centre |
| Major Node | Employment Area |
| Community Node | Special Purpose Area |
| Neighbourhood | |



- Legend**
- Urban System
 - Rural System
 - Conceptual Urban Growth Centre
 - Rural Service Centre
 - Estate Residential Community
 - Airport
 - Urban Area outside Peel Region
 - Study Area Boundary *(Refer to Policy 5.4.3.2.7)
 - Area with Special Policies (Refer to Figure 2)
 - Conceptual Strategic Infrastructure Study Area (Conceptual SISA under appeal and before the OMB.)
 - Regional Intensification Corridor (Conceptual)
 - Railway
 - Regional Urban Boundary
 - Ninth Line Lands **
 - North West Brampton Urban Development Area
 - Mayfield West Phase 2 Settlement Area
- * Study Area Boundary was established by Ontario Municipal Board Decision Order No. 0719 on August 1, 1997.
** These lands are identified in the Region of Halton Official Plan as the Ninth Line Corridor Policy Area. Currently, the policies of the Region of Halton and the Town of Milton official plans apply to these lands. A future amendment will bring these lands into conformity with the Region of Peel Official Plan.
- Scale:
0 1 2 3 4 5 6 7 8 9 10 Km
0 1 2 3 4 5 Miles

**REGIONAL STRUCTURE
SCHEDULE D**

February 2016

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Inventory of existing noise walls and fences:

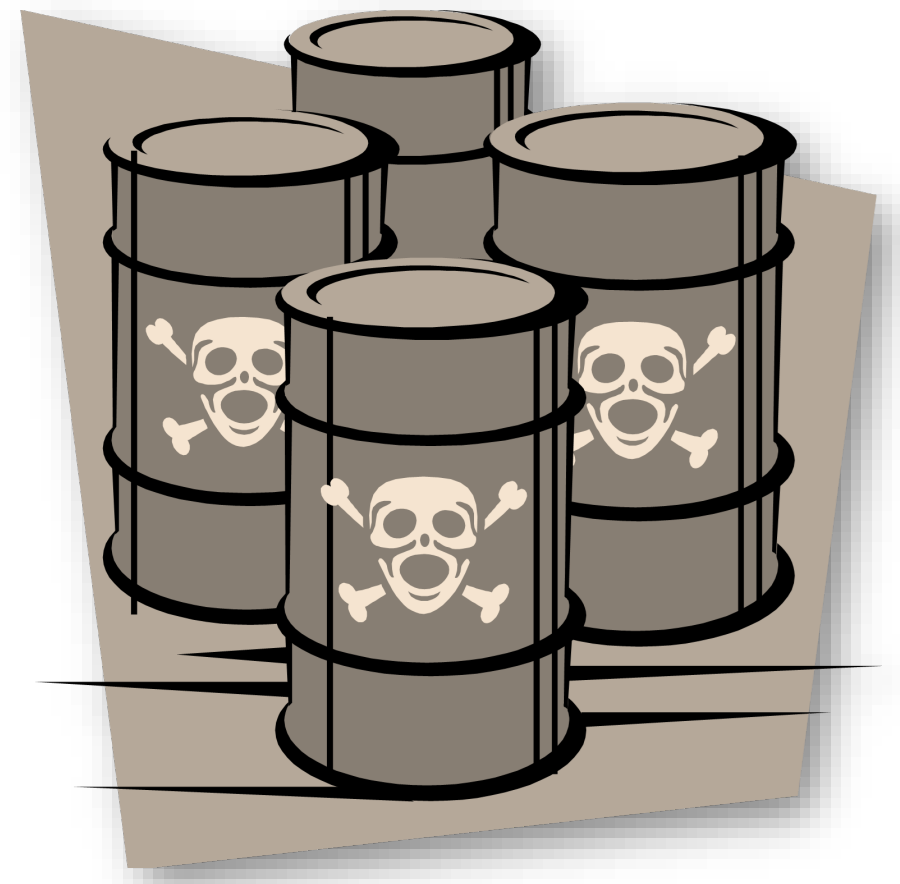
- Approximately 820 m of private noise walls;
- Approximately 1,840 m of Regional noise walls;
- Approximately 160 m of privacy fences
(not considered to effectively reduce noise)



Existing Noise Walls

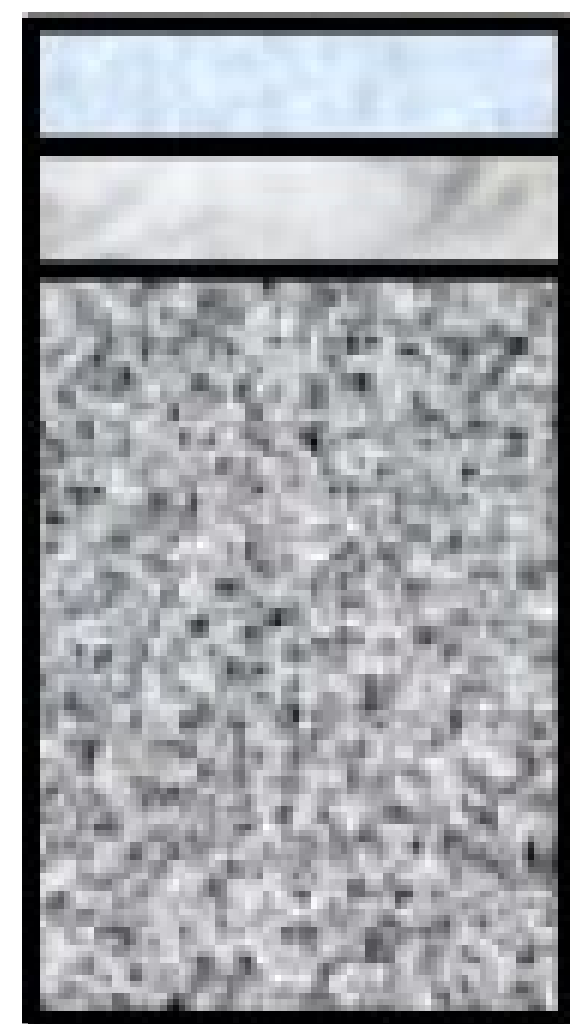
Noise Mitigation Requirements

Based on the Region of Peel Noise Attenuation Policy W30-04 and noise analysis completed as part of this study, it is recommended that noise walls be provided at the limits of the Cawthra Road right-of-way for those residential properties backing onto Cawthra Road within the study area (location to be verified as part of detail design).



Contamination Site Screening

- Contamination Overview Study (COS) completed along the corridor identified 20 potential contaminating activities (PCAs) associated with adjacent commercial and industrial operations within the study area.
- Environmental Site Assessments including soil and ground water investigations are to be undertaken during detailed design, where required to investigate the potential impacts caused by surrounding land uses identified as high risk.



Pavement Condition

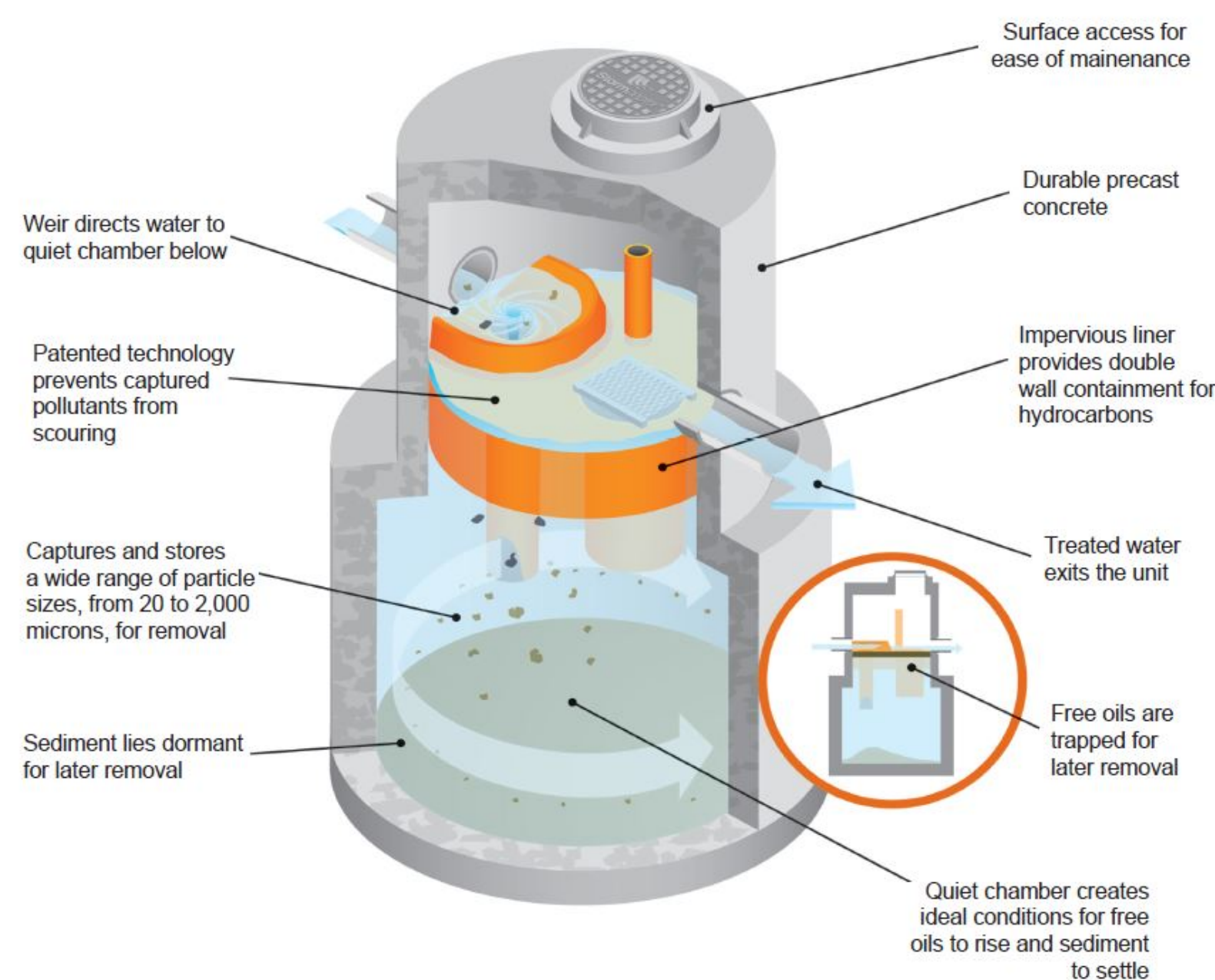
- Generally the existing pavement is in good condition, however shows some signs of deterioration (i.e. spalling and cracking).
- From QEW to north of Dundas Street, remove and repave existing asphalt.
- North of Dundas Street, replace full depth asphalt (to be confirmed during detailed design).

Existing Conditions

- Existing drainage infrastructure consists of roadside curbs, stormwater drains and sewers, with limited ditching present at the north end of the project.
- No watercourse crossings exist within the study area.
- All outlets within the study area discharge into existing municipal storm sewers which convey runoff westerly, ultimately discharging into Cooksville Creek.
- Several sections of the existing storm sewer are deficient in capacity and require replacement and upsizing, in addition to sections requiring replacement due to structural deficiencies (identified through a Closed Circuit Television (CCTV) inspection).

Proposed Conditions

- Existing drainage patterns will be maintained.
- Water quantity control will be implemented (i.e. low impact development techniques such as permeable paving on walkways and cycle tracks, and/or infiltration chambers).
- Water quality treatment will be provided using Oil/Grit Separator (OGS) units, underground infiltration chambers, and existing roadside ditches.
- Existing storm sewers that are in poor condition will be replaced.



Oil/Grit Separator (OGS)

Criteria	Indicator
Transportation	<p>Ability to address problem and opportunity</p> <p>Consistent with municipal planning policies and plans (Peel and Mississauga Official Plans, Long Range Transportation Plans (LRTPs), and Active Transportation Plans)</p>
Natural Environment	<p>Potential impact on natural heritage features</p> <p>Potential opportunity to adapt to or mitigate effects of climate change (Reduce Greenhouse Gas (GHG) emissions, Incorporate Low Impact Development (LID) in stormwater management)</p>
Social Environment	<p>Compatible with existing and planned future land uses, including property impact</p> <p>Promotes healthy, age-friendly and accessible environments</p> <p>Potential noise impacts</p>
Cultural Environment	<p>Potential impact on built heritage and cultural heritage landscapes</p> <p>Potential impact on archaeological resources</p>
Economic Environment	<p>Consistent with Region of Peel Goods Movement Strategic Network</p> <p>Supports economic sustainability, including access to businesses</p> <p>Anticipated cost within financing capacity of the Region of Peel</p>
Engineering Environment	<p>Potential impact on drainage and stormwater management</p> <p>Potential impact on soils and pavement structure</p> <p>Potential impact on utilities and municipal water/wastewater infrastructure</p>

Assessment of Alternative Solutions



Environmental Criteria / Indicator	(1) Do Nothing	(2) Widen road for additional lanes	(3) Improve corridor operations & safety	(4) Improve intersection operations & safety
Transportation				
Ability to address problem and opportunity	- Does not address problem and opportunity	+ Does address problem and opportunity in combination with other alternatives, however introduces constraints on the ability to accommodate active transportation facilities	+ Does address problem and opportunity in combination with other alternatives	+ Does address problem and opportunity in combination with other alternatives
Consistent with municipal planning policies and plans	- No action to meet goals and objectives of municipal planning policies and plans	+ Partially consistent with Regional LRTP Update (2019) which shows widening to 6 lanes between QEW and The Queensway by 2041	+ Consistent in combination with other alternatives	+ Consistent in combination with other alternatives
Engineering				
Potential impact on drainage and stormwater management	+ No impact	- Greatest impact of alternatives (relative to Do Nothing) due to introduction of largest impervious area	- Moderate impact in comparison to widening alternative (relative to Do Nothing) due to reduction of impervious area	- Moderate impact in comparison to widening alternative (relative to Do Nothing) due to reduction of impervious area
Potential impact on soils and pavement structure	+ No impact	- Greatest impact of alternatives (relative to Do Nothing) due to largest area of land required and potential for encroaching into areas of potential environmental concern	- Moderate impact in comparison to widening alternative (relative to Do Nothing) due to less land required and potential for encroaching into areas of potential environmental concern	- Moderate impact in comparison to widening alternative (relative to Do Nothing) due to less land required and potential for encroaching into areas of potential environmental concern
Potential impact on utilities and municipal water/wastewater infrastructure	+ No impact	- Greatest potential for displacement/relocation of utilities and municipal infrastructure of alternatives (relative to Do Nothing)	- Moderate potential for displacement/relocation of utilities and municipal infrastructure of widening alternative (relative to Do Nothing)	- Moderate potential for displacement/relocation of utilities and municipal infrastructure of widening alternative (relative to Do Nothing)

Environmental Criteria / Indicator	(1) Do Nothing	(2) Widen road for additional lanes	(3) Improve corridor operations & safety	(4) Improve intersection operations & safety
Natural				
Potential impact on natural heritage features	+ No impact	– Greatest encroachment potential of alternatives (relative to Do Nothing) with impact throughout entire corridor	– Moderate encroachment potential in comparison to widening alternative (relative to Do Nothing) with impact throughout entire corridor	+ Least encroachment potential of alternatives (relative to Do Nothing) as impact is limited to intersections
Potential opportunity to adapt to or mitigate effects of climate change	– No action to address effects of climate change	+ Opportunity for LID – Increased GHG emissions from increased traffic	+ Opportunity for LID throughout corridor + Opportunity to ultimately reduce GHG emissions with a shift from single-occupancy vehicles to sustainable modes of travel	+ Opportunity for LID at intersections
Cultural				
Potential impact on built heritage and cultural heritage landscapes	+ No impact	– Greatest impact of alternatives (relative to Do Nothing) due to area of land required	– Moderate impact in comparison to widening alternative (relative to Do Nothing) due to land required to accommodate active transportation and/or transition to pedestrian/cyclist crossings at intersections	– Moderate impact in comparison to widening alternative (relative to Do Nothing) due to potential land required to accommodate additional turn lanes and/or to improve pedestrian/cyclist movements – 1 property affected at Bloor Street to accommodate northbound right turn lane was identified in Cultural Heritage Assessment to have potential heritage value
Potential impact on archaeological resources	+ No impact	– Greatest impact of alternatives (relative to Do Nothing) due to area of land required – Requires additional archaeological assessments to determine extent of impacts and mitigation for areas outside the right-of-way	+ No significant impact in comparison to widening alternative (relative to Do Nothing) due to less area of land required – Stage 3 archaeological assessment will be undertaken during detailed design to confirm mitigation if underground work extends within 10 m of the Dixie Cemetery	+ No significant impact in comparison to widening alternative (relative to Do Nothing) due to less area of land required

Assessment of Alternative Solutions



Environmental Criteria / Indicator	(1) Do Nothing	(2) Widen road for additional lanes	(3) Improve corridor operations & safety	(4) Improve intersection operations & safety
Social				
Compatible with existing and planned future land uses, including property impact	+ No impact to land uses and property	- Greatest potential for property requirements of alternatives (relative to Do Nothing) due to widening throughout corridor	- Moderate potential for property requirements of alternatives (relative to Do Nothing), to accommodate active transportation throughout corridor and/or transition to pedestrian/cyclist crossings at intersections - 1 property affected south of The Queensway due to driveway grading	- Moderate potential for property requirements of alternatives (relative to Do Nothing), to accommodate additional turn lanes and/or improve pedestrian/cyclist movements at intersections - 2 properties affected at Bloor Street to accommodate northbound right turn lane
Promotes healthy, age-friendly and accessible environments	- No opportunity to address effects on public health	+ Supports active transportation - Wider road crossings for users with limited mobility - Proximity of pedestrians/cyclists to traffic emissions - Increased air emissions due to increased traffic	+ Supports active transportation infrastructure - Proximity of pedestrians/cyclists to traffic emissions	+ Supports improvements for the safety of pedestrians/cyclists crossing at intersections
Potential noise impacts	+ No impact	- Greatest impact of alternatives (relative to Do Nothing) due to increased traffic closer to sensitive land uses	+ Negligible noise impact (relative to Do Nothing)	+ Negligible noise impact (relative to Do Nothing)

Environmental Criteria / Indicator	(1) Do Nothing	(2) Widen road for additional lanes	(3) Improve corridor operations & safety	(4) Improve intersection operations & safety
Economic				
Consistent with Region of Peel Goods Movement Strategic Network	+ No impact	+ Maintains truck restriction from 7PM to 7AM	+ Maintains truck restriction from 7PM to 7AM	+ Maintains truck restriction from 7PM to 7AM + Ability for trucks to turn will be maintained
Supports economic sustainability, including access to businesses	+ No impact	+ Increased traffic exposed to business area	+ Provides enhanced accessibility for variety of sustainable transportation users which could provide more exposure for businesses	- Access to 2 commercial properties restricted to right-in and right-out
Anticipated cost within financing capacity of the Region of Peel	+ No construction cost	- Greatest cost of alternatives (relative to Do Nothing) due to greatest extent of new infrastructure to construct and maintain, including costs associated with complexity, utility relocation and property impact	- Moderate cost in comparison to widening alternative (relative to Do Nothing) due to less extent of new infrastructure to construct and maintain	- Moderate cost in comparison to widening alternative (relative to Do Nothing) due to less extent of new infrastructure to construct and maintain

Summary of Evaluation

Environmental Criteria / Indicator	(1) Do Nothing	(2) Widen road for additional lanes	(3) Improve corridor operations & safety	(4) Improve intersection operations & safety
Summary	- Does not address problem and opportunity	- Not expected to provide significant benefit	+ Carried forward	+ Carried forward
Recommendation	Alternative 1 and 2 are not preferred		Combination of Alternative 3 and 4 is preferred	

Reconstruct roadway to:

- Maintain 4 lanes (5 lanes south of The Queensway)
- Provide centre-turn lane or median
- Provide cycle tracks or raised bike lanes
- Support provisions for transit (bus) services

Improve operations and safety at intersections by:

- Removing or replacing channelized islands with smart channels or traditional right-turn lanes
- Installing cross-rides
- Adding dual left turns and exclusive right-turn lanes
- Extending or eliminating turning lane storage
- Providing fully protected signal phasing
- Improving pavement markings and signage

Smart Channels

- Improves visibility of oncoming vehicles and pedestrians for drivers turning right.



Channelized Island



Smart Island

(Drivers do not have to turn their head as much to the left as they would at a traditional channel).

- Encourages vehicles to slow down at the channel since the vehicle would have to make a sharper turn.

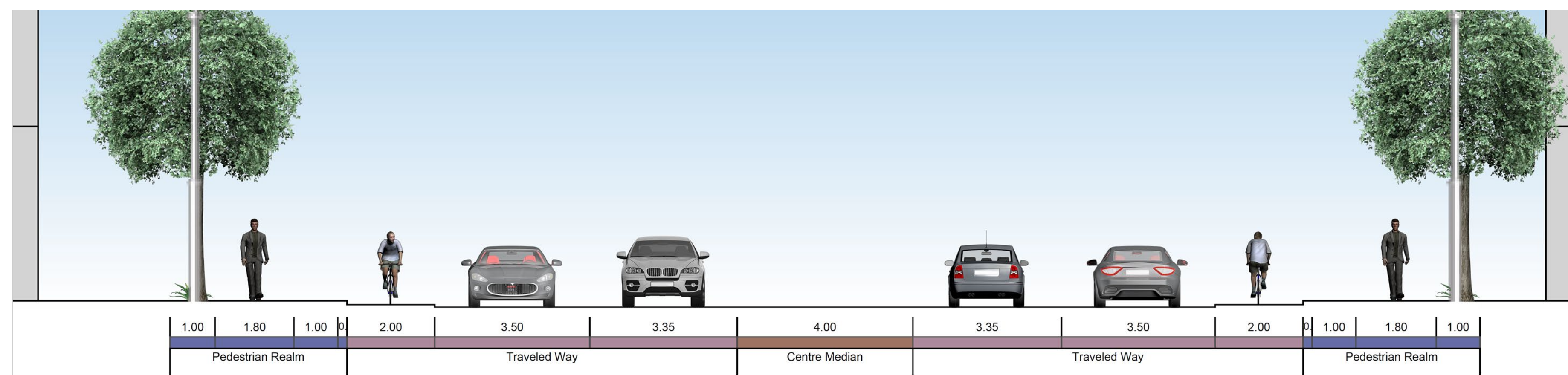
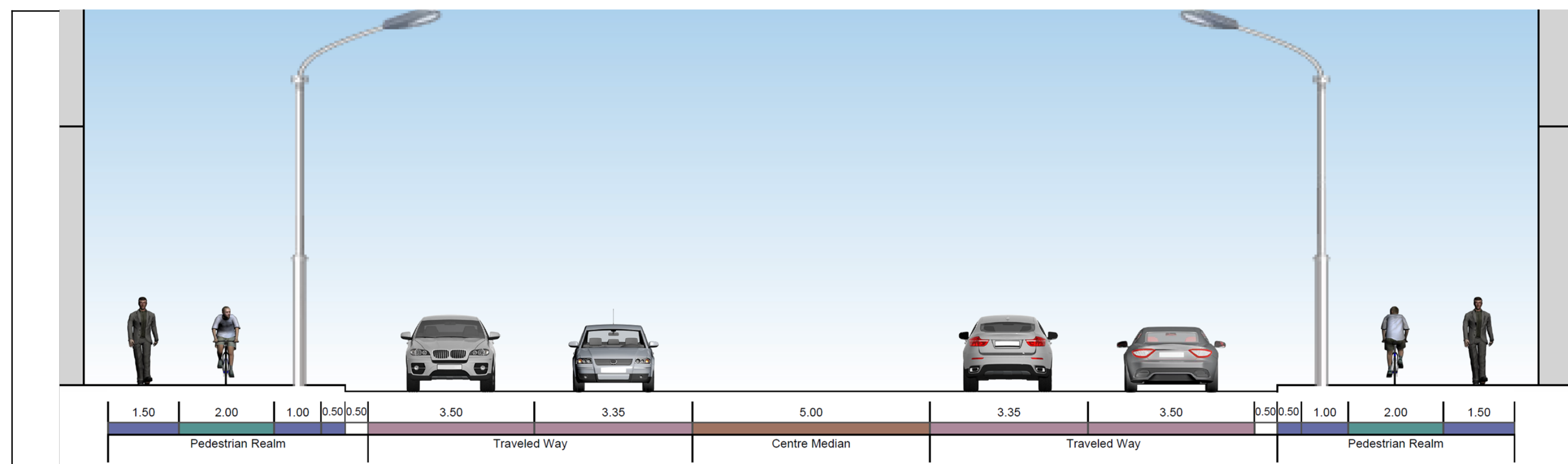
Cross-Rides

- At traditional cross-walks, cyclists dismount and cross the intersection by walking their bike.
- A cross-ride allows cyclists to ride their bike within the crossing without dismounting.
- A separate cross-ride provides separate space for cyclists and pedestrians.



Widen to accommodate cycle tracks in non-constrained areas

Widen to accommodate raised bike lanes in constrained areas



- + Physical separation from adjacent traffic is appropriate for high speed and volumes, function of the street and bike route, vehicle mix and right-of-way
- Frequent openings in separators required to accommodate residential driveways on both sides from South Service Road to The Queensway and between Burnhamthorpe Road and Dundas Street, and on the west side through the Dundas Street overpass

- + Physical separation from adjacent traffic is appropriate for speed and volume
- + Not as much horizontal separation compared to the cycle track option
- High volume through Dundas Street underpass creates uncomfortable environment for motorists and cyclists

- Requires road widening
- Cost prohibitive to widen bridge structure between South Service Road and The Queensway
- Insufficient width for minimum 1.8m conventional bike lane splitting two travel lanes through high-speed diverging ramp (interim treatment: permit use of sidewalk through the overpass)
- Multi-use trail was recently constructed on the west side from Burnhamthorpe Road to Eastgate Parkway

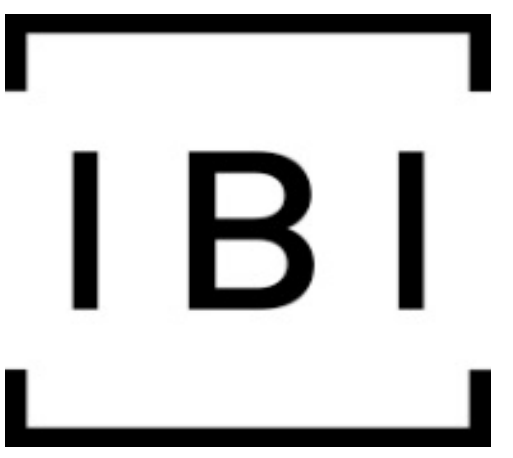
Most Preferred



Preferred where Cycle Tracks are not feasible



Preliminary Preferred Design Plan



**See Preliminary Preferred Design Plan
for location of proposed improvements**

Next Steps



- Please fill out a comment sheet and mail, email or fax your comments to the contact shown by **December 13, 2019**
- Following this PIC, the project team will:
 - Review public comments
 - Confirm a preferred solution and design
 - Prepare project file report for 30-day public review (Winter 2020)

Thank you

Meeting Notes

Cawthra Road EA from Queen Elizabeth Way (QEW) to Eastgate Parkway – Region of Peel/City of Mississauga Skype Meeting
Date: Wednesday, April 22, 2020
Time: 10:30a.m. – 11:30a.m.

Present: Matthew Williams (Project Lead, Dundas Bus Rapid Transit (BRT), City of Mississauga), Jerry Che, (Manager, Rapid Transit, City of Mississauga) Sonya Bubas (Project Manager, Cawthra Road EA, Region of Peel), Arthur Lee (Designer, Region of Peel) and Asha Saddi (Meeting Host, Technical Analyst, Region of Peel)

#	DESCRIPTION	ACTION
1	<p>Welcome and Introductions</p> <ul style="list-style-type: none"> The meeting host welcomed the City of Mississauga members and explained that the purpose of the meeting was to: <ol style="list-style-type: none"> 1) inform the City of Mississauga of resident comments received at the Cawthra Road EA PIC last November, and 2) ensure that steps were in place for future coordination of the Dundas BRT EA with the Region of Peel Round table introductions took place. 	
2	<p>Region of Peel Cawthra Road Class EA Study</p> <p>The Region of Peel Project Manager explained that the Region of Peel was completing the Schedule B Cawthra Road EA (from QEW to Eastgate Parkway).</p> <p>The EA looked at improving operations and safety for all road users, including intersection and active transportation improvements. Road widening is currently not recommended in the EA due to property constraints in the central section of the corridor. Four through lanes are therefore being retained along the study corridor.</p> <p>The project team held a PIC in November 2019 and will be circulating the draft PFR to agencies for review and comment. The Study is anticipated to be filed in 2020.</p>	
3	<p>Cawthra Road EA Preliminary Preferred Design</p> <p>The preliminary preferred design plan shared at the PIC was reviewed. Channelized islands will remain at the Cawthra Road/Dundas Street intersection. The pedestrian, cycling and transit improvements at the Cawthra Road/Dundas Street intersection were reviewed.</p> <p>At the intersection of Cawthra Road and Dundas Street the following improvements are proposed:</p> <ul style="list-style-type: none"> cross rides on the west side of Cawthra Road across Dundas Street. The cross-rides will facilitate cyclists through the intersection crossing 	

Public Works

	<p>without them having to dismount and walk with their bikes</p> <ul style="list-style-type: none"> • potential for pedestrian overhead crossing on the north and south channelized islands at Dundas Street for the southbound cyclists • cycle tracks on the east and west sides of Cawthra Road approaching Dundas Street • a concrete bus shelter on the southbound right turn channelized island at Cawthra Road and Dundas Street, and • a concrete bus shelter pad for northbound traffic along Cawthra Road, north of Dundas Street <p>At the intersection of Cawthra Road/Silver Creek Boulevard the following improvements are proposed:</p> <ul style="list-style-type: none"> • a separate cross ride on Cawthra Road north of Silver Creek Boulevard • concrete bus shelter pads for northbound and southbound traffic on Cawthra Road, and • separated cross rides along Cawthra Road at Silver Creek Boulevard <p>The link to the Cawthra Road project website is: https://www.peelregion.ca/pw/transportation/construction/environmental-assessment/cawthra-road.asp where additional information is available for view, including the preliminary preferred design plan.</p>	
4	<p>Resident comments received at the PIC</p> <p>The Region of Peel had received comments at the PIC from residents who wanted to know if and how the Region of Peel and City of Mississauga are coordinating their efforts on the pedestrian and cycling improvements proposed at/between Dundas Street and Cawthra Road. The Region of Peel project team had informed residents that their comments would be shared with the City of Mississauga.</p>	
5	<p>Future EA Region of Peel/City of Mississauga Coordination</p> <p>The City of Mississauga agreed there was a need to coordinate the two projects. The City reported that the Dundas Connects study was completed and the City was currently in the process of finalizing the RFP for the Dundas BRT EA, which would be following a transit project assessment process (TPAP) jointly with Metrolinx. The Dundas Connects study did not look in detail at the link between Dundas Street and Cawthra Road. The TPAP EA will confirm the recommendation for the configuration of the intersection at Dundas Street.</p> <p>The Region of Peel Project Manager advised that Lin Rogers, Matthew Sweet and Fred Sandoval were the City of Mississauga representatives on the Cawthra Road EA TAC. It may be helpful for the City members to connect with them for information provided to the Region of Peel on the Cawthra Road EA.</p> <p>The Region of Peel anticipates filing the Cawthra Road EA in 2020.</p>	

Public Works

	<p>Construction is anticipated in 2025, subject to program planning.</p> <p>The TPAP Studies are likely to be initiated by late summer 2020. The City reported that the Region of Peel will be included in the project as a major stakeholder and Asha Saddi will be included in the City's mailing list to receive all project Notices.</p> <p>The City expressed concern at possibly having two parallel projects (Cawthra Road EA and Hurontario LRT) in construction at the same time. Both the Region of Peel and the City of Mississauga members agreed that the delay/disruption to the public should be kept to a minimum and future coordination between the projects was important.</p>	
6	<p>Next Steps The City of Mississauga to notify the Region of Peel when the Dundas BRT EA commences.</p>	

Public Works

MINISTRY OF TRANSPORTATION

From: Bubas, Sonya <sonya.bubas@peelregion.ca>
Sent: November 1, 2019 10:36 AM
To: Khan, Moin (MTO) <Moin.Khan@ontario.ca>
Cc: Lee, Arthur <arthur.lee@peelregion.ca>
Subject: Cawthra Rd - QEW to Eastgate Parkway
Importance: High

Dear Moin,

The Region of Peel is undertaking a Municipal Class Environmental Assessment Study for improvements to Cawthra Road from the QEW (South Service Road) to Eastgate Parkway. Please find attached for your review, Draft Public Information Centre (PIC) display and roll plans for the Cawthra Road Class EA.

The attachments were used to present the project to the Technical Advisory Committee (TAC) on October 30. The invitation and review materials were sent in advance to Joseph Lai at MTO and we have since learned that he may no longer be working at the Ministry. Could you please let me know if you are the correct contact at the Ministry to review this project? Would you coordinate review with the Ministry's Corridor Management group?

We asked TAC members to review the material and reply with comments before November 8 and would appreciate if you could let us know of any issues or concerns by this date. I would be happy to discuss this project with you by phone if that would be preferred. The areas of interest to MTO would likely be the proposed operational improvements at the intersections with South Service Road, North Service Road and Eastgate Parkway (e.g., additional right-turn lanes, dual left turn lane, and active transportation facilities).

The Region is planning the PIC for this project on November 27 and we plan to send you the Notice when available. The PIC may also be an opportunity to meet and further discuss this project with you.

Please feel free to contact me if you have any questions or cannot access the attachments.

I look forward to your reply,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

From: Khan, Moin (MTO) <Moin.Khan@ontario.ca>
Sent: November 4, 2019 4:30 PM
To: Bubas, Sonya <sonya.bubas@peelregion.ca>
Cc: Lee, Arthur <arthur.lee@peelregion.ca>
Subject: RE: Cawthra Rd - QEW to Eastgate Parkway

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

Good Morning Sonya

Thank you for your email. Unfortunately, my staff and I weren't aware of this Study. Mr. Joseph Lai left the MTO in July 2018 and I am not sure when did you send your Study information.

I can see your tight timelines and will try to accommodate your study in our priority list as best as possible. I am surprised that we recently had three liaison meetings, since I picked up this position, with the Peel Region and no one noted that MTO didn't reply to your earlier request to Joe about this study.

I will try to coordinate with you a quick teleconference once I have comments on your proposed plans. Based on the quick look of your files, we think that your project will require property from the MTO and covering the following key work.

For the works near Highway 403:

- A new NB right turn to Eastgate Parkway, which would require land from MTO.
- A new cycle track on the west side of Cawthra is proposed, which would also require land from MTO.
- There are also proposed works within the Meadows Boulevard interchange (bike access southbound; multi use trail on the west side of Cawthra, north and south of Meadows Boulevard)

For the works near QEW, it is more extensive and require MTO property to:

- Widen Cawthra to the east to implement a right turn lane to the North Service Road, south of North Service Road
- Add a multi-use path parallel to North Service Road that terminates on the east side of North Service Road just north of the North Service Road/Cawthra intersection.
- Add a multi-use path on the west side of Cawthra, north and south of North Service Road
- Add a bike lane to the east side of Cawthra, starting south of North Service Road and proceeding north through the North Service Road/Cawthra intersection
- Extending the median island north, north of North Service Road
- Separated cross-ride for bikes on the north, east, and west sides of the Cawthra/North Service Road interchange
 - o The cross ride on the west side is the only bi-directional cross ride
- Bus shelters on the east and west sides of Cawthra, north of North Service Road
- Minor SB lane shifts, north of North Service Road

Please confirm if our understanding of your proposed work is correct.

In addition, I appreciate if you please extend the deadline of November 8th to next week. This will help us to review the material properly by each discipline office and provide better assistance to the Region.

Thank you

Moin Khan, P.Eng

Area Manager (A)
Ministry of Transportation | Central Region

Engineering Office – Peel-Halton Section
159 Sir William Hearst Avenue | 4th Floor | Toronto, Ontario M3M 0B7
Phone: (416) 235 3604 | Mobile: (647) 289 0781
Fax: (416) 235 3576 | E-mail: moin.khan@ontario.ca

From: Khan, Moin (MTO) <Moin.Khan@ontario.ca>
Sent: November 5, 2019 4:09 PM
To: Bubas, Sonya <sonya.bubas@peelregion.ca>
Cc: Lee, Arthur <arthur.lee@peelregion.ca>; Merey, Sabina (MTO) <Sabina.Merey@ontario.ca>
Subject: RE: Cawthra Rd - QEW to Eastgate Parkway

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

Hi Sonya

My apologies for not getting back to you this morning.
I trust Sabina Merey already contacted you. She is coordinating the MTO comments from different offices and will get back to you.

Thank you

Moin Khan, P.Eng

Area Manager (A)
Ministry of Transportation | Central Region
Engineering Office – Peel-Halton Section
159 Sir William Hearst Avenue | 4th Floor | Toronto, Ontario M3M 0B7
Phone: (416) 235 3604 | Mobile: (647) 289 0781
Fax: (416) 235 3576 | E-mail: moin.khan@ontario.ca

From: Bubas, Sonya <sonya.bubas@peelregion.ca>
Sent: November 5, 2019 3:51 PM
To: Khan, Moin (MTO) <Moin.Khan@ontario.ca>
Cc: Lee, Arthur <arthur.lee@peelregion.ca>
Subject: RE: Cawthra Rd - QEW to Eastgate Parkway

Hi Moin,

I offer the following notes for clarification on the above project:

Near Highway 403:

- The cycling facility shown on the west side of Cawthra Road is an existing multi-use path and not a proposed cycle track.
- An east-west separated cross-ride is proposed on the south side of the Eastgate intersection for cyclists to cross the intersection safely without dismounting.

Near the QEW:

- We are proposing to reduce rather than extend the median island north and south of North Service Road.
- We are also proposing a southbound right turn lane from Cawthra Road to South Service Road.

Regarding timelines, could we discuss this project by teleconference before November 8 and receive the Ministry's comments by November 15? A brief discussion before the 8th would help me understand the Ministry's interests before securing a Public Notice in the local newspaper.

Thanks,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

From: Bubas, Sonya
Sent: November 5, 2019 8:48 AM
To: Khan, Moin (MTO) <Moin.Khan@ontario.ca>
Cc: Lee, Arthur <arthur.lee@peelregion.ca>
Subject: RE: Cawthra Rd - QEW to Eastgate Parkway
Importance: High

Hi Moin,

Thank you so much for your prompt reply. I left a voice mail this morning and if you have a moment to call back, I could clarify our project and with your help clarify MTO's jurisdiction and property requirements.

My understanding is the proposed work at the north and south study limits will not require additional land beyond the existing right-of-way.

I will be at meetings from 10am to noon and from 1-2pm. For timely response, you can give me a call on my cell at 647-502-9032.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

From: Merrey, Sabina (MTO) <Sabina.Merrey@ontario.ca>
Sent: November 6, 2019 3:38 PM
To: Bubas, Sonya <sonya.bubas@peelregion.ca>; Khan, Moin (MTO) <Moin.Khan@ontario.ca>
Cc: Lee, Arthur <arthur.lee@peelregion.ca>
Subject: RE: Cawthra Rd - QEW to Eastgate Parkway

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Great! I will send you, Arthur and Moin an invitation with the teleconference details.

Thanks,

Sabina

From: Bubas, Sonya <sonya.bubas@peelregion.ca>
Sent: November-06-19 3:36 PM
To: Merey, Sabina (MTO) <Sabina.Merey@ontario.ca>; Khan, Moin (MTO) <Moin.Khan@ontario.ca>
Cc: Lee, Arthur <arthur.lee@peelregion.ca>
Subject: RE: Cawthra Rd - QEW to Eastgate Parkway

Hi Sabina,

Yes, I am available. Our designer and consultant are also available if required.

Thanks,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

From: Merey, Sabina (MTO) <Sabina.Merey@ontario.ca>
Sent: November 6, 2019 2:23 PM
To: Bubas, Sonya <sonya.bubas@peelregion.ca>; Khan, Moin (MTO) <Moin.Khan@ontario.ca>
Cc: Lee, Arthur <arthur.lee@peelregion.ca>
Subject: RE: Cawthra Rd - QEW to Eastgate Parkway

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Hi Sonya,

Are you available on Tuesday, November 12 at 3 PM for a phone call with Moin and I to discuss this project?

Thanks

Sabina

From: Bubas, Sonya <sonya.bubas@peelregion.ca>
Sent: November-06-19 8:54 AM

To: Khan, Moin (MTO) <Moin.Khan@ontario.ca>; Merey, Sabina (MTO) <Sabina.Merey@ontario.ca>
Cc: Lee, Arthur <arthur.lee@peelregion.ca>
Subject: FW: Cawthra Rd - QEW to Eastgate Parkway

Hi Moin and Sabina,

I offer one more clarification that may be helpful to your review:

The proposed improvements are generally along the Cawthra Road corridor. You noted a multi-use path parallel to North Service Road that terminates on the east side of North Service Road just north of the North Service Road/Cawthra intersection. Could you clarify the location of the multi-use path? If you are referring to the east side of Cawthra Road, the multi-use path shown outside of the right-of-way and parallel to North Service Road is being considered separately by the City of Mississauga and is not proposed as part of the Cawthra Road Class EA – we added this information to the plan to show the potential for future connectivity.

Thanks,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

From: Maraj, Kelly <ashwantiemelly.maraj@peelregion.ca>
Sent: November 14, 2019 11:23 AM
To: Khan, Moin (MTO) <Moin.Khan@ontario.ca>; Merey, Sabina (MTO) <Sabina.Merey@ontario.ca>
Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>
Subject: RE: Cawthra Road from Queen Elizabeth Way to Eastgate Parkway EA PIC

Thank you Moin; yes, Sabina was also sent this notice.

Kelly

From: Khan, Moin (MTO) <Moin.Khan@ontario.ca>
Sent: November 14, 2019 11:20 AM
To: Merey, Sabina (MTO) <Sabina.Merey@ontario.ca>
Cc: Maraj, Kelly <ashwantiemelly.maraj@peelregion.ca>; Bubas, Sonya <sonya.bubas@peelregion.ca>
Subject: FW: Cawthra Road from Queen Elizabeth Way to Eastgate Parkway EA PIC

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

Hi Sabina
Please see attached notice
Kelly: Please include Sabina in future correspondences for this project.
Thanks

Moin

From: Maraj, Kelly <ashwantiemelly.maraj@peelregion.ca>

Sent: November 14, 2019 10:29 AM

To: Khan, Moin (MTO) <Moin.Khan@ontario.ca>

Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>; Saddi, Asha <asha.saddi@peelregion.ca>

Subject: RE: Cawthra Road from Queen Elizabeth Way to Eastgate Parkway EA PIC

**RE: Notice of Public Information Centre
Cawthra Road from Queen Elizabeth Way to Eastgate Parkway, Mississauga
Municipal Class Environmental Assessment Study**

The Region of Peel is proceeding with the Schedule "B" Municipal Class Environmental Assessment (Class EA) Study for improvements to Cawthra Road from the Queen Elizabeth Way (QEW) to Eastgate Parkway in the City of Mississauga. **We invite you or a representative of your organization to attend the Public Information Centre (PIC) for this Study to review the project and discuss your comments with the Project Team.**

The PIC will be held on:

Wednesday, November 27, 2019

7:00 p.m. – 9:00 p.m.

Burnhamthorpe Community Centre (Fleetwood Village Room)

1500 Gullenden Drive, Mississauga, ON L4X 2T7

Additional details are provided in the attached *Notice of Public Information Centre*.

If you cannot attend the PIC, you can view the PIC information and fill out a comment form on the project website after November 27:

<http://www.peelregion.ca/pw/transportation/construction/environmental-assessment/cawthra-road.asp>. A comment sheet is also attached for your convenience. Please provide your comments by **December 13, 2019**.

We look forward to seeing you at the PIC. Please do not hesitate to contact Sonya Bubas, Project Manager, at sonya.bubas@peelregion.ca or 905-791-7800, ext. 7801, if you have any questions regarding the PIC or comments on the Class EA Study.

Regards,

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

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

Brampton, ON L6T 4B9

905-791-7800 ext. 7801

From: Merey, Sabina (MTO) <Sabina.Merey@ontario.ca>

Sent: November 20, 2019 9:10 AM

To: Bubas, Sonya <sonya.bubas@peelregion.ca>; Lee, Arthur <arthur.lee@peelregion.ca>

Cc: Khan, Moin (MTO) <Moin.Khan@ontario.ca>

Subject: RE: Cawthra Rd - QEW to Eastgate Parkway

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All,

Attached is the updated MTO comments table, with new Electrical comments.

Regards,

Sabina

**Cawthra Road EA Public Information Centre
MTO Comments
November 2019**

Input Office	Cawthra PIC Submission	
	PIC 1 Submission MTO Comments	Halton Response
Environmental	Please provide all environmental reports for MTO's review and comment.	
P & D	The ministry requires a 3.5 m lane width within its right of way. The drawings currently indicate some lanes having widths less than 3.5 m.	
Drainage	Is Peel completing a Drainage and Stormwater Management study as part of Class EA as new impervious area may be proposed and there could be changes in existing drainage features and pattern.	
Structural	I did not see any mention of modifications to the Cawthra Road Underpass Bridge. If they propose any modifications to the bridge, let us know, and we will review it. Also note that the bridge was recently rehabilitated in Contract 2015-2017, with conversion to semi-integral abutments. At that time, I think there was no request/proposal for modifications/widening on the structure for active transportation.	
Traffic	Has Peel Region has completed an background traffic analysis for the Cawthra Rd Widening?	

Cawthra Road EA Public Information Centre

MTO Comments

November 2019

Electrical	<p>Based on the PIC plans, 403-Eastgate/Cawthra terminal traffic signals will be impacted due to proposed new right-turn lane. So far I see that only south east quadrant is being impacted. Looks like existing traffic signals are not AODA compliant, and seems like a good opportunity to upgrade to current standards. Though the upgrade is eligible only if 50% or more of the traffic signal infrastructure is impacted by rehab or reconstruction (traffic policy).</p> <p>Based on the PIC plans, the existing MTO electrical infrastructure at QEW Cawthra interchange will not be impacted by city or region's work.</p>	
------------	--	--

From: Merey, Sabina (MTO)
Sent: November-15-19 4:03 PM
To: Bubas, Sonya <sonya.bubas@peelregion.ca>; Lee, Arthur <arthur.lee@peelregion.ca>
Cc: Khan, Moin (MTO) <Moin.Khan@ontario.ca>
Subject: RE: Cawthra Rd - QEW to Eastgate Parkway

Hi Sonya and Arthur,

Attached please find a table summarizing MTO's comments. Could you please review the comments and provide responses in Column C?

We discussed most of these at our teleconference this week. The new comment relates to lane widths. At the QEW/Cawthra interchange, you are proposing lane widths on Cawthra that are less than 3.5 m. The ministry requires lane widths of at least 3.5 m. We can discuss this next week if you would like.

Regards,

Sabina

Sabina Mérey, P. Eng.

Senior Project Engineer
Peel Halton Section
Planning and Design
Ministry of Transportation of Ontario
4th Floor
159 Sir William Hearst Avenue
Toronto ON M3M 0B7

From: Bubas, Sonya <sonya.bubas@peelregion.ca>
Sent: December-19-19 3:45 PM
To: Merey, Sabina (MTO) <Sabina.Merey@ontario.ca>
Cc: Allan Ortlieb <Allan.Ortlieb@IBIGroup.com>; Laing, Rick <rick.laing@peelregion.ca>; Lee, Arthur <arthur.lee@peelregion.ca>
Subject: Cawthra Rd EA - Response to MTO Comments

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

Hi Sabina,

Thank you for the Ministry's comments on the Cawthra Road Class EA Study. Please find attached responses by the Project Team.

The current draft environmental and traffic/active transportation reports will be sent you under a separate email. We will follow-up with the Drainage and Stormwater Management Report at a later date.

Please let us know if the Ministry has any comments on the draft reports provided by **January 31**.

In addition to the attachments, and as a follow-up to our discussion, could you please confirm the following:

- Limits of the Ministry's jurisdiction on Cawthra Road within the Study Area, and
- Ministry lands within the Study Corridor that are managed by Infrastructure Ontario (to help confirm whether Infrastructure Ontario would have an interest in this project).

Regards,

Sonya Bubas, MCIP, RPP
Project Manager

From: Merey, Sabina (MTO) <Sabina.Merey@ontario.ca>
Sent: January 30, 2020 3:53 PM
To: Bubas, Sonya <sonya.bubas@peelregion.ca>
Cc: Allan Ortlieb <Allan.Ortlieb@IBIGroup.com>; Laing, Rick <rick.laing@peelregion.ca>; Lee, Arthur <arthur.lee@peelregion.ca>
Subject: RE: Cawthra Rd EA - Response to MTO Comments

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Hi Sonya,

The MTO Project Team reviewed the December 2019 submission and has some comments in the attached spreadsheet. Could you please have the comments reviewed and provide responses?

Thanks,

Sabina

From: Merey, Sabina (MTO) <Sabina.Merey@ontario.ca>
Sent: January 31, 2020 4:12 PM
To: Bubas, Sonya <sonya.bubas@peelregion.ca>
Cc: Allan Ortlieb <Allan.Ortlieb@IBIGroup.com>; Laing, Rick <Rick.Laing@peelregion.ca>; Lee, Arthur <arthur.lee@peelregion.ca>
Subject: RE: Cawthra Rd EA - Response to MTO Comments

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Hi Sonya,

Here is more information about the MTO bridge:

The QEW/Cawthra underpass structures (Site No. 24-191/1, 24-191/2) were constructed in 1979. The first rehab was completed in 2017 under contract 2015-2017. The anticipated next rehab cycle will be in 2043. The next replacement cycle will be approximately around 2060.

Please note that the proposed dates and scope of rehabilitation and replacement are subject to change based on the assessment of the condition of the structure through bi-annual inspection, highway future plans and available funding.

It was indicated in one of the report documents that Peel would like to implement full bike lanes potentially during the next rehab cycle, which would mean widening the bridge. From the above dates, that is likely not to happen until 2043 or if plans for QEW changes happen.

Sabina

From: Bubas, Sonya <sonya.bubas@peelregion.ca>
Sent: February-05-20 7:55 AM
To: Merey, Sabina (MTO) <Sabina.Merey@ontario.ca>
Cc: Allan Ortlieb <Allan.Ortlieb@IBIGroup.com>; Lee, Arthur <arthur.lee@peelregion.ca>; Banuri, Syeda <syeda.banuri@peelregion.ca>
Subject: RE: Cawthra Rd EA - Draft Drainage and SWM Report

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Hi Sabina,

Thank you for the Ministry's comments on our submission regarding the Cawthra Road Class EA. Attached is the Draft Drainage and Stormwater Management Report. Could the Ministry review and provide comments on this report by February 27?

Thanks,

Sonya Bubas, MCIP, RPP
Project Manager

From: Merey, Sabina (MTO) <Sabina.Merey@ontario.ca>
Sent: February 11, 2020 10:51 AM
To: Bubas, Sonya <sonya.bubas@peelregion.ca>
Cc: Allan Ortlieb <Allan.Ortlieb@IBIGroup.com>; Lee, Arthur <arthur.lee@peelregion.ca>; Banuri, Syeda <syeda.banuri@peelregion.ca>; Asif, Shahbaz (MTO) <Shahbaz.Asif@ontario.ca>
Subject: RE: Cawthra Rd EA - Draft Drainage and SWM Report

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Hi Sonya,

Here are our comments:

Underground storage is proposed within the road improvement areas making use of chamber system. Unconventional underground infiltration chambers are not considered in calculations as per MTO's policy. MTO does not consider underground storage provided by chamber system to be permanent in nature. Underground storages provided in maintenance holes, storm sewers, super pipes or storage tanks are permitted, as such storages are accessible through a maintenance hole and can be easily inspected for their continued functionality. If the Region plans to use chamber type of system, then they must undertake an evaluation of SWM system assuming that underground storage system is lost and the road improvements still meets the quantity control criteria and confirm that there is no impact on MTO's drainage system, if any.

Sabina

From: Lee, Arthur <arthur.lee@peelregion.ca>

Sent: March-02-20 9:20 AM

To: Merey, Sabina (MTO) <Sabina.Merey@ontario.ca>

Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>; Allan Ortlieb <Allan.Ortlieb@IBIGroup.com>; Banuri, Syeda <syeda.banuri@peelregion.ca>; Laing, Rick <rick.laing@peelregion.ca>

Subject: RE: Cawthra Rd EA - Draft Drainage and SWM Report

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

Hi Sabina,

Thank you for the comments that you've provided. I've attached Peel's responses to MTO's comments in the following email.

Regards,

Arthur Lee, P.Eng
Senior Designer

**Cawthra Road EA Public Information Centre
MTO Comments
November December 2019 Submissions**

Input Office	Cawthra PIC Submission			
	PIC 1 Submission MTO Comments	Peel Response	MTO Response	Peel Response
Environmental	Please provide all environmental reports for MTO's review and comment.	The following Draft Reports are attached: - Natural Environment - Tree Inventory and Preservation Plan - Cultural Heritage - Stage 1 Archaeological Assessment - Noise Analysis - Contamination Overview Study	No comments.	OK
P & D	The ministry requires a 3.5 m lane width within its right of way. The drawings currently indicate some lanes having widths less than 3.5 m.	The Region would like to transition to narrower lane widths on Cawthra Road using pavement markings. The traffic study for the EA identified excessive speeding along Cawthra Road (20km/h above the posted speed limit) and we have received comments from the Public who are concerned with speeding on Cawthra Road. Cawthra Road is posted at 50km/h and the proposed 3.35 – 3.50m lane widths fall within the recommended (3.0m – 3.7m) range outlined in the TAC guidelines (2017), specifically Table 4.2.3: Through Lane Widths – Urban Roadways. 3.35m lane widths also satisfy the condition of where buses and larger trucks are expected to regularly use the corridor regardless of the traffic volume.	Table 4.2.3 in the TAC manual is not used for MTO projects. Please refer to the MTO design supplement, Appendix 4, Exhibit 4-D. The minimum desirable lane width for undivided urban roads is 3.75 m although 3.5 m is acceptable.	The Region will consider maintaining the existing lane widths
Drainage	Is Peel completing a Drainage and Stormwater Management study as part of Class EA as new impervious area may be proposed and there could be changes in existing drainage features and pattern.	A Drainage and Stormwater Management Study is being completed as part of the Class EA.	When will this be provided to MTO? Underground storage is proposed within the road improvement areas making use of chamber system. Unconventional underground infiltration chambers are not considered in calculations as per MTO's policy. MTO does not consider underground storage provided by chamber system to be permanent in nature. Underground storages provided in maintenance holes, storm sewers, super pipes or storage tanks are permitted, as such storages are accessible through a maintenance hole and can be easily inspected for their continued functionality. If the Region plans to use chamber type of system, then they must undertake an evaluation of SWM system assuming that underground storage system is lost and the road improvements still meets the quantity control criteria and confirm that there is no impact on MTO's drainage system, if any.	Only catchment C2 is partially within the MTO ROW with LID improvements. The proposed underground storage chambers in the catchment C2 will provide approximately 57.4 m3 of storage to control the 100-year post development flow to the pre-development 100-year level. However, the storm sewers (proposed upsized and existing) located within the Catchment C2 will have approximately 69 m3 of volume available for the storage when flowing full. Therefore, if the underground storage system is lost, the proposed road improvements will still be able to meet the quantity control criteria and there will not be any impact to the MTO's drainage system. Region appreciates MTO's comments regarding the reliability of underground storage/infiltration systems in the long run. However, the Region of Peel as per its new Stormwater Design Criteria will be voluntarily implementing up to 27-28mm of infiltration within its' road ROW to help mitigate the impacts of Climate Change. Moving forward there will be a thorough O&M and monitoring program set up for all such LID facilities as part of the compliance and implementation process. In addition, the optimum LID/infiltration system to be used for this location will be further explored during the detailed design stage where MTO's input/feedback will be sought.
Structural	I did not see any mention of modifications to the Cawthra Road Underpass Bridge. If they propose any modifications to the bridge, let us know, and we will review it. Also note that the bridge was recently rehabilitated in Contract 2015-2017, with conversion to semi-integral abutments. At that time, I think there was no request/proposal for modifications/widening on the structure for active transportation.	No structural modifications are proposed to the QEW Bridge on Cawthra Road.	OK	OK
Traffic	Has Peel Region has completed an background traffic analysis for the Cawthra Rd Widening?	Traffic Analysis was completed for the EA on Cawthra R	Cawthra_Road_Traffic_Operations_Analysis_Final_Draft_June_2019.pdf was reviewed (comments below). Are there additional traffic documents?	No additional documents (synchro files available if required).
Electrical	Based on the PIC plans, 403-Eastgate/Cawthra terminal traffic signals will be impacted due to proposed new right-turn lane. So far I see that only south east quadrant is being impacted. Looks like existing traffic signals are not AODA compliant, and seems like a good opportunity to upgrade to current standards. Though the upgrade is eligible only if 50% or more of the traffic signal infrastructure is impacted by rehab or reconstruction (traffic policy). Based on the PIC plans, the existing MTO electrical infrastructure at QEW Cawthra interchange will not be impacted by city or region's work.	Comments noted and will be reviewed with the Region's Traffic Signals group.	OK.	Cawthra @ Hwy 403/Eastgate is under the jurisdiction of the MTO and any recommendations requested would have to be approved and funded by the Ministry.
Structural	Active Transportation Report, Page 12, under section 3.2: Please confirm if the proposed 1.0 m shoulder width for the short-term cycling plan on Cawthra road underpass overpass structure over QEW is sufficient as per MTO's Bikeway Design manual?			No changes as part of this study - short term plan of 1.0m edge line (however not designated as a bike lane) mentioned as a consideration only.
Structural	Active Transportation Report, Page 12, under section 3.2: Will the proposed short-term cycling plan be accommodated on the existing bridge platform or does this require a separate AT facility or potential widening?			No changes as part of this study
Structural	Active Transportation Report, Page 12, under section 3.2: Please confirm if there are any structural impacts and implications on the Cawthra road underpass with the proposed short-term and long-term cycling plan including but not limited to any load changes?			No changes as part of this study
Structural	Active Transportation Report, Page 12, under section 3.2: Will the changes in the lane width impact the live load analysis on the structure for the short-term cycling plan?			No changes as part of this study
Structural	Active Transportation Report, Page 12, under section 3.2: Please advise if there are any impacts on the existing barrier wall's height for the short term and long-term cycling plan?			No changes as part of this study
Structural	Active Transportation Report, Page 12, under section 3.2: Please confirm if the potential widening of the structure or separated AT facility were assessed for the long term AT accommodation over QEW structure.			No changes as part of this study. Any future options would be subject to further study and discussions with MTO.
Traffic	For the fully protected northbound left turn phase was proposed at Eastgate Parkway, was there a queue analysis completed for southbound off ramp?			Queue lengths (SBT and NBL) are outlined in Appendix D3 for recommended plan. Although expect slight reduction in SBT green time (to accommodate increase in NBL green time) impacts are expected to be minor. Minor impacts to operations are considered justified to improve safety, given collision history.
Traffic	In 2018, a southbound protected/permissive left turn phase was introduced at North Service Road. Please update the traffic analysis to reflect the new conditions.			Analysis based on 2016 data / signal timing provided by Region. SBL volumes are low (42 vehicles during 2031 AM and 60 vehicles during 2031 PM peak hours). Volumes and additional phase can be accommodated with minimal impact. Additional phase reduces NB thru green time and therefore further justifies need/benefit for the NB right turn being proposed.
Traffic	At the intersection of Cawthra/North Service Road with the proposed cross ride, it looks like the existing traffic signals are not AODA compliant. It would be a good opportunity to upgrade to current standards. Though the upgrade is eligible only if 50% or more of the traffic signal infrastructure is impacted by rehab or reconstruction (traffic policy).			The existing traffic signals (2 on the North side and 1 on the East side) and raised median would be relocated and adjusted in order to accommodate for the proposed cross ride and AODA requirements

From: Merey, Sabina (MTO) <Sabina.Merey@ontario.ca>

Sent: March 17, 2020 12:22 PM

To: Lee, Arthur <arthur.lee@peelregion.ca>

Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>; Allan Ortlieb <Allan.Ortlieb@IBIGroup.com>; Banuri, Syeda <Syeda.Banuri@peelregion.ca>; Laing, Rick <Rick.Laing@peelregion.ca>

Subject: RE: Cawthra Rd EA - Draft Drainage and SWM Report

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

Hi Arthur,

Attached please find our comments.

Regards,

Sabina

**Cawthra Road EA Public Information Centre
MTO Comments
November December 2019 Submissions**

Input Office	Cawthra PIC Submission				
	PIC 1 Submission MTO Comments	Peel Response	MTO Response	Peel Response	MTO Response
Environmental	Please provide all environmental reports for MTO's review and comment.	The following Draft Reports are attached: - Natural Environment - Tree Inventory and Preservation Plan - Cultural Heritage - Stage 1 Archaeological Assessment - Noise Analysis - Contamination Overview Study	No comments.	OK	N/A
P & D	The ministry requires a 3.5 m lane width within its right of way. The drawings currently indicate some lanes having widths less than 3.5 m.	The Region would like to transition to narrower lane widths on Cawthra Road using pavement markings. The traffic study for the EA identified excessive speeding along Cawthra Road (20km/h above the posted speed limit) and we have received comments from the Public who are concerned with speeding on Cawthra Road. Cawthra Road is posted at 50km/h and the proposed 3.35 – 3.50m lane widths fall within the recommended (3.0m – 3.7m) range outlined in the TAC guidelines (2017), specifically Table 4.2.3: Through Lane Widths – Urban Roadways. 3.35m lane widths also satisfy the condition of where buses and larger trucks are expected to regularly use the corridor regardless of the traffic volume.	Table 4.2.3 in the TAC manual is not used for MTO projects. Please refer to the MTO design supplement, Appendix 4, Exhibit 4-D. The minimum desirable lane width for undivided urban roads is 3.75 m although 3.5 m is acceptable.	The Region will consider maintaining the existing lane widths	OK
Drainage	Is Peel completing a Drainage and Stormwater Management study as part of Class EA as new impervious area may be proposed and there could be changes in existing drainage features and pattern.	A Drainage and Stormwater Management Study is being completed as part of the Class EA.	When will this be provided to MTO?	Only catchment C2 is partially within the MTO ROW with LID improvements. The proposed underground storage chambers in the catchment C2 will provide approximately 57.4 m3 of storage to control the 100-year post development flow to the pre-development 100-year level. However, the storm sewers (proposed upsized and existing) located within the Catchment C2 will have approximately 69 m3 of volume available for the storage when flowing full. Therefore, if the underground storage system is lost, the proposed road improvements will still be able to meet the quantity control criteria and there will not be any impact to the MTO's drainage system. Region appreciates MTO's comments regarding the reliability of underground storage/infiltration systems in the long run. However, the Region of Peel as per its new Stormwater Design Criteria will be voluntarily implementing up to 27-28mm of infiltration within its' road ROW to help mitigate the impacts of Climate Change. Moving forward there will be a thorough O&M and monitoring program set up for all such LID facilities as part of the compliance and implementation process. In addition, the optimum LID/infiltration system to be used for this location will be further explored during the detailed design stage where MTO's input/feedback will be sought.	No further comment for now. MTO shall review Drainage and Stormwater Management (SWM) Report when available. Please include Peel's response and calculations in the Drainage and SWM report.

**Cawthra Road EA Public Information Centre
MTO Comments
November December 2019 Submissions**

Input Office	Cawthra PIC Submission				
	PIC 1 Submission MTO Comments	Peel Response	MTO Response	Peel Response	MTO Response
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Traffic	Has Peel Region has completed a background traffic analysis for the Cawthra Rd Widening?	Traffic Analysis was completed for the EA on Cawthra R	Cawthra_Road_Traffic_Operations_Analysis_Final_Draft_June_2019.pdf was reviewed (comments below). Are there additional traffic documents?	No additional documents (synchro files available if required).	Could you please provide synchro files.
Electrical	Based on the PIC plans, 403-Eastgate/Cawthra terminal traffic signals will be impacted due to proposed new right-turn lane. So far I see that only south east quadrant is being impacted. Looks like existing traffic signals are not AODA compliant, and seems like a good opportunity to upgrade to current standards. Though the upgrade is eligible only if 50% or more of the traffic signal infrastructure is impacted by rehab or reconstruction (traffic policy). Based on the PIC plans, the existing MTO electrical infrastructure at QEW Cawthra interchange will not be impacted by city or region's work.	Comments noted and will be reviewed with the Region's Traffic Signals group.	OK.	Cawthra @ Hwy 403/Eastgate is under the jurisdiction of the MTO and any recommendations requested would have to be approved and funded by the Ministry.	
Structural	Active Transportation Report, Page 12, under section 3.2: Please confirm if the proposed 1.0 m shoulder width for the short-term cycling plan on Cawthra road underpass structure over QEW is sufficient as per MTO's Bikeway Design manual?			No changes as part of this study - short term plan of 1.0m edge line (however not designated as a bike lane) mentioned as a consideration only.	No Further comments for now.
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**Cawthra Road EA Public Information Centre
MTO Comments
November December 2019 Submissions**

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Structural	Active Transportation Report, Page 12, under section 3.2: Will the changes in the lane width impact the live load analysis on the structure for the short-term cycling plan?			No changes as part of this study	No Further comments for now. The short term plan may introduce minor live load changes resulting from lane shifts. Please consider carrying out structural evaluation and further consultation with MTO during the detail design phase to verify the minor changes in the live load does not impose any structural impacts on the Cawthra road structure.
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MTO Comments
November December 2019 Submissions**

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From: [Merey, Sabina \(MTO\)](#)
To: [Bubas, Sonya](#)
Cc: [Allan Ortlieb](#); [Laing, Rick](#); [Lee, Arthur](#)
Subject: RE: Cawthra Rd EA - Response to MTO Comments
Date: January 30, 2020 3:53:12 PM
Attachments: [image001.png](#)
[Cawthra EA - Response to Peel's Comments 2020-01-30.xlsx](#)

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Hi Sonya,

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Sabina

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Sent: December-19-19 3:45 PM
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Regards,

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

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

Brampton, ON L6T 4B9

905-791-7800 ext. 7801

84BE9F13



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**Cawthra Road EA Public Information Centre
MTO Comments
November December 2019 Submissions**

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**Cawthra Road EA Public Information Centre
MTO Comments
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Structural	Active Transportation Report, Page 12, under section 3.2: Please confirm if the proposed 1.0 m shoulder width for the short-term cycling plan on Cawthra road underpass structure over QEW is sufficient as per MTO's Bikeway Design manual?			
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**Cawthra Road EA Public Information Centre
MTO Comments
November December 2019 Submissions**

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Structural	Active Transportation Report, Page 12, under section 3.2: Will the changes in the lane width impact the live load analysis on the structure for the short-term cycling plan?			
Structural	Active Transportation Report, Page 12, under section 3.2: Please advise if there are any impacts on the existing barrier wall's height for the short term and long-term cycling plan?			
Structural	Active Transportation Report, Page 12, under section 3.2: Please confirm if the potential widening of the structure or separated AT facility were assessed for the long term AT accommodation over QEW structure.			
Traffic	For the fully protected northbound left turn phase was proposed at Eastgate Parkway, was there a queue analysis completed for southbound off ramp?			
Traffic	In 2018, a southbound protected/permissive left turn phase was introduced at North Service Road. Please update the traffic analysis to reflect the new conditions.			
Traffic	At the intersection of Cawthra/North Service Road with the proposed cross ride, it looks like the existing traffic signals are not AODA compliant. It would be a good opportunity to upgrade to current standards. Though the upgrade is eligible only if 50% or more of the traffic signal infrastructure is impacted by rehab or reconstruction (traffic policy).			

Lee, Arthur

Subject: FW: Cawthra Road Environmental Assessment (Queen Elizabeth Way to Eastgate Parkway) - Draft Project File Report

From: Merey, Sabina (MTO) <Sabina.Merey@ontario.ca>

Sent: July 28, 2020 12:15 PM

To: Bubas, Sonya <sonya.bubas@peelregion.ca>

Subject: RE: Cawthra Road Environmental Assessment (Queen Elizabeth Way to Eastgate Parkway) - Draft Project File Report

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Hi Sonya,

I am doing my best to get you comments by July 30 but might not have all of them. What is the absolute latest I can provide them to you?

Could you please facilitate updating Asha's email list (from her July 8 email) to include me?

Thanks,

Sabina

From: Khan, Moin (MTO) <Moin.Khan@ontario.ca>

Sent: July 8, 2020 4:11 PM

To: Merey, Sabina (MTO) <Sabina.Merey@ontario.ca>

Subject: FW: Cawthra Road Environmental Assessment (Queen Elizabeth Way to Eastgate Parkway) - Draft Project File Report

Hi Sabina

Further to the email below, please download the material and provide a briefing to me after your review. We may need to schedule a meeting with the SM for their endorsement if there will be any impact on MTO infrastructure by the Study recommendations.

Thanks

Moin

From: Saddi, Asha <asha.saddi@peelregion.ca>

Sent: July 8, 2020 3:55 PM

To: Noronha, Keith (IO) <Keith.Noronha@infrastructureontario.ca>; Myslicki, Lisa (IO)

<Lisa.Myslicki@infrastructureontario.ca>; McAllister, Aurora (MECP) <Aurora.McAllister@ontario.ca>; Jawaid, Maria (MNR) <Maria.Jawaid@ontario.ca>; Bell, Trevor (MECP) <Trevor.Bell@ontario.ca>; Khan, Moin (MTO)

<Moin.Khan@ontario.ca>; Merey, Sabina (MTO) <Sabina.Merey@ontario.ca>; jeremy.blair@mississauga.ca; Brooke Herczeg <Brooke.Herczeg@mississauga.ca>; Fred.Sandoval@mississauga.ca; Lin Rogers <Lin.Rogers@mississauga.ca>;

Matthew Sweet <Matthew.Sweet@mississauga.ca>; Alice.Ho@mississauga.ca; Kilis, Jakub <Jakub.Kilis@cvc.ca>;
Jacqueline Elias <Jacqueline.Elias@mississauga.ca>; Annette Lister <Annette.Lister@trca.ca>; peelplan@trca.ca;
'joel.lacombe@alecrautilities.com' <joel.lacombe@alecrautilities.com>; bell.moc@telecon.com;
ian.mitchell@hydroone.com; secondarylanduse@hydroone.com; 'edgar.henriquez@rci.rogers.com'
<edgar.henriquez@rci.rogers.com>; massimo.pavese@telus.com; cleo@tnpi.ca; Utility.circulations@zayo.com;
gt.moc@telecon.ca; 'bell.moc@netricom.com' <bell.moc@netricom.com>; 'edgar.henriquez@rci.rogers.com'
<edgar.henriquez@rci.rogers.com>; samir.patel@cogecodata.com; 'markups@enbridge.com'
<markups@enbridge.com>; mignacio@enersource.com; gt.moc@prestigetel.com; tpumarkup@hydroone.com
Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>
Subject: Cawthra Road Environmental Assessment (Queen Elizabeth Way to Eastgate Parkway) - Draft Project File Report

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Hi All,

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Please review the Draft PFR documents and forward your comments to me by no later than **Thursday, July 30**.

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Regards,

Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca



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Kelly (Ashwantie) Maraj, CAP, OM

Administrative Assistant to the Manager, Transportation

Infrastructure Programming & Studies

Region of Peel, 10 Peel Centre Dr., Suite B, 4th Floor

Brampton, ON L6T 4B9

905-791-7800 ext. 7831



Lee, Arthur

From: Merrey, Sabina (MTO) <Sabina.Merrey@ontario.ca>
Sent: July 31, 2020 10:14 AM
To: Bubas, Sonya; Saddi, Asha
Subject: RE: Cawthra Road Environmental Assessment (Queen Elizabeth Way to Eastgate Parkway) - Draft Project File Report
Attachments: Cawthra EA - MTO Comments 2020-07-31.xlsx

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

Hi Sonya and Asha,

Attached please find a table with MTO's comments on this submission. Could you please facilitate their review and provide a response to each of them in the "Peel Response" column? Please let me know if you need anything further.

Regards,

Sabina

Sabina Mérey, P. Eng.

Senior Project Engineer
Peel Halton Section
Planning and Design
Ministry of Transportation
4th Floor
159 Sir William Hearst Avenue
Toronto ON M3M 0B7

Phone: 416-235-4876

From: Khan, Moin (MTO) <Moin.Khan@ontario.ca>
Sent: July 8, 2020 4:11 PM
To: Merrey, Sabina (MTO) <Sabina.Merrey@ontario.ca>
Subject: FW: Cawthra Road Environmental Assessment (Queen Elizabeth Way to Eastgate Parkway) - Draft Project File Report

Hi Sabina

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From: Saddi, Asha <asha.saddi@peelregion.ca>

Sent: July 8, 2020 3:55 PM

To: Noronha, Keith (IO) <Keith.Noronha@infrastructureontario.ca>; Myslicki, Lisa (IO)

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<Moin.Khan@ontario.ca>; Merey, Sabina (MTO) <Sabina.Merey@ontario.ca>; jeremy.blair@mississauga.ca; Brooke

Herczeg <Brooke.Herczeg@mississauga.ca>; Fred.Sandoval@mississauga.ca; Lin Rogers <Lin.Rogers@mississauga.ca>;

Matthew Sweet <Matthew.Sweet@mississauga.ca>; Alice.Ho@mississauga.ca; Kilis, Jakub <Jakub.Kilis@cvc.ca>;

Jacqueline Elias <Jacqueline.Elias@mississauga.ca>; Annette Lister <Annette.Lister@trca.ca>; peelplan@trca.ca;

'joel.lacombe@alecrautilities.com' <joel.lacombe@alecrautilities.com>; bell.moc@telecon.com;

ian.mitchell@hydroone.com; secondarylanduse@hydroone.com; 'edgar.henriquez@rci.rogers.com'

<edgar.henriquez@rci.rogers.com>; massimo.pavese@telus.com; cleo@tnpi.ca; Utility.circulations@zayo.com;

gt.moc@telecon.ca; 'bell.moc@netricom.com' <bell.moc@netricom.com>; 'edgar.henriquez@rci.rogers.com'

<edgar.henriquez@rci.rogers.com>; samir.patel@cogecodata.com; 'markups@enbridge.com'

<markups@enbridge.com>; mignacio@enersource.com; gt.moc@prestigetel.com; tpumarkup@hydroone.com

Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>

Subject: Cawthra Road Environmental Assessment (Queen Elizabeth Way to Eastgate Parkway) - Draft Project File Report

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Regards,

Asha Saddi, BA(Hons), PMP

Technical Analyst, Infrastructure Programming & Studies

Transportation Division

Public Works, Region of Peel

Tel: 905-791-7800 x7794

Fax: 905-791-1442

Asha.Saddi@peelregion.ca



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Kelly (Ashwantie) Maraj, CAP, OM

Administrative Assistant to the Manager, Transportation

Infrastructure Programming & Studies

Region of Peel, 10 Peel Centre Dr., Suite B, 4th Floor

Brampton, ON L6T 4B9

905-791-7800 ext. 7831



**Cawthra Road Draft EA
MTO Comments
July 2020 Submission**

Comment ID	Input Office	Comments	Peel Response
1	Highways	Page 10 indicates that Cawthra Road is a "major Road" under the Peel Official plan, but Page 1 indicates that Cawthra is a "minor arterial road". Please clarify.	
2	Highways	Page 59, Table 12 (Technical Road Design Criteria) does not reference the MTO TAC Design Supplement. Please clarify.	
3	Highways	Page 60, Table 13 (Technical Design Criteria for Pedestrians and Cycling Facilities) does not reference the MTO TAC Design Supplement or the MTO Bikeways Manual.	
4	Electrical	The PFR says the MTO traffic signal impacts will be evaluated during detail design. No further comments.	
5	Drainage	The final stormwater management report is to be signed and stamped by a P. Eng.	
6	Geotechnical	Work at the QEW seems to be limited to rehabilitation of the road within our right of way and realignment of sidewalk and construct MUT.	
7	Geotechnical	Work at Hwy 403/ Eastgate Parkway which we own seems more involved with consideration for designated left turn lane and MUTs.	
8	Geotechnical	The Pavement Design Report prepared by Terraprobe Inc. was reviewed. Will a detailed Pavement Design Report will be completed at a later date? This draft does not meet or address the Ministry's needs. MTO would need to see rehabilitation for existing pavement carried out to 15 years service life new construction carried out to a 20 year service life. The existing report carries the design to 5, 10 and 15 years. MTO utilizes Superpave mix types the report references Marshall mix types.	
9	Geotechnical	MTO Geotech would need to see that the investigation follows our field guidelines.	
10	Geotechnical	There is pavement widening within the vicinity of the QEW at both the North and South Service Roads. This widening is to accommodate a right turn lane both north and south bound. According to our ETR plate #81 QEW TR17 updated 2019 06 this widening is taking place in land assumed but not designated, so we would need to see a proper pavement investigation and recommendations at a later date.	
11	Geotechnical	There is pavement widening and rehabilitation of Cawthra Road in the vicinity of Hwy 403 and Eastgate Parkway. This widening is to accommodate a 100m right turn lane onto Eastgate Parkway. According to our ETR plate #81 403 TR06 updated 2020, 05 this work is taking place within our right of way. Cawthra Road itself and Eastgate Parkway are within our right of way from just south of Meadows to Hwy 403, so we would need to see a proper pavement investigation and recommendations at a later date.	
12	Structural	The only remaining comment that I have for the submission is for the safety concern for cyclist using the proposed shoulder width of 0.75 m to 1.0 m over the QEW structure. Based on the MTO Bikeway Design Manual, a minimum of 1.5 m standard shoulder width is required for cyclists. Considering the operating speed of 70 km/hr and only a 0.75 m to 1 m shoulder width, it will impose high safety concern risks for cyclists. With a limited shoulder width for cyclist, there will be a higher tendency to use the existing sidewalk for cycling. The existing barrier wall heights next to the sidewalks are 1.05 m and do not meet the cyclist barrier height of 1.37 m as per chapter 12 of CHBDC.	

**Cawthra Road Draft EA
MTO Comments
July 2020 Submission**

Comment ID	Input Office	Comments	Peel Response
13	Structural	As per previous responses, Peel confirmed that there is currently no proposed modification on the barrier wall. Therefore due the insufficient barrier heights, as per CHBDC and associated safety concerns, no cyclist will be permitted to use the sidewalks over the QEW/Cawthra structure and it is highly recommend to add signage in advance of the structure to clearly define the cycling route in order to avoid cyclists using the sidewalk. I recommend that the safety concerns for the proposed alternative associated with cycling transition over the QEW and Cawthra structure be reviewed and assessed.	
14	Traffic	During the detailed design phase, MTO will be required to be notified of any changes to our intersections as Traffic Signal drawings (PHM 125) will have to be updated.	
15	Traffic	Generally we request our lane widths to be a minimum of 3.5 meters within our ROW.	
16	Traffic	The curb/trail be extended at the South-West corner to accommodate the crosswalk.	
17	Corridor	MTO's permits will be required for all works proposed within our permit control limits (up to 800 m from MTO's property line).	
18	Corridor	MTO's minimum setback requirements are 14.0 m from the ultimate Highway ROW.	

From: [Meray, Sabina \(MTO\)](#)
To: [Lee, Arthur](#)
Cc: [Bubas, Sonya](#); [Saddi, Asha](#)
Subject: RE: Cawthra Road Environmental Assessment (Queen Elizabeth Way to Eastgate Parkway) - Draft Project File Report
Date: October 15, 2020 2:01:47 PM

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Hi Arthur,

Please see MTO's comments below.

Please let me know if you need any additional information.

Regards,

Sabina

From: Lee, Arthur <arthur.lee@peelregion.ca>
Sent: October 14, 2020 5:06 PM
To: Meray, Sabina (MTO) <Sabina.Meray@ontario.ca>
Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>; Saddi, Asha <asha.saddi@peelregion.ca>
Subject: RE: Cawthra Road Environmental Assessment (Queen Elizabeth Way to Eastgate Parkway) - Draft Project File Report

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Hi Sabina,

Hope you are doing well.
Sorry for the delayed response, we are still working on some of the responses. In the meantime, I do have two items from the MTO list that needs to be clarified:

Comment ID	Input Office	MTO Comment	Peel Response	MTO Response
7	Geotechnical	Work at Hwy 403/ Eastgate Parkway which we own seems more involved with consideration for designated left turn lane and MUTs.	Please clarify this comment or provide more information	Please disregard that comment and note that a Pavement Investigation will be required during Detail Design.

And

Comment ID	Input Office	MTO Comment	Peel Response	MTO Response
16	Traffic	The curb/trail be extended at the South-West corner to accommodate the crosswalk.	Please specify which intersection	Cawthra Road and North Service Road

Do you think you could provide some more information on these two?

Regards,

Arthur Lee, P.Eng
Senior Designer
Infrastructure Programming and Studies, Transportation
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800, ext. 7872

From: Meray, Sabina (MTO) <Sabina.Meray@ontario.ca>
Sent: October 7, 2020 10:01 AM
To: Bubas, Sonya <sonya.bubas@peelregion.ca>; Saddi, Asha <asha.saddi@peelregion.ca>
Subject: RE: Cawthra Road Environmental Assessment (Queen Elizabeth Way to Eastgate Parkway) - Draft Project File Report

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Hi Sonya and Asha,

Could you please provide an update on this? When will Peel's responses be provided to MTO?

Thanks,

Sabina

From: Meray, Sabina (MTO)
Sent: July 31, 2020 10:14 AM
To: Bubas, Sonya <sonya.bubas@peelregion.ca>; Saddi, Asha <asha.saddi@peelregion.ca>
Subject: RE: Cawthra Road Environmental Assessment (Queen Elizabeth Way to Eastgate Parkway) - Draft Project File Report

Hi Sonya and Asha,

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Regards,

Sabina

Sabina Mérey, P. Eng.
Senior Project Engineer
Peel Halton Section
Planning and Design
Ministry of Transportation
4th Floor
159 Sir William Hearst Avenue
Toronto ON M3M 0B7
Phone: 416-235-4876

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Sent: July 8, 2020 4:11 PM
To: Meray, Sabina (MTO) <Sabina.Meray@ontario.ca>
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Moïn

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Sent: July 8, 2020 3:55 PM
To: Noronha, Keith (O) <Keith.Noronha@infrastructureontario.ca>; Myslicki, Lisa (O) <Lisa.Myslicki@infrastructureontario.ca>; McAllister, Aurora (MECP) <Aurora.McAllister@ontario.ca>; Jawaid, Maria (MNR) <Maria.Jawaid@ontario.ca>; Bell, Trevor (MECP) <Trevor.Bell@ontario.ca>; Khan, Moïn (MTO) <Moïn.Khan@ontario.ca>; Meray, Sabina (MTO) <Sabina.Meray@ontario.ca>; Jasany, Jitendra <Jitendra.Jasany@mississauga.ca>; Brooker, Henneeg <Brooker.Henneeg@mississauga.ca>; East, Sandhya <Sandhya.East@mississauga.ca>; Lin, Rogers <Lin.Rogers@mississauga.ca>; Matthew Sweet <Matthew.Sweet@mississauga.ca>; Alice Ho <Alice.Ho@mississauga.ca>; Kilis, Jakub <Jakub.Kilis@ovc.ca>; Jacqueline Elias <Jacqueline.Elias@mississauga.ca>; Annette Lister <Annette.Lister@trca.ca>; peelpjan@trca.ca; joel.lacombe@electrautilities.com; joel.lacombe@electrautilities.com; bell.moc@trecon.com; jan.mitchell@hydroone.com; secondarylanduse@hydroone.com; edgar.henriquez@rci.rogers.com; sedgar.henriquez@rci.rogers.com; massimo.pavesi@telus.com; dlee@trni.ca; Utility.circulations@rayo.com; gt.moc@trecon.ca; bell.moc@netricom.com; bell.moc@netricom.com; edgar.henriquez@rci.rogers.com; sedgar.henriquez@rci.rogers.com; samir.patel@ogscodata.com; markups@enbridge.com; markups@enbridge.com; miguel@enersource.com; gt.moc@prestigetel.com; tpumarup@hydroone.com
Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>
Subject: Cawthra Road Environmental Assessment (Queen Elizabeth Way to Eastgate Parkway) - Draft Project File Report

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Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca



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Infrastructure Programming & Studies
Region of Peel, 10 Peel Centre Dr., Suite B, 4th Floor
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TECHNICAL ADVISORY COMMITTEE

Welcome



Cawthra Road Improvements Queen Elizabeth Way (QEW) to Eastgate Parkway Environmental Assessment (EA)



Public Information Centre (PIC)
November 27, 2019

Please sign in...

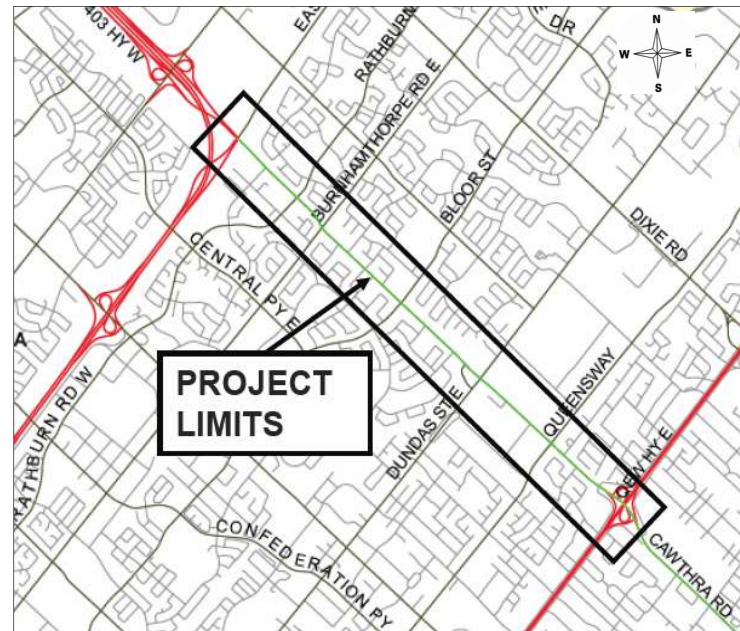
Study Area



Cawthra Road from QEW to Eastgate Parkway, Mississauga (approximately 5.1km)

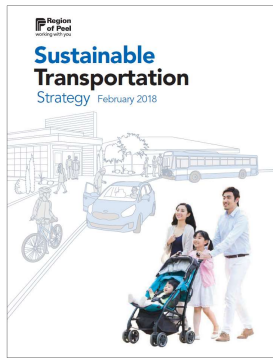
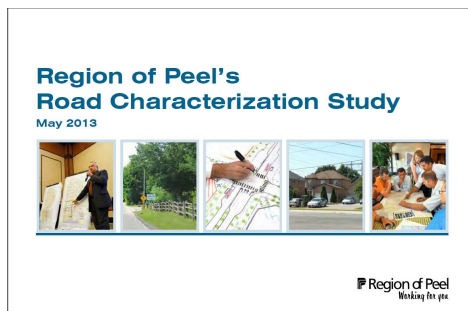
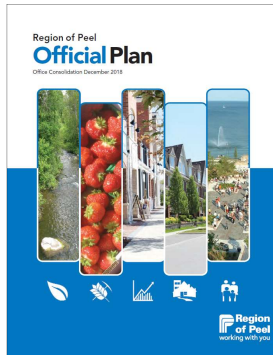
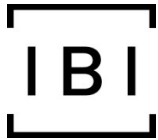


- North-South Minor Regional Road 17
- 4 travel lanes (2 in each direction), plus additional southbound lane from The Queensway to QEW
- 50 km/h posted speed limit
- Goods movement corridor with trucks restricted from 7PM to 7AM
- Grade separated at Canadian Pacific (CP) Rail and Dundas Street crossings with retaining walls
- Interchanges with QEW and Highway 403 under Provincial jurisdiction



- Adjacent residential land use with exception of employment between The Queensway and Dundas Street
- Sidewalks on both sides from QEW to Burnhamthorpe Road
- Multi-use Trail on west side from Burnhamthorpe Road to Eastgate Parkway
- Partial municipal transit route
- Water and wastewater infrastructure
- Hydro, gas, cable, and phone utilities

Why Improve Cawthra Road?



(1) Meet goals and objectives for multi-modal transportation design

Region of Peel Long Range Transportation Plan Update (2019)

- 50% sustainable transportation mode share by 2041 (walk, cycle, transit, carpool)
- Subject to widening from 4 to 6 lanes from QEW to The Queensway

(2) Maximize use and capacity of road right-of-way

Region of Peel Road Characterization Study (2013)

- Industrial Connector from QEW to Dundas Street
- Suburban Connector from Dundas Street to Eastgate Parkway

Strategic Goods Movement Network Study (2013)

- Primary Truck Route south of Dundas Street
- Connector Truck Route north of Dundas Street

Region of Peel Sustainable Transportation Strategy (2018)

- Part of Regional pedestrian and cyclist network
- Active transportation improvements to the corridor

**50%
sustainable
transportation
mode share
by 2041**

(3) Improve operations and safety within road corridor for all users

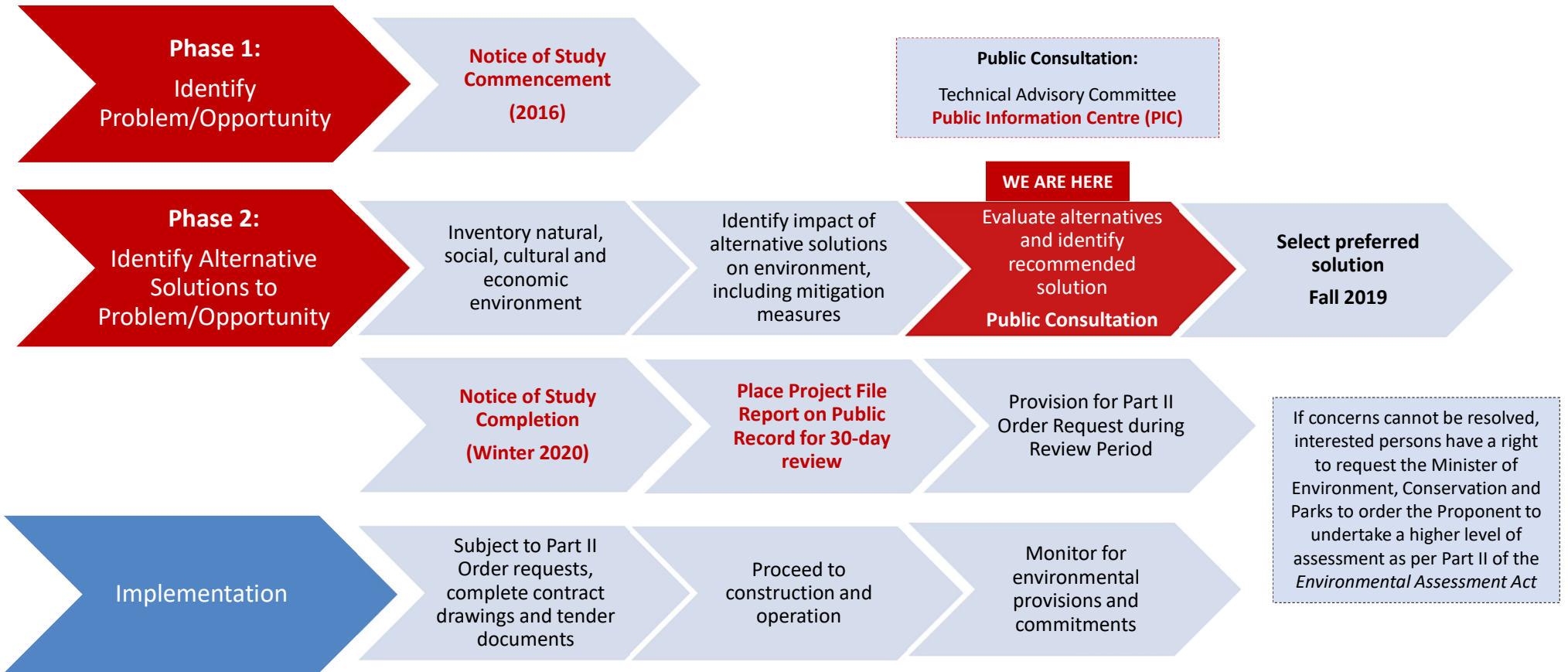
Region of Peel Cawthra Road Pre-EA Feasibility Study (2015)

- Shift road alignment to the west adjacent to Mount Peace Cemetery
- Maintain 4 lanes with centre turn-lane in sections and intersection improvements
- Add on-road bicycle and/or boulevard multi-use facilities

EA Process



This Study follows **Phases 1 and 2** of the **Municipal Class Environmental Assessment for Schedule B projects**



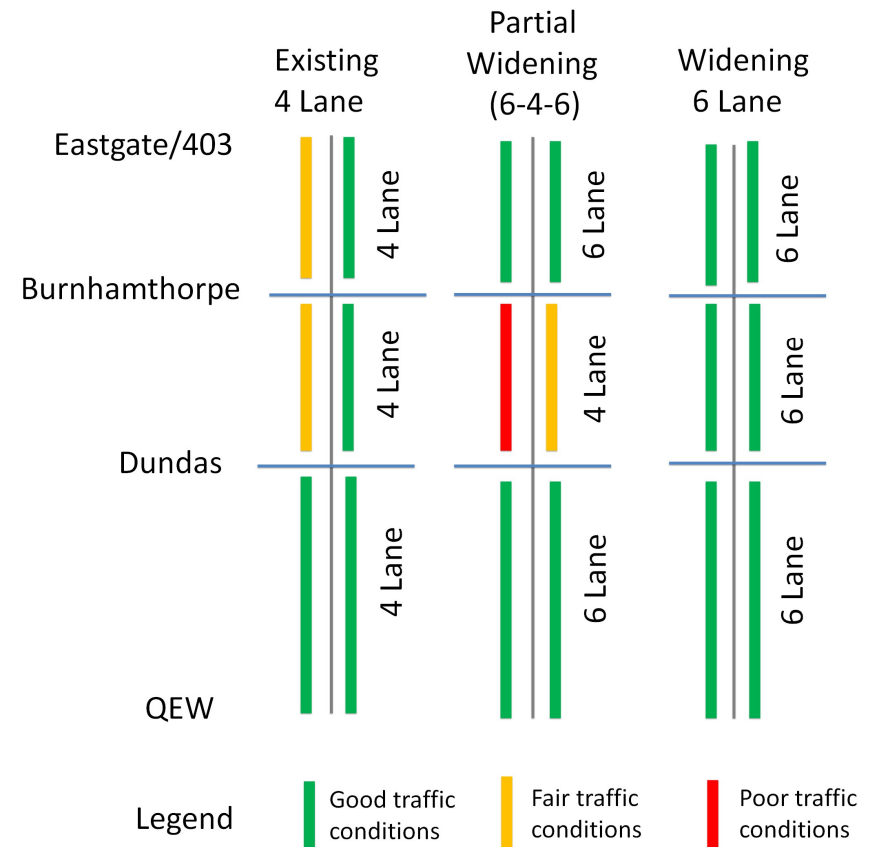
(Municipal Engineers Association, last amended in 2015)

Traffic Conditions



- Traffic volumes are expected to increase to 2031.
- The current 4 lanes will approach capacity; however operational and safety benefits can be realized through local intersection improvements.
- Partial widening to 6 lanes will increase demands and worsen operations within the central section.
- Widening to 6 lanes throughout will improve traffic operations, however is not feasible within central section due to property constraints.

2031 Traffic Conditions

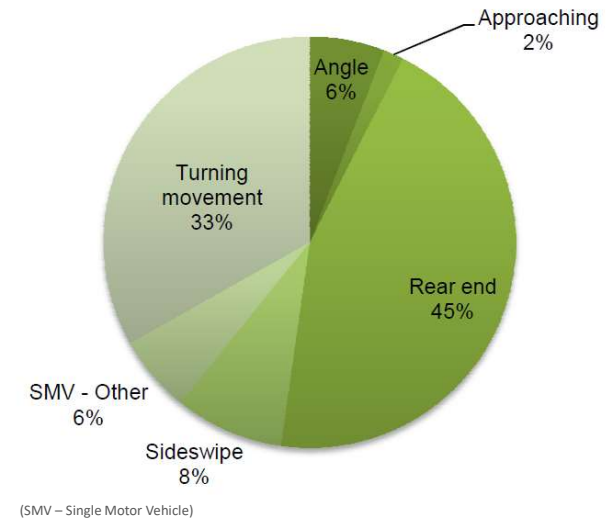


Future Traffic Conditions at Intersections

By 2031, up to 6 of the 13 signalized intersections within the corridor will experience poor traffic conditions:

- Eastgate Parkway (AM and PM peak),
- Rathburn Road (PM peak),
- Burnhamthorpe Road (AM and PM peak),
- Bloor Street (AM and PM peak),
- The Queensway (PM peak),
- North Service Road (PM peak), and
- South Service Road (AM peak).

Type of Collisions



Traffic Safety Considerations

- Excessive speeding (i.e. 20 km/h above the posted speed limit).
- Majority of collisions are rear-end and turning movement type, with the highest number at Eastgate Parkway, Burnhamthorpe Road, Bloor Street, and The Queensway, which could benefit from intersection improvements such as adding dual left and right turn lanes.
- Midblock collisions remain relatively low with the exception of immediately south of Burnhamthorpe Road and north of The Queensway.

Problem and Opportunity



Problems

- No cycling facilities other than the multi-use trail between Burnhamthorpe Road and Eastgate Parkway.
- Traffic congestion at major intersections.
- Excessive speeding along the corridor.
- Frequency of collisions associated with left turning conflicts at major intersections and commercial entrances.

Opportunities

- Provide additional separation from motor vehicle traffic thus increasing comfort of cyclists riding in heavy traffic.
- Improve traffic operations and safety at pedestrian crossings.
- Narrow lane widths to reduce speeds.
- Provide fully protected left turn phasing to address safety concerns, or consider left turn restrictions.

Alternative Solutions



1

Do nothing

No improvements to Cawthra Road

2

Widen road for additional traffic volume

Widen road from 4 to 6 lanes for additional through traffic to accommodate growth

3

Improve corridor operations & safety

Design corridor to all modes of transportation, including walking, cycling, taking transit, carpooling and driving; and narrow lane widths to reduce speeding

4

Improve intersection operations & safety

- Remove or replace channelized islands with smart channels or traditional right-turn lanes (see examples)
- Add dual left turns and exclusive right-turn lanes
- Adjust and re-evaluate turning lane storage
- Provide fully protected signal phasing
- Improve pavement markings and signage

Examples
(Alternative 4):



Channelized Island



Right-Turn Lane

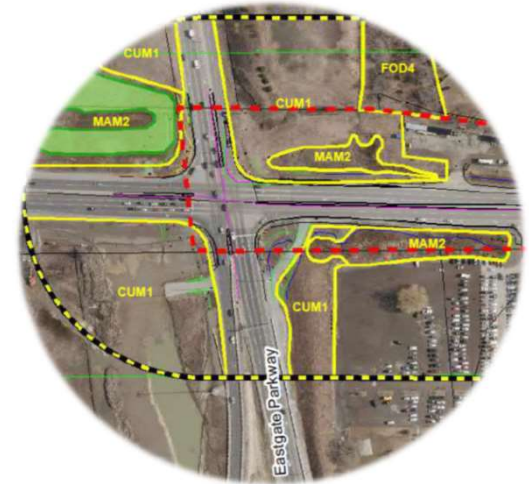


Smart Channel

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Natural Heritage Resources

- Field investigations were conducted in Fall of 2018 and Spring/Summer 2019, including breeding bird and amphibian surveys (failed to detect calling anurans).
- No aquatic features (e.g. watercourses) having potential fish habitat.
- Areas of significance include:
 - Cultural meadow and Common Reed dominated marshes, immediately south of Eastgate Parkway; and
 - Cawthra Woods immediately south of the study area is a regional Area of Natural and Scientific Interest (ANSI) and Provincially Significant Wetland (PSW). Wetlands used by Jefferson Salamander (Endangered Species).
- No impacts are anticipated to Cawthra Woods or PSW.
- No negative impacts to the ecological form and function of marsh lands are anticipated.



Existing Cultural Meadows / Marshes



Tree Inventory and Protection



Tree Inventory and Protection Plan

- Tree inventory and health assessment was completed in October 2018; including all trees 10 cm diameter at breast height (DBH) or greater within the existing right-of-way.
- 330 trees were assessed.
- 31 tree species identified, Norway Maple was the most abundant.
- Identified 106 trees within 10m of limit of disturbance, of which 58 expected to require removal. Of the 58 trees to be removed, 14 are on the west side of Cawthra Road and 44 are on the east side.
- In keeping with Mississauga Tree Protection By-law, a minimum of 60 replacement trees are to be provided. Replacement trees are to be same species except for non-native trees.



Existing Boulevard Trees





Archaeological Assessment

- Stage 1 Archaeological Assessment undertaken in Fall 2018.
- Corridor retains no or low archaeological potential due to previous extensive disturbance, with the exception of the strip of land immediately north of the Dixie Union Cemetery.
- Although not anticipated at this time, should underground works encroach within 10 metres of the Dixie Union Cemetery, a Stage 3 investigation will be required.

Cultural Heritage Assessment

Four (4) properties within the study area are recognized as cultural heritage resources on the City of Mississauga Heritage Register:

- Dixie Presbyterian Church
- St. Mary's Ukrainian Catholic Church
- Dixie Union Cemetery and Chapel
- Mount Pleasant Cemetery

Two additional municipally designated properties, adjacent to the study corridor include: Cawthra Estate and Cherry Hill.

None of the above properties will be directly impacted by the proposed improvements.

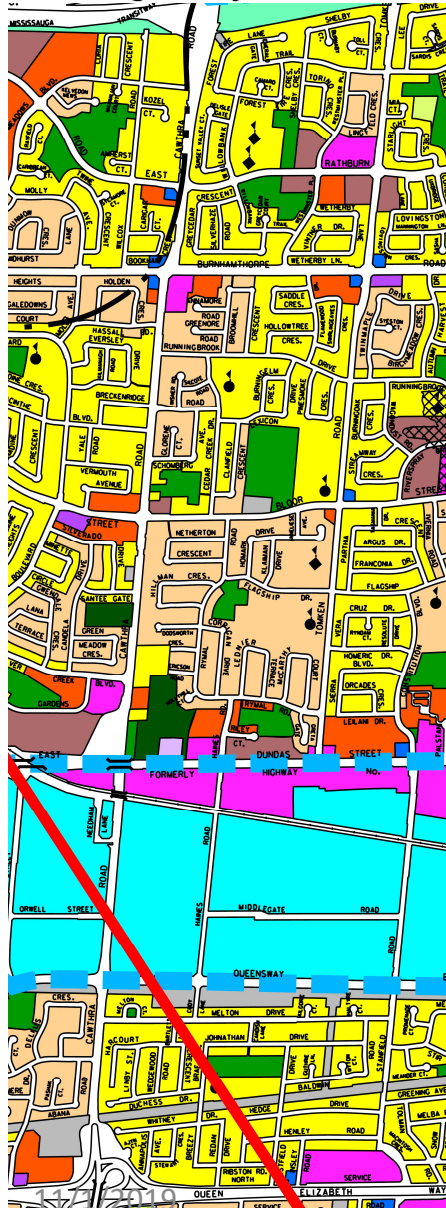
One residential property at 3317 Cawthra Road is expected to be directly impacted and is identified to have some heritage value or interest, however it is not recognized as heritage property by the City.

Designated Land Use



**City of Mississauga
Official Plan (2018)**

**Region of Peel
Official Plan (2018)**



LAND USE DESIGNATIONS

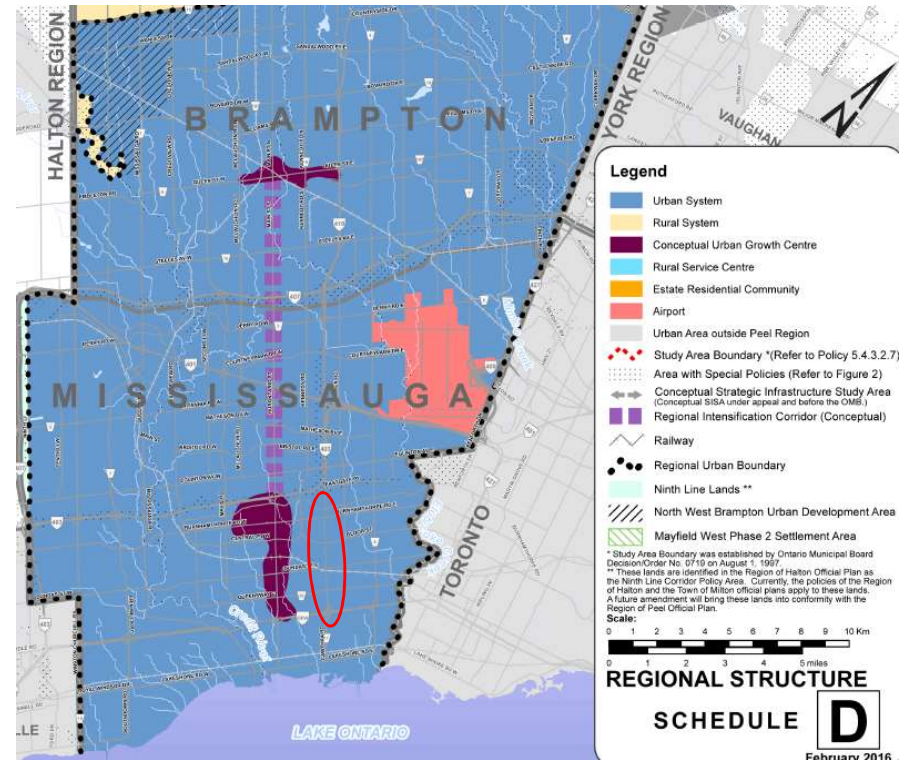
- | | |
|----------------------------|-----------------------|
| Residential Low Density I | Airport |
| Residential Low Density II | Institutional |
| Residential Medium Density | Public Open Space |
| Residential High Density | Private Open Space |
| Mixed Use | Greenlands |
| Convenience Commercial | Parkway Belt West |
| Motor Vehicle Commercial | Utility |
| Office | Special Waterfront |
| Business Employment | Partial Approval Area |
| Industrial | |

BASE MAP INFORMATION

- | | |
|---|------------------------------|
| Heritage Conservation District | Civic Centre (City Hall) |
| 1996 NEP/2000 NEF Composite Noise Contours | City Centre/Transit Terminal |
| LBPIA Operating Area Boundary See Aircraft Noise Policies | GO Rail Transit Station |
| Area Exempt from LBPIA Operating Area | Public School |
| Natural Hazards | Catholic School |
| | Hospital |
| | Community Facilities |

City Structure

- | | |
|----------------|----------------------|
| Downtown | Corporate Centre |
| Major Node | Employment Area |
| Community Node | Special Purpose Area |
| Neighbourhood | |



- Legend**
- Urban System
 - Rural System
 - Conceptual Urban Growth Centre
 - Rural Service Centre
 - Estate Residential Community
 - Airport
 - Urban Area outside Peel Region
 - Study Area Boundary *(Refer to Policy 5.4.3.2.7)
 - Area with Special Policies (Refer to Figure 2)
 - Conceptual Strategic Infrastructure Study Area (Conceptual SISA under appeal and before the OMB.)
 - Regional Intensification Corridor (Conceptual)
 - Railway
 - Regional Urban Boundary
 - Ninth Line Lands **
 - North West Brampton Urban Development Area
 - Mayfield West Phase 2 Settlement Area
- * Study Area Boundary was established by Ontario Municipal Board Decision Order No. 0719 on August 1, 1997.
** These lands are identified in the Region of Halton Official Plan as the Ninth Line Corridor Policy Area. Currently, the policies of the Region of Halton and the Town of Milton official plans apply to these lands. A future amendment will bring these lands into conformity with the Region of Peel Official Plan.
- Scale:
0 1 2 3 4 5 6 7 8 9 10 Km
0 1 2 3 4 5 miles
- REGIONAL STRUCTURE
SCHEDULE D**
- February 2016

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Phase 2: Environmental Inventory

Inventory of existing noise walls and fences:

- Approximately 820 m of private noise walls;
- Approximately 1,840 m of Regional noise walls;
- Approximately 160 m of privacy fences
(not considered to effectively reduce noise)



Existing Noise Walls

Noise Mitigation Requirements

Based on the Region of Peel Noise Attenuation Policy W30-04 and noise analysis completed as part of this study, it is recommended that noise walls be provided at the limits of the Cawthra Road right-of-way for those residential properties backing onto Cawthra Road within the study area (location to be verified as part of detail design).

Soil and Pavement Condition



Contamination Site Screening

- Contamination Overview Study (COS) completed along the corridor identified 20 potential contaminating activities (PCAs) associated with adjacent commercial and industrial operations within the study area.
- Environmental Site Assessments including soil and ground water investigations are to be undertaken during detailed design, where required to investigate the potential impacts caused by surrounding land uses identified as high risk.



Pavement Condition

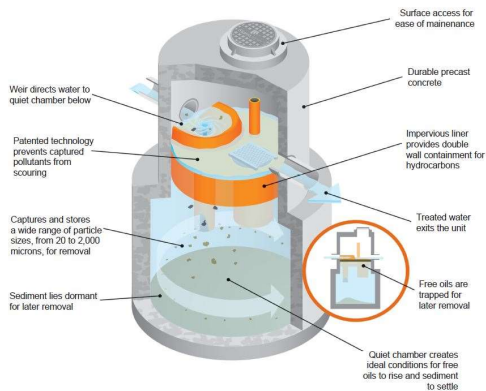
- Generally the existing pavement is in good condition, however shows some signs of deterioration (i.e. spalling and cracking).
- From QEW to north of Dundas Street, remove and repave existing asphalt.
- North of Dundas Street, replace full depth asphalt (to be confirmed during detailed design).

Existing Conditions

- Existing drainage infrastructure consists of roadside curbs, stormwater drains and sewers, with limited ditching present at the north end of the project.
- No watercourse crossings exist within the study area.
- All outlets within the study area discharge into existing municipal storm sewers which convey runoff westerly, ultimately discharging into Cooksville Creek.
- Several sections of the existing storm sewer are deficient in capacity and require replacement and upsizing, in addition to sections requiring replacement due to structural deficiencies (identified through a Closed Circuit Television (CCTV) inspection).

Proposed Conditions

- Existing drainage patterns will be maintained.
- Water quantity control will be implemented (i.e. low impact development techniques such as permeable paving on walkways and cycle tracks, and/or infiltration chambers).
- Water quality treatment will be provided using Oil/Grit Separator (OGS) units, underground infiltration chambers, and existing roadside ditches.
- Existing storm sewers that are in poor condition will be replaced.



Oil/Grit Separator (OGS)

Evaluation Criteria



Criteria	Indicator
Transportation	<p>Ability to address problem and opportunity</p> <p>Consistent with municipal planning policies and plans (Peel and Mississauga Official Plans, Long Range Transportation Plans (LRTPs), and Active Transportation Plans)</p>
Natural Environment	<p>Potential impact on natural heritage features</p> <p>Potential opportunity to adapt to or mitigate effects of climate change (Reduce Greenhouse Gas (GHG) emissions, Incorporate Low Impact Development (LID) in stormwater management)</p>
Social Environment	<p>Compatible with existing and planned future land uses, including property impact</p> <p>Promotes healthy, age-friendly and accessible environments</p> <p>Potential noise impacts</p>
Cultural Environment	<p>Potential impact on built heritage and cultural heritage landscapes</p> <p>Potential impact on archaeological resources</p>
Economic Environment	<p>Consistent with Region of Peel Goods Movement Strategic Network</p> <p>Supports economic sustainability, including access to businesses</p> <p>Anticipated cost within financing capacity of the Region of Peel</p>
Engineering Environment	<p>Potential impact on drainage and stormwater management</p> <p>Potential impact on soils and pavement structure</p> <p>Potential impact on utilities and municipal water/wastewater infrastructure</p>

Assessment of Alternative Solutions



Environmental Criteria / Indicator	(1) Do Nothing	(2) Widen road for additional lanes	(3) Improve corridor operations & safety	(4) Improve intersection operations & safety
Transportation				
Ability to address problem and opportunity	- Does not address problem and opportunity	+ Does address problem and opportunity in combination with other alternatives, however introduces constraints on the ability to accommodate active transportation facilities	+ Does address problem and opportunity in combination with other alternatives	+ Does address problem and opportunity in combination with other alternatives
Consistent with municipal planning policies and plans	- No action to meet goals and objectives of municipal planning policies and plans	+ Partially consistent with Regional LRTP Update (2019) which shows widening to 6 lanes between QEW and The Queensway by 2041	+ Consistent in combination with other alternatives	+ Consistent in combination with other alternatives
Engineering				
Potential impact on drainage and stormwater management	+ No impact	- Greatest impact of alternatives (relative to Do Nothing) due to introduction of largest impervious area	- Moderate impact in comparison to widening alternative (relative to Do Nothing) due to reduction of impervious area	- Moderate impact in comparison to widening alternative (relative to Do Nothing) due to reduction of impervious area
Potential impact on soils and pavement structure	+ No impact	- Greatest impact of alternatives (relative to Do Nothing) due to largest area of land required and potential for encroaching into areas of potential environmental concern	- Moderate impact in comparison to widening alternative (relative to Do Nothing) due to less land required and potential for encroaching into areas of potential environmental concern	- Moderate impact in comparison to widening alternative (relative to Do Nothing) due to less land required and potential for encroaching into areas of potential environmental concern
Potential impact on utilities and municipal water/wastewater infrastructure	+ No impact	- Greatest potential for displacement/relocation of utilities and municipal infrastructure of alternatives (relative to Do Nothing)	- Moderate potential for displacement/relocation of utilities and municipal infrastructure of widening alternative (relative to Do Nothing)	- Moderate potential for displacement/relocation of utilities and municipal infrastructure of widening alternative (relative to Do Nothing)

Assessment of Alternative Solutions



Environmental Criteria / Indicator	(1) Do Nothing	(2) Widen road for additional lanes	(3) Improve corridor operations & safety	(4) Improve intersection operations & safety
Natural				
Potential impact on natural heritage features	+ No impact	- Greatest encroachment potential of alternatives (relative to Do Nothing) with impact throughout entire corridor	- Moderate encroachment potential in comparison to widening alternative (relative to Do Nothing) with impact throughout entire corridor	+ Least encroachment potential of alternatives (relative to Do Nothing) as impact is limited to intersections
Potential opportunity to adapt to or mitigate effects of climate change	- No action to address effects of climate change	+ Opportunity for LID - Increased GHG emissions from increased traffic	+ Opportunity for LID throughout corridor + Opportunity to ultimately reduce GHG emissions with a shift from single-occupancy vehicles to sustainable modes of travel	+ Opportunity for LID at intersections
Cultural				
Potential impact on built heritage and cultural heritage landscapes	+ No impact	- Greatest impact of alternatives (relative to Do Nothing) due to area of land required	- Moderate impact in comparison to widening alternative (relative to Do Nothing) due to land required to accommodate active transportation and/or transition to pedestrian/cyclist crossings at intersections	- Moderate impact in comparison to widening alternative (relative to Do Nothing) due to potential land required to accommodate additional turn lanes and/or to improve pedestrian/cyclist movements - 1 property affected at Bloor Street to accommodate northbound right turn lane was identified in Cultural Heritage Assessment to have potential heritage value
Potential impact on archaeological resources	+ No impact	- Greatest impact of alternatives (relative to Do Nothing) due to area of land required - Requires additional archaeological assessments to determine extent of impacts and mitigation for areas outside the right-of-way	+ No significant impact in comparison to widening alternative (relative to Do Nothing) due to less area of land required - Stage 3 archaeological assessment will be undertaken during detailed design to confirm mitigation if underground work extends within 10 m of the Dixie Cemetery	+ No significant impact in comparison to widening alternative (relative to Do Nothing) due to less area of land required

Assessment of Alternative Solutions



Environmental Criteria / Indicator	(1) Do Nothing	(2) Widen road for additional lanes	(3) Improve corridor operations & safety	(4) Improve intersection operations & safety
Social				
Compatible with existing and planned future land uses, including property impact	+ No impact to land uses and property	- Greatest potential for property requirements of alternatives (relative to Do Nothing) due to widening throughout corridor	- Moderate potential for property requirements of alternatives (relative to Do Nothing), to accommodate active transportation throughout corridor and/or transition to pedestrian/cyclist crossings at intersections - 1 property affected south of The Queensway due to driveway grading	- Moderate potential for property requirements of alternatives (relative to Do Nothing), to accommodate additional turn lanes and/or improve pedestrian/cyclist movements at intersections - 2 properties affected at Bloor Street to accommodate northbound right turn lane
Promotes healthy, age-friendly and accessible environments	- No opportunity to address effects on public health	+ Supports active transportation - Wider road crossings for users with limited mobility - Proximity of pedestrians/cyclists to traffic emissions - Increased air emissions due to increased traffic	+ Supports active transportation infrastructure - Proximity of pedestrians/cyclists to traffic emissions	+ Supports improvements for the safety of pedestrians/cyclists crossing at intersections
Potential noise impacts	+ No impact	- Greatest impact of alternatives (relative to Do Nothing) due to increased traffic closer to sensitive land uses	+ Negligible noise impact (relative to Do Nothing)	+ Negligible noise impact (relative to Do Nothing)

Assessment of Alternative Solutions



Environmental Criteria / Indicator	(1) Do Nothing	(2) Widen road for additional lanes	(3) Improve corridor operations & safety	(4) Improve intersection operations & safety
Economic				
Consistent with Region of Peel Goods Movement Strategic Network	+ No impact	+ Maintains truck restriction from 7PM to 7AM	+ Maintains truck restriction from 7PM to 7AM	+ Maintains truck restriction from 7PM to 7AM + Ability for trucks to turn will be maintained
Supports economic sustainability, including access to businesses	+ No impact	+ Increased traffic exposed to business area	+ Provides enhanced accessibility for variety of sustainable transportation users which could provide more exposure for businesses	- Access to 2 commercial properties restricted to right-in and right-out
Anticipated cost within financing capacity of the Region of Peel	+ No construction cost	- Greatest cost of alternatives (relative to Do Nothing) due to greatest extent of new infrastructure to construct and maintain, including costs associated with complexity, utility relocation and property impact	- Moderate cost in comparison to widening alternative (relative to Do Nothing) due to less extent of new infrastructure to construct and maintain	- Moderate cost in comparison to widening alternative (relative to Do Nothing) due to less extent of new infrastructure to construct and maintain

Summary of Evaluation

Environmental Criteria / Indicator	(1) Do Nothing	(2) Widen road for additional lanes	(3) Improve corridor operations & safety	(4) Improve intersection operations & safety
Summary	- Does not address problem and opportunity	- Not expected to provide significant benefit	+ Carried forward	+ Carried forward
Recommendation	Alternative 1 and 2 are not preferred		Combination of Alternative 3 and 4 is preferred	

Preliminary Preferred Solution

Reconstruct roadway to:

- Maintain 4 lanes (5 lanes south of The Queensway)
- Provide centre-turn lane or median
- Provide cycle tracks or raised bike lanes
- Support provisions for transit (bus) services

Improve operations and safety at intersections by:

- Removing or replacing channelized islands with smart channels or traditional right-turn lanes
- Installing cross-rides
- Adding dual left turns and exclusive right-turn lanes
- Extending or eliminating turning lane storage
- Providing fully protected signal phasing
- Improving pavement markings and signage

Smart Channels

- Improves visibility of oncoming vehicles and pedestrians for drivers turning right.



Channelized Island



Smart Island

(Drivers do not have to turn their head as much to the left as they would at a traditional channel).

- Encourages vehicles to slow down at the channel since the vehicle would have to make a sharper turn.

Cross-Rides

- At traditional cross-walks, cyclists dismount and cross the intersection by walking their bike.
- A cross-ride allows cyclists to ride their bike within the crossing without dismounting.
- A separate cross-ride provides separate space for cyclists and pedestrians.

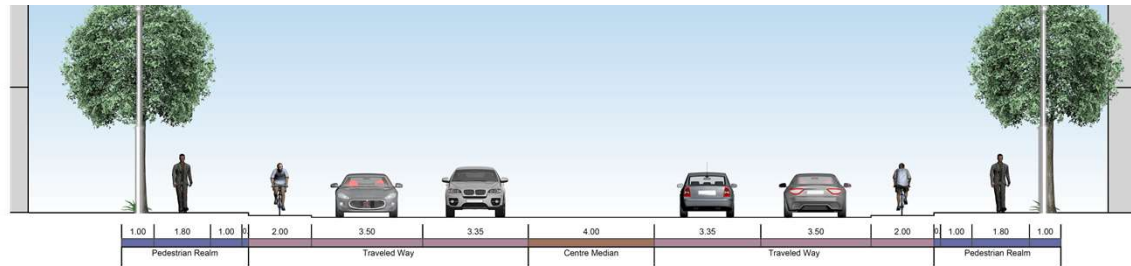
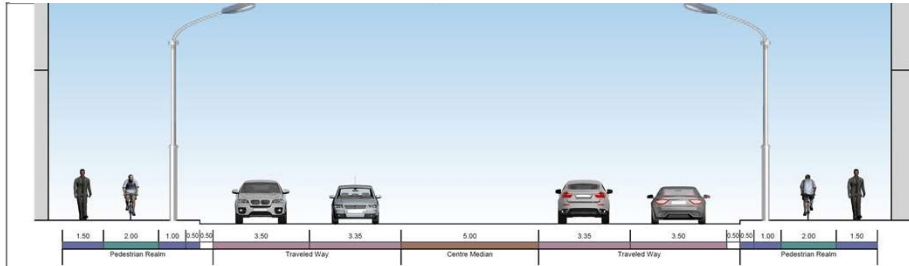


Typical Cross-Sections



Widen to accommodate cycle tracks in non-constrained areas

Widen to accommodate raised bike lanes in constrained areas



+ Physical separation from adjacent traffic is appropriate for high speed and volumes, function of the street and bike route, vehicle mix and right-of-way

+ Physical separation from adjacent traffic is appropriate for speed and volume
+ Not as much horizontal separation compared to the cycle track option

- Frequent openings in separators required to accommodate residential driveways on both sides from South Service Road to The Queensway and between Burnhamthorpe Road and Dundas Street, and on the west side through the Dundas Street overpass

- High volume through Dundas Street underpass creates uncomfortable environment for motorists and cyclists

- Requires road widening
- Cost prohibitive to widen bridge structure between South Service Road and The Queensway
- Insufficient width for minimum 1.8m conventional bike lane splitting two travel lanes through high-speed diverging ramp (interim treatment: permit use of sidewalk through the overpass)
- Multi-use trail was recently constructed on the west side from Burnhamthorpe Road to Eastgate Parkway

Most Preferred



Preferred where Cycle Tracks are not feasible



Preliminary Preferred Design Plan



**See Preliminary Preferred Design Plan
for location of proposed improvements**

Next Steps



- Please fill out a comment sheet and mail, email or fax your comments to the contact shown by **December 13, 2019**
- Following this PIC, the project team will:
 - Review public comments
 - Confirm a preferred solution and design
 - Prepare project file report for 30-day public review (Winter 2020)

Thank you

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

From: Bubas, Sonya <sonya.bubas@peelregion.ca>

Sent: October 16, 2019 9:04 AM

To: Nieuwenhuysen, Bob; Eisa, Eisa; Saiyed, Sabbir; Tatla, Manvir; Lapos, Natalie; Zois, Anthony; Hardcastle, John; Matthew Sweet; Alice Ho; Bell, Trevor (MECP); Lee, Arthur; Zibby Petch; Allan Ortlieb; Hamdani, Hashim; Knuckle, Mark; Jefferson, Heather; Banuri, Syeda; Krasowski, Grace; Lai, Joseph (MTO); Heaton, Mark (MNRF); McAllister, Aurora (MECP); Kilis, Jakub; Zack Carlan; Alana Tyers; Ansari, Seema; Jahan, Shajin; bell.moc@netricom.com; edgar.henriquez@rci.rogers.com; samir.patel@cogecodata.com; markups@enbridge.com; mignacio@enersource.com; gt.moc@prestigetel.com; ian.mitchell@hydroone.com; utility.circulations@mtsallstream.com; max.pavese@telus.com; Noronha, Keith (IO); Thomsen, Jeanne

Cc: ZZG-Peel Health & Built Environment; Motala, Imran; Rook, Sally; Marzo, Christina; Jeremy.Blair@mississauga.ca; Lin Rogers; Jamroz, Damian; Jacqueline Elias; Laing, Rick; Gorman, Gayle; tpumarkup@hydroone.com

Subject: Cawthra Rd Class EA - Technical Advisory Committee Meeting

When: October 30, 2019 9:00 AM-11:00 AM (UTC-05:00) Eastern Time (US & Canada).

Where: 10 Peel Centre Drive, Suite A, 5th Floor, Council Lounge

You are invited to attend the Technical Advisory Committee meeting for the Class EA Study on Cawthra Road from QEW to Eastgate Parkway. Please find attached agenda for discussion items. Review materials will be forwarded to you in advance.

Please feel free to contact me if you have any questions.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
905-791-7800 ext. 7801

From: McAllister, Aurora (MECP) <Aurora.McAllister@ontario.ca>

Sent: October 17, 2019 2:20 PM

To: Bubas, Sonya <sonya.bubas@peelregion.ca>

Subject: RE: Cawthra Rd Class EA - Technical Advisory Committee Meeting

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

Hi Sonya,

Thanks for the invite. I won't be able to attend, however if you questions about potential requirements under the Endangered Species Act please contact [REDACTED]

Regards,

Aurora

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

From: Bubas, Sonya

Sent: October 25, 2019 11:39 AM

To: Nieuwenhuysen, Bob <Bob.Nieuwenhuysen@peelregion.ca>; Eisa, Eisa <Eisa.Eisa@peelregion.ca>; Saiyed, Sabbir <Sabbir.Saiyed@peelregion.ca>; Tatla, Manvir <Manvir.Tatla@peelregion.ca>; Lapos, Natalie <Natalie.Lapos@peelregion.ca>; Zois, Anthony <Anthony.Zois@peelregion.ca>; Hardcastle, John <John.Hardcastle@peelregion.ca>; 'Matthew Sweet' <Matthew.Sweet@mississauga.ca>; 'Alice Ho' <Alice.Ho@mississauga.ca>; 'Bell, Trevor (MOECC)' <Trevor.Bell@ontario.ca>; Lee, Arthur <arthur.lee@peelregion.ca>; Zibby Petch <zibby.petch@ibigroup.com>; 'Allan Ortlieb' <Allan.Ortlieb@IBIGroup.com>; Hamdani, Hashim <HashimAli.Hamdani@peelregion.ca>; Knuckle, Mark <Mark.Knuckle@peelregion.ca>; Jefferson, Heather <Heather.Jefferson@peelregion.ca>; Banuri, Syeda <Syeda.Banuri@peelregion.ca>; Krasowski, Grace <Grace.Krasowski@peelregion.ca>; 'Lai, Joseph (MTO)' <Joseph.Lai@ontario.ca>; 'Heaton, Mark (MNRF)' <mark.heaton@ontario.ca>; 'McAllister, Aurora (MECP)' <Aurora.McAllister@ontario.ca>; Kilis, Jakub <Jakub.Kilis@cvc.ca>; 'Zack Carlan' <Zack.Carlan@trca.ca>; 'Alana Tyers' <Alana.Tyers@mississauga.ca>; Ansari, Seema <Seema.Ansari@peelregion.ca>; Jahan, Shajin <shajin.jahan@peelregion.ca>; 'edgar.henriquez@rci.rogers.com' <edgar.henriquez@rci.rogers.com>; 'samir.patel@cogecodata.com' <samir.patel@cogecodata.com>; 'markups@enbridge.com' <markups@enbridge.com>; 'mignacio@enersource.com' <mignacio@enersource.com>; 'gt.moc@prestigetel.com' <gt.moc@prestigetel.com>; 'ian.mitchell@hydroone.com' <ian.mitchell@hydroone.com>; 'max.pavese@telus.com' <max.pavese@telus.com>; 'Keith.Noronha@infrastructureontario.ca' <Keith.Noronha@infrastructureontario.ca>; Thomsen, Jeanne <Jeanne.Thomsen@peelregion.ca>; utility.circulations@zayo.com; bell.moc@Telecon.ca; cleo@tnpi.ca; 'tpumarkup@hydroone.com' <tpumarkup@hydroone.com>; Alexander, Tamara <Tamara.Alexander@peelregion.ca>; Razao, Ricardo <ricardo.razao@peelregion.ca>

Cc: ZZG-Peel Health & Built Environment <ZZG-PeelHealthBuiltEnvironment@peelregion.ca>; Motala, Imran <Imran.Motala@peelregion.ca>; Rook, Sally <Sally.Rook@peelregion.ca>; Marzo, Christina <Christina.Marzo@peelregion.ca>; 'Jeremy.Blair@mississauga.ca' <Jeremy.Blair@mississauga.ca>; Lin Rogers <Lin.Rogers@mississauga.ca>; Jamroz, Damian <Damian.Jamroz@peelregion.ca>; 'Jacqueline Elias' <Jacqueline.Elias@mississauga.ca>; Laing, Rick <Rick.Laing@peelregion.ca>; Gorman, Gayle <Gayle.Gorman@peelregion.ca>; Fred Sandoval <Fred.Sandoval@mississauga.ca>; Crawford, Mark <Mark.Crawford@peelregion.ca>

Subject: Cawthra Rd EA - TAC Meeting - Review Materials

To: Technical Advisory Committee (TAC)

Good morning,

Please find attached for your review, Draft Public Information Centre display and roll plans for the Cawthra Road Class EA. The attachments will be used to present the project to TAC on October 30. Kindly review the material for discussion on October 30 and reply with your comments by November 8.

Feel free to contact me if you have any questions.

Regards,

Sonya Bubas, MCIP, RPP

Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

From: Bubas, Sonya

Sent: October 25, 2019 12:01 PM

To: Nieuwenhuysen, Bob <Bob.Nieuwenhuysen@peelregion.ca>; Eisa, Eisa <Eisa.Eisa@peelregion.ca>; Saiyed, Sabbir <Sabbir.Saiyed@peelregion.ca>; Tatla, Manvir <Manvir.Tatla@peelregion.ca>; Lapos, Natalie <Natalie.Lapos@peelregion.ca>; Zois, Anthony <Anthony.Zois@peelregion.ca>; Hardcastle, John <John.Hardcastle@peelregion.ca>; Matthew Sweet <Matthew.Sweet@mississauga.ca>; Alice Ho <Alice.Ho@mississauga.ca>; Bell, Trevor (MOECC) <Trevor.Bell@ontario.ca>; Lee, Arthur <arthur.lee@peelregion.ca>; Zibby Petch <zibby.petch@ibigroup.com>; Allan Ortlieb <Allan.Ortlieb@IBIGroup.com>; Hamdani, Hashim <HashimAli.Hamdani@peelregion.ca>; Knuckle, Mark <Mark.Knuckle@peelregion.ca>; Jefferson, Heather <Heather.Jefferson@peelregion.ca>; Banuri, Syeda <Syeda.Banuri@peelregion.ca>; Krasowski, Grace <Grace.Krasowski@peelregion.ca>; Lai, Joseph (MTO) <Joseph.Lai@ontario.ca>; 'Heaton, Mark (MNRF)' <mark.heaton@ontario.ca>; McAllister, Aurora (MECP) <Aurora.McAllister@ontario.ca>; Kilis, Jakub <Jakub.Kilis@cvc.ca>; Zack Carlan <Zack.Carlan@trca.ca>; Alana Tyers <Alana.Tyers@mississauga.ca>; Ansari, Seema <Seema.Ansari@peelregion.ca>; Jahan, Shajin <shajin.jahan@peelregion.ca>; edgar.henriquez@rci.rogers.com; samir.patel@cogecodata.com; markups@enbridge.com; mignacio@enersource.com; gt.moc@prestigetel.com; ian.mitchell@hydroone.com; max.pavese@telus.com; Keith.Noronha@infrastructureontario.ca; Thomsen, Jeanne <Jeanne.Thomsen@peelregion.ca>; utility.circulations@zayo.com; bell.moc@Telecon.ca; cleo@tnpi.ca; tpumarkup@hydroone.com; Alexander, Tamara <Tamara.Alexander@peelregion.ca>; Razao, Ricardo <ricardo.razao@peelregion.ca>; gt.moc@telecon.ca

Cc: ZZG-Peel Health & Built Environment <ZZG-PeelHealthBuiltEnvironment@peelregion.ca>; Motala, Imran <Imran.Motala@peelregion.ca>; Rook, Sally <Sally.Rook@peelregion.ca>; Marzo, Christina <Christina.Marzo@peelregion.ca>; Jeremy.Blair@mississauga.ca; Lin Rogers <Lin.Rogers@mississauga.ca>; Jamroz, Damian <Damian.Jamroz@peelregion.ca>; Jacqueline Elias <Jacqueline.Elias@mississauga.ca>; Laing, Rick <Rick.Laing@peelregion.ca>; Gorman, Gayle <Gayle.Gorman@peelregion.ca>; Fred Sandoval <Fred.Sandoval@mississauga.ca>; Crawford, Mark <Mark.Crawford@peelregion.ca>

Subject: RE: Cawthra Rd EA - TAC Meeting - Review Materials

Hello,

I am resending the attachments in the following link due to file size:



Please note the above link will be inactive after 1 week.

Thank you,

Sonya Bubas, MCIP, RPP

Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

From: Bubas, Sonya
Sent: October 25, 2019 12:14 PM
To: joel.lacombe@alecrautilities.com
Cc: Lee, Arthur <arthur.lee@peelregion.ca>
Subject: Cawthra Rd EA - TAC Meeting - Review Materials

Hello Joel,

Further to my previous message, please find attached for your review, Draft Public Information Centre display and roll plans for the Cawthra Road Class EA. The attachments will be used to present the project to the Technical Advisory Committee on October 30. Kindly review the material for discussion on October 30 (if you can attend the meeting) and reply with your comments by November 8.



Feel free to contact me if you have any questions.

Regards,

Sonya Bubas, MCIP, RPP

Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

From: Lee, Arthur <arthur.lee@peelregion.ca>
Sent: October 29, 2019 10:34 AM
To: tpumarkup@HydroOne.com
Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>
Subject: RE: Cawthra Rd EA - TAC Meeting - Review Materials 2 of 2

2 of 2

From: Lee, Arthur
Sent: October 29, 2019 10:33 AM
To: 'tpumarkup@HydroOne.com' <tpumarkup@HydroOne.com>

Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>

Subject: RE: Cawthra Rd EA - TAC Meeting - Review Materials 1of 2

Hi,

Unfortunately our email system does not allow us to send more than 15MB at a time so we will be sending two separate emails with the PDF attachment.
This will be 1 of 2.

Regards,

Arthur Lee, P.Eng
Senior Designer
Infrastructure Programming and Studies, Transportation
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800, ext. 7872

From: tpumarkup@HydroOne.com <tpumarkup@HydroOne.com>

Sent: October 29, 2019 9:00 AM

To: Bubas, Sonya <sonya.bubas@peelregion.ca>

Cc: tpumarkup@HydroOne.com

Subject: RE: Cawthra Rd EA - TAC Meeting - Review Materials

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

Good Day,

Thank you for informing us of your upcoming project. Unfortunately *we are not to open external links*. Please provide a PDF file format; in order to provide a more precise response (i.e. clear, caution or conflict).

Regards,

TPUCC Markup – Hydro One
E-mail: tpumarkup@hydroone.com

From: Bubas, Sonya

Sent: October 29, 2019 8:26 AM

To: 'McAllister, Aurora (MECP)' <Aurora.McAllister@ontario.ca>

Subject: RE: Cawthra Rd EA - TAC Meeting - Teleconference Option

Hi Aurora,

Thank you for the reminder and I apologize for any inconvenience.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

From: McAllister, Aurora (MECP) <Aurora.McAllister@ontario.ca>
Sent: October 29, 2019 8:16 AM
To: Bubas, Sonya <sonya.bubas@peelregion.ca>
Subject: RE: Cawthra Rd EA - TAC Meeting - Teleconference Option

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

Hi Sonya,

I did respond (email attached). I will provide comments on the information that has been submitted to date. Review timelines are still about 2-3 months.

Cheers,

Aurora

From: Max Pavese <Massimo.Pavese@telus.com>
Sent: October 29, 2019 8:07 AM
To: Bubas, Sonya <sonya.bubas@peelregion.ca>; Fred Sua <Frederic.Sua@telus.com>; Marcel Vien <Marcel.Vien@telus.com>; Anthony Segreto <Anthony.Segreto@telus.com>
Subject: RE: Cawthra Rd EA - TAC Meeting - Teleconference Option

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

Hello Sonya,

I don't look after this territory. I copied the group that does. They should and will reply. 😊

M

From: Bubas, Sonya [<mailto:sonya.bubas@peelregion.ca>]
Sent: Tuesday, October 29, 2019 8:05 AM
To: Max Pavese <Massimo.Pavese@telus.com>; Fred Sua <Frederic.Sua@telus.com>; Marcel Vien <Marcel.Vien@telus.com>; Anthony Segreto <Anthony.Segreto@telus.com>
Subject: RE: Cawthra Rd EA - TAC Meeting - Teleconference Option

Hi Max,

I did not receive a message with this email – could you clarify if you have declined the meeting or wish to join us by teleconference?

Thanks,

Sonya Bubas, MCIP, RPP

Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

From: Max Pavese <Massimo.Pavese@telus.com>
Sent: October 29, 2019 8:03 AM
To: Fred Sua <Frederic.Sua@telus.com>; Marcel Vien <Marcel.Vien@telus.com>; Anthony Segreto <Anthony.Segreto@telus.com>
Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>
Subject: RE: Cawthra Rd EA - TAC Meeting - Teleconference Option

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

From: Bubas, Sonya <sonya.bubas@peelregion.ca>
Sent: October 29, 2019 7:39 AM
To: Alana Tyers <Alana.Tyers@mississauga.ca>; Bell, Trevor (MECP) <Trevor.Bell@ontario.ca>; edgar.henriquez@rci.rogers.com; Hardcastle, John <john.hardcastle@peelregion.ca>; Heaton, Mark (MNRF) <mark.heaton@ontario.ca>; Noronha, Keith (IO) <Keith.Noronha@infrastructureontario.ca>; Lai, Joseph (MTO) <Joseph.Lai@ontario.ca>; Lapos, Natalie <natalie.lapos@peelregion.ca>; markups@enbridge.com; max.pavese@telus.com; McAllister, Aurora (MECP) <Aurora.McAllister@ontario.ca>; mignacio@enersource.com; Saiyed, Sabbir <sabbir.saiyed@peelregion.ca>; samir.patel@cogecodata.com; Thomsen, Jeanne <jeanne.thomsen@peelregion.ca>; bell.moc@Telecon.ca; Crawford, Mark <mark.crawford@peelregion.ca>; gt.moc@telecon.ca; Jeremy.Blair@mississauga.ca; joel.lacombe@alecrautilities.com; Motala, Imran <imran.motala@peelregion.ca>; tpumarkup@hydroone.com; utility.circulations@zayo.com; ZZG-Peel Health & Built Environment <zzg-peelhealthbuiltenvironment@peelregion.ca>
Subject: Cawthra Rd EA - TAC Meeting - Teleconference Option

Good morning everyone,

I am reaching out to all who did not reply to the TAC meeting invitation regarding Cawthra Road on October 30 (tomorrow). We have reached the room capacity for those who accepted the invitation. I wanted to confirm that no reply indicated you were not planning to attend. If this assumption is incorrect and you are interested in attending, you are welcome to join us by teleconference. Please let me know today and I will forward the teleconference information to you.

My apologies in advance for any inconvenience,

Regards,

Sonya Bubas, MCIP, RPP

Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

From: Bubas, Sonya

Sent: November 8, 2019 6:09 PM

To: Nieuwenhuysen, Bob <Bob.Nieuwenhuysen@peelregion.ca>; Eisa, Eisa <Eisa.Eisa@peelregion.ca>; Tatla, Manvir <Manvir.Tatla@peelregion.ca>; Lapos, Natalie <Natalie.Lapos@peelregion.ca>; Zois, Anthony <Anthony.Zois@peelregion.ca>; Hardcastle, John <John.Hardcastle@peelregion.ca>; Matthew Sweet <Matthew.Sweet@mississauga.ca>; Alice Ho <Alice.Ho@mississauga.ca>; Bell, Trevor (MOECC) <Trevor.Bell@ontario.ca>; Knuckle, Mark <Mark.Knuckle@peelregion.ca>; Jefferson, Heather <Heather.Jefferson@peelregion.ca>; Banuri, Syeda <Syeda.Banuri@peelregion.ca>; Krasowski, Grace <Grace.Krasowski@peelregion.ca>; 'Heaton, Mark (MNR)' <mark.heaton@ontario.ca>; McAllister, Aurora (MECP) <Aurora.McAllister@ontario.ca>; Kilis, Jakub <Jakub.Kilis@cvc.ca>; Zack Carlan <Zack.Carlan@trca.ca>; Alana Tyers <Alana.Tyers@mississauga.ca>; Ansari, Seema <Seema.Ansari@peelregion.ca>; edgar.henriquez@rci.rogers.com; samir.patel@cogecodata.com; markups@enbridge.com; mignacio@enersource.com; ian.mitchell@hydroone.com; max.pavese@telus.com; Keith.Noronha@infrastructureontario.ca; ZZG-Peel Health & Built Environment <ZZG-PeelHealthBuiltEnvironment@peelregion.ca>; Rook, Sally <Sally.Rook@peelregion.ca>; Jeremy.Blair@mississauga.ca; Lin Rogers <Lin.Rogers@mississauga.ca>; Jamroz, Damian <Damian.Jamroz@peelregion.ca>; Jacqueline Elias <Jacqueline.Elias@mississauga.ca>; Laing, Rick <Rick.Laing@peelregion.ca>; tpumarkup@hydroone.com; bell.moc@Telecon.ca; utility.circulations@zayo.com; Fred Sandoval <Fred.Sandoval@mississauga.ca>; cle@tnpi.ca; Alexander, Tamara <Tamara.Alexander@peelregion.ca>; Razao, Ricardo <ricardo.razao@peelregion.ca>; gt.moc@telecon.ca; joel.lacombe@aletrautilities.com; Bahrami, Parshan <Parshan.Bahrami@peelregion.ca>; Kol, Rani <Rani.Kol@peelregion.ca>; Brock, Liz <Liz.Brock@peelregion.ca>; Khan, Moin (MTO) <Moin.Khan@ontario.ca>; Faye, Mike <michael.faye@peelregion.ca>
Cc: Lee, Arthur <arthur.lee@peelregion.ca>; Zibby Petch <zibby.petch@ibigroup.com>; Allan Ortlieb <Allan.Ortlieb@IBIGroup.com>; Hamdani, Hashim <HashimAli.Hamdani@peelregion.ca>; Thomsen, Jeanne <Jeanne.Thomsen@peelregion.ca>; Motala, Imran <Imran.Motala@peelregion.ca>; Marzo, Christina <Christina.Marzo@peelregion.ca>; Gorman, Gayle <Gayle.Gorman@peelregion.ca>; Crawford, Mark <Mark.Crawford@peelregion.ca>; Saddi, Asha <Asha.Saddi@peelregion.ca>; ZZG-PWI <pwi@peelregion.ca>; Saiyed, Sabbir <Sabbir.Saiyed@peelregion.ca>

Subject: Cawthra Rd EA - TAC Meeting Notes

To: Technical Advisory Committee (TAC)

Good afternoon,

Please find attached notes of the TAC meeting for the Cawthra Road Class EA on October 30. The presentation and roll plans discussed during the meeting are available at [REDACTED] (note files will be removed after 1 week).

For those who attended, please let me know of any errors or omissions by **November 15**. Please note a couple of post-meeting items have been added.

For those who could not attend, please let me know if you have any questions.

Best regards,

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

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

Brampton, ON L6T 4B9

905-791-7800 ext. 7801

Minutes

**Technical Advisory Committee Meeting
Cawthra Road from QEW to Eastgate Parkway
Environmental Assessment**

**Wednesday, October 30, 2019
9:00 a.m. – 11:00 a.m.**

**10 Peel Centre Drive, Suite A, 5th Floor, Council Lounge,
Brampton**

#	DESCRIPTION	ACTION
1	<p>Welcome and Introductions</p> <ul style="list-style-type: none"> The Region of Peel (Project Manager) welcomed all present and began the meeting with roundtable introductions. The purpose of the meeting was to review the project and obtain comments/input on the Class EA Study and proposed improvements. The objective of the meeting was to obtain general support for the proposed improvements and the attached presentation for the Public Information Centre (PIC) on November 27. The agenda items were included in the presentation, including an update on the Class EA Study and technical findings to date. Members were invited to write comments or mark up any areas of concern on the roll plan, which was displayed on the tables. In the end, no comments or mark ups were made to the roll plan. 	
2	<p>Class EA Study Update</p> <ul style="list-style-type: none"> The Region (Project Manager) described the Study Area, rationale for improving Cawthra Road, and Class EA process as shown on slides 2 to 4 of the attached presentation. In addition to the above slides, the following was highlighted: <ul style="list-style-type: none"> The Feasibility Study for Cawthra Road concluded that a widening from the Queen Elizabeth Way (QEW) to Eastgate Parkway was not warranted and recommended to maintain the existing four lane cross-section (five lanes from QEW to The Queensway), with centre turn lane in some sections, intersection improvements and opportunities to enhance active transportation. <p>Post-meeting note: Date of final Feasibility Report is 2014.</p> The Class EA Study follows Phases 1 and 2 of the Municipal Class EA process for Schedule B projects with additional design considerations. 	
3	<p>Technical Study Findings</p> <ul style="list-style-type: none"> IBI Group (Project Manager) described the findings of technical studies completed for the Class EA, including the Problem/Opportunity and Alternative Solutions (slides 5 to 15). In addition to the above slides, the following was noted: <p>Traffic Conditions:</p> <ul style="list-style-type: none"> Property constraints in the middle section of the corridor does not allow for widening which led to retaining the 4 lanes along the corridor with intersection improvements. The Class EA Study will look to improve pedestrian safety, narrow lane widths to reduce speeds, and adjust signal phasing. There are some 30-37,000 vehicles travelling daily along the study limits, especially north of Dundas Street. With the expected 0.83% growth per year to the 2031 horizon, this volume of traffic is expected to continue to increase. Property constraints within the middle section of the study limits will not permit widening. Partial widening north of Burnhamthorpe Road and south of Dundas Street would help relieve the demands within these sections, however would further increase demands within the middle section which would operate over capacity if not widened. <p>Traffic Operations and Safety:</p> <ul style="list-style-type: none"> By 2031, up to 7 signalized intersections are expected to operate poorly (i.e., Level of Service E/F). Excessive speeding in the midblock, particularly north of The Queensway, have resulted in a high incidence of accidents. 	

Public Works

	<p>Natural Heritage and Tree Inventory & Protection:</p> <ul style="list-style-type: none"> – There are no fish habitat or watercourse impacts in the study corridor. – The Region (Manager, Infrastructure Programming & Studies) suggested that a note be made in the [Project File Report (PFR)] that the Region of Peel is creating new standards and specifications for tree replanting that should be followed at the implementation stage. – In response to questions, IBI indicated that no invasive species were specifically identified within the study area as part of the tree inventory. Post-meeting note: The Natural Environment Report identified Common Reed (phragmites australis) present within and dominating the marsh lands immediately south of Eastgate Parkway. – No private trees were identified to be removed. IBI is also developing a landscape plan. <p>Cultural Environment:</p> <ul style="list-style-type: none"> – The Region will look into mitigating the impact to one property that was identified to have some built heritage value. <p>Designated Land Use:</p> <ul style="list-style-type: none"> – The City of Mississauga Cycling Plan and Region of Peel Active Transportation Plan identify active transportation facilities within the corridor. <p>Noise Analysis:</p> <ul style="list-style-type: none"> – The Region (Realty) noted the Noise Analysis showed areas with no noise wall tie-backs proposed. IBI will review and confirm. – In response to questions, IBI explained that the privacy fencing between the plaza and cul-de-sac on the east side is beyond the study area and is not to be replaced. The PFR will highlight the specific areas where replacement is required. <p>Drainage and Stormwater Management:</p> <ul style="list-style-type: none"> – The overall drainage pattern is not expected to change. The Region of Peel and the Class EA Study identified that several sections of the existing storm sewer are deficient in capacity and require replacement and upsizing. 	<p>Region</p> <p>Region</p> <p>IBI</p>
<p>4</p>	<p>Evaluation of Alternative Solutions</p> <p>The Region (Project Manager) described the framework and outcome of the preliminary evaluation of alternative solutions:</p> <p>Evaluation Criteria (slide 16)</p> <ul style="list-style-type: none"> – Natural, cultural, social, economic and technical criteria were used to assess the net impact (including mitigation) of the alternative solutions on the environment. – Members were asked to review and provide comments on the evaluation criteria and assessment of alternative solutions before November 8. <p>Assessment of Alternative Solutions (slides 17 to 20)</p> <ul style="list-style-type: none"> – A rationale-based method was used to evaluate alternatives, describing the positive and negative impacts of each alternative on the environment. – Do Nothing does not address the problem and opportunity and is included for comparison. – Widening Cawthra Road for additional through traffic lanes is not expected to provide significant benefits. – A combination of improving corridor and intersection improvements is carried forward as the technically preferred solution. <p>Preliminary Preferred Solution (slide 21)</p> <ul style="list-style-type: none"> – The preliminary preferred solution was summarized on this slide. Some of the terms used, such as smart-channels, cycle tracks and cross-rides were defined. <p>Typical Cross-Sections (slide 22)</p> <ul style="list-style-type: none"> – Based on the preliminary assessment shown on this slide, cycle tracks are preferred followed by raised bike lanes within constrained areas. – The Region (Roads Operations and Maintenance) expressed some concern about the height of the cycle tracks / raised bike lanes as snow plough operators may find it difficult to plough if these tracks were too high. 	<p>All</p>

Public Works

	<ul style="list-style-type: none"> – The Region (Designer) clarified the proposed overall width of the bike lane is 1.3m and a portion of the bike lane can be used for snow storage. Raised bike lanes are proposed at driveway entrances for smoothness and cycle tracks are proposed adjacent to the splashpad. – The City of Mississauga (City) suggested adding a legend to the roll plan to differentiate the different active transportation facilities. 	Region
5	<p>Preliminary Preferred Design</p> <ul style="list-style-type: none"> • The Region (Designer) reviewed the locations of proposed improvements on the roll plan, with emphasis on the following intersections with Cawthra Road: <ul style="list-style-type: none"> South Service Road <ul style="list-style-type: none"> – A southbound right turn lane is proposed. QEW <ul style="list-style-type: none"> – There are no plans to widen the QEW bridge. North Service Road <ul style="list-style-type: none"> – A northbound right turn lane is proposed. – A north-south multi-use trail is proposed on the west side. – Provision for a southbound transit stop with concrete bus shelter pad is proposed on the near side. – The Region (Traffic Safety) requested for cross-walks not to overlap with the curb to ensure compliance with the Accessibility for Ontarians with Disabilities Act (AODA). Tedwyn Drive <ul style="list-style-type: none"> – A separated cross-ride is proposed on the west side. – A combined cross-ride is proposed on the north side. – The Region (Traffic Signals) pointed out that combined cross-rides are not to Regional standard and should be separated. The Queensway <ul style="list-style-type: none"> – Northbound dual left turn lanes are proposed. – The Region (Traffic Signals) pointed out that when dual lefts are provided, the efficiency of the intersection is typically reduced. IBI pointed out that the collision rates at this intersection were very high and traffic analysis showed that the Level of Service (LOS) had improved when dual lefts are provided. The left turn lanes also provided additional storage. – Removal of channelized islands is proposed, except at the southwest corner due to the retention of a significant hydro pole. – Signs will be proposed for cyclists to dismount before crossing where there is no cross-ride. – A possible future amendment to the Highway Traffic Act that would permit the use of cross-rides with crossovers at channelized islands may be considered during detailed design. – The Region (Manager, Roads Design and Construction) suggested that wording be included in the PFR that consideration be given to placing the hydro pole underground during detailed design. – The Region will confirm the placement and size of the channelized island in the southwest corner during detailed design (possible preference for a larger island). – The Region (Traffic Safety) suggested that the truck aprons be in colour to help avoid potential accidents between pedestrians and travelling trucks. – Extending the centre median on the north leg of the intersection is proposed to resolve traffic safety issues. The extended median would impact the commercial property in the northwest quadrant by restricting access from Cawthra Road to right-in right-out only. IBI pointed out that 80% of collisions were left turn related. The Region (Realty) confirmed that there is no requirement for a full movement access to this property on title or any restrictive access agreements. The City suggested the Region may consider incorporating the proposed extended median as part of future redevelopment. The Region (Realty) will be contacting the property owner to discuss the potential 	<p>Region</p> <p>Region</p> <p>Region</p> <p>Region</p>

Public Works

<p>property impacts. The Class EA Study will move forward with the proposed right-in right-out entrance to receive feedback from the property owner and the public.</p>	
<p>Needham Lane</p> <ul style="list-style-type: none"> – Provision for a transit stop with concrete bus shelter pad is proposed at the far side in the southbound direction and near side in the northbound direction. Provision for a near side stop in the southbound direction was requested by MiWay and there was insufficient space to accommodate the stop. 	
<p>Dundas Street</p> <ul style="list-style-type: none"> – Provision for a transit stop with concrete bus shelter pad is proposed at the near side in the northbound direction and with concrete pad within the channelized island in the southbound direction. – The Region (Manager, Infrastructure Programming & Studies) and City noted the City of Mississauga will be undertaking a Dundas Street Class EA Study. It would be helpful to get information on how that study might connect with Cawthra Road. The Region will contact Jerry Che, Manager, Rapid Transit Office for further information. The Region will add “May need to connect with Dundas Street Class EA” on the roll plan. – Discussion ensued about the proposed size and location of the channelized island in the southwest corner (possible preference for reduced island and/or angle for drivers approaching Cawthra Road). The Region will confirm the placement and size of the island during detailed design. 	<p>Region</p> <p>Region</p>
<p>Silver Creek Boulevard</p> <ul style="list-style-type: none"> – A separated cross-ride is proposed on the east side. – The Region (Traffic Operations) suggested applying WB-15 rather than WB-20 as the design template for trucks. – The Region (Traffic Operations) requested to straighten the proposed northbound cross-walk. – The Region (Traffic Development) pointed out that a development application for a residential condominium building was received and a 4-leg intersection is being considered at this location. 	<p>Region</p> <p>Region</p>
<p>Santee Gate</p> <ul style="list-style-type: none"> – The proposed road alignment is shifted to the east to allow for cycle tracks / raised bike lanes and prevent impacts to the cemetery south of Santee Gate. 	
<p>Bloor Street</p> <ul style="list-style-type: none"> – Northbound right turn lane is proposed. The proposed right-turn lane will impact the front yard and stairway to the residence at 3317 Cawthra Road, which may be mitigated by reconfiguring the layout of the stairway. Although the property fabric shown on the roll plan is up to date, the Region (Realty) noted that the property line may be further from the residence than what is shown. – Removal of channelized islands is proposed at all corners of the intersection. – Separated cross-rides are proposed. Members suggested that wording such as “to be studied” or “protected for future” be included on the roll plan for the potential cycle route shown on Bloor Street. – Provision for a southbound and northbound transit stop with concrete bus shelter pad is proposed at the far side. There is no room for queue jump lanes on the far side. Transit stops shown north of Bloor Street would be protected for future services. 	<p>Region</p>
<p>Burnhamthorpe Road</p> <ul style="list-style-type: none"> – Monitoring the need to restrict access to “right-in right-out only” at the south entrance to the plaza south of Burnhamthorpe Road (on the east side) is currently recommended. The City suggested that improvements to the entrance could be addressed through future redevelopment. It was agreed that wording be included on the roll plan for the PIC and in the PFR that this entrance be monitored for future improvements (such as a right-in right-out entrance) if found to be a demonstrated problem. 	<p>Region</p>

Public Works

	<ul style="list-style-type: none"> - Separated cross-rides are proposed on the east, west and north sides of the intersection. <p>Rathburn Road and Meadows Boulevard</p> <ul style="list-style-type: none"> - Separated cross-rides are proposed on the west side. - Members suggested to show the existing multi-use trail in front of the gas station in the southwest quadrant of the intersection with Rathburn Road in a different colour. - The City requested an adjustment to the alignment of the cross-rides (i.e., check trail alignment and line up with cross-ride). - The Region (Traffic Operations) pointed out that the south crosswalk at Rathburn Road needs to be shifted further to the south. - Provisions for a future transit stop with concrete bus shelter pad is proposed at the far side in the southbound direction at Rathburn Road (with platform) and at the near side in the southbound and northbound direction at Meadows Boulevard. - Maintain existing bus bay location on the northbound far side stop at Rathburn Road. No sufficient space available for bus shelter at this location. <p>Eastgate Parkway</p> <ul style="list-style-type: none"> - Northbound right turn lane is proposed. - The City informed the Region of their plans to build a trail through lands on the east side up to Eastgate Parkway. The City will forward the current preliminary design for the proposed trail to the Region. 	<p>Region</p> <p>Region</p> <p>Region</p> <p>City</p>
<p>6</p>	<p>Next Steps</p> <ul style="list-style-type: none"> • Members were asked to provide written comments on the Study and/or presentation to the Region (Project Manager) before November 8. • The PIC is planned for November 27, 2019 at the Burnhamthorpe Community Centre from 7-9p.m. TAC will be notified with the details. • The public comment period for the PIC will close on December 13, 2019. 	<p>All Region</p>

Public Works

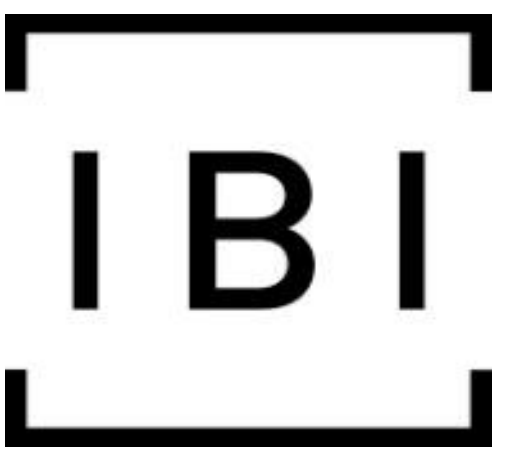
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Tel: 905-791-7800 www.peelregion.ca

Technical Advisory Committee Meeting Attendance Cawthra Road from QEW to Eastgate Drive Environmental Assessment Wednesday, October 30, 2019	
City of Mississauga	
Infrastructure Planning & Engineering Services	Lin Rogers (Manager, Transportation Projects)
Transportation & Works	Fred Sandoval (Active Transportation Coordinator)
MiWay	Jacqueline Elias (Transit Infrastructure Engineering Technologist)
Region of Peel	
Development Services	Ricardo Razao (Planner)
Infrastructure Programming & Studies	Arthur Lee (Designer) Asha Saddi (Technical Analyst) Sally Rook (Manager) Sonya Bubas (Project Manager)
Real Estate	Tony Zois (Acting Senior Capital Acquisition Agent)
Roads Design & Construction	Bob Nieuwenhuysen (Manager)
Roads Operations & Maintenance	Liz Brock (Technical Analyst)
Sustainable Transportation	Manvir Tatla (Project Manager)
Traffic Engineering	Damian Jamroz (Supervisor, Traffic Operations) Seema Ansari (Technical Analyst, Traffic Safety) Rani Kol (Technical Analyst, Traffic Development & Permits) Rick Laing (Supervisor, Traffic Signals & Streetlighting)
Transportation Systems Planning	Parshan Bahrami (Planner)
Water and Wastewater	Grace Krasowski (Project Manager, Wastewater Collection & Conveyance) Mark Knuckle (Project Manager, Water & Wastewater Infrastructure Remediation)
Technical Consultant	
IBI Group	Allan Ortlieb (Project Manager) Zibby Petch (Active Transportation)

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Welcome



Cawthra Road Improvements Queen Elizabeth Way (QEW) to Eastgate Parkway Environmental Assessment (EA)



**Public Information Centre (PIC)
November 27, 2019**

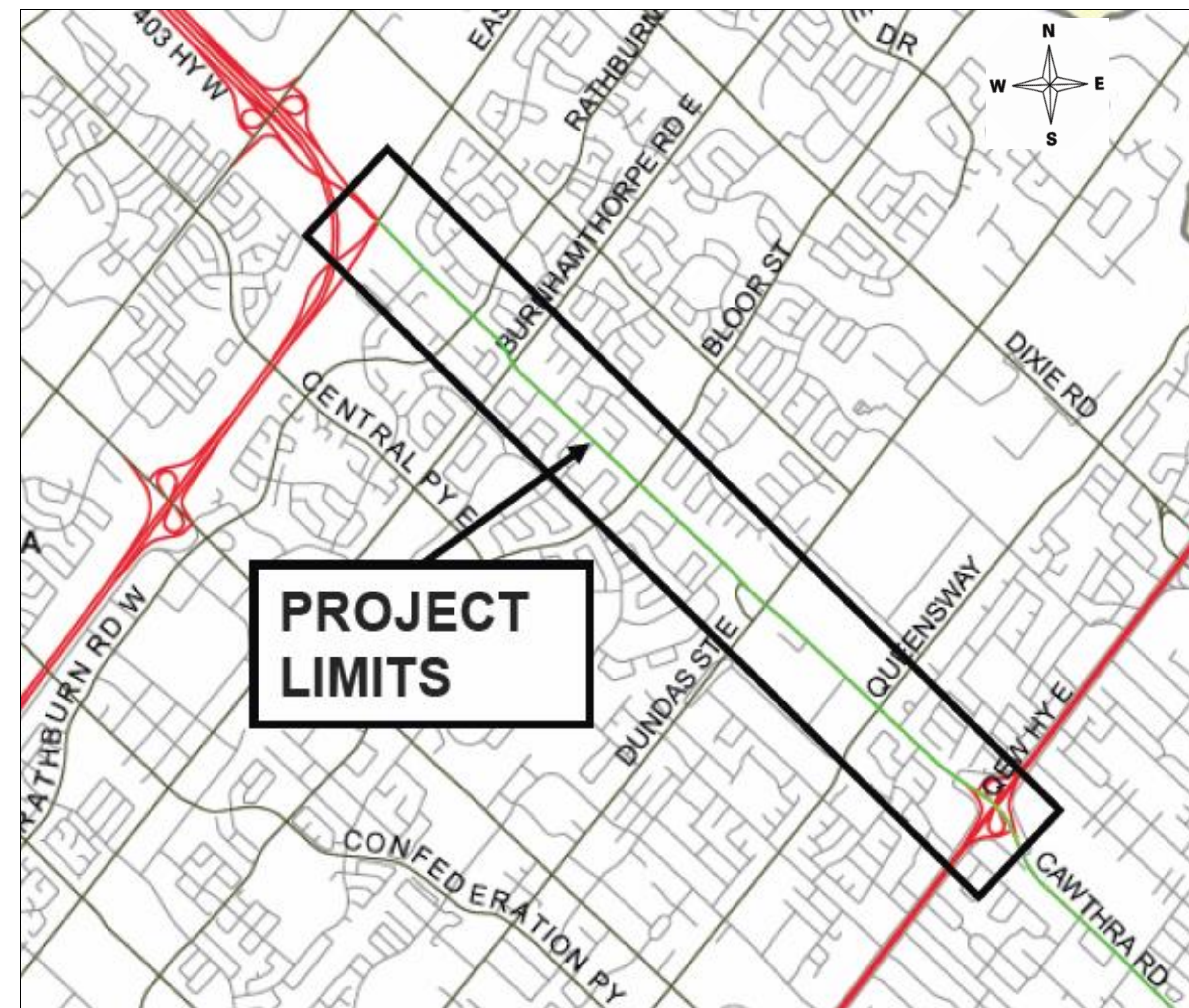
Please sign in...

Study Area

Cawthra Road from QEW to Eastgate Parkway, Mississauga (approximately 5.1km)

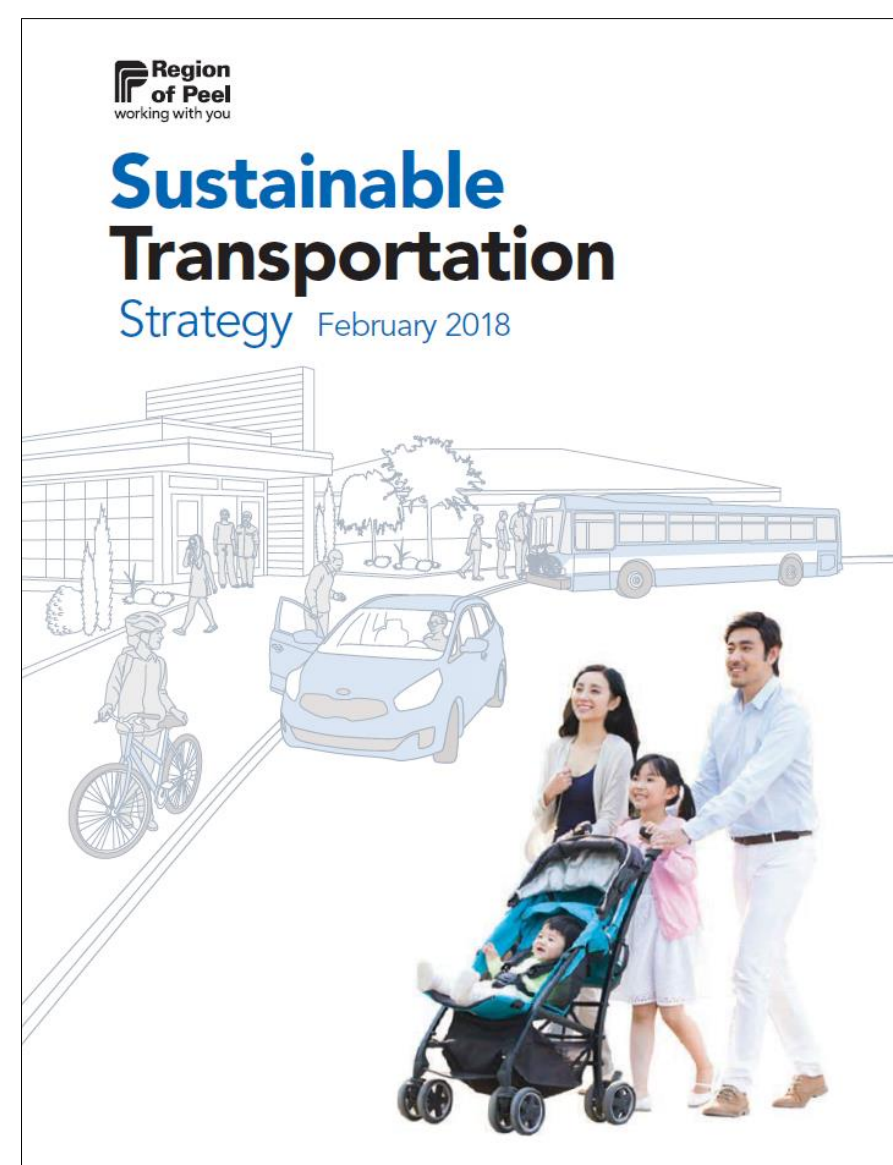
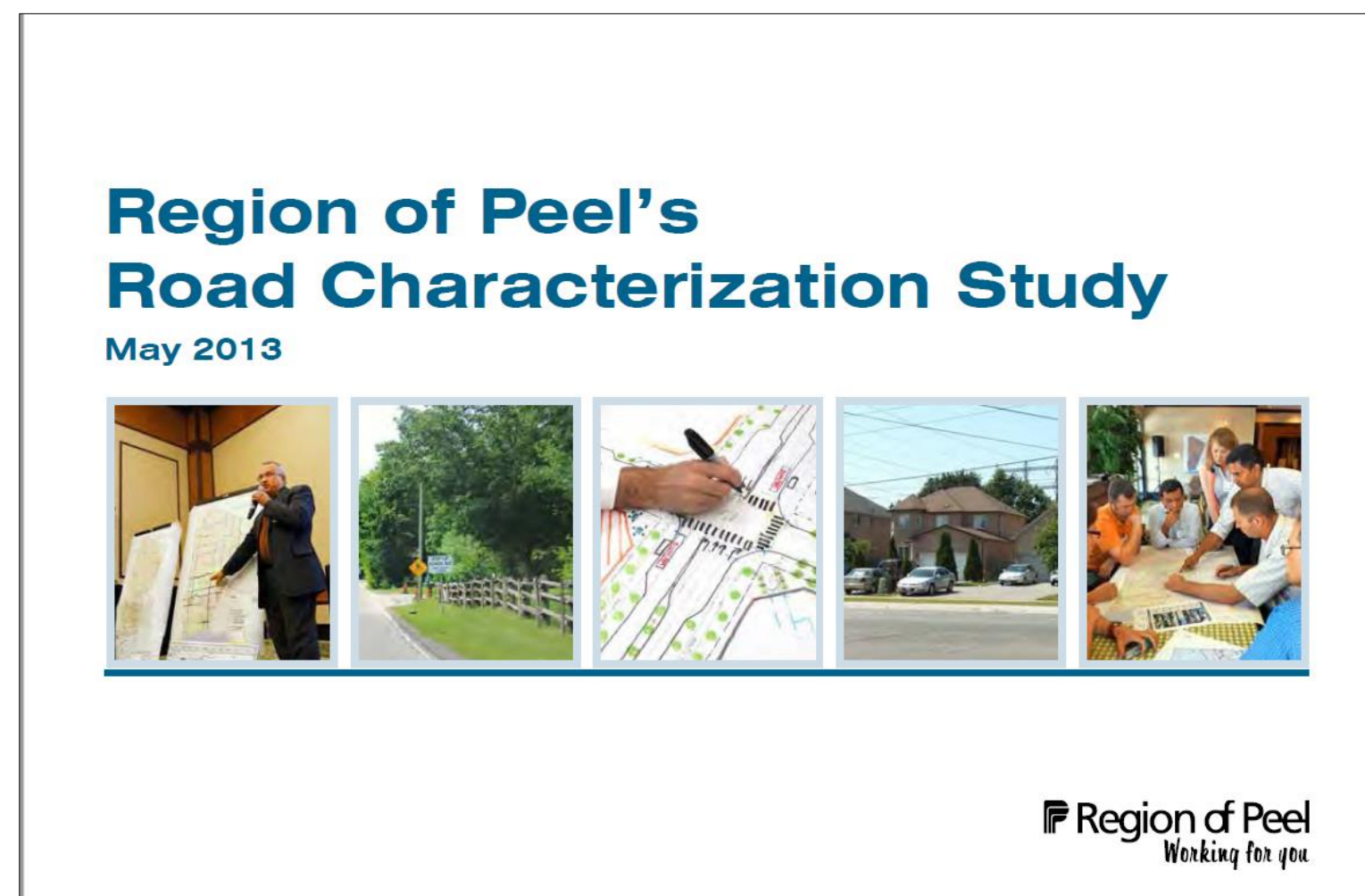
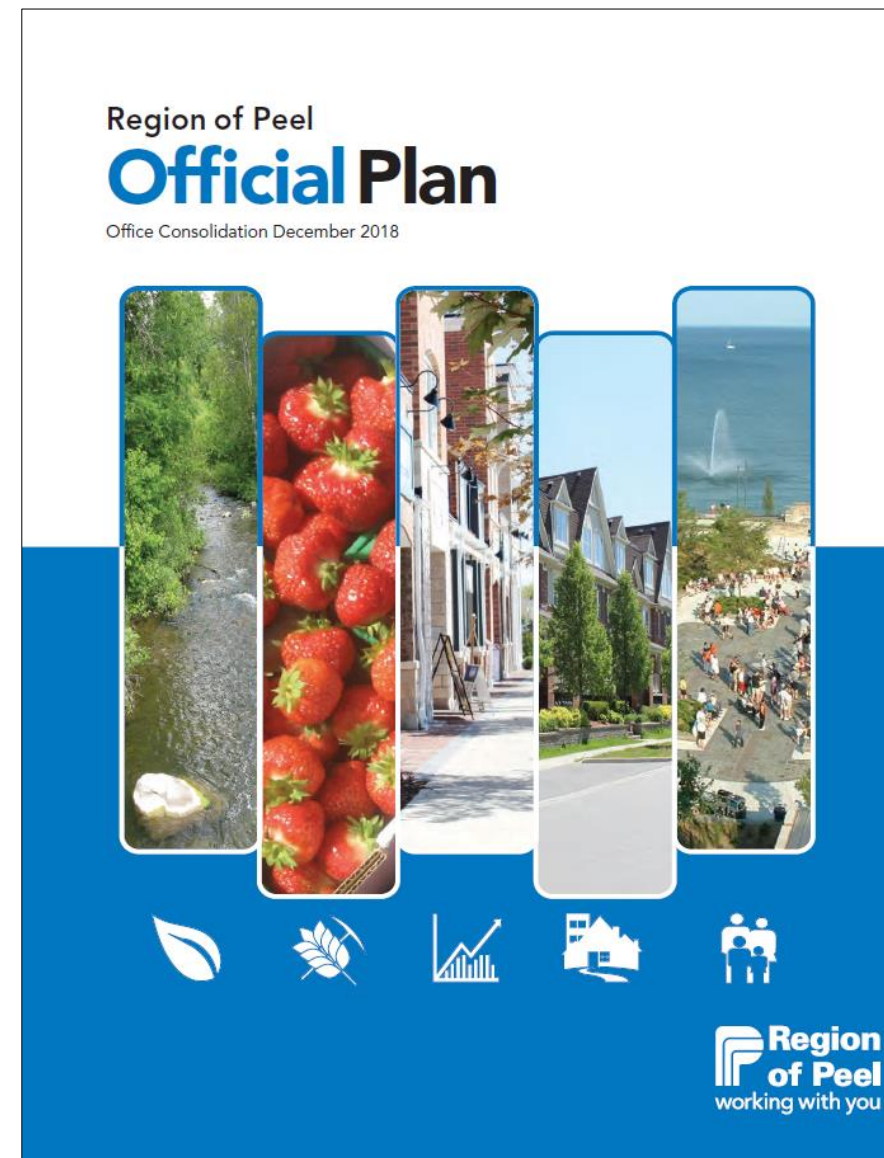


- North-South Minor Regional Road 17
- 4 travel lanes (2 in each direction), plus additional southbound lane from The Queensway to QEW
- 50 km/h posted speed limit
- Goods movement corridor with trucks restricted from 7PM to 7AM
- Grade separated at Canadian Pacific (CP) Rail and Dundas Street crossings with retaining walls
- Interchanges with QEW and Highway 403 under Provincial jurisdiction



- Adjacent residential land use with exception of employment between The Queensway and Dundas Street
- Sidewalks on both sides from QEW to Burnhamthorpe Road
- Multi-use Trail on west side from Burnhamthorpe Road to Eastgate Parkway
- Partial municipal transit route
- Water and wastewater infrastructure
- Hydro, gas, cable, and phone utilities

Why Improve Cawthra Road?



(1) Meet goals and objectives for multi-modal transportation design

Region of Peel Long Range Transportation Plan Update (2019)

- 50% sustainable transportation mode share by 2041 (walk, cycle, transit, carpool)
- Subject to widening from 4 to 6 lanes from QEW to The Queensway

(2) Minimize use and capacity of road right-of-way

Region of Peel Road Characterization Study (2013)

- Industrial Connector from QEW to Dundas Street
- Suburban Connector from Dundas Street to Eastgate Parkway

Strategic Goods Movement Network Study (2013)

- Primary Truck Route south of Dundas Street
- Connector Truck Route north of Dundas Street

Region of Peel Sustainable Transportation Strategy (2018)

- Part of Regional pedestrian and cyclist network
- Active transportation improvements to the corridor

**50%
sustainable
transportation
mode share
by 2041**

(3) Improve operations and safety within road corridor for all users

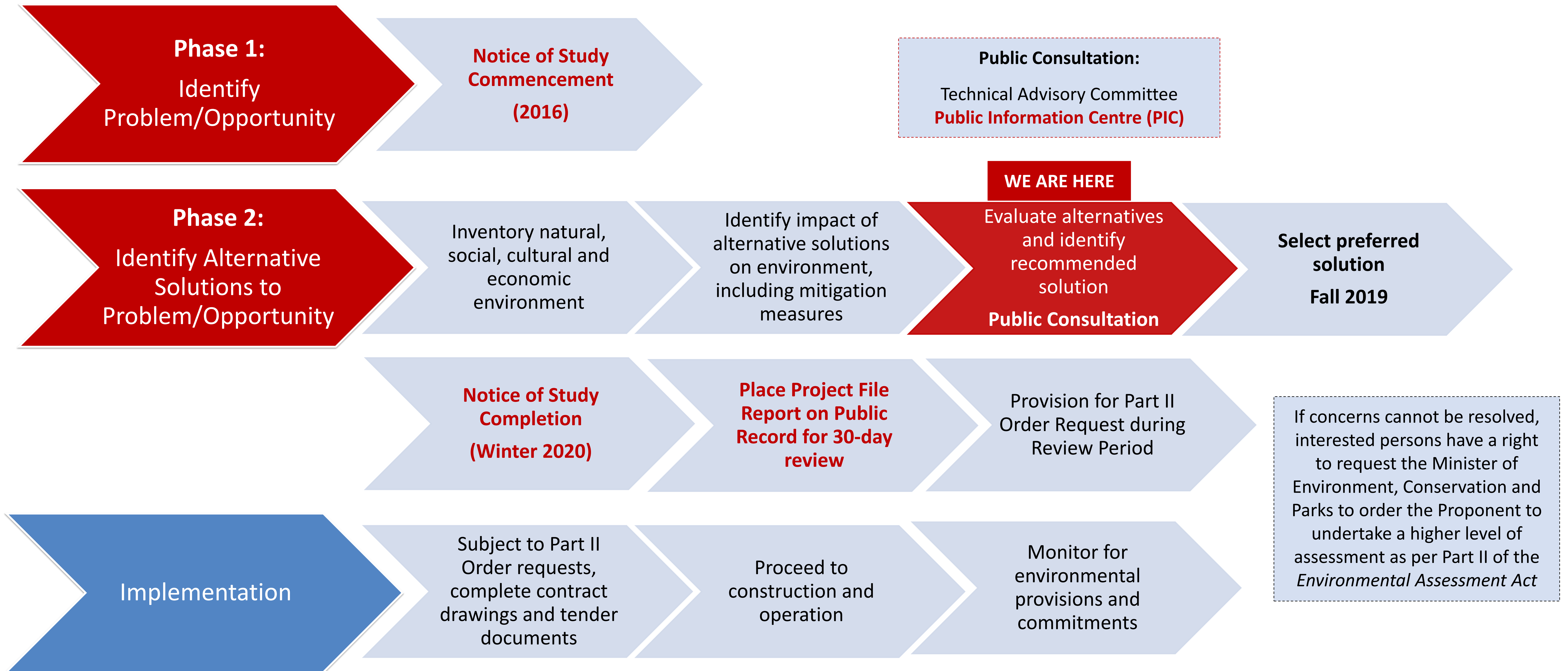
Region of Peel Cawthra Road Pre-EA Feasibility Study (2015)

- Shift road alignment to the west adjacent to Mount Peace Cemetery
- Maintain 4 lanes with centre turn-lane in sections and intersection improvements
- Add on-road bicycle and/or boulevard multi-use facilities

EA Process



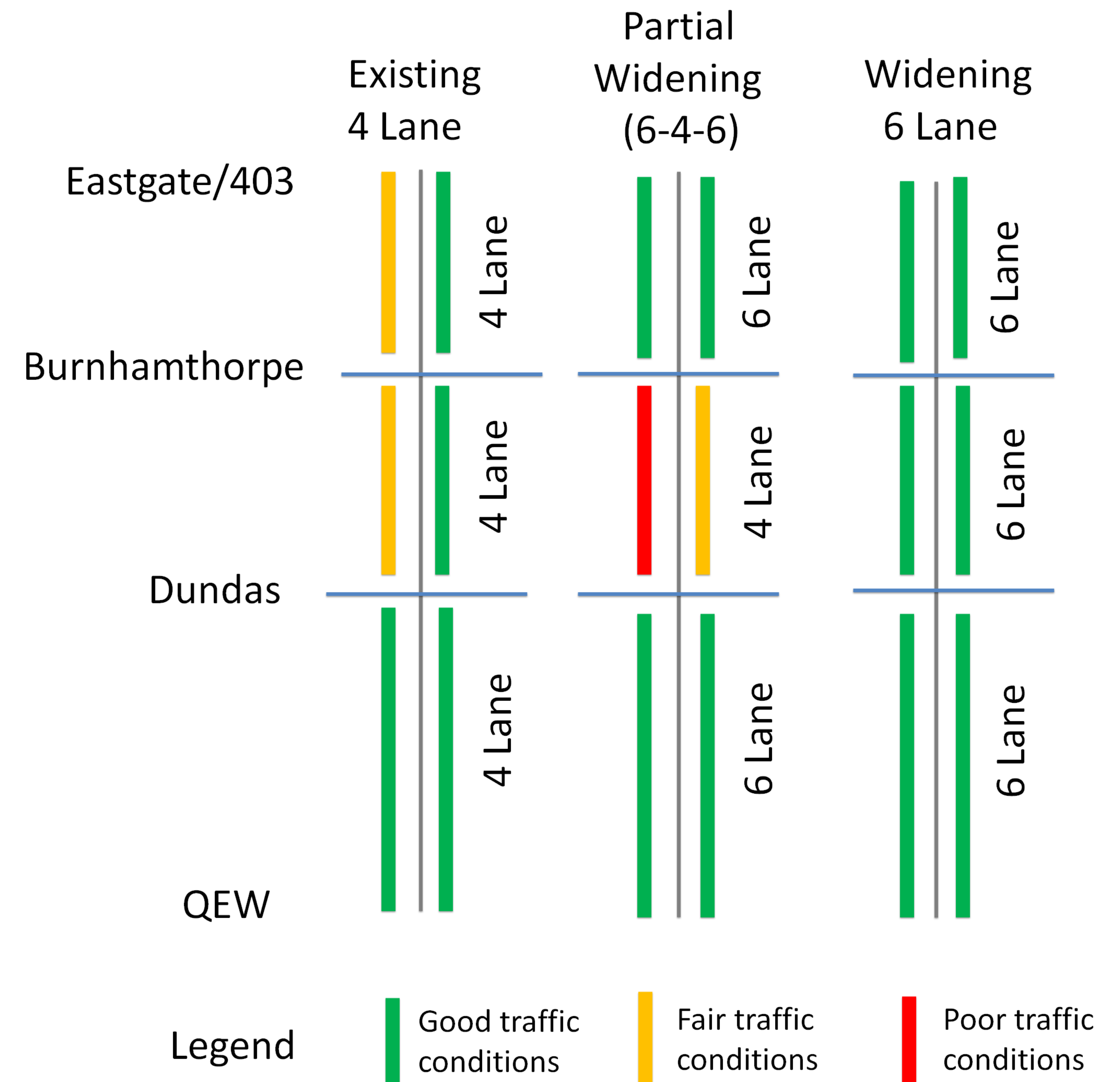
This Study follows **Phases 1 and 2** of the **Municipal Class Environmental Assessment for Schedule B projects**



(Municipal Engineers Association, last amended in 2015)

- Traffic volumes are expected to increase to 2031.
- The current 4 lanes will approach capacity; however operational and safety benefits can be realized through local intersection improvements.
- Partial widening to 6 lanes will increase demands and worsen operations within the central section.
- Widening to 6 lanes throughout will improve traffic operations, however is not feasible within central section due to property constraints.

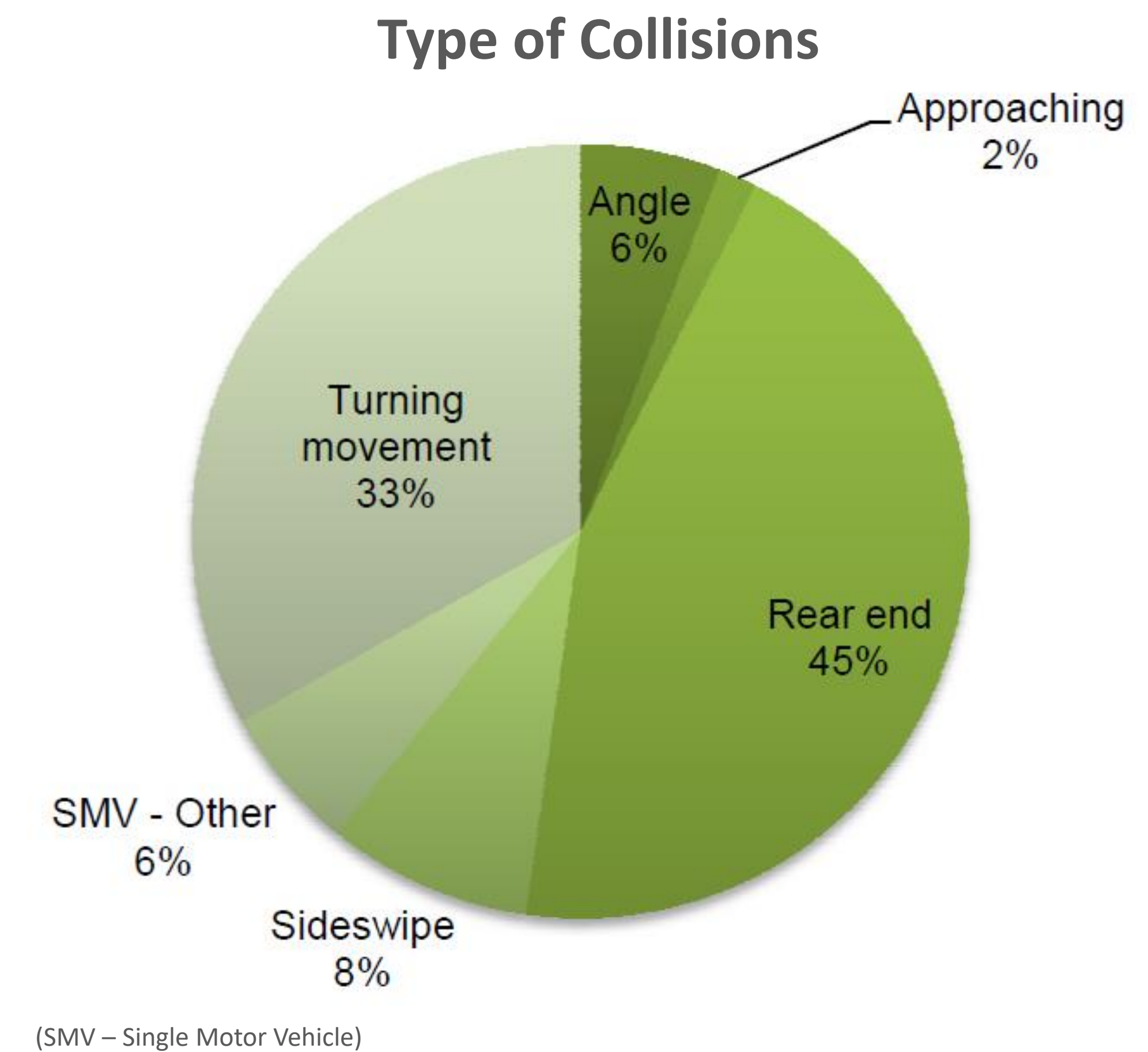
2031 Traffic Conditions



Future Traffic Conditions at Intersections

By 2031, up to 6 of the 13 signalized intersections within the corridor will experience poor traffic conditions:

- Eastgate Parkway (AM and PM peak),
- Rathburn Road (PM peak),
- Burnhamthorpe Road (AM and PM peak),
- Bloor Street (AM and PM peak),
- The Queensway (PM peak),
- North Service Road (PM peak), and
- South Service Road (AM peak).



Traffic Safety Considerations

- Excessive speeding (i.e. 20 km/h above the posted speed limit).
- Majority of collisions are rear-end and turning movement type, with the highest number at Eastgate Parkway, Burnhamthorpe Road, Bloor Street, and The Queensway, which could benefit from intersection improvements such as adding dual left and right turn lanes.
- Midblock collisions remain relatively low with the exception of immediately south of Burnhamthorpe Road and north of The Queensway.

Problems

- No cycling facilities other than the multi-use trail between Burnhamthorpe Road and Eastgate Parkway.
- Traffic congestion at major intersections.
- Excessive speeding along the corridor.
- Frequency of collisions associated with left turning conflicts at major intersections and commercial entrances.

Opportunities

- Provide additional separation from motor vehicle traffic thus increasing comfort of cyclists riding in heavy traffic.
- Improve traffic operations and safety at pedestrian crossings.
- Narrow lane widths to reduce speeds.
- Provide fully protected left turn phasing to address safety concerns, or consider left turn restrictions.

1

Do nothing
No improvements to Cawthra Road

2

Widen road for additional traffic volume
Widen road from 4 to 6 lanes for additional through traffic to accommodate growth

3

Improve corridor operations & safety
Design corridor to all modes of transportation, including walking, cycling, taking transit, carpooling and driving; and narrow lane widths to reduce speeding

4

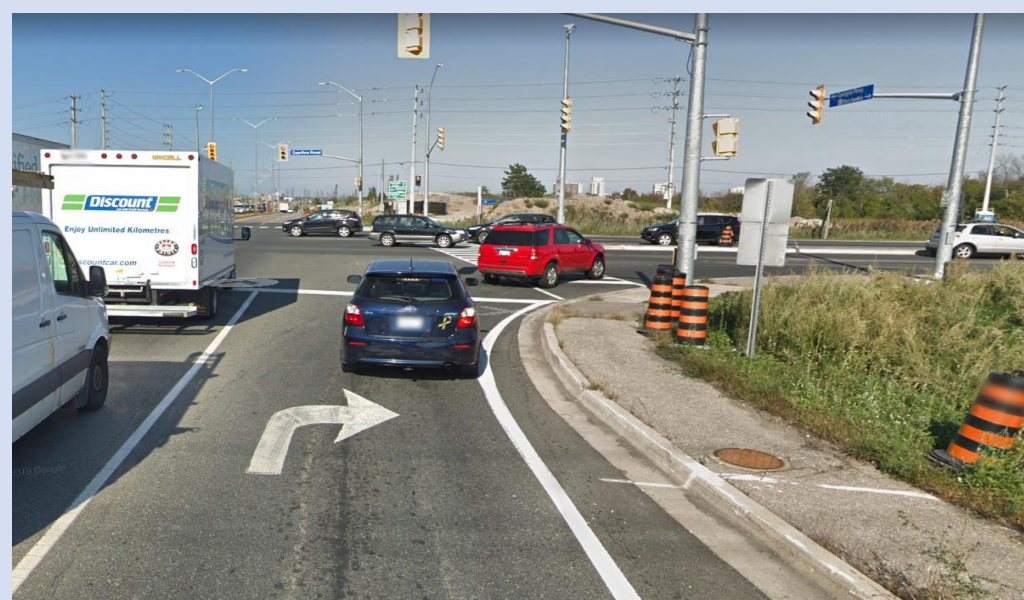
Improve intersection operations & safety

- Remove or replace channelized islands with smart channels or traditional right-turn lanes (see examples)
- Add dual left turns and exclusive right-turn lanes
- Adjust and re-evaluate turning lane storage
- Provide fully protected signal phasing
- Improve pavement markings and signage

Examples (Alternative 4):



Channelized Island



Right-Turn Lane

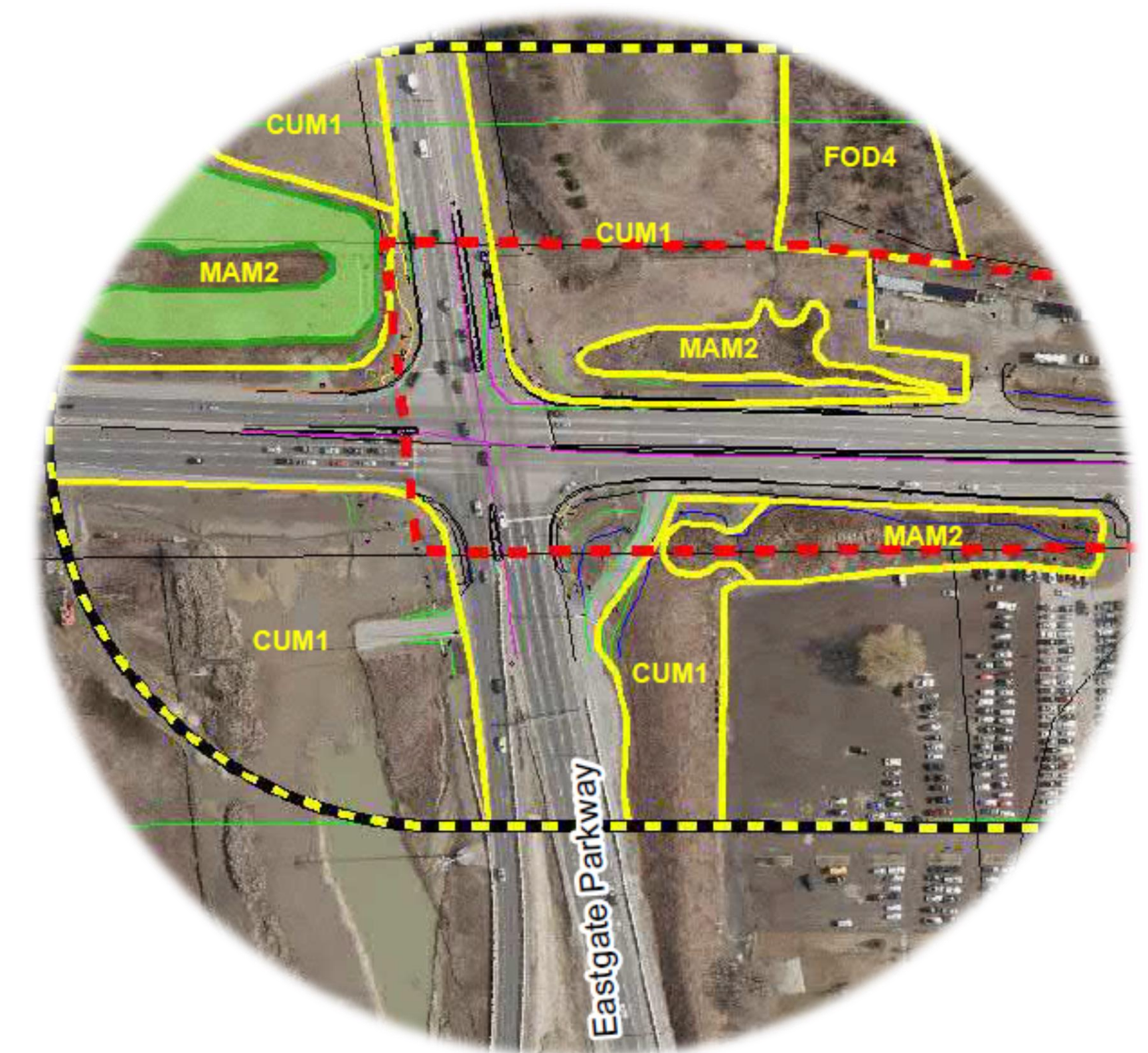


Smart Channel

DRAFT

Natural Heritage Resources

- Field investigations were conducted in Fall of 2018 and Spring/Summer 2019, including breeding bird and amphibian surveys (failed to detect calling anurans).
- No aquatic features (e.g. watercourses) having potential fish habitat.
- Areas of significance include:
 - Cultural meadow and Common Reed dominated marshes, immediately south of Eastgate Parkway; and
 - Cawthra Woods immediately south of the study area is a regional Area of Natural and Scientific Interest (ANSI) and Provincially Significant Wetland (PSW). Wetlands used by Jefferson Salamander (Endangered Species).
- No impacts are anticipated to Cawthra Woods or PSW.
- No negative impacts to the ecological form and function of marsh lands are anticipated.



Existing Cultural Meadows / Marshes



Tree Inventory and Protection Plan

- Tree inventory and health assessment was completed in October 2018; including all trees 10 cm diameter at breast height (DBH) or greater within the existing right-of-way.
- 330 trees were assessed.
- 31 tree species identified, Norway Maple was the most abundant.
- Identified 106 trees within 10m of limit of disturbance, of which 58 expected to require removal. Of the 58 trees to be removed, 14 are on the west side of Cawthra Road and 44 are on the east side.
- In keeping with Mississauga Tree Protection By-law, a minimum of 60 replacement trees are to be provided. Replacement trees are to be same species except for non-native trees.



Existing Boulevard Trees





Archaeological Assessment

- Stage 1 Archaeological Assessment undertaken in Fall 2018.
- Corridor retains no or low archaeological potential due to previous extensive disturbance, with the exception of the strip of land immediately north of the Dixie Union Cemetery.
- Although not anticipated at this time, should underground works encroach within 10 metres of the Dixie Union Cemetery, a Stage 3 investigation will be required.

Cultural Heritage Assessment

Four (4) properties within the study area are recognized as cultural heritage resources on the City of Mississauga Heritage Register:

- Dixie Presbyterian Church
- St. Mary's Ukrainian Catholic Church
- Dixie Union Cemetery and Chapel
- Mount Pleasant Cemetery

Two additional municipally designated properties, adjacent to the study corridor include: Cawthra Estate and Cherry Hill.

None of the above properties will be directly impacted by the proposed improvements.

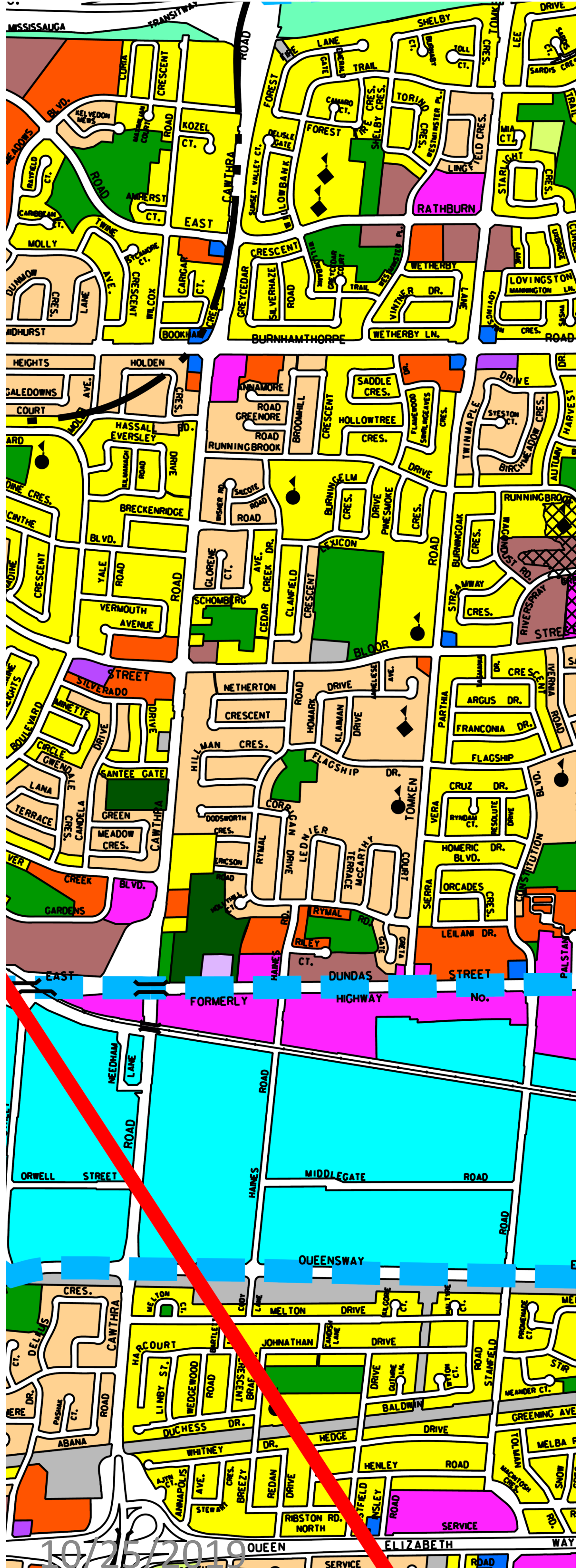
One residential property at 3317 Cawthra Road is expected to be directly impacted and is identified to have some heritage value or interest, however it is not recognized as heritage property by the City.

Designated Land Use



**City of Mississauga
Official Plan (2018)**

**Region of Peel
Official Plan (2018)**



LAND USE DESIGNATIONS

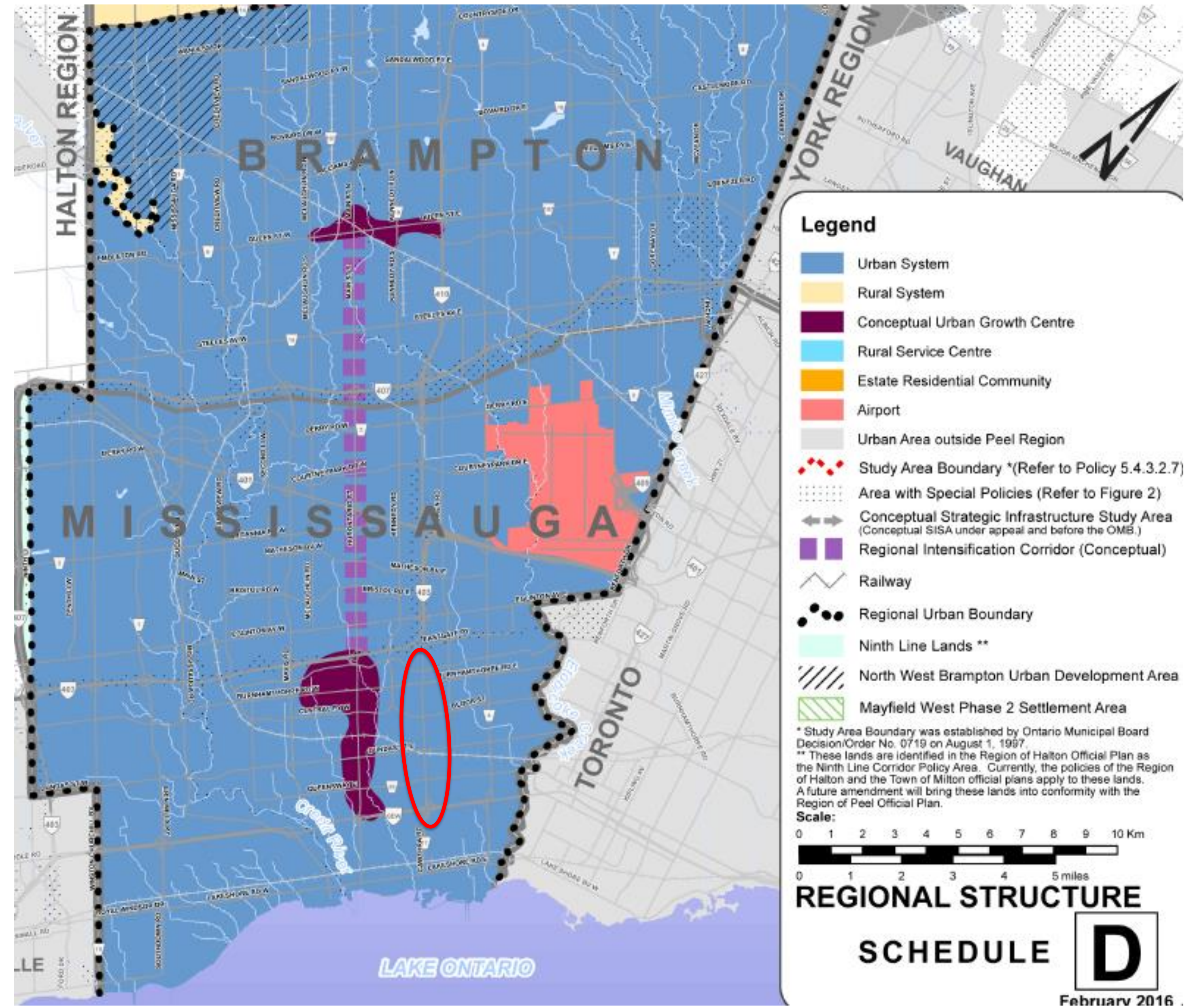
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|----------------------------|-----------------------|
| Residential Low Density I | Airport |
| Residential Low Density II | Institutional |
| Residential Medium Density | Public Open Space |
| Residential High Density | Private Open Space |
| Mixed Use | Greenlands |
| Convenience Commercial | Parkway Belt West |
| Motor Vehicle Commercial | Utility |
| Office | Special Waterfront |
| Business Employment | Partial Approval Area |
| Industrial | |

BASE MAP INFORMATION

- | | |
|---|------------------------------|
| Heritage Conservation District | Civic Centre (City Hall) |
| 1996 NEP/2000 NEF Composite Noise Contours | City Centre Transit Terminal |
| LBPIA Operating Area Boundary See Aircraft Noise Policies | GO Rail Transit Station |
| Area Exempt from LBPIA Operating Area | Public School |
| Natural Hazards | Catholic School |
| | Hospital |
| | Community Facilities |

City Structure

- | | |
|----------------|----------------------|
| Downtown | Corporate Centre |
| Major Node | Employment Area |
| Community Node | Special Purpose Area |
| Neighbourhood | |



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Inventory of existing noise walls and fences:

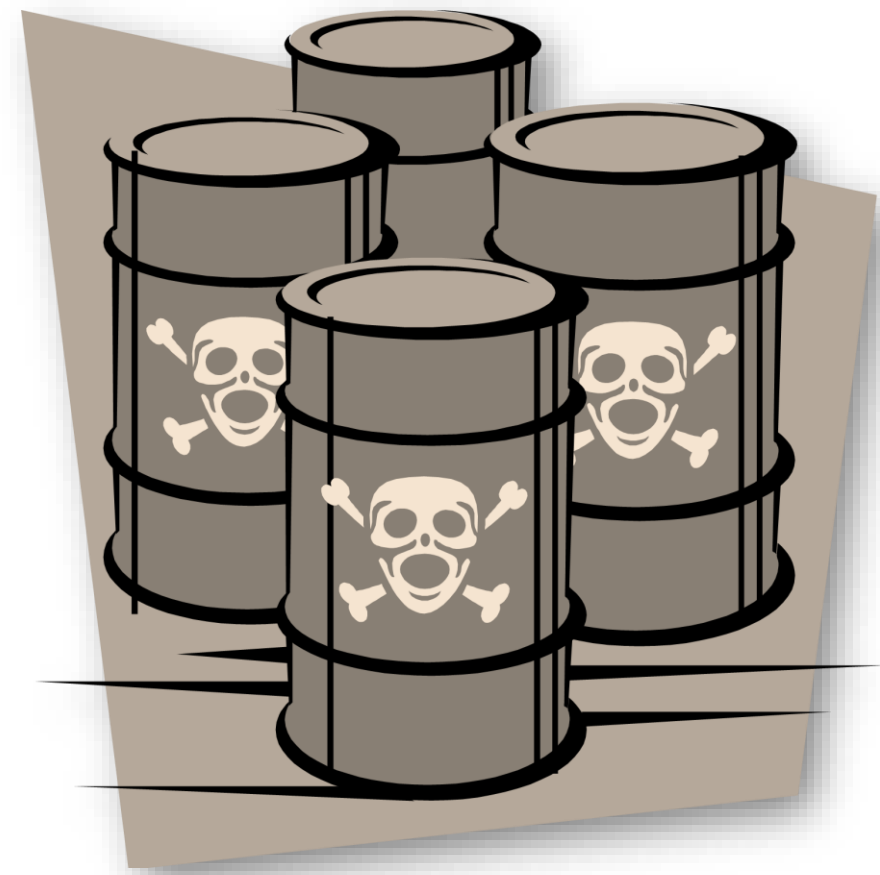
- Approximately 820 m of private noise walls;
- Approximately 1,840 m of Regional noise walls;
- Approximately 160 m of privacy fences
(not considered to effectively reduce noise)



Existing Noise Walls

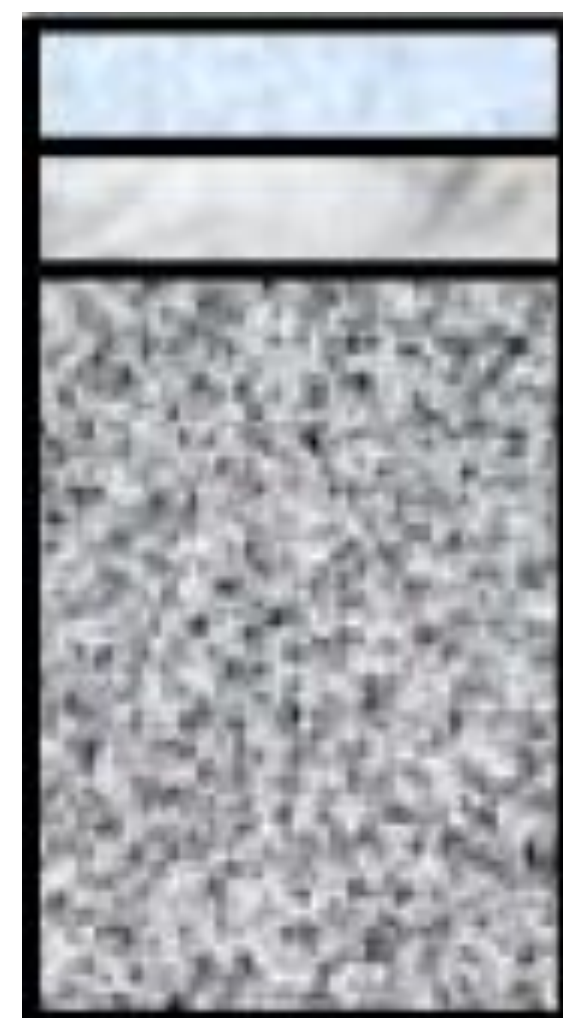
Noise Mitigation Requirements

Based on the Region of Peel Noise Attenuation Policy W30-04 and noise analysis completed as part of this study, it is recommended that noise walls be provided at the limits of the Cawthra Road right-of-way for those residential properties backing onto Cawthra Road within the study area (location to be verified as part of detail design).



Contamination Site Screening

- Contamination Overview Study (COS) completed along the corridor identified 20 potential contaminating activities (PCAs) associated with adjacent commercial and industrial operations within the study area.
- Environmental Site Assessments including soil and ground water investigations are to be undertaken during detailed design, where required to investigate the potential impacts caused by surrounding land uses identified as high risk.



Pavement Condition

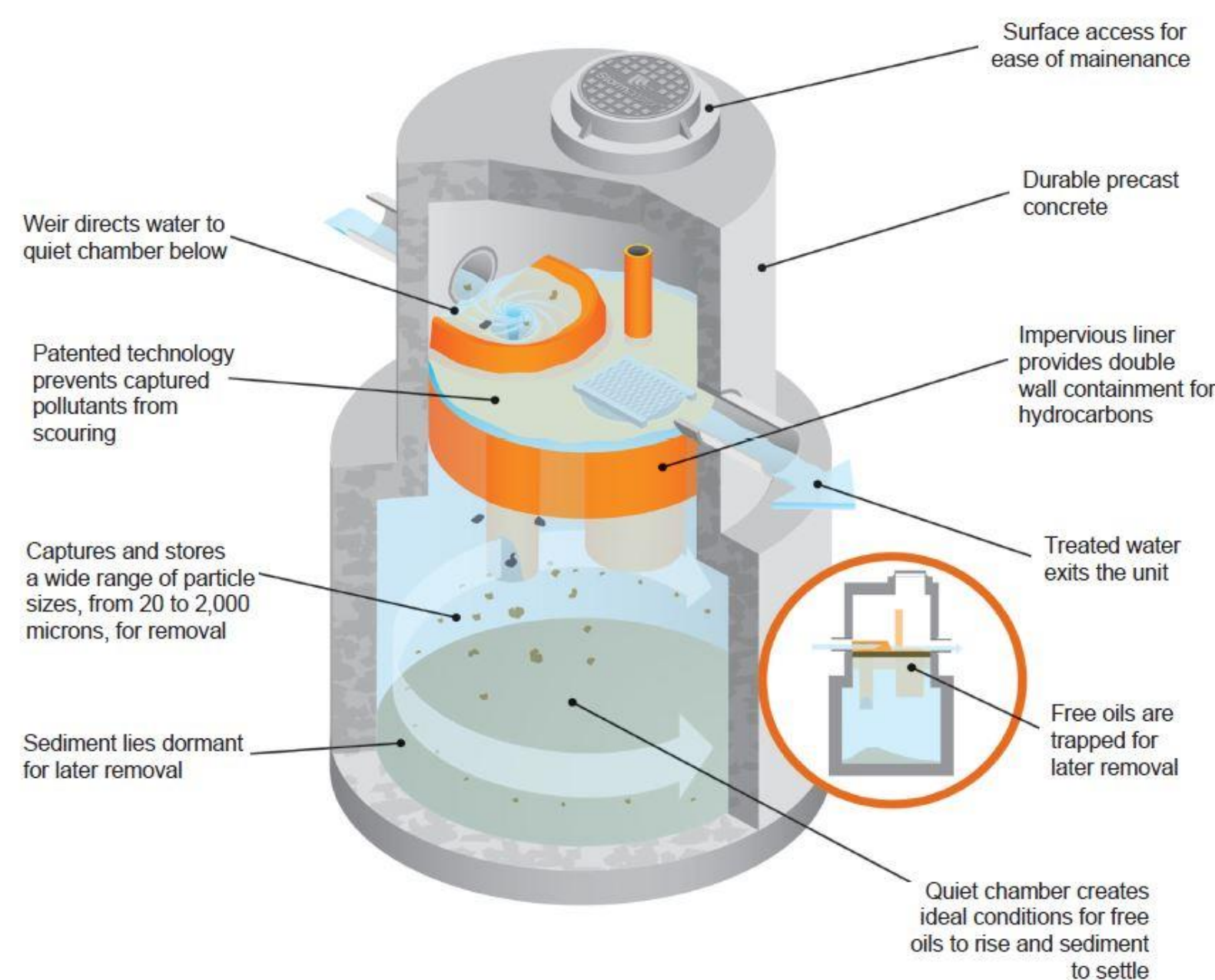
- Generally the existing pavement is in good condition, however shows some signs of deterioration (i.e. spalling and cracking).
- From QEW to north of Dundas Street, remove and repave existing asphalt.
- North of Dundas Street, replace full depth asphalt (to be confirmed during detailed design).

Existing Conditions

- Existing drainage infrastructure consists of roadside curbs, stormwater drains and sewers, with limited ditching present at the north end of the project.
- No watercourse crossings exist within the study area.
- All outlets within the study area discharge into existing municipal storm sewers which convey runoff westerly, ultimately discharging into Cooksville Creek.
- Several sections of the existing storm sewer are deficient in capacity and require replacement and upsizing, in addition to sections requiring replacement due to structural deficiencies (identified through a Closed Circuit Television (CCTV) inspection).

Proposed Conditions

- Existing drainage patterns will be maintained.
- Water quantity control will be implemented (i.e. low impact development techniques such as permeable paving on walkways and cycle tracks, and/or infiltration chambers).
- Water quality treatment will be provided using Oil/Grit Separator (OGS) units, underground infiltration chambers, and existing roadside ditches.
- Existing storm sewers that are in poor condition will be replaced.



Oil/Grit Separator (OGS)

Criteria	Indicator
Transportation	<p>Ability to address problem and opportunity</p> <p>Consistent with municipal planning policies and plans (Peel and Mississauga Official Plans, Long Range Transportation Plans (LRTPs), and Active Transportation Plans)</p>
Natural Environment	<p>Potential impact on natural heritage features</p> <p>Potential opportunity to adapt to or mitigate effects of climate change (Reduce Greenhouse Gas (GHG) emissions, Incorporate Low Impact Development (LID) in stormwater management)</p>
Social Environment	<p>Compatible with existing and planned future land uses, including property impact</p> <p>Promotes healthy, age-friendly and accessible environments</p> <p>Potential noise impacts</p>
Cultural Environment	<p>Potential impact on built heritage and cultural heritage landscapes</p> <p>Potential impact on archaeological resources</p>
Economic Environment	<p>Consistent with Region of Peel Goods Movement Strategic Network</p> <p>Supports economic sustainability, including access to businesses</p> <p>Anticipated cost within financing capacity of the Region of Peel</p>
Engineering Environment	<p>Potential impact on drainage and stormwater management</p> <p>Potential impact on soils and pavement structure</p> <p>Potential impact on utilities and municipal water/wastewater infrastructure</p>

Assessment of Alternative Solutions



Environmental Criteria / Indicator	(1) Do Nothing	(2) Widen road for additional lanes	(3) Improve corridor operations & safety	(4) Improve intersection operations & safety
Transportation				
Ability to address problem and opportunity	- Does not address problem and opportunity	+ Does address problem and opportunity in combination with other alternatives, however introduces constraints on the ability to accommodate active transportation facilities	+ Does address problem and opportunity in combination with other alternatives	+ Does address problem and opportunity in combination with other alternatives
Consistent with municipal planning policies and plans	- No action to meet goals and objectives of municipal planning policies and plans	+ Partially consistent with Regional LRTP Update (2019) which shows widening to 6 lanes between QEW and The Queensway by 2041	+ Consistent in combination with other alternatives	+ Consistent in combination with other alternatives
Engineering				
Potential impact on drainage and stormwater management	+ No impact	- Greatest impact of alternatives (relative to Do Nothing) due to introduction of largest impervious area	- Moderate impact in comparison to widening alternative (relative to Do Nothing) due to reduction of impervious area	- Moderate impact in comparison to widening alternative (relative to Do Nothing) due to reduction of impervious area
Potential impact on soils and pavement structure	+ No impact	- Greatest impact of alternatives (relative to Do Nothing) due to largest area of land required and potential for encroaching into areas of potential environmental concern	- Moderate impact in comparison to widening alternative (relative to Do Nothing) due to less land required and potential for encroaching into areas of potential environmental concern	- Moderate impact in comparison to widening alternative (relative to Do Nothing) due to less land required and potential for encroaching into areas of potential environmental concern
Potential impact on utilities and municipal water/wastewater infrastructure	+ No impact	- Greatest potential for displacement/relocation of utilities and municipal infrastructure of alternatives (relative to Do Nothing)	- Moderate potential for displacement/relocation of utilities and municipal infrastructure of widening alternative (relative to Do Nothing)	- Moderate potential for displacement/relocation of utilities and municipal infrastructure of widening alternative (relative to Do Nothing)

Environmental Criteria / Indicator	(1) Do Nothing	(2) Widen road for additional lanes	(3) Improve corridor operations & safety	(4) Improve intersection operations & safety
Natural				
Potential impact on natural heritage features	+ No impact	– Greatest encroachment potential of alternatives (relative to Do Nothing) with impact throughout entire corridor	– Moderate encroachment potential in comparison to widening alternative (relative to Do Nothing) with impact throughout entire corridor	+ Least encroachment potential of alternatives (relative to Do Nothing) as impact is limited to intersections
Potential opportunity to adapt to or mitigate effects of climate change	– No action to address effects of climate change	+ Opportunity for LID – Increased GHG emissions from increased traffic	+ Opportunity for LID throughout corridor + Opportunity to ultimately reduce GHG emissions with a shift from single-occupancy vehicles to sustainable modes of travel	+ Opportunity for LID at intersections
Cultural				
Potential impact on built heritage and cultural heritage landscapes	+ No impact	– Greatest impact of alternatives (relative to Do Nothing) due to area of land required	– Moderate impact in comparison to widening alternative (relative to Do Nothing) due to land required to accommodate active transportation and/or transition to pedestrian/cyclist crossings at intersections	– Moderate impact in comparison to widening alternative (relative to Do Nothing) due to potential land required to accommodate additional turn lanes and/or to improve pedestrian/cyclist movements – 1 property affected at Bloor Street to accommodate northbound right turn lane was identified in Cultural Heritage Assessment to have potential heritage value
Potential impact on archaeological resources	+ No impact	– Greatest impact of alternatives (relative to Do Nothing) due to area of land required – Requires additional archaeological assessments to determine extent of impacts and mitigation for areas outside the right-of-way	+ No significant impact in comparison to widening alternative (relative to Do Nothing) due to less area of land required – Stage 3 archaeological assessment will be undertaken during detailed design to confirm mitigation if underground work extends within 10 m of the Dixie Cemetery	+ No significant impact in comparison to widening alternative (relative to Do Nothing) due to less area of land required

Assessment of Alternative Solutions



Environmental Criteria / Indicator	(1) Do Nothing	(2) Widen road for additional lanes	(3) Improve corridor operations & safety	(4) Improve intersection operations & safety
Social				
Compatible with existing and planned future land uses, including property impact	+ No impact to land uses and property	- Greatest potential for property requirements of alternatives (relative to Do Nothing) due to widening throughout corridor	- Moderate potential for property requirements of alternatives (relative to Do Nothing), to accommodate active transportation throughout corridor and/or transition to pedestrian/cyclist crossings at intersections - 1 property affected south of The Queensway due to driveway grading	- Moderate potential for property requirements of alternatives (relative to Do Nothing), to accommodate additional turn lanes and/or improve pedestrian/cyclist movements at intersections - 2 properties affected at Bloor Street to accommodate northbound right turn lane
Promotes healthy, age-friendly and accessible environments	- No opportunity to address effects on public health	+ Supports active transportation - Wider road crossings for users with limited mobility - Proximity of pedestrians/cyclists to traffic emissions - Increased air emissions due to increased traffic	+ Supports active transportation infrastructure - Proximity of pedestrians/cyclists to traffic emissions	+ Supports improvements for the safety of pedestrians/cyclists crossing at intersections
Potential noise impacts	+ No impact	- Greatest impact of alternatives (relative to Do Nothing) due to increased traffic closer to sensitive land uses	+ Negligible noise impact (relative to Do Nothing)	+ Negligible noise impact (relative to Do Nothing)

Environmental Criteria / Indicator	(1) Do Nothing	(2) Widen road for additional lanes	(3) Improve corridor operations & safety	(4) Improve intersection operations & safety
Economic				
Consistent with Region of Peel Goods Movement Strategic Network	+ No impact	+ Maintains truck restriction from 7PM to 7AM	+ Maintains truck restriction from 7PM to 7AM	+ Maintains truck restriction from 7PM to 7AM + Ability for trucks to turn will be maintained
Supports economic sustainability, including access to businesses	+ No impact	+ Increased traffic exposed to business area	+ Provides enhanced accessibility for variety of sustainable transportation users which could provide more exposure for businesses	- Access to 2 commercial properties restricted to right-in and right-out
Anticipated cost within financing capacity of the Region of Peel	+ No construction cost	- Greatest cost of alternatives (relative to Do Nothing) due to greatest extent of new infrastructure to construct and maintain, including costs associated with complexity, utility relocation and property impact	- Moderate cost in comparison to widening alternative (relative to Do Nothing) due to less extent of new infrastructure to construct and maintain	- Moderate cost in comparison to widening alternative (relative to Do Nothing) due to less extent of new infrastructure to construct and maintain

Summary of Evaluation

Environmental Criteria / Indicator	(1) Do Nothing	(2) Widen road for additional lanes	(3) Improve corridor operations & safety	(4) Improve intersection operations & safety
Summary	- Does not address problem and opportunity	- Not expected to provide significant benefit	+ Carried forward	+ Carried forward
Recommendation	Alternative 1 and 2 are not preferred		Combination of Alternative 3 and 4 is preferred	

Reconstruct roadway to:

- Maintain 4 lanes (5 lanes south of The Queensway)
- Provide centre-turn lane or median
- Provide cycle tracks or raised bike lanes
- Support provisions for transit (bus) services

Improve operations and safety at intersections by:

- Removing or replacing channelized islands with smart channels or traditional right-turn lanes
- Installing cross-rides
- Adding dual left turns and exclusive right-turn lanes
- Extending or eliminating turning lane storage
- Providing fully protected signal phasing
- Improving pavement markings and signage

Smart Channels

- Improves visibility of oncoming vehicles and pedestrians for drivers turning right.



Channelized Island



Smart Island

(Drivers do not have to turn their head as much to the left as they would at a traditional channel).

- Encourages vehicles to slow down at the channel since the vehicle would have to make a sharper turn.

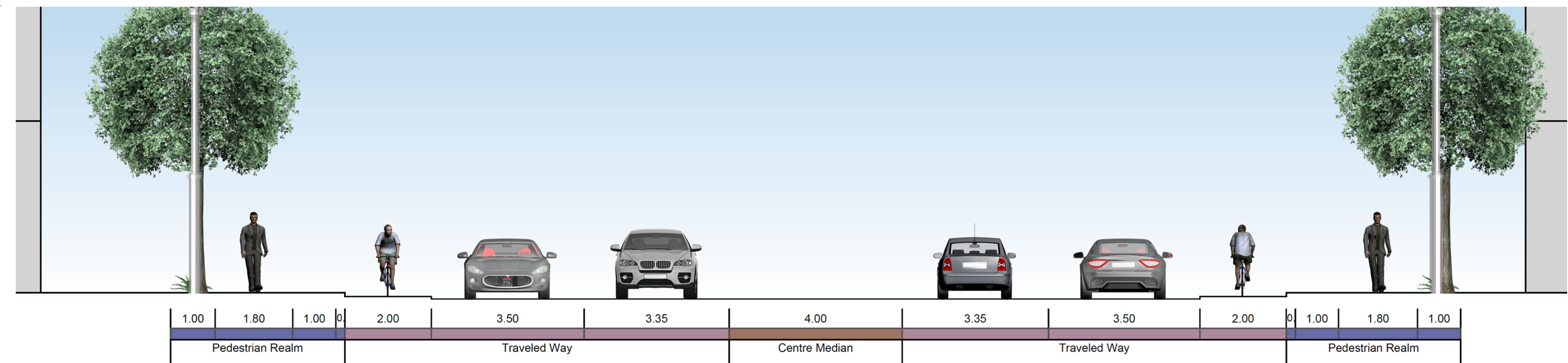
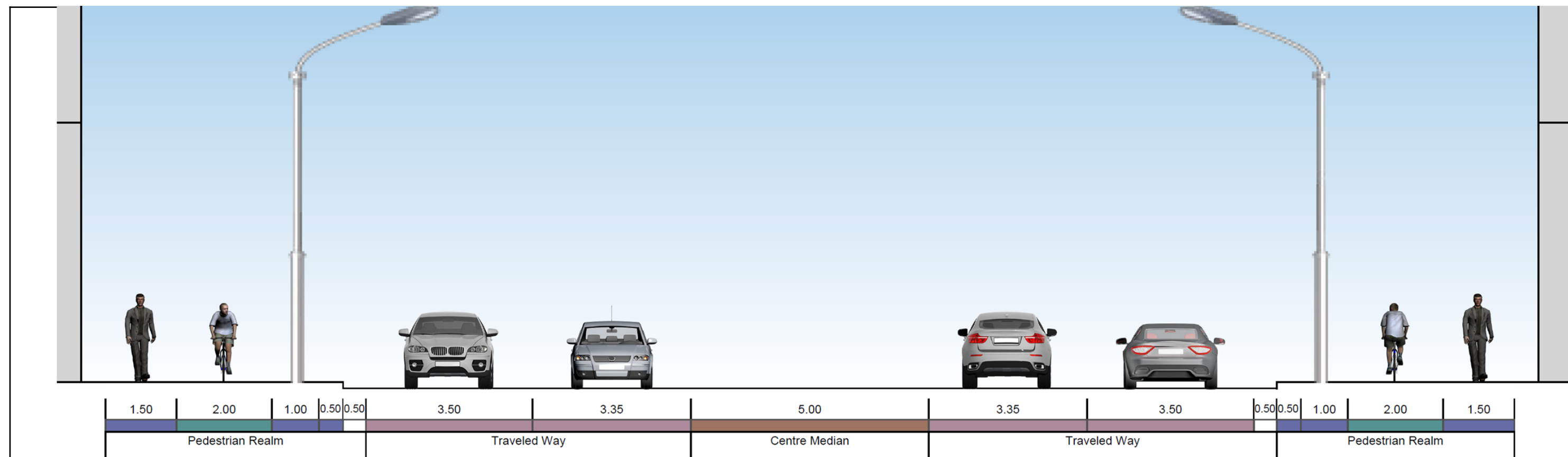
Cross-Rides

- At traditional cross-walks, cyclists dismount and cross the intersection by walking their bike.
- A cross-ride allows cyclists to ride their bike within the crossing without dismounting.
- A separate cross-ride provides separate space for cyclists and pedestrians.



Widen to accommodate cycle tracks in non-constrained areas

Widen to accommodate raised bike lanes in constrained areas



- + Physical separation from adjacent traffic is appropriate for high speed and volumes, function of the street and bike route, vehicle mix and right-of-way
- Frequent openings in separators required to accommodate residential driveways on both sides from South Service Road to The Queensway and between Burnhamthorpe Road and Dundas Street, and on the west side through the Dundas Street overpass

- + Physical separation from adjacent traffic is appropriate for speed and volume
- + Not as much horizontal separation compared to the cycle track option
- High volume through Dundas Street underpass creates uncomfortable environment for motorists and cyclists

- Requires road widening
- Cost prohibitive to widen bridge structure between South Service Road and The Queensway
- Insufficient width for minimum 1.8m conventional bike lane splitting two travel lanes through high-speed diverging ramp (interim treatment: permit use of sidewalk through the overpass)
- Multi-use trail was recently constructed on the west side from Burnhamthorpe Road to Eastgate Parkway

Most Preferred

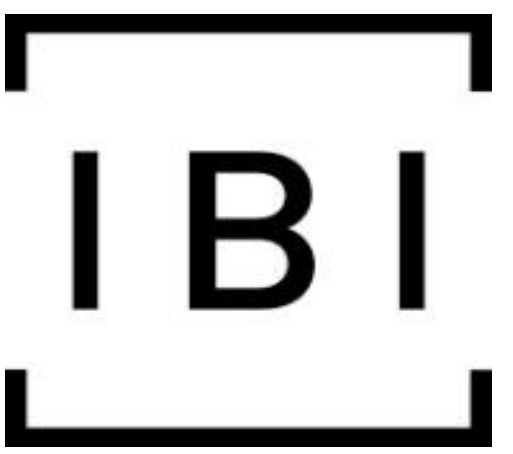
Preferred where Cycle Tracks are not feasible

Preliminary Preferred Design Plan



**See Preliminary Preferred Design Plan
for location of proposed improvements**

Next Steps



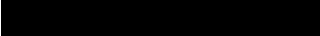
- Please fill out a comment sheet and mail, email or fax your comments to the contact shown by **December 13, 2019**
- Following this PIC, the project team will:
 - Review public comments
 - Confirm a preferred solution and design
 - Prepare project file report for 30-day public review (Winter 2020)

Thank you

From: [Bubas, Sonya](#)
To: [Nieuwenhuysen, Bob](#); [Eisa, Eisa](#); [Saiyed, Sabbir](#); [Tatla, Manvir](#); [Lapos, Natalie](#); [Zois, Anthony](#); [Hardcastle, John](#); [Matthew Sweet](#); [Alice Ho](#); [Bell, Trevor \(MOECC\)](#); [Lee, Arthur](#); [Zibby Petch](#); [Allan Ortlieb](#); [Hamdani, Hashim](#); [Knuckle, Mark](#); [Jefferson, Heather](#); [Banuri, Syeda](#); [Krasowski, Grace](#); [Lai, Joseph \(MTO\)](#); ["Heaton, Mark \(MNRF\)"](#); [McAllister, Aurora \(MECP\)](#); [Kilis, Jakub](#); [Zack Carlan](#); [Alana Tyers](#); [Ansari, Seema](#); [Jahan, Shajin](#); [edgar.henriquez@rci.rogers.com](#); [samir.patel@cogecodata.com](#); [markups@enbridge.com](#); [mignacio@enersource.com](#); [gt.moc@prestigetel.com](#); [jan.mitchell@hydroone.com](#); [max.pavese@telus.com](#); [Keith.Noronha@infrastructureontario.ca](#); [Thomsen, Jeanne](#); [utility.circulations@zayo.com](#); [bell.moc@Telecon.ca](#); [clee@tnpi.ca](#); [tpumarkup@hydroone.com](#); [Alexander, Tamara](#); [Razao, Ricardo](#); [gt.moc@telecon.ca](#)
Cc: [ZZG-Peel Health & Built Environment](#); [Motala, Imran](#); [Rook, Sally](#); [Marzo, Christina](#); [Jeremy.Blair@mississauga.ca](#); [Lin Rogers](#); [Jamroz, Damian](#); [Jacqueline Elias](#); [Laing, Rick](#); [Gorman, Gayle](#); [Fred Sandoval](#); [Crawford, Mark](#)
Subject: RE: Cawthra Rd EA - TAC Meeting - Review Materials
Date: October 25, 2019 12:01:00 PM
Attachments: [image001.png](#)

Hello,

I am resending the attachments in the following link due to file size:

 Please note the above link will be inactive after 1 week.

Thank you,

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

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

Brampton, ON L6T 4B9

905-791-7800 ext. 7801

84BE9F13



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From: Bubas, Sonya

Sent: October 25, 2019 11:39 AM

To: Nieuwenhuysen, Bob <Bob.Nieuwenhuysen@peelregion.ca>; Eisa, Eisa <Eisa.Eisa@peelregion.ca>; Saiyed, Sabbir <Sabbir.Saiyed@peelregion.ca>; Tatla, Manvir <Manvir.Tatla@peelregion.ca>; Lapos, Natalie <Natalie.Lapos@peelregion.ca>; Zois, Anthony <Anthony.Zois@peelregion.ca>; Hardcastle, John <John.Hardcastle@peelregion.ca>; 'Matthew Sweet' <Matthew.Sweet@mississauga.ca>; 'Alice Ho' <Alice.Ho@mississauga.ca>; 'Bell, Trevor (MOECC)' <Trevor.Bell@ontario.ca>; Lee, Arthur <arthur.lee@peelregion.ca>; Zibby Petch <zibby.petch@ibigroup.com>; 'Allan Ortlieb' <Allan.Ortlieb@IBIGroup.com>; Hamdani, Hashim <HashimAli.Hamdani@peelregion.ca>; Knuckle, Mark <Mark.Knuckle@peelregion.ca>; Jefferson, Heather <Heather.Jefferson@peelregion.ca>; Banuri, Syeda <Syeda.Banuri@peelregion.ca>; Krasowski, Grace <Grace.Krasowski@peelregion.ca>; 'Lai, Joseph (MTO)' <Joseph.Lai@ontario.ca>; 'Heaton, Mark (MNRF)' <mark.heaton@ontario.ca>; 'McAllister, Aurora (MECP)' <Aurora.McAllister@ontario.ca>; Kilis, Jakub <Jakub.Kilis@cvc.ca>; 'Zack Carlan' <Zack.Carlan@trca.ca>; 'Alana Tyers' <Alana.Tyers@mississauga.ca>; Ansari, Seema <Seema.Ansari@peelregion.ca>; Jahan, Shajin <shajin.jahan@peelregion.ca>;

'edgar.henriquez@rci.rogers.com' <edgar.henriquez@rci.rogers.com>;
'samir.patel@cogecodata.com' <samir.patel@cogecodata.com>; 'markups@enbridge.com'
<markups@enbridge.com>; 'mignacio@enersource.com' <mignacio@enersource.com>;
'gt.moc@prestigetel.com' <gt.moc@prestigetel.com>; 'ian.mitchell@hydroone.com'
<ian.mitchell@hydroone.com>; 'max.pavese@telus.com' <max.pavese@telus.com>;
'Keith.Noronha@infrastructureontario.ca' <Keith.Noronha@infrastructureontario.ca>; Thomsen,
Jeanne <Jeanne.Thomsen@peelregion.ca>; utility.circulations@zayo.com; bell.moc@Telecon.ca;
clee@tnpi.ca; 'tpumarkup@hydroone.com' <tpumarkup@hydroone.com>; Alexander, Tamara
<Tamara.Alexander@peelregion.ca>; Razao, Ricardo <ricardo.razao@peelregion.ca>
Cc: ZZG-Peel Health & Built Environment <ZZG-PeelHealthBuiltEnvironment@peelregion.ca>;
Motala, Imran <Imran.Motala@peelregion.ca>; Rook, Sally <Sally.Rook@peelregion.ca>; Marzo,
Christina <Christina.Marzo@peelregion.ca>; 'Jeremy.Blair@mississauga.ca'
<Jeremy.Blair@mississauga.ca>; Lin Rogers <Lin.Rogers@mississauga.ca>; Jamroz, Damian
<Damian.Jamroz@peelregion.ca>; 'Jacqueline.Elias' <Jacqueline.Elias@mississauga.ca>; Laing, Rick
<Rick.Laing@peelregion.ca>; Gorman, Gayle <Gayle.Gorman@peelregion.ca>; Fred Sandoval
<Fred.Sandoval@mississauga.ca>; Crawford, Mark <Mark.Crawford@peelregion.ca>

Subject: Cawthra Rd EA - TAC Meeting - Review Materials

To: Technical Advisory Committee (TAC)

Good morning,

Please find attached for your review, Draft Public Information Centre display and roll plans for the Cawthra Road Class EA. The attachments will be used to present the project to TAC on October 30. Kindly review the material for discussion on October 30 and reply with your comments by November 8.

Feel free to contact me if you have any questions.

Regards,

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

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

Brampton, ON L6T 4B9

905-791-7800 ext. 7801

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

From: Bubas, Sonya

Sent: October 16, 2019 7:57 AM

To: Bubas, Sonya; Nieuwenhuysen, Bob; Eisa, Eisa; Saiyed, Sabbir; Tatla, Manvir; Lapos, Natalie; Zois, Anthony; Hardcastle, John; Matthew Sweet; Alice Ho; Bell, Trevor (MOECC); Lee, Arthur; Zibby Petch; Allan Ortlieb; Hamdani, Hashim; Knuckle, Mark; Jefferson, Heather; Banuri, Syeda; Krasowski, Grace; Lai, Joseph (MTO); 'Heaton, Mark (MNR)'; McAllister, Aurora (MECP); Kilis, Jakub; Zack Carlan; Alana

Tyers; Ansari, Seema; Jahan, Shajin; bell.moc@netricom.com; edgar.henriquez@rci.rogers.com; samir.patel@cogecodata.com; markups@enbridge.com; mignacio@enersource.com; gt.moc@prestigetel.com; ian.mitchell@hydroone.com; utility.circulations@mtsallstream.com; max.pavese@telus.com; Keith.Noronha@infrastructureontario.ca; Thomsen, Jeanne

Cc: ZZG-Peel Health & Built Environment; Motala, Imran; Rook, Sally; Marzo, Christina; Jeremy.Blair@mississauga.ca; Lin Rogers; Jamroz, Damian; Jacqueline Elias; Laing, Rick; Gorman, Gayle; tpumarkup@hydroone.com; bell.moc@Telecon.ca; utility.circulations@zayo.com; Fred Sandoval; clee@tnpi.ca; Alexander, Tamara; Crawford, Mark; Razao, Ricardo

Subject: Cawthra Rd Class EA - Technical Advisory Committee Meeting

When: October 30, 2019 9:00 AM-11:00 AM (UTC-05:00) Eastern Time (US & Canada).

Where: 10 Peel Centre Drive, Suite A, 5th Floor, Council Lounge

You are invited to attend the Technical Advisory Committee meeting for the Class EA Study on Cawthra Road from QEW to Eastgate Parkway. Please find attached agenda for discussion items.

Review materials will be forwarded to you in advance.

Please feel free to contact me if you have any questions.

Regards,

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

905-791-7800 ext. 7801

TORONTO AND REGION CONSERVATION AUTHORITY

From: Marina Janakovic <Marina.Janakovic@trca.ca>
Sent: April 17, 2020 1:48 PM
To:
Subject: High Importance: TRCA Submissions
Importance: High

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

April 17, 2020

Dear local and regional municipalities in [REDACTED] and in Peel Region,

Thank you for your continued working relationship with the Toronto and Region Conservation Authority (TRCA), Development Planning and Permits department.

In response to the current Coronavirus pandemic, we are requesting that all circulations and materials are shared digitally via a shared folder link embedded in an email. This temporary measure in our submission practices allows circulations to be received and distributed more efficiently as we have limited staff going into the office at this time.

[REDACTED]

Similarly, starting today all digital submissions for Peel Region will be accepted through this e-mail address:

This includes digital circulations, pre-consultation meeting requests, etc.:

peelplan@trca.ca

To add, proponents with outstanding TRCA fees can now pay electronically. Please have proponents contact the responsible TRCA planner, or send an email to myself, the Administrative Planning Technician, Marina Janakovic, who will follow up directly.

Please distribute this to others who regularly work with the Development Planning and Permits team at TRCA. Thank you for your understanding at this time.

Kind Regards,
Marina Janakovic

Thank you for your email. Please note that TRCA's Offices are presently closed to visitors. The plan input and review function continues during the Coronavirus pandemic. In order to reduce the potential of transmission, TRCA requests that development planning and permit applications and materials be submitted digitally in PDF format. Paper submissions are discouraged and may result in extended timeframes for review.

*All digital submissions and documents can be submitted to the following e-mail addresses:
Enquiries/ applications within Peel Region municipalities – peelplan@trca.ca*

We thank you for your cooperation as we respond to the current situation.

Lee, Arthur

From: Annette Lister <Annette.Lister@trca.ca>
Sent: July 23, 2020 5:33 PM
To: Bubas, Sonya
Cc: Saddi, Asha; Victoria Kramkowski
Subject: RE: Cawthra Road Environmental Assessment (Queen Elizabeth Way to Eastgate Parkway) - Draft Project File Report
Attachments: CFN 62241 Cawthra Draft PFR - TRCA Comments - July 23, 2020.pdf

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

Hello Sonya,

TRCA staff received the Draft PFR for the above named project on July 8, 2020. Please see attached for TRCA staff comments.

Thank you,
Annette

Annette Lister, M.A.Sc.

Planner

Infrastructure Planning and Permits | Development and Engineering Services

T: [\(416\) 661-6600](tel:(416)661-6600) ext. 6443

E: annette.lister@trca.ca

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



From: Saddi, Asha <asha.saddi@peelregion.ca>

Sent: Wednesday, July 8, 2020 3:55 PM

To: Keith.Noronha@infrastructureontario.ca; lisa.myslicki@infrastructureontario.ca; aurora.mcallister@ontario.ca; Maria.Jawaid@ontario.ca; Bell, Trevor (MECP) <Trevor.Bell@ontario.ca>; Moin.Khan@ontario.ca; sabina.merey@ontario.ca; jeremy.blair@mississauga.ca; Brooke Herczeg <Brooke.Herczeg@mississauga.ca>; Fred Sandoval <fred.sandoval@mississauga.ca>; Lin Rogers <Lin.Rogers@mississauga.ca>; Matthew Sweet <Matthew.Sweet@mississauga.ca>; Alice.Ho@mississauga.ca; Kilis, Jakub <Jakub.Kilis@cvc.ca>; Jacqueline Elias <Jacqueline.Elias@mississauga.ca>; Annette Lister <Annette.Lister@trca.ca>; Peel Plan <PeelPlan@trca.ca>; 'joel.lacombe@alecrautilities.com' <joel.lacombe@alecrautilities.com>; bell.moc@telecon.com; ian.mitchell@hydroone.com; secondarylanduse@hydroone.com; 'edgar.henriquez@rci.rogers.com' <edgar.henriquez@rci.rogers.com>; massimo.pavese@telus.com; cleo@tnpi.ca; Utility.circulations@zayo.com; gt.moc@telecon.ca; 'bell.moc@netricom.com' <bell.moc@netricom.com>; 'edgar.henriquez@rci.rogers.com' <edgar.henriquez@rci.rogers.com>; samir.patel@cogecodata.com; 'markups@enbridge.com' <markups@enbridge.com>; mignacio@enersource.com; gt.moc@prestigetel.com; tpmarkup@hydroone.com

Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>

Subject: Cawthra Road Environmental Assessment (Queen Elizabeth Way to Eastgate Parkway) - Draft Project File Report

Hi All,

The Region of Peel is completing the Schedule B Cawthra Road Environmental Assessment (EA) from Queen Elizabeth Way to Eastgate Parkway in the City of Mississauga. The purpose of the study was to examine the need for improvements on Cawthra Road to address long-term issues related to planned future growth and to enhance safety for all road users.

Attached below are the instructions to register for Tempo Box. This is an electronic workspace which contains the Draft Project File Report (PFR) with appendices, including technical reports and the current preferred design. The study documents detail the planning, consultation and preliminary design process for the EA.

Please review the Draft PFR documents and forward your comments to me by no later than **Thursday, July 30**.

You will have received an email to register for access to Tempo Box. The toolkit is also attached above for your reference. If you have any problems accessing the documents please let me know.

Regards,

Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca



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To facilitate collaboration with you, the Region of Peel is using a product from Opentext called Tempo Box. You will receive an email invitation from 'do-not-reply-tempobox@peelregion.ca' with the subject line 'Opentext Tempo Box Invitation'.

Note: Tempo Box only works using the following browsers: Chrome, Internet Explorer 10 or later, Firefox and Safari

If you do **NOT** receive an email invitation, review the steps below:

- Check your junk or spam folder in your email application
- Add do-not-reply-tempobox@peelregion.ca to your email address book or safe list

- Review any email application rules that you may have (which may move the email to a folder)
- Check with your IT department if the email is blocked for any reason

To assist you with the registration process and access to Tempo Box please follow the instructions below:

1. Click on the Tempo Box registration link contained within the email invitation.
2. Follow the on-screen instructions to complete your required registration. Note that your email is your username and that your password should be at least **8** characters in length, and contain at least **1** number, **1** upper case and **1** special character. (Your password is case sensitive).
3. Upon successful creation of your account, you will receive a 'welcome email' which will contain a link to access Tempo Box. Click on the link 'Start Using the Region of Peel's Tempo Box Now!'.
4. Your username is your email address. Make sure your user name is all lower case.
5. Type the password you created in the account setup window in step 2.

Congratulations! You have now entered Tempo Box: <https://tempobox.peelregion.ca>

To assist you in using Tempo Box we have included an External Participant Toolkit. This guide provides a quick reference for you on how to access and use Tempo Box and contains important links and information.

Kelly (Ashwantie) Maraj, CAP, OM

Administrative Assistant to the Manager, Transportation
Infrastructure Programming & Studies
Region of Peel, 10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7831



July 23, 2020

CFN 62241

BY E-MAIL ONLY (sonya.bubas@peelregion.ca)

Sonya Bubas
Region of Peel
10 Peel Centre Drive, Suite B
Brampton, ON L6T 4B9

Dear Ms. Bubas:

**Re: Draft Project File Report
Cawthra Road from QEW to Eastgate Parkway: Corridor and Intersection Improvements
Municipal Class Environmental Assessment – Schedule B
Etobicoke Creek Watershed; City of Mississauga; Regional Municipality of Peel**

Toronto and Region Conservation Authority (TRCA) staff received the Draft Project File Report (PFR) (dated July 2020) and appendices, including technical reports and preliminary design drawings, for the above noted project on July 8, 2020.

PROJECT OVERVIEW

It is our understanding that this undertaking involves an investigation of the needs and opportunities for transportation improvements within the Cawthra Road corridor from Eastgate Parkway to Queen Elizabeth Way (QEW), in the City of Mississauga. The study will examine the Cawthra corridor in order to better serve the needs of all road users, maximize the use and capacity of the road right-of-way (ROW) and improve operations and safety for all road users.

The following four (4) alternative solutions were presented within the Draft PFR:

- Alternative 1: Do Nothing
- Alternative 2: Widen road for additional lanes
- Alternative 3: Improve operations and safety throughout the corridor
- Alternative 4: Improve operations and safety at intersections and commercial entrances

The Draft PFR identified a combination of Alternatives 3 and 4 as the preferred solution, with no additional lanes/ widening for traffic capacity proposed. Within TRCA jurisdiction, proposed improvements include the addition of an exclusive northbound right-turn lane at the southeast corner of the Cawthra Road and Eastgate Parkway intersection.

PROJECT REVIEW

Please note that only a small section of the study area at Cawthra Road and Eastgate Parkway is within TRCA jurisdiction where some small wetland pockets are present. As the majority of the study area appears to be within Credit Valley Conservation (CVC) jurisdiction, please ensure that CVC is consulted for their comments and requirements.

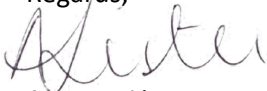
While staff has no objection in principle to the refined preferred alternative, comments provided in Appendix A should be addressed. These comments should be included as an appendix in the Final PFR.

RESUBMISSION REQUIREMENTS

Please ensure TRCA receives a copy of the Notice of Study Completion, as well as a digital copy of the Final PFR. The final PFR should be accompanied by a covering letter which uses the numbering scheme provided in this letter and identifies how the comments in Appendix A have been addressed. Digital materials must be submitted in PDF format, with drawings pre-scaled to print on 11"x17" pages. Materials may be submitted on discs, via e-mail (if less than 25 MB), or through file transfer protocol (FTP) sites (if posted for a minimum of two weeks).

Should you have any questions or require any additional information please contact me at extension 6443 or at annette.lister@trca.ca.

Regards,



Annette Lister
Planner, Infrastructure Planning and Permits
Development and Engineering Services

Attached: Appendix A TRCA Comments and Proponent Responses

BY E-MAIL

cc:

Peel: Asha Saddi, Technical Analyst, Infrastructure Programming & Studies (asha.saddi@peelregion.ca)

TRCA: Victoria Kramkowski, Government and Community Relations Specialist

APPENDIX A: TRCA COMMENTS

ITEM	TRCA COMMENTS (July 23, 2020)	PROPONENT RESPONSE
Natural Heritage Impacts and Erosion and Sediment Control		
1.	As identified in Figure 6 of the Draft PFR, small pockets of wetland communities are present at the Cawthra Road and Eastgate Parkway intersection, including at the southeast corner where a right-turn lane is proposed. Please note that the existing hydroperiod of the wetland should be maintained. Review of potential impact to the wetland features can be deferred to detail design.	
2.	From the preliminary design drawings in Appendix P, the right-turn lane does not appear to encroach into the wetland located at the southeast corner of the Cawthra Road and Eastgate Parkway intersection as the right-turn lane appears to be generally confined within the existing gravel shoulder of the road. Any potential encroachment into the feature should be avoided to the extent possible, and will be reviewed at detailed design. Please note that if impacts are unavoidable, then restoration and compensation may be required.	
3.	At detailed design, please provide an erosion and sediment control (ESC) plan to protect features from the proposed work in accordance with the Erosion and Sediment Control Guide for Urban Construction (2019).	
Drainage and Stormwater Management		
4.	As the proposed drainage will be directed to the existing municipal storm sewer network ultimately discharging into Cooksville Creek, staff defers the proposed water quantity and quality measures to the Region and City of Mississauga staff for review.	
General		
5.	Please note that a TRCA permit application is currently under review for a City of Mississauga proposal for the construction of a trail at the southwest corner of the Cawthra Road and Eastgate Parkway intersection (CFN 57486), and not at the southeast corner of the intersection as identified in the Appendix P preliminary drawings. Please coordinate with the City of Mississauga to ensure that the location of the proposed trail work is correct.	
6.	Please note that a TRCA permit application is currently under review for the installation of an Imperial Oil pipeline along the utility corridor just north of the Mississauga Transitway (CFN 61878). Please ensure that the proposed work is coordinated with Imperial Oil, as needed.	

From: [Bubas, Sonya](#)
To: [Zack Carlan](#)
Cc: [Saddi, Asha](#); [Allan Ortlieb](#); [Rakesh Pandey](#); [Banuri, Syeda](#); [Lee, Arthur](#)
Subject: Cawthra Rd EA - Drainage and Stormwater Management Plan
Date: February 14, 2020 1:38:38 PM
Attachments: [Cawthra Rd EA TRCA Comments & Responses \(2020 02 14\).pdf](#)
[image001.png](#)
[24RX16.0014 Cawthra Road EA SWM Report January 2020.pdf](#)
[image006.png](#)
[image007.jpg](#)

Hi Zack,

Please find attached responses to TRCA's comments regarding the Draft Drainage and Stormwater Management Report for Cawthra Road. Also attached is the revised Stormwater Management Report.

I trust your comments have been addressed. Please let me know if you have any further questions or comments.

Regards,

Sonya Bubas, MCIP, RPP

Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

84BE9F13



This email, including any attachments, is intended for the recipient specified in the message and may contain information which is confidential or privileged. Any unauthorized use or disclosure of this email is prohibited. If you are not the intended recipient or have received this e-mail in error, please notify the sender via return email and permanently delete all copies of the email. Thank you.

From: Zack Carlan <Zack.Carlan@trca.ca>
Sent: December 3, 2019 12:10 PM
To: Bubas, Sonya <sonya.bubas@peelregion.ca>
Cc: Saddi, Asha <asha.saddi@peelregion.ca>
Subject: RE: Cawthra Road from Queen Elizabeth Way to Eastgate Parkway EA PIC

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

Hi Sonya,

TRCA staff has reviewed the PIC boards, Preliminary Roll Plan, TAC minutes from October 30 2019, and Draft SWM report submitted on November 8 and 14. It is our understanding that this undertaking involves an investigation of the needs and opportunities for transportation improvements within the Cawthra Road corridor – Eastgate Parkway to the QEW, Mississauga. The preferred alternative selected at this stage of the EA appears to be improve corridor operations and safety and improve intersection operations and safety. This includes roadway improvements (bike lanes, cycle track), localized intersection improvements (turning lanes, etc.), and stormwater/sewer upgrades. Staff has the following comments to offer on the noted materials and based on the Region's initial preferred option:

1. As per TRCA response letter from October 28, 2019: TRCA staff intend to remain involved in this EA as the project progresses. As noted, there is only a small section of the study area within TRCA's jurisdiction and currently, the study area is only near TRCA's regulated area. As discussed on site, the Region's preferred options do not include widening. Corridor improvements such as additional turning lanes, active transportation, etc. appear to be the initial preferred option. We also understand that there are currently no options being evaluated for implementation north of the Cawthra and Eastgate intersection. In general, TRCA's main interests in this project are near the Cawthra and Eastgate intersection.
 - a. Staff also noted a potential regulated feature east of Cawthra (near the area that appears to be a recent City/Region stockpiling/staging area) and depending on the preferred options as the EA progresses, this potential feature may need to be further investigated, if required - as staff did not have access at the time of site visit.
 - b. As such, as the EA study progresses, requirements (including detailed design requirements) may be adjusted in accordance with any changes to the preferred alternative and as details are provided on the proposed design near the Cawthra and Eastgate intersection within TRCA's jurisdiction.
2. As the proposed drainage from the Cawthra Road improvements will be directed to the existing municipal storm sewer network, ultimately discharging into Cooksville creek, we defer the proposed water quantity and quality measures to the Region engineering staff for review and approval. Proposed water balance control are acceptable in principle. Based on the preferred alternative and initial preferred design (roll plan), staff recommend the [TRCA/CVC Low Impact Development \(LID\) Stormwater Management \(SWM\) Planning and Design Guide](#) is referenced.
3. As they become available during the EA study, please provide further details (cross-sections) where roadside ditches are proposed within TRCA jurisdiction. Is there enough space to accommodate them within the right of way? Staff recommends the proponent investigate opportunities to provide flat-bottom swales which further improve water quality treatment. The proponent may refer to the above-mentioned *LID Guide* for further details and guidance.

4. Based on the preferred alternative and initial preferred design, staff recommend that erosion prevention and sediment control measures shall be implemented to mitigate erosion and sediment processes during construction. The mitigation measures should conform with the *Erosion and Sediment Control Guidelines for Urban Construction* (December 2006), available at www.sustainabletechnologies.ca.
5. Further details on the new right turn lane on Cawthra Road south of Eastgate Parkway are required to identify how road drainage will be managed (i.e. catch basin, curb cut, etc.?). Please provide these details as they become available during the EA study.
6. As per comment #1, please continue to consult with TRCA as this project moves forward. Please reference TRCA Notice of Commencement Letter in regards to recommended contact points with TRCA staff along with submission requirements. Please ensure the draft EA is provided for TRCA staff review.

Thank you,

Zack Carlan

Planner

Infrastructure Planning and Permits | Development and Engineering Services

T: [416\) 661-6600](tel:(416)661-6600) ext. 5310

E: zack.carlan@trca.ca

A: [101 Exchange Avenue, Vaughan, ON, L4K 5R6](http://101ExchangeAvenue.Vaughan.ON.L4K5R6) | trca.ca



From: Maraj, Kelly <ashwantiemelly.maraj@peelregion.ca>

Sent: Thursday, November 14, 2019 10:53 AM

To: Zack Carlan <Zack.Carlan@trca.ca>

Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>; Saddi, Asha <asha.saddi@peelregion.ca>

Subject: Cawthra Road from Queen Elizabeth Way to Eastgate Parkway EA PIC

RE: Notice of Public Information Centre

**Cawthra Road from Queen Elizabeth Way to Eastgate Parkway, Mississauga
Municipal Class Environmental Assessment Study**

The Region of Peel is proceeding with the Schedule "B" Municipal Class Environmental Assessment (Class EA) Study for improvements to Cawthra Road from the Queen Elizabeth Way (QEW) to Eastgate Parkway in the City of Mississauga. **We invite you or a representative of your organization to attend the Public Information Centre (PIC) for this Study to review the project and discuss your comments with the Project Team.**

The PIC will be held on:

Wednesday, November 27, 2019

7:00 p.m. – 9:00 p.m.

Burnhamthorpe Community Centre (Fleetwood Village Room)

1500 Gulleden Drive, Mississauga, ON L4X 2T7

Additional details are provided in the attached *Notice of Public Information Centre*.

If you cannot attend the PIC, you can view the PIC information and fill out a comment form on the project website after November 27:

<http://www.peelregion.ca/pw/transportation/construction/environmental-assessment/cawthra-road.asp>. A comment sheet is also attached for your convenience. Please provide your comments by

December 13, 2019.

We look forward to seeing you at the PIC. Please do not hesitate to contact Sonya Bubas, Project Manager, at sonya.bubas@peelregion.ca or 905-791-7800, ext. 7801, if you have any questions regarding the PIC or comments on the Class EA Study.

Regards,

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

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

Brampton, ON L6T 4B9

905-791-7800 ext. 7801

84BE9F13



Kelly (Ashwantie) Maraj, CAP, OM

Administrative Assistant to the Manager, Transportation

Infrastructure Programming & Studies

Region of Peel, 10 Peel Centre Dr., Suite B, 4th Floor

Brampton, ON L6T 4B9

905-791-7800 ext. 7831



From: [Zack Carlan](#)
To: [Bubas, Sonya](#)
Cc: [Saddi, Asha](#); [Allan Ortlieb](#); [Rakesh Pandey](#); [Banuri, Syeda](#); [Lee, Arthur](#); [Annette Lister](#)
Subject: RE: Cawthra Rd EA - Drainage and Stormwater Management Plan
Date: February 26, 2020 12:06:31 PM
Attachments: [image004.png](#)
[image003.png](#)
[image006.png](#)
[image008.jpg](#)
[24RX16.0014_Cawthra_Road_EA_SWM_Report_January_2020.pdf](#)
[Cawthra Rd EA TRCA Comments & Responses \(2020 02 14\).pdf](#)

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Hi Sonya,

Thank you for the revised SWM report for review. Staff are currently reviewing.

Please note that Annette Lister (copied) is taking this file moving forward and will provide our response.

Thank you,

Zack Carlan

Planner

Infrastructure Planning and Permits | Development and Engineering Services

T: [\(416\) 661-6600](tel:(416)661-6600) ext. 5310

E: zack.carlan@trca.ca

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



From: Bubas, Sonya <sonya.bubas@peelregion.ca>

Sent: Friday, February 14, 2020 1:38 PM

To: Zack Carlan <Zack.Carlan@trca.ca>

Cc: [Saddi, Asha <Saddi.Asha@peelregion.ca>](mailto:Saddi.Asha@peelregion.ca); [Allan Ortlieb <Allan.Ortlieb@IBIGroup.com>](mailto:Allan.Ortlieb@IBIGroup.com); [Rakesh Pandey <Rakesh.Pandey@IBIGroup.com>](mailto:Rakesh.Pandey@IBIGroup.com); [Banuri, Syeda <syeda.banuri@peelregion.ca>](mailto:syeda.banuri@peelregion.ca); [Lee, Arthur <arthur.lee@peelregion.ca>](mailto:arthur.lee@peelregion.ca)

Subject: Cawthra Rd EA - Drainage and Stormwater Management Plan

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Management Report for Cawthra Road. Also attached is the revised Stormwater Management Report.

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Project Manager

Infrastructure Programming & Studies

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Sent: December 3, 2019 12:10 PM

To: Bubas, Sonya <sonya.bubas@peelregion.ca>

Cc: Saddi, Asha <asha.saddi@peelregion.ca>

Subject: RE: Cawthra Road from Queen Elizabeth Way to Eastgate Parkway EA PIC

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Thank you,

Zack Carlan

Planner

Infrastructure Planning and Permits | Development and Engineering Services

T: [\(416\) 661-6600](tel:(416)661-6600) ext. 5310

E: zack.carlan@trca.ca

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



From: Maraj, Kelly <ashwantiemelly.maraj@peelregion.ca>

Sent: Thursday, November 14, 2019 10:53 AM

To: Zack Carlan <Zack.Carlan@trca.ca>

Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>; Saddi, Asha <asha.saddi@peelregion.ca>

Subject: Cawthra Road from Queen Elizabeth Way to Eastgate Parkway EA PIC

RE: Notice of Public Information Centre

**Cawthra Road from Queen Elizabeth Way to Eastgate Parkway, Mississauga
Municipal Class Environmental Assessment Study**

The Region of Peel is proceeding with the Schedule "B" Municipal Class Environmental Assessment (Class EA) Study for improvements to Cawthra Road from the Queen Elizabeth Way (QEW) to Eastgate Parkway in the City of Mississauga. **We invite you or a representative of your organization to attend the Public Information Centre (PIC) for this Study to review the project and discuss your comments with the Project Team.**

The PIC will be held on:

Wednesday, November 27, 2019

7:00 p.m. – 9:00 p.m.

Burnhamthorpe Community Centre (Fleetwood Village Room)

1500 Gulleden Drive, Mississauga, ON L4X 2T7

Additional details are provided in the attached *Notice of Public Information Centre*.

If you cannot attend the PIC, you can view the PIC information and fill out a comment form on the project website after November 27:

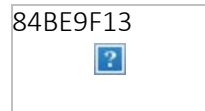
<http://www.peelregion.ca/pw/transportation/construction/environmental-assessment/cawthra-road.asp>. A comment sheet is also attached for your convenience. Please provide your comments by **December 13, 2019**.

We look forward to seeing you at the PIC. Please do not hesitate to contact Sonya Bubas, Project Manager, at sonya.bubas@peelregion.ca or 905-791-7800, ext. 7801, if you have any questions regarding the PIC or comments on the Class EA Study.

Regards,

Sonya Bubas, MCIP, RPP

Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801



Kelly (Ashwantie) Maraj, CAP, OM

Administrative Assistant to the Manager, Transportation
Infrastructure Programming & Studies
Region of Peel, 10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7831



From: [Maraj, Kelly](#)
To: Annette.Lister@trca.ca; Zack.Carlan@trca.ca
Cc: victoria.kramkowski@trca.ca; jennifer.stephens@trca.ca; [Allan Ortlieb](#); [Saddi, Asha](#); [Lee, Arthur](#); [Bubas, Sonya](#); [Banuri, Syeda](#)
Subject: Cawthra Road Environmental Assessment - response to letter
Date: March 23, 2020 3:17:00 PM
Attachments: [TRCA.pdf](#)
[TRCA letter.pdf](#)

Hello Annette and Zack,

Thank you for informing us that Zack Carlan has transitioned to another office and that Annette Lister is now the primary contact on this project.

Attached is our reply to Zack's letter dated November 1, 2019. Future correspondence on this project will be addressed to Annette.

If you have any questions or comments please don't hesitate to email me at sonya.bubas@peelregion.ca.

Kelly (Ashwantie) Maraj, CAP, OM

Administrative Assistant to the Manager, Transportation
Infrastructure Programming & Studies
Region of Peel, 10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7831



March 23, 2020
Project No. 15-4380

Public Works

10 Peel Centre Dr.
Suite B
Brampton, ON
L6T 4B9
tel: 905-791-7800

peelregion.ca

Annette Lister, Zack Carlan
Planner, Infrastructure Planning and Permits
Development and Engineering Services
Toronto and Region Conservation Authority (TRCA)
101 Exchange Avenue
Vaughan, ON
L4K 5R6

Dear Annette & Zack,

**RE: Cawthra Road Improvements
(Eastgate Parkway to the Queen Elizabeth Way (QEW))
Municipal Class Environmental Assessment (EA) – Schedule B
Etobicoke Watershed; City of Mississauga;
Regional Municipality of Peel**

Thank you for your letter dated November 1, 2019 outlining TRCA's areas of interest in the Class EA Study for improvements to Cawthra Road.

We note that your letter refers to the Notice of Study Commencement received on September 25, 2019. We would like to clarify that the Notice of Study Commencement was issued in 2016 and the Notice of Public Information Centre was mailed to your attention in 2019.

We have noted the comments in your letter and appreciate the subsequent comments provided on technical reports relevant to TRCA's areas of interest (e.g., Natural Environment, Tree Inventory, and Stormwater Management). We will continue to consult with TRCA during this EA.

If you have any questions or additional comments, please feel free to contact me at 905-791-7800, extension 7801, or email sonya.bubas@peelregion.ca.

Sincerely,



Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming and Studies
Transportation Division, Public Works

cc: Victoria Kramkowski, Government & Community Relations Specialist, TRCA
Jennifer Stephens, Manager, Source Water Protection, TRCA
Allan Ortlieb, Project Manager, IBI Group
Syeda Banuri, Project Manager, Region of Peel
Arthur Lee, Senior Designer, Region of Peel
Asha Saddi, Technical Analyst, Region of Peel

Public Works

10 Peel Centre Dr.
Suite B
Brampton, ON
L6T 4B9
tel: 905-791-7800

peelregion.ca

Date November 1, 2019

CFN 62241

BY E-MAIL ONLY (sonya.bubas@peelregion.ca)

Sonya Bubas
Project Manager
10 Peel Centre Drive, 4th Floor , Suite A
Brampton, ON
L6T 4B9

Dear Ms. Bubas,

**Re: Response to Notice of Study Commencement
Cawthra Road Improvements (Eastgate Parkway to the Queen Elizabeth Way
(QEW)
Municipal Class Environmental Assessment (EA) – Schedule B
Etobicoke Watershed; City of Mississauga; Regional Municipality of Peel**

Toronto and Region Conservation Authority (TRCA) staff received the Notice of Commencement for the above noted Environmental Assessment (EA) on September 25, 2019. As a recognized commenting agency under the Ontario Environmental Assessment Act, TRCA has interests in this project.

PROJECT OVERVIEW

It is our understanding that this undertaking involves an investigation of the needs and opportunities for transportation improvements within the Cawthra Road corridor – Eastgate Parkway to the QEW, Mississauga. The study will examine the Cawthra Road corridor in order to better serve the needs of all road users, maximize the use and capacity of the road right-of-way (ROW) and improve operations and safety for all road users.

Staff understand that a feasibility study was completed in 2014 that concluded that widening of Cawthra Road was not warranted. As such, it is TRCA staff's understanding that Peel will be exploring options related to corridor/intersection improvements including bike lanes, addition of turning lanes, and boulevard multi-use facilities. We also understand that there are currently no options being evaluated for implementation north of the Cawthra and Eastgate intersection.

Please note, there is only a small section of the study area within TRCA's jurisdiction. A portion of the study area appears to be located within Credit Valley Conservation Authority (CVC) jurisdiction.

Please also note that TRCA staff have a City of Mississauga permit application in for a proposed off-road trail that intersects with this study area. Please coordinate with the City of Mississauga in regards to this.

TRCA COMMENTING ROLES

As detailed in TRCA's 2014 [The Living City Policies](#) (LCP), TRCA has a number of commenting roles relative to its review of this environmental assessment, including:

1. Regulatory Authority
2. Delegated Provincial Interests
3. Public Commenting Body
4. Resources Management Agency
5. Service Provider
6. Land Owner

These are further detailed in **Appendix A: TRCA Commenting Roles**.

TRCA AREAS OF INTEREST

In relation to this application, TRCA staff has identified a number of areas of interest within the study area related to these various commenting roles, including:

1. TRCA Program and Policy Areas
 - a. Natural System Programs and Policies
 - b. Sustainability Programs and Policies
2. Provincial Program Areas
3. Federal Program Areas

Further details are provided in **Appendix B: TRCA Areas of Interest**.

In relation to these areas of interest, please be advised that TRCA has select digital data available through an open data platform on the [TRCA website](#) that should be used to supplement the existing conditions analysis in the development of the environmental assessment. Upon request, TRCA can provide additional data for areas of interest not available on the web. Please contact the undersigned as needed.

ASSESSMENT OF ALTERNATIVES

In developing, evaluating and selecting alternatives, staff require the LCP policies be considered. TRCA staff recommends the preferred alternative meets the policies of Section 7. In particular, impacts to and opportunities for the following should be addressed:

1. Flooding, erosion or slope instability
2. Existing landforms, features and functions
3. Aquatic and terrestrial habitat and functions, including connectivity
4. TRCA property and heritage resources
5. Environmental best management practices that support climate change mitigation and adaptation
6. Community and public realm benefits

TRCA requires that the preferred alternative considers avoiding, minimizing, mitigating, and compensating impacts to the ecosystem, and avoid, mitigate or remediate hazards, in that order. In order to fulfil requirements of Ontario Regulation 166/06 at the detailed design stage, staff also requires that the preferred alternative meets LCP policies in Section 8.

In order to ensure TRCA concerns are addressed early in the review process, it is recommended that the TRCA planner be contacted when key project milestones are reached, as detailed in **Appendix C: Recommended Contact Points**. Please note that this appendix is based on the Municipal Class EA process, and should be adjusted to meet the requirements of the OEB process. Please contact the planner to discuss the appropriate time for a site visit; please ensure the TRCA planner is included in the technical advisory committee; and please add Victoria Kramkowski, Government and Community Relations Specialist to the project mailing list to receive any public information updates.

SUBMISSION REQUIREMENTS

As this project proceeds through the various stages of the environmental assessment process, please ensure the following is provided to TRCA for review and comment as the appropriate time:

Digital Submissions

1. All technical advisory committee meeting agendas, as well as draft and final meeting minutes
2. All TRCA technical meeting agendas, as well as draft and final meeting minutes
3. Draft public information boards, prior to public review
4. Notices of public meetings, including final display material and handouts
5. Draft Phase 1 and 2 Report, if applicable
6. Draft technical reports and associated materials, including a covering letter that outlines the project purpose and lists the reports enclosed for review
7. Draft evaluation criteria and matrices, including a summary that details how the criteria and weighting (if applicable) were established
8. Draft EA document, including a covering letter that outlines how previous TRCA comments have been addressed
9. Final EA document, including a covering letter that outlines how previous TRCA comments have been addressed
10. Ensure all materials are submitted in PDF format, with drawings pre-scaled to print on 11"x17" pages.
11. Materials submitted through e-mail must be less than 25 MB.
12. Materials submitted through a file transfer protocol (FTP) site must be posted a minimum of two weeks.

Paper Copies

1. One (1) copy of draft technical reports and associated materials, including a covering letter that outlines the project purpose and lists the reports enclosed for review
2. One (1) copy of draft evaluation criteria and matrices, including a summary that details how the criteria and weighting (if applicable) were established
3. One (1) copy of the draft EA document, including a covering letter that outlines how previous TRCA comments have been addressed
4. One (1) hard copy of the Final EA document, including a covering letter that outlines how previous TRCA comments have been addressed

Please note, prior to submitting the technical reports and materials, as well as appendices related to the draft and final EA documents, it is recommended that the project manager be

contacted so that review requirements can be scoped to the TRCA areas of interest and confirm the paper copies required, if needed.

Should you have any questions, please contact me at extension 5310 or at zack.carlan@trca.ca.

Regards,



Zack Carlan
Planner, Infrastructure Planning and Permits
Development and Engineering Services

/PW

Attached: Appendix A: TRCA Commenting Roles
Appendix B: TRCA Areas of Interest
Appendix C: Recommended TRCA Contact Points

BY E-MAIL

cc: Region of Peel: Syeda Banuri (syeda.banuri@peelregion.ca)
Arthur Lee (arthur.lee@peelregion.ca)

TRCA: Victoria Kramkowski, Government and Community Relations
Specialist
Jennifer Stephens, Manager, Source Water Protection

APPENDIX A: TRCA COMMENTING ROLES

TRCA COMMENTING ROLES	
Public Commenting Body	
Environmental Assessment Act	Pursuant to the federal and provincial Environmental Assessment (EA) Acts , conservation authorities are a commenting body. Conservation authorities are also responsible for comments made under environmental assessment (EA) exemption regulations, and the Ontario and National Energy boards. TRCA reviews and comments on environmental assessment that occur within TRCA's jurisdiction under these various forms of legislation.
Delegated Provincial Interests	
Hazard Lands	As outlined in the Conservation Ontario/ Ministry of Natural Resources and Forestry/ Ministry of Municipal Affairs and Housing Memorandum of Understanding on CA Delegated Responsibilities, CAs have been delegated the responsibility of representing the provincial interest on natural hazards encompassed by Section 3.1 of the PPS 2014.
Conservation Authorities Act	
Regulatory Authority	
Ontario Regulation 166/06, Development, Interference with Wetlands and Alterations to Shorelines and Watercourses	<p>In accordance with Ontario Regulation 166/06 (Development, Interference with Wetlands and Alterations to Shorelines and Watercourses), a permit is required from the TRCA prior to any development (e.g. construction) if, in the opinion of TRCA, the control of flooding, erosion, dynamic beaches or pollution or the conservation of land may be affected. The Regulation Limit defines the greater of the natural hazards associated with Ontario Regulation 166/06 (listed below).</p> <p>NOTE: The Regulation Limit provides a geographical screening tool for determining if Ontario Regulation 166/06 will apply to a given proposal. Through site assessment or other investigation, it may be determined that areas outside of the defined Regulation Limit require permits under Ontario Regulation 166/06. In these instances, it is the text of the regulation that will prevail; modifications to the regulation line may be required.</p> <p>Any development within the Regulation Limit must comply with the applicable sections of The Living City Policies (2014).</p>
Resources Management Agency	
TRCA Programs	In accordance with Section 20 and 21 of the Conservation Authorities Act , CAs are local watershed-based natural resource management agencies that develop programs that reflect local resource management needs within their jurisdiction. TRCA has developed programs and policies related to our role as a resource management agency that include, but are not limited to, watershed plans, fisheries management plans, land management plans, ecosystem restoration programs, and The Living City Policy (2014) , which are approved by the TRCA

	<p>Board.</p> <p>Please confirm that the preferred alternative design for this project addresses TRCA concerns related to its program areas. These will be further defined through the EA review process.</p>
Land Owner	
TRCA Property	<p>TRCA is a major landowner in the GTA, owning close to 18,000 hectares of land. TRCA comments provided as a landowner are separate from comments provided under a technical, advisory or regulatory role.</p>
Acquisition and Easement	<p>If TRCA property land transfer or easement is required for the implementation of the preferred alternative, permission and approval from TRCA and the Minister of Natural Resources and Forestry are required. The design must demonstrate that TRCA program and policy objectives are met. Formal approval typically takes 12 to 18 months from the completion of the EA document.</p> <p>Please contact Brandon Hester, Property Agent at brandon.hester@trca.ca for additional information.</p>
Service Provider	
Service Agreements and Memorandum of Understandings	<p>Service Level Agreements: TRCA has service level agreements to provide EA Review services to various partners within specific service delivery timelines. Fees are charged as per agreement stipulations; review fees are not charged for individual files.</p> <p>Memorandum of Understandings: The provision of planning advisory services to municipalities is implemented through a Memorandum of Understandings (MOU) with participating municipalities or as part of a CA’s approved program activity. In this respect, the CA is essentially acting as a technical advisor to municipalities. The agreements cover the CA’s areas of technical expertise such as water management, natural hazards, and natural heritage.</p>
Restoration Opportunities	<p>TRCA requires that the preferred alternative considers avoiding, minimizing, mitigating, and compensating impacts to ecosystems in that order. In areas where impacts are unavoidable, mitigation or compensation will be required. It is recommended that the costs associated with these impacts be factored into decisions made during the EA.</p> <p>TRCA has identified opportunities for habitat restoration and enhancement on TRCA property and some privately owned lands, targeted to improve natural form and function based on goals in the watershed strategies. Should ecosystem restoration or compensation be required for this project, TRCA may be able to provide both restoration opportunities and restoration field services on a project specific basis. This will be further discussed through the EA review process.</p>

<p>Community and Public Realm Benefits</p>	<p>TRCA understands that the purpose of providing project-based community benefits is to provide measurable economic benefits to the local community, and that the purpose of providing public realm benefits is to support local opportunities for social and environmental improvements.</p> <p>As part of the 2013-2022 TRCA Strategic Plan (updated), TRCA has identified the need to achieve measurable positive impacts on the health of our watersheds and has developed a number of programs that actively engage with local communities to support a green, local economy. These programs include but are not limited to, Sustainable Neighbourhood Retrofit Action Plans, TRCA Conservation Land Care Program, TRCA Trails Program, TRCA Community Transformation Program and Partners in Project Green.</p>
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APPENDIX B: TRCA AREAS OF INTEREST

TRCA PROGRAM AND POLICY AREAS	
<i>Note: Additional program and policy information may be available at www.trca.ca, or by request.</i>	
Natural System Programs and Policies	
Systems Approach	<p>TRCA follows a systems approach in which the natural features and water resources are considered in relation to each other and the broader landscape in which they occur. The systems approach recognizes the role that linkages and connectivity within the natural system has in supporting ecological and hydrologic processes and functions that are vital to maintaining a healthy and robust natural system that is resilient against the impacts of urbanization and climate change.</p> <p>TRCA may require an assessment of the existing systems, together with an evaluation as to how the proposal may impact the systems.</p>
Terrestrial System, Species and Habitat	<p>The terrestrial system includes landscape features, vegetation communities, and flora and fauna species. Terrestrial species and habitat should be assessed based on their conservation status according to sensitivity to disturbance and specialized ecological needs, as well as rarity.</p> <p>TRCA has identified the need to improve both the quality and quantity of terrestrial habitat. TRCA’s Terrestrial Natural Heritage System Strategy sets measurable targets for attaining a healthier natural system by creating an expanded and targeted land base. It includes strategic directions for stewardship and securement of the land base, a land use policy framework to help achieve the target system, and other implementation mechanisms.</p> <p>TRCA may require an assessment of the existing terrestrial species and habitat, together with an evaluation as to how the proposal will meet the objectives articulated in the watershed plan or terrestrial natural heritage strategy, as well as prevent negative impacts to the terrestrial system.</p>
Groundwater Systems	
Aquifers and Hydrogeological Features and Functions	<p>Groundwater systems include aquifers and their functional connections to surface water. The extraction and discharge of groundwater has the potential to negatively impact surrounding natural features and their functions. Even small amounts of groundwater extraction may reduce contributions to groundwater dependent features such as wetlands, springs, or fish spawning habitat. In addition, the discharge of groundwater must be controlled to avoid impacts to watercourses and fish habitat from temperature, erosion and sedimentation, as well other water quantity and quality issues.</p> <p>TRCA may require geotechnical or hydrogeological investigations to confirm dewatering and discharge requirements, and to identify appropriate mitigation measures with respect to potential impacts to natural features and functions.</p>

Surface Water Systems	
Watercourses	<p>Typically, watercourses are associated with aquatic species, and direct or indirect habitat. Any alteration or interference to a watercourse (e.g., straightening, diverting, realigning, altering baseflow) has the potential to impact fish communities, but may also affect the Regulatory Flood Plain, erosion or other natural channel processes.</p> <p>TRCA may require an environmental study or site confirmation of watercourse locations.</p>
Meander Belt	<p>Channel migration has a significant impact on infrastructure, structures and property located near river systems. Determining channel stability is important to ensure that damage from erosion, down-cutting or other natural channel processes is avoided.</p> <p>TRCA may require a meander belt delineation study or fluvial geomorphology analysis to confirm that any development does not conflict with natural channel processes.</p>
Wetlands	<p>Wetlands are sensitive natural habitats that play an important role in numerous physical, chemical and biological processes, including storm water control, natural habitat and water quality improvement. Most wetlands are designated by the Ministry of Natural Resources and Forestry as Provincially Significant or Locally Significant. Other wetlands have also been identified on a site specific basis by TRCA.</p> <p>All wetlands are regulated under Ontario Regulation 166/06. TRCA may require an environmental study or site confirmation of wetland locations.</p>
Storm Water Management, including Green Infrastructure	<p>Stormwater management is integral to the health of streams, rivers, lakes, fisheries and terrestrial habitats, and source water protection is integral for managing the quality and quantity of drinking water at its source.</p> <p>TRCA requires all development, infrastructure and site alteration meet the criteria in the TRCA 2012 Stormwater Management Criteria document for water quantity, water quality, erosion control, discharge water temperature, and water balance for groundwater recharge and natural features.</p> <p>Green Infrastructure techniques, including Low Impact Development (LID) measures should be used to address issues related to stormwater management, as well as maximize ecosystem services and mitigate the impacts of urbanization and climate change.</p> <p>For further information, please refer to the TRCA Introduction to Green Infrastructure, the Sustainable Technologies Evaluation Program (STEP) -Urban Runoff Green Infrastructure and the STEP 2010 Low Impact Development Stormwater Management Planning and Design Guide.</p>

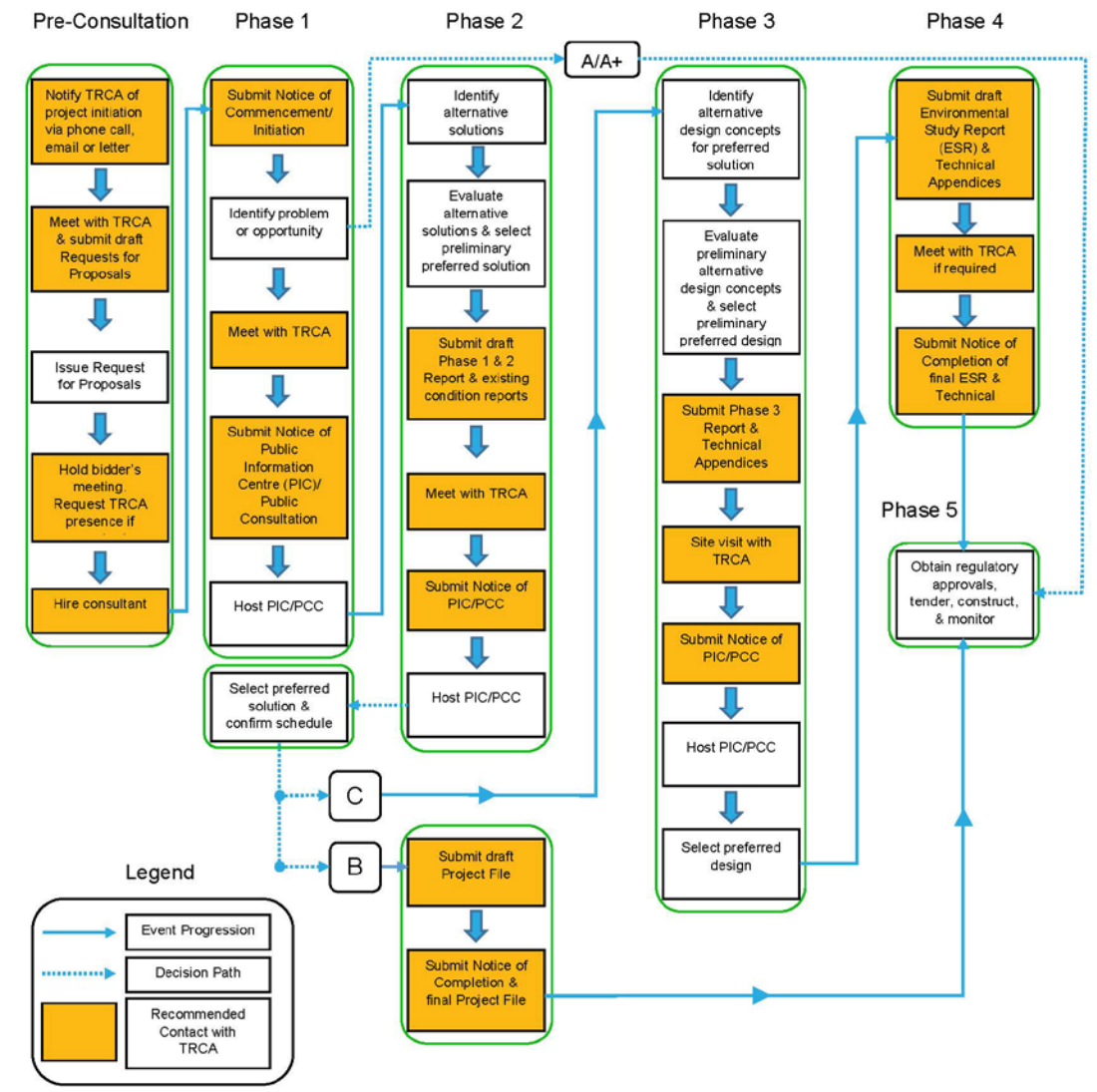
Sustainability Programs and Policies	
<p>Climate Change</p>	<p>In October 2017, MECP released a guideline under the Ontario environmental assessment legislation directing that all projects going through the EA process, including IEAs, Class EAs, and those governed by EA regulations, must consider impacts to and opportunities for climate change mitigation and adaptation, and consider the vulnerability of projects to climate change. It was further recommended that applicable policies in the 2014 Provincial Policy Statement be addressed, including but not limited to encouraging green infrastructure and strengthening stormwater management requirements; requiring consideration of energy conservation and efficiency, reduced greenhouse gas emissions and climate change adaptation (e.g. tree cover); and consideration of the potential impacts of climate change that may increase the risk associated with natural hazards (e.g. flooding due to severe weather).</p> <p>The climate change section of the EA should include recommendations for Green Infrastructure, Sustainable Energy, Sustainable Buildings and Sustainable Construction Practices, as further described below. It is recommended that a completed Sustainable Technologies for Green Building, Green Infrastructure, and Sustainable Energy Design in Evaluation Matrix be included in the EA document.</p>
<p>Sustainable Infrastructure & Buildings</p>	<p>The sustainability of infrastructure and buildings determined through a variety of factors through planning, design, construction, operation, maintenance and decommissioning. Sustainability factors include the efficiency environmental impact of project inputs through all phases, including energy, water and natural resources/materials.</p> <p>The type and amount of energy used in construction and operation is one of the most significant factors affecting climate change, the ecological footprint of our communities, and ultimately our ability to create sustainable communities. As supported by the LCP, TRCA advocates that proponents consider the use of appropriate sustainable energy networking (e.g., community energy project), technologies (e.g., solar lights, etc.) and practices (e.g., selection of materials, transportation of materials, energy efficiency, passive solar energy) in their projects.</p> <p>Various sustainability best management practices include sustainable procurement, reusing resources, using recyclable/recycled resources, protecting natural systems, eliminating toxics, applying life-cycle costing and ensuring a high quality of construction. If designed appropriately, sustainable infrastructure or buildings generally cost less to operate, are more resilient and adaptable as compared to standard designs and are an aesthetic and environmental benefit to the community.</p> <p>TRCA recommends that a commitment to sustainable infrastructure or buildings through all project phases be made in the EA document. Please consider using a</p>

	rating system such as Envision or LEED to guide the EA and detailed design.
Sustainable Communities	The TRCA Living City vision is based on a foundation that includes Sustainable Communities. Planning for community sustainability requires the identification of the complex and inter-related social, economic and ecological systems involved; TRCA supports a systems approach to developing integrative and adaptive solutions to improve community sustainability. Key socio-economic systems include: transportation facilities (including trails, sidewalks & multi-use pathways), community greenspaces (including parks), urban forests, cultural heritage resources, and the local economy. For transportation projects, a context sensitive design/solutions framework are encouraged.
Archaeological and Heritage Resources	TRCA watershed strategies include recommendations for the management of archaeological and heritage resources in accordance with Ministry of Culture and Municipal standards. The project should aim to preserve, protect and celebrate archaeological and heritage resources where possible.
PROVINCIAL PROGRAM AREAS	
Clean Water Act and Credit Valley - Toronto & Region - Central Lake Ontario (CTC) Source Protection Plan	<p>The Clean Water Act ensures communities protect their drinking water supplies through prevention by developing collaborative, watershed-based source protection plans that are locally driven and based on science.</p> <p>Please be advised that the subject property appears to fall within the Highly Vulnerable Aquifers (HVA), vulnerable areas under the Credit Valley - Toronto and Region - Central Lake Ontario Source Protection Plan (CTC SPP). Please confirm that the preferred alternative design for this project conforms with the CTC SPP. Please also consult with the Risk Management Official as copied on this letter.</p> <p>Please note that in accordance with Ontario Regulation 166/06, permits from TRCA may be required for mitigation solutions that are designed to ensure conformity with the CTC SPP.</p>
PROVINCIAL PROGRAM AREAS	
<p>Please contact the Ministry of Natural Resources and Forestry to confirm if there are program interests related to this project for:</p> <ul style="list-style-type: none"> • Areas of Natural and Scientific Interest (ANSI) • Provincially Significant Wetlands (PSW) • Provincially Endangered Species under the Species at Risk Act (SARA) <p>Please be advised that this list is not inclusive and the onus is on the proponent and its consultants to consult with other provincial agencies, as required, to ensure that requirements of their respective legislation is met.</p>	
FEDERAL PROGRAM AREAS	
<p>Please contact the relevant federal agency to confirm if there are issues related to:</p> <ul style="list-style-type: none"> • Asian Long-horned Beetle Regulated Area • Federally Endangered Species under the Endangered Species Act (ESA) 	

- **The Fisheries Act**

Please be advised that this list is not inclusive and the onus is on the proponent and its consultants to consult with other provincial agencies, as required, to ensure that requirements of their respective legislation is met.

Appendix C: Recommended TRCA Contact Points in the Municipal Class EA Process



From: Sharon Lingertat <Sharon.Lingertat@trca.ca>
Sent: September 25, 2019 3:44 PM
To: Bubas, Sonya <sonya.bubas@peelregion.ca>
Subject: RE: Cawthra Rd EA - Natural Environment Report and Tree Inventory

Thanks Sonya. I'm going to be forwarding this one over to Zack Carlan to manage as it appears there is only a small section within the study limits that fall within our jurisdiction.

He will get back to you shortly regarding the reports.

Thanks,

Sharon Lingertat, B.Sc. (Hons), MCIP, RPP
Senior Planner
Infrastructure Planning and Permits | Development and Engineering Services

T: (416) 661-6600 ext. 5717
C: (647) 244-7112
E: sharon.lingertat@trca.ca
A: 101 Exchange Avenue, Vaughan, ON L4K 5R6 | trca.ca



From: Bubas, Sonya <sonya.bubas@peelregion.ca>
Sent: Friday, September 20, 2019 4:12 PM
To: Sharon Lingertat <Sharon.Lingertat@trca.ca>
Subject: Cawthra Rd EA - Natural Environment Report and Tree Inventory

Hi Sharon,

Please find attached for your review, Natural Environment Report and Tree Inventory for the Cawthra Road Class Environmental Assessment (EA) from South Service Road to Eastgate Parkway in Mississauga (Region of Peel).

Additional information on the EA study can be found at
<https://www.peelregion.ca/pw/transportation/enviro-assess/cawthra-road.htm>.

I would very much appreciate if you could forward any comments you may have by **October 16**.

Please feel free to call me if you have any questions regarding these reports or the EA study.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
Brampton, ON L6T 4B9

From: Zack Carlan <Zack.Carlan@trca.ca>
Sent: October 10, 2019 3:01 PM
To: Bubas, Sonya <sonya.bubas@peelregion.ca>
Subject: RE: Cawthra Rd EA - Natural Environment Report and Tree Inventory

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

Hi Sonya,

We have received the Tree Inventory Report and Natural Environment Report for the above-noted EA and are reviewing the reports. We are also in possession of the Notice of Commencement (NOC) for the project.

TRCA staff will provide a response to the NOC and any comments, if needed, on the Tree Inventory Report and Nat Environment Report. However, as TRCA's regulated areas are confined to the north end of the study area, staff would like to have a quick site visit to check the regulated features on site in TRCA's jurisdiction. The site visit will inform our response to the NOC and comments on preliminary Tree Inventory/Nat Env report.

It does appear possible that we could have a look at the Cawthra and Eastgate intersection on our own (as it appears there are sidewalks providing access) but please let me know if the Region would like to join. We will aim to take a look within next week or two in order to provide our responses in the near future.

Thanks,

Zack Carlan
Planner
Infrastructure Planning and Permits | Development and Engineering Services

T: [\(416\) 661-6600](tel:(416)661-6600) ext. 5310
E: zack.carlan@trca.ca
A: [101 Exchange Avenue, Vaughan, ON, L4K 5R6](https://www.trca.ca) | [trca.ca](https://www.trca.ca)

From: Zack Carlan <Zack.Carlan@trca.ca>
Sent: October 28, 2019 4:22 PM
To: Bubas, Sonya <sonya.bubas@peelregion.ca>
Cc: Banuri, Syeda <syeda.banuri@peelregion.ca>; Lee, Arthur <arthur.lee@peelregion.ca>
Subject: RE: Cawthra Rd EA - Drainage and Stormwater Management Report

Hi Sonya,

Thank you for meeting with us on site on Monday afternoon. As we discussed on site, the Region is undertaking a Class EA for Cawthra Road in order to examine the needs and opportunities for transportation improvements within the Cawthra Road corridor (QEW to Eastgate). TRCA staff intend to remain involved in this EA as the project progresses.

As noted, there is only a small section of the study area within TRCA's jurisdiction and currently, the study area is only near TRCA's regulated area. We discussed on site the Region's preferred options

which do not include widening. Corridor improvements such as additional turning lanes, active transportation, etc. appear to be the initial preferred option. We also understand that there are currently no options being evaluated for implementation north of the Cawthra and Eastgate intersection. In general, TRCA's main interests in this project remain at the Cawthra and Eastgate intersection.

Staff also noted a potential regulated feature east of Cawthra (near the area that appeared to be a recent City/Region stockpiling/staging area) and depending on the preferred options as the EA progresses, this potential feature may need to be further investigated, if required - as we did not have access at the time of site visit.

I will be unable to attend the TAC on Wednesday but staff will review the PIC materials, SWM Report and provide a response prior to the PIC and within TRCA/Peel service agreement timelines. Please see below for initial comments on the Tree Inventory and Natural Environment report.

- On page 4 of the Tree Preservation Plan. It notes the following: "... it is recommended that the minimum tree replacement size be six (6) centimeter DBH for deciduous trees, and 180 cm DBH for coniferous trees." TRCA staff note a potential typo here. The By-law appears to read "...180cm height", not DBH (as that would be a very large replacement tree).
- Additionally, the report has recommendations for replacement trees. TRCA staff would not recommend the Ash species listed as replacement species.

Please keep me involved in this project as the process proceeds. I will also provide a response to the NOC as soon as possible.

Thank you,

Zack Carlan

Planner

Infrastructure Planning and Permits | Development and Engineering Services

T: [\(416\) 661-6600](tel:(416)661-6600) ext. 5310

E: zack.carlan@trca.ca

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

From: Bubas, Sonya <sonya.bubas@peelregion.ca>

Sent: Friday, October 25, 2019 3:07 PM

To: Zack Carlan <Zack.Carlan@trca.ca>

Cc: Sharon Lingertat <Sharon.Lingertat@trca.ca>; Banuri, Syeda <syeda.banuri@peelregion.ca>; Lee, Arthur <arthur.lee@peelregion.ca>

Subject: Cawthra Rd EA - Drainage and Stormwater Management Report

Importance: High

Hi Zack,

Please find attached for your review, Draft Drainage and Stormwater Management Report for the Cawthra Road Class Environmental Assessment (EA) from QEW to Eastgate Parkway.

Kindly, we request your comments by **November 11**.

Please feel free to call me if you have any questions.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

From: Zack Carlan <Zack.Carlan@trca.ca>
Sent: November 1, 2019 10:34 AM
To: Bubas, Sonya <sonya.bubas@peelregion.ca>
Subject: RE: Cawthra Rd EA - Drainage and Stormwater Management Report

Hi Sonya,

I plan to circulate the materials you sent me from the TAC this week and the SWM report within the next couple days. If you have any minutes or anything else from the TAC. Please send over so I can circulate this too.

Thanks,

Zack Carlan
Planner
Infrastructure Planning and Permits | Development and Engineering Services

T: [416\) 661-6600](tel:(416)661-6600) ext. 5310
E: zack.carlan@trca.ca
A: [101 Exchange Avenue, Vaughan, ON, L4K 5R6](https://www.trca.ca/locations/101-Exchange-Avenue-Vaughan-ON-L4K-5R6) | [trca.ca](https://www.trca.ca)

Date November 1, 2019

CFN 62241

BY E-MAIL ONLY (sonya.bubas@peelregion.ca)

Sonya Bubas
Project Manager
10 Peel Centre Drive, 4th Floor , Suite A
Brampton, ON
L6T 4B9

Dear Ms. Bubas,

**Re: Response to Notice of Study Commencement
Cawthra Road Improvements (Eastgate Parkway to the Queen Elizabeth Way
(QEW)
Municipal Class Environmental Assessment (EA) – Schedule B
Etobicoke Watershed; City of Mississauga; Regional Municipality of Peel**

Toronto and Region Conservation Authority (TRCA) staff received the Notice of Commencement for the above noted Environmental Assessment (EA) on September 25, 2019. As a recognized commenting agency under the Ontario Environmental Assessment Act, TRCA has interests in this project.

PROJECT OVERVIEW

It is our understanding that this undertaking involves an investigation of the needs and opportunities for transportation improvements within the Cawthra Road corridor – Eastgate Parkway to the QEW, Mississauga. The study will examine the Cawthra Road corridor in order to better serve the needs of all road users, maximize the use and capacity of the road right-of-way (ROW) and improve operations and safety for all road users.

Staff understand that a feasibility study was completed in 2014 that concluded that widening of Cawthra Road was not warranted. As such, it is TRCA staff's understanding that Peel will be exploring options related to corridor/intersection improvements including bike lanes, addition of turning lanes, and boulevard multi-use facilities. We also understand that there are currently no options being evaluated for implementation north of the Cawthra and Eastgate intersection.

Please note, there is only a small section of the study area within TRCA's jurisdiction. A portion of the study area appears to be located within Credit Valley Conservation Authority (CVC) jurisdiction.

Please also note that TRCA staff have a City of Mississauga permit application in for a proposed off-road trail that intersects with this study area. Please coordinate with the City of Mississauga in regards to this.

TRCA COMMENTING ROLES

As detailed in TRCA's 2014 [The Living City Policies](#) (LCP), TRCA has a number of commenting roles relative to its review of this environmental assessment, including:

1. Regulatory Authority
2. Delegated Provincial Interests
3. Public Commenting Body
4. Resources Management Agency
5. Service Provider
6. Land Owner

These are further detailed in **Appendix A: TRCA Commenting Roles**.

TRCA AREAS OF INTEREST

In relation to this application, TRCA staff has identified a number of areas of interest within the study area related to these various commenting roles, including:

1. TRCA Program and Policy Areas
 - a. Natural System Programs and Policies
 - b. Sustainability Programs and Policies
2. Provincial Program Areas
3. Federal Program Areas

Further details are provided in **Appendix B: TRCA Areas of Interest**.

In relation to these areas of interest, please be advised that TRCA has select digital data available through an open data platform on the [TRCA website](#) that should be used to supplement the existing conditions analysis in the development of the environmental assessment. Upon request, TRCA can provide additional data for areas of interest not available on the web. Please contact the undersigned as needed.

ASSESSMENT OF ALTERNATIVES

In developing, evaluating and selecting alternatives, staff require the LCP policies be considered. TRCA staff recommends the preferred alternative meets the policies of Section 7. In particular, impacts to and opportunities for the following should be addressed:

1. Flooding, erosion or slope instability
2. Existing landforms, features and functions
3. Aquatic and terrestrial habitat and functions, including connectivity
4. TRCA property and heritage resources
5. Environmental best management practices that support climate change mitigation and adaptation
6. Community and public realm benefits

TRCA requires that the preferred alternative considers avoiding, minimizing, mitigating, and compensating impacts to the ecosystem, and avoid, mitigate or remediate hazards, in that order. In order to fulfil requirements of Ontario Regulation 166/06 at the detailed design stage, staff also requires that the preferred alternative meets LCP policies in Section 8.

In order to ensure TRCA concerns are addressed early in the review process, it is recommended that the TRCA planner be contacted when key project milestones are reached, as detailed in **Appendix C: Recommended Contact Points**. Please note that this appendix is based on the Municipal Class EA process, and should be adjusted to meet the requirements of the OEB process. Please contact the planner to discuss the appropriate time for a site visit; please ensure the TRCA planner is included in the technical advisory committee; and please add Victoria Kramkowski, Government and Community Relations Specialist to the project mailing list to receive any public information updates.

SUBMISSION REQUIREMENTS

As this project proceeds through the various stages of the environmental assessment process, please ensure the following is provided to TRCA for review and comment as the appropriate time:

Digital Submissions

1. All technical advisory committee meeting agendas, as well as draft and final meeting minutes
2. All TRCA technical meeting agendas, as well as draft and final meeting minutes
3. Draft public information boards, prior to public review
4. Notices of public meetings, including final display material and handouts
5. Draft Phase 1 and 2 Report, if applicable
6. Draft technical reports and associated materials, including a covering letter that outlines the project purpose and lists the reports enclosed for review
7. Draft evaluation criteria and matrices, including a summary that details how the criteria and weighting (if applicable) were established
8. Draft EA document, including a covering letter that outlines how previous TRCA comments have been addressed
9. Final EA document, including a covering letter that outlines how previous TRCA comments have been addressed
10. Ensure all materials are submitted in PDF format, with drawings pre-scaled to print on 11"x17" pages.
11. Materials submitted through e-mail must be less than 25 MB.
12. Materials submitted through a file transfer protocol (FTP) site must be posted a minimum of two weeks.

Paper Copies

1. One (1) copy of draft technical reports and associated materials, including a covering letter that outlines the project purpose and lists the reports enclosed for review
2. One (1) copy of draft evaluation criteria and matrices, including a summary that details how the criteria and weighting (if applicable) were established
3. One (1) copy of the draft EA document, including a covering letter that outlines how previous TRCA comments have been addressed
4. One (1) hard copy of the Final EA document, including a covering letter that outlines how previous TRCA comments have been addressed

Please note, prior to submitting the technical reports and materials, as well as appendices related to the draft and final EA documents, it is recommended that the project manager be

contacted so that review requirements can be scoped to the TRCA areas of interest and confirm the paper copies required, if needed.

Should you have any questions, please contact me at extension 5310 or at zack.carlan@trca.ca.

Regards,



Zack Carlan
Planner, Infrastructure Planning and Permits
Development and Engineering Services

/PW

Attached: Appendix A: TRCA Commenting Roles
Appendix B: TRCA Areas of Interest
Appendix C: Recommended TRCA Contact Points

BY E-MAIL

cc: Region of Peel: Syeda Banuri (syeda.banuri@peelregion.ca)
Arthur Lee (arthur.lee@peelregion.ca)

TRCA: Victoria Kramkowski, Government and Community Relations
Specialist
Jennifer Stephens, Manager, Source Water Protection

APPENDIX A: TRCA COMMENTING ROLES

TRCA COMMENTING ROLES	
Public Commenting Body	
Environmental Assessment Act	Pursuant to the federal and provincial Environmental Assessment (EA) Acts , conservation authorities are a commenting body. Conservation authorities are also responsible for comments made under environmental assessment (EA) exemption regulations, and the Ontario and National Energy boards. TRCA reviews and comments on environmental assessment that occur within TRCA's jurisdiction under these various forms of legislation.
Delegated Provincial Interests	
Hazard Lands	As outlined in the Conservation Ontario/ Ministry of Natural Resources and Forestry/ Ministry of Municipal Affairs and Housing Memorandum of Understanding on CA Delegated Responsibilities, CAs have been delegated the responsibility of representing the provincial interest on natural hazards encompassed by Section 3.1 of the PPS 2014.
Conservation Authorities Act	
Regulatory Authority	
Ontario Regulation 166/06, Development, Interference with Wetlands and Alterations to Shorelines and Watercourses	<p>In accordance with Ontario Regulation 166/06 (Development, Interference with Wetlands and Alterations to Shorelines and Watercourses), a permit is required from the TRCA prior to any development (e.g. construction) if, in the opinion of TRCA, the control of flooding, erosion, dynamic beaches or pollution or the conservation of land may be affected. The Regulation Limit defines the greater of the natural hazards associated with Ontario Regulation 166/06 (listed below).</p> <p>NOTE: The Regulation Limit provides a geographical screening tool for determining if Ontario Regulation 166/06 will apply to a given proposal. Through site assessment or other investigation, it may be determined that areas outside of the defined Regulation Limit require permits under Ontario Regulation 166/06. In these instances, it is the text of the regulation that will prevail; modifications to the regulation line may be required.</p> <p>Any development within the Regulation Limit must comply with the applicable sections of The Living City Policies (2014).</p>
Resources Management Agency	
TRCA Programs	In accordance with Section 20 and 21 of the Conservation Authorities Act , CAs are local watershed-based natural resource management agencies that develop programs that reflect local resource management needs within their jurisdiction. TRCA has developed programs and policies related to our role as a resource management agency that include, but are not limited to, watershed plans, fisheries management plans, land management plans, ecosystem restoration programs, and The Living City Policy (2014) , which are approved by the TRCA

	<p>Board.</p> <p>Please confirm that the preferred alternative design for this project addresses TRCA concerns related to its program areas. These will be further defined through the EA review process.</p>
Land Owner	
TRCA Property	<p>TRCA is a major landowner in the GTA, owning close to 18,000 hectares of land. TRCA comments provided as a landowner are separate from comments provided under a technical, advisory or regulatory role.</p>
Acquisition and Easement	<p>If TRCA property land transfer or easement is required for the implementation of the preferred alternative, permission and approval from TRCA and the Minister of Natural Resources and Forestry are required. The design must demonstrate that TRCA program and policy objectives are met. Formal approval typically takes 12 to 18 months from the completion of the EA document.</p> <p>Please contact Brandon Hester, Property Agent at brandon.hester@trca.ca for additional information.</p>
Service Provider	
Service Agreements and Memorandum of Understandings	<p>Service Level Agreements: TRCA has service level agreements to provide EA Review services to various partners within specific service delivery timelines. Fees are charged as per agreement stipulations; review fees are not charged for individual files.</p> <p>Memorandum of Understandings: The provision of planning advisory services to municipalities is implemented through a Memorandum of Understandings (MOU) with participating municipalities or as part of a CA's approved program activity. In this respect, the CA is essentially acting as a technical advisor to municipalities. The agreements cover the CA's areas of technical expertise such as water management, natural hazards, and natural heritage.</p>
Restoration Opportunities	<p>TRCA requires that the preferred alternative considers avoiding, minimizing, mitigating, and compensating impacts to ecosystems in that order. In areas where impacts are unavoidable, mitigation or compensation will be required. It is recommended that the costs associated with these impacts be factored into decisions made during the EA.</p> <p>TRCA has identified opportunities for habitat restoration and enhancement on TRCA property and some privately owned lands, targeted to improve natural form and function based on goals in the watershed strategies. Should ecosystem restoration or compensation be required for this project, TRCA may be able to provide both restoration opportunities and restoration field services on a project specific basis. This will be further discussed through the EA review process.</p>

<p>Community and Public Realm Benefits</p>	<p>TRCA understands that the purpose of providing project-based community benefits is to provide measurable economic benefits to the local community, and that the purpose of providing public realm benefits is to support local opportunities for social and environmental improvements.</p> <p>As part of the 2013-2022 TRCA Strategic Plan (updated), TRCA has identified the need to achieve measurable positive impacts on the health of our watersheds and has developed a number of programs that actively engage with local communities to support a green, local economy. These programs include but are not limited to, Sustainable Neighbourhood Retrofit Action Plans, TRCA Conservation Land Care Program, TRCA Trails Program, TRCA Community Transformation Program and Partners in Project Green.</p>
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APPENDIX B: TRCA AREAS OF INTEREST

TRCA PROGRAM AND POLICY AREAS	
<i>Note: Additional program and policy information may be available at www.trca.ca, or by request.</i>	
Natural System Programs and Policies	
Systems Approach	<p>TRCA follows a systems approach in which the natural features and water resources are considered in relation to each other and the broader landscape in which they occur. The systems approach recognizes the role that linkages and connectivity within the natural system has in supporting ecological and hydrologic processes and functions that are vital to maintaining a healthy and robust natural system that is resilient against the impacts of urbanization and climate change.</p> <p>TRCA may require an assessment of the existing systems, together with an evaluation as to how the proposal may impact the systems.</p>
Terrestrial System, Species and Habitat	<p>The terrestrial system includes landscape features, vegetation communities, and flora and fauna species. Terrestrial species and habitat should be assessed based on their conservation status according to sensitivity to disturbance and specialized ecological needs, as well as rarity.</p> <p>TRCA has identified the need to improve both the quality and quantity of terrestrial habitat. TRCA’s Terrestrial Natural Heritage System Strategy sets measurable targets for attaining a healthier natural system by creating an expanded and targeted land base. It includes strategic directions for stewardship and securement of the land base, a land use policy framework to help achieve the target system, and other implementation mechanisms.</p> <p>TRCA may require an assessment of the existing terrestrial species and habitat, together with an evaluation as to how the proposal will meet the objectives articulated in the watershed plan or terrestrial natural heritage strategy, as well as prevent negative impacts to the terrestrial system.</p>
Groundwater Systems	
Aquifers and Hydrogeological Features and Functions	<p>Groundwater systems include aquifers and their functional connections to surface water. The extraction and discharge of groundwater has the potential to negatively impact surrounding natural features and their functions. Even small amounts of groundwater extraction may reduce contributions to groundwater dependent features such as wetlands, springs, or fish spawning habitat. In addition, the discharge of groundwater must be controlled to avoid impacts to watercourses and fish habitat from temperature, erosion and sedimentation, as well other water quantity and quality issues.</p> <p>TRCA may require geotechnical or hydrogeological investigations to confirm dewatering and discharge requirements, and to identify appropriate mitigation measures with respect to potential impacts to natural features and functions.</p>

Surface Water Systems	
Watercourses	<p>Typically, watercourses are associated with aquatic species, and direct or indirect habitat. Any alteration or interference to a watercourse (e.g., straightening, diverting, realigning, altering baseflow) has the potential to impact fish communities, but may also affect the Regulatory Flood Plain, erosion or other natural channel processes.</p> <p>TRCA may require an environmental study or site confirmation of watercourse locations.</p>
Meander Belt	<p>Channel migration has a significant impact on infrastructure, structures and property located near river systems. Determining channel stability is important to ensure that damage from erosion, down-cutting or other natural channel processes is avoided.</p> <p>TRCA may require a meander belt delineation study or fluvial geomorphology analysis to confirm that any development does not conflict with natural channel processes.</p>
Wetlands	<p>Wetlands are sensitive natural habitats that play an important role in numerous physical, chemical and biological processes, including storm water control, natural habitat and water quality improvement. Most wetlands are designated by the Ministry of Natural Resources and Forestry as Provincially Significant or Locally Significant. Other wetlands have also been identified on a site specific basis by TRCA.</p> <p>All wetlands are regulated under Ontario Regulation 166/06. TRCA may require an environmental study or site confirmation of wetland locations.</p>
Storm Water Management, including Green Infrastructure	<p>Stormwater management is integral to the health of streams, rivers, lakes, fisheries and terrestrial habitats, and source water protection is integral for managing the quality and quantity of drinking water at its source.</p> <p>TRCA requires all development, infrastructure and site alteration meet the criteria in the TRCA 2012 Stormwater Management Criteria document for water quantity, water quality, erosion control, discharge water temperature, and water balance for groundwater recharge and natural features.</p> <p>Green Infrastructure techniques, including Low Impact Development (LID) measures should be used to address issues related to stormwater management, as well as maximize ecosystem services and mitigate the impacts of urbanization and climate change.</p> <p>For further information, please refer to the TRCA Introduction to Green Infrastructure, the Sustainable Technologies Evaluation Program (STEP) -Urban Runoff Green Infrastructure and the STEP 2010 Low Impact Development Stormwater Management Planning and Design Guide.</p>

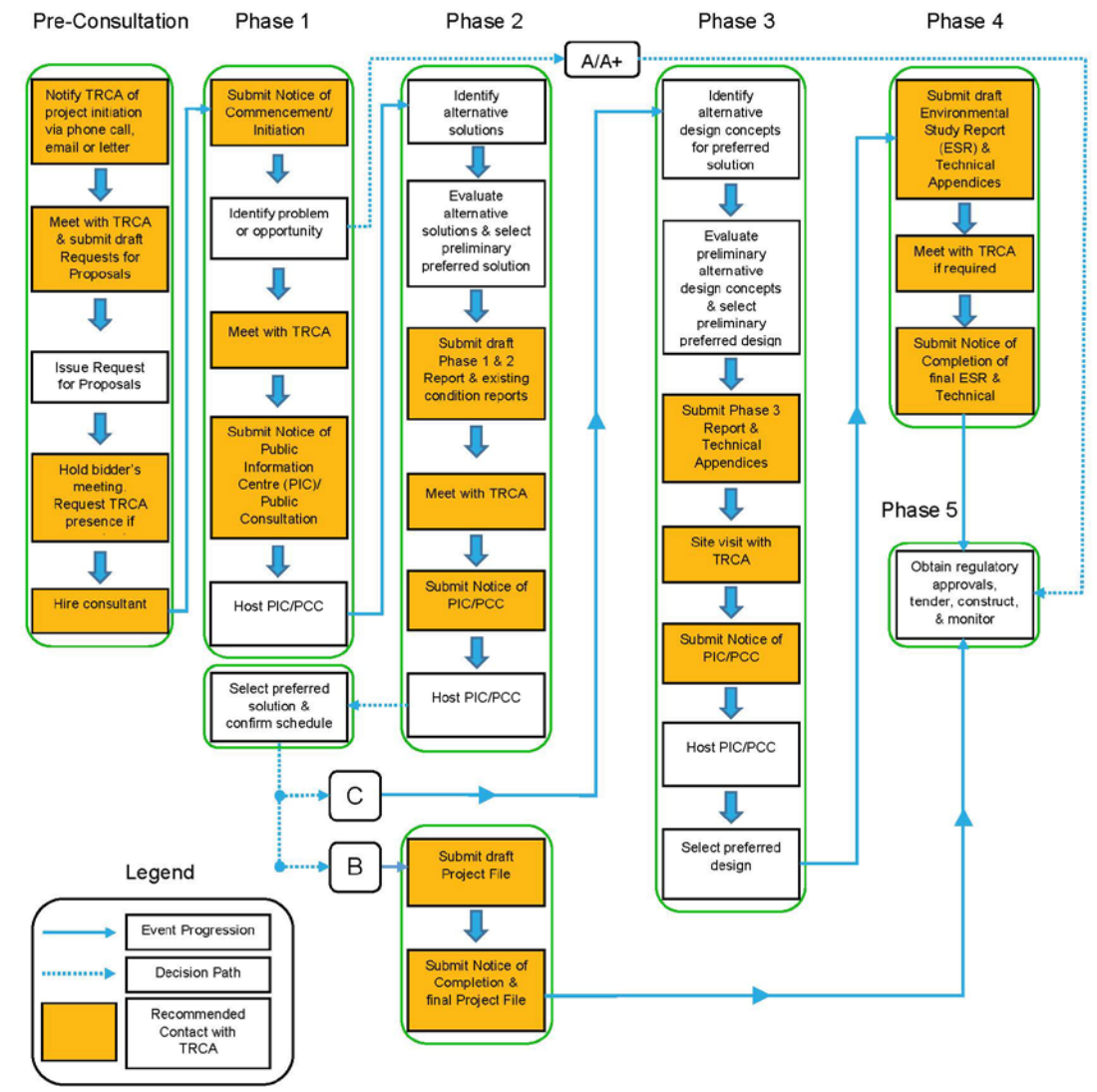
Sustainability Programs and Policies	
Climate Change	<p>In October 2017, MECP released a guideline under the Ontario environmental assessment legislation directing that all projects going through the EA process, including IEAs, Class EAs, and those governed by EA regulations, must consider impacts to and opportunities for climate change mitigation and adaptation, and consider the vulnerability of projects to climate change. It was further recommended that applicable policies in the 2014 Provincial Policy Statement be addressed, including but not limited to encouraging green infrastructure and strengthening stormwater management requirements; requiring consideration of energy conservation and efficiency, reduced greenhouse gas emissions and climate change adaptation (e.g. tree cover); and consideration of the potential impacts of climate change that may increase the risk associated with natural hazards (e.g. flooding due to severe weather).</p> <p>The climate change section of the EA should include recommendations for Green Infrastructure, Sustainable Energy, Sustainable Buildings and Sustainable Construction Practices, as further described below. It is recommended that a completed Sustainable Technologies for Green Building, Green Infrastructure, and Sustainable Energy Design in Evaluation Matrix be included in the EA document.</p>
Sustainable Infrastructure & Buildings	<p>The sustainability of infrastructure and buildings determined through a variety of factors through planning, design, construction, operation, maintenance and decommissioning. Sustainability factors include the efficiency environmental impact of project inputs through all phases, including energy, water and natural resources/materials.</p> <p>The type and amount of energy used in construction and operation is one of the most significant factors affecting climate change, the ecological footprint of our communities, and ultimately our ability to create sustainable communities. As supported by the LCP, TRCA advocates that proponents consider the use of appropriate sustainable energy networking (e.g., community energy project), technologies (e.g., solar lights, etc.) and practices (e.g., selection of materials, transportation of materials, energy efficiency, passive solar energy) in their projects.</p> <p>Various sustainability best management practices include sustainable procurement, reusing resources, using recyclable/recycled resources, protecting natural systems, eliminating toxics, applying life-cycle costing and ensuring a high quality of construction. If designed appropriately, sustainable infrastructure or buildings generally cost less to operate, are more resilient and adaptable as compared to standard designs and are an aesthetic and environmental benefit to the community.</p> <p>TRCA recommends that a commitment to sustainable infrastructure or buildings through all project phases be made in the EA document. Please consider using a</p>

	rating system such as Envision or LEED to guide the EA and detailed design.
Sustainable Communities	The TRCA Living City vision is based on a foundation that includes Sustainable Communities. Planning for community sustainability requires the identification of the complex and inter-related social, economic and ecological systems involved; TRCA supports a systems approach to developing integrative and adaptive solutions to improve community sustainability. Key socio-economic systems include: transportation facilities (including trails, sidewalks & multi-use pathways), community greenspaces (including parks), urban forests, cultural heritage resources, and the local economy. For transportation projects, a context sensitive design/solutions framework are encouraged.
Archaeological and Heritage Resources	TRCA watershed strategies include recommendations for the management of archaeological and heritage resources in accordance with Ministry of Culture and Municipal standards. The project should aim to preserve, protect and celebrate archaeological and heritage resources where possible.
PROVINCIAL PROGRAM AREAS	
Clean Water Act and Credit Valley - Toronto & Region - Central Lake Ontario (CTC) Source Protection Plan	<p>The Clean Water Act ensures communities protect their drinking water supplies through prevention by developing collaborative, watershed-based source protection plans that are locally driven and based on science.</p> <p>Please be advised that the subject property appears to fall within the Highly Vulnerable Aquifers (HVA), vulnerable areas under the Credit Valley - Toronto and Region - Central Lake Ontario Source Protection Plan (CTC SPP). Please confirm that the preferred alternative design for this project conforms with the CTC SPP. Please also consult with the Risk Management Official as copied on this letter.</p> <p>Please note that in accordance with Ontario Regulation 166/06, permits from TRCA may be required for mitigation solutions that are designed to ensure conformity with the CTC SPP.</p>
PROVINCIAL PROGRAM AREAS	
<p>Please contact the Ministry of Natural Resources and Forestry to confirm if there are program interests related to this project for:</p> <ul style="list-style-type: none"> • Areas of Natural and Scientific Interest (ANSI) • Provincially Significant Wetlands (PSW) • Provincially Endangered Species under the Species at Risk Act (SARA) <p>Please be advised that this list is not inclusive and the onus is on the proponent and its consultants to consult with other provincial agencies, as required, to ensure that requirements of their respective legislation is met.</p>	
FEDERAL PROGRAM AREAS	
<p>Please contact the relevant federal agency to confirm if there are issues related to:</p> <ul style="list-style-type: none"> • Asian Long-horned Beetle Regulated Area • Federally Endangered Species under the Endangered Species Act (ESA) 	

- **The Fisheries Act**

Please be advised that this list is not inclusive and the onus is on the proponent and its consultants to consult with other provincial agencies, as required, to ensure that requirements of their respective legislation is met.

Appendix C: Recommended TRCA Contact Points in the Municipal Class EA Process



From: Bubas, Sonya

Sent: November 8, 2019 6:09 PM

To: Nieuwenhuysen, Bob <Bob.Nieuwenhuysen@peelregion.ca>; Eisa, Eisa <Eisa.Eisa@peelregion.ca>; Tatla, Manvir <Manvir.Tatla@peelregion.ca>; Lapos, Natalie <Natalie.Lapos@peelregion.ca>; Zois, Anthony <Anthony.Zois@peelregion.ca>; Hardcastle, John <John.Hardcastle@peelregion.ca>; Matthew Sweet <Matthew.Sweet@mississauga.ca>; Alice Ho <Alice.Ho@mississauga.ca>; Bell, Trevor (MOECC) <Trevor.Bell@ontario.ca>; Knuckle, Mark <Mark.Knuckle@peelregion.ca>; Jefferson, Heather <Heather.Jefferson@peelregion.ca>; Banuri, Syeda <Syeda.Banuri@peelregion.ca>; Krasowski, Grace <Grace.Krasowski@peelregion.ca>; 'Heaton, Mark (MNRF)' <mark.heaton@ontario.ca>; McAllister, Aurora (MECP) <Aurora.McAllister@ontario.ca>; Kilis, Jakub <Jakub.Kilis@cvc.ca>; Zack Carlan <Zack.Carlan@trca.ca>; Alana Tyers <Alana.Tyers@mississauga.ca>; Ansari, Seema <Seema.Ansari@peelregion.ca>; edgar.henriquez@rci.rogers.com; samir.patel@cogecodata.com; markups@enbridge.com; mignacio@enersource.com; ian.mitchell@hydroone.com; max.pavese@telus.com; Keith.Noronha@infrastructureontario.ca; ZG-Peel Health & Built Environment <ZG-PeelHealthBuiltEnvironment@peelregion.ca>; Rook, Sally <Sally.Rook@peelregion.ca>; Jeremy.Blair@mississauga.ca; Lin Rogers <Lin.Rogers@mississauga.ca>; Jamroz, Damian <Damian.Jamroz@peelregion.ca>; Jacqueline Elias <Jacqueline.Elias@mississauga.ca>; Laing, Rick <Rick.Laing@peelregion.ca>; tpumarkup@hydroone.com; bell.moc@Telecon.ca; utility.circulations@zayo.com; Fred Sandoval <Fred.Sandoval@mississauga.ca>; cle@tnpi.ca; Alexander, Tamara <Tamara.Alexander@peelregion.ca>; Razao, Ricardo <ricardo.razao@peelregion.ca>; gt.moc@telecon.ca; joel.lacombe@aletrautilities.com; Bahrami, Parshan <Parshan.Bahrami@peelregion.ca>; Kol, Rani <Rani.Kol@peelregion.ca>; Brock, Liz <Liz.Brock@peelregion.ca>; Khan, Moin (MTO) <Moin.Khan@ontario.ca>; Faye, Mike <michael.faye@peelregion.ca>

Cc: Lee, Arthur <arthur.lee@peelregion.ca>; Zibby Petch <zibby.petch@ibigroup.com>; Allan Ortlieb <Allan.Ortlieb@IBIGroup.com>; Hamdani, Hashim <HashimAli.Hamdani@peelregion.ca>; Thomsen, Jeanne <Jeanne.Thomsen@peelregion.ca>; Motala, Imran <Imran.Motala@peelregion.ca>; Marzo, Christina <Christina.Marzo@peelregion.ca>; Gorman, Gayle <Gayle.Gorman@peelregion.ca>; Crawford, Mark <Mark.Crawford@peelregion.ca>; Saddi, Asha <Asha.Saddi@peelregion.ca>; ZG-PWI <pwi@peelregion.ca>; Saiyed, Sabbir <Sabbir.Saiyed@peelregion.ca>

Subject: Cawthra Rd EA - TAC Meeting Notes

To: Technical Advisory Committee (TAC)

Good afternoon,

Please find attached notes of the TAC meeting for the Cawthra Road Class EA on October 30. The presentation and roll plans discussed during the meeting are available at <https://we.tl/t-jVvEJnmb6B> (note files will be removed after 1 week).

For those who attended, please let me know of any errors or omissions by **November 15**. Please note a couple of post-meeting items have been added.

For those who could not attend, please let me know if you have any questions.

Best regards,

Sonya Bubas, MCIP, RPP

Minutes

**Technical Advisory Committee Meeting
Cawthra Road from QEW to Eastgate Parkway
Environmental Assessment**

**Wednesday, October 30, 2019
9:00 a.m. – 11:00 a.m.**

**10 Peel Centre Drive, Suite A, 5th Floor, Council Lounge,
Brampton**

#	DESCRIPTION	ACTION
1	<p>Welcome and Introductions</p> <ul style="list-style-type: none"> The Region of Peel (Project Manager) welcomed all present and began the meeting with roundtable introductions. The purpose of the meeting was to review the project and obtain comments/input on the Class EA Study and proposed improvements. The objective of the meeting was to obtain general support for the proposed improvements and the attached presentation for the Public Information Centre (PIC) on November 27. The agenda items were included in the presentation, including an update on the Class EA Study and technical findings to date. Members were invited to write comments or mark up any areas of concern on the roll plan, which was displayed on the tables. In the end, no comments or mark ups were made to the roll plan. 	
2	<p>Class EA Study Update</p> <ul style="list-style-type: none"> The Region (Project Manager) described the Study Area, rationale for improving Cawthra Road, and Class EA process as shown on slides 2 to 4 of the attached presentation. In addition to the above slides, the following was highlighted: <ul style="list-style-type: none"> The Feasibility Study for Cawthra Road concluded that a widening from the Queen Elizabeth Way (QEW) to Eastgate Parkway was not warranted and recommended to maintain the existing four lane cross-section (five lanes from QEW to The Queensway), with centre turn lane in some sections, intersection improvements and opportunities to enhance active transportation. <p>Post-meeting note: Date of final Feasibility Report is 2014.</p> The Class EA Study follows Phases 1 and 2 of the Municipal Class EA process for Schedule B projects with additional design considerations. 	
3	<p>Technical Study Findings</p> <ul style="list-style-type: none"> IBI Group (Project Manager) described the findings of technical studies completed for the Class EA, including the Problem/Opportunity and Alternative Solutions (slides 5 to 15). In addition to the above slides, the following was noted: <p>Traffic Conditions:</p> <ul style="list-style-type: none"> Property constraints in the middle section of the corridor does not allow for widening which led to retaining the 4 lanes along the corridor with intersection improvements. The Class EA Study will look to improve pedestrian safety, narrow lane widths to reduce speeds, and adjust signal phasing. There are some 30-37,000 vehicles travelling daily along the study limits, especially north of Dundas Street. With the expected 0.83% growth per year to the 2031 horizon, this volume of traffic is expected to continue to increase. Property constraints within the middle section of the study limits will not permit widening. Partial widening north of Burnhamthorpe Road and south of Dundas Street would help relieve the demands within these sections, however would further increase demands within the middle section which would operate over capacity if not widened. <p>Traffic Operations and Safety:</p> <ul style="list-style-type: none"> By 2031, up to 7 signalized intersections are expected to operate poorly (i.e., Level of Service E/F). Excessive speeding in the midblock, particularly north of The Queensway, have resulted in a high incidence of accidents. 	

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	<p>property impacts. The Class EA Study will move forward with the proposed right-in right-out entrance to receive feedback from the property owner and the public.</p> <p>Needham Lane</p> <ul style="list-style-type: none"> – Provision for a transit stop with concrete bus shelter pad is proposed at the far side in the southbound direction and near side in the northbound direction. Provision for a near side stop in the southbound direction was requested by MiWay and there was insufficient space to accommodate the stop. <p>Dundas Street</p> <ul style="list-style-type: none"> – Provision for a transit stop with concrete bus shelter pad is proposed at the near side in the northbound direction and with concrete pad within the channelized island in the southbound direction. – The Region (Manager, Infrastructure Programming & Studies) and City noted the City of Mississauga will be undertaking a Dundas Street Class EA Study. It would be helpful to get information on how that study might connect with Cawthra Road. The Region will contact Jerry Che, Manager, Rapid Transit Office for further information. The Region will add “May need to connect with Dundas Street Class EA” on the roll plan. – Discussion ensued about the proposed size and location of the channelized island in the southwest corner (possible preference for reduced island and/or angle for drivers approaching Cawthra Road). The Region will confirm the placement and size of the island during detailed design. <p>Silver Creek Boulevard</p> <ul style="list-style-type: none"> – A separated cross-ride is proposed on the east side. – The Region (Traffic Operations) suggested applying WB-15 rather than WB-20 as the design template for trucks. – The Region (Traffic Operations) requested to straighten the proposed northbound cross-walk. – The Region (Traffic Development) pointed out that a development application for a residential condominium building was received and a 4-leg intersection is being considered at this location. <p>Santee Gate</p> <ul style="list-style-type: none"> – The proposed road alignment is shifted to the east to allow for cycle tracks / raised bike lanes and prevent impacts to the cemetery south of Santee Gate. <p>Bloor Street</p> <ul style="list-style-type: none"> – Northbound right turn lane is proposed. The proposed right-turn lane will impact the front yard and stairway to the residence at 3317 Cawthra Road, which may be mitigated by reconfiguring the layout of the stairway. Although the property fabric shown on the roll plan is up to date, the Region (Realty) noted that the property line may be further from the residence than what is shown. – Removal of channelized islands is proposed at all corners of the intersection. – Separated cross-rides are proposed. Members suggested that wording such as “to be studied” or “protected for future” be included on the roll plan for the potential cycle route shown on Bloor Street. – Provision for a southbound and northbound transit stop with concrete bus shelter pad is proposed at the far side. There is no room for queue jump lanes on the far side. Transit stops shown north of Bloor Street would be protected for future services. <p>Burnhamthorpe Road</p> <ul style="list-style-type: none"> – Monitoring the need to restrict access to “right-in right-out only” at the south entrance to the plaza south of Burnhamthorpe Road (on the east side) is currently recommended. The City suggested that improvements to the entrance could be addressed through future redevelopment. It was agreed that wording be included on the roll plan for the PIC and in the PFR that this entrance be monitored for future improvements (such as a right-in right-out entrance) if found to be a demonstrated problem. 	<p>Region</p> <p>Region</p> <p>Region</p> <p>Region</p> <p>Region</p>
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	<ul style="list-style-type: none"> - Separated cross-rides are proposed on the east, west and north sides of the intersection. <p>Rathburn Road and Meadows Boulevard</p> <ul style="list-style-type: none"> - Separated cross-rides are proposed on the west side. - Members suggested to show the existing multi-use trail in front of the gas station in the southwest quadrant of the intersection with Rathburn Road in a different colour. - The City requested an adjustment to the alignment of the cross-rides (i.e., check trail alignment and line up with cross-ride). - The Region (Traffic Operations) pointed out that the south crosswalk at Rathburn Road needs to be shifted further to the south. - Provisions for a future transit stop with concrete bus shelter pad is proposed at the far side in the southbound direction at Rathburn Road (with platform) and at the near side in the southbound and northbound direction at Meadows Boulevard. - Maintain existing bus bay location on the northbound far side stop at Rathburn Road. No sufficient space available for bus shelter at this location. <p>Eastgate Parkway</p> <ul style="list-style-type: none"> - Northbound right turn lane is proposed. - The City informed the Region of their plans to build a trail through lands on the east side up to Eastgate Parkway. The City will forward the current preliminary design for the proposed trail to the Region. 	<p>Region</p> <p>Region</p> <p>Region</p> <p>City</p>
<p>6</p>	<p>Next Steps</p> <ul style="list-style-type: none"> • Members were asked to provide written comments on the Study and/or presentation to the Region (Project Manager) before November 8. • The PIC is planned for November 27, 2019 at the Burnhamthorpe Community Centre from 7-9p.m. TAC will be notified with the details. • The public comment period for the PIC will close on December 13, 2019. 	<p>All Region</p>

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Technical Advisory Committee Meeting Attendance Cawthra Road from QEW to Eastgate Drive Environmental Assessment Wednesday, October 30, 2019	
City of Mississauga	
Infrastructure Planning & Engineering Services	Lin Rogers (Manager, Transportation Projects)
Transportation & Works	Fred Sandoval (Active Transportation Coordinator)
MiWay	Jacqueline Elias (Transit Infrastructure Engineering Technologist)
Region of Peel	
Development Services	Ricardo Razao (Planner)
Infrastructure Programming & Studies	Arthur Lee (Designer) Asha Saddi (Technical Analyst) Sally Rook (Manager) Sonya Bubas (Project Manager)
Real Estate	Tony Zois (Acting Senior Capital Acquisition Agent)
Roads Design & Construction	Bob Nieuwenhuysen (Manager)
Roads Operations & Maintenance	Liz Brock (Technical Analyst)
Sustainable Transportation	Manvir Tatla (Project Manager)
Traffic Engineering	Damian Jamroz (Supervisor, Traffic Operations) Seema Ansari (Technical Analyst, Traffic Safety) Rani Kol (Technical Analyst, Traffic Development & Permits) Rick Laing (Supervisor, Traffic Signals & Streetlighting)
Transportation Systems Planning	Parshan Bahrami (Planner)
Water and Wastewater	Grace Krasowski (Project Manager, Wastewater Collection & Conveyance) Mark Knuckle (Project Manager, Water & Wastewater Infrastructure Remediation)
Technical Consultant	
IBI Group	Allan Ortlieb (Project Manager) Zibby Petch (Active Transportation)

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From: Bubas, Sonya
Sent: November 14, 2019 12:10 PM
To: Zack Carlan <Zack.Carlan@trca.ca>
Cc: Saddi, Asha <Asha.Saddi@peelregion.ca>; Maraj, Kelly <AshwantieKelly.Maraj@peelregion.ca>
Subject: RE: Cawthra Road from Queen Elizabeth Way to Eastgate Parkway EA PIC

Hi Zack,

The PIC boards were last circulated to TAC on November 8 and are dated October 30 (per link in attached email). There is one more day left to download the files before they are removed from the link.

Let me know if you have any difficulty accessing the files.

Thanks,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel

From: Zack Carlan <Zack.Carlan@trca.ca>
Sent: November 14, 2019 11:36 AM
To: Maraj, Kelly <ashwantieKelly.maraj@peelregion.ca>
Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>; Saddi, Asha <asha.saddi@peelregion.ca>
Subject: RE: Cawthra Road from Queen Elizabeth Way to Eastgate Parkway EA PIC

Thank you Kelly.

TRCA staff will not be in attendance for the PIC but are currently reviewing and will provide comments on the SWM report, PIC boards and TAC information.

The version of PIC boards we have is attached. If there is an updated version, please let me know as soon as you can and I will provide to staff.

Thanks,

Zack Carlan
Planner
Infrastructure Planning and Permits | Development and Engineering Services

From: Maraj, Kelly <ashwantieKelly.maraj@peelregion.ca>
Sent: Thursday, November 14, 2019 10:53 AM
To: Zack Carlan <Zack.Carlan@trca.ca>
Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>; Saddi, Asha <asha.saddi@peelregion.ca>
Subject: Cawthra Road from Queen Elizabeth Way to Eastgate Parkway EA PIC

RE: Notice of Public Information Centre
Cawthra Road from Queen Elizabeth Way to Eastgate Parkway, Mississauga
Municipal Class Environmental Assessment Study

The Region of Peel is proceeding with the Schedule "B" Municipal Class Environmental Assessment (Class EA) Study for improvements to Cawthra Road from the Queen Elizabeth Way (QEW) to Eastgate Parkway in the City of Mississauga. **We invite you or a representative of your organization to attend the Public Information Centre (PIC) for this Study to review the project and discuss your comments with the Project Team.**

The PIC will be held on:

Wednesday, November 27, 2019

7:00 p.m. – 9:00 p.m.

Burnhamthorpe Community Centre (Fleetwood Village Room)

1500 Gulleden Drive, Mississauga, ON L4X 2T7

Additional details are provided in the attached *Notice of Public Information Centre*.

If you cannot attend the PIC, you can view the PIC information and fill out a comment form on the project website after November 27:

<http://www.peelregion.ca/pw/transportation/construction/environmental-assessment/cawthra-road.asp>. A comment sheet is also attached for your convenience. Please provide your comments by **December 13, 2019**.

We look forward to seeing you at the PIC. Please do not hesitate to contact Sonya Bubas, Project Manager, at sonya.bubas@peelregion.ca or 905-791-7800, ext. 7801, if you have any questions regarding the PIC or comments on the Class EA Study.

Regards,

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

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905-791-7800 ext. 7801

From: Zack Carlan <Zack.Carlan@trca.ca>

Sent: November 14, 2019 12:20 PM

To: Bubas, Sonya <sonya.bubas@peelregion.ca>

Cc: Saddi, Asha <asha.saddi@peelregion.ca>; Maraj, Kelly <ashwantiemelly.maraj@peelregion.ca>

Subject: RE: Cawthra Road from Queen Elizabeth Way to Eastgate Parkway EA PIC

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

Thanks Sonya

Zack Carlan

Planner

Infrastructure Planning and Permits | Development and Engineering Services

T: [\(416\) 661-6600](tel:(416)661-6600) ext. 5310

E: zack.carlan@trca.ca

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From: Zack Carlan <Zack.Carlan@trca.ca>

Sent: February 26, 2020 12:06 PM

To: Bubas, Sonya <sonya.bubas@peelregion.ca>

Cc: Saddi, Asha <Asha.Saddi@peelregion.ca>; Allan Ortlieb <Allan.Ortlieb@IBIGroup.com>; Rakesh Pandey <Rakesh.Pandey@IBIGroup.com>; Banuri, Syeda <Syeda.Banuri@peelregion.ca>; Lee, Arthur <arthur.lee@peelregion.ca>; Annette Lister <Annette.Lister@trca.ca>

Subject: RE: Cawthra Rd EA - Drainage and Stormwater Management Plan

Hi Sonya,

Thank you for the revised SWM report for review. Staff are currently reviewing.

Please note that Annette Lister (copied) is taking this file moving forward and will provide our response.

Thank you,

Zack Carlan

Planner

Infrastructure Planning and Permits | Development and Engineering Services

From: Bubas, Sonya <sonya.bubas@peelregion.ca>

Sent: Friday, February 14, 2020 1:38 PM

To: Zack Carlan <Zack.Carlan@trca.ca>

Cc: Saddi, Asha <asha.saddi@peelregion.ca>; Allan Ortlieb <Allan.Ortlieb@IBIGroup.com>; Rakesh Pandey <Rakesh.Pandey@IBIGroup.com>; Banuri, Syeda <syeda.banuri@peelregion.ca>; Lee, Arthur <arthur.lee@peelregion.ca>

Subject: Cawthra Rd EA - Drainage and Stormwater Management Plan

Hi Zack,

Please find attached responses to TRCA's comments regarding the Draft Drainage and Stormwater Management Report for Cawthra Road. Also attached is the revised Stormwater Management Report.

I trust your comments have been addressed. Please let me know if you have any further questions or comments.

Regards,

Sonya Bubas, MCIP, RPP

Project Manager
Infrastructure Programming & Studies
Region of Peel

From: Zack Carlan <Zack.Carlan@trca.ca>
Sent: January 10, 2020 1:20 PM
To: Bubas, Sonya <sonya.bubas@peelregion.ca>
Cc: Lee, Arthur <arthur.lee@peelregion.ca>
Subject: RE: Cawthra Rd EA - Natural Environment and Tree Inventory

Hi Sonya,

I checked in with ecology staff and our comments on these reports stand as is. As per our other comments, we intend to provide comments on the draft EA, when available. Please provide the digital and one hard copy to my attention when it is available for our review.

Thank you,

Zack Carlan
Planner, Infrastructure Planning and Permits | Development and Engineering Services

From: Bubas, Sonya <sonya.bubas@peelregion.ca>
Sent: Wednesday, January 8, 2020 9:32 AM
To: Zack Carlan <Zack.Carlan@trca.ca>
Cc: Lee, Arthur <arthur.lee@peelregion.ca>
Subject: RE: Cawthra Rd EA - Natural Environment and Tree Inventory

Hi Zack,

The reports are the same (not yet updated – we would like to receive TRCA’s full comments before the update).

Thanks,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel

From: Zack Carlan <Zack.Carlan@trca.ca>
Sent: January 8, 2020 9:16 AM
To: Bubas, Sonya <sonya.bubas@peelregion.ca>
Cc: Lee, Arthur <arthur.lee@peelregion.ca>
Subject: RE: Cawthra Rd EA - Natural Environment and Tree Inventory

Hi Sonya,

Hope you had a good break. I'll check in with staff on this to confirm. Have the reports been updated? Or do they remain the same since our review in October?

Thanks,

Zack Carlan

Planner

Infrastructure Planning and Permits | Development and Engineering Services

T: [\(416\) 661-6600](tel:(416)661-6600) ext. 5310

E: zack.carlan@trca.ca

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



From: Bubas, Sonya <sonya.bubas@peelregion.ca>

Sent: Tuesday, January 7, 2020 10:20 AM

To: Zack Carlan <Zack.Carlan@trca.ca>

Cc: Lee, Arthur <arthur.lee@peelregion.ca>

Subject: RE: Cawthra Rd EA - Natural Environment and Tree Inventory

Hi Zack,

Your message below provided initial comments on the Natural Environment Report and Tree Inventory for the Cawthra Road Class EA. Does TRCA have any further comments on these reports? Could you let us know by January 21?

Thanks,

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

From: Annette Lister <Annette.Lister@trca.ca>

Sent: March 10, 2020 11:37 AM

To: Bubas, Sonya <sonya.bubas@peelregion.ca>

Cc: Saddi, Asha <Asha.Saddi@peelregion.ca>

Subject: RE: Cawthra Rd EA - Drainage and Stormwater Management Plan

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

Hello Sonya,

Thank you for submitting the revised SWM report and associated responses for our review. Our staff has no further comments on the report. Please ensure that our staff has sufficient opportunity to review the draft EA report once it is available.

Please note that I will be the primary contact for this project moving forward, as Zack has transitioned to our Toronto team.

Please do not hesitate to contact me if you have any questions.

Thank you,
Annette

Annette Lister, M.A.Sc.

Planner

Infrastructure Planning and Permits | Development and Engineering Services

T: [\(416\) 661-6600](tel:(416)661-6600) ext. 6443

E: annette.lister@trca.ca

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



From: Bubas, Sonya <sonya.bubas@peelregion.ca>

Sent: Friday, February 14, 2020 1:38 PM

To: Zack Carlan <Zack.Carlan@trca.ca>

Cc: Saddi, Asha <asha.saddi@peelregion.ca>; Allan Ortlieb <Allan.Ortlieb@IBIGroup.com>; Rakesh Pandey <Rakesh.Pandey@IBIGroup.com>; Banuri, Syeda <syeda.banuri@peelregion.ca>; Lee, Arthur <arthur.lee@peelregion.ca>

Subject: Cawthra Rd EA - Drainage and Stormwater Management Plan

Hi Zack,

Please find attached responses to TRCA's comments regarding the Draft Drainage and Stormwater Management Report for Cawthra Road. Also attached is the revised Stormwater Management Report.

I trust your comments have been addressed. Please let me know if you have any further questions or comments.

Regards,

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

From: Zack Carlan <Zack.Carlan@trca.ca>

Sent: December 3, 2019 12:10 PM

To: Bubas, Sonya <sonya.bubas@peelregion.ca>

Cc: Saddi, Asha <asha.saddi@peelregion.ca>

Subject: RE: Cawthra Road from Queen Elizabeth Way to Eastgate Parkway EA PIC

Hi Sonya,

TRCA staff has reviewed the PIC boards, Preliminary Roll Plan, TAC minutes from October 30 2019, and Draft SWM report submitted on November 8 and 14. It is our understanding that this undertaking involves an investigation of the needs and opportunities for transportation improvements within the Cawthra Road corridor – Eastgate Parkway to the QEW, Mississauga. The preferred alternative selected at this stage of the EA appears to be improve corridor operations and safety and improve intersection operations and safety. This includes roadway improvements (bike lanes, cycle track), localized intersection improvements (turning lanes, etc.), and stormwater/sewer upgrades. Staff has the following comments to offer on the noted materials and based on the Region's initial preferred option:

1. As per TRCA response letter from October 28, 2019: TRCA staff intend to remain involved in this EA as the project progresses. As noted, there is only a small section of the study area within TRCA's jurisdiction and currently, the study area is only near TRCA's regulated area. As discussed on site, the Region's preferred options do not include widening. Corridor improvements such as additional turning lanes, active transportation, etc. appear to be the initial preferred option. We also understand that there are currently no options being evaluated for implementation north of the Cawthra and Eastgate intersection. In general, TRCA's main interests in this project are near the Cawthra and Eastgate intersection.
 - a. Staff also noted a potential regulated feature east of Cawthra (near the area that appears to be a recent City/Region stockpiling/staging area) and depending on the preferred options as the EA progresses, this potential feature may need to be further investigated, if required - as staff did not have access at the time of site visit.
 - b. As such, as the EA study progresses, requirements (including detailed design requirements) may be adjusted in accordance with any changes to the preferred alternative and as details are provided on the proposed design near the Cawthra and Eastgate intersection within TRCA's jurisdiction.
2. As the proposed drainage from the Cawthra Road improvements will be directed to the existing municipal storm sewer network, ultimately discharging into Cooksville creek, we defer the proposed water quantity and quality measures to the Region engineering staff for review and approval. Proposed water balance control are acceptable in principle. Based on the preferred alternative and initial preferred design (roll plan), staff recommend the [TRCA/CVC Low Impact Development \(LID\) Stormwater Management \(SWM\) Planning and Design Guide](#) is referenced.
3. As they become available during the EA study, please provide further details (cross-sections) where roadside ditches are proposed within TRCA jurisdiction. Is there enough space to accommodate them within the right of way? Staff recommends the proponent investigate opportunities to provide flat-bottom swales which further improve water quality treatment. The proponent may refer to the above-mentioned *LID Guide* for further details and guidance.
4. Based on the preferred alternative and initial preferred design, staff recommend that erosion prevention and sediment control measures shall be implemented to mitigate erosion and sediment processes during construction. The mitigation measures should

conform with the *Erosion and Sediment Control Guidelines for Urban Construction* (December 2006), available at www.sustainabletechnologies.ca.

5. Further details on the new right turn lane on Cawthra Road south of Eastgate Parkway are required to identify how road drainage will be managed (i.e. catch basin, curb cut, etc.?). Please provide these details as they become available during the EA study.
6. As per comment #1, please continue to consult with TRCA as this project moves forward. Please reference TRCA Notice of Commencement Letter in regards to recommended contact points with TRCA staff along with submission requirements. Please ensure the draft EA is provided for TRCA staff review.

Thank you,

Zack Carlan

Planner

Infrastructure Planning and Permits | Development and Engineering Services

T: (416) 661-6600 ext. 5310

E: zack.carlan@trca.ca

A: [101 Exchange Avenue, Vaughan, ON, L4K 5R6](http://101ExchangeAvenue.Vaughan.ON.L4K5R6) | trca.ca



From: Zack Carlan <Zack.Carlan@trca.ca>

Sent: February 26, 2020 12:06 PM

To: Bubas, Sonya <sonya.bubas@peelregion.ca>

Cc: Saddi, Asha <Asha.Saddi@peelregion.ca>; Allan Ortlieb <Allan.Ortlieb@IBIGroup.com>; Rakesh Pandey <Rakesh.Pandey@IBIGroup.com>; Banuri, Syeda <Syeda.Banuri@peelregion.ca>; Lee, Arthur <arthur.lee@peelregion.ca>; Annette Lister <Annette.Lister@trca.ca>

Subject: RE: Cawthra Rd EA - Drainage and Stormwater Management Plan

Hi Sonya,

Thank you for the revised SWM report for review. Staff are currently reviewing.

Please note that Annette Lister (copied) is taking this file moving forward and will provide our response.

Thank you,

Zack Carlan

Planner

Infrastructure Planning and Permits | Development and Engineering Services

From: Bubas, Sonya <sonya.bubas@peelregion.ca>

Sent: Friday, February 14, 2020 1:38 PM

To: Zack Carlan <Zack.Carlan@trca.ca>

Cc: Saddi, Asha <asha.saddi@peelregion.ca>; Allan Ortlieb <Allan.Ortlieb@IBIGroup.com>; Rakesh Pandey <Rakesh.Pandey@IBIGroup.com>; Banuri, Syeda <syeda.banuri@peelregion.ca>; Lee, Arthur <arthur.lee@peelregion.ca>

Subject: Cawthra Rd EA - Drainage and Stormwater Management Plan

Hi Zack,

Please find attached responses to TRCA's comments regarding the Draft Drainage and Stormwater Management Report for Cawthra Road. Also attached is the revised Stormwater Management Report.

I trust your comments have been addressed. Please let me know if you have any further questions or comments.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel

**Cawthra Road Class EA Study – QEW to Eastgate Parkway
Draft Stormwater Management Report Update October, 2019
TRCA Comments Received on December 3, 2019**

TRCA Comments:	Response:
<p>1. As per TRCA response letter from October 28, 2019: TRCA staff intend to remain involved in this EA as the project progresses. As noted, there is only a small section of the study area within TRCA’s jurisdiction and currently, the study area is only near TRCA’s regulated area. As discussed on site, the Region’s preferred options do not include widening. Corridor improvements such as additional turning lanes, active transportation, etc. appear to be the initial preferred option. We also understand that there are currently no options being evaluated for implementation north of the Cawthra and Eastgate intersection. In general, TRCA’s main interests in this project are near the Cawthra and Eastgate intersection:</p> <p>a. Staff also noted a potential regulated feature east of Cawthra (near the area that appears to be a recent City/Region stockpiling/staging area) and depending on the preferred options as the EA progresses, this potential feature may need to be further investigated, if required - as staff did not have access at the time of site visit.</p> <p>b. As such, as the EA study progresses, requirements (including detailed design requirements) may be adjusted in accordance with any changes to the preferred alternative and as details are provided on the proposed design near the Cawthra and Eastgate intersection within TRCA’s jurisdiction.</p>	<p>1. Noted. It is confirmed that there will be no corridor widening. Improvements along Cawthra Road at the Eastgate Parkway intersection are limited to the addition of a northbound right turn lane</p> <p>a. Noted</p> <p>b. Noted</p>
<p>2. As the proposed drainage from the Cawthra Road improvements will be directed to the existing municipal storm sewer network, ultimately discharging into Cooksville creek, we defer the proposed water quantity and quality measures to the Region engineering staff for review and approval. Proposed water balance control are acceptable in principle. Based on the preferred alternative and initial preferred design (roll plan), staff recommend the <u>TRCA/CVC Low Impact Development (LID) Stormwater Management (SWM) Planning and Design Guide</u> is referenced.</p>	<p>2. Noted.</p> <p>The TRCA/CVC Low Impact Development (LID) Stormwater Management (SWM) planning and Design Guide (2010) has been referenced in the SWM report.</p>

**Cawthra Road Class EA Study – QEW to Eastgate Parkway
Draft Stormwater Management Report Update October, 2019
TRCA Comments Received on December 3, 2019**

TRCA Comments:	Response:
<p>3. As they become available during the EA study, please provide further details (cross-sections) where roadside ditches are proposed within TRCA jurisdiction. Is there enough space to accommodate them within the right of way? Staff recommends the proponent investigate opportunities to provide flat-bottom swales which further improve water quality treatment. The proponent may refer to the above-mentioned <i>LID Guide</i> for further details and guidance.</p>	<p>3. Please note that there are no roadside ditches proposed as part of this Cawthra Road improvement project. The existing roadside ditches north of Meadows Boulevard will be maintained.</p>
<p>4. Based on the preferred alternative and initial preferred design, staff recommend that erosion prevention and sediment control measures shall be implemented to mitigate erosion and sediment processes during construction. The mitigation measures should conform with the <i>Erosion and Sediment Control Guidelines for Urban Construction</i> (December 2006), available at www.sustainabletechnologies.ca.</p>	<p>4. Please note that the erosion and sediment control plan during construction has already been incorporated into the submitted SWM report.</p>
<p>5. Further details on the new right turn lane on Cawthra Road south of Eastgate Parkway are required to identify how road drainage will be managed (i.e. catch basin, curb cut, etc.?). Please provide these details as they become available during the EA study.</p>	<p>5. A catchbasin along the new curb discharging to the existing ditch via a lead pipe will provide the drainage.</p>
<p>6. As per comment #1, please continue to consult with TRCA as this project moves forward. Please reference TRCA Notice of Commencement Letter in regards to recommended contact points with TRCA staff along with submission requirements. Please ensure the draft EA is provided for TRCA staff review.</p>	<p>6. Noted.</p>

CANADIAN PACIFIC RAILWAY

Saddi, Asha

From: Brian Costigan <Brian_Costigan@cpr.ca>
Sent: January 7, 2020 10:18 AM
To: Saddi, Asha
Cc: Bubas, Sonya
Subject: RE: Cawthra Road Environmental Assessment (EA)

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

Hi Asha,

I'm the correct contact at CP for crossing/grade separation projects. CP's preference are the options which do not affect the Cawthra grade separation. Other than that, I have no comments.

Thanks,



Brian Costigan, E.I.T.
Engineer in Training – Public Works
O 905-803-3305
C 647-678-1155
1290 Central Parkway West, Suite 600
Mississauga, ON L5C 4R3

From: Saddi, Asha <asha.saddi@peelregion.ca>
Sent: Tuesday, January 07, 2020 8:58 AM
To: Brian Costigan <Brian_Costigan@cpr.ca>
Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>
Subject: Cawthra Road Environmental Assessment (EA)

This email did not originate from Canadian Pacific. Please exercise caution with any links or attachments.

Hello Brian,

Further to my voicemail message yesterday, the Region of Peel is proceeding with the Cawthra Road EA from the Queen Elizabeth Way to Eastgate Parkway in the City of Mississauga. A Public Information Centre (PIC) was held last November and a PIC Notice was mailed to Joe Van Humbeck, Manager Environmental Assessment (attached). The Notice unfortunately was returned to the Region of Peel on December 16, 2019 and we are contacting you for the opportunity to provide comments on the EA, or, to direct us to the correct contact person at the Canadian Pacific Railway.

Public consultation is an important part of this study and the project team welcome comments from the Canadian Pacific Railway. Information on the study, including the PIC materials, can be viewed in the attached link:

<http://www.peelregion.ca/pw/transportation/construction/environmental->

[assessment/cawthra-road.asp](#) If you have any questions or concerns on the study you can contact Sonya Bubas, Project Manager. Sonya can be contacted at 905-791-7800 extension 7801 or by email at sonya.bubas@peelregion.ca.

We look forward to hearing from you.

Regards,

Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca



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----- IMPORTANT NOTICE - AVIS IMPORTANT ----- Computer viruses can be transmitted via email. Recipient should check this email and any attachments for the presence of viruses. Sender and sender company accept no liability for any damage caused by any virus transmitted by this email. This email transmission and any accompanying attachments contain confidential information intended only for the use of the individual or entity named above. Any dissemination, distribution, copying or action taken in reliance on the contents of this email by anyone other than the intended recipient is strictly prohibited. If you have received this email in error please immediately delete it and notify sender at the above email address. Le courrier électronique peut être porteur de virus informatiques. Le destinataire doit donc passer le présent courriel et les pièces qui y sont jointes au détecteur de virus. L'expéditeur et son employeur déclinent toute responsabilité pour les dommages causés par un virus contenu dans le courriel. Le présent message et les pièces qui y sont jointes contiennent des renseignements confidentiels destinés uniquement à la personne ou à l'organisme nommé ci-dessus. Toute diffusion, distribution, reproduction ou utilisation comme référence du contenu du message par une autre personne que le destinataire est formellement interdite. Si vous avez reçu ce courriel par erreur, veuillez le détruire immédiatement et en informer l'expéditeur à l'adresse ci-dessus. ----- IMPORTANT NOTICE - AVIS IMPORTANT -----

Canadian Pacific Railway
401-9th Avenue, Suite 500
AB T2P 4Z4
Attention: Joe Van Humbeck, Manager, Environmental Assessments

Public Works

10 Peel Centre Dr.
Suite B
Brampton, ON
L6T 4B9
tel: 905-791-7800

peelregion.ca

**RE: Notice of Public Information Centre
Cawthra Road from Queen Elizabeth Way to Eastgate Parkway, Mississauga
Municipal Class Environmental Assessment Study**

The Region of Peel is proceeding with the Schedule "B" Municipal Class Environmental Assessment (Class EA) Study for improvements to Cawthra Road from the Queen Elizabeth Way (QEW) to Eastgate Parkway in the City of Mississauga. **We invite you or a representative of your organization to attend the Public Information Centre (PIC) for this Study to review the project and discuss your comments with the Project Team.**

The PIC will be held on:

**Wednesday, November 27, 2019
7:00 p.m. – 9:00 p.m.
Burnhamthorpe Community Centre (Fleetwood Village Room)
1500 Gulleden Drive, Mississauga, ON L4X 2T7**

Additional details are provided in the attached *Notice of Public Information Centre*.

If you cannot attend the PIC, you can view the PIC information and fill out a comment form on the project website after November 27: <http://www.peelregion.ca/pw/transportation/construction/environmental-assessment/cawthra-road.asp>. A comment sheet is also enclosed for your convenience. Please provide your comments by **December 13, 2019**.

We look forward to seeing you at the PIC. Please do not hesitate to contact me if you have any questions regarding the PIC or comments on the Class EA Study.

Sincerely,



Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming and Studies
Tel.: 905-791-7800 ext. 7801
Email: sonya.bubas@peelregion.ca

encl: Notice of Public Information Centre
Comment Sheet

NOTICE OF PUBLIC INFORMATION CENTRE

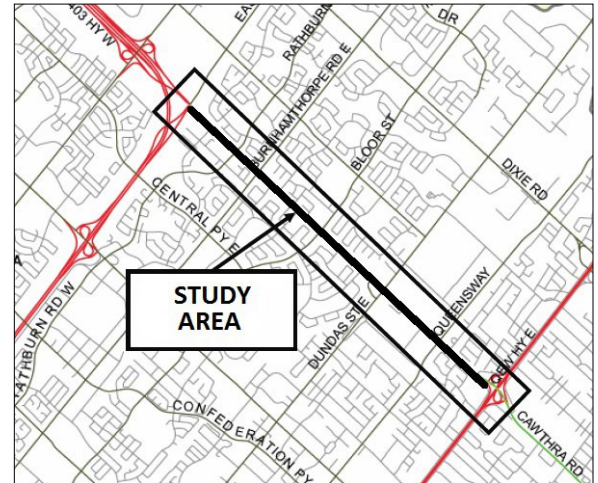
CAWTHRA ROAD FROM QUEEN ELIZABETH WAY (QEW) TO EASTGATE PARKWAY, MISSISSAUGA MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY

The Study

The Region of Peel is conducting a Class Environmental Assessment (Class EA) Study for Cawthra Road from QEW to Eastgate Parkway in the City of Mississauga (see map). The study is examining the needs and opportunities for transportation improvements within the Cawthra Road corridor to:

- Better serve the needs of all road users,
- Maximize the use and capacity of the road right-of-way, and
- Improve operations and safety for all road users.

A feasibility study was completed in 2014 that concluded that a widening of Cawthra Road from QEW to Eastgate Parkway is not warranted. Recommendations include maintaining the existing four lane cross-section (with centre turn-lane in some sections) with intersection improvements, and exploring opportunities to enhance active transportation by providing on-road bicycle and/or boulevard multi-use facilities. The Class EA Study will build upon the findings of the feasibility study.



The Process

This Study is being conducted in compliance with Schedule 'B' of the Municipal Class Environmental Assessment, which is a process approved under the Ontario Environmental Assessment Act.

Public Consultation

Public consultation is an important part of the Study. You are invited to attend the Public Information Centre (PIC) for this Study to review the project and discuss your comments with the Project Team. The PIC will present the identified problems and opportunities within the Study corridor and an evaluation of alternative solutions with environmental considerations. A preliminary preferred solution will also be presented.

Public Information Centre
Wednesday, November 27, 2019 - 7 p.m. to 9 p.m.
Burnhamthorpe Community Centre (Fleetwood Village Room)
1500 Gulleden Drive, Mississauga, ON L4X 2T7

If you have any questions or comments on the Study or cannot attend the PIC, please contact the Project Manager or visit the project website to view the PIC information and fill out an on-line comment form by **December 13, 2019**:

Sonya Bubas, MCIP, RPP
Project Manager
Region of Peel
10 Peel Centre Drive, Suite B, 4th Floor
Brampton, ON L6T 4B9
Tel: 905-791-7800 ext. 7801
Fax: 905-791-1442
Email: sonya.bubas@peelregion.ca

Website: <http://www.peelregion.ca/pw/transportation/construction/environmental-assessment/cawthra-road.asp>

This Notice first issued on November 14, 2019

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 accommodation to participate in the study.

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

Comment Sheet

**Cawthra Road from QEW to Eastgate Parkway, Mississauga
Environmental Assessment**

**Public Information Centre
Wednesday, November 27, 2019**

PLEASE PRINT

Name: _____
Date: _____
E-mail: _____
Number & Street: _____
City: _____
Postal Code: _____
Phone: _____

Comments:

Please send your comments by **December 13, 2019** to:

Sonya Bubas, MCIP, RPP
Project Manager
Region of Peel
10 Peel Centre Drive, Suite B, 4th Floor
Brampton, Ontario L6T 4B9

Phone: 905.791.7800 ext. 7801
Fax: 905.791.1442
Email: sonya.bubas@peelregion.ca

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

CREDIT VALLEY CONSERVATION

Saddi, Asha

From: Kilis, Jakub <Jakub.Kilis@cvc.ca>
Sent: July 24, 2020 2:04 PM
To: Saddi, Asha
Cc: Bubas, Sonya
Subject: CVC Comments - Cawthra Road Environmental Assessment (Queen Elizabeth Way to Eastgate Parkway) - Draft PFR (CVC File No. EA 19/010)

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

Hi Asha,

CVC staff have reviewed the draft PFR and relevant appendices and have no outstanding comments.

Regards,
Jakub

Jakub Kilis, RPP

Manager, Infrastructure and Regulations | Credit Valley Conservation

905-670-1615 ext 287 | C: 647-212-6554 | 1-800-668-5557

jakub.kilis@cvc.ca | cvc.ca

From: Saddi, Asha <asha.saddi@peelregion.ca>

Sent: Wednesday, July 8, 2020 3:55 PM

To: Keith.Noronha@infrastructureontario.ca; lisa.myslicki@infrastructureontario.ca; aurora.mcallister@ontario.ca; Maria.Jawaid@ontario.ca; Bell, Trevor (MECP) <Trevor.Bell@ontario.ca>; Moin.Khan@ontario.ca; sabina.merey@ontario.ca; jeremy.blair@mississauga.ca; Brooke Herczeg <Brooke.Herczeg@mississauga.ca>; Fred.Sandoval@mississauga.ca; Lin Rogers <Lin.Rogers@mississauga.ca>; Matthew Sweet <Matthew.Sweet@mississauga.ca>; Alice.Ho@mississauga.ca; Kilis, Jakub <Jakub.Kilis@cvc.ca>; Jacqueline Elias <Jacqueline.Elias@mississauga.ca>; Annette Lister <Annette.Lister@trca.ca>; peelplan@trca.ca; 'joel.lacombe@alecrautilities.com' <joel.lacombe@alecrautilities.com>; bell.moc@telecon.com; ian.mitchell@hydroone.com; secondarylanduse@hydroone.com; 'edgar.henriquez@rci.rogers.com' <edgar.henriquez@rci.rogers.com>; massimo.pavese@telus.com; clee@tnpi.ca; Utility.circulations@zayo.com; gt.moc@telecon.ca; 'bell.moc@netricom.com' <bell.moc@netricom.com>; 'edgar.henriquez@rci.rogers.com' <edgar.henriquez@rci.rogers.com>; samir.patel@cogecodata.com; 'markups@enbridge.com' <markups@enbridge.com>; mignacio@enersource.com; gt.moc@prestigetel.com; tpumarkup@hydroone.com

Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>

Subject: [External] Cawthra Road Environmental Assessment (Queen Elizabeth Way to Eastgate Parkway) - Draft Project File Report

[CAUTION] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. If in doubt contact help211@cvc.ca

Hi All,

The Region of Peel is completing the Schedule B Cawthra Road Environmental Assessment (EA) from Queen Elizabeth Way to Eastgate Parkway in the City of Mississauga. The purpose of the study was to examine the need for improvements on Cawthra Road to address long-term issues related to planned future growth and to enhance safety for all road users.

Attached below are the instructions to register for Tempo Box. This is an electronic workspace which contains the Draft Project File Report (PFR) with appendices, including technical reports and the current preferred design. The study documents detail the planning, consultation and preliminary design process for the EA.

Please review the Draft PFR documents and forward your comments to me by no later than **Thursday, July 30.**

You will have received an email to register for access to Tempo Box. The toolkit is also attached above for your reference. If you have any problems accessing the documents please let me know.

Regards,

Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca



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To facilitate collaboration with you, the Region of Peel is using a product from Opentext called Tempo Box. You will receive an email invitation from 'do-not-reply-tempobox@peelregion.ca' with the subject line 'Opentext Tempo Box Invitation'.

Note: Tempo Box only works using the following browsers: Chrome, Internet Explorer 10 or later, Firefox and Safari

If you do **NOT** receive an email invitation, review the steps below:

- Check your junk or spam folder in your email application
- Add do-not-reply-tempobox@peelregion.ca to your email address book or safe list
- Review any email application rules that you may have (which may move the email to a folder)
- Check with your IT department if the email is blocked for any reason

To assist you with the registration process and access to Tempo Box please follow the instructions below:

1. Click on the Tempo Box registration link contained within the email invitation.
2. Follow the on-screen instructions to complete your required registration. Note that your email is your username and that your password should be at least **8** characters in length, and contain at least **1** number, **1** upper case and **1** special character. (Your password is case sensitive).
3. Upon successful creation of your account, you will receive a 'welcome email' which will contain a link to access Tempo Box. Click on the link 'Start Using the Region of Peel's Tempo Box Now!'.
4. Your username is your email address. Make sure your user name is all lower case.
5. Type the password you created in the account setup window in step 2.

Congratulations! You have now entered Tempo Box: <https://tempobox.peelregion.ca>

To assist you in using Tempo Box we have included an External Participant Toolkit. This guide provides a quick reference for you on how to access and use Tempo Box and contains important links and information.

Kelly (Ashwantie) Maraj, CAP, OM

Administrative Assistant to the Manager, Transportation

Infrastructure Programming & Studies

Region of Peel, 10 Peel Centre Dr., Suite B, 4th Floor

Brampton, ON L6T 4B9

905-791-7800 ext. 7831



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From: Bubas, Sonya <sonya.bubas@peelregion.ca>
Sent: October 25, 2019 3:06 PM
To: Kilis, Jakub <Jakub.Kilis@cvc.ca>
Cc: Banuri, Syeda <syeda.banuri@peelregion.ca>; Lee, Arthur <arthur.lee@peelregion.ca>
Subject: Cawthra Rd EA - Drainage and Stormwater Management Report
Importance: High

Hi Jakub,

Please find attached for your review, Draft Drainage and Stormwater Management Report for the Cawthra Road Class Environmental Assessment (EA) from QEW to Eastgate Parkway.

Kindly, we request your comments by **November 11**.

Please feel free to call me if you have any questions.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801



From: Kilis, Jakub <Jakub.Kilis@cvc.ca>
Sent: January 14, 2020 8:45 AM
To: Bubas, Sonya <sonya.bubas@peelregion.ca>
Cc: Lee, Arthur <arthur.lee@peelregion.ca>
Subject: RE: Cawthra Rd EA - Natural Environment Report and Tree Inventory

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

Hi Sonya,

As the area of impact for this project fall outside of natural areas and generally affect street trees CVC does not have any comments on the Natural Environment Report and Tree Inventory.

Please let me know if you have any questions,
Jakub

Jakub Kilis, RPP

Manager, Infrastructure and Regulations | Credit Valley Conservation
905-670-1615 ext 287 | C: 647-212-6554 | 1-800-668-5557
jakub.kilis@cvc.ca | cvc.ca

From: Bubas, Sonya <sonya.bubas@peelregion.ca>
Sent: Tuesday, January 7, 2020 10:28 AM
To: Kilis, Jakub <Jakub.Kilis@cvc.ca>
Cc: Lee, Arthur <arthur.lee@peelregion.ca>
Subject: RE: Cawthra Rd EA - Natural Environment Report and Tree Inventory

Hi Jakub,

I am writing to ask if CVC had comments on the natural environment report and tree inventory for the Cawthra Road Class EA (see message below). If I missed your comments, please let me know. If not, could you please forward any comments you may have by January 21?

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

From: Bubas, Sonya
Sent: September 20, 2019 4:15 PM
To: Kilis, Jakub <Jakub.Kilis@cvc.ca>
Subject: Cawthra Rd EA - Natural Environment Report and Tree Inventory

Hi Jakub,

Please find attached for your review, Natural Environment Report and Tree Inventory for the Cawthra Road Class Environmental Assessment (EA) from South Service Road to Eastgate Parkway in Mississauga (Region of Peel).

Additional information on the EA study can be found at
<https://www.peelregion.ca/pw/transportation/environ-assess/cawthra-road.htm>.

I would very much appreciate if you could forward any comments you may have by **October 16**.

Please feel free to call me if you have any questions regarding these reports or the EA study.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel

From: Kilis, Jakub <Jakub.Kilis@cvc.ca>
Sent: February 19, 2020 8:51 AM
To: Bubas, Sonya <sonya.bubas@peelregion.ca>
Cc: Allan Ortlieb <Allan.Ortlieb@IBIGroup.com>; Rakesh Pandey <Rakesh.Pandey@IBIGroup.com>; Banuri, Syeda <syeda.banuri@peelregion.ca>; Lee, Arthur <arthur.lee@peelregion.ca>
Subject: RE: Cawthra Rd EA - Stormwater Management

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

Hi Sonya,

We have reviewed your responses and have one comment which is geared towards detailed design. It is a follow up comment to your response to comment #3 in your response table:

1. Generally, CVC agrees with this strategy as detailed in the response to comments letter from IBI Group. As previously stated, please note that CVC's SWM criteria is applied to any increase in impervious area. Therefore, a clear representation of the increase in impervious area due to the road reconstruction and a risk assessment on the downstream receiving watercourses may be required at the detailed design stage.

Please let me know if you have any questions,

Jakub

From: Bubas, Sonya <sonya.bubas@peelregion.ca>
Sent: Friday, February 14, 2020 1:22 PM
To: Kilis, Jakub <Jakub.Kilis@cvc.ca>
Cc: Allan Ortlieb <Allan.Ortlieb@IBIGroup.com>; Rakesh Pandey <Rakesh.Pandey@IBIGroup.com>; Banuri, Syeda <syeda.banuri@peelregion.ca>; Lee, Arthur <arthur.lee@peelregion.ca>
Subject: Cawthra Rd EA - Stormwater Management

Hi Jakub,

Please find attached responses to your comments regarding the Draft Stormwater Management Report on Cawthra Road.

I trust your comments have been addressed. Please let me know if you have any further questions or comments.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager, Infrastructure Programming & Studies

**Cawthra Road Class EA Study – QEW to Eastgate Parkway
Draft Stormwater Management Report Update October, 2019
CVC Comments Received on October 30, 2019**

CVC Comments:	Response:
1. Drainage along Cawthra Rd is conveyed via storm sewer to Cawthra Creek and ultimately to Cooksville Creek. The SWM report does not bring up Cawthra Creek and focuses on the drainage ultimately being discharged to Cooksville Creek.	1. Please refer to Section 2.2 of the revised SWM report for description on Cawthra Creek.
2. As shown on the slide below, the proposal is to implement quantity and quality controls for the study area. The report states that LID's will be designed for the 27mm target which is above and beyond what CVC SWM criteria document identifies. Note that CVC requires that our SWM criteria is applied to any increase in impervious area and best efforts are applied to the remaining (existing) area.	2. Noted. The design criteria for LIDs is above and beyond CVC's SWM criteria and will greatly help to improve existing conditions. The 27 mm target for runoff volume control is based on the criteria outlined in the Region of Peel Draft Stormwater Design Criteria and Procedural Manual (June 2019). The proposed mitigation measures will provide an 8775 cum of storage on site.
3. The quantity control states in the report is "At a minimum post-development flows must be equal to pre-development level for 2 to 100-year design storms." From the City of Mississauga's (and therefore CVC's) design requirements for Cawthra and Cooksville Creeks, the quantity control criteria is actually 100-year post to 2-year pre, which is not how we interpret what the report states. Please confirm/clear up.	<p>3. The intent of this SWM report is to control post development peak flows to the pre-development level for all storm events up to 100-year storm. We understand the City of Mississauga requirement to control 100-year post to 2-year pre-development level is largely applicable to the drainage control for future site/subdivision developments. However, Cawthra Road is an existing linear infrastructure draining into the City's storm system with no significant increase in the impervious areas. The Region recently updated its SWM Criteria by considering the newest trends in stormwater management and best practices. It considers LID and more stringent infiltration targets, climate change implications and water quality impacts. The Region's new criteria is generally supported by CVC, TRCA and the City.</p> <p>As per Region of Peel guidelines, minor roadway developments are defined as,</p> <ul style="list-style-type: none"> • Addition of turning lanes and interchange/intersection improvements • Addition of entrance accesses • Shoulder paving for short cycling network connections <p>The proposed project falls under the category of minor roadway development and road reconstruction/retrofit. According to the Region of Peel criteria such projects are exempted for quantity controls. The Cawthra Road project is a linear development project (reconstruction) which will include localized intersection improvements and raised bike/cycle lanes on both sides of Cawthra Road. Notwithstanding the above, quantity control has been provided for the areas where there were considerable increase in the imperviousness. Best efforts were made to maintain the existing condition flows for all storm events up to the 100-year storm based on the space constraints within the linear corridor. It should be noted that the proposed mitigation measures will provide an 8775 cum of storage on site to capture first 27mm of rain with zero runoff.</p>

From: Kilis, Jakub <Jakub.Kilis@cvc.ca>
Sent: October 30, 2019 8:54 AM
To: Bubas, Sonya <sonya.bubas@peelregion.ca>
Subject: RE: Cawthra Rd EA - TAC Meeting - Review Materials

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Hi Sonya,

CVC staff has reviewed the draft PIC materials and have completed our review of the draft SWM report. We have no comments on the PIC materials. Due to the limited features of interest to CVC we will not be attending the TAC meeting this morning, however, we offer the following comments on the Draft SWM report for your consideration:

1. Drainage along Cawthra Rd is conveyed via storm sewer to Cawthra Creek and ultimately to Cooksville Creek. The SWM report does not bring up Cawthra Creek and focuses on the drainage ultimately being discharged to Cooksville Creek.
2. As shown on the slide below, the proposal is to implement quantity and quality controls for the study area. The report states that LID's will be designed for the 27mm target which is above and beyond what CVC SWM criteria document identifies. Note that CVC requires that our SWM criteria is applied to any increase in impervious area and best efforts are applied to the remaining (existing) area.
3. The quantity control states in the report is "At a minimum post-development flows must be equal to pre-development level for 2 to 100-year design storms." From the City of Mississauga's (and therefore CVC's) design requirements for Cawthra and Cooksville Creeks, the quantity control criteria is actually 100-year post to 2-year pre, which is not how we interpret what the report states. Please confirm/clear up.

Additionally, note that your study area is divided between CVC and TRCA jurisdiction with the divide being Burnhamthorpe Rd E. CVC is south and TRCA is north of Burnhamthorpe Rd E.

Please let me know if you have any questions at this time,

Jakub

INFRASTRUCTURE ONTARIO

From: Bubas, Sonya
Sent: November 1, 2019 11:02 AM
To: Keith.Noronha@infrastructureontario.ca
Cc: Lee, Arthur <arthur.lee@peelregion.ca>
Subject: FW: Cawthra Rd EA - TAC Meeting - Review Materials

Hi Keith,

I am following-up to ask if you have any comments on the above project and materials sent for review?
Could you let me know before November 8?

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

From: Bubas, Sonya
Sent: October 25, 2019 11:39 AM
To: Nieuwenhuysen, Bob <Bob.Nieuwenhuysen@peelregion.ca>; Eisa, Eisa <Eisa.Eisa@peelregion.ca>; Saiyed, Sabbir <Sabbir.Saiyed@peelregion.ca>; Tatla, Manvir <Manvir.Tatla@peelregion.ca>; Lapos, Natalie <Natalie.Lapos@peelregion.ca>; Zois, Anthony <Anthony.Zois@peelregion.ca>; Hardcastle, John <John.Hardcastle@peelregion.ca>; 'Matthew Sweet' <Matthew.Sweet@mississauga.ca>; 'Alice Ho' <Alice.Ho@mississauga.ca>; 'Bell, Trevor (MOECC)' <Trevor.Bell@ontario.ca>; Lee, Arthur <arthur.lee@peelregion.ca>; Zibby Petch <zibby.petch@ibigroup.com>; 'Allan Ortlieb' <Allan.Ortlieb@IBIGroup.com>; Hamdani, Hashim <HashimAli.Hamdani@peelregion.ca>; Knuckle, Mark <Mark.Knuckle@peelregion.ca>; Jefferson, Heather <Heather.Jefferson@peelregion.ca>; Banuri, Syeda <Syeda.Banuri@peelregion.ca>; Krasowski, Grace <Grace.Krasowski@peelregion.ca>; 'Lai, Joseph (MTO)' <Joseph.Lai@ontario.ca>; 'Heaton, Mark (MNRF)' <mark.heaton@ontario.ca>; 'McAllister, Aurora (MECP)' <Aurora.McAllister@ontario.ca>; Kilis, Jakub <Jakub.Kilis@cvc.ca>; 'Zack Carlan' <Zack.Carlan@trca.ca>; 'Alana Tyers' <Alana.Tyers@mississauga.ca>; Ansari, Seema <Seema.Ansari@peelregion.ca>; Jahan, Shajin <shajin.jahan@peelregion.ca>; 'edgar.henriquez@rci.rogers.com' <edgar.henriquez@rci.rogers.com>; 'samir.patel@cogecodata.com' <samir.patel@cogecodata.com>; 'markups@enbridge.com' <markups@enbridge.com>; 'mignacio@enersource.com' <mignacio@enersource.com>; 'gt.moc@prestigetel.com' <gt.moc@prestigetel.com>; 'ian.mitchell@hydroone.com' <ian.mitchell@hydroone.com>; 'max.pavese@telus.com' <max.pavese@telus.com>; 'Keith.Noronha@infrastructureontario.ca' <Keith.Noronha@infrastructureontario.ca>; Thomsen, Jeanne <Jeanne.Thomsen@peelregion.ca>; utility.circulations@zayo.com; bell.moc@Telecon.ca; cleo@tnpi.ca; 'tpumarkup@hydroone.com' <tpumarkup@hydroone.com>; Alexander, Tamara <Tamara.Alexander@peelregion.ca>; Raza, Ricardo <ricardo.raza@peelregion.ca>
Cc: ZZG-Peel Health & Built Environment <ZZG-PeelHealthBuiltEnvironment@peelregion.ca>; Motala, Imran <Imran.Motala@peelregion.ca>; Rook, Sally <Sally.Rook@peelregion.ca>; Marzo, Christina

<Christina.Marzo@peelregion.ca>; 'Jeremy.Blair@mississauga.ca' <Jeremy.Blair@mississauga.ca>; Lin Rogers <Lin.Rogers@mississauga.ca>; Jamroz, Damian <Damian.Jamroz@peelregion.ca>; 'Jacqueline Elias' <Jacqueline.Elias@mississauga.ca>; Laing, Rick <Rick.Laing@peelregion.ca>; Gorman, Gayle <Gayle.Gorman@peelregion.ca>; Fred Sandoval <Fred.Sandoval@mississauga.ca>; Crawford, Mark <Mark.Crawford@peelregion.ca>

Subject: Cawthra Rd EA - TAC Meeting - Review Materials

To: Technical Advisory Committee (TAC)

Good morning,

Please find attached for your review, Draft Public Information Centre display and roll plans for the Cawthra Road Class EA. The attachments will be used to present the project to TAC on October 30. Kindly review the material for discussion on October 30 and reply with your comments by November 8.

Feel free to contact me if you have any questions.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801

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

From: Bubas, Sonya

Sent: October 16, 2019 7:57 AM

To: Bubas, Sonya; Nieuwenhuysen, Bob; Eisa, Eisa; Saiyed, Sabbir; Tatla, Manvir; Lapos, Natalie; Zois, Anthony; Hardcastle, John; Matthew Sweet; Alice Ho; Bell, Trevor (MOECC); Lee, Arthur; Zibby Petch; Allan Ortlieb; Hamdani, Hashim; Knuckle, Mark; Jefferson, Heather; Banuri, Syeda; Krasowski, Grace; Lai, Joseph (MTO); 'Heaton, Mark (MNRF)'; McAllister, Aurora (MECP); Kilis, Jakub; Zack Carlan; Alana Tyers; Ansari, Seema; Jahan, Shajin; bell.moc@netricom.com; edgar.henriquez@rci.rogers.com;

samir.patel@cogecodata.com; markups@enbridge.com; mignacio@enersource.com; gt.moc@prestigetel.com; ian.mitchell@hydroone.com; utility.circulations@mtsallstream.com; max.pavese@telus.com; Keith.Noronha@infrastructureontario.ca; Thomsen, Jeanne

Cc: ZZG-Peel Health & Built Environment; Motala, Imran; Rook, Sally; Marzo, Christina; Jeremy.Blair@mississauga.ca; Lin Rogers; Jamroz, Damian; Jacqueline Elias; Laing, Rick; Gorman, Gayle; tpumarkup@hydroone.com; bell.moc@Telecon.ca; utility.circulations@zayo.com; Fred Sandoval; clee@tnpi.ca; Alexander, Tamara; Crawford, Mark; Razao, Ricardo

Subject: Cawthra Rd Class EA - Technical Advisory Committee Meeting

When: October 30, 2019 9:00 AM-11:00 AM (UTC-05:00) Eastern Time (US & Canada).

Where: 10 Peel Centre Drive, Suite A, 5th Floor, Council Lounge

You are invited to attend the Technical Advisory Committee meeting for the Class EA Study on Cawthra Road from QEW to Eastgate Parkway. Please find attached agenda for discussion items. Review materials will be forwarded to you in advance.

Please feel free to contact me if you have any questions.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
905-791-7800 ext. 7801

Saddi, Asha

From: Saddi, Asha
Sent: April 22, 2020 4:24 PM
To: lisa.myslicki@infrastructureontario.ca
Cc: Bubas, Sonya; frank.dieterman@infrastructureontario.ca; Keith.Noronha@infrastructureontario.ca
Subject: Cawthra Road Environmental Assessment (from Queen Elizabeth Way to Eastgate Parkway)

Hello Lisa,

The Region of Peel is completing a Class Environmental Assessment Study for Cawthra Road between South Service Road and Eastgate Parkway in Mississauga. To date, the Study recommends active transportation facilities within the boulevards along Cawthra Road and intersection improvements from South Service Road to Eastgate Parkway. We are aware of one property within the Study limits that is owned by Infrastructure Ontario on the southwest corner of Queensway and Cawthra Road. At this time, we do not anticipate that the project will impact this property. The proposed improvements adjacent to the property are within the Regional right-of-way and can be seen in the preliminary preferred design plan at: <https://www.peelregion.ca/pw/transportation/construction/environmental-assessment/cawthra-road.asp>. If you have any problems accessing this link don't hesitate to contact me.

Please let me know if you have any comments or concerns on our proposed works. I look forward to hearing from you.

Regards,

Asha Saddi, BA(Hons), PMP

Technical Analyst, Infrastructure Programming & Studies

Transportation Division

Public Works, Region of Peel

Tel: 905-791-7800 x7794

Fax: 905-791-1442

Asha.Saddi@peelregion.ca



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MINISTRY OF THE ENVIRONMENT, CONSERVATION AND PARKS

Saddi, Asha

From: Bell, Trevor (MECP) <Trevor.Bell@ontario.ca>
Sent: March 6, 2020 12:33 PM
To: Saddi, Asha <asha.saddi@peelregion.ca>
Subject: RE: Cawthra Road EA from Queen Elizabeth Way to Eastgate Parkway

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

Hi Asha,

The best current information available confirms the following names are correct:

- Six Nations of the Grand River
- Haudenosuanee Confederacy Chiefs Council

Also please note that the Mississaugas of the Credit First Nation have removed the word 'New' from their official name.

Thanks
Trevor

From: Saddi, Asha <asha.saddi@peelregion.ca>
Sent: Friday, March 6, 2020 12:12 PM
To: Bell, Trevor (MECP) <Trevor.Bell@ontario.ca>
Subject: RE: Cawthra Road EA from Queen Elizabeth Way to Eastgate Parkway

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Thank you for getting back Trevor.

We have been in communication with these First Nation communities. However, I see a slight difference in the names of the communities in your list and want to confirm the correct names. We have:

- Six Nations of the Grand River Territory, and,
- Haudenosaunee Six Nations Confederacy Council

Please confirm that:

1. these are the same communities, and,
2. the correct name of the First Nation to be used

Thank you.

Regards,

Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies

Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca



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From: Bell, Trevor (MECP) <Trevor.Bell@ontario.ca>
Sent: March 6, 2020 10:52 AM
To: Saddi, Asha <asha.saddi@peelregion.ca>
Subject: RE: Cawthra Road EA from Queen Elizabeth Way to Eastgate Parkway

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

Hi Asha,

We recommend including the following communities on your mailing list:

- Mississaugas of the Credit First Nation
- Six Nations of the Grand River
- Haudenosaunee Confederacy Chiefs Council
- Huron-Wendat Nation, if there is potential to impact archeological resources

Thanks,
Trevor

From: Saddi, Asha <asha.saddi@peelregion.ca>
Sent: Friday, March 6, 2020 10:20 AM
To: Bell, Trevor (MECP) <Trevor.Bell@ontario.ca>
Subject: RE: Cawthra Road EA from Queen Elizabeth Way to Eastgate Parkway

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

Good Morning Trevor,
I'm following up on email below. Please could you let me know if there are any additional First Nations to be included in our mailing list.

Regards,

Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel

Tel: 905-791-7800 x7794

Fax: 905-791-1442

Asha.Saddi@peelregion.ca



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From: Bell, Trevor (MECP) <Trevor.Bell@ontario.ca>
Sent: October 31, 2019 1:35 PM
To: Saddi, Asha <asha.saddi@peelregion.ca>
Subject: RE: Cawthra Road EA from Queen Elizabeth Way to Eastgate Parkway

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

Hi Asha,

I will forward your request to an Indigenous Advisor for comment and confirmation.

Thanks
Trevor

From: Saddi, Asha <asha.saddi@peelregion.ca>
Sent: Thursday, October 31, 2019 12:13 PM
To: Bell, Trevor (MECP) <Trevor.Bell@ontario.ca>
Subject: Cawthra Road EA from Queen Elizabeth Way to Eastgate Parkway

Hello Trevor,

The Region of Peel is conducting a Schedule B EA for Cawthra Road from Queen Elizabeth Way to Eastgate Parkway in the City of Mississauga. We are amid preparing our mailout for the PIC and wanted to confirm the First Nations to be included in our mailing list.

There have been some staff changes on the project and we wanted to ensure that our First Nations mailing list was up to date. The last time we used the mailing list was at the time of mailing the Notice of Commencement. The First Nations included at that time were:

- Chippewas of Georgina Island
- Mississauga of Scugog First Nation
- Alderville First Nation
- Curve Lake First Nation
- Belmont Equity Partners
- Chippewas of RAMA First Nation
- Chippewas of RAMA First Nation, Williams Treaties First Nation
- Haudenosaunee Confederacy development Institute
- The Metis Nation of Ontario
- Credit River Metis Council

We also recently added:

- Mississaugas of the New Credit First Nation (MNCFN), and,
- Huron-Wendat First Nations

to the list above. Please let me know if there are any additional First Nations that should be included to our mailing list.

I look forward to hearing from you. Thank you.

Regards,

Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca



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From: McAllister, Aurora (MECP) <Aurora.McAllister@ontario.ca>
Sent: September 23, 2019 10:27 AM
To: Bubas, Sonya <sonya.bubas@peelregion.ca>
Cc: Paquette, Samantha <samantha.paquette@peelregion.ca>
Subject: RE: Cawthra Rd EA - Natural Environment Report and Tree Inventory

Hi Sonya,

Review timelines are on average 2-3 months given the high volume of submissions and requests. I will do my best to meet the requested November 19th deadline.

Aurora

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

From: McAllister, Aurora (MECP) <Aurora.McAllister@ontario.ca>
Sent: December 18, 2019 11:23 AM
To: Bubas, Sonya <sonya.bubas@peelregion.ca>
Cc: Paquette, Samantha <samantha.paquette@peelregion.ca>
Subject: RE: Cawthra Rd EA - Natural Environment Report and Tree Inventory

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

Hi Sonya,

I have reviewed the tree preservation plan. There do not appear to be any species at risk trees (e.g. Butternut) proposed for removal. Additionally, it does not appear that there will be tree/vegetation removal in the project area adjacent to Cawthra Woods, which is protected as habitat for Jefferson Salamander and Unisexual Ambystoma (Jefferson Salamander dependent population). If this is the case, then there would be no requirements under the Endangered Species Act in relation to these species. I would recommend that in addition to the other proposed mitigation measures, removal of trees be undertaken from October 15 – April 1 to avoid the time of year that bats may be using the trees for roosting.

Regards,

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

From: Bubas, Sonya <sonya.bubas@peelregion.ca>
Sent: September 20, 2019 4:19 PM
To: McAllister, Aurora (MECP) <Aurora.McAllister@ontario.ca>; Heaton, Mark (MNRF)

<mark.heaton@ontario.ca>

Cc: Paquette, Samantha <samantha.paquette@peelregion.ca>

Subject: Cawthra Rd EA - Natural Environment Report and Tree Inventory

Hi Aurora and Mark,

Please find attached for your review, Natural Environment Report and Tree Inventory for the Cawthra Road Class Environmental Assessment (EA) from South Service Road to Eastgate Parkway in Mississauga (Region of Peel).

Mark Heaton is currently on our contact list for the EA and the Aurora District Office responded to an information request for this project in January (see Appendix 5).

Additional information on the EA study can be found at

<https://www.peelregion.ca/pw/transportation/environ-assess/cawthra-road.htm>.

Please let me know if it is possible to receive any comments you may have by **October 16**.

Recently you advised of an 8 week delay for reviews. If this currently applies, could we receive your comments by **November 19** at the latest?

Feel free to call me if you have any questions regarding these reports or the EA study.

Regards,

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

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

Brampton, ON L6T 4B9

905-791-7800 ext. 7801

MINISTRY OF NATURAL RESOURCES AND FORESTRY

Saddi, Asha

From: Heaton, Mark (MNRF) <mark.heaton@ontario.ca>

Sent: November 12, 2019 11:33 AM

To: Bubas, Sonya <sonya.bubas@peelregion.ca>; Jawaid, Maria (MNRF) <Maria.Jawaid@ontario.ca>

Subject: Re: MNRF EA Contact

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

Hi Sonya

Yes - thank you!

Maria would likely be the best person to send the EA notices.

Regards

Mark Heaton
Fish and Wildlife Biologist
OMNRF Aurora District
(905) 713 7406 office
(416) 993 1295 mobile


From: Bubas, Sonya <sonya.bubas@peelregion.ca>

Sent: November 12, 2019 9:47 AM

To: Heaton, Mark (MNRF) <mark.heaton@ontario.ca>

Subject: MNRF EA Contact

Hi Mark,


Do you have an alternate contact at MNRF who should receive future notices on the Class EA studies for Cawthra Road and Airport Road?

We are sending a Notice of PIC for Cawthra Road this week and currently have your contact information on the mailing list.

Thanks for all your help and input!

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7801



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Saddi, Asha

From: Heaton, Mark (MNRF) <mark.heaton@ontario.ca>
Sent: September 24, 2019 10:18 AM
To: Bubas, Sonya; McAllister, Aurora (MECP)
Cc: Paquette, Samantha
Subject: RE: Cawthra Rd EA - Natural Environment Report and Tree Inventory

Hello Sonya

As there is no proposed encroachment and/or grading into Cawthra Woods ESA, MNRF has no concerns with this project.

Regards

Mark Heaton
OMNRF Aurora

From: Bubas, Sonya <sonya.bubas@peelregion.ca>
Sent: September 20, 2019 4:19 PM
To: McAllister, Aurora (MECP) <Aurora.McAllister@ontario.ca>; Heaton, Mark (MNRF) <mark.heaton@ontario.ca>
Cc: Paquette, Samantha <samantha.paquette@peelregion.ca>
Subject: Cawthra Rd EA - Natural Environment Report and Tree Inventory

Hi Aurora and Mark,

Please find attached for your review, Natural Environment Report and Tree Inventory for the Cawthra Road Class Environmental Assessment (EA) from South Service Road to Eastgate Parkway in Mississauga (Region of Peel).

Mark Heaton is currently on our contact list for the EA and the Aurora District Office responded to an information request for this project in January (see Appendix 5).

Additional information on the EA study can be found at <https://www.peelregion.ca/pw/transportation/enviro-assess/cawthra-road.htm>.

Please let me know if it is possible to receive any comments you may have by **October 16**.

Recently you advised of an 8 week delay for reviews. If this currently applies, could we receive your comments by **November 19** at the latest?

Feel free to call me if you have any questions regarding these reports or the EA study.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9

905-791-7800 ext. 7801



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PEEL BOARD OF EDUCATION

October 3rd, 2016

Mr. Gino Dela Cruz
Project Manager
Region of Peel
10 Peel Centre Drive, Suite B
Brampton, ON L6T 4B9

Dear Mr. Cruz:

**RE: Notice of Study Commencement
Municipal Class Environmental Assessment
Cawthra Road from QEW to Eastgate Parkway
Region of Peel**

Thank you for your letter dated August 15th, 2016 informing the Peel District School Board of the Municipal Class Environmental Assessment (Class EA) for Cawthra Road from QEW to Eastgate Parkway.

The Board has no comments at this time but we wish to remain informed. Please provide any information that is available and keep us informed of the status of this project so that we may monitor its progress and provide comments if necessary.

If you require any further information please contact me at 905-890-1010, ext. 2217.

Yours truly,



Amar Singh, BURPI
Planner
Planning and Accommodation Department

c. B. Bielski, Peel District School Board

Cawthra Road EA.doc

Trustees

Janet McDougald, Chair
Suzanne Nurse, Vice-Chair
Carrie Andrews
Stan Cameron
Robert Crocker
Nokha Dakroub

David Green
Sue Lawton
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Kathy McDonald
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Rick Williams

Director of Education and Secretary
Tony Pontes

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

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

TRANSPORTATION CANADA

Transport Canada
Environmental Coordinator

Public Works

10 Peel Centre Dr.
Suite B
Brampton, ON
L6T 4B9
tel: 905-791-7800

peelregion.ca

**RE: Notice of Public Information Centre
Cawthra Road from Queen Elizabeth Way to Eastgate Parkway, Mississauga
Municipal Class Environmental Assessment Study**

The Region of Peel is proceeding with the Schedule "B" Municipal Class Environmental Assessment (Class EA) Study for improvements to Cawthra Road from the Queen Elizabeth Way (QEW) to Eastgate Parkway in the City of Mississauga. **We invite you or a representative of your organization to attend the Public Information Centre (PIC) for this Study to review the project and discuss your comments with the Project Team.**

The PIC will be held on:

**Wednesday, November 27, 2019
7:00 p.m. – 9:00 p.m.
Burnhamthorpe Community Centre (Fleetwood Village Room)
1500 Gulleden Drive, Mississauga, ON L4X 2T7**

Additional details are provided in the attached *Notice of Public Information Centre*.

If you cannot attend the PIC, you can view the PIC information and fill out a comment form on the project website after November 27: <http://www.peelregion.ca/pw/transportation/construction/environmental-assessment/cawthra-road.asp>. A comment sheet is also enclosed for your convenience. Please provide your comments by **December 13, 2019**.

We look forward to seeing you at the PIC. Please do not hesitate to contact me if you have any questions regarding the PIC or comments on the Class EA Study.

Sincerely,



Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming and Studies
Tel.: 905-791-7800 ext. 7801
Email: sonya.bubas@peelregion.ca

encl: Notice of Public Information Centre
Comment Sheet

NOTICE OF PUBLIC INFORMATION CENTRE

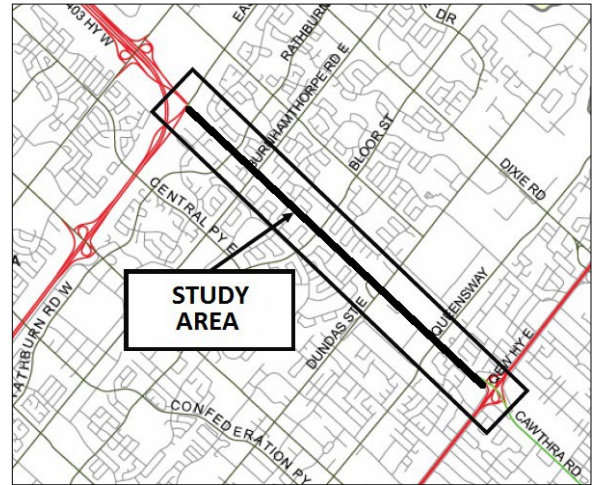
CAWTHRA ROAD FROM QUEEN ELIZABETH WAY (QEW) TO EASTGATE PARKWAY, MISSISSAUGA MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY

The Study

The Region of Peel is conducting a Class Environmental Assessment (Class EA) Study for Cawthra Road from QEW to Eastgate Parkway in the City of Mississauga (see map). The study is examining the needs and opportunities for transportation improvements within the Cawthra Road corridor to:

- Better serve the needs of all road users,
- Maximize the use and capacity of the road right-of-way, and
- Improve operations and safety for all road users.

A feasibility study was completed in 2014 that concluded that a widening of Cawthra Road from QEW to Eastgate Parkway is not warranted. Recommendations include maintaining the existing four lane cross-section (with centre turn-lane in some sections) with intersection improvements, and exploring opportunities to enhance active transportation by providing on-road bicycle and/or boulevard multi-use facilities. The Class EA Study will build upon the findings of the feasibility study.



The Process

This Study is being conducted in compliance with Schedule 'B' of the Municipal Class Environmental Assessment, which is a process approved under the Ontario Environmental Assessment Act.

Public Consultation

Public consultation is an important part of the Study. You are invited to attend the Public Information Centre (PIC) for this Study to review the project and discuss your comments with the Project Team. The PIC will present the identified problems and opportunities within the Study corridor and an evaluation of alternative solutions with environmental considerations. A preliminary preferred solution will also be presented.

Public Information Centre
Wednesday, November 27, 2019 - 7 p.m. to 9 p.m.
Burnhamthorpe Community Centre (Fleetwood Village Room)
1500 Gulleden Drive, Mississauga, ON L4X 2T7

If you have any questions or comments on the Study or cannot attend the PIC, please contact the Project Manager or visit the project website to view the PIC information and fill out an on-line comment form by **December 13, 2019**:

Sonya Bubas, MCIP, RPP
Project Manager
Region of Peel
10 Peel Centre Drive, Suite B, 4th Floor
Brampton, ON L6T 4B9
Tel: 905-791-7800 ext. 7801
Fax: 905-791-1442
Email: sonya.bubas@peelregion.ca

Website: <http://www.peelregion.ca/pw/transportation/construction/environmental-assessment/cawthra-road.asp>

This Notice first issued on November 14, 2019

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 accommodation to participate in the study.

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

From: EnviroOnt <EnviroOnt@tc.gc.ca>
Sent: January 13, 2020 9:46 AM
To: Maraj, Kelly <ashwantiemelly.maraj@peelregion.ca>
Subject: Cawthra Road from Queen Elizabeth Way to Eastgate Parkway EA PIC

Greetings,

Thank you for your correspondence.

Please note Transport Canada **does not** require receipt of all individual or Class EA related notifications. We are requesting project proponents to self-assess if their project:

1. Will interact with a federal property and/or waterway by reviewing the Directory of Federal Real Property, available at www.tbs-sct.gc.ca/dfrp-rbif/; and
2. Will require approval and/or authorization under any Acts administered by Transport Canada* available at <http://www.tc.gc.ca/eng/acts-regulations/menu.htm>.

Projects that will occur on federal property prior to exercising a power, performing a function or duty in relation to that project, will be subject to a determination of the likelihood of significant adverse environmental effects, per Section 67 of the *Canadian Environmental Assessment Act, 2012*.

If the aforementioned does not apply, the Environmental Assessment program should not be included in any further correspondence and future notifications will not receive a response. If there is a role under the program, correspondence should be forwarded *electronically* to: EnviroOnt@tc.gc.ca with a **brief description of Transport Canada's expected role**.

*Below is a summary of the most common Acts that have applied to projects in an Environmental Assessment context:

- **Canadian Navigable Waters Act (CNWA)** – the Act applies primarily to works constructed or placed in, on, over, under, through, or across navigable waters set out under the Act. The Navigation Protection Program administers the CNWA through the review and authorization of works affecting navigable waters. Information about the Program, CNWA and approval process is available at: <http://www.tc.gc.ca/eng/programs-621.html>. Enquiries can be directed to NPPONT-PPNONT@tc.gc.ca or by calling (519) 383-1863.
- **Railway Safety Act (RSA)** – the Act provides the regulatory framework for railway safety, security, and some of the environmental impacts of railway operations in Canada. The Rail Safety Program develops and enforces regulations, rules, standards and procedures governing safe railway operations. Additional information about the Program is available at: <https://www.tc.gc.ca/eng/railsafety/menu.htm>. Enquiries can be directed to RailSafety@tc.gc.ca or by calling (613) 998-2985.
- **Transportation of Dangerous Goods Act (TDGA)** – the transportation of dangerous goods by air, marine, rail and road is regulated under the TDGA. Transport Canada, based on risks, develops safety standards and regulations, provides oversight and gives expert advice on dangerous goods to promote public safety. Additional information about the transportation of dangerous goods is available at: <https://www.tc.gc.ca/eng/tdg/safety-menu.htm>. Enquiries can be directed to TDG-TMDOntario@tc.gc.ca or by calling (416) 973-1868.
- **Aeronautics Act** – Transport Canada has sole jurisdiction over aeronautics, which includes aerodromes and all related buildings or services used for aviation purposes. Aviation safety in Canada is regulated under this Act and the Canadian Aviation Regulations (CARs). Elevated Structures, such as wind turbines and communication towers, would be examples of projects that must be assessed for lighting and marking requirements in accordance with the CARs. Transport Canada also has an interest in projects that have the potential to cause interference between wildlife and aviation activities. One example would be waste facilities, which may

attract birds into commercial and recreational flight paths. The *Land Use In The Vicinity of Aerodromes* publication recommends guidelines for and uses in the vicinity of aerodromes, available at: <https://www.tc.gc.ca/eng/civilaviation/publications/tp1247-menu-1418.htm>. Enquires can be directed to at tc.aviationservicesont-servicesaviationont.tc@tc.gc.ca or by calling 1 (800) 305-2059 / (416) 952-0230.

Please advise if additional information is needed.

Thank you,

Environmental Assessment Program, Ontario Region

Transport Canada / Government of Canada / 4900 Yonge St., Toronto, ON M2N 6A5

EnviroOnt@tc.gc.ca / Facsimile : (416) 952-0514 / TTY: 1-888-675-6863

Programme d'évaluation environnementale, Région de l'Ontario

Transports Canada / Gouvernement du Canada / 4900, rue Yonge, Toronto, ON, M2N 6A5

EnviroOnt@tc.gc.ca / télécopieur: (416) 952-0514

UTILITIES

Lee, Arthur

From: tpumarkup@HydroOne.com
Sent: July 10, 2020 1:52 PM
To: tpumarkup@HydroOne.com
Cc: k.warner@HydroOne.com; greg.gowan@hydroone.com; Saddi, Asha
Subject: FW: Cawthra Road Environmental Assessment (Queen Elizabeth Way to Eastgate Parkway) - Draft Project File Report
Attachments: Toolkit - 20150903 - Tempo Box External Participant Toolkit.docx.pdf

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

TPUCC/Traiz, this appears to be a notice of a Schedule B EA for a future project in Region of Peel on Cawthra Rd between QEW and Eastgate Parkway similar to what we have received sporadically in the past. My read is that our involvement will be much later when work begins and they need to ask for planning clearances for any H1 TX UG cables.

Real Estate/Greg, I am forwarding this on to you in case Real Estate needs to be involved at this point. Secondary Land Use Department received this email also.

Thanks.

Kathy Warner

Grid Operations Supervisor
System Operations Support
Performance & Business Reporting_BAE/BAH

Phone: 705-797-4155
Cell: 705-737-6095
Email: k.warner@hydroone.com

From: TPUCC DRAWINGS
Sent: Friday, July 10, 2020 10:59 AM
To: WARNER Kathy
Cc: TPUCC DRAWINGS
Subject: FW: Cawthra Road Environmental Assessment (Queen Elizabeth Way to Eastgate Parkway) - Draft Project File Report

Kathy;

Please advise!

Traiz

From: Saddi, Asha [<mailto:asha.saddi@peelregion.ca>]
Sent: Wednesday, July 08, 2020 3:55 PM
To: Keith.Noronha@infrastructureontario.ca; lisa.myslicki@infrastructureontario.ca; aurora.mcallister@ontario.ca; Maria.Jawaid@ontario.ca; Bell, Trevor (MECP); Moin.Khan@ontario.ca; sabina.merey@ontario.ca; jeremy.blair@mississauga.ca; Brooke Herczeg; Fred.Sandoval@mississauga.ca; Lin Rogers; Matthew Sweet; Alice.Ho@mississauga.ca; Kilis, Jakub; Jacqueline Elias; Annette Lister; peelplan@trca.ca; joel.lacombe@electrautilities.com; bell.moc@telecon.com; MITCHELL Ian; SECONDARY LAND USE Department;

'edgar.henriquez@rci.rogers.com'; massimo.pavese@telus.com; clee@tnpi.ca; Utility.circulations@zayo.com; gt.moc@telecon.ca; 'bell.moc@netricom.com'; 'edgar.henriquez@rci.rogers.com'; samir.patel@cogecodata.com; 'markups@enbridge.com'; mignacio@enersource.com; gt.moc@prestigetel.com; TPUCC DRAWINGS

Cc: Bubas, Sonya

Subject: Cawthra Road Environmental Assessment (Queen Elizabeth Way to Eastgate Parkway) - Draft Project File Report

***** Exercise caution. This is an EXTERNAL email. DO NOT open attachments or click links from unknown senders or unexpected email. *****

Hi All,

The Region of Peel is completing the Schedule B Cawthra Road Environmental Assessment (EA) from Queen Elizabeth Way to Eastgate Parkway in the City of Mississauga. The purpose of the study was to examine the need for improvements on Cawthra Road to address long-term issues related to planned future growth and to enhance safety for all road users.

Attached below are the instructions to register for Tempo Box. This is an electronic workspace which contains the Draft Project File Report (PFR) with appendices, including technical reports and the current preferred design. The study documents detail the planning, consultation and preliminary design process for the EA.

Please review the Draft PFR documents and forward your comments to me by no later than **Thursday, July 30**.

You will have received an email to register for access to Tempo Box. The toolkit is also attached above for your reference. If you have any problems accessing the documents please let me know.

Regards,

Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca



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To facilitate collaboration with you, the Region of Peel is using a product from Opentext called Tempo Box. You will receive an email invitation from 'do-not-reply-tempobox@peelregion.ca' with the subject line 'Opentext Tempo Box Invitation'.

Note: Tempo Box only works using the following browsers: Chrome, Internet Explorer 10 or later, Firefox and Safari

If you do **NOT** receive an email invitation, review the steps below:

- Check your junk or spam folder in your email application
- Add do-not-reply-tempobox@peelregion.ca to your email address book or safe list
- Review any email application rules that you may have (which may move the email to a folder)
- Check with your IT department if the email is blocked for any reason

To assist you with the registration process and access to Tempo Box please follow the instructions below:

1. Click on the Tempo Box registration link contained within the email invitation.
2. Follow the on-screen instructions to complete your required registration. Note that your email is your username and that your password should be at least **8** characters in length, and contain at least **1** number, **1** upper case and **1** special character. (Your password is case sensitive).
3. Upon successful creation of your account, you will receive a 'welcome email' which will contain a link to access Tempo Box. Click on the link 'Start Using the Region of Peel's Tempo Box Now!'.
4. Your username is your email address. Make sure your user name is all lower case.
5. Type the password you created in the account setup window in step 2.

Congratulations! You have now entered Tempo Box: <https://tempobox.peelregion.ca>

To assist you in using Tempo Box we have included an External Participant Toolkit. This guide provides a quick reference for you on how to access and use Tempo Box and contains important links and information.

Kelly (Ashwantie) Maraj, CAP, OM

Administrative Assistant to the Manager, Transportation
Infrastructure Programming & Studies
Region of Peel, 10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7831



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Hydro One Networks Inc
483 Bay St
Toronto, ON

October 07, 2020

Re: Cawthra Road from Queen Elizabeth Way to Eastgate Parkway

Attention:
Sonya Bubas, MCIP, RPP
Project Manager
Region of Peel

Thank you for sending us notification regarding (Cawthra Road from Queen Elizabeth Way to Eastgate Parkway). In our preliminary assessment, we have confirmed that Hydro One has existing high voltage Transmission facilities within your study area (see map attached). At this time we do not have sufficient information to comment on the potential resulting impacts that your project may have on our infrastructure. As such, we must stay informed as more information becomes available so that we can advise if any of the alternative solutions present actual conflicts with our assets, and if so; what resulting measures and costs could be incurred by the proponent. 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 (Cawthra Road from Queen Elizabeth Way to Eastgate Parkway) 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.

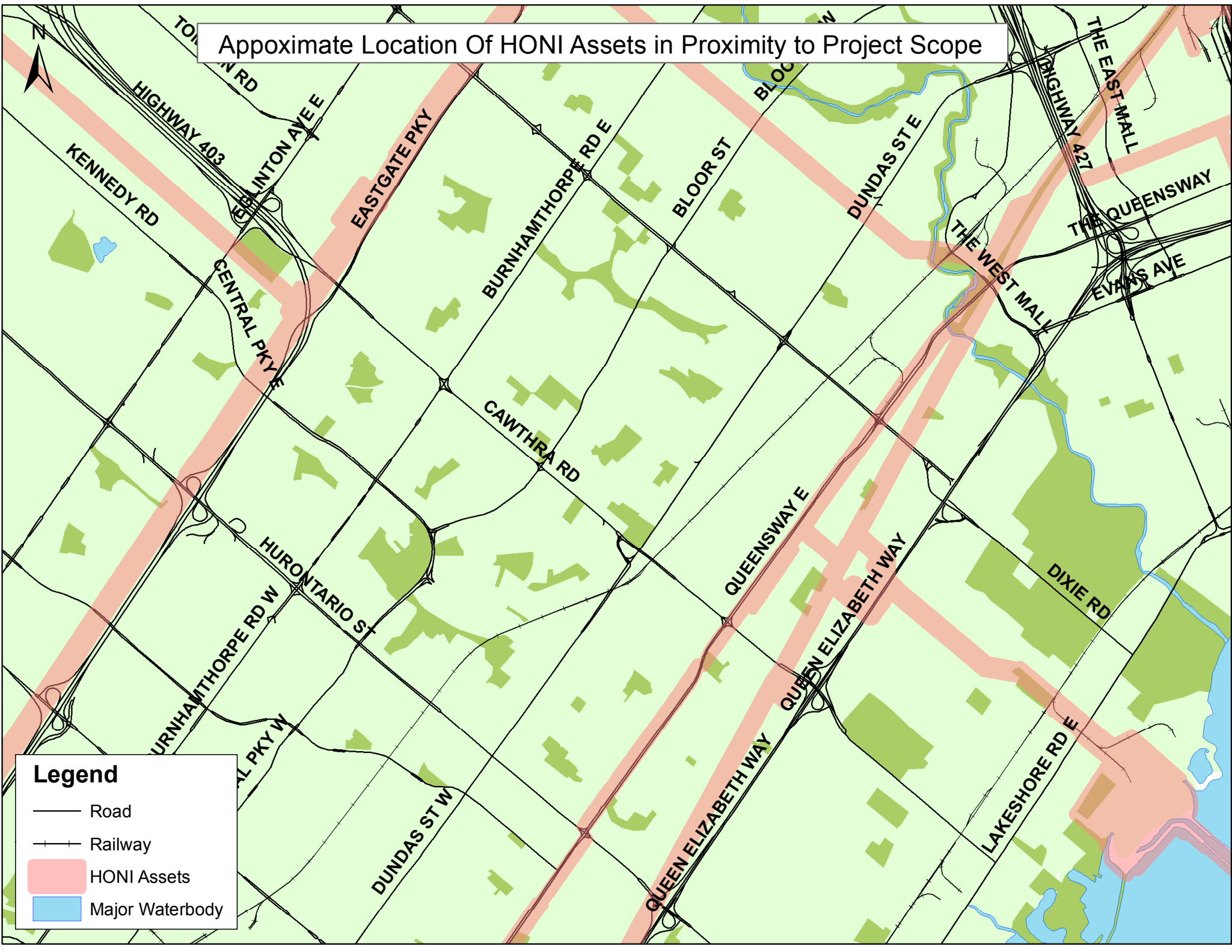
Please note that the proponent will be held responsible for all costs associated with modifications or relocations of Hydro One infrastructure that result from your project, as well as any added costs that may be incurred due to increased efforts to maintain said infrastructure.

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.***

Approximate Location Of HONI Assets in Proximity to Project Scope



Lee, Arthur

From: Nadeen.Wajdi-Houjeily@HydroOne.com
Sent: July 9, 2020 11:46 AM
To: Saddi, Asha; Maraj, Kelly
Subject: RE: Cawthra Road Environmental Assessment (Queen Elizabeth Way to Eastgate Parkway) - Draft Project File Report

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

Will do, thank you Asha.

Nadeen Wajdi-Houjeily | Nadeen.Wajdi-Houjeily@HydroOne.com
Senior Technical Specialist: OPE
(M) 416.574.4624
Hydro One Telecom Inc. | www.HydroOneTelecom.com
65 Kelfield Street, Toronto, ON., M9W 5A3



From: Saddi, Asha <asha.saddi@peelregion.ca>
Sent: Thursday, July 09, 2020 11:44 AM
To: Maraj, Kelly <ashwantiekelly.maraj@peelregion.ca>
Cc: WAJDI-HOUJEILY Nadeen <Nadeen.Wajdi-Houjeily@HydroOne.com>
Subject: FW: Cawthra Road Environmental Assessment (Queen Elizabeth Way to Eastgate Parkway) - Draft Project File Report

***** Exercise caution. This is an EXTERNAL email. DO NOT open attachments or click links from unknown senders or unexpected email. *****

Hi Kelly,
Please include Nadeen's email below for access to Tempo Box. Thank you.

Nadeen, please register for access to Tempo Box after you receive an email from Kelly and then confirm your access.

Regards,

Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca



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From: Nadeen.Wajdi-Houjeily@HydroOne.com <Nadeen.Wajdi-Houjeily@HydroOne.com>
Sent: July 9, 2020 11:36 AM
To: Saddi, Asha <asha.saddi@peelregion.ca>
Subject: FW: Cawthra Road Environmental Assessment (Queen Elizabeth Way to Eastgate Parkway) - Draft Project File Report

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

Good morning Asha,

Please include me in all future correspondence and meetings. I will be the HOT representative for the Region of Peel moving forward.

Ian Mitchell has forwarded a copy of the email below for the Tempo Box registration. I've followed the steps below, with little success. Could you please help facilitate my access to the Tempo Box.

Thank you, and have a great day.

Nadeen Wajdi-Houjeily | Nadeen.Wajdi-Houjeily@HydroOne.com

Senior Technical Specialist: OPE
(O) 416.246.7407 | (M) 416.574.4624

Hydro One Telecom Inc. | <https://ddei3-0-ctp.trendmicro.com:443/wis/clicktime/v1/query?url=www.HydroOneTelecom.com&umid=3DAE709C-AA04-1605-851D-9534725AAF2D&auth=7c4ba316753dc19277b4cd0bdedce6f0c8e9311b-05de714669086cdc5afb6749e211263f225108d9>

65 Kelfield Street, Toronto, ON., M9W 5A3



From: MITCHELL Ian <ian.mitchell@HydroOne.com>
Sent: Thursday, July 09, 2020 9:26 AM
To: WAJDI-HOUJEILY Nadeen <Nadeen.Wajdi-Houjeily@HydroOne.com>
Subject: FW: Cawthra Road Environmental Assessment (Queen Elizabeth Way to Eastgate Parkway) - Draft Project File Report

Nadeen,

Did you also receive this and a request to establish an OpenText Tempo Box?

Thanks,

Ian Mitchell | ian.mitchell@hydroone.com

Outside Plant Manager | (O) 416.240.6701 | (M) 647.287.3007

Hydro One Telecom Inc. | <https://ddei3-0-ctp.trendmicro.com:443/wis/clicktime/v1/query?url=www.HydroOneTelecom.com&umid=3DAE709C-AA04-1605-851D-9534725AAF2D&auth=7c4ba316753dc19277b4cd0bdedce6f0c8e9311b-05de714669086cdc5afb6749e211263f225108d9>

<https://ddei3-0-ctp.trendmicro.com:443/wis/clicktime/v1/query?url=www.HydroOneTelecom.com&umid=3DAE709C-AA04-1605-851D-9534725AAF2D&auth=7c4ba316753dc19277b4cd0bdedce6f0c8e9311b-05de714669086cdc5afb6749e211263f225108d9>

65 Kelfield Street, Toronto, ON., M9W 5A3



Connecting possibilities.

From: Saddi, Asha <asha.saddi@peelregion.ca>

Sent: Wednesday, July 08, 2020 3:55 PM

To: Keith.Noronha@infrastructureontario.ca; lisa.myslicki@infrastructureontario.ca; aurora.mcallister@ontario.ca;

Maria.Jawaid@ontario.ca; Bell, Trevor (MECP) <Trevor.Bell@ontario.ca>; Moin.Khan@ontario.ca;

sabina.merey@ontario.ca; jeremy.blair@mississauga.ca; Brooke Herczeg <Brooke.Herczeg@mississauga.ca>;

Fred.Sandoval@mississauga.ca; Lin Rogers <Lin.Rogers@mississauga.ca>; Matthew Sweet

<Matthew.Sweet@mississauga.ca>; Alice.Ho@mississauga.ca; Kilis, Jakub <Jakub.Kilis@cvc.ca>; Jacqueline Elias

<Jacqueline.Elias@mississauga.ca>; Annette Lister <Annette.Lister@trca.ca>; peelplan@trca.ca;

'joel.lacombe@alecrautilities.com' <joel.lacombe@alecrautilities.com>; bell.moc@telecon.com; MITCHELL Ian

<ian.mitchell@HydroOne.com>; SECONDARY LAND USE Department <SecondaryLandUse@HydroOne.com>;

'edgar.henriquez@rci.rogers.com' <edgar.henriquez@rci.rogers.com>; massimo.pavese@telus.com; cleo@tnpi.ca;

Utility.circulations@zayo.com; gt.moc@telecon.ca; 'bell.moc@netricom.com' <bell.moc@netricom.com>;

'edgar.henriquez@rci.rogers.com' <edgar.henriquez@rci.rogers.com>; samir.patel@cogecodata.com;

'markups@enbridge.com' <markups@enbridge.com>; mignacio@enersource.com; gt.moc@prestigetel.com; TPUCC

DRAWINGS <tpumarkup@HydroOne.com>

Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>

Subject: Cawthra Road Environmental Assessment (Queen Elizabeth Way to Eastgate Parkway) - Draft Project File Report

***** Exercise caution. This is an EXTERNAL email. DO NOT open attachments or click links from unknown senders or unexpected email. *****

Hi All,

The Region of Peel is completing the Schedule B Cawthra Road Environmental Assessment (EA) from Queen Elizabeth Way to Eastgate Parkway in the City of Mississauga. The purpose of the study was to examine the need for improvements on Cawthra Road to address long-term issues related to planned future growth and to enhance safety for all road users.

Attached below are the instructions to register for Tempo Box. This is an electronic workspace which contains the Draft Project File Report (PFR) with appendices, including technical reports and the current preferred design. The study documents detail the planning, consultation and preliminary design process for the EA.

Please review the Draft PFR documents and forward your comments to me by no later than **Thursday, July 30.**

You will have received an email to register for access to Tempo Box. The toolkit is also attached above for your reference. If you have any problems accessing the documents please let me know.

Regards,

Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca



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To facilitate collaboration with you, the Region of Peel is using a product from Opentext called Tempo Box. You will receive an email invitation from 'do-not-reply-tempobox@peelregion.ca' with the subject line 'Opentext Tempo Box Invitation'.

Note: Tempo Box only works using the following browsers: Chrome, Internet Explorer 10 or later, Firefox and Safari

If you do **NOT** receive an email invitation, review the steps below:

- Check your junk or spam folder in your email application
- Add do-not-reply-tempobox@peelregion.ca to your email address book or safe list
- Review any email application rules that you may have (which may move the email to a folder)
- Check with your IT department if the email is blocked for any reason

To assist you with the registration process and access to Tempo Box please follow the instructions below:

1. Click on the Tempo Box registration link contained within the email invitation.
2. Follow the on-screen instructions to complete your required registration. Note that your email is your username and that your password should be at least **8** characters in length, and contain at least **1** number, **1** upper case and **1** special character. (Your password is case sensitive).
3. Upon successful creation of your account, you will receive a 'welcome email' which will contain a link to access Tempo Box. Click on the link 'Start Using the Region of Peel's Tempo Box Now!'.
4. Your username is your email address. Make sure your user name is all lower case.
5. Type the password you created in the account setup window in step 2.

Congratulations! You have now entered Tempo Box: <https://tempobox.peelregion.ca>

To assist you in using Tempo Box we have included an External Participant Toolkit. This guide provides a quick reference for you on how to access and use Tempo Box and contains important links and information.

Kelly (Ashwantie) Maraj, CAP, OM
Administrative Assistant to the Manager, Transportation
Infrastructure Programming & Studies

Region of Peel, 10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7831



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Lee, Arthur

Subject: FW: Cawthra Road Environmental Assessment (Queen Elizabeth Way to Eastgate Parkway) - Draft Project File Report

From: Nadeen.Wajdi-Houjeily@HydroOne.com <Nadeen.Wajdi-Houjeily@HydroOne.com>

Sent: July 9, 2020 2:10 PM

To: Maraj, Kelly <ashwantiemelly.maraj@peelregion.ca>; Saddi, Asha <asha.saddi@peelregion.ca>

Subject: RE: Cawthra Road Environmental Assessment (Queen Elizabeth Way to Eastgate Parkway) - Draft Project File Report

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

Thank you very much Kelly,
I've created the account and was able to access it with no issues.

Have a great day.

Nadeen Wajdi-Houjeily | Nadeen.Wajdi-Houjeily@HydroOne.com

Senior Technical Specialist: OPE

(M) 416.574.4624

Hydro One Telecom Inc. | www.HydroOneTelecom.com

65 Kelfield Street, Toronto, ON., M9W 5A3



From: Maraj, Kelly <ashwantiemelly.maraj@peelregion.ca>

Sent: Thursday, July 09, 2020 11:49 AM

To: Saddi, Asha <asha.saddi@peelregion.ca>

Cc: WAJDI-HOUJEILY Nadeen <Nadeen.Wajdi-Houjeily@HydroOne.com>

Subject: RE: Cawthra Road Environmental Assessment (Queen Elizabeth Way to Eastgate Parkway) - Draft Project File Report

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Done.

Thank you

Kelly (Ashwantie) Maraj, CAP, OM

Administrative Assistant to the Manager, Transportation

Infrastructure Programming & Studies

Region of Peel, 10 Peel Centre Dr., Suite B, 4th Floor

Brampton, ON L6T 4B9

905-791-7800 ext. 7831

Lee, Arthur

From: Maraj, Kelly
Sent: July 29, 2020 9:36 AM
To: Saddi, Asha
Cc: mary.tina@telecon.ca
Subject: RE: Cawthra Road Environmental Assessment (Queen Elizabeth Way to Eastgate Parkway) - Draft Project File Report

Done.

mary.tina@telecon.ca
Invited 2020 07 29 by Kelly Maraj [Pending]

Kelly (Ashwantie) Maraj, CAP, OM
Administrative Assistant to the Manager, Transportation
Infrastructure Programming & Studies
Region of Peel, 10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7831



From: Saddi, Asha <asha.saddi@peelregion.ca>
Sent: July 28, 2020 9:10 AM
To: Maraj, Kelly <ashwantiekelly.maraj@peelregion.ca>
Cc: mary.tina@telecon.ca
Subject: FW: Cawthra Road Environmental Assessment (Queen Elizabeth Way to Eastgate Parkway) - Draft Project File Report

Hi Kelly,
Please could you provide Tina with access to the draft PFR and appendices. Thank you.

Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca



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From: MOC (GT) <gt.moc@Telecon.ca>

Sent: July 28, 2020 8:57 AM

To: Saddi, Asha <asha.saddi@peelregion.ca>

Subject: RE: Cawthra Road Environmental Assessment (Queen Elizabeth Way to Eastgate Parkway) - Draft Project File Report

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

Hi,

Mail address: mary.tina@telecon.ca

Sincerely,

Mary Tina

Technicien CAO, Ingenierie-Centre du Canada

CAD Technician, Engineering-Central Canada

T 289-657-8072

7777 Weston Road, Woodbridge, ON L4L 0G9

telecon.ca



From: Saddi, Asha <asha.saddi@peelregion.ca>

Sent: Monday, July 27, 2020 2:03 PM

To: MOC (GT) <gt.moc@Telecon.ca>

Subject: RE: Cawthra Road Environmental Assessment (Queen Elizabeth Way to Eastgate Parkway) - Draft Project File Report

Hi Tina,

The drawings have been shared by Tempo Box. If you are having problems accessing these, we could provide you with access if you forward your email address.

I look forward to hearing from you.

Regards,

Asha Saddi, BA(Hons), PMP

Technical Analyst, Infrastructure Programming & Studies

Transportation Division

Public Works, Region of Peel

Tel: 905-791-7800 x7794

Fax: 905-791-1442

Asha.Saddi@peelregion.ca



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From: MOC (GT) <gt.moc@Telecon.ca>
Sent: July 24, 2020 4:47 PM
To: Saddi, Asha <asha.saddi@peelregion.ca>
Subject: RE: Cawthra Road Environmental Assessment (Queen Elizabeth Way to Eastgate Parkway) - Draft Project File Report

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

Hi,
Could to send the drawings to this request

Sincerely,

Mary Tina
Technicien CAO, Ingenierie-Centre du Canada
CAD Technician, Engineering-Central Canada

T 289-657-8072
7777 Weston Road, Woodbridge, ON L4L 0G9



telecon.ca

From: Saddi, Asha <asha.saddi@peelregion.ca>
Sent: Wednesday, July 8, 2020 3:55 PM
To: Keith.Noronha@infrastructureontario.ca; lisa.myslicki@infrastructureontario.ca; aurora.mcallister@ontario.ca; Maria.Jawaid@ontario.ca; Bell, Trevor (MECP) <Trevor.Bell@ontario.ca>; Moin.Khan@ontario.ca; sabina.merey@ontario.ca; jeremy.blair@mississauga.ca; Brooke Herczeg <Brooke.Herczeg@mississauga.ca>; Fred.Sandoval@mississauga.ca; Lin Rogers <Lin.Rogers@mississauga.ca>; Matthew Sweet <Matthew.Sweet@mississauga.ca>; Alice.Ho@mississauga.ca; Kilis, Jakub <Jakub.Kilis@cvc.ca>; Jacqueline Elias <Jacqueline.Elias@mississauga.ca>; Annette Lister <Annette.Lister@trca.ca>; peelplan@trca.ca; 'joel.lacombe@alecrautilities.com' <joel.lacombe@alecrautilities.com>; bell.moc@telecon.com; ian.mitchell@hydroone.com; secondarylanduse@hydroone.com; 'edgar.henriquez@rci.rogers.com' <edgar.henriquez@rci.rogers.com>; massimo.pavese@telus.com; cleo@tnpi.ca; Utility.circulations@zayo.com; MOC (GT) <gt.moc@Telecon.ca>; 'bell.moc@netricom.com' <bell.moc@netricom.com>; 'edgar.henriquez@rci.rogers.com'

<edgar.henriquez@rci.rogers.com>; samir.patel@cogecodata.com; 'markups@enbridge.com'
<markups@enbridge.com>; mignacio@enersource.com; gt.moc@prestigetel.com; tpumarkup@hydroone.com

Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>

Subject: Cawthra Road Environmental Assessment (Queen Elizabeth Way to Eastgate Parkway) - Draft Project File Report

Hi All,

The Region of Peel is completing the Schedule B Cawthra Road Environmental Assessment (EA) from Queen Elizabeth Way to Eastgate Parkway in the City of Mississauga. The purpose of the study was to examine the need for improvements on Cawthra Road to address long-term issues related to planned future growth and to enhance safety for all road users.

Attached below are the instructions to register for Tempo Box. This is an electronic workspace which contains the Draft Project File Report (PFR) with appendices, including technical reports and the current preferred design. The study documents detail the planning, consultation and preliminary design process for the EA.

Please review the Draft PFR documents and forward your comments to me by no later than **Thursday, July 30**.

You will have received an email to register for access to Tempo Box. The toolkit is also attached above for your reference. If you have any problems accessing the documents please let me know.

Regards,

Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca



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- Check with your IT department if the email is blocked for any reason

To assist you with the registration process and access to Tempo Box please follow the instructions below:

1. Click on the Tempo Box registration link contained within the email invitation.
2. Follow the on-screen instructions to complete your required registration. Note that your email is your username and that your password should be at least **8** characters in length, and contain at least **1** number, **1** upper case and **1** special character. (Your password is case sensitive).
3. Upon successful creation of your account, you will receive a 'welcome email' which will contain a link to access Tempo Box. Click on the link 'Start Using the Region of Peel's Tempo Box Now!'.
4. Your username is your email address. Make sure your user name is all lower case.
5. Type the password you created in the account setup window in step 2.

Congratulations! You have now entered Tempo Box: <https://tempobox.peelregion.ca>

To assist you in using Tempo Box we have included an External Participant Toolkit. This guide provides a quick reference for you on how to access and use Tempo Box and contains important links and information.

Kelly (Ashwantie) Maraj, CAP, OM
Administrative Assistant to the Manager, Transportation
Infrastructure Programming & Studies
Region of Peel, 10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7831



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Lee, Arthur

Subject: FW: Cawthra Road Environmental Assessment (Queen Elizabeth Way to Eastgate Parkway) - Draft Project File Report

From: Maraj, Kelly <ashwantiemelly.maraj@peelregion.ca>
Sent: July 29, 2020 10:08 AM
To: Tina, Mary <Mary.Tina@Telecon.ca>
Cc: Saddi, Asha <asha.saddi@peelregion.ca>
Subject: RE: Cawthra Road Environmental Assessment (Queen Elizabeth Way to Eastgate Parkway) - Draft Project File Report

Hi Mary

Yes, you will have to set up a Tempo Box account; follow the instructions at the bottom of this email chain (highlighted) and attached is also a toolkit to assist you.

Thank you

Kelly (Ashwantie) Maraj, CAP, OM
Administrative Assistant to the Manager, Transportation
Infrastructure Programming & Studies
Region of Peel, 10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7831



From: Tina, Mary <Mary.Tina@Telecon.ca>
Sent: July 29, 2020 9:51 AM
To: Maraj, Kelly <ashwantiemelly.maraj@peelregion.ca>
Subject: RE: Cawthra Road Environmental Assessment (Queen Elizabeth Way to Eastgate Parkway) - Draft Project File Report

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

Hi
its asking me to set up an account

Sincerely,

Mary Tina
Technicien CAO, Ingenierie-Centre du Canada
CAD Technician, Engineering-Central Canada

Lee, Arthur

Subject: FW: Cawthra Road Environmental Assessment (Queen Elizabeth Way to Eastgate Parkway) - Draft Project File Report

From: Saddi, Asha

Sent: July 29, 2020 3:16 PM

To: Maraj, Kelly <AshwantieKelly.Maraj@peelregion.ca>; mary.tina@telecon.ca

Subject: FW: Cawthra Road Environmental Assessment (Queen Elizabeth Way to Eastgate Parkway) - Draft Project File Report

Hi Tina,

The July 8 email with instructions to Tempo Box was sent to gt.moc@telecon.ca.

Hi Kelly,

Please confirm that gt.moc@telecon.ca still have access to Tempo Box. Thank you.

Asha Saddi, BA(Hons), PMP

Technical Analyst, Infrastructure Programming & Studies

Transportation Division

Public Works, Region of Peel

Tel: 905-791-7800 x7794

Fax: 905-791-1442

Asha.Saddi@peelregion.ca



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From: Tina, Mary <Mary.Tina@Telecon.ca>

Sent: July 29, 2020 2:50 PM

To: Saddi, Asha <asha.saddi@peelregion.ca>

Subject: RE: Cawthra Road Environmental Assessment (Queen Elizabeth Way to Eastgate Parkway) - Draft Project File Report

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

Hi,

There is a mistake with the email address. When you guys asked for the email address I thought you wanted to send me drawings to it so that it would be convenient for me to find. But just now I realized that all the GT emails should be sent to GT.MOC@TELECON.CA

Sincerely,

Mary Tina

Technicien CAO, Ingenierie-Centre du Canada
CAD Technician, Engineering-Central Canada

T 289-657-8072

7777 Weston Road, Woodbridge, ON L4L 0G9

telecon.ca



Lee, Arthur

Subject: FW: Cawthra Road Environmental Assessment (Queen Elizabeth Way to Eastgate Parkway) - Draft Project File Report

From: Saddi, Asha
Sent: July 29, 2020 3:27 PM
To: MOC (GT) <gt.moc@Telecon.ca>; mary.tina@telecon.ca
Cc: Maraj, Kelly <AshwantieKelly.Maraj@peelregion.ca>
Subject: RE: Cawthra Road Environmental Assessment (Queen Elizabeth Way to Eastgate Parkway) - Draft Project File Report

Hi Tina,
The PFR and all the appendices and drawings are available on Tempo Box. This is our shared site with our stakeholders. Both you and MOC (GT) gt.moc@Telecon.ca have access and will be able to access all the documents and drawings from there.

I hope this helps.

Regards,

Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca



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From: MOC (GT) <gt.moc@Telecon.ca>
Sent: July 29, 2020 3:20 PM
To: Saddi, Asha <asha.saddi@peelregion.ca>
Subject: RE: Cawthra Road Environmental Assessment (Queen Elizabeth Way to Eastgate Parkway) - Draft Project File Report

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

Hi,

This is the email. But to send the sign off I need the location where you are proposing. Could you send me the pdf drawings?

Sincerely,

Mary Tina

Technicien CAO, Ingenierie-Centre du Canada
CAD Technician, Engineering-Central Canada

T 289-657-8072

7777 Weston Road, Woodbridge, ON L4L 0G9

telecon.ca



From: Saddi, Asha <asha.saddi@peelregion.ca>

Sent: Wednesday, July 8, 2020 3:55 PM

To: Keith.Noronha@infrastructureontario.ca; lisa.myslicki@infrastructureontario.ca; aurora.mcallister@ontario.ca; Maria.Jawaid@ontario.ca; Bell, Trevor (MECP) <Trevor.Bell@ontario.ca>; Moin.Khan@ontario.ca; sabina.merey@ontario.ca; jeremy.blair@mississauga.ca; Brooke Herczeg <Brooke.Herczeg@mississauga.ca>; Fred.Sandoval@mississauga.ca; Lin Rogers <Lin.Rogers@mississauga.ca>; Matthew Sweet <Matthew.Sweet@mississauga.ca>; Alice.Ho@mississauga.ca; Kilis, Jakub <Jakub.Kilis@cvc.ca>; Jacqueline Elias <Jacqueline.Elias@mississauga.ca>; Annette Lister <Annette.Lister@trca.ca>; peelplan@trca.ca; 'joel.lacombe@alecrautilities.com' <joel.lacombe@alecrautilities.com>; bell.moc@telecon.com; ian.mitchell@hydroone.com; secondarylanduse@hydroone.com; 'edgar.henriquez@rci.rogers.com' <edgar.henriquez@rci.rogers.com>; massimo.pavese@telus.com; cleo@tnpi.ca; Utility.circulations@zayo.com; MOC (GT) <gt.moc@Telecon.ca>; 'bell.moc@netricom.com' <bell.moc@netricom.com>; 'edgar.henriquez@rci.rogers.com' <edgar.henriquez@rci.rogers.com>; samir.patel@cogecodata.com; 'markups@enbridge.com' <markups@enbridge.com>; mignacio@enersource.com; gt.moc@prestigetel.com; tpumarkup@hydroone.com

Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>

Subject: Cawthra Road Environmental Assessment (Queen Elizabeth Way to Eastgate Parkway) - Draft Project File Report

Hi All,

The Region of Peel is completing the Schedule B Cawthra Road Environmental Assessment (EA) from Queen Elizabeth Way to Eastgate Parkway in the City of Mississauga. The purpose of the study was to examine the need for improvements on Cawthra Road to address long-term issues related to planned future growth and to enhance safety for all road users.

Attached below are the instructions to register for Tempo Box. This is an electronic workspace which contains the Draft Project File Report (PFR) with appendices, including technical reports and the current preferred design. The study documents detail the planning, consultation and preliminary design process for the EA.

Please review the Draft PFR documents and forward your comments to me by no later than **Thursday, July 30**.

You will have received an email to register for access to Tempo Box. The toolkit is also attached above for your reference. If you have any problems accessing the documents please let me know.

Regards,

Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca



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To facilitate collaboration with you, the Region of Peel is using a product from Opentext called Tempo Box. You will receive an email invitation from 'do-not-reply-tempobox@peelregion.ca' with the subject line 'Opentext Tempo Box Invitation'.

Note: Tempo Box only works using the following browsers: Chrome, Internet Explorer 10 or later, Firefox and Safari

If you do **NOT** receive an email invitation, review the steps below:

- Check your junk or spam folder in your email application
- Add do-not-reply-tempobox@peelregion.ca to your email address book or safe list
- Review any email application rules that you may have (which may move the email to a folder)
- Check with your IT department if the email is blocked for any reason

To assist you with the registration process and access to Tempo Box please follow the instructions below:

1. Click on the Tempo Box registration link contained within the email invitation.
2. Follow the on-screen instructions to complete your required registration. Note that your email is your username and that your password should be at least **8** characters in length, and contain at least **1** number, **1** upper case and **1** special character. (Your password is case sensitive).
3. Upon successful creation of your account, you will receive a 'welcome email' which will contain a link to access Tempo Box. Click on the link 'Start Using the Region of Peel's Tempo Box Now!'.
4. Your username is your email address. Make sure your user name is all lower case.
5. Type the password you created in the account setup window in step 2.

Congratulations! You have now entered Tempo Box: <https://tempobox.peelregion.ca>

To assist you in using Tempo Box we have included an External Participant Toolkit. This guide provides a quick reference for you on how to access and use Tempo Box and contains important links and information.

Kelly (Ashwantie) Maraj, CAP, OM
Administrative Assistant to the Manager, Transportation

Infrastructure Programming & Studies
Region of Peel, 10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9
905-791-7800 ext. 7831



Le présent courriel et les documents qui y sont attachés s'adressent exclusivement au(x) destinataire(s) à qui ils sont adressés, sont confidentiels et pourraient contenir des renseignements sujets aux droits d'auteur ou protégés par la loi. Toute divulgation, reproduction, distribution ou utilisation non autorisée est interdite. Si vous avez reçu ce courriel par erreur, veuillez en aviser l'émetteur et supprimer toutes les copies du courriel ainsi que les documents qui y sont attachés.

This e-mail message and any of its attachments are intended only for the person or entity to which they are addressed, are confidential and could contain information legally protected or subject to copyrights. Any unauthorized review, copying, use, distribution or disclosure is prohibited. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

Lee, Arthur

Subject: FW: Cawthra Road Environmental Assessment (Queen Elizabeth Way to Eastgate Parkway) - Draft Project File Report/GT20-2285
Attachments: GT20-2285.doc

From: MOC (GT) <gt.moc@Telecon.ca>
Sent: August 4, 2020 3:14 PM
To: Saddi, Asha <asha.saddi@peelregion.ca>
Subject: RE: Cawthra Road Environmental Assessment (Queen Elizabeth Way to Eastgate Parkway) - Draft Project File Report/GT20-2285

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

Hi,

Please see the attached for sign off and drawing.

Sincerely,

Mary Tina

Technicien CAO, Ingenierie-Centre du Canada
CAD Technician, Engineering-Central Canada

T 289-657-8072
7777 Weston Road, Woodbridge, ON L4L 0G9

telecon.ca



GROUP TELECOM

C/O Telecon Design Inc
7777 Weston Road,
Vaughan, Ontario L4L 0G9

Ph: (905) 569 2882 Fax: (905) 460-8956

GT.MOC@telecon.ca

APPLICATION FOR PLANT LOCATION AND CONSENT

Applicant: Region of Peel

Mark Up #: GT20-2285

Applicant Ref #: Utility Record Request

Location: Cawthra-Queen Elizabeth Way to Eastgate Parkway

Date Received from Applicant: 07-08-2020

Marked By: Mary Tina

APPLICATION FOR PLANT LOCATION AND REQUEST

- Existing and/or proposed Group Telecom underground plant are indicated on the attached plan
- Our records show no existing and / or proposed underground plant within 2m of your proposed installation
- Conflict indicated
- Meets with our approval
- Not for PUCC approval - Mark up only
- If within 1 meter of GT plant, hand dig

REMARKS: Call for locates 1.800.400.2255. Maintain clearance of 0.6m. Hand dig when crossing Group Telecom plant. Call 877.865.6193 for locate if plant is in railway property.

PROCEDURES TO FOLLOW:

1. Request locates prior to construction 1-800-400-2255
2. If exact location and depth are critical - test pits are recommended
3. Group Telecom plant location information is approximate
4. If the location of your proposed design changes, it will be necessary to re-apply
5. Permits expire six (6) months from approval date

Signature:
Mary Tina

Date:
Aug 04, 2020

From: Lee, Arthur
Cc: [Bubas, Sonya](mailto:Bubas.Sonya)
Bcc: "bell.moc@telecon.com"; "markups@enbridge.com"; "westcentralzonescheduling@hydroone.com"; "zone2scheduling@hydroone.com"; "ian.mitchell@hydroone.com"; "edgar.henriquez@rci.rogers.com"; "Info@tnpi.ca"; "Utility.circulations@zayo.com"; "Zone2Scheduling@HydroOne.com"; "YorkCirculations@rci.rogers.com"; "Robert.Agostini@alecrautilities.com"; ZYG-PW Service Requests; "Telus.UtilityMarkups@telecon.ca"; ZYG-PW Service Requests; "utility.circulations@cogecopeer1.com"; "gt.moc@telecon.ca"; "chris.stewart@gtaa.com"; "tpumarkup@hydroone.com"; "marylou.johnston@mississauga.ca"; "bryan.macmillan@mississauga.ca"; Brown, Boyd; "Telus.UtilityMarkups@telecon.ca"; "clea@tnpi.ca"; "hotosp@hydroone.com"; "GTAW.Markups@rci.rogers.com"; "dgadbois@uniongas.com"
Subject: 15-4380 Cawthra Road QEW to Burhamthorpe - Utility Circulation
Date: February 22, 2018 1:38:00 PM
Attachments: [Cawthra Util Circulation Sheet.pdf](#)
[image002.png](#)

Hi All,

The Region of Peel is conducting a preliminary design along Cawthra Road between QEW to Burhamthorpe Road. The limits and scope of the design is as shown in the attached drawing.

Please provide a markup of the utilities known within the ROW before the following date: **Thursday March 15th 2018.**

Also, please do not hesitate to contact me if you require any additional information or DGN files.

Kind Regards,



Arthur Lee

Technical Analyst, Infrastructure Programming and Studies
Transportation, Public Works

10 Peel Centre Dr., Suite B, 4th Floor, Brampton, ON L6T 4B9

Arthur.Lee@peelregion.ca

tel: 905-791-7800, ext. 7872

[@regionofpeel](https://twitter.com/regionofpeel)

peelregion.ca

ALECTRA

From: Robert Agostini [<mailto:Robert.Agostini@alectrautilities.com>]
Sent: February 22, 2018 2:48 PM
To: Bubas, Sonya
Cc: Elsa Gregorio
Subject: FW: 15-4380 Cawthra Road QEW to Burhamthorpe - Utility Circulation

GO LIVE ANNOUNCEMENT – EXTERNAL REQUEST FOR INFORMATION

Alectra Utilities Records Department has now begun to utilize Ontario One Call's Planning & Design Service

We are excited to announce that effective today, Wednesday, January 24, 2018, all Alectra's regional Records Departments are utilizing Ontario One Call's Planning & Design Service to process requests from external customers and agencies to obtain information regarding Alectra's current underground infrastructure conditions/location to assist with their initial design and planning needs.

This enhancement will provide a single point of contact for external customers and agencies when submitting requests across Alectra's service territory. As well, all requests will be processed in the same manner across all Alectra service territories.

PROCESS:

1. Customer/agency submits "Planning & Design" request to Ontario One Call
Phone: 1-800-400-2255 Online: [REDACTED]
2. When request area is located in Alectra Utilities service territory boundaries, Ontario One Call forwards request to the appropriate Alectra Utilities Records regional group.
3. Alectra Records personnel reviews each request to determine if underground civil facilities exist in GIS and prepares formatted response to requestor via email.
Where underground facilities exist, a standard response package including a PDF image of the requested area will be provided.

Note: All outstanding requests submitted to each Alectra Records legacy contact prior to January 24, 2018 will be processed with no need to resubmit through Ontario One-Call. All requests on or after January 24, 2018 will be required to be submitted via Ontario One Call as indicated above

From: Lee, Arthur [<mailto:arthur.lee@peelregion.ca>]
Sent: February-22-18 1:38 PM
Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>
Subject: 15-4380 Cawthra Road QEW to Burhamthorpe - Utility Circulation

Hi All,

The Region of Peel is conducting a preliminary design along Cawthra Road between QEW to Burhamthorpe Road. The limits and scope of the design is as shown in the attached drawing.

Please provide a markup of the utilities known within the ROW before the following date: **Thursday March 15th 2018.**

Also, please do not hesitate to contact me if you require any additional information or DGN files.

Kind Regards,



Arthur Lee

Technical Analyst, Infrastructure Programming and Studies
Transportation, Public Works

10 Peel Centre Dr., Suite B, 4th Floor, Brampton, ON L6T 4B9

Arthur.Lee@peelregion.ca

tel: 905-791-7800, ext. 7872

[@regionofpeel](https://twitter.com/regionofpeel)

peelregion.ca

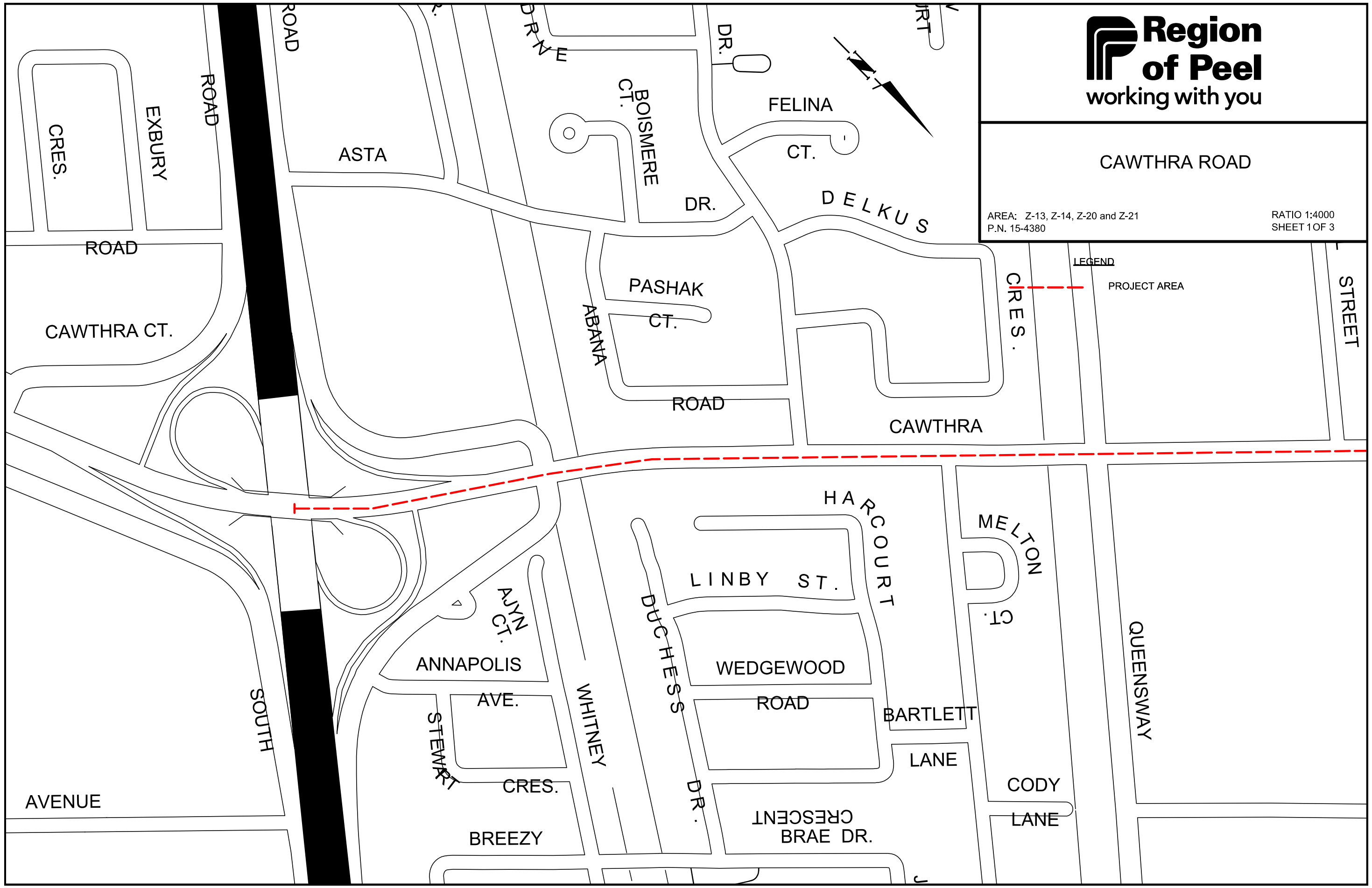
CAWTHRA ROAD

AREA: Z-13, Z-14, Z-20 and Z-21
P.N. 15-4380

RATIO 1:4000
SHEET 1 OF 3

LEGEND

PROJECT AREA



STREET

CRES.

CAWTHRA

ROAD

PASHAK CT.

ABANA

BOISMERE CT.

DR.

FELINA

CT.

DELKUS

ASTA

ROAD

ROAD

EXBURY

CRES.

ROAD

CAWTHRA CT.

SOUTH

AVENUE

ANNAPOLIS

AVE.

STEWART

CRES.

BREEZY

WHITNEY

DUCHESS

DR.

LINBY ST.

WEDGEWOOD

ROAD

INOCRESCENT
BRAE DR.

BARTLETT

LANE

MELTON CT.

CODY

LANE

QUEENSWAY

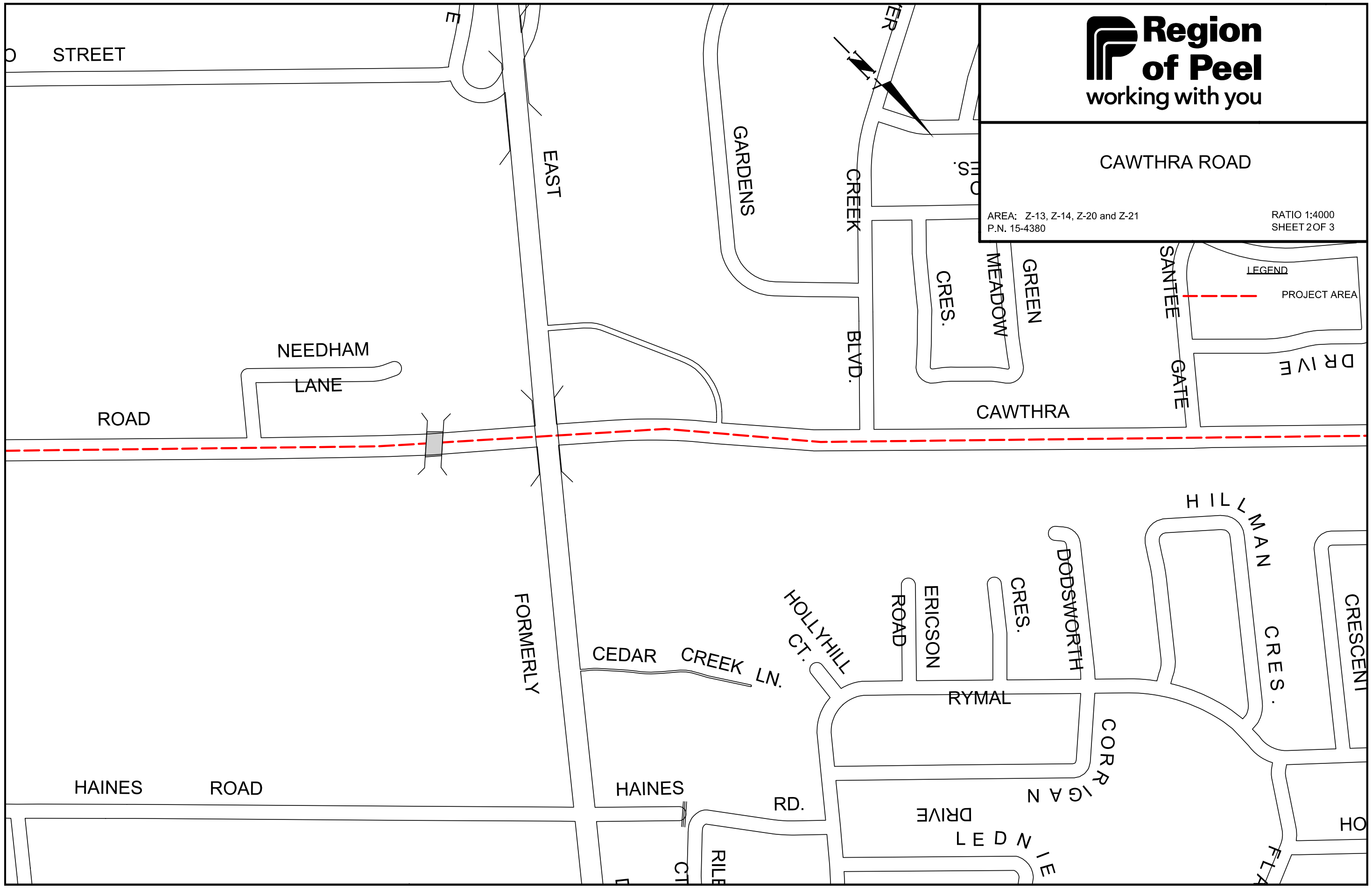
CAWTHRA ROAD

AREA: Z-13, Z-14, Z-20 and Z-21
P.N. 15-4380

RATIO 1:4000
SHEET 2 OF 3

LEGEND

PROJECT AREA



STREET

ROAD

NEEDHAM
LANE

EAST

FORMERLY

HAINES
ROAD

CEDAR CREEK LN.

HOLLYHILL
CT.

HAINES
RD.

ERICSON
ROAD

RYDAL

DODSWORTH
CRES.

HILLMAN
CRES.

CRESCENT

NEEDHAM
DRIVE

CORRIGAN

FLY

GARDENS

CREEK
BLVD.

CRES.

MEADOW

GREEN

CAWTHRA

SANTÉE
GATE

DRIVE

From: Joel Lacombe <joel.lacombe@electrautilities.com>
Sent: July 10, 2019 3:10 PM
To: Lee, Arthur <arthur.lee@peelregion.ca>
Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>
Subject: RE: Cawthra Road EA - South Service Road to Eastgate Parkway

Hi Arthur,

I have reviewed your plan briefly. We could relocate these poles but one potential issue is that the pole in the island would get relocated farther north for your proposed intersection. This works well once your work is completed but in the interim that pole would be in the live traffic turning/merge lane. We would need to come up with a temporary solution to route the traffic around the pole. Similarly on the south-east side, we just need to make sure where we propose the new pole location that it works for the existing and proposed conditions.

The average cost per pole in this area would be closer to \$40k as it is a main road, at an intersection, and the poles are concrete. All of these factors change our construction methods and can increase the cost of relocation.

Once you are farther along in your design process and have a 60% detailed design I will assign the project to a tech from my team to work on a relocation design.

Thanks,
Joel



Joel Lacombe, C.E.T.
Supervisor, Distribution Design, Customer Capital
3240 Mavis Road, Mississauga, ON L5C 3K1
t 905.283.4019 | m 416.454.1392
electrautilities.com



From: Lee, Arthur [<mailto:arthur.lee@peelregion.ca>]
Sent: Wednesday, July 10, 2019 2:03 PM
To: Robert Agostini
Cc: Bubas, Sonya; Joel Lacombe
Subject: RE: Cawthra Road EA - South Service Road to Eastgate Parkway

Thank you for your email Robert.

Hi Joel,

I believe the download link below with the drawings is expired by now. I have an updated one here:



Please do not hesitate to reach out to me if you have any questions.

Thanks and Regards,

Arthur Lee, P.Eng
Technical Analyst

From: Robert Agostini <Robert.Agostini@alectrautilities.com>
Sent: July 10, 2019 1:55 PM
To: Lee, Arthur <arthur.lee@peelregion.ca>
Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>; Joel Lacombe <joel.lacombe@alectrautilities.com>
Subject: RE: Cawthra Road EA - South Service Road to Eastgate Parkway

Hi Arthur, received your call today and apologize for the late response on this email. Thanks for the reminder.

I am not responsible for the area encompassing the area noted below, and also not part of the Customer Demand Group.

This request would be going to someone in our Central South territory.

The contact would be Joel Lacombe, he has been copied on this email. Joel can you assist with this request?

Thanks

Rob



Robert Agostini
Supervisor of Distribution Design – Planned Capital
175 Sandalwood Pkwy West Brampton, ON L7A 1E8
t 905.840 6300 x 5697 | m 416.938 0635
alectrautilities.com



From: Lee, Arthur [<mailto:arthur.lee@peelregion.ca>]
Sent: June-21-19 8:49 AM
To: Robert Agostini <Robert.Agostini@alectrautilities.com>
Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>
Subject: Cawthra Road EA - South Service Road to Eastgate Parkway

Hi Robert,

I am reaching out to you in regards to an Environmental Assessment Study that the Region is conducting along Cawthra Road (from South Service Road to Eastgate Parkway). The current preliminary design drawings can be downloaded here: [REDACTED]

Currently, the study is recommending improvements to intersection configurations (such as removing channelized islands) and active transportation infrastructures on the boulevards. At this stage, we've identified two hydro poles that could be impacted by the intersection improvements at the Bloor Street intersection to improve safety and traffic movement:

1. North West corner of Cawthra/Bloor on the channelized island (Sheet 13), potentially requiring relocation onto the revised intersection between the proposed bike lane and sidewalk

2. South East side of Cawthra/Bloor intersection on Bloor Street (Sheet 13) which may be too close to the roadway and potentially requiring relocation onto the proposed walkway

Additionally, we would like to have an understanding on the cost of relocating poles at this planning stage. A conservative estimate that I received from my colleague was \$30k per pole –would this apply for our project limits?

At this stage we welcome any comments and questions Alectra may have in regards to the proposed preliminary design. We are also interested in understanding any other future proposed work that may be considered in this corridor. Please forward this e-mail to the appropriate contact at Alectra and advise us who we should coordinate with moving forward.

Please note that the following documents are currently confidential as we have not gone out to PIC until later this year.

Best Regards,

Arthur Lee, P.Eng
Technical Analyst
Infrastructure Programming and Studies, Transportation
Region of Peel

From: Bubas, Sonya

Sent: October 16, 2019 7:57 AM

To: Bubas, Sonya; Nieuwenhuysen, Bob; Eisa, Eisa; Saiyed, Sabbir; Tatla, Manvir; Lapos, Natalie; Zois, Anthony; Hardcastle, John; Matthew Sweet; Alice Ho; Bell, Trevor (MOECC); Lee, Arthur; Zibby Petch; Allan Ortlieb; Hamdani, Hashim; Knuckle, Mark; Jefferson, Heather; Banuri, Syeda; Krasowski, Grace; Lai, Joseph (MTO); 'Heaton, Mark (MNR)'; McAllister, Aurora (MECP); Kilis, Jakub; Zack Carlan; Alana Tyers; Ansari, Seema; Jahan, Shajin; bell.moc@netricom.com; edgar.henriquez@rci.rogers.com; samir.patel@cogecodata.com; markups@enbridge.com; mignacio@enersource.com; gt.moc@prestigetel.com; ian.mitchell@hydroone.com; utility.circulations@mtsallstream.com; max.pavese@telus.com; Keith.Noronha@infrastructureontario.ca; Thomsen, Jeanne

Cc: ZZG-Peel Health & Built Environment; Motala, Imran; Rook, Sally; Marzo, Christina; Jeremy.Blair@mississauga.ca; Lin Rogers; Jamroz, Damian; Jacqueline Elias; Laing, Rick; Gorman, Gayle; tpumarkup@hydroone.com; bell.moc@Telecon.ca; utility.circulations@zayo.com; Fred Sandoval; cle@tnpi.ca; Alexander, Tamara; Crawford, Mark; Razao, Ricardo

Subject: Cawthra Rd Class EA - Technical Advisory Committee Meeting

When: October 30, 2019 9:00 AM-11:00 AM (UTC-05:00) Eastern Time (US & Canada).

Where: 10 Peel Centre Drive, Suite A, 5th Floor, Council Lounge

You are invited to attend the Technical Advisory Committee meeting for the Class EA Study on Cawthra Road from QEW to Eastgate Parkway. Please find attached agenda for discussion items. Review materials will be forwarded to you in advance.

Please feel free to contact me if you have any questions.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
905-791-7800 ext. 7801

From: Robert Agostini <Robert.Agostini@alecrautilities.com>
Sent: November 14, 2019 1:45 PM
To: Riaz Shaikh <riaz.shaikh@alecrautilities.com>; Jon Golin <Jon.Golin@alecrautilities.com>; Michael Swift <michael.swift@alecrautilities.com>
Cc: Rick Aranas <Rick.Aranas@alecrautilities.com>; Patrick Leung <patrick.leung@alecrautilities.com>; Bubas, Sonya <sonya.bubas@peelregion.ca>; Saddi, Asha <Asha.Saddi@peelregion.ca>
Subject: FW: Cawthra Road from Queen Elizabeth Way to Eastgate Parkway EA PIC

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

Gentlemen, for your attention.

Rob

Robert Agostini
Distrubution Design Supervisor, Central North (Brampton)
Alectra Utilities
175 Sandalwood Pkwy W,
Brampton, ON L7A 1E8
t 905.840.6300 x 5697
c 416.938.0635

From: Maraj, Kelly <ashwantiemelly.maraj@peelregion.ca>
Sent: Thursday, November 14, 2019 10:56 AM
To: Robert Agostini <Robert.Agostini@alecrautilities.com>
Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>; Saddi, Asha <asha.saddi@peelregion.ca>
Subject: Cawthra Road from Queen Elizabeth Way to Eastgate Parkway EA PIC

**RE: Notice of Public Information Centre
Cawthra Road from Queen Elizabeth Way to Eastgate Parkway, Mississauga
Municipal Class Environmental Assessment Study**

The Region of Peel is proceeding with the Schedule "B" Municipal Class Environmental Assessment (Class EA) Study for improvements to Cawthra Road from the Queen Elizabeth Way (QEW) to Eastgate Parkway in the City of Mississauga. **We invite you or a representative of your organization to attend the Public Information Centre (PIC) for this Study to review the project and discuss your comments with the Project Team.**

The PIC will be held on:

Wednesday, November 27, 2019

7:00 p.m. – 9:00 p.m.

Burnhamthorpe Community Centre (Fleetwood Village Room)

1500 Gulleden Drive, Mississauga, ON L4X 2T7

Additional details are provided in the attached *Notice of Public Information Centre*.

If you cannot attend the PIC, you can view the PIC information and fill out a comment form on the project website after November 27:



A comment sheet is also attached for your convenience. Please provide your comments by **December 13, 2019**.

We look forward to seeing you at the PIC. Please do not hesitate to contact Sonya Bubas, Project Manager, at sonya.bubas@peelregion.ca or 905-791-7800, ext. 7801, if you have any questions regarding the PIC or comments on the Class EA Study.

Regards,

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

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

Brampton, ON L6T 4B9

905-791-7800 ext. 7801



COGECO

From: Lee, Arthur <arthur.lee@peelregion.ca>

Sent: February 23, 2018 9:20 AM

To: Bubas, Sonya <sonya.bubas@peelregion.ca>

Subject: FW: Cogeco Peer 1 CONFLICT: 15-4380 Cawthra Road QEW to Burhamthorpe - Utility Circulation - CONFLICT

From: Utility Circulations [<mailto:utility.circulations@cogecodata.com>]

Sent: February 22, 2018 3:02 PM

To: Lee, Arthur

Subject: Cogeco Peer 1 CONFLICT: 15-4380 Cawthra Road QEW to Burhamthorpe - Utility Circulation - CONFLICT

RE: 15-4380 Cawthra Road QEW to Burhamthorpe - Utility Circulation

Sent By: Lee, Arthur

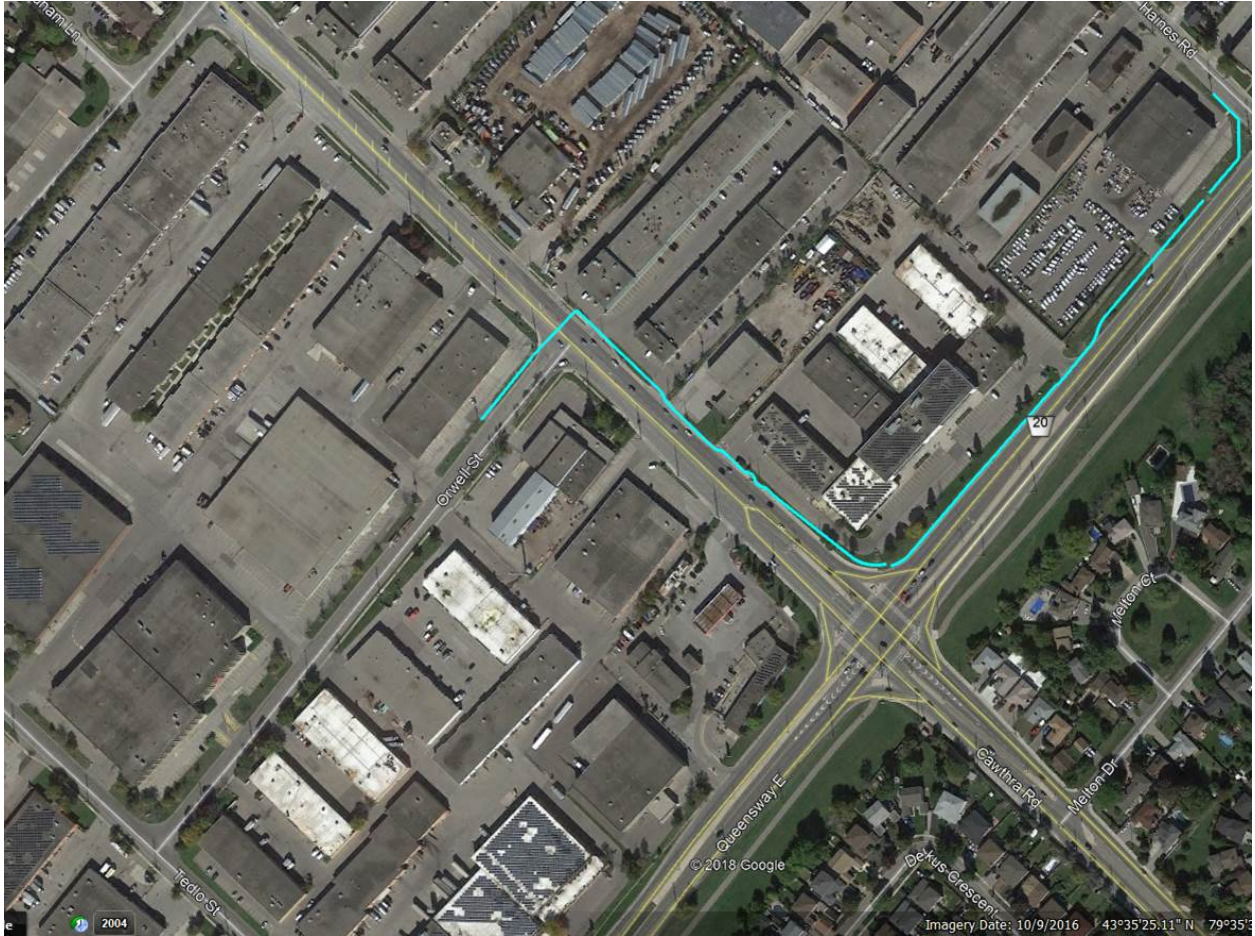
Received on: 2/22/2018 1:38:16 PM

Hello,

CogecoPeer1 structure exists in the area .

Once you provide us with proposed engineered drawing(s) and a PUCC sign-off sheet, we will then provide more detail (ie. As-built info, etc.)

See sketch below:



Thank You,

H. Nommik

Mark-Up Specialist

Phone: (416) 847-0848

Email: Utility.Circulations@cogecopeer1.com <<mailto:Utility.Circulations@cogecopeer1.com>>

Hi All,

The Region of Peel is conducting a preliminary design along Cawthra Road between QEW to Burhamthorpe Road. The limits and scope of the design is as shown in the attached drawing.

Please provide a markup of the utilities known within the ROW before the following date: Thursday March 15th 2018.

Also, please do not hesitate to contact me if you require any additional information or DGN files.

Kind Regards,

Arthur Lee
Technical Analyst, Infrastructure Programming and Studies
Transportation, Public Works

10 Peel Centre Dr., Suite B, 4th Floor, Brampton, ON L6T 4B9
Arthur.Lee@peelregion.ca <<mailto:Arthur.Lee@peelregion.ca>>
tel: 905-791-7800, ext. 7872

ENBRIDGE

From: Mark-Ups <Mark-Ups@enbridge.com>
Sent: October 28, 2019 12:28 PM
To: Bubas, Sonya <sonya.bubas@peelregion.ca>
Subject: RE: EGD 23568783 - Cawthra Rd EA - TAC Meeting - Review Materials

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

Thank you for submitting your mark-up request. It has been assigned the following **EGD Number: 23568783**
Please reference this number on all status inquiries.

We are currently experiencing a very high number of submissions and may not be able to meet our normal 15 business day turnaround time for electronic submissions and 20 business day turnaround time for hard-copy submissions, especially for large or complex projects.

All emails should be forwarded to Mark-Ups@enbridge.com.



From: Bubas, Sonya <sonya.bubas@peelregion.ca>
Sent: Friday, October 25, 2019 11:39 AM
To: Nieuwenhuysen, Bob <bob.nieuwenhuysen@peelregion.ca>; Eisa, Eisa <eisa.eisa@peelregion.ca>; Saiyed, Sabbir <sabbir.saiyed@peelregion.ca>; Tatla, Manvir <manvir.tatla@peelregion.ca>; Lapos, Natalie <natalie.lapos@peelregion.ca>; Zois, Anthony <anthony.zois@peelregion.ca>; Hardcastle, John <john.hardcastle@peelregion.ca>; Matthew Sweet <Matthew.Sweet@mississauga.ca>; Alice Ho <Alice.Ho@mississauga.ca>; Bell, Trevor (MOECC) <Trevor.Bell@ontario.ca>; Lee, Arthur <arthur.lee@peelregion.ca>; Zibby Petch <zibby.petch@ibigroup.com>; Allan Ortlieb <Allan.Ortlieb@IBIGroup.com>; Hamdani, Hashim <hashimali.hamdani@peelregion.ca>; Knuckle, Mark <mark.knuckle@peelregion.ca>; Jefferson, Heather <heather.jefferson@peelregion.ca>; Banuri, Syeda <syeda.banuri@peelregion.ca>; Krasowski, Grace <grace.krasowski@peelregion.ca>; Lai, Joseph (MTO) <Joseph.Lai@ontario.ca>; 'Heaton, Mark (MNRF)' <mark.heaton@ontario.ca>; McAllister, Aurora (MECP) <Aurora.McAllister@ontario.ca>; Kilis, Jakub <Jakub.Kilis@cvc.ca>; Zack Carlan <Zack.Carlan@trca.ca>; Alana Tyers <Alana.Tyers@mississauga.ca>; Ansari, Seema <seema.ansari@peelregion.ca>; Jahan, Shajin <shajin.jahan@peelregion.ca>; edgar.henriquez@rci.rogers.com; samir.patel@cogecodata.com; Mark-Ups <Mark-Ups@enbridge.com>; mignacio@enersource.com; gt.moc@prestigetel.com; ian.mitchell@hydroone.com; max.pavese@telus.com; Keith.Noronha@infrastructureontario.ca; Thomsen, Jeanne <jeanne.thomsen@peelregion.ca>; utility.circulations@zayo.com; bell.moc@Telecon.ca; clee@tnpi.ca; tpmarkup@hydroone.com; Alexander, Tamara <tamara.alexander@peelregion.ca>; Razao, Ricardo <ricardo.razao@peelregion.ca>
Cc: ZZG-Peel Health & Built Environment <zzg-peelhealthbuiltenvironment@peelregion.ca>; Motala, Imran <imran.motala@peelregion.ca>; Rook, Sally <sally.rook@peelregion.ca>; Marzo, Christina <christina.marzo@peelregion.ca>; Jeremy.Blair@mississauga.ca; Lin Rogers

<Lin.Rogers@mississauga.ca>; Jamroz, Damian <damian.jamroz@peelregion.ca>; Jacqueline Elias <Jacqueline.Elias@mississauga.ca>; Laing, Rick <rick.laing@peelregion.ca>; Gorman, Gayle <gayle.gorman@peelregion.ca>; Fred Sandoval <Fred.Sandoval@mississauga.ca>; Crawford, Mark <mark.crawford@peelregion.ca>

Subject: EGD 23568783 - Cawthra Rd EA - TAC Meeting - Review Materials

The files can be found under:



To: Technical Advisory Committee (TAC)

Good morning,

Please find attached for your review, Draft Public Information Centre display and roll plans for the Cawthra Road Class EA. The attachments will be used to present the project to TAC on October 30. Kindly review the material for discussion on October 30 and reply with your comments by November 8.

Feel free to contact me if you have any questions.

Regards,

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

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

Brampton, ON L6T 4B9

905-791-7800 ext. 7801

HYDRO ONE

From: Lee, Arthur <arthur.lee@peelregion.ca>
Sent: October 30, 2019 8:03 AM
To: Bubas, Sonya <sonya.bubas@peelregion.ca>
Subject: FW: Cawthra Rd EA - TAC Meeting - Review Materials 1of 2

FYI

From: tpumarkup@HydroOne.com <tpumarkup@HydroOne.com>
Sent: October 30, 2019 7:49 AM
To: Lee, Arthur <arthur.lee@peelregion.ca>
Cc: tpumarkup@HydroOne.com
Subject: RE: Cawthra Rd EA - TAC Meeting - Review Materials 1of 2

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

Good Day;

Thank you for informing us of your upcoming project. Hydro One **owns and operates** high voltage underground facilities in the areas identified in your attachments.

Please see the attached Hydro One map showing the approximate location of our underground plant within your area. Please note, the depth of our plant varies from approx. 2.5 to 7 feet in this location. Hydro One requires a minimum 1m clearance around our plant.

TPUCC Markup – Hydro One
E-mail: tpumarkup@hydroone.com



From: Lee, Arthur [<mailto:arthur.lee@peelregion.ca>]
Sent: Tuesday, October 29, 2019 10:33 AM
To: TPUCC DRAWINGS
Cc: Bubas, Sonya
Subject: RE: Cawthra Rd EA - TAC Meeting - Review Materials 1of 2

Hi,

Unfortunately our email system does not allow us to send more than 15MB at a time so we will be sending two separate emails with the PDF attachment.
This will be 1 of 2.

Regards,

Arthur Lee, P.Eng
Senior Designer
Infrastructure Programming and Studies, Transportation
Region of Peel

From: tpumarkup@HydroOne.com <tpumarkup@HydroOne.com>
Sent: October 29, 2019 9:00 AM
To: Bubas, Sonya <sonya.bubas@peelregion.ca>
Cc: tpumarkup@HydroOne.com
Subject: RE: Cawthra Rd EA - TAC Meeting - Review Materials

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

Good Day,

Thank you for informing us of your upcoming project. Unfortunately *we are not to open external links*. Please provide a PDF file format; in order to provide a more precise response (i.e. clear, caution or conflict).

Regards,

TPUCC Markup – Hydro One
E-mail: tpumarkup@hydroone.com

From: Bubas, Sonya [<mailto:sonya.bubas@peelregion.ca>]
Sent: Friday, October 25, 2019 12:01 PM
To: Nieuwenhuysen, Bob; Eisa, Eisa; Saiyed, Sabbir; Tatla, Manvir; Lapos, Natalie; Zois, Anthony; Hardcastle, John; Matthew Sweet; Alice Ho; Bell, Trevor (MOECC); Lee, Arthur; Zibby Petch; Allan Ortlieb; Hamdani, Hashim; Knuckle, Mark; Jefferson, Heather; Banuri, Syeda; Krasowski, Grace; Lai, Joseph (MTO); 'Heaton, Mark (MNRF)'; McAllister, Aurora (MECP); Kilis, Jakub; Zack Carlan; Alana Tyers; Ansari, Seema; Jahan, Shajin; edgar.henriquez@rci.rogers.com; samir.patel@cogecodata.com; markups@enbridge.com; mignacio@enersource.com; gt.moc@prestigetel.com; MITCHELL Ian; max.pavese@telus.com; Keith.Noronha@infrastructureontario.ca; Thomsen, Jeanne; utility.circulations@zayo.com; bell.moc@Telecon.ca; clee@tnpi.ca; TPUCC DRAWINGS; Alexander,

Tamara; Razao, Ricardo; gt.moc@telecon.ca

Cc: ZZG-Peel Health & Built Environment; Motala, Imran; Rook, Sally; Marzo, Christina; Jeremy.Blair@mississauga.ca; Lin Rogers; Jamroz, Damian; Jacqueline Elias; Laing, Rick; Gorman, Gayle; Fred Sandoval; Crawford, Mark

Subject: RE: Cawthra Rd EA - TAC Meeting - Review Materials

Hello,

I am resending the attachments in the following link due to file size:



Please note the above link will be inactive after 1 week.

Thank you,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel

From: Bubas, Sonya

Sent: October 25, 2019 11:39 AM

To: Nieuwenhuysen, Bob <Bob.Nieuwenhuysen@peelregion.ca>; Eisa, Eisa <Eisa.Eisa@peelregion.ca>; Saiyed, Sabbir <Sabbir.Saiyed@peelregion.ca>; Tatla, Manvir <Manvir.Tatla@peelregion.ca>; Lapos, Natalie <Natalie.Lapos@peelregion.ca>; Zois, Anthony <Anthony.Zois@peelregion.ca>; Hardcastle, John <John.Hardcastle@peelregion.ca>; 'Matthew Sweet' <Matthew.Sweet@mississauga.ca>; 'Alice Ho' <Alice.Ho@mississauga.ca>; 'Bell, Trevor (MOECC)' <Trevor.Bell@ontario.ca>; Lee, Arthur <arthur.lee@peelregion.ca>; Zibby Petch <zibby.petch@ibigroup.com>; 'Allan Ortlieb' <Allan.Ortlieb@IBIGroup.com>; Hamdani, Hashim <HashimAli.Hamdani@peelregion.ca>; Knuckle, Mark <Mark.Knuckle@peelregion.ca>; Jefferson, Heather <Heather.Jefferson@peelregion.ca>; Banuri, Syeda <Syeda.Banuri@peelregion.ca>; Krasowski, Grace <Grace.Krasowski@peelregion.ca>; 'Lai, Joseph (MTO)' <Joseph.Lai@ontario.ca>; 'Heaton, Mark (MNRF)' <mark.heaton@ontario.ca>; 'McAllister, Aurora (MECP)' <Aurora.McAllister@ontario.ca>; Kilis, Jakub <Jakub.Kilis@cvc.ca>; 'Zack Carlan' <Zack.Carlan@trca.ca>; 'Alana Tyers' <Alana.Tyers@mississauga.ca>; Ansari, Seema <Seema.Ansari@peelregion.ca>; Jahan, Shajin <shajin.jahan@peelregion.ca>; 'edgar.henriquez@rci.rogers.com' <edgar.henriquez@rci.rogers.com>; 'samir.patel@cogecodata.com' <samir.patel@cogecodata.com>; 'markups@enbridge.com' <markups@enbridge.com>; 'mignacio@enersource.com' <mignacio@enersource.com>; 'gt.moc@prestigetel.com' <gt.moc@prestigetel.com>; 'ian.mitchell@hydroone.com' <ian.mitchell@hydroone.com>; 'max.pavese@telus.com' <max.pavese@telus.com>; 'Keith.Noronha@infrastructureontario.ca' <Keith.Noronha@infrastructureontario.ca>; Thomsen, Jeanne <Jeanne.Thomsen@peelregion.ca>; utility.circulations@zayo.com; bell.moc@Telecon.ca; clee@tnpi.ca; 'tpumarkup@hydroone.com' <tpumarkup@hydroone.com>; Alexander, Tamara <Tamara.Alexander@peelregion.ca>; Razao, Ricardo <ricardo.razao@peelregion.ca>

Cc: ZZG-Peel Health & Built Environment <ZZG-PeelHealthBuiltEnvironment@peelregion.ca>; Motala, Imran <Imran.Motala@peelregion.ca>; Rook, Sally <Sally.Rook@peelregion.ca>; Marzo, Christina <Christina.Marzo@peelregion.ca>; 'Jeremy.Blair@mississauga.ca' <Jeremy.Blair@mississauga.ca>; Lin

Rogers <Lin.Rogers@mississauga.ca>; Jamroz, Damian <Damian.Jamroz@peelregion.ca>; 'Jacqueline Elias' <Jacqueline.Elias@mississauga.ca>; Laing, Rick <Rick.Laing@peelregion.ca>; Gorman, Gayle <Gayle.Gorman@peelregion.ca>; Fred Sandoval <Fred.Sandoval@mississauga.ca>; Crawford, Mark <Mark.Crawford@peelregion.ca>

Subject: Cawthra Rd EA - TAC Meeting - Review Materials

To: Technical Advisory Committee (TAC)

Good morning,

Please find attached for your review, Draft Public Information Centre display and roll plans for the Cawthra Road Class EA. The attachments will be used to present the project to TAC on October 30. Kindly review the material for discussion on October 30 and reply with your comments by November 8.

Feel free to contact me if you have any questions.

Regards,

Sonya Bubas, MCIP, RPP

Project Manager

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

From: Bubas, Sonya

Sent: October 16, 2019 7:57 AM

To: Bubas, Sonya; Nieuwenhuysen, Bob; Eisa, Eisa; Saiyed, Sabbir; Tatla, Manvir; Lapos, Natalie; Zois, Anthony; Hardcastle, John; Matthew Sweet; Alice Ho; Bell, Trevor (MOECC); Lee, Arthur; Zibby Petch; Allan Ortlieb; Hamdani, Hashim; Knuckle, Mark; Jefferson, Heather; Banuri, Syeda; Krasowski, Grace; Lai, Joseph (MTO); 'Heaton, Mark (MNR)'; McAllister, Aurora (MECP); Kilis, Jakub; Zack Carlan; Alana Tyers; Ansari, Seema; Jahan, Shajin; bell.moc@netricom.com; edgar.henriquez@rci.rogers.com; samir.patel@cogecodata.com; markups@enbridge.com; mignacio@enersource.com; gt.moc@prestigetel.com; ian.mitchell@hydroone.com; utility.circulations@mtsallstream.com; max.pavese@telus.com; Keith.Noronha@infrastructureontario.ca; Thomsen, Jeanne

Cc: ZZG-Peel Health & Built Environment; Motala, Imran; Rook, Sally; Marzo, Christina; Jeremy.Blair@mississauga.ca; Lin Rogers; Jamroz, Damian; Jacqueline Elias; Laing, Rick; Gorman, Gayle; tpumarkup@hydroone.com; bell.moc@Telecon.ca; utility.circulations@zayo.com; Fred Sandoval; cle@tnpi.ca; Alexander, Tamara; Crawford, Mark; Razao, Ricardo

Subject: Cawthra Rd Class EA - Technical Advisory Committee Meeting

When: October 30, 2019 9:00 AM-11:00 AM (UTC-05:00) Eastern Time (US & Canada).

Where: 10 Peel Centre Drive, Suite A, 5th Floor, Council Lounge

You are invited to attend the Technical Advisory Committee meeting for the Class EA Study on Cawthra Road from QEW to Eastgate Parkway. Please find attached agenda for discussion items. Review materials will be forwarded to you in advance.

Please feel free to contact me if you have any questions.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel
905-791-7800 ext. 7801

From: Anees.Syed@HydroOne.com <Anees.Syed@HydroOne.com> **On Behalf Of** hotosp@HydroOne.com
Sent: November 15, 2019 12:04 PM
To: Maraj, Kelly <AshwantieKelly.Maraj@peelregion.ca>
Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>; Saddi, Asha <Asha.Saddi@peelregion.ca>; Zone2Scheduling@HydroOne.com
Subject: RE: Cawthra Road from Queen Elizabeth Way to Eastgate Parkway EA PIC

Hi,

Hydro One Telecom does not have infrastructure (existing or planned) in the project work area. As a result our nominations are not needed for this Project.

Thanks,

Anees Syed | Anees.Syed@hydroone.com
Operation Services - GIS
1 416.240.3758 | 416.240.6805
Hydro One Telecom Inc. | www.HydroOneTelecom.com
65 Kelfield Street, Toronto, ON., M9W 5A3



From: Maraj, Kelly [<mailto:ashwantieKelly.maraj@peelregion.ca>]
Sent: Thursday, November 14, 2019 11:04 AM
To: ZONE 2 SCHEDULING; HOT OUTSIDE PLANT; ZONE 2 SCHEDULING
Cc: Bubas, Sonya; Saddi, Asha
Subject: Cawthra Road from Queen Elizabeth Way to Eastgate Parkway EA PIC

**RE: Notice of Public Information Centre
Cawthra Road from Queen Elizabeth Way to Eastgate Parkway, Mississauga
Municipal Class Environmental Assessment Study**

The Region of Peel is proceeding with the Schedule "B" Municipal Class Environmental Assessment (Class EA) Study for improvements to Cawthra Road from the Queen Elizabeth Way (QEW) to Eastgate Parkway in the City of Mississauga. **We invite you or a representative of your organization to attend the Public Information Centre (PIC) for this Study to review the project and discuss your comments with the Project Team.**

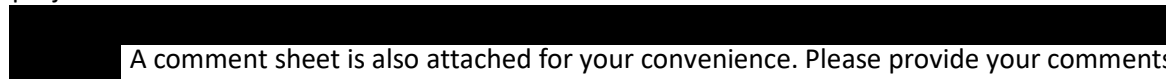
The PIC will be held on:

**Wednesday, November 27, 2019
7:00 p.m. – 9:00 p.m.**

Burnhamthorpe Community Centre (Fleetwood Village Room)
1500 Gulleden Drive, Mississauga, ON L4X 2T7

Additional details are provided in the attached *Notice of Public Information Centre*.

If you cannot attend the PIC, you can view the PIC information and fill out a comment form on the project website after November 27:

 A comment sheet is also attached for your convenience. Please provide your comments by **December 13, 2019**.

We look forward to seeing you at the PIC. Please do not hesitate to contact Sonya Bubas, Project Manager, at sonya.bubas@peelregion.ca or 905-791-7800, ext. 7801, if you have any questions regarding the PIC or comments on the Class EA Study.

Regards,

Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming & Studies
Region of Peel



Hydro One Networks Inc
483 Bay St
Toronto, ON

January 02, 2020

Re: Cawthra Road from Queen Elizabeth Way to Eastgate Parkway

Attention:
Sonya Bubas, MCIP, RPP
Project Manager
Region of Peel

In our preliminary assessment, we have confirmed that Hydro One has existing high voltage Transmission facilities within your study area. At this point in time we do not have enough information about your project to provide you with meaningful input with respect to the impacts that your project may have on our infrastructure. As such, this response does not constitute any sort of approval for your plans and is being sent to you as a courtesy to inform you that we must be consulted on your project.

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

Also, we would like to bring to your attention that should (Cawthra Road from Queen Elizabeth Way to Eastgate Parkway) 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 to be completed and associated costs will be allocated and recovered in accordance with the Transmission System Code. Furthermore, to complete an EA it can take from 6 months (to complete a Class EA Screening Process) to 18 months (to complete a Full Class EA Process) based on the level of assessment required for the EA. In order to achieve speedy completion of the EA, Hydro One will need to rely on studies and/or reports completed as part of the EA for your project.

Please allow the appropriate lead-time in your project schedule in the event that your proposed development impacts Hydro One infrastructure to the extent that it would require modifications to our infrastructure.

In planning, please note that developments should not reduce line clearances or limit access to our facilities at any time in the study area of your Proposal. 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.

Please note that the proponent will be held responsible for all costs associated with modification or relocation of Hydro One facilities, as well as any added costs that may be incurred due to increase efforts to maintain our facilities.

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 your project 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.***

From: [Maraj, Kelly](#)
To: secondarylanduse@hydroone.com
Cc: [Allan Ortlieb](#); [Saddi, Asha](#); [Lee, Arthur](#); [Bubas, Sonya](#)
Subject: Cawthra Road Environmental Assessment - response to letter
Date: March 23, 2020 3:28:00 PM
Attachments: [Hydro One Networks.pdf](#)
[Letter dated January 2 2020.pdf](#)

Hello

Thank you for letter dated January 02, 2020 regarding the Cawthra Road Environmental Assessment. Please find attached a letter addressing the comments you raised.

If you have any further questions or comments please don't hesitate to email Sonya Bubas, Project Manager, at sonya.bubas@peelregion.ca.

Kelly (Ashwantie) Maraj, CAP, OM

Administrative Assistant to the Manager, Transportation

Infrastructure Programming & Studies

Region of Peel, 10 Peel Centre Dr., Suite B, 4th Floor

Brampton, ON L6T 4B9

905-791-7800 ext. 7831



March 23, 2020
Project No. 15-4380

Hydro One Networks Inc.
483 Bay Street
Toronto, ON
M5G 2E7

Public Works

10 Peel Centre Dr.
Suite B
Brampton, ON
L6T 4B9
tel: 905-791-7800

peelregion.ca

**Attention: Secondary Land Use, Asset Optimization
Strategy and Integrated Planning**

RE: Cawthra Road from Queen Elizabeth Way to Eastgate Parkway

Thank you for your letter dated January 2, 2020 concerning Hydro One infrastructure in relation to the Cawthra Road Environmental Assessment (EA) Study.

At this stage of the EA, the Region's proposed road design does not show any impacts to existing Hydro One infrastructure (high voltage transmission lines or facilities). For this reason, we do not anticipate that this Project will result in an EA as described under the Class Environmental Assessment for Minor Transportation Facilities (Hydro One, 2016). However, please let us know if Hydro One has plans to relocate or expand existing infrastructure so that we can review for any impacts with our proposed design.

Hydro One Networks Inc. will continue to be consulted during each stage of the Project. Per request, future communications regarding this Project will be sent electronically to secondarylanduse@hydroone.com. Information on the EA Study will also be available on the Project Website at:

[REDACTED]

If you have any questions or additional comments, please feel free to contact me at 905-791-7800, extension 7801, or sonya.bubas@peelregion.ca.

Sincerely,



Sonya Bubas, MCIP, RPP
Project Manager
Infrastructure Programming and Studies
Transportation Division, Public Works

cc: Allan Ortlieb, Project Manager, IBI Group
Asha Saddi, Technical Analyst, Region of Peel
Arthur Lee, Senior Designer, Region of Peel

Markup Response Form

Application Date	November 22, 2019	Applicant:	Region of Peel
Date Returned:	December 10, 2019		
Rogers Ref. No.:	M195687	Applicant Job No.:	N/A
Location:	Cawthra Rd		

Rogers Communications has reviewed your drawing(s) as requested and returns one marked-up copy. Our comments follow below with an "X" indicating Rogers' stance on your proposed plan.

Comments:

- No Conflict** Rogers Communications currently does not possess existing plant in the area indicated on your attached plans.
- No Conflict For your Reference** Rogers Communications currently has existing plant as marked on your drawing. Our standard depth in this municipality is: **1m**. Please ensure you maintain clearances of 0.3m vertically and 0.6m horizontally.
- EXTREME CAUTION** Use vactruck and expose ducts, maintain minimum of 0.6m clearance.
- CONFLICT** Your proposed construction appears to encroach within existing Rogers Communications plant. Please relocate your proposed construction to allow adequate clearance of 0.3 m vertically and 1 m horizontally.
- CAUTION** Rogers Communications has aerial plant in this area, as it is indicated on the attached plans.
- CAUTION** Fiber Optic Cable is present in the area of your proposed construction.
- Note** Proposed Fiber Optic Cable in a joint use duct structure .
- Note** Plant currently under construction.
- Note** Please inform Rogers Communications well in advance of the proposed construction schedule in order to coordinate our plant relocation.
- Note** Locates are still required. Call for locates at 1-800-738-7893
- Note** Hand dig when crossing, or within 1.0m of existing Rogers plant.
- Note** Plant is to Approximation.

TELECON

From: MOC (GT) <gt.moc@Telecon.ca>
Sent: October 30, 2019 12:15 PM
To: Bubas, Sonya <sonya.bubas@peelregion.ca>
Subject: RE: Cawthra Rd EA - TAC Meeting - Review Materials/GT19-4347

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

Hi,

GT has no plant within 2m of proposed work-NO CONFLICT

Sincerely,

Mary Tina
Technicien CAO, Ingenierie-Centre du Canada
CAD Technician, Engineering-Central Canada

T 289-657-8072
7777 Weston Road, Woodbridge, ON L4L 0G9

telecon.ca



GROUP TELECOM

C/O Telecon Design Inc
7777 Weston Road,
Vaughan, Ontario L4L 0G9

Ph: (905) 569 2882 Fax: (905) 460-8956

GT.MOC@telecon.ca

APPLICATION FOR PLANT LOCATION AND CONSENT

Applicant: Region of Peel

Mark Up #: GT19-4347

Applicant Ref #: Utility Record Request

Location: Cawthra Rd

Date Received from Applicant: 10-25-2019

Marked By: Mary Tina

APPLICATION FOR PLANT LOCATION AND REQUEST

- Existing and/or proposed Group Telecom underground plant are indicated on the attached plan
- Our records show no existing and / or proposed underground plant within 2m of your proposed installation
- Conflict indicated
- Meets with our approval
- Not for PUCC approval - Mark up only
- If within 1 meter of GT plant, hand dig

REMARKS: Call for locates 1.800.400.2255. Maintain clearance of 0.6m. Hand dig when crossing Group Telecom plant. Call 877.865.6193 for locate if plant is in railway property.

PROCEDURES TO FOLLOW:

- 1. Request locates prior to construction 1-800-400-2255**
- 2. If exact location and depth are critical - test pits are recommended**
- 3. Group Telecom plant location information is approximate**
- 4. If the location of your proposed design changes, it will be necessary to re-apply**
- 5. Permits expire six (6) months from approval date**

Signature:
Mary Tina

Date:
Oct 30, 2019

Lee, Arthur

Subject: FW: Cawthra Rd EA - TAC Meeting Notes/GT19-4571
Attachments: GT19-4571.doc

From: MOC (GT) <gt.moc@Telecon.ca>
Sent: November 15, 2019 9:40 AM
To: Bupas, Sonya <sonya.bupas@peelregion.ca>
Subject: RE: Cawthra Rd EA - TAC Meeting Notes/GT19-4571

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

Hi,

GT has no plant within 2m of proposed work-NO CONFLICT

Sincerely,

Mary Tina
Technicien CAO, Ingenierie-Centre du Canada
CAD Technician, Engineering-Central Canada

T 289-657-8072
7777 Weston Road, Woodbridge, ON L4L 0G9

telecon.ca



GROUP TELECOM

C/O Telecon Design Inc
7777 Weston Road,
Vaughan, Ontario L4L 0G9

Ph: (905) 569 2882 Fax: (905) 460-8956

GT.MOC@telecon.ca

APPLICATION FOR PLANT LOCATION AND CONSENT

Applicant: Region of Peel

Mark Up #: GT19-4571

Applicant Ref #: Utility Record Request

Location: Cawthra Rd

Date Received from Applicant: 11-08-2019

Marked By: Mary Tina

APPLICATION FOR PLANT LOCATION AND REQUEST

- Existing and/or proposed Group Telecom underground plant are indicated on the attached plan
- Our records show no existing and / or proposed underground plant within 2m of your proposed installation
- Conflict indicated
- Meets with our approval
- Not for PUCC approval - Mark up only
- If within 1 meter of GT plant, hand dig

REMARKS: Call for locates 1.800.400.2255. Maintain clearance of 0.6m. Hand dig when crossing Group Telecom plant. Call 877.865.6193 for locate if plant is in railway property.

PROCEDURES TO FOLLOW:

1. Request locates prior to construction 1-800-400-2255
2. If exact location and depth are critical - test pits are recommended
3. Group Telecom plant location information is approximate
4. If the location of your proposed design changes, it will be necessary to re-apply
5. Permits expire six (6) months from approval date

Signature:
Mary Tina

Date:
Nov 15, 2019

TELUS

From: Marcel Vien <Marcel.Vien@telus.com>

Sent: October 29, 2019 1:58 PM

To: Max Pavese <Massimo.Pavese@telus.com>; Bubas, Sonya <sonya.bubas@peelregion.ca>; Fred Sua <Frederic.Sua@telus.com>; Anthony Segreto <Anthony.Segreto@telus.com>

Subject: RE: Cawthra Rd EA - TAC Meeting - Teleconference Option

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

Hi Sonya

TELUS does not have any plant within your project limit.

Thank you.

From: Max Pavese <Massimo.Pavese@telus.com>

Sent: October 29, 2019 8:07 AM

To: Bubas, Sonya <sonya.bubas@peelregion.ca>; Fred Sua <Frederic.Sua@telus.com>; Marcel Vien <Marcel.Vien@telus.com>; Anthony Segreto <Anthony.Segreto@telus.com>

Subject: RE: Cawthra Rd EA - TAC Meeting - Teleconference Option

Hello Sonya,

I don't look after this territory. I copied the group that does. They should and will reply. ☺

M

From: Bubas, Sonya [<mailto:sonya.bubas@peelregion.ca>]

Sent: Tuesday, October 29, 2019 8:05 AM

To: Max Pavese <Massimo.Pavese@telus.com>; Fred Sua <Frederic.Sua@telus.com>; Marcel Vien <Marcel.Vien@telus.com>; Anthony Segreto <Anthony.Segreto@telus.com>

Subject: RE: Cawthra Rd EA - TAC Meeting - Teleconference Option

Hi Max,

I did not receive a message with this email – could you clarify if you have declined the meeting or wish to join us by teleconference?

Thanks,

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

From: Max Pavese <Massimo.Pavese@telus.com>

Sent: October 29, 2019 8:03 AM

To: Fred Sua <Frederic.Sua@telus.com>; Marcel Vien <Marcel.Vien@telus.com>; Anthony Segreto <Anthony.Segreto@telus.com>

Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>

Subject: RE: Cawthra Rd EA - TAC Meeting - Teleconference Option

From: Bubas, Sonya [<mailto:sonya.bubas@peelregion.ca>]

Sent: Tuesday, October 29, 2019 7:39 AM

To: Alana Tyers <Alana.Tyers@mississauga.ca>; Bell, Trevor (MOECC) <Trevor.Bell@ontario.ca>; edgar.henriquez@rci.rogers.com; Hardcastle, John <john.hardcastle@peelregion.ca>; Heaton, Mark (MNRF) <mark.heaton@ontario.ca>; Keith.Noronha@infrastructureontario.ca; Lai, Joseph (MTO) <Joseph.Lai@ontario.ca>; Lapos, Natalie <natalie.lapos@peelregion.ca>; markups@enbridge.com; Max Pavese <Massimo.Pavese@telus.com>; McAllister, Aurora (MECP) <Aurora.McAllister@ontario.ca>; mignacio@enersource.com; Saiyed, Sabbir <sabbir.saiyed@peelregion.ca>; samir.patel@cogecodata.com; Thomsen, Jeanne <jeanne.thomsen@peelregion.ca>; bell.moc@Telecon.ca; Crawford, Mark <mark.crawford@peelregion.ca>; gt.moc@telecon.ca; Jeremy.Blair@mississauga.ca; joel.lacombe@alecrautilities.com; Motala, Imran <imran.motala@peelregion.ca>; tpumarkup@hydroone.com; utility.circulations@zayo.com; ZG-Peel Health & Built Environment <zgg-peelhealthbuiltenvironment@peelregion.ca>

Subject: Cawthra Rd EA - TAC Meeting - Teleconference Option

Good morning everyone,

I am reaching out to all who did not reply to the TAC meeting invitation regarding Cawthra Road on October 30 (tomorrow). We have reached the room capacity for those who accepted the invitation. I wanted to confirm that no reply indicated you were not planning to attend. If this assumption is incorrect and you are interested in attending, you are welcome to join us by teleconference. Please let me know today and I will forward the teleconference information to you.

My apologies in advance for any inconvenience,

Regards,

Sonya Bubas, MCIP, RPP

Project Manager

Infrastructure Programming & Studies

Region of Peel

UNION GAS

From: Dave Gadbois <DGadbois@uniongas.com>
Sent: March 14, 2018 9:16 AM
To: Lee, Arthur <arthur.lee@peelregion.ca>
Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>
Subject: RE: [External] 15-4380 Cawthra Road QEW to Burhamthorpe - Utility Circulation

Good morning,
This location is in the Enbridge franchise area. Union Gas does not have any plant affected.
Thanks,
Dave

From: Lee, Arthur [<mailto:arthur.lee@peelregion.ca>]
Sent: February 22, 2018 1:38 PM
Cc: Bubas, Sonya
Subject: [External] 15-4380 Cawthra Road QEW to Burhamthorpe - Utility Circulation

Hi All,

The Region of Peel is conducting a preliminary design along Cawthra Road between QEW to Burhamthorpe Road. The limits and scope of the design is as shown in the attached drawing.

Please provide a markup of the utilities known within the ROW before the following date: **Thursday March 15th 2018.**

Also, please do not hesitate to contact me if you require any additional information or DGN files.

Kind Regards,



Arthur Lee
Technical Analyst, Infrastructure Programming and Studies
Transportation, Public Works

10 Peel Centre Dr., Suite B, 4th Floor, Brampton, ON L6T 4B9

Arthur.Lee@peelregion.ca

tel: 905-791-7800, ext. 7872

[@regionofpeel](https://twitter.com/regionofpeel)

peelregion.ca

Markup Response Form

Application Date	November 22, 2019	Applicant:	Region of Peel
Date Returned:	December 10, 2019		
Rogers Ref. No.:	M195687	Applicant Job No.:	N/A
Location:	Cawthra Rd		

Rogers Communications has reviewed your drawing(s) as requested and returns one marked-up copy. Our comments follow below with an "X" indicating Rogers' stance on your proposed plan.

Comments:

- No Conflict** Rogers Communications currently does not possess existing plant in the area indicated on your attached plans.
- No Conflict For your Reference** Rogers Communications currently has existing plant as marked on your drawing. Our standard depth in this municipality is: **1m**. Please ensure you maintain clearances of 0.3m vertically and 0.6m horizontally.
- EXTREME CAUTION** Use vactruck and expose ducts, maintain minimum of 0.6m clearance.
- CONFLICT** Your proposed construction appears to encroach within existing Rogers Communications plant. Please relocate your proposed construction to allow adequate clearance of 0.3 m vertically and 1 m horizontally.
- CAUTION** Rogers Communications has aerial plant in this area, as it is indicated on the attached plans.
- CAUTION** Fiber Optic Cable is present in the area of your proposed construction.
- Note** Proposed Fiber Optic Cable in a joint use duct structure .
- Note** Plant currently under construction.
- Note** Please inform Rogers Communications well in advance of the proposed construction schedule in order to coordinate our plant relocation.
- Note** Locates are still required. Call for locates at 1-800-738-7893
- Note** Hand dig when crossing, or within 1.0m of existing Rogers plant.
- Note** Plant is to Approximation.

Lee, Arthur

Subject: FW: M195687_NA_Caethra Rd
Attachments: M195687_NA_Caethra Rd_Rogers Markup Response Letter.pdf; M195687_NA_Caethra Rd.dwg

From: Dai, Rujin <Rujin.Dai@Telecon.ca>
Sent: December 10, 2019 11:22 AM
To: Maraj, Kelly <ashwantiemelly.maraj@peelregion.ca>
Cc: GTAW.Markups@rci.rogers.com
Subject: M195687_NA_Caethra Rd

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

Hi,

Please find attached completed markup request.

***** Please use "REGEN" command for proper line style *****

Thank you.

Regards,

Rujin Dai

CAD Technician, Engineering - Central Canada
Technicien CAO, Ingénierie - Centre du Canada

T 289-657-8015
7777 Weston Rd, Woodbridge (Ontario) L4L 0G9



telecon.ca

**Ministry of Heritage, Sport, Tourism and Culture
Industries**

Lee, Arthur

From: Minkin, Dan (MHSTCI) <Dan.Minkin@ontario.ca>
Sent: August 14, 2020 6:23 PM
To: Saddi, Asha
Subject: RE: Cawthra Road EA (Queen Elizabeth Way to Eastgate Parkway) - Built Heritage Assessment Report [MHSTCI File 0005493]
Attachments: 2020-08-14_CawthraRdCHAR_MHSTCIcomments.pdf

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Good afternoon,
Please find our comments attached.

Dan Minkin

Heritage Planner
Ministry of Heritage, Sport, Tourism and Culture Industries
Heritage, Tourism and Culture Division | Programs and Services Branch | Heritage Planning Unit
401 Bay Street, Suite 1700
Toronto, Ontario M7A 0A7
Tel. 416.314.7147 | Fax. 416.314.7175

From: Saddi, Asha <asha.saddi@peelregion.ca>
Sent: July 20, 2020 9:32 AM
To: Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca>
Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>; Minkin, Dan (MHSTCI) <Dan.Minkin@ontario.ca>
Subject: RE: Cawthra Road EA (Queen Elizabeth Way to Eastgate Parkway) - Built Heritage Assessment Report [MHSTCI File 0005493]

Good Morning Karla,
Thank you for your email. We will update our records to include your contact details and continue to communicate with you and Dan electronically.

In the meantime we look forward to receiving Dan's comments by August 17.

Regards,

Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca

**Region
of Peel**
working with you

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From: Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca>
Sent: July 20, 2020 9:19 AM
To: Saddi, Asha <asha.saddi@peelregion.ca>
Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>; Minkin, Dan (MHSTCI) <Dan.Minkin@ontario.ca>
Subject: FW: Cawthra Road EA (Queen Elizabeth Way to Eastgate Parkway) - Built Heritage Assessment Report [MHSTCI File 0005493]

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Hi Asha,

Thanks for sending the Cultural Heritage Assessment Report for the Cawthra Road Improvements for the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) review.

Dan is assigned to this file (MHSTCI File 0005493) and will be providing comments, as appropriate, by August 17. Our service offer is for a 30-day review timeline. I hope this works within your timelines. When sending notices, documentation and/or information about this project, could please send it electronically to both Dan and I?

- Dan Minkin, Heritage Planner | Heritage Planning Unit (Heritage, Sport, Tourism and Culture Industries) | 416-314-7147 | dan.minkin@ontario.ca
- Karla Barboza, Team Lead - Heritage (Acting) | Heritage Planning Unit (Heritage, Sport, Tourism and Culture Industries) | 416-314-7120 | karla.barboza@ontario.ca

Let us know if you have any questions in the meantime.

Thanks,
Karla

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

From: Saddi, Asha <asha.saddi@peelregion.ca>
Sent: July 17, 2020 2:18 PM
To: Minkin, Dan (MHSTCI) <Dan.Minkin@ontario.ca>; Zirger, Rosi (MHSTCI) <Rosi.Zirger@ontario.ca>
Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>
Subject: Cawthra Road EA (Queen Elizabeth Way to Eastgate Parkway) - Built Heritage Assessment Report

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

Hello Dan and Rosi,

The Region of Peel is completing the Schedule B Cawthra Road Environmental Assessment (EA) from Queen Elizabeth Way to Eastgate Parkway in the City of Mississauga. The purpose of the study was to examine the need for

improvements on Cawthra Road to address long-term issues related to planned future growth and to enhance safety for all road users.

Attached for your review is a copy of the Built Heritage Assessment Report for the EA. I would be grateful to receive any comments on the report by July 30.

Kind regards,

Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Tel: 905-791-7800 x7794
Fax: 905-791-1442
Asha.Saddi@peelregion.ca



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August 14, 2020

EMAIL ONLY

Asha Saddi, BA(Hons), PMP
Technical Annalist, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
10 Peel Centre Drive, Suite B
Brampton, ON L6T 4B9
Asha.Saddi@peelregion.ca

MHSTCI File : **0005493**
Proponent : **Region of Peel**
Subject : **Cultural Heritage Assessment Report**
Project : **Cawthra Road between Queen Elizabeth Way and Eastgate Parkway**
Location : **City of Mississauga, Ontario**

Dear Ms. Saddi:

Thank you for providing the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) with the *Cultural Heritage Assessment Report: Cultural Heritage Landscapes & Built Heritage Resources* (CHAR) prepared for the above-referenced project by Unterman McPhail Associates, dated October 2018, revised April 2019 and January 2020.

Project Summary

We understand that the purpose of this environmental assessment project is to examine the needs and opportunities for transportation improvements along Cawthra Road between the Queen Elizabeth Way and Eastgate Parkway in the City of Mississauga, including intersection improvements and on-road bicycle and/or boulevard multi-use facilities. The study is being carried out according to Schedule B of the Municipal Class Environmental Assessment.

CHAR review

We have reviewed the CHAR and provide the following comments:

1. Given the level of expertise required to identify potential built heritage resources and cultural heritage landscapes, it is important for a CHAR to be prepared by appropriately qualified persons. The CHAR should include a "project personnel" section that describes the qualifications of each staff member involved and their role in preparing the report.
2. The report should provide a clear definition and/or of the study area used for this CHAR. Figure 1 shows the section of Cawthra Road subject to this environmental assessment process, but it is not clear what spatial relationship to that segment of Cawthra Road would include a property or structure in this CHAR.
3. In several places in the report, the term "cultural heritage resource(s)" is used in reference to built heritage resources and/or cultural heritage landscapes, and should be reworded as such. Cultural heritage resources include archaeological resources as well as the types of resources that are within the scope of this study, and so should not be used in contexts that are exclusive of archaeological resources. These instances include:
 - Section 2.1
 - Section 5.3 (title)

- Section 6.3 (title)
 - Section 7.1
4. Section 2.2.1 provides definitions of built heritage resources and cultural heritage landscapes, which is says are from the Municipal Class Environmental Assessment. These definitions appear to in fact be from the 2010 *Provincial Policy Statement* (PPS), and have been replaced by updated definitions in the 2014 and 2020 PPS. We recommend that these be replaced by the current PPS definitions.
 5. The fourth paragraph of Section 2.3 suggests that the purpose of Ontario Regulation 10/06 is to evaluate provincial properties for cultural heritage value or interest (CHVI), the same way Ontario Regulation 9/06 is used for other properties. In fact, Ontario Regulation 9/06 applies to the identification of provincial heritage properties as per the *Standards and Guidelines for Conservation of Provincial Heritage Properties*, just as it applies to municipal designation of heritage properties as per the *Ontario Heritage Act*. The purpose of Ontario Regulation 10/06 is to identify heritage properties of provincial significance, which can be designated by the Province. This is regardless of whether the property is provincially, municipally, or privately owned.
 6. For consistency with provincial terminology, please revise the second sentence under the *Provincial* heading in Section 3.2 as follows: *There are no Provincial Heritage Provincial Properties or Provincial Heritage Provincial Properties of Provincial Significance located within or adjacent to the study corridor.*
 7. In Table 1, the “Description” field for some of the identified resources simply gives a physical description of the property without explaining why it is considered to have CHVI. The entries in the “Description” column should be revised to clearly note how the property or landscape meets CHVI criteria. Alternately, this information could be provided elsewhere in the report.
 8. For Sites #5, 6 and 7, Table 2 notes that no mitigation actions are recommended, because the property is located on the site of a development project, and “The City has indicated the redevelopment proposal has been evaluated and it was determined there were no impacts to heritage resources.” However, none of these three built heritage resources are listed on the City of Mississauga Heritage Register. As such, it is unclear whether potential impacts to the CHVI of these built heritage resources themselves would have been considered in the City’s evaluation of the redevelopment proposal. This should be clarified, and if it was not, these properties should be screened for potential impacts and appropriate mitigation measures should be recommended.
 9. For Sites #4, 11, and 14, the Mitigation Actions in Table 2 are to consult with the City of Mississauga heritage staff to determine if a Heritage Impact Assessment (HIA) is required. However, none of these properties is designated by the City of Mississauga, and Site #11 is not listed on the City of Mississauga Heritage Register. As such the City of Mississauga may not have documentation of the CHVI of these resources or be in a position to determine the need for an HIA. The heritage consultants on this project, though their on-site research and professional judgement, should be making recommendations as to whether an HIA is appropriate.
 10. Please note that Table 2 is not labelled as such.
 11. The CHAR would benefit from a summary of recommendations, separate from Table 2, laying out the recommendations only for sites where some form of mitigation is recommended.

Thank you for the opportunity to review this CHAR. If you have any questions or require clarification, do not hesitate to contact me.

Sincerely,

Dan Minkin
Heritage Planner
Dan.Minkin@Ontario.ca

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

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

If human remains are encountered, all activities must cease immediately and the local police as well as the Registrar, Burials of the Ministry of Government and Consumer Services (416-326-8800) must be contacted. In situations where human remains are associated with archaeological resources, MHSTCI should also be notified to ensure that the site is not subject to unlicensed alterations which would be a contravention of the *Ontario Heritage Act*.

Cawthra Road EA (Queen Elizabeth Way to Eastgate Parkway) - Draft Project File Report Review Comments and Responses		
Comment No	Comments	Response Comments
City of Mississauga - Heritage Planner (Brooke Herczeg)		
1	Within the Draft PFR on page 37. There is comment which states that properties are not listed on the City's register. Please understand that even though a property is not currently on our register it does not mean it does not hold cultural heritage value or interest. It may have been missed or simply not assessed until now. Please consider rephrasing this.	The wording appears on page 37 of the PFR and is rephrased to read: "This property is not yet assessed as a heritage property by the City."
2	Please keep us apprised of your decision to [REDACTED] east side.	This is included under section 2.1 of Table 19: Summary of Environmental Impacts, Concerns and Commitments
3	Mitigation measures proposed within the HIA are based on the preliminary design information provided by IBI Group. Heritage planning understands that mitigation strategies will be carried out through the detailed design phase and prior and post construction work, as applicable. The City of Mississauga recommends and HIA be undertaken to understand the direct and indirect impacts to sites 3, 4, 11 and 14. Please include the City on the Detailed Design update.	The report states that need for HIA is to be determined based on consultation with the City of Mississauga. The City's comments as part of this study confirm their preference for a HIA for each of these sites. Therefore, as part of detail design HIA should be undertaken. This is included in section 1.5 of Table 19: Summary of Environmental Impacts, Concerns and Commitments
4	Within the HIA a recommendation is made to complete a Stage 3 archaeological assessment for site 5. Please clarify if this will be undertaken and whether an archeologist is also recommending this.	The HIA does not make this recommendation. The recommendation for a Stage 3 archaeological assessment for site 5 (3105 Cawthra Road) has been identified as part of the site redevelopment proposal, being undertaken separate from this project. It is not a requirement for improvements being considered as part of the current Cawthra Road EA.
5	The City of Mississauga agrees with the recommendations of the Stage 1 archaeological assessment but as you know requires a letter from the Ministry stating the report has been filed in the public registry.	This is included under Section 1.3 of Table 19: Summary of Environmental Impacts, Concerns and Commitments, and in Appendix G.
Credit Valley Conservation (Jakub Killis)		
CVC staff have reviewed the draft PFR and relevant appendices and have no outstanding comments.		
Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI - Dan Minkin)		
1	Given the level of expertise required to identify potential built heritage resources and cultural heritage landscapes, it is important for a CHAR to be prepared by appropriately qualified persons. The CHAR should include a "project personnel" section that describes the qualifications of each staff member involved and their role in preparing the report.	This information has been added to the document.
2	The report should provide a clear definition and/or of the study area used for this CHAR. Figure 1 shows the section of Cawthra Road subject to this environmental assessment process, but it is not clear what spatial relationship to that segment of Cawthra Road would include a property or structure in this CHAR.	The study limits have been added within the text and applicable drawing plates added to the report.

3	<p>In several places in the report, the term “cultural heritage resource(s)” is used in reference to built heritage resources and/or cultural heritage landscapes, and should be reworded as such. Cultural heritage resources include archaeological resources as well as the types of resources that are within the scope of this study, and so should not be used in contexts that are exclusive of archaeological resources. These instances include:</p> <ul style="list-style-type: none"> • Section 2.1 • Section 5.3 (title) • Section 6.3 (title) • Section 7.1 	<p>There is a separate Archaeological study that contains information related to this resource. The Built Heritage and Cultural Landscape study is specific to these resources. The City of Mississauga Heritage Planning unit has not expressed any issues with the portrayal of information as it relates to the project and the built heritage resource review. References in the report to cultural heritage resources have been updated to built heritage resources and/or cultural heritage landscapes as appropriate.</p>
4	<p>Section 2.2.1 provides definitions of built heritage resources and cultural heritage landscapes, which is says are from the Municipal Class Environmental Assessment. These definitions appear to in fact be from the 2010 Provincial Policy Statement (PPS), and have been replaced by updated definitions in the 2014 and 2020 PPS. We recommend that these be replaced by the current PPS definitions.</p>	<p>Content has been added to clarify the text. The definitions are updated to 2015 MCEA Class EA guidance.</p>
5	<p>The fourth paragraph of Section 2.3 suggests that the purpose of Ontario Regulation 10/06 is to evaluate provincial properties for cultural heritage value or interest (CHVI), the same way Ontario Regulation 9/06 is used for other properties. In fact, Ontario Regulation 9/06 applies to the identification of provincial heritage properties as per the Standards and Guidelines for Conservation of Provincial Heritage Properties just as it applies to municipal designation of heritage properties as per the Ontario Heritage Act. The purpose of Ontario Regulation 10/06 is to identify heritage properties of provincial significance, which can be designated by the Province. This is regardless of whether the property is provincially, municipally, or privately owned.</p>	<p>We are working in a municipal framework and the report speaks to this condition. Text of the report has been updated to address concerns.</p>
6	<p>For consistency with provincial terminology, please revise the second sentence under the Provincial heading in Section 3.2 as follows: There are no Provincial Heritage Provincial Properties or Provincial Heritage Provincial Properties of Provincial Significance located within or adjacent to the study corridor.</p>	<p>The text has been updated.</p>
7	<p>In Table 1, the “Description” field for some of the identified resources simply gives a physical description of the property without explaining why it is considered to have CHVI. The entries in the “Description” column should be revised to clearly note how the property or landscape meets CHVI criteria. Alternately, this information could be provided elsewhere in the report.</p>	<p>The Description relates to identification of heritage properties based on a visual survey, historical information and professional experience considering the Reg. 9/06 Criteria. Textual content added to inform this aspect.</p>
8	<p>For Sites #5, 6 and 7, Table 2 notes that no mitigation actions are recommended, because the property is located on the site of a development project, and “The City has indicated the redevelopment proposal has been evaluated and it was determined there were no impacts to heritage resources.” However, none of these three built heritage resources are listed on the City of Mississauga Heritage Register. As such, it is unclear whether potential impacts to the CHVI of these built heritage resources themselves would have been considered in the City’s evaluation of the redevelopment proposal. This should be clarified, and if it was not, these properties should be screened for potential impacts and appropriate mitigation measures should be recommended.</p>	<p>It was assumed the City of Mississauga had already completed the due diligence in making the professional judgement as to whether the properties had local cultural heritage value.</p>
9	<p>For Sites #4, 11, and 14, the Mitigation Actions in Table 2 are to consult with the City of Mississauga heritage staff to determine if a Heritage Impact Assessment (HIA) is required. However, none of these properties is designated by the City of Mississauga, and Site #11 is not listed on the City of Mississauga Heritage Register. As such the City of Mississauga may not have documentation of the CHVI of these resources or be in a position to determine the need for an HIA. The heritage consultants on this project, though their on-site research and professional judgement, should be making recommendations as to whether an HIA is appropriate.</p>	<p>This may be addressed through City of Mississauga comments which can recommend an HIA be undertaken as they have better local knowledge plus an understanding of existing conditions related to direct and indirect impacts to sites 4, 11 and 14. The sites were identified to inform the potential for perceived cultural heritage sensitivity. We contacted the municipality to ask if they recognized these properties as having local heritage value. In Detail Design it is expected that further consultation will occur to direct site specific studies as the design drawings are only developed to 30%.</p>
10	<p>Please note that Table 2 is not labelled as such.</p>	<p>The report is updated to include labelling of Table 2.</p>
11	<p>The CHAR would benefit from a summary of recommendations, separate from Table 2, laying out the recommendations only for sites where some form of mitigation is recommended.</p>	<p>Table 2 has been changed to show which properties require mitigation.</p>
<p>MTO (Sabina Merrey)</p>		

1	Page 10 indicates that Cawthra Road is a "major Road" under the Peel Official plan, but Page 1 indicates that Cawthra is a "minor arterial road". Please clarify.	"minor" has been changed to "major" on page 1.
2	Page 59, Table 12 (Technical Road Design Criteria) does not reference the MTO TAC Design Supplement. Please clarify.	Table 12 has been updated to include this information.
3	Page 60, Table 13 (Technical Design Criteria for Pedestrians and Cycling Facilities) does not reference the MTO TAC Design Supplement or the MTO Bikeways Manual.	The MTO Bikeway Manual and TAC are referenced on the footnotes of the Table.
4	The PFR says the MTO traffic signal impacts will be evaluated during detail design. No further comments.	Noted.
5	The final stormwater management report is to be signed and stamped by a P. Eng.	The signed and stamped report is at Appendix I.
6	Work at the QEW seams to be limited to rehabilitation of the road within our right of way and realignment of sidewalk and construct MUT.	Noted.
7	Work at Hwy 403/ Eastgate Parkway which we own seems more involved with consideration for designated left turn lane and MUTs.	Noted.
8	The Pavement Design Report prepared by Terraprobe Inc. was reviewed. Will a detailed Pavement Design Report will be completed at a later date? This draft does not meet or address the Ministry's needs. MTO would need to see rehabilitation for existing pavement carried out to 15 years service life new construction carried out to a 20 year service life. The existing report carries the design to 5, 10 and 15 years. MTO utilizes Superpave mix types the report references Marshall mix types.	The detailed pavement design report will be provided during detail design.
9	MTO Geotech would need to see that the investigation follows our field guidelines.	Noted.
10	There is pavement widening within the vicinity of the QEW at both the North and South Service Roads. This widening is to accommodate a right turn lane both north and south bound. According to our ETR plate #81 QEW TR17 updated 2019 06 this widening is taking place in land assumed but not designated, so we would need to see a proper pavement investigation and recommendations at a later date.	The detailed pavement design report will be provided during detail design.
11	There is pavement widening and rehabilitation of Cawthra Road in the vicinity of Hwy 403 and Eastgate Parkway. This widening is to accommodate a 100m right turn lane onto Eastgate Parkway. According to our ETR plate #81 403 TR06 updated 2020, 05 this work is taking place within our right of way. Cawthra Road itself and Eastgate Parkway are within our right of way from just south of Meadows to Hwy 403, so we would need to see a proper pavement investigation and recommendations at a later date.	The detailed pavement design report will be provided during detail design. This is added to section 1.10 of Table 19: Summary of Environmental Impacts, Concerns and Commitments.
12	The only remaining comment that I have for the submission is for the safety concern for cyclist using the proposed shoulder width of 0.75 m to 1.0 m over the QEW structure. Based on the MTO Bikeway Design Manual, a minimum of 1.5 m standard shoulder width is required for cyclists. Considering the operating speed of 70 km/hr and only a 0.75 m to 1 m shoulder width, it will impose high safety concern risks for cyclists. With a limited shoulder width for cyclist, there will be a higher tendency to use the existing sidewalk for cycling. The existing barrier wall heights next to the sidewalks are 1.05 m and do not meet the cyclist barrier height of 1.37 m as per chapter 12 of CHBDC.	Cyclists are to dismount and walk their bicycle from the proposed multi-use path on the West side before crossing the ramp and onto the existing sidewalk.
13	As per previous responses, Peel confirmed that there is currently no proposed modification on the barrier wall. Therefore due the insufficient barrier heights, as per CHBDC and associated safety concerns, no cyclist will be permitted to use the sidewalks over the QEW/Cawthra structure and it is highly recommend to add signage in advance of the structure to clearly define the cycling route in order to avoid cyclists using the sidewalk. I recommend that the safety concerns for the proposed alternative associated with cycling transition over the QEW and Cawthra structure be reviewed and assessed.	Since there are no current active transportation infrastructure south of the QEW or other connections south of North Service Road, at this time we will not be designing to accommodate for cyclists to go across the bridge. Cyclists will need to walk their bicycles across the bridge.
14	During the detailed design phase, MTO will be required to be notified of any changes to our intersections as Traffic Signal drawings (PHM 125) will have to be updated.	This is included in section 1.11 of Table 19: Summary of Environmental Impacts, Concerns and Commitments.
15	Generally we request our lane widths to be a minimum of 3.5 meters within our ROW.	Noted in the Project File Report.

16	The curb/trail be extended at the South-West corner to accommodate the crosswalk.	The southwest corner of North Service Road is updated to connect the MUP to the crosswalk.
17	MTO's permits will be required for all works proposed within our permit control limits (up to 800 m from MTO's property line.	This is added to section 1.11 of Table 19: Summary of Environmental Impacts, Concerns and Commitments.
18	MTO's minimum setback requirements are 14 0 m from the ultimate Highway ROW.	Noted. Proposed boulevard work such as installing cycling infrastructures within the MTO limits of the project do not affect the setback requirements. Other minor types of development such as bus shelters may exist at distances less than the setback requirements as outlined in the MTO land use policy document.
TRCA (Annette Lister)		
1	As identified in Figure 6 of the Draft PFR, small pockets of wetland communities are present at the Cawthra Road and Eastgate parkway intersection, including at the southeast corner where a right-turn lane is proposed. Please note that the existing hydroperiod of the wetland should be maintained. Review of potential impact to the wetland features can be deferred to detail design.	Comments added to section 1.1 of Table 19: Summary of Environmental Impacts, Concerns and Commitments.
2	From the preliminary design drawings in Appendix P, the right-turn lane does not appear to encroach in to the wetland located at the southeast corner of the Cawthra Road and Eastgate parkway intersection as the right-turn lane appears to be generally confined within the existing gravel shoulder of the road. Any potential encroachment in to the feature should be avoided to the extent possible, then restoration and compensation may be required.	Comments added to section 1.1 of Table 19: Summary of Environmental Impacts, Concerns and Commitments.
3	At detailed design, please provide an erosion and sediment control (ESC) plan to protect features from the proposed work in accordance with the Erosion and Sediment Control Guide for Urban Construction (2019)	Comments added to section 1.1 of Table 19: Summary of Environmental Impacts, Concerns and Commitments.
4	As the proposed drainage will be directed to the existing municipal storm sewer network ultimately discharging in to Cooksville Creek, staff defers the proposed water quantity and quality measures to the Region and City of Mississauga staff for review.	Noted.
5	Please note that a TRCA permit application is currently under review for a City of Mississauga proposal for the construction of a trail at the southeast corner of the Cawthra Road and Eastgate parkway intersection (CFN 57486), and not at the southeast corner of the intersection as identified in the Appendix P preliminary drawings. please coordinate with the City of Mississauga to ensure that the location of the proposed trail work is correct.	Proposed preliminary plans for the City of Mississauga trail has been received and commented and referenced to the design to ensure and check connectivity. However the Region will not be showing these drawings as they could be subject to changes from the City of Mississauga.
6	Please note that a TRCA permit application is currently under review for the installation of an Imperial Oil pipeline along the utility corridor just north of the Mississauga Transitway (CFN 61878). Please ensure that the proposed work is coordinated with the Imperial Oil, as needed.	The location of the Imperial Oil pipeline is north of the limits of our study. Coordination with Imperial Oil is added at section 1.15 of Table 19: Summary of Environmental Impacts, Concerns and Commitments.
Telecon (Mary Tina)		
Has confirmed that their records show no existing and/or proposed underground plant within 2m of our proposed installation; meets with their approval.		