

Consultation Record

Environmental Assessment Derry Road and Argentia Road Intersection

Project 11-4295

City of Mississauga, Region of Peel

October 17, 2014



Introduction

The purpose of this report is to summarize consultation activities undertaken as part of the Schedule 'B' Municipal Class Environmental Assessment (EA) for the intersection of Derry Road and Argentia Road in the City of Mississauga, Region of Peel. The Consultation Program included:

- Notice of Study Commencement
- Technical Advisory Committee (TAC) Meeting
- Study Update Newsletter, including letters to potentially affected property owners
- Stakeholder Meetings
- Notice of Completion

Contact List

The contact list included representatives from agencies, utilities, municipalities and First Nations groups. Agencies included on the contact list are identified in Table 1.

Table 1: Contact List for Derry/Argentia EA

Municipalities	
City of Mississauga	
First Nations Groups	
Haudenosaunee Confederacy Development Institute	The Metis Nation of Ontario
Credit River Metis Council	Curve Lake First Nation
Mississaugas of Scugog First Nation	Chippewas of Georgina Island
Alderville First Nation	
Utilities	
Bell Canada Municipal Operations Centre	Blink Communications Inc
Cogeco Data Services Inc	Enbridge Gas Distribution Inc
Enersource Hydro Mississauga	GT Fiber Services Inc
Hydro One Network Services	MTS Allstream
Rogers Cable (Mississauga)	Telus Network
Rail Operators	
Canadian Pacific	GO Transit
Agencies and Ministries	
Credit Valley Conservation (CVC)	Environment Canada
Ministry of Aboriginal Affairs	Ministry of Municipal Affairs and Housing (EA Policy)
Ministry of Municipal Affairs and Housing (Regional Coverage)	Ministry of Natural Resources
Ministry of Environment	Ministry of Tourism, Culture and Sport
Ministry of Transportation	Parks Canada, Historic Site & Monument Board
Peel Regional Police	Region of Peel Ambulance Service
Transport Canada	Fisheries and Oceans Canada
Ministry of Community Safety and Corrections	

In addition to the agencies, property owners within the study area were also included on the contact list.

Notice of Study Commencement

The Notice of Study Commencement was circulated to study stakeholders and property owners on August 20, 2013. The purpose of the Notice of Study Commencement was to:

- Inform study stakeholders about the study and provide them with the opportunity to provide initial input on the study
- Provide an overview of the study goals
- Summarize the study process
- Summarize the proposed consultation plan
- Provide the Project Team's contact information

Individually addressed letters and comment sheets were sent along with the notice to agency representatives and property owners.

The notice was also published in the Mississauga News on August 28th, 2013 and September 4th, 2013.

The following consultation material is attached:

- Notice of Study Commencement
- Sample letter for property owners
- Sample letter for agencies
- Comment sheet
- Responses to Notice of Study Commencement



Notice of Study Commencement – Consultation Material

Environmental Assessment Study

NOTICE OF STUDY COMMENCEMENT

The Study

The Region of Peel has initiated a Schedule 'B' Municipal Class Environmental Assessment (EA) in accordance with the Municipal Engineers Association's Municipal Class EA process for improvements to the intersection of Derry Road and Argentia Road in the City of Mississauga. The approximate limits of the project area are illustrated on the map.

Argentia Road is classified as a local arterial road and Derry Road is an east-west regional arterial road.

The study will examine the need and feasibility for improvements to the intersection of Derry Road and Argentia Road to address short and long term issues related to planned future growth, road design and function up to 2031. The study will review opportunities to facilitate the movement of vehicles, transit, goods movement, walking and cycling.

The Process

The Municipal Class EA process will include:

- public and agency consultation
- an evaluation of road improvement alternatives
- an assessment of the possible environmental effects of the improvements
- the identification of reasonable means to mitigate any adverse impacts

Public Consultation

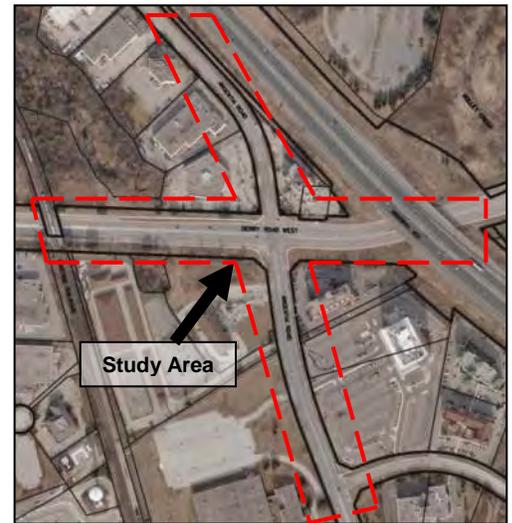
Public consultation is important to the success of this study. A Public Information Centre (PIC) is planned to be held during the study. This PIC will provide stakeholders with an opportunity to meet the project team, and:

- obtain background information on the study and review the study scope
- discuss issues related to the project, including alternative solutions, environmental considerations and an evaluation criteria

Notification of the PIC will be provided at the appropriate time by means of a similar advertisement and study newsletters. Upon completion of the study, a Project File Report will be submitted to the Ministry of the Environment and other key agencies and made available for public review for a period of 30 days.

Comments and Information

Your participation is important and your comments are valued. Please visit our website at <http://www.peelregion.ca/pw/transportation/assessments.htm> for updates on this project. To provide comments or request additional information about this project please contact:



Laverne Soodeen
Project Manager
Region of Peel
10 Peel Centre Drive
Suite B, 4th Floor
Brampton, ON L6T 4B9
Tel: 905.791.7800 ext. 7834
Toll Free: 1.888.919.7800
Fax: 905.791.1442
laverne.soodeen@peelregion.ca

Anthony Reitmeier, P.Eng.
Consultant Project Manager
HDR Corporation
100 York Boulevard
Suite 300
Richmond Hill, ON L4B 1J8
Tel: 647.777.4954
Fax: 647.777.4901
anthony.reitmeier@hdrinc.com

August 20, 2013
Project number: 11-4295

City of Mississauga

[REDACTED]
Mississauga, Ontario, L5B 2T4

**Re: Notice of Study Commencement, Class Environmental Assessment
For the intersection of Derry Road and Argentia Road,
City of Mississauga**

The Region of Peel is initiating a Municipal Class Environmental Assessment (Class EA) Study for improvements to the intersection of Derry Road and Argentia Road in the City of Mississauga. The purpose of this letter is to inform you of the study and to invite your input. A copy of the notice is attached.

The study is being conducted in accordance with the approved requirements for a Schedule "B" project as described in the Municipal Engineers Association's Municipal Class Environmental Assessment (EA) document (October 2000, as amended in 2007 and 2011).

The study will evaluate:

- Transportation capacity deficiencies at the intersection (existing and future)
- Identified safety issues
- Structural condition and deficiencies of the Highway 401 overpass and CN Rail Bridge overpass
- Approved and proposed land use changes
- Environmental features, such as natural heritage features, archaeological potential, and noise / air quality impacts
- Property requirements

A key component of the study will be consultation with interested stakeholders (public and regulatory agencies) including a Public Information Centre (PIC). Details regarding the PIC will be advertised as the study progresses.

Over the next few weeks, the Region's project team, including a number of environmental sub-consultants, may contact your office directly for information or mapping related to environmental conditions for the study area. Your assistance with our study is greatly appreciated.

Yours truly,



Laverne Soodeen

Project Manager | Infrastructure Planning and Design
Transportation Division
Phone: 905.791.7800 ext. 7834
Fax: 905.791.1442
Email: Laverne.Soodeen@peelregion.ca

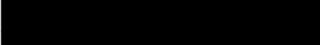
Encl.: 1. Notice of Study Commencement
2. Comment Sheet

Public Works

10 Peel Centre Dr., Suite B, Brampton, ON L6T 4B9
Tel: 905-791-7800 www.peelregion.ca

August 20, 2013
Project number: 11-4295



Property Location: 

Attention: Property/Business Owner:

Re: Notice of Study Commencement, Class Environmental Assessment for the intersection of Derry Road and Argentia Road, City of Mississauga

The Region of Peel is initiating a Schedule 'B' Class Environmental Assessment Study to investigate improvements to the intersection of Derry Road and Argentia Road in the City of Mississauga. A copy of the Notice of Study Commencement is enclosed.

The study will evaluate:

- Transportation capacity deficiencies at the intersection (existing and future)
- Identified safety issues
- Structural condition and deficiencies of the Highway 401 overpass and CN Rail Bridge overpass
- Approved and proposed land use changes
- Environmental features, such as natural heritage features, archaeological potential, and noise / air quality impacts
- Property requirements

A key component of the study will be consultation with interested stakeholders (public and regulatory agencies) including a Public Information Centre (PIC). Details regarding the forthcoming PIC will be advertised as the study progresses.

Through the next few months, a topographic survey may be conducted for the intersection of Derry Road and Argentia Road. Please note:

- A topographic survey identifies and records the existing physical and natural features on the ground such as driveways, trees, signs, etc.
- the Region of Peel will be conducting actual field measurements for topographic survey
- measurements may be taken slightly beyond the road allowance, on your property
- this fieldwork will not involve any heavy equipment, and,
- will only involve people walking on the property for short periods of time for measurement purposes

Public Works

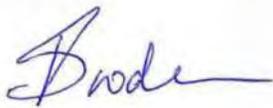
If there is any concern with the survey fieldwork being conducted on your property, please contact us immediately.

In addition to the field survey, sub-consultants working for the Region of Peel will be in the area to perform various forms of fieldwork including a natural features survey, archeological assessment, subsurface utility survey, hydrogeological assessment and a geotechnical borehole investigation. This work will be expected to be completed during Fall 2013.

You may use the enclosed comment form to request additional information or provide comments about the study.

Thank you for your assistance in the identification of pertinent issues affecting this project and your attention to this matter.

Yours truly,



Laverne Soodeen

Project Manager | Infrastructure Planning and Design

Transportation Division

Phone: 905.791.7800 ext. 7834

Fax: 905.791.1442

Email: Laverne.Soodeen@peelregion.ca

- Encl.: 1. Notice of Study Commencement
2. Comment Form

Public Works

10 Peel Centre Dr., Suite B, Brampton, ON L6T 4B9

Tel: 905-791-7800 www.peelregion.ca

COMMENT SHEET

Class Environmental Assessment Study for Derry Rd / Argentia Rd Intersection Improvements

- We have no concerns and do not need to be involved in this study.
- We have no interest / concerns at this time, but wish to remain on the contact list for this study.
- We have the following comment(s) and / or information requirements:

Completed by:

Name: _____

Email Address: _____

Address: _____

Phone: _____

Please, write, fax or email your comments to:

**Laverne Soodeen
Project Manager
Region of Peel**

10 Peel Centre Drive, Suite B
Brampton, ON L6T 3B9
Tel: 905.791.7800 x 7834
Fax: 905.791.1442

Laverne.Sooden@peelregion.ca



The Region of Peel is the proud recipient of the National Quality Institute Order of Excellence, Quality, the National Quality Institute Canada Award of Excellence Gold Award, Healthy Workplace; and a 2008 IPAC/Deloitte Public Sector Leadership Gold Award.

COMMENT SHEET

Class Environmental Assessment Study for Derry Rd / Argentia Rd Intersection Improvements

- We have no concerns and do not need to be involved in this study.
- We have no interest / concerns at this time, but wish to remain on the contact list for this study.
- We have the following comment(s) and / or information requirements:

MSIFN- Mississaugas of Scugog Island First Nation

Completed by:

Name: [Redacted]

Email Address: [Redacted]

Address: [Redacted]

Phone: [Redacted]

Please, write, fax or email your comments to:

Laverne Soodeen
Project Manager
Region of Peel
 10 Peel Centre Drive, Suite B
 Brampton, ON L6T 3B9
 Tel: 905.791.7800 x 7834
 Fax: 905.791.1442
Laverne.Sooden@peelregion.ca

Public Works

10 Peel Centre Dr., Suite B, Brampton, ON L6T 4B9
Tel: 905-791-7800 www.peelregion.ca

Ministry of Tourism, Culture & Sport

Culture Services Unit
Programs and Services Branch
401 Bay Street, Suite 1700
Toronto ON M7A 0A7

Tel. 416 314-7159
Fax: 416 212-1802

Ministère du Tourisme et de la Culture

Unité des services culturels
Direction des programmes et des services
401, rue Bay, Bureau 1700
Toronto ON M7A 0A7
Tél. : 416 314-7159
Télééc. : 416 212-1802



September 5, 2013

Mr. Anthony Reitmeier (by email only)
Consultant Project Manger
HDR Corporation
100 York Blvd, Suite 300
Richmond Hill, ON L4B 1J8

Dear Mr. Reitmeier

Project: Derry Road/Argentia Road Intersection Improvements
Location: City of Mississauga
MTC File: 00163

On August 27, 2013 the Ministry of Tourism, Culture and Sport (MTCS) received a Notice of Study Commencement for the project mentioned above. As part of the Class Environmental Assessment process, the MTCS has an interest in the conservation of cultural heritage resources including:

- archaeological resources,
- built heritage resources, and
- cultural heritage landscapes.

MTCS would, therefore, be interested in remaining on the circulation list and being informed of the project as it proceeds through the EA process. We would ask that you update your contact list to remove the name of Dan Minkin and send future notices to **Rosi Zirger Heritage Planner** at the address above.

Could you advise whether an archaeological assessment and/or heritage impact assessment is being undertaken for this EA project? If so please forward the completed reports to MTCS prior to issuing a Notice of Completion. If you have not yet been determined whether these technical studies will be completed as part of the EA, then the following information will assist you in doing so.

Archaeological Resources

Attached is MTCS's *Criteria for Evaluating Archaeological Potential*, which identifies characteristics of the property that indicate whether archaeological resources might be present and/or impacted. If any of the criteria are met, then an archaeological assessment by a licensed archaeologist will be necessary for the project. The licensed archaeologist will forward all completed archaeological assessment reports to the Ministry for review by an Archaeological Review Officer.

Built Heritage and Cultural Heritage Landscapes

In addition, in order to determine the existing cultural conditions, known and potential built heritage resources and cultural heritage landscapes should be identified. The Ministry's "Screening for

Impacts to Built Heritage and Cultural Heritage Landscapes” checklist will help you in identifying known or potential built heritage resources and cultural heritage landscapes within the study area. The local municipal Clerk or Heritage Planner can provide information on properties listed or designated under the *Ontario Heritage Act*. Contacting the municipal heritage committee, municipal heritage planner or any relevant community heritage organizations can also help you in completing this checklist.

EA Documentation

The archaeological assessment reports and their recommendations are part of the EA project and should be included in the EA report. If it is determined that no cultural heritage or archaeological resources are to be impacted and no technical studies are to be completed, then this should also be documented in the final EA report. In this regard **we suggest that the screening checklists be attached to the final EA report.**

Please contact me for any questions or clarification.

Sincerely,

Rosi Zirger
Heritage Planner
416-314-7159
rosi.zirger@ontario.ca

Copy: Laverne Soodeen, Project Manager, Infrastructure Planning and Design, Transportation Division, Region of Peel

September 5, 2013

Ms. Rosi Zirger
Heritage Planner
Ministry of Tourism, Culture and Sport
401 Bay Street, Suite 1700
Toronto, ON M7A 0A7

Dear Ms. Zirger:

**Re: Derry/Argentia EA – Archaeological Resources and Built
Heritage and Cultural Heritage Landscapes**

Thank-you for your letter (dated September 5, 2013) regarding the Schedule B Environmental Assessment for the intersection of Derry Road and Argentia Road and for your interest in the project.

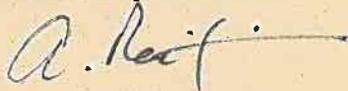
We have replaced Dan Minkin's name on our contact list with Rosi Zirger (at the address noted above) and will continue sending you project correspondence.

We can confirm that both a Stage 1 archaeological assessment and a cultural and built heritage assessment are underway. We will forward the reports to the MTCS prior to issuing our Notice of Study Completion. We are also monitoring whether a Stage 2 archaeological assessment will be required.

If you require any further information, please do not hesitate to contact me by phone at 647-777-4954 or by email at anthony.reitmeier@hdrinc.com.

Yours truly,

HDR Corporation



Anthony Reitmeier, P.Eng.
Consultant Project Manager
HDR Corporation

cc: Laverne Soodeen, Project Manager, Region of Peel

Ministry of Tourism, Culture & Sport

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Toronto ON M7A 0A7

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Ministère du Tourisme et de la Culture

Unité des services culturels
Direction des programmes et des services
401, rue Bay, Bureau 1700
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Tél. : 416 314-7159
Télééc. : 416 212-1802



November 13, 2014

Mr. Anthony Reitmeier (by email only)
Consultant Project Manger
HDR Corporation
100 York Blvd, Suite 300
Richmond Hill, ON L4B 1J8

Dear Mr. Reitmeier

Project: Derry Road/Argentia Road Intersection Improvements
Location: City of Mississauga
MTC File: 00163

The Ministry of Tourism, Culture and Sport's (MTCS) interest in this EA project relates to its mandate of conserving Ontario's cultural heritage, which includes archaeological resources, built heritage resources, and cultural heritage landscapes.

Thank you for sending, for our review, the *Cultural Heritage Assessment Report – Existing Conditions – Impact Assessment* dated October 2013 (revised Nov 2013, Feb 2014 and May 2014) prepared by Archaeological Service Inc. for this EA project.

We have reviewed this technical study report and have no issues with the cultural heritage resources identified. The recommendations in section 5.0 of the report should be considered in the overall EA.

Meanwhile, we would appreciate being kept informed of this project as it proceeds through the EA process. Please feel free to email or telephone me as necessary. I would be pleased to have further discussion with you.

Sincerely,

Rosi Zirger
Heritage Planner
416-314-7159
rosi.zirger@ontario.ca

Copy: Andrew O'Connor, HDR Corporation

Sally Rook, Project Manager, Peel Region

Heidi Schopf, Cultural Heritage Specialist, Archaeological Services Inc.

Ministry of the Environment

Central Region
Technical Support Section

5775 Yonge Street, 8th Floor
North York, Ontario M2M 4J1

Tel.: (416) 326-6700
Fax: (416) 325-6347

Ministère de l'Environnement

Région du Centre
Section d'appui technique

5775, rue Yonge, 8^{ème} étage
North York, Ontario M2M 4J1

Tél. : (416) 326-6700
Télééc. : (416) 325-6347

September 4, 2013

File: EA01-06-05

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

**RE: Intersection of Derry Road and Argentia Road
Region of Peel
Class Environmental Assessment
Notice of Study Commencement**

Dear Mr. Soodeen

This letter is our response to the Notice of Study Commencement for the above noted project. This response acknowledges that the Region of Peel has indicated that its study is following the approved environmental planning process for a Schedule B project under the *Municipal Engineers Association Municipal Class Environmental Assessment (Class EA)*.

Based on the information submitted, we have identified the following areas of interest with respect to the proposed undertaking:

- Ecosystem Protection and Restoration
- Planning and Policy
- Surface Water and Groundwater
- Air Quality, Dust and Noise
- Contaminated Soils
- Mitigation and Monitoring
- Class EA Process
- Aboriginal Consultation

We are providing the following general comments to assist you and your project team members in effectively addressing these areas of interest:

Ecosystem Protection and Restoration

- Any impacts to ecosystem form and function must be avoided where possible. The Project File should describe any proposed mitigation measures and how project planning will protect and enhance the local ecosystem.
- All natural heritage features should be identified and described in detail to assess potential impacts and to develop appropriate mitigation measures. Our records confirm that the sensitive environmental features including a watercourse and woodlots are located within or adjacent to the study area.

We recommend consulting with the Ministry of Natural Resources (MNR), Fisheries and Oceans Canada (DFO) and your local conservation authority to determine if special measures or additional study will be necessary to preserve and protect these sensitive features.

The Region of Peel Official Plan policies related to ecosystem protection within the study area should be referenced to ensure that all environmental protection policies are satisfied. The Project File should also discuss the levels of growth proposed for the area, how this proposal addresses those levels of growth, and how any proposed road improvements will affect local traffic flows.

Planning and Policy

- The 2005 *Provincial Policy Statement* contains policies that protect Ontario's Natural Heritage. Applicable policies should be referenced in the Project File, and you should demonstrate how this proposed project is consistent with these policies.
- The Places to Grow Plan contains policies which guide decisions on a range of issues such as infrastructure planning and land-use planning to ensure that stronger and more prosperous communities are built in the Greater Golden Horseshoe. The Project File should demonstrate how this project adheres to the relevant policies of the Places to Grow Plan, including Sections 3, which contain specific policies for Infrastructure to Support Growth.

Surface Water and Groundwater

- The Project File must include a sufficient level of information to demonstrate that there will be no negative impacts on the natural features or ecological functions of any watercourses within the study area. Measures should be included in the planning and design process to ensure that any impacts to watercourses from construction or operational activities (e.g. spills, erosion, pollution) are mitigated as part of the proposed undertaking.
- Additional stormwater runoff from new pavement can impact receiving watercourses and flood conditions. Quality and quantity control measures to treat stormwater runoff should be considered for all new impervious areas and, where possible, existing surfaces. The ministry's *Stormwater Management Planning and Design Manual (2003)* should be referenced in the Project File and utilized when designing stormwater control methods. We recommend that a Stormwater Management Plan should be prepared as part of the Class EA process that includes:
 - Strategies to address potential water quantity and erosion impacts related to stormwater draining into streams or other sensitive environmental features, and to ensure that adequate (enhanced) water quality is maintained
 - Watershed information, drainage conditions, and other relevant background information
 - Future drainage conditions, stormwater management options, information on erosion and sediment control during construction, and other details of the proposed works
 - Information on maintenance and monitoring commitments.
- The status of, and potential impacts to any well water supplies should be addressed. If the project involves groundwater takings or changes to drainage patterns, the quantity and quality of groundwater may be affected due to drawdown effects or the redirection of existing

contamination flows. In addition, project activities may infringe on existing wells such that they must be reconstructed or sealed and abandoned. Appropriate information to define existing groundwater conditions should be included in the Project File.

- If the potential construction or decommissioning of water wells is identified as an issue, the Project File should refer to Ontario Regulation 903, Wells, under the *Ontario Water Resources Act*.
- Potential impacts to groundwater-dependent natural features should be addressed. Any changes to groundwater flow or quality from groundwater taking may interfere with the ecological processes of streams, wetlands or other surficial features. In addition, discharging contaminated or high volumes of groundwater to these features may have direct impacts on their function. Any potential effects should be identified, and appropriate mitigation measures should be recommended. The level of detail required will be dependent on the significance of the potential impacts.
- Any potential approval requirements for groundwater taking or discharge should be identified in the Project File. In particular, a Permit to Take Water (PTTW) under the *Ontario Water Resources Act* will be required for any water takings that exceed 50,000 litres per day.

Air Quality, Dust and Noise

- Any potential air quality impacts should be assessed and used in the evaluation of alternatives for the proposed project. Appropriate mitigation measures of any potential effects should be identified.
- Dust and noise control measures should be addressed and included in the construction plans to ensure that nearby residential and other sensitive land uses within the study area are not adversely affected during construction activities.
- The Project File should consider the potential impacts of increased noise levels during the operation of the undertaking due to potentially higher traffic volumes resulting from this project. The proponent should explore all potential measures to mitigate significant noise impacts during the assessment of alternatives.

Contaminated Soils

- Since the removal or movement of soils may be required, appropriate tests to determine contaminant levels from previous land uses or dumping should be undertaken. If the soils are contaminated, you must determine how and where they are to be disposed of, consistent with *Part XV.1 of the Environmental Protection Act (EPA)* and Ontario Regulation 153/04, Records of Site Condition, which details the new requirements related to site assessment and clean up. We recommend contacting the ministry's Halton Peel District Office in Burlington for further consultation if contaminated sites are present.
- The location of any underground storage tanks should be investigated in the Project File. Measures should be identified to ensure the integrity of these tanks and to ensure an appropriate response in the event of a spill. The ministry's Spills Action Centre must be contacted in such an event.

- Any current or historical waste disposal sites should be identified in the Project File. The status of these sites should be determined to confirm whether approval pursuant to Section 46 of the *Environmental Protection Act* may be required for land uses on former disposal sites.
- The Project File should identify any underground transmission lines in the study area. The owners should be consulted to avoid impacts to this infrastructure, including potential spills.

Mitigation and Monitoring

- Design and construction reports and plans should be based on a best management approach that centres on the prevention of impacts, protection of the existing environment, and opportunities for rehabilitation and enhancement of any impacted areas.
- All waste generated during construction must be disposed of in accordance with ministry requirements.
- Contractors must be made aware of all environmental considerations so that all environmental standards and commitments for both construction and operation are met. Mitigation measures should be clearly referenced in the Project File and regularly monitored during the construction stage of the project. In addition, we encourage proponents to conduct post-construction monitoring to ensure all mitigation measures have been effective and are functioning properly. The proponent's construction and post-construction monitoring plans should be documented in the Project File.

Class EA Process

- The Project File should provide clear and complete documentation of the planning process in order to allow for transparency in decision-making. The Project File must also demonstrate how the consultation provisions of the Class EA have been fulfilled, including documentation of all public consultation efforts undertaken during the planning process. Additionally, the Project File should identify all concerns that were raised and how they have been addressed throughout the planning process. The Class EA also directs proponents to include copies of comments submitted on the project by interested stakeholders, and the proponent's responses to these comments.
- The Class EA requires the consideration of the effects of each alternative on all aspects of the environment. The Project File should include a level of detail (e.g. hydrogeological investigations, terrestrial and aquatic assessments) such that all potential impacts can be identified and appropriate mitigation measures can be developed. Any supporting studies conducted during the Class EA process should be referenced and included as part of the Project File.
- Please include in the Project File a list of all subsequent permits or other approvals that may be required for the implementation of the preferred alternative, including Permits to Take Water, Environmental Compliance Approvals, approval under the *Canadian Environmental Assessment Act* (CEAA), and conservation authority permits.
- Please note that ministry guidelines and other information related to the issues noted above are available at www.ene.gov.on.ca under the publications link. We encourage the

proponent to review all the available guides and to reference any relevant information in the Project File.

Consultation with First Nation and Métis Communities

The Crown has a duty to consult First Nation and Métis communities if there is a potential impact to Aboriginal or treaty rights. As the proponent of this project, you have a responsibility to conduct adequate consultation with First Nation and Métis communities as part of the environmental assessment process. The Crown is therefore, delegating the procedural aspects of consultation to you as outlined in the attached document.

You must contact the Director, Environmental Approvals Branch if a project may adversely affect an Aboriginal or treaty right, or if a Part II Order request is anticipated; the Ministry will then determine whether the Crown has a duty to consult. Information and resources to assist you in fulfilling this requirement are provided as an attachment.

Thank you for the opportunity to comment on this project. Please forward our office the Notice of Completion when completed. Should you or any members of your project team have any questions regarding the above, please contact me at 416-326-4886.

Yours sincerely,



Chunmei Liu
Environmental Resource Planner and EA Coordinator
Air, Pesticides and Environmental Planning

- c. T. Dufresne, Manager, Halton Peel District Office, MOE
Central Region EA File
A & P File

ABORIGINAL CONSULTATION INFORMATION

Interest-based consultation with First Nation and Métis Communities

Proponents subject to the *Environmental Assessment Act* are required to consult with interested First Nation and Métis communities in addition to consultation with interested persons. Special effort may be required to ensure that First Nation and Métis communities are made aware of the project and are afforded an opportunity to provide comments.

Proponents are required to contact the Ministry of Aboriginal Affairs (MAA) and Aboriginal Affairs and Northern Development Canada (AANDC) to help identify which First Nation and Métis communities may be impacted by your project. **It is important to ensure that MAA and AANDC are advised of any communities identified for consultation during previous stages of the project when making this request.** For more information in this regard, refer to the Aboriginal Information Resources web page of the Ministry of the Environment's internet site at: <http://www.ene.gov.on.ca/en/eaab/aboriginal-resources.php>. You are advised to provide notification directly to all of the First Nation and Métis communities who may be interested in the project.

Rights-based consultation with First Nation and Métis Communities

Proponents should also be aware that certain projects may affect the ability of a First Nation or Métis community to exercise their confirmed or asserted Aboriginal or treaty rights. In such cases, Ontario may have a duty to consult to ensure the protection of the potentially affected right. Activities which may restrict access to unoccupied Crown lands, or could result in a potential to impact to land or water resources, generally have the potential to impact Aboriginal or treaty rights. For assistance in determining whether your project could affect these rights, refer to the attached "Preliminary Assessment Checklist: First Nation and Métis Community Interest."

If there is an impact to Aboriginal or treaty rights, accommodation may be required to avoid or minimize the adverse impacts. Accommodation is an outcome of consultation and includes any mechanism used to avoid or minimize adverse impacts to Aboriginal or treaty rights and traditional uses. Solutions could include adjustments in the timing or geographic location of the proposed activity; accommodation does not necessarily require the provision of financial compensation.

The proponent must contact the Director, Environmental Approvals Branch if a project may **adversely affect an Aboriginal or treaty right**, or if a **Part II Order or an elevation request is anticipated**; the Ministry will then determine whether the Crown has a duty to consult. The Director of the Environmental Approvals Branch can be notified either by email with the subject line "Potential Duty to Consult" to EAASIBgen@ontario.ca or by mail or fax at the address provided below:

Email:	EAASIBgen@ontario.ca Subject: Potential Duty to Consult
Fax:	416-314-8452
Address:	Environmental Approvals Branch 12A Flr., 2 St Clair Ave W Toronto ON M4V1L5

Delegation of Procedural Aspects of Consultation

Proponents, by virtue of their knowledge and participation in project activities, have an important and direct role in the consultation process to ensure both success and certainty. Where the Crown's duty to consult is triggered, **Ontario is delegating these procedural aspects of this rights-based consultation to you as the proponent of the project.**

Ontario will have an oversight role as the consultation process unfolds but will be relying on the steps undertaken and information you obtain to ensure adequate consultation has taken place. To ensure that First Nation and Métis communities have the ability to assess a project for its potential to impact on an Aboriginal or treaty right, there are certain procedural aspects of consultation that Ontario requires proponents to undertake.

The responsibilities of the proponent for procedural aspects of consultation include:

- Providing notice to the elected leadership of the First Nation and/or Métis communities (e.g., First Nation Chief) as early as possible regarding the project;
- Providing First Nation and/or Métis communities with information about the proposed project including anticipated impacts, information on timelines and your environmental assessment process;
- Following up with First Nation and/or Métis communities to ensure they received project information and that they are aware of the opportunity to express comments and concerns about the project; **if you are unable to make the appropriate contacts (e.g. are unable to contact the Chief) please contact the Ministry of the Environment for further direction.**
- Providing First Nation and/or Métis communities with opportunities to meet with appropriate representatives to discuss the project;
- Gathering information about how the project may adversely impact the Aboriginal and/or Treaty rights (for example, hunting, fishing) or sites of cultural significance (for example, burial grounds, archaeological sites);
- Considering the comments and concerns provided by First Nation and/or Métis communities and providing responses;
- Where appropriate, discussing potential mitigation strategies with First Nation and/or Métis communities;
- Bearing the reasonable costs associated with these procedural aspects of consultation.
- Maintaining a Consultation Record and upon request, providing copies of the Consultation Record to Ontario. The Consultation Record should:
 - summarize the nature of any comments and questions received from First Nation and/or Métis communities
 - describe the response to comments and how concerns were considered
 - include a communications log indicating the dates and times of all communications; and
 - document activities in relation to consultation.

Successful consultation depends, in part, on early engagement by proponents with First Nation and Métis communities. Information shared with communities must be clear, accurate and complete, and in plain language where possible. The consultation process must maintain sufficient flexibility to respond to new information, and we trust you will make all reasonable efforts to build positive relationships with all First Nation and Métis communities contacted.

Preliminary Assessment Checklist: First Nation and Métis Community Interest

Some main concerns of First Nation and Métis communities deal with/address rights for hunting, gathering, trapping, and fishing – these activities generally occur on Crown land or water bodies. As such, projects related to Crown land or water bodies, or changes to them, may be of concern.

Where you have identified that your project may trigger rights-based consultation through the following questions, a pre-consultation meeting with the ministry and proponent will provide an early opportunity to confirm whether Ontario's duty to consult is triggered and to discuss roles and responsibilities in that event.

Please answer the following questions. A “yes” response will indicate a potential impact on Aboriginal or treaty rights.

	YES	NO
1. Are you aware of concerns from First Nation and Métis communities about your project or a similar project in the area? The types of concerns can range from interested inquiries to environmental complaints, and even to land use concerns. You should consider whether the interest represents on-going, acute and/or widespread concern.		
2. Is your project occurring on Crown land, or is it close to a water body, or might it change access to either?		
3. Is the project located in an open or forested area where hunting or trapping could take place?		
4. Does the project involve the clearing of forested land?		
5. Is the project located away from developed, urban areas?		
6. Is your project close to, or adjacent to, an existing reserve? Projects in areas near reserves may be of interest to your First Nation and Métis community neighbours.		
7. Will the project affect First Nations and/or Métis right of access?		
8. Is the area subject to a land claim? Information about land claims filed in Ontario is available from the Ministry of Aboriginal Affairs; information about claims filed with the federal government is available from Aboriginal Affairs and Northern Development Canada.		
9. Does the project have potential to cause cumulative effects at the present time or over a long period of time (e.g. several small expansions of an urban area)?		
10. Does the project have the potential to impact any archaeological sites?		

Technical Advisory Committee (TAC)

The Technical Advisory Committee (TAC) Meeting was held on April 25th, 2014. The agenda included:

- Introductions
- Study background, scope and objectives
- Consultation program
- Presentation: needs assessment and recommended alternative
- Review of preliminary design and utilities
- Study schedule
- Discussion and next steps

Invitations were issued to internal departments within the Region of Peel, the City of Mississauga, Rogers, Allstream, Enersource, Enbridge, Cogeco and Bell. The meeting was attended by representatives from the Region of Peel, Peel Public Health, the City of Mississauga, Enbridge and Rogers. Attendees provided feedback which was incorporated into the design.

In advance of the TAC meeting, the City of Mississauga also provided comments on the Transportation Study.

The following consultation material is attached:

- Agenda for TAC meeting
- Minutes from TAC Meeting
- City of Mississauga comments on the Transportation Study and Project Team responses
- City of Mississauga comments on the preliminary design and Project Team responses



Technical Advisory Committee – Consultation Material



Agenda

Project: Schedule 'B' EA for the Intersection of Derry Road and Argentia Road

Subject: **Technical Advisory Committee (TAC) Meeting**

Meeting Date: 10:30 a.m., Friday, April 25, 2014

Location: Peel Region Offices

Attendees: Representatives from:

- Peel Region
- City of Mississauga
- HDR (Design Consultant)
- Cogeco Data
- Allstream
- Enersource
- Rogers
- Bell
- Enbridge

Distribution: Attendees

	Item	By
1.	Introductions	Peel Region
2.	Study Background, Scope and Objectives	HDR / Peel Region
3.	Consultation Program	HDR
4.	Presentation: Needs Assessment and Recommended Alternative	HDR
5.	Review of Preliminary Design and Utilities	HDR
6.	Study Schedule	HDR
7.	Discussion and Next Steps	All



Derry / Argentia EA – TAC Meeting

Project: Schedule 'B' EA Study for Derry Road and Argentia Road
Subject: **TAC Meeting**
Meeting Date: 10:30 a.m., Friday, April 25, 2014
Location: 10 Peel Centre Drive
Attendees: Laverne Soodeen – Region of Peel
 Imre Tot – Region of Peel
 Lori-Ann Thomsen – Region of Peel
 Alex Sales – Region of Peel
 Sean Carrick – Region of Peel
 Michael Fang – Region of Peel
 Shilpa Mandoda – Peel Public Health
 Anthony Zois – Peel Real Estate
 Farhad Shahla – City of Mississauga
 Emilio Labra – Enbridge
 Darryl Dimitroff – Rogers
 Anthony Reitmeier – HDR
 Andrew O'Connor – HDR
Prepared by: Andrew O'Connor – HDR

	Item	Action
1.	Design Update	
	HDR provided an update on the status of the design: <ul style="list-style-type: none"> ▪ Vision for the EA is to: <ul style="list-style-type: none"> ○ Reduce delays to vehicles, transit users and goods movement ○ Improve safety performance ○ Improve conditions for pedestrians and cyclists ○ Support multi-modal operations ○ Minimize impacts to the environment and neighbouring properties ▪ Traffic modelling shows congestion increasing in the AM and PM peak periods in 2031 if no improvements are made at the intersection ▪ Recommended alternative solutions include: <ul style="list-style-type: none"> ○ Travel Demand Management ○ Signal timing improvements ○ Infrastructure upgrades ▪ Recommended infrastructure upgrades at the intersection include: <ul style="list-style-type: none"> ○ Addition of westbound dual left-turn lane ○ Addition of one through lane on the northbound leg ○ Addition of one through lane on the southbound leg ○ Conversion of existing channelized right-turns to Smart Channels ○ Continuation of multi-use path along the south side of the intersection ○ New sidewalk at the northeast quadrant of the intersection, with connection to sidewalk beneath the Highway 401 bridge. 	For information

	Item	Action
	<ul style="list-style-type: none"> ▪ Public outreach to take place in May/June 2014 	
2.	Design Discussion	
2.1	Utilities	
	<ul style="list-style-type: none"> ▪ SUE completed (confirms location, but not elevation) ▪ Impacts to utilities are expected (on surface and underground) ▪ Utility conflict plan presented ▪ HDR to circulate design drawings to utilities for their review and comment 	<p>HDR to circulate drawings for utility comment</p>
2.2	Geotechnical	
	<ul style="list-style-type: none"> ▪ Geotechnical and hydrogeological studies are being initiated for the EA ▪ Geotechnical studies will provide recommendation for pavement structure in existing and widened roadway areas 	<p>HDR to send borehole plan to Peel Region</p>
2.3	Property	
	<ul style="list-style-type: none"> ▪ Potential property impacts presented (based on 1 m beyond the grading limit); parking spaces at the adjacent properties may be affected ▪ During refinement of design, opportunities to reduce property impacts (such as by introducing a toe wall) will be reviewed by HDR ▪ Development application has been submitted for the property at the southwest corner of the intersection ▪ Property line at southwest corner of the intersection to be extended 	<p>Peel Region to provide HDR with property owner information at the intersection</p>
2.4	Roadway Design	
	<ul style="list-style-type: none"> ▪ HDR to reduce curb radius for channelized right-turns (based on Autoturn assessment) to reduce crossing distance for pedestrians and encourage drivers to slow down when turning ▪ HDR to incorporate space for daylighting triangles into the EA ▪ To further reduce property impacts, City of Mississauga to provide minimum lane widths for Argentia Road at the intersection ▪ City of Mississauga to confirm if Argentia Road is a truck route ▪ City of Mississauga suggests that HDR review the length of the southbound left-turn lane from Argentia Road to Derry Road 	<p>HDR to reduce curb radius for channelized right-turns and incorporate daylight triangles</p> <p>City of Mississauga to provide information</p>
2.5	Pedestrians and Cyclists	
	<ul style="list-style-type: none"> ▪ AODA compliance will be required at the intersection (i.e. depressed curbs, minimum island size, minimum distance between curb and poles) ▪ Pedestrian crosswalks to be added to the design drawings 	<p>Peel Region to provide requirements for AODA compliance</p> <p>HDR to add pedestrian crosswalks to the drawing</p>

March 3, 2014

By E-mail ONLY (Laverne.Sooden@peelregion.ca)

Laverne Sooden | Technical Analyst
Infrastructure Programming & Studies | Public Works
Region of Peel | 10 Peel Centre Dr., Suite B, 4th Floor, Brampton ON L6T 4B9

Re: Schedule 'B' Class EA for Derry Road and Argentia Road – Phase 1 Report, Region of Peel

City of Mississauga Transportation Asset Management received the subject report on Feb 3, 2014. It is our understanding that the study is being undertaken to identify short and long term improvements for the horizon year 2021 and 2031 at the intersection of Derry Road and Argentia Road, along with a 30% Detail Design for the Preferred Alternative, including recommending mitigation measures for the Final Recommended Design. Upon review of the material provided, the following items are brought forward for consideration:

- Page 4 – Per the City's Official Plan, the intersection is located within the Meadowvale Business Park Corporate Centre, which is considered an Intensification Area, and the surrounding land use is identified as Business Employment.
- Page 7, 2.1.1 – Remove reference of Argentia as a 'Local Arterial Road'. Argentia Road is a Major Collector per the City's Official Plan (Schedule 5). This revision will need to be made elsewhere in the document (e.g. page 4).
- 2.1.4 May need to consider revision to "a new multi-use trail for pedestrians and cyclists was constructed in 2013 within the study corridor on the south side of Derry Road to the west of the study intersection."
- The report does not reference the Region's Road Characterization Study (RCS), which identifies Derry Road as a Commercial Connector and corresponding design parameters including intersection design for that classification.
- Section 2.3.6: A significant number of collisions (PDO and injury) reported at this intersection is associated with rear-end collision type at right turn movements at the channelized right turn lanes. It is recommended to remove channelized right-turn lanes and consider no replacements with other types. Consideration should be given to removing the channels and implementing a right turn lane. Where feasible, the City is removing channelized right turn lanes (e.g. along Burnhamthorpe) as they create conflicts with pedestrians and cyclists and facilitate increased turning speeds. Opportunities to remove the channels are also consistent with the Region's AT Plan.
- Section 2.5.1: Adjustments were made to the saturation flow rate i.e. 1900vphgpl for the movements showing a v/c ratio of higher than 1.0. Please confirm if a Saturation Flow Rate study was undertaken to establish the revised rates.

- Section 2.6: Similarly, adjustments were made to the saturation flow rate i.e. 1900vphgpl for the movements showing a v/c ratio of higher than 1.0. Please confirm if a study was undertaken to establish the revised saturation flow rates.
- Page 56 – should read 'Based on the screening of the short listed alternatives'
- Page 56 – it is not clear why a multi-use trail is recommended along both sides of Derry Road. Multi-use trails on both sides of the road would result in increased costs from a long term capital maintenance perspective (concrete sidewalk lasts longer than asphalt pathway). It is the City's opinion that one side should be chosen that works best for the purposes of network connectivity.
- Report should specify what improvements to the existing sidewalk network are recommended. Report should specify the improvements to the existing sidewalk network that are required to meet the new AODA-IASR requirements for external paths of travel. For the purposes of improving the pedestrian realm, consideration should be given to removing channelized islands for right turns.
- Page 57 – For Alternative 3, longer crossing distance for pedestrians across Derry Road can be mitigated by removing the channelization for the right turn movements for the NB and SB approaches.
- Section 4.5: Design feasibility should also comment on how the additional through travel lanes for the NB and SB approaches will be tapered back to the existing configuration downstream and upstream of the intersection, impacts to access points, weaving challenges, etc.
- Based on your investigation, please confirm if travel patterns have been observed indicating that travellers would choose to get off Highway 401 at locations such as Hurontario Street or Winston Churchill Boulevard in order to use arterial roads in the network such as Derry Road, etc.

Should you have any questions, please contact me at 905-615-3200x3377 or via email farhad.shahla@mississauga.ca.

Regards,



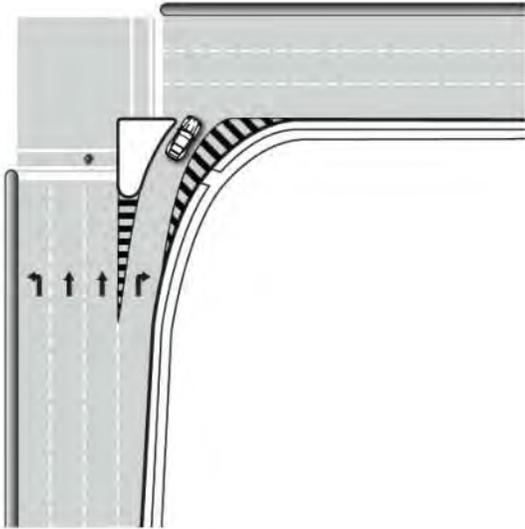
Farhad Shahla, M.Eng, P.E.ng.
Transportation Project Engineer
Transportation and Infrastructure Planning
Transportation and works



Derry-Argentia Environmental Assessment

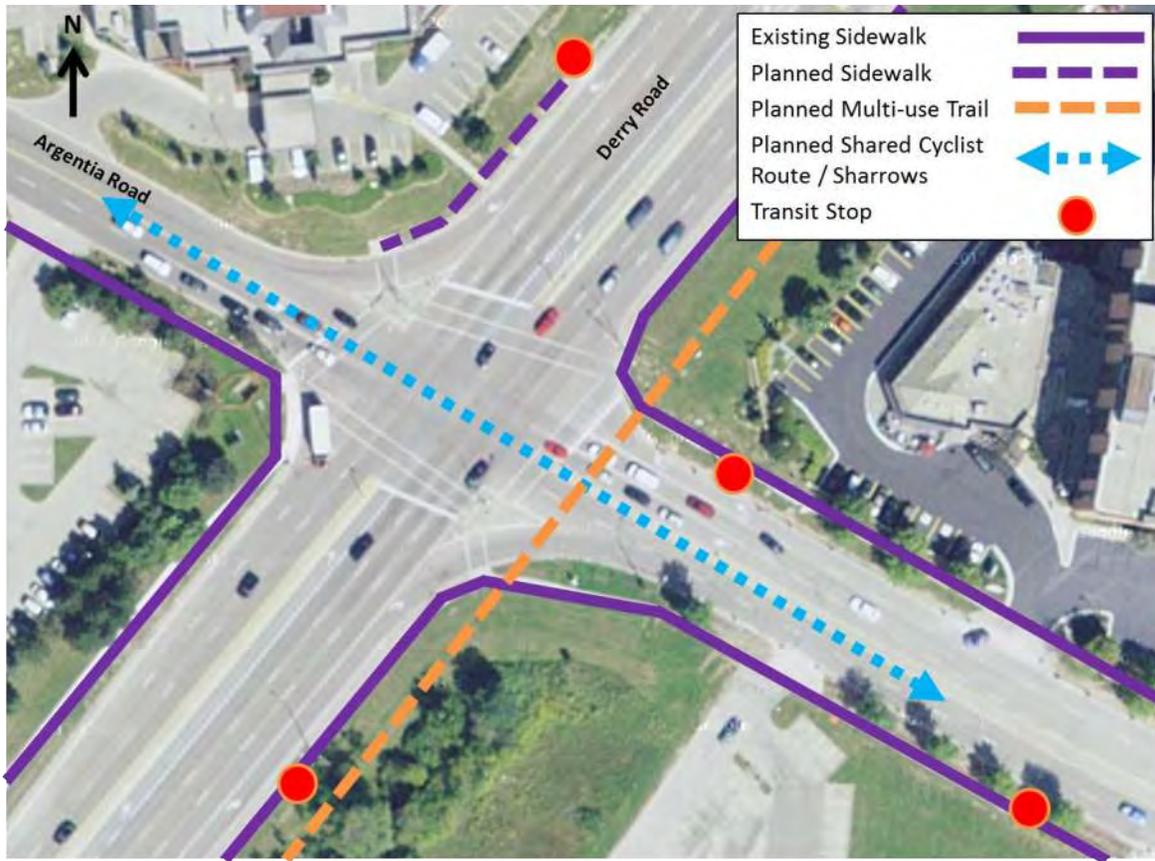
Project: Derry / Argentia EA
Subject: **Response to City of Mississauga Comments on Transportation Study**
Date: March 7, 2014

	Page Reference	City of Mississauga Comment	HDR Response
1.		Transportation Study	
1.1	Page 4	Per the City's Official Plan, the intersection is located within the Meadowvale Business Park Corporate Centre, which is considered an Intensification Area, and the surrounding land use is identified as Business Employment.	This text has been updated in the report
1.2	Page 7, 2.1.1	Remove reference of Argentia as a 'Local Arterial Road'. Argentia Road is a Major Collector per the City's Official Plan (Schedule 5). This revision will need to be made elsewhere in the document (e.g. page 4).	This text has been updated in the report
1.3	2.1.4	May need to consider revision to "a new multi-use trail for pedestrians and cyclists was constructed in 2013 within the study corridor on the south side of Derry Road to the west of the study intersection."	This text has been updated in the report
1.4	General	The report does not reference the Region's Road Characterization Study (RCS), which identifies Derry Road as a Commercial Connector and corresponding design parameters including intersection design for that classification.	The Peel Region Road Characterization Study (RCS) is being used as a resource for developing the design parameters at the intersection. It will be referenced in the Phase 3 report, which discusses the preliminary design.

	Page Reference	City of Mississauga Comment	HDR Response
1.5	Section 2.3.6	<p>A significant number of collisions (PDO and injury) reported at this intersection is associated with rear-end collision type at right turn movements at the channelized right turn lanes. It is recommended to remove channelized right-turn lanes and consider no replacements with other types. Consideration should be given to removing the channels and implementing a right turn lane. Where feasible, the City is removing channelized right turn lanes (e.g. along Burnhamthorpe) as they create conflicts with pedestrians and cyclists and facilitate increased turning speeds. Opportunities to remove the channels are also consistent with the Region’s AT Plan.</p>	<p>Right-turn volumes are quite high at the intersection under existing conditions: AM Peak Hour: 471 vehicles for EB right-turn PM Peak Hour: 421 vehicles for WB right-turn</p> <p>To improve safety performance, design options such as “smart” channels (which reduce vehicle speed and improve visibility of pedestrians) and right-turn lanes will be considered during the design phase.</p>  <p><i>Diagram of Smart Channel; Figure 22 from OTM Book 15 – Pedestrian Crossing Facilities</i></p>

	Page Reference	City of Mississauga Comment	HDR Response
1.6	Section 2.5.1	Adjustments were made to the saturation flow rate i.e. 1900vphgpl for the movements showing a v/c ratio of higher than 1.0. Please confirm if a Saturation Flow Rate study was undertaken to establish the revised rates.	<p>Under existing traffic demand, existing signal timing plan and default saturation flow rate of 1900 vph the Synchro model showed v/c greater than 1 which is not theoretically possible. For those movements (where v/c > 1 in existing conditions), the default Synchro parameters are overestimating capacity and needs to be adjusted.</p> <p>Through discussion with the Region of Peel Traffic Staff and review of the Region of Peel Synchro Guidelines, it was decided to marginally adjust the default saturation flow rates where the v/c ratios exceeded 1, such that the ratio approached or was equal to 1. The team did not feel that a saturation flow rate study was necessary.</p>
1.7	Section 2.6	Similarly, adjustments were made to the saturation flow rate i.e. 1900vphgpl for the movements showing a v/c ratio of higher than 1.0. Please confirm if a study was undertaken to establish the revised saturation flow rates.	Please see HDR response to comment 1.6.
1.8	Page 56	Should read 'Based on the screening of the short listed alternatives'	Text has been updated
1.9	Page 56	It is not clear why a multi-use trail is recommended along both sides of Derry Road. Multi-use trails on both sides of the road would result in increased costs from a long term capital maintenance perspective (concrete sidewalk lasts longer than asphalt pathway). It is the City's opinion that one side should be chosen that works best for the purposes of network connectivity.	<p>While the original text was based upon the RCS cross-section, we have subsequently refined our design and are now recommending a multi-use trail along the south side of Derry Road.</p> <p>The text has been updated in the report to clarify.</p>
1.10	General	Report should specify what improvements to the existing sidewalk network are recommended. Report should specify the improvements to the existing sidewalk network that are required to meet the new AODA-IASR requirements for external paths of travel. For the purposes of improving the pedestrian realm, consideration should be given to removing channelized islands for right turns.	<p>Recommended improvements to the sidewalk network have been developed during the design phase. Please see the exhibit below that shows proposed improvements for active transportation. Discussion of the proposed improvements to the AT network will be included in the Phase 3 report.</p> <p>Design standards note 1.8 m width for sidewalks</p>

	Page Reference	City of Mississauga Comment	HDR Response
1.11	Page 57	For Alternative 3, longer crossing distance for pedestrians across Derry Road can be mitigated by removing the channelization for the right turn movements for the NB and SB approaches.	<p>The introduction of Smart Channels or right-turn lanes will result in a shorter pedestrian crossing distance than there would be with standard channelized right-turn lanes. Design elements will be reviewed and confirmed during the design phase of the EA and documented in the Phase 3 report.</p> <p>Right-turn lanes are proposed on Argentia Road (northbound and southbound).</p>
1.12	Section 4.5	Design feasibility should also comment on how the additional through travel lanes for the NB and SB approaches will be tapered back to the existing configuration downstream and upstream of the intersection, impacts to access points, weaving challenges, etc.	Tapering of the new approaches (and any impacts to access points, alignment, weaving, etc.) is being considered during the design phase of the EA, and documented in the Phase 3 report.
1.13	General	Based on your investigation, please confirm if travel patterns have been observed indicating that travellers would choose to get off Highway 401 at locations such as Hurontario Street or Winston Churchill Boulevard in order to use arterial roads in the network such as Derry Road, etc.	This traffic assessment focused on operations at five study area intersections; travel patterns in the wider study area (i.e. along Hurontario) were not within the scope of this assignment.





May 30, 2014

By E-mail ONLY (Laverne.Sooden@peelregion.ca)

Laverne Soodeen | Technical Analyst
Infrastructure Programming & Studies | Public Works
Region of Peel | 10 Peel Centre Dr., Suite B, 4th Floor, Brampton ON L6T 4B9

Re: Schedule 'B' Class EA for Derry Road and Argentia Road – Preliminary Intersection Design, Region of Peel

City of Mississauga Transportation Asset Management staff attended a TAC meeting on April 25, 2014 to receive updates and the preliminary design prepared for the subject study. Following the meeting, staff had an opportunity to review the preliminary design and have the following comments to bring forward:

- The preliminary design includes an additional southbound through lane, an additional northbound through lane and an additional westbound left turn lane. Property implications have been identified for both sides of Argentia Road for both approaches, due to the additional through lane and the lane widths currently in consideration (i.e. as wide as 3.75m). Argentia Road is a major collector with a 26-m ROW, servicing the Meadowvale Business Park District, subject to intensification. The City is currently in the process of adapting road classification design standards which calls for a width ranging 3.35m to 3.5m for the Argentia Road class. Therefore, it is recommended to consider lane width of 3.5m for all lanes on Argentia Road, recognizing the potential role of the road to service truck destination trips within the intensification area. A new property implication plan could then be generated to assess impacts along Argentia Road.
- A 280m southbound left turn storage/taper has been introduced into the design to benefit the intersection, providing additional capacity for this movement. Property implications currently seen on the design are mainly due to the extensive taper/storage considered for this movement. Research has shown that designing for the peak hour of the peak period (i.e. 1 hour in 24 hours) may not be the most economical approach, realizing the extent of the associated property impact, unless a cost/benefit analysis supports otherwise. It is recommended to confirm if the southbound left turn storage/taper lengths can be reduced to achieve a balanced cost/benefit.
- The preliminary design illustrates an asphalt splash pad width of 1m on Argentia Road; City standards call for a 0.75m width for this application. Please adjust accordingly.
- This segment of Derry Road, crossing with Argentia Road, is identified as a Commercial Connector according to the Region's Road Characterization Study (May 2013), with transition to a Suburban Connector west of the crossing with Argentia Road. The study recommends vehicle zone (through/median) lane widths ranging from 3.4 to 3.5m and curb lanes between 3.5 and 3.7m. Pending design vehicle needs, auxiliary lane width of 3.25m are documented. It is suggested to comply with the findings documented in this study.

- While minimum corner radius of 9m is recommended for a Commercial Connector per Region's Road Characterization Study, yet due to the skewed layout of the intersection and subject to design truck needs, larger radii may need to be considered. The current design shows curb radii of 16 and 20m which seem acceptable. The curb radii as high as 35m and 37m should be revisited, accounting for the skewed layout of the intersection and truck accommodation. The curb radii need to be reduced as much as possible (physically and not through pavement markings) to encourage reduced speeds through design for the westbound and eastbound right turn movements.
- It is our understanding that the pavement markings currently shown on the NE and SW corners of the intersection are intended to allow turning of larger vehicles yet assist with slowing down of passenger cars. It is suggested to minimize the use of this application as it may seem not to be very effective slowing down the turning movement, leading to pedestrian safety and side-swipe or angle collisions.
- The appropriate design vehicle will need to be confirmed; truck turning movements will need to be generated based on the adjusted travel lanes and curb radii to ensure truck accommodation and pedestrian safety.
- The City has already provided comments on the application of Smart Channels. Should the Region decide to pursue these design features, it is suggested to ensure that these features sufficiently meet AODA requirements and that they don't impose safety hazards when designed to receive traffic single infrastructure. It is also suggested to consider zebra pavement markings in all pedestrian crossing areas, including the connections from the channels to the curbs.

Should you have any questions, please contact the undersigned at 905-615-3200x3377 or via email farhad.shahla@mississauga.ca.

Regards,



Farhad Shahla, M.Eng, P.E.ng., PTOE
Transportation Project Engineer
Transportation and Infrastructure Planning
Transportation and works



Derry-Argentia Environmental Assessment

Project: Derry / Argentia EA
Subject: **Response to City of Mississauga Comments on Transportation Study**
Date: May 6, 2014

City of Mississauga Comment	HDR Response
<ul style="list-style-type: none">- The preliminary design includes an additional southbound through lane, an additional northbound through lane and an additional westbound left turn lane. Property implications have been identified for both sides of Argentia Road for both approaches, due to the additional through lane and the lane widths currently in consideration (i.e. as wide as 3.75m). Argentia Road is a major collector with a 26-m ROW, servicing the Meadowvale Business Park District, subject to intensification. The City is currently in the process of adapting road classification design standards which calls for a width ranging 3.35m to 3.5m for the Argentia Road class. Therefore, it is recommended to consider lane width of 3.5m for all lanes on Argentia Road, recognizing the potential role of the road to service truck destination trips within the intensification area. A new property implication plan could then be generated to assess impacts along Argentia Road.	<p>HDR to revise design to include:</p> <ul style="list-style-type: none">▪ 3.5 m width for through lanes and left-turn lane▪ 3.65 m width for northbound right-turn lane and southbound through/right-turn lane
<ul style="list-style-type: none">- A 280m southbound left turn storage/taper has been introduced into the design to benefit the intersection, providing additional capacity for this movement. Property implications currently seen on the design are mainly due to the extensive taper/storage considered for this movement. Research has shown that designing for the peak hour of the peak period (i.e. 1 hour in 24 hours) may not be the most economical approach, realizing the extent of the associated property impact, unless a cost/benefit analysis supports otherwise. It is recommended to confirm if the southbound left turn storage/taper lengths can be reduced to achieve a balanced cost/benefit.	<p>HDR to revise design to include:</p> <ul style="list-style-type: none">▪ 120 m storage/parallel▪ 53 m taper
<ul style="list-style-type: none">- The preliminary design illustrates an asphalt splash pad width of 1m on Argentia Road; City standards call for a 0.75m width for this application. Please adjust accordingly.	<p>HDR to revise design to include:</p> <ul style="list-style-type: none">▪ 0.75 m splash pad width

City of Mississauga Comment	HDR Response
<ul style="list-style-type: none"> - This segment of Derry Road, crossing with Argentia Road, is identified as a Commercial Connector according to the Region's Road Characterization Study (May 2013), with transition to a Suburban Connector west of the crossing with Argentia Road. The study recommends vehicle zone (through/median) lane widths ranging from 3.4 to 3.5m and curb lanes between 3.5 and 3.7m. Pending design vehicle needs, auxiliary lane width of 3.25m are documented. It is suggested to comply with the findings documented in this study. 	<p>Lane widths on Derry Road will not be reduced from those shown at the TAC meeting:</p> <ul style="list-style-type: none"> ▪ 3.5 m left-turn lane ▪ 3.65 m through lane ▪ 3.75 m curb lane ▪ 3.5 m right-turn lane
<ul style="list-style-type: none"> - While minimum corner radius of 9m is recommended for a Commercial Connector per Region's Road Characterization Study, yet due to the skewed layout of the intersection and subject to design truck needs, larger radii may need to be considered. The current design shows curb radii of 16 and 20m which seem acceptable. The curb radii as high as 35m and 37m should be revisited, accounting for the skewed layout of the intersection and truck accommodation. The curb radii need to be reduced as much as possible (physically and not through pavement markings) to encourage reduced speeds through design for the westbound and eastbound right turn movements. 	<p>Curb radii for the eastbound and westbound channelized right-turn lanes will be reduced the minimum requirement for trucks turning.</p> <p>Design vehicle of WB-15 to be used</p>
<ul style="list-style-type: none"> - It is our understanding that the pavement markings currently shown on the NE and SW corners of the intersection are intended to allow turning of larger vehicles yet assist with slowing down of passenger cars. It is suggested to minimize the use of this application as it may seem not to be very effective slowing down the turning movement, leading to pedestrian safety and side-swipe or angle collisions. 	<p>As per the response to the previous comment, the channelized right-turn radii will be reduced; this will reduce vehicle speeds</p>
<ul style="list-style-type: none"> - The appropriate design vehicle will need to be confirmed; truck turning movements will need to be generated based on the adjusted travel lanes and curb radii to ensure truck accommodation and pedestrian safety. 	<p>As per direction from Peel Region, a WB-15 will be used as the design truck.</p> <p>Auto-turn will be used to demonstrate design feasibility of geometric upgrades</p>
<ul style="list-style-type: none"> - The City has already provided comments on the application of Smart Channels. Should the Region decide to pursue these design features, it is suggested to ensure that these features sufficiently meet AODA requirements and that they don't impose safety hazards when designed to receive traffic single infrastructure. It is also suggested to consider zebra pavement markings in all pedestrian crossing areas, including the connections from the channels to the curbs. 	<p>The Smart Channels will comply with AODA requirements.</p> <p>Zebra pavement markings will be considered during design refinement.</p>