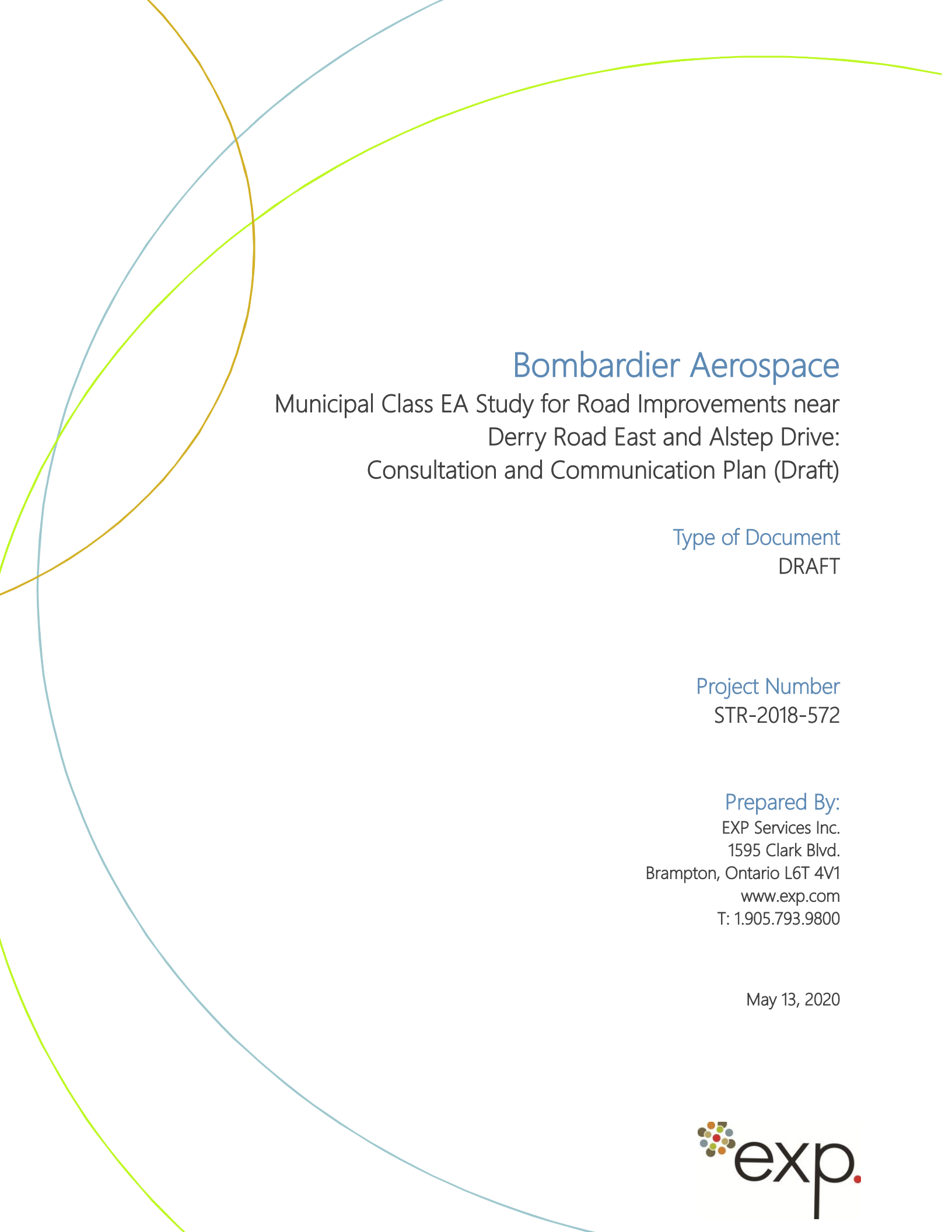

*Municipal Class Environmental Assessment for
Road Improvements near Derry Road East and Alstep Drive:
Environmental Study Report*

Appendix B1: Communication Plan



Bombardier Aerospace

Municipal Class EA Study for Road Improvements near
Derry Road East and Alstep Drive:
Consultation and Communication Plan (Draft)

Type of Document
DRAFT

Project Number
STR-2018-572

Prepared By:
EXP Services Inc.
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Brampton, Ontario L6T 4V1
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May 13, 2020



Table of Contents

1. Summary.....	1
2. Consultation Target Groups	2
3. Public Consultation Activities.....	3
3.1. Stakeholder Contact List	3
3.2. Project Notices	3
3.3. Technical Advisory Committee	3
3.4. Public Information Centres	3
3.5. Project Meetings.....	4
3.6. Public Consultation and Communications Log	4
3.7. Project Information on Municipal Website	4
3.8. Consultation Summary	4

Appendices

Appendix A: Project Class EA Process

1. Summary

EXP has been retained by Bombardier Aerospace to assist with its an industrial development on a parcel of land located 1890 Alstep Drive, Mississauga, Ontario. The land is owned by the Government of Canada and administered by the Greater Toronto Airports Authority (GTAA).

Upgrades to the local road infrastructure will be required to support the development and will involve completion of a Municipal Class EA. The Class EA process to be followed for this project is illustrated in Appendix A.

Our proposed consultation and communications program for this Class EA has two main over-reaching goals:

- To effectively engage the relevant agencies, levels of government and other stakeholders to ensure that the planning, design, approvals and construction process meets their requirements.
- To effectively consult with, and address the concerns of, residents, businesses and other local stakeholders who have an interest in the project and who may be inconvenienced during the construction activities.

A summary of the proposed consultation milestones is presented in Table 1. Milestone dates would be confirmed in consultation with BA, the Region of Peel, and the City of Mississauga.

Table 1: Summary of Proposed Consultation Milestones

Consultation Milestone / Event	Anticipated Date
Contact information database of public/agency/other stakeholders prepared	January 2020
Notice of Commencement	January 2020
Technical Advisory Committee (TAC) Meetings	Meeting #1: March 2020 Meeting #2: July 2020
Notice of Public Information Centre # 1	April 2020
Public Information Centre # 1	April 2020
Notice of Public Information Centre # 2	September 2020
Public Information Centre # 2	September 2020
Council Endorsement	November 2020
Notice of Completion	December 2020
Public Consultation and Communication Log	On-going
Inputs to Municipal Project Website	On-going

2. Consultation Target Groups

As part of the consultation process for this Class EA, a carefully considered communications and public consultation program is being initiated.

Table 2 below presents a sample of proposed target groups. For each target group, consultation objectives and associated consultation initiatives are outlined.

Table 2: Summary of Consultation Target Groups and Proposed Consultation Initiatives

Target Group	Consultation Objectives	Proposed Consultation Initiatives
Proximate Property Owners Local Business Stakeholders <ul style="list-style-type: none"> Local businesses (e.g., UPS Canada, FedEx) Local business community association(s) Greater Toronto Airports Authority 	<ul style="list-style-type: none"> Identify issues and concerns Obtain closure on issues 	<ul style="list-style-type: none"> Regular dialogue with local councilor Project Notices Public Information Centres Updates on Project Website
General Public <ul style="list-style-type: none"> Residents in adjacent residential neighbourhoods Commuters Local residential community association(s) 	<ul style="list-style-type: none"> Identify issues and concerns Obtain closure on issues 	<ul style="list-style-type: none"> Project Notices Public Information Centres Updates on Project Website
Utilities <ul style="list-style-type: none"> Alectra Utilities Enbridge Gas Distribution Union Gas Hydro One Bell Canada/Fiber Optic Rogers Others 	<ul style="list-style-type: none"> Coordination with utilities Keep utilities apprised of project, schedule and decisions Identify opportunities, issues and concerns Obtain approvals and agreements where applicable 	<ul style="list-style-type: none"> Letter advising of project Ongoing correspondence/dialogue as required
Municipal Departments, Agencies and Stakeholders Municipal <ul style="list-style-type: none"> Region of Peel City of Mississauga Provincial <ul style="list-style-type: none"> Ministry of Environment, Conservation and Parks (MECP) Ministry of Natural Resources and Forestry (MNRF) Ministry of Agriculture, Food and Rural Affairs Ministry of Aboriginal Affairs Ministry of Municipal Affairs and Housing Ministry of Heritage, Sport, Tourism and Culture Federal <ul style="list-style-type: none"> Canadian Environmental Protection Agency Aboriginal Affairs and Northern Development Canada Other <ul style="list-style-type: none"> Aboriginal Groups Conservation Authority 	<ul style="list-style-type: none"> Keep apprised of project, schedule, alternatives and decisions Identify issues and concerns Obtain buy-in/approvals 	<ul style="list-style-type: none"> Meetings (including Technical Advisory Committee) Project Notices Public Information Centres Project Website Ongoing correspondence as required

3. Public Consultation Activities

The proposed activities for our consultation and communications plan are discussed below.

Responding to the COVID-19 Pandemic

During the course of this Class EA, the Government of Ontario issued a declaration of emergency in response to the global COVID-19 pandemic. The declaration includes, among other actions, the prohibition of events and gatherings of more than five people. Consequently, the meetings noted below will be undertaken virtually, for example through the use of teleconferencing or replacing public meetings with online consultation events.

3.1. Stakeholder Contact List

Exp will prepare a stakeholder contact list at the outset of the project, based on our own experience with agency, First Nation, community and other stakeholders, as well as input from the Region of Peel and City of Mississauga. The contact list would be updated throughout the project.

3.2. Project Notices

Exp will draft the required notices for review and approval by the client. This will include a Notice of Commencement, PIC notices, and Notice of Completion. If desired, the notices may include a map of the study area or a map of the PIC locations.

The notices will be distributed to all stakeholders listed on the project stakeholder contact list, published in two consecutive editions of the local newspapers, and posted on the project website.

The local Councillor (Councillor Parish) will be notified of the project prior to circulation of the Notice of Commencement.

3.3. Technical Advisory Committee

A technical advisory committee (TAC) will be formed for this project. The proposed membership of the TAC includes representatives from:

- Bombardier Aerospace;
- Greater Toronto Airports Authority;
- City of Mississauga;
 - Department of Planning;
 - Department of Transportation and Works (Engineering & Construction and / or Transportation & Infrastructure Planning sections);
- Region of Peel Department of Public Works;
- Toronto and Region Conservation Authority (TRCA);
- Ministry of Natural Resources and Forestry (MNRF); and
- Ministry of Environment, Conservation and Parks (MECP).

3.4. Public Information Centres

Two PICs will be held as part of this Class EA process. The first PIC will be held near the end of Phase 2 of the Class EA process. The PIC would provide opportunities for potentially affected property owners and the general public to review the available project information and discuss the project one-on-one with project team members. The proposed PIC topics include:

- Problem/Opportunity Statement;

- Summary of Background Information;
- Overview of Alternative Solutions;
- Evaluation Criteria & Evaluation of Alternative Solutions;
- Recommended Alternative Solution;
- Potential impacts and proposed mitigation (including for construction); and
- Next steps.

The second PIC will be held near the end of Phase 3. The PIC would provide another opportunity for potentially affected property owners and the general public to review the available project information and discuss the project one-on-one with project team members. The focus of this PIC would be on the alternative designs for the preferred alternative solutions.

The PIC topics, which would carry-over information from PIC #1, may include:

- Problem/Opportunity Statement;
- Summary of Background Information;
- Overview of Preferred Alternative Solution;
- Overview of Alternative Designs for the Preferred Solution;
- Evaluation Criteria & Evaluation of Alternative Designs;
- Recommended Alternative Design;
- Potential impacts and proposed mitigation (including for construction); and
- Next steps.

3.5. Project Meetings

Successful implementation of this project will require effective engagement of specific project stakeholders, in particular:

- The City of Mississauga;
- The Region of Peel;
- Greater Toronto Airports Authority; and
- Businesses near the project site, including, UPS Canada, FedEx, and others.

3.6. Public Consultation and Communications Log

Correspondence with stakeholders and the general public will be tracked and documented in a Public Consultation and Communications Log (Log). The Log will document the date and substance of the comment and indicate what response or follow-up action was undertaken.

3.7. Project Information on Municipal Website

Information on the project can be made available through a project webpage. The page would provide residents and interested stakeholders with access to notices, newsletters, presentation boards from the PICs, and any other relevant posted information.

The project webpage will be hosted on either the City's or the Region's website (to be confirmed).

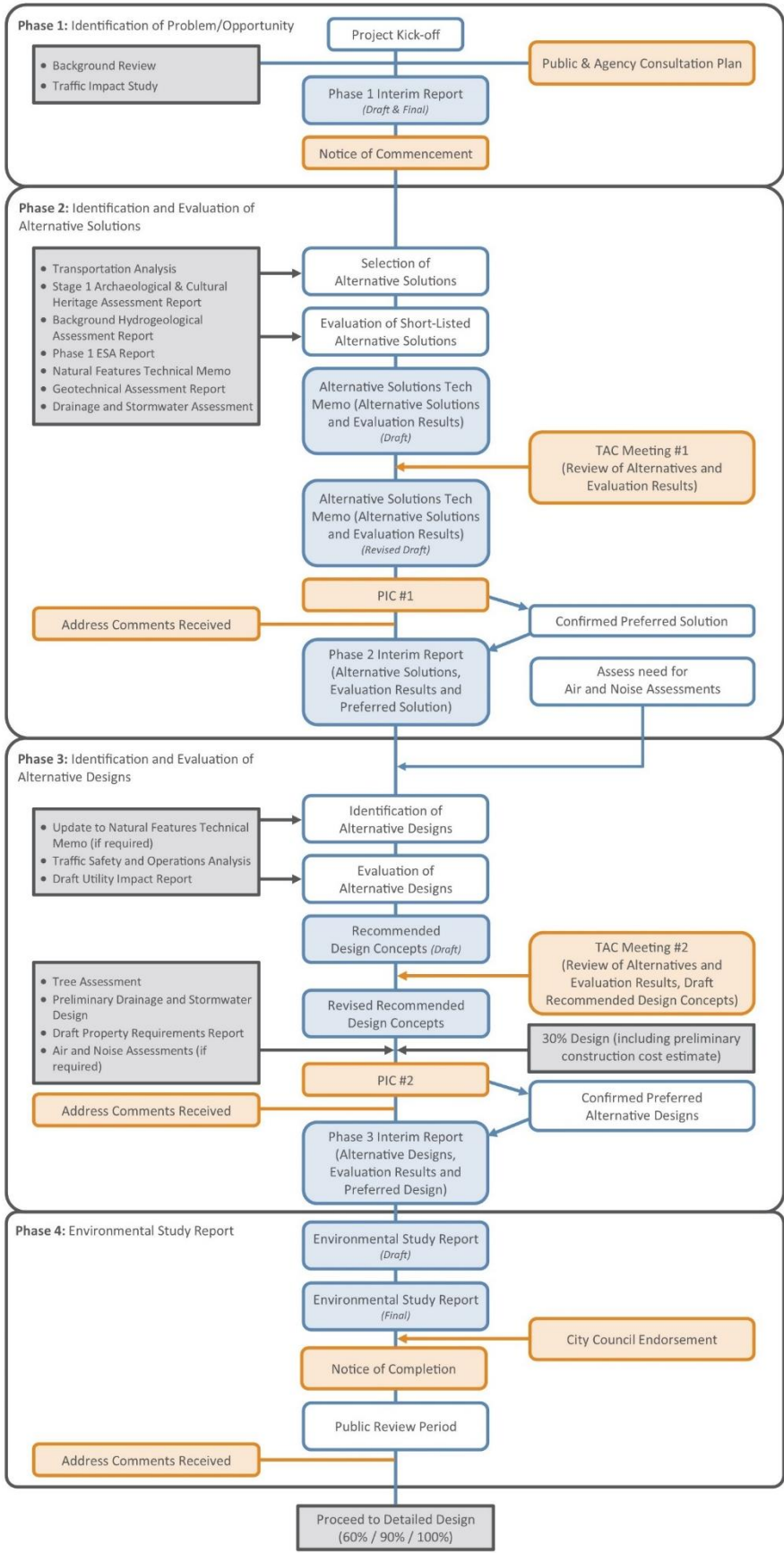
3.8. Consultation Summary

A consultation summary will be prepared for the Project File Report that documents public, stakeholder and review agency comments, including issues raised and how or where in the Project File Report they are addressed.

Appendix A

Project Class EA Process

BA Pearson
Municipal Class EA Process Diagram



LEGEND

- EA Process
- EA Outputs
- Consultation Activities
- Technical/Engineering



*Municipal Class Environmental Assessment for
Road Improvements near Derry Road East and Alstep Drive:
Environmental Study Report*

Appendix B2: Stakeholder Contact List

Municipal Class Environmental Assessment for Road Improvements near Derry Road East and Alstep Drive: Stakeholder Contact List

Federal and Provincial Agencies

Agency	Department	Salutation	First name	Last Name	Title	Address 1	Address 2	Town/City and Postal Code	Email	Tel	Notes
FEDERAL											
Canada Post		Mr.	Dan	Bodnaruk	Delivery Planner	200-5210 Bradco Blvd		Mississauga, Ontario L4W 1G7			
Environment Canada - Ontario Region	Environmental Assessment Section	Mr.	Rob	Dobos	Manager	867 Lakeshore Rd		Burlington ON L7S 1A1	rob.dobos@ec.gc.ca	905-336-4953	
Canadian Environmental Assessment Agency	Ontario Region				Director	55 York Street, 6th Floor		Toronto, ON M5J 1R7	ceaa.ontario@ceaa-acee.gc.ca		
Crown-Indigenous Relations and Northern Affairs Canada	Consultation and Accommodation Unit	Ms.	Allison	Berman	Regional Subject Expert	10, RUE WELLINGTON	8IÈME ÉTAGE	Gatineau, Québec K1A 0H4			
Crown-Indigenous Relations and Northern Affairs Canada	Environmental Assessment Coordination	Ms.	Mei Ling	Chen	Senior Environmental Officer	25 St. Clair Ave E, 8th Floor		Toronto, ON M4T 1M4			
Fisheries and Oceans Canada		Mr.	Dan	Thompson	Team Leader-Triage and Planning	867 Lakeshore Road		P.O. Box 5050 Burlington, ON L7R 4A6	dan.thompson@dfo-mpo.gc.ca	(519) 668-3897	
Transport Canada					Environmental Coordinator	4900 Yonge Street, 4th Floor (PHE)		North York, ON M2N 6A5	EnviroOnt@tc.gc.ca		
Member of Parliament Mississauga-Malton		Mr.	Navdeep	Bains	MP, Mississauga-Malton	6660 Kennedy Road, Unit 210		Mississauga, Ontario L5T 2M9	Navdeep.Bains@parl.gc.ca	905.564.0228	
PROVINCIAL											
Toronto and Region Conservation Authority	Planning Department, Environmental Assessment Planning	Ms.	Emma	Benko	Planner, Infrastructure Planning and Permits	5 Shoreham Drive		Vaughan, ON, L4K 5R6	emma.benko@trca.ca	(416) 661-6600 ext. 5689	
Toronto and Region Conservation Authority	Planning Department, Environmental Assessment Planning	Ms.	Shrin	Varzgani		5 Shoreham Drive		Vaughan, ON, L4K 5R6	shirin.varzgani@trca.ca		
Infrastructure Ontario	Real Estate	Mr.	Keith	Noronha	Realty Transactions Coordinator	Suite 2000, 1 Dundas St W		Toronto, ON M5G 1Z3	keith.noronha@infrastructureontario.ca	416-212-3539	
Infrastructure Ontario		Ms.	Amanda	Lui	Manager; Business Planning and Fiscal Unit	56 Wellesley St W	4th Flr	Toronto, ON M7A 2E7	amanda.lui@ontario.ca	647-649-8131	
GO Transit	Corporate Service Division	Ms.	Elise	Croll	Director, Environmental Programs and Assessments	20 Bay Street	Suite 600	Toronto, ON M5J 2W3	Elise.Croll@gotransit.com	416.869.3600 ext 5520	
Metrolinx	Environmental Programs & Assessment, Capital Projects Group				Manager	600-20 Bay Street		Toronto, ON M5J 2W3			

Municipal Class Environmental Assessment for Road Improvements near Derry Road East and Alstep Drive: Stakeholder Contact List

**First Nations, Aboriginal and
Metis Groups**

Organization	Department	Salutation	First name	Last Name	Title	Address 1	Address 2	Town/City and Postal Code	E-mail	Phone	Fax
Métis Nation of Ontario Head Office	Métis Consultation Unit					500 Old St. Patrick Street	Unit D	Ottawa, Ontario K1N 9G4			
Chippewas of Georgina Island	Administration Office	Ms.	Sylvia	McCue	Lands Manager	R.R.#2 Box N-13		Sutton West, Ontario L0E 1R0	sylvia.mccue@georginaisland.com	705-437-1337	fax: (705) 437-4597
Chippewas of Georgina Island	Administration Office	Chief	Donna	Big Canoe	Chief	R.R.#2 Box N-13		Sutton West, Ontario L0E 1R0		705-437-1337	fax: (705) 437-4597
Mississaugas of Scugog Island First Nation	Administration Building	Mr.	Dave	Mowat	Community Consultation	22521 Island Road		Port Perry, ON L9L 1B6	info@scugogfirstnation.com	905-985-3337 ext. 229	
Mississaugas of the Credit First Nation	Department of Consultation & Accommodation	Ms.	Fawn	Sault	Consultation Manager	4065 Hwy 6		Hagersville, ON N0A 1H0	Fawn.Sault@mncfn.ca	905-768-4260	
Mississaugas of the Credit First Nation		Chief	R. Stacey	Laforme	Chief	4065 Hwy 6		Hagersville, ON N0A 1H0		905-768-4260	
Alderville First Nation	Alderville Administration Office	Mr.	Dave	Simpson	Lands & Resource Coordinator	11696 Second Line Rd		Roseneath, ON K0K 2X0	dsimpson@alderville.ca	905-352-2011	fax: 905-352-3242
Association of Iroquois and Allied Indians		Mr.	Joel	Abram	Grand Chief	387 Princess Avenue		London, ON N6B 2A7	jabram@aiai.on.ca	519.434.2761	fax: 519.675.1053
Beausoleil First Nation	Office of Council	Mr.	Guy	Monague	Chief	11 O'GEMAA MIIKAAN		CHRISTIAN ISLAND, ON L9M 0A9	info@CHIMNISSING.ca	(705) 247-2051	fax: 705-247-2239
Chippewas of Rama First Nation	Lands and Membership	Ms.	Barbara	Simcoe	Lands Manager	5884 Rama Rd., Suite 200		Rama, ON L3V 6H6	barbaras@ramafirstnation.ca	(705) 325-3611	fax: 705-325-9664
Curve Lake First Nation	Council	Ms.	Emily	Whetung	Chief	22 Winookeedaa Road		Curve Lake, Ontario K0L1R0			
Curve Lake First Nation	Council	Ms.	Julie	Kapyrka	Lands Resource Consultation Liaison	22 Winookeedaa Road		Curve Lake, Ontario K0L1R0	JulieK@curvelake.ca	705-657-8045	Fax: 705-657-8708

Six Nations of the Grand River	Council	Chief	Mark B.	Hill	Chief	1695 Chiefswood Rd	PO Box 5000	Ohswéken ON N0A 1M0	markhill@sixnations.ca	519-732-2905	
Six Nations of the Grand River Haudenosaunee Confederacy Chiefs Council	Lands and Resources	Ms.	Joanne	Thomas	Consultation Supervisor	2498 Chiefswood Road 16 Sunrise Court	P. O. Box 5000 P.O. Box 714	Ohswéken ON, N0A 1M0 Ohswéken ON, N0A 1M0		519 753-0665	519 753-3449
Huron-Wendat Nation						255, place Chef Michel Laveau		Wendake (Quebec), G0A 4V0 Canada			

Bombardier Aerospace – Pearson: Municipal Class Environmental Assessment for Road Infrastructure Upgrades
Stakeholder Contact List

Local and Regional Stakeholders

Organization	Department	Salutation	First name	Last name	Title	Address 1	Address 2	Town/City and Postal Code	Email	Tel
Region of Peel	Infrastructure Programming & Studies	Ms.	Sonya	Bubas	Project Manager	10 Peel Centre Dr., Suite B, 4th Floor		Brampton, ON L6T 4B9	sonya.bubas@peelregion.ca	905-791-7800 ext. 7801
Region of Peel	Water and Wastewater Staff								pwi@peelregion.ca	
Region of Peel	TRAFFIC SAFETY				TECHNICAL ASSISTANT	10 Peel Centre Drive Suite B,4th Floor		Brampton, ON L6T 4B9	nishat.hassan@peelregion.ca	
Region of Peel	Ambulance services	Mr.	Peter	Dundas	Director of Ambulance and Emergency Programs	1600 Bovaird Drive E		Brampton, ON L6R 3S8	peter.dundas@peelregion.ca	905-791-7800 x 3921
Peel Public Health		Ms.	Jessica	Hopkins	Medical Officer of Health	7120 Hurontario Street		Mississauga, ON L5W 1N4	healthlinepeel@peelregion.ca	
Peel Regional Police			Nishan	Duraiappah	Chief	7750 Hurontario Street		Brampton, ON L6V 3W6	nishan.duraiappah@peelpolice.ca	905-453-3311
City of Mississauga	Fire and Emergency Services	Mr.	John	McDougall	Fire Chief	15 Fairview Road West		Mississauga, ON L5B 1K7		905-615-3777
City of Mississauga	Council	Ms.	Carolyn	Parrish	Councillor	300 City Centre Drive		Mississauga, Ontario L5B 3C1	carolyn.parrish@mississauga.ca	905-896-5500
City of Mississauga	Transportation and Works Department	Mr.	Gino	Dela Cruz	Transportation Project Engineer				gino.delacruz@mississauga.ca	905-615-3200 ext.8769
MiWay	Business Development – Service Development				Transit Infrastructure Engineering Technologist, Transit Priority	3484 Semenyk Court		Mississauga, ON	jacqueline.elias@mississauga.ca	905-615-3200 ext.5349
City of Brampton	Transit	Mr.	Alex	Milojevic	General Manager				alex.milojevic@brampton.ca	905.874.2750 ext. 62332
City of Brampton	Transit	Mr.	Scott	Gillner	Senior Policy Advisor				scott.gillner@brampton.ca	905.874.2750 ext. 62406
Dufferin-Peel Catholic District School Board	Mississauga North	Ms.	Silvana	Gos	Superintendent	40 Matheson Boulevard West		Mississauga, ON L5R 1C5		905-890-0708 Ext. 24001
Peel District School Board	Lincoln Alexander Family	Mr.	Harjit	Aujla	Superintendent	215 Orenda Road		Brampton, ON L6T 5L1		905-451-2862
Peel District School Board	Planning	Mr.	Paul	Mountford	Planning Officer	5650 Hurontario Street		Mississauga, ON L5R 1C6	paul.mountford@peelsb.com	905-890-1010 x 2212

Bombardier Aerospace – Pearson: Municipal Class Environmental Assessment for Road Infrastructure Upgrades
Stakeholder Contact List

Local and Regional Stakeholders

Organization	Department	Salutation	First name	Last name	Title	Address 1	Address 2	Town/City and Postal Code	Email	Tel
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Bombardier Aerospace – Pearson: Municipal Class Environmental Assessment for Road Infrastructure Upgrades
Stakeholder Contact List

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Bombardier Aerospace – Pearson: Municipal Class Environmental Assessment for Road Infrastructure Upgrades
Stakeholder Contact List

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*Municipal Class Environmental Assessment for
Road Improvements near Derry Road East and Alstep Drive:
Environmental Study Report*

Appendix B3: Notice of Commencement and Invitation for Public Comment

Jean-Louis Gaudet

From: Jean-Louis Gaudet
Sent: Thursday, July 16, 2020 6:15 PM
To: Derryroadea
Subject: Road EA near Derry Rd & Alstep Dr - Notice of Commencement & Invitation for Public Comment
Attachments: 202007Jul16_DerryRdEA_Notice Commencement and Consult_final.pdf; 202007Jul16_Notice Commencement Form_agencies.pdf

Good afternoon,

Please find attached the Notice of Study Commencement & Invitation for Public Comment for the Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive.

Also attached is a consultation form to help you advise the project team whether you wish to be kept informed about this project and of any specific project-related interests you may have.

About this Project:

Bombardier Inc. is partnering with the City of Mississauga and the Region of Peel to initiate this Class EA study to assess existing and future road conditions on Derry Road East and Alstep Drive near Menkes Drive and Bramalea Road. The study will include Derry Road East (a Regional Road) as well as Bramalea Road, Menkes Drive, Telford Way, Alstep Drive and Menway Court (all City roads).

Online Consultation:

Materials presenting the problem / opportunity statement, background information, and the identification and evaluation of alternative solutions will be posted online by July 28, 2020 for public review and comment. Comments are invited to be submitted by August 11, 2020. The project website address is: <http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>.

If you have questions or wish to be added to the project mailing list, please e-mail derryroadea@exp.com.

Regards,

Jean-Louis



Jean-Louis Gaudet, B.Sc.
EXP | Project Coordinator

Jean-Louis Gaudet

From: Jean-Louis Gaudet
Sent: Thursday, July 16, 2020 6:15 PM
To: Derryroadea
Subject: Road EA near Derry Rd & Alstep Dr - Notice of Commencement & Invitation for Public Comment
Attachments: 202007Jul16_DerryRdEA_Notice Commencement and Consult_final.pdf; 202007Jul16_Notice Commencement Form_organizations.pdf

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If you have questions or wish to be added to the project mailing list, please e-mail derryroadea@exp.com.

Regards,

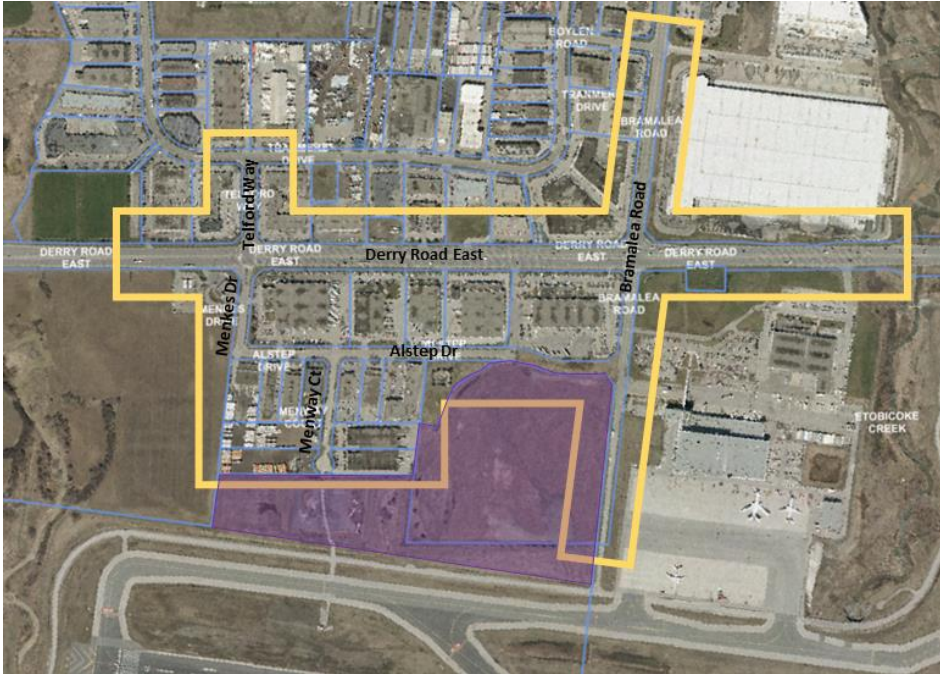
Jean-Louis



Jean-Louis Gaudet, B.Sc.
EXP | Project Coordinator

Derry Road / Alstep Drive Class EA - Notice of Commencement Hand Delivery

Study Area (Distribution Area)



Street Name	Street #	Unit
Derry Rd	2190	
Alstep Dr	1746	
Alstep Dr	1746	
Alstep Dr	1746	
Alstep Dr Unit	1746	
Alstep Dr Unit	1746	
Alstep Dr	1766	
Alstep Dr Unit 1	1766	
Alstep Dr Unit 1-	1766	
Alstep Dr Unit 2	1766	
Alstep Dr Unit 3	1766	
Alstep Dr Unit 6	1766	
Alstep Dr Unit Unit 1-	1766	
Alstep Dr Unit Unit 2-	1766	
Alstep Dr Unit Unit 3-	1766	
Alstep Dr Unit Unit 4-	1766	
Alstep Dr Unit Unit 5-	1766	
Alstep Dr Unit Unit 6	1766	
Alstep Dr	1770	
Alstep Dr	1770	
Alstep Dr Unit	1770	
Alstep Dr	1780	
Alstep Dr	1780	
Alstep Dr Unit	1780	
Alstep Dr	1804	
Alstep Dr	1804	
Alstep Dr Unit 21-22	1804	
Alstep Dr Unit Suite 100-	1804	
Alstep Dr Unit Suite 200-	1804	
Alstep Dr Unit Unit 2-	1804	
Alstep Dr Unit Unit 4-	1804	
Alstep Dr	1816	
Alstep Dr	1816	
Alstep Dr Unit	1816	
Alstep Dr	1825	
Alstep Dr	1825	
Alstep Dr	1840	
Alstep Dr	1860	

Derry Road / Alstep Drive Class EA - Notice of Commencement Hand Delivery

Street Name	Street #	Unit
Dery Rd	2190	
Alstep Dr	1890	
Boylen Rd	1970	
Boylen Rd	1970	
Boylen Rd	1980	
Boylen Rd Unit 1	1980	
Boylen Rd Unit 2	1980	
Boylen Rd Unit 5	1980	
Boylen Rd Unit 5-6	1980	
Boylen Rd Unit Unit 1-	1980	
Boylen Rd Unit Unit 2-4-	1980	
Boylen Rd Unit Unit 5-6-	1980	
Boylen Rd	1981	
Boylen Rd Unit 1	1981	
Boylen Rd Unit 1-	1981	
Boylen Rd Unit 10	1981	
Boylen Rd Unit 10-	1981	
Boylen Rd Unit 11	1981	
Boylen Rd Unit 2	1981	
Boylen Rd Unit 3	1981	
Boylen Rd Unit 4	1981	
Boylen Rd Unit 5	1981	
Boylen Rd Unit 6	1981	
Boylen Rd Unit 6	1981	
Boylen Rd Unit 7	1981	
Boylen Rd Unit 8	1981	
Boylen Rd Unit 8	1981	
Boylen Rd Unit 8a	1981	
Boylen Rd Unit 9	1981	
Boylen Rd Unit Unit 11-	1981	
Boylen Rd Unit Unit 2-3-	1981	
Boylen Rd Unit Unit 4-	1981	
Boylen Rd Unit Unit 5-	1981	
Boylen Rd Unit Unit 6-	1981	
Boylen Rd Unit Unit 9-	1981	
Bramalea Rd	7050	
Bramalea Rd	7050	
Bramalea Rd	7050	1-6
Bramalea Rd	7050	10
Bramalea Rd	7050	11
Bramalea Rd	7050	12
Bramalea Rd	7050	13
Bramalea Rd	7050	14
Bramalea Rd	7050	15
Bramalea Rd	7050	16
Bramalea Rd	7050	17
Bramalea Rd	7050	18
Bramalea Rd	7050	19
Bramalea Rd	7050	2
Bramalea Rd	7050	20
Bramalea Rd	7050	21
Bramalea Rd	7050	22
Bramalea Rd	7050	23
Bramalea Rd	7050	24
Bramalea Rd	7050	25
Bramalea Rd	7050	26
Bramalea Rd	7050	27
Bramalea Rd	7050	28
Bramalea Rd	7050	29
Bramalea Rd	7050	3
Bramalea Rd	7050	30
Bramalea Rd	7050	31
Bramalea Rd	7050	32
Bramalea Rd	7050	33
Bramalea Rd	7050	34
Bramalea Rd	7050	35
Bramalea Rd	7050	36
Bramalea Rd	7050	37
Bramalea Rd	7050	38
Bramalea Rd	7050	39

Derry Road / Alstep Drive Class EA - Notice of Commencement Hand Delivery

Street Name	Street #	Unit
Dery Rd	2190	
Bramalea Rd	7050	4
Bramalea Rd	7050	40
Bramalea Rd	7050	41
Bramalea Rd	7050	42-43
Bramalea Rd	7050	43
Bramalea Rd	7050	45
Bramalea Rd	7050	46
Bramalea Rd	7050	47
Bramalea Rd	7050	48
Bramalea Rd	7050	49
Bramalea Rd	7050	5
Bramalea Rd	7050	50
Bramalea Rd	7050	51
Bramalea Rd	7050	52
Bramalea Rd	7050	53
Bramalea Rd	7050	54
Bramalea Rd	7050	55
Bramalea Rd	7050	56
Bramalea Rd	7050	57
Bramalea Rd	7050	58
Bramalea Rd	7050	6
Bramalea Rd	7050	7
Bramalea Rd	7050	8
Bramalea Rd	7050	9
Bramalea Rd Unit 30-	7050	
Bramalea Rd Apt 31	7050	
Bramalea Rd Apt 31	7050	
Bramalea Rd Unit	7050	
Bramalea Rd Unit 12	7050	
Bramalea Rd Unit 14-14a-	7050	
Bramalea Rd Unit 15-16 (Bdlg. 70	7050	
Bramalea Rd Unit 23 (Bdlg. 7050a	7050	
Bramalea Rd Unit 33-	7050	
Bramalea Rd Unit 43	7050	
Bramalea Rd Unit 44-48 (Bdlg. 70	7050	
Bramalea Rd Unit 57-58	7050	
Bramalea Rd Unit 9	7050	
Bramalea Rd Unit Unit 12-13a-	7050	
Bramalea Rd Unit Unit 14-	7050	
Bramalea Rd Unit Unit 17-	7050	
Bramalea Rd Unit Unit 20-	7050	
Bramalea Rd Unit Unit 21a-	7050	
Bramalea Rd Unit Unit 22-	7050	
Bramalea Rd Unit Unit 27a-	7050	
Bramalea Rd Unit Unit 29-	7050	
Bramalea Rd Unit Unit 34-	7050	
Bramalea Rd Unit Unit 35-37	7050	
Bramalea Rd Unit Unit 38-	7050	
Bramalea Rd Unit Unit 49-	7050	
Bramalea Rd Unit Unit 50-51-	7050	
Bramalea Rd Unit Unit 54-55-	7050	
Bramalea Rd Unit Units 1-6a-	7050	
Bramalea Rd Unit Units 25-26-	7050	
Bramalea Rd	7070	
Bramalea Rd	7070	11
Bramalea Rd	7070	12
Bramalea Rd	7070	13
Bramalea Rd	7070	14-15
Bramalea Rd	7070	16
Bramalea Rd	7070	9,10
Bramalea Rd Unit 11	7070	
Bramalea Rd Unit 12	7070	
Bramalea Rd Unit 13	7070	
Bramalea Rd Unit 14	7070	
Bramalea Rd Unit 16	7070	
Bramalea Rd Unit 9	7070	
Bramalea Rd Unit Unit 14-	7070	
Bramalea Rd Unit Unit 9-	7070	
Bramalea Rd Unit Unit 9-10-	7070	

Derry Road / Alstep Drive Class EA - Notice of Commencement Hand Delivery

Street Name	Street #	Unit
Derry Rd	2190	
Derry Rd E Unit	1650	
Derry Rd E Unit Unit 2-	1650	
Derry Rd E	1700	
Derry Rd E Unit	1700	
Derry Rd E	1770	
Derry Rd E	1840	
Derry Rd E	1850	
Derry Rd E	1850	
Derry Rd E	1900	
Derry Rd E	1900	
Derry Rd E	1930	
Derry Rd E	1930	
Derry Rd E	1950	
Menkes Dr	6950	
Menkes Dr	6975	
Menkes Dr	6975	
Menway Crt	6885	
Menway Crt	6885	
Menway Crt	6886	
Menway Crt	6895	
Menway Crt Unit	6885	
Menway Crt Unit	6886	
Menway Crt Unit	6895	
Telford Way	7033	
Telford Way Unit 5	7033	
Telford Way Unit 8-	7033	
Telford Way Unit	7033	
Telford Way Unit 1-	7033	
Telford Way Unit 10	7033	
Telford Way Unit 11-12	7033	
Telford Way Unit 16	7033	
Telford Way Unit 17-18	7033	
Telford Way Unit 19-22	7033	
Telford Way Unit 2	7033	
Telford Way Unit 2	7033	
Telford Way Unit 2-3	7033	
Telford Way Unit 4	7033	
Telford Way Unit 6	7033	
Telford Way Unit 9	7033	
Telford Way Unit Unit 10-12-	7033	
Telford Way Unit Unit 13-	7033	
Telford Way Unit Unit 15-	7033	
Telford Way Unit Unit 16-	7033	
Telford Way Unit Unit 17-18-	7033	
Telford Way Unit Unit 18-21	7033	
Telford Way Unit Unit 2-3	7033	
Telford Way Unit Unit 4-	7033	
Telford Way Unit Unit 4-	7033	
Telford Way Unit Unit 6-	7033	
Telford Way Unit Unit 7-	7033	
Telford Way Unit Unit 9-	7033	
Telford Way	7050	
Telford Way	7050	
Telford Way Flr 1st	7050	
Telford Way Flr 2nd	7050	
Telford Way Unit 14	7050	
Telford Way Unit 1	7050	
Telford Way Unit 1	7050	
Telford Way Unit 10	7050	
Telford Way Unit 100-	7050	
Telford Way Unit 100b-	7050	
Telford Way Unit 11	7050	
Telford Way Unit 14	7050	
Telford Way Unit 19	7050	
Telford Way Unit 19	7050	
Telford Way Unit 3-5	7050	
Telford Way Unit 5	7050	
Telford Way Unit 6	7050	
Telford Way Unit 7	7050	

Derry Road / Alstep Drive Class EA - Notice of Commencement Hand Delivery

Street Name	Street #	Unit
Dery Rd	2190	
Telford Way Unit 9	7050	
Telford Way Unit Unit 1-	7050	
Telford Way Unit Unit 10-	7050	
Telford Way Unit Unit 10-	7050	
Telford Way Unit Unit 11-	7050	
Telford Way Unit Unit 2-	7050	
Telford Way Unit Unit 5-	7050	
Telford Way Unit Unit 6-	7050	
Telford Way Unit Unit 7-8-	7050	
Tranmere Dr	6975	
Tranmere Dr	6991	
Tranmere Dr	6999	
Tranmere Dr	7015	
Tranmere Dr	7015	1
Tranmere Dr	7015	10
Tranmere Dr	7015	11
Tranmere Dr	7015	12
Tranmere Dr	7015	13-14
Tranmere Dr	7015	15
Tranmere Dr	7015	16
Tranmere Dr	7015	17
Tranmere Dr	7015	18
Tranmere Dr	7015	19
Tranmere Dr	7015	2
Tranmere Dr	7015	20
Tranmere Dr	7015	21
Tranmere Dr	7015	22
Tranmere Dr	7015	3
Tranmere Dr	7015	4-5
Tranmere Dr	7015	6
Tranmere Dr	7015	7-8
Tranmere Dr	7015	9
Tranmere Dr Unit 1-	7015	
Tranmere Dr Unit 20-	7015	
Tranmere Dr Unit	7015	
Tranmere Dr Unit 1	7015	
Tranmere Dr Unit 10	7015	
Tranmere Dr Unit 11	7015	
Tranmere Dr Unit 12	7015	
Tranmere Dr Unit 13	7015	
Tranmere Dr Unit 18	7015	
Tranmere Dr Unit 19	7015	
Tranmere Dr Unit 2	7015	
Tranmere Dr Unit 20	7015	
Tranmere Dr Unit 22	7015	
Tranmere Dr Unit 2a	7015	
Tranmere Dr Unit 3	7015	
Tranmere Dr Unit 4	7015	
Tranmere Dr Unit 4-5	7015	
Tranmere Dr Unit 6	7015	
Tranmere Dr Unit 9	7015	
Tranmere Dr Unit Suite 13-14	7015	
Tranmere Dr Unit Unit 12-	7015	
Tranmere Dr Unit Unit 12-	7015	
Tranmere Dr Unit Unit 15-	7015	
Tranmere Dr Unit Unit 16-	7015	
Tranmere Dr Unit Unit 17-	7015	
Tranmere Dr Unit Unit 18-	7015	
Tranmere Dr Unit Unit 19-	7015	
Tranmere Dr Unit Unit 21-	7015	
Tranmere Dr Unit Unit 22-	7015	
Tranmere Dr Unit Unit 3-	7015	
Tranmere Dr Unit Unit 6-	7015	
Tranmere Dr Unit Unit 7-8-	7015	
Tranmere Dr	7045	
Tranmere Dr	7045	
Tranmere Dr Unit 1	7045	
Tranmere Dr Unit 10	7045	
Tranmere Dr Unit 11	7045	

Derry Road / Alstep Drive Class EA - Notice of Commencement Hand Delivery

Street Name	Street #	Unit
Dery Rd	2190	
Tranmere Dr Unit 12	7045	
Tranmere Dr Unit 2	7045	
Tranmere Dr Unit 3-4	7045	
Tranmere Dr Unit 4	7045	
Tranmere Dr Unit 4	7045	
Tranmere Dr Unit 5	7045	
Tranmere Dr Unit 5-	7045	
Tranmere Dr Unit 6	7045	
Tranmere Dr Unit 6-8	7045	
Tranmere Dr Unit 8	7045	
Tranmere Dr Unit 9	7045	
Tranmere Dr Unit 9	7045	
Tranmere Dr Unit Suite 11-	7045	
Tranmere Dr Unit Suite 12-	7045	
Tranmere Dr Unit Unit 10-	7045	
Tranmere Dr Unit Unit 2-	7045	
Tranmere Dr	7065	
Tranmere Dr Unit 1	7065	
Tranmere Dr Unit 10-11	7065	
Tranmere Dr Unit 3	7065	
Tranmere Dr Unit 5-6	7065	
Tranmere Dr	7075	
Tranmere Dr Unit 7	7075	
Tranmere Dr Unit 8	7075	
Tranmere Dr Unit 9-10	7075	
Tranmere Dr Unit Unit 7-	7075	
Tranmere Dr	7111	
Tranmere Dr	7111	1 & 2
Tranmere Dr	7111	3
Tranmere Dr	7111	4
Tranmere Dr	7111	5
Tranmere Dr	7111	6
Tranmere Dr	7111	7
Tranmere Dr	7111	8
Tranmere Dr Unit	7111	
Tranmere Dr Unit 1	7111	
Tranmere Dr Unit 3	7111	
Tranmere Dr Unit 3	7111	
Tranmere Dr Unit 3	7111	
Tranmere Dr Unit 3	7111	
Tranmere Dr Unit 3	7111	
Tranmere Dr Unit 3	7111	
Tranmere Dr Unit 3	7111	
Tranmere Dr Unit 2	7150	
Tranmere Dr Unit Unit 1-	7150	
Tranmere Dr Unit Unit 1-	7150	
Tranmere Dr	7175	
Tranmere Dr Unit 4	7175	
Tranmere Dr Unit 1	7175	
Tranmere Dr Unit 2	7175	
Tranmere Dr Unit 3	7175	
Tranmere Dr Unit 4	7175	
Tranmere Dr Unit Unit 1-2-	7175	
Tranmere Dr Unit Unit 2-	7175	
Tranmere Dr Unit Unit 3-	7175	
Tranmere Dr Unit 1	7195	
Tranmere Dr Unit 2	7195	
Tranmere Dr Unit 3	7195	
Tranmere Dr Unit 4	7195	
Tranmere Dr Unit Unit 2-	7195	
Tranmere Dr Unit Unit 3-	7195	
Tranmere Dr Unit Unit 4-	7195	
Tranmere Dr Unit Unit 5-	7195	
Tranmere Dr Unit	7205	
Tranmere Dr Unit 1	7205	
Tranmere Dr Unit 5	7205	
Tranmere Dr	7825	
Tranmere Dr Unit	7825	
Tranmere Dr	7895	
Tranmere Dr	7895	1

Derry Road / Alstep Drive Class EA - Notice of Commencement Hand Delivery

Street Name	Street #	Unit
Dery Rd	2190	
Tranmere Dr	7895	10
Tranmere Dr	7895	11
Tranmere Dr	7895	12
Tranmere Dr	7895	13
Tranmere Dr	7895	14
Tranmere Dr	7895	15
Tranmere Dr	7895	16
Tranmere Dr	7895	17
Tranmere Dr	7895	18
Tranmere Dr	7895	18b
Tranmere Dr	7895	19
Tranmere Dr	7895	2
Tranmere Dr	7895	20
Tranmere Dr	7895	201a
Tranmere Dr	7895	202
Tranmere Dr	7895	203
Tranmere Dr	7895	204
Tranmere Dr	7895	205
Tranmere Dr	7895	205b
Tranmere Dr	7895	206
Tranmere Dr	7895	207
Tranmere Dr	7895	21
Tranmere Dr	7895	213
Tranmere Dr	7895	214
Tranmere Dr	7895	22
Tranmere Dr	7895	220
Tranmere Dr	7895	221
Tranmere Dr	7895	23
Tranmere Dr	7895	230
Tranmere Dr	7895	230b
Tranmere Dr	7895	230c
Tranmere Dr	7895	24
Tranmere Dr	7895	25b
Tranmere Dr	7895	26
Tranmere Dr	7895	29
Tranmere Dr	7895	3
Tranmere Dr	7895	4
Tranmere Dr	7895	5
Tranmere Dr	7895	6
Tranmere Dr	7895	7
Tranmere Dr	7895	8
Tranmere Dr	7895	9
Tranmere Dr	7895	
Tranmere Dr Suite 201	7895	
Tranmere Dr Suite 204	7895	
Tranmere Dr Suite 205	7895	
Tranmere Dr Suite 206	7895	
Tranmere Dr Suite 207	7895	
Tranmere Dr Suite 208	7895	
Tranmere Dr Suite 209	7895	
Tranmere Dr Suite 212	7895	
Tranmere Dr Suite 213	7895	
Tranmere Dr Suite 215	7895	
Tranmere Dr Suite 216	7895	
Tranmere Dr Suite 217	7895	
Tranmere Dr Suite 218	7895	
Tranmere Dr Unit	7895	
Tranmere Dr Unit	7895	
Tranmere Dr Unit 1	7895	
Tranmere Dr Unit 10	7895	
Tranmere Dr Unit 10	7895	
Tranmere Dr Unit 11	7895	
Tranmere Dr Unit 11	7895	
Tranmere Dr Unit 12-13	7895	
Tranmere Dr Unit 14	7895	
Tranmere Dr Unit 15	7895	
Tranmere Dr Unit 16	7895	
Tranmere Dr Unit 16	7895	
Tranmere Dr Unit 17	7895	

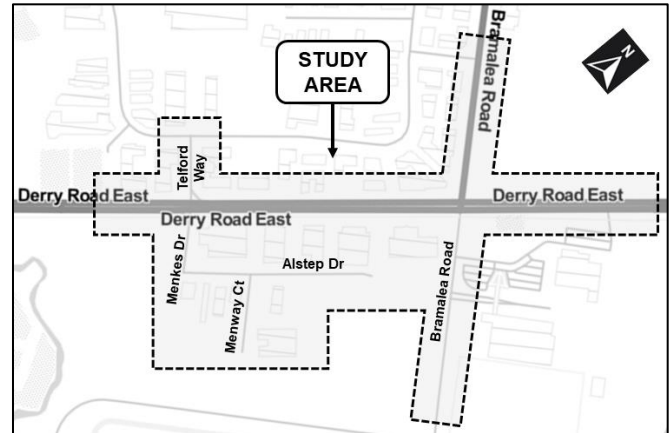
Derry Road / Alstep Drive Class EA - Notice of Commencement Hand Delivery

Street Name	Street #	Unit
Dery Rd	2190	
Tranmere Dr Unit 18	7895	
Tranmere Dr Unit 19-22-	7895	
Tranmere Dr Unit 2	7895	
Tranmere Dr Unit 201-	7895	
Tranmere Dr Unit 204	7895	
Tranmere Dr Unit 208	7895	
Tranmere Dr Unit 211	7895	
Tranmere Dr Unit 212	7895	
Tranmere Dr Unit 213-214	7895	
Tranmere Dr Unit 213-214	7895	
Tranmere Dr Unit 214	7895	
Tranmere Dr Unit 214	7895	
Tranmere Dr Unit 215	7895	
Tranmere Dr Unit 216-	7895	
Tranmere Dr Unit 22	7895	
Tranmere Dr Unit 23	7895	
Tranmere Dr Unit 24	7895	
Tranmere Dr Unit 25	7895	
Tranmere Dr Unit 26	7895	
Tranmere Dr Unit 3	7895	
Tranmere Dr Unit 4	7895	
Tranmere Dr Unit 5	7895	
Tranmere Dr Unit 6	7895	
Tranmere Dr Unit 6-	7895	
Tranmere Dr Unit 7	7895	
Tranmere Dr Unit Suite 202-	7895	
Tranmere Dr Unit Suite 217-	7895	
Tranmere Dr Unit Suite 218-	7895	
Tranmere Dr Unit Unit 1-	7895	
Tranmere Dr Unit Unit 11-	7895	
Tranmere Dr Unit Unit 12-13-	7895	
Tranmere Dr Unit Unit 14-	7895	
Tranmere Dr Unit Unit 17-	7895	
Tranmere Dr Unit Unit 2-	7895	
Tranmere Dr Unit Unit 203-	7895	
Tranmere Dr Unit Unit 204-	7895	
Tranmere Dr Unit Unit 207-	7895	
Tranmere Dr Unit Unit 218-	7895	
Tranmere Dr Unit Unit 24-	7895	
Tranmere Dr Unit Unit 25 Box 10-	7895	
Tranmere Dr Unit Unit 3-	7895	
Tranmere Dr Unit Unit 7-8-	7895	
Tranmere Dr Unit Unit 9-	7895	

Notice of Study Commencement & Invitation for Public Comment

Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive

Bombardier Inc. is partnering with the City of Mississauga and the Region of Peel to initiate a Municipal Class Environmental Assessment (Class EA) study to assess existing and future road conditions on Derry Road East and Alstep Drive near Menkes Drive and Bramalea Road. The study will include Derry Road East (a Regional Road) as well as Bramalea Road, Menkes Drive, Telford Way, Alstep Drive and Menway Court (all City roads).



The Class EA study will examine how traffic operates on these roadways now and in the future and identify how best to manage issues related to roadway safety and traffic operations as well as service a variety of users such as motorists, transit users, pedestrians and cyclists.

The study will be conducted as a “Schedule C” project under the Municipal Class Environmental Assessment (October 2000, amended 2015), which is approved under the *Ontario Environmental Assessment Act*. Through this Class EA process, the Project Team will evaluate alternative solutions and designs to select a recommended design, all in consultation with the public and regulatory agencies. An Environmental Study Report (ESR) documenting the entire study process will be available for public review at the end of the study.

Public participation will be an important part of this Class EA study. Throughout the study, the Project Team will engage various agencies and members of the community and consider their input for any decisions that are made.

Invitation for Public Comment: Materials presenting the problem / opportunity statement, background information, and the identification and evaluation of alternative solutions will be posted online by **July 28, 2020** for public review and comment. Comments are invited to be submitted by **August 11, 2020**. Accessible material available upon request.

During the COVID-19 public emergency, we are keeping the community safe by complying with regional and provincial guidelines, supporting physical distancing, and postponing in person public meetings. Engagement for essential and priority projects continues online paired with universally accessible methods.

The project information is available for review and download at the following webpage:

<http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

If you have questions or wish to be added to the project mailing list, please e-mail derryroadea@exp.com or contact one of the team members noted below.

<p>Yves Marie Monereau, P.Eng., PTOE, RSP Consultant Project Manager EXP Services 1595 Clark Boulevard Brampton, ON, L6T 4V1 Phone: 905-793-9800 Ext. 2336</p>	<p>Sonya Bubas, MCIP, RPP Region of Peel Project Manager Region of Peel 10 Peel Centre Dr., Suite B, 4th Floor Brampton, ON L6T 4B9 Phone: 905-791-7800 Ext. 7801</p>	<p>Gino Dela Cruz, P.Eng. City of Mississauga Project Manager City of Mississauga 201 City Centre Drive, Suite 800 Mississauga, Ontario L5B 2T4 Phone: 905-615-3200 Ext.8769</p>
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This notice signals the commencement of the Class EA, a study which will define the problem and/or opportunity, identify and evaluate alternative solutions, and determine a preferred design in consultation with regulatory agencies and the public. The study is being undertaken in accordance with the planning and design process for Schedule ‘C’ projects, as outlined in the Municipal Class Environmental Assessment” document (October 2000, amended in 2015), which is approved under the Ontario Environmental Assessment Act.

Notice of Collection of Personal Information: Personal information is collected under the authority of the Environmental Assessment Act and will be used in the assessment process. With exception of personal information, all comments shall become part of the public records. Questions about this collection should be directed to the Project Manager listed above.

This notice was first issued on July 16, 2020



**Municipal Class Environmental Assessment Study
for Road Improvements near
Derry Road East and Alstep Drive**

Consultation Form

Organization	
Contact Name:	
Title:	
Mailing address:	
E-mail Address:	
Phone/Fax:	

<input checked="" type="checkbox"/>	Please Check All Responses Below That Apply:
<input type="checkbox"/>	Our organization does not require any further involvement in this study
<input type="checkbox"/>	Please keep us informed throughout the project
<input type="checkbox"/>	Our organization's area of interest for this project includes (please indicate, if applicable):

Please email, mail or fax this form back to:

derryroadea@exp.com

Yves Monereau
Consultant Project Manager
EXP Services
1595 Clark Boulevard, Brampton, ON, L6T 4V1

Fax: (905) 793-0641





**Municipal Class Environmental Assessment Study
for Road Improvements near
Derry Road East and Alstep Drive**

Consultation Form

Agency/Department:	
Contact Name:	
Title:	
Mailing address:	
E-mail Address:	
Phone/Fax:	

<input checked="" type="checkbox"/>	Please Check All Responses Below That Apply:
<input type="checkbox"/>	Our agency/department does not require any further involvement in this study
<input type="checkbox"/>	Please keep us informed throughout the project
<input type="checkbox"/>	My agency/department's area of interest for this project includes (please indicate, if applicable):

Please email, mail or fax this form back to:

derryroadea@exp.com

Yves Monereau
Consultant Project Manager
EXP Services
1595 Clark Boulevard, Brampton, ON, L6T 4V1

Fax: (905) 793-0641



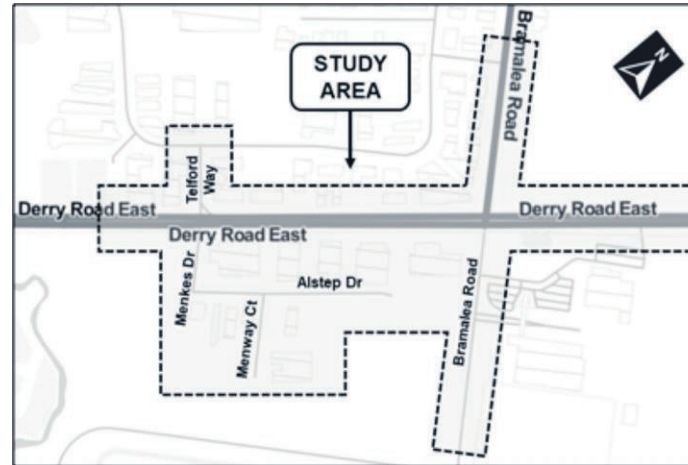


Notice of Study Commencement & Invitation for Public Comment

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The project information is available for review and download at the following webpage:

www.peelregion.ca/public-works/environmental-assessments/DerryRd-AlstepDrive.asp

If you have questions or wish to be added to the project mailing list, please e-mail derryroadea@exp.com or contact one of the team members noted below.

<p>Yves Marie Monereau, P.Eng., PTOE, RSP Consultant Project Manager EXP Services 1595 Clark Boulevard Brampton, ON, L6T 4V1 Phone: 905-793-9800 Ext. 2336</p>	<p>Sonya Bubas, MCIP, RPP Region of Peel Project Manager Region of Peel 10 Peel Centre Drive Suite B, 4th Floor Brampton, ON L6T 4B9 Phone: 905-791-7800 Ext. 7801</p>	<p>Gino Dela Cruz, P.Eng. City of Mississauga Project Manager City of Mississauga 201 City Centre Drive Suite 800 Mississauga, Ontario L5B 2T4 Phone: 905-615-3200 Ext. 8769</p>
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NEWS

RETIREE WINS \$100K PLAYING ENCORE

MARTA MARYCHUK
mmarychuk@metroland.com

Bradley Gregorin, of Mississauga, matched the last six of seven Encore numbers in exact order in the May 11 Daily Grand draw to win \$100,000.

Gregorin, a 74-year-old mother of two, isn't a stranger to winning after previously winning \$20,000 about two decades ago.

She discovered this win early one morning while making coffee at 5 a.m.

"I was looking at the Encore numbers and matching them all," Gregorin said. "I was so shocked — I had to check

those numbers at least one hundred times."

The retired grocery store worker plans to buy something special for herself as a treat but will also share this win with her sons.

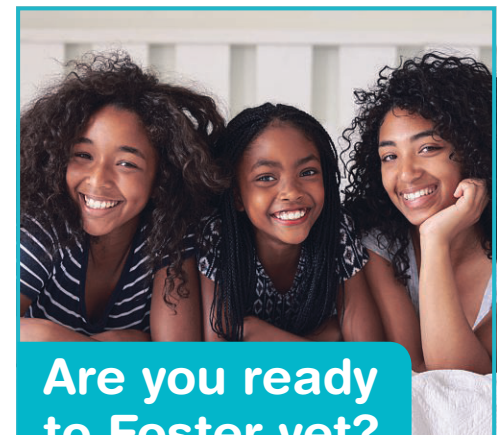
"You get goosebumps. You shake and wonder if this is really happening. It's absolute nirvana," she said.

The winning ticket was purchased at Rabba on Lakeshore Road East in Mississauga.

MORE ONLINE

SIGN UP FOR OUR WEEKLY NEWSLETTER AT MISSISSAUGA.COM

PLEASE RECYCLE THIS PAPER



Are you ready to Foster yet?

We need foster parents for Siblings

As a foster parent you can help create memories that will last a lifetime. Please contact us today to start a journey you'll never forget.

If you've been thinking about fostering and would like to find out more about foster care, talk to us today.



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www.keyassets.ca

COVID-19 DOES LITTLE TO SLOW SKYROCKETING CONDO PRICES IN PEEL

CONDO PRICES HAVE DOUBLED IN BOTH CITIES - CANADA'S SIXTH AND NINTH LARGEST - SINCE 2015

GRAEME FRISQUE
gfrisque@metroland.com

Not even a global pandemic has been able to slow down record-setting condo prices in Canada's sixth and ninth-largest cities, which have nearly doubled since 2015.

Apartment-style condominiums in both Brampton and Mississauga set new records in terms of average sale prices in June, according to the latest GTA market data from the Toronto Regional Real Estate Board (TRREB).

TRREB member realtors in Mississauga registered 174 apartment-style condo sales at average price of \$549,532, representing a 16.5 per cent year-over-year increase compared to June of 2019 when condos were purchased at an average of \$471,762.

Neighbouring Brampton saw an average price of \$466,983 across 31 sales in June, also setting a new record.

The average cost for a condo in that city increased from \$413,419 a year ago to \$466,983 last month, marking a 13 per cent year-over-year spike.

While the COVID-19 pandemic did temporarily slow down condo sales in April and May, it did little

Average Home and Condo Prices in Mississauga

hit new record highs amid pandemic

(ALL DWELLINGS) - TOTAL SALES



2019

MONTH	AVG. PRICE	TOTAL SALES
June	750,747	860
July	764,463	843
Aug	732,549	779
Sept	763,451	777
Oct	816,383	833
Nov	789,760	644
Dec	799,593	392

Source: Toronto Regional Real Estate Board (TRREB)

2020

MONTH	AVG. PRICE	TOTAL SALES
Jan	782,415	439
Feb	887,218	687
March	860,158	756
April	832,112	260
May	796,577	408
June	891,012	742

Torstar graphic

to interrupt growing prices which have ballooned in recent years.

In June 2015, the average sale price for a condo in Mississauga was \$278,186, or 97.5 per cent cheaper than today.

In Brampton, the average price for apartment-style condos has more than doubled over that same period from \$231,325 to \$466,983 last month — 102 per cent increase in just five years.

The large increase in the cost of condo ownership has trickled down to the condo rental market.

In its 2020 first quarter condo rental report including condo units rented between January and March, TRREB listed the average rental price for a one-bedroom condo at \$2,117 — a 45.9 per cent increase in monthly rent from an average \$1,451 in Q1 of 2015.

Likewise, in Brampton the average rent for a one-bedroom condo has grown from \$1,312 in the first quarter of 2015, to a new record high of \$1,900 per month in this year's Q1 report — a 44.8 per cent increase.

However, TRREB believes the steady growth in condo rental costs across the GTA is beginning to flatten out as more supply comes online.

"With the number of condominium apartments listed increasing on a year-over-year basis by a greater rate than rental transactions, the year-over-year pace of average rent growth has moderated," it said in its Q1 report.

This report is based on monthly GTA market tracking data provided by TRREB and collected by the Brampton Guardian and Mississauga News dating back to 2012.



Notice of Study Commencement & Invitation for Public Comment

Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive



Bombardier Inc. is partnering with the City of Mississauga and the Region of Peel to initiate a Municipal Class Environmental Assessment (Class EA) study to assess existing and future road conditions on Derry Road East and Alstep Drive near Menkes Drive and Bramalea Road. The study will include Derry Road East (a Regional Road) as well as Bramalea Road, Menkes Drive, Telford Way, Alstep Drive and Menway Court (all City roads).



The Class EA study will examine how traffic operates on these roadways now and in the future and identify how best to manage issues related to roadway safety and traffic operations as well as service a variety of users such as motorists, transit users, pedestrians and cyclists.

The study will be conducted as a "Schedule C" project under the Municipal Class Environmental Assessment (October 2000, amended 2015), which is approved under the *Ontario Environmental Assessment Act*. Through this Class EA process, the Project Team will evaluate alternative solutions and designs to select a recommended design, all in consultation with the public and regulatory agencies. An Environmental Study Report (ESR) documenting the entire study process will be available for public review at the end of the study.

Public participation will be an important part of this Class EA study. Throughout the study, the Project Team will engage various agencies and members of the community and consider their input for any decisions that are made.

Invitation for Public Comment: Materials presenting the problem / opportunity statement, background information, and the identification and evaluation of alternative solutions will be posted online by **July 28, 2020** for public review and comment. Comments are invited to be submitted by **August 11, 2020**. Accessible material available upon request.

During the COVID-19 public emergency, we are keeping the community safe by complying with regional and provincial guidelines, supporting physical distancing, and postponing in person public meetings. Engagement for essential and priority projects continues online paired with universally accessible methods.

The project information is available for review and download at the following webpage:

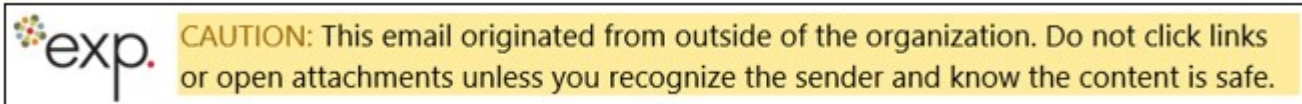
www.peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp

If you have questions or wish to be added to the project mailing list, please e-mail derryroadea@exp.com or contact one of the team members noted below.

<p>Yves Marie Monereau, P.Eng., PTOE, RSP Consultant Project Manager EXP Services 1595 Clark Boulevard Brampton, ON, L6T 4V1 Phone: 905-793-9800 Ext. 2336</p>	<p>Sonya Bubas, MCIP, RPP Region of Peel Project Manager Region of Peel 10 Peel Centre Drive Suite B, 4th Floor Brampton, ON L6T 4B9 Phone: 905-791-7800 Ext. 7801</p>	<p>Gino Dela Cruz, P.Eng. City of Mississauga Project Manager City of Mississauga 201 City Centre Drive Suite 800 Mississauga, Ontario L5B 2T4 Phone: 905-615-3200 Ext.8769</p>
---	--	--

Jean-Louis Gaudet

From: Castellanos, Jennifer <jcastellanos@starmetrolandmedia.com>
Sent: Thursday, July 16, 2020 1:36 PM
To: Jean-Louis Gaudet
Cc: Yves Monereau
Subject: Re: Jean-Louis Gaudet - Mississauga News Newspaper Contact Form From Metroland.com
Attachments: MSP3260540_hr.pdf



Good afternoon,

Please see attached the revised ad for the July 23rd insertion.

Jennifer

From: Jean-Louis Gaudet <jeanlouis.gaudet@exp.com>
Date: Tuesday, July 14, 2020 at 3:45 PM
To: "Castellanos, Jennifer" <jcastellanos@starmetrolandmedia.com>
Cc: Yves Monereau <Yves-Marie.Monereau@exp.com>
Subject: RE: Jean-Louis Gaudet - Mississauga News Newspaper Contact Form From Metroland.com

Ok, that's fine – they will issue a redirect.

But yes, please update for next week.

Regards,

JL

Jean-Louis Gaudet, B.Sc.

EXP | Project Coordinator

t : +1.905.525.6069, 5031 | m : +1.416.728.6261 | e : jeanlouis.gaudet@exp.com

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From: Castellanos, Jennifer <jcastellanos@starmetrolandmedia.com>
Sent: Tuesday, July 14, 2020 3:44 PM
To: Jean-Louis Gaudet <jeanlouis.gaudet@exp.com>
Cc: Yves Monereau <Yves-Marie.Monereau@exp.com>
Subject: Re: Jean-Louis Gaudet - Mississauga News Newspaper Contact Form From Metroland.com

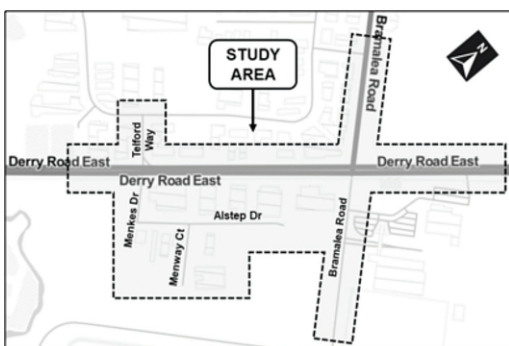


Notice of Study Commencement & Invitation for Public Comment

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www.peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp

If you have questions or wish to be added to the project mailing list, please e-mail derryroadea@exp.com or contact one of the team members noted below.

Yves Marie Monereau, P.Eng., PTOE, RSP
Consultant Project Manager
EXP Services
1595 Clark Boulevard
Brampton, ON, L6T 4V1
Phone: 905-793-9800 Ext. 2336

Sonya Bubas, MCIP, RPP
Region of Peel Project Manager
Region of Peel
10 Peel Centre Drive
Suite B, 4th Floor
Brampton, ON L6T 4B9
Phone: 905-791-7800 Ext. 7801

Gino Dela Cruz, P.Eng.
City of Mississauga Project Manager
City of Mississauga
201 City Centre Drive
Suite 800
Mississauga, Ontario L5B 2T4
Phone: 905-615-3200 Ext.8769

*Municipal Class Environmental Assessment for
Road Improvements near Derry Road East and Alstep Drive:
Environmental Study Report*

Appendix B4: Technical Advisory Committee Meeting #1

Jean-Louis Gaudet

From: Jean-Louis Gaudet
Sent: Friday, June 26, 2020 3:51 PM
To: [REDACTED]
Cc: Yves Monereau; Bubas, Sonya; Gino Dela Cruz
Subject: Derry Road / Alstep Drive Class EA - TAC Invite
Attachments: 202006Jun26_Derry RD EA_Notice Commencement and Consult_DRAFT.pdf; 202006Jun26_Derry RD EA_Notice Comm_Form_agencies.pdf; 202006Jun26_Derry RD EA_TAC invite letter-GTAA.pdf

Hello,

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Regards,

Jean-Louis Gaudet



Jean-Louis Gaudet, B.Sc.

EXP | Project Coordinator

t : +1.905.525.6069, 5031 | m : +1.416.728.6261 | e : jeanlouis.gaudet@exp.com

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Stoney Creek, ON L8E 5R9

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June 26, 2020

Mr. Joseph Fischetti
Manager, Airport Property Leasing
Greater Toronto Airport Authority

by e-mail: [REDACTED]

**Re: Municipal Class Environmental Assessment Study for Road Improvements
near Derry Road East and Alstep Drive
*Notice of Commencement and Technical Advisory Committee Invitation***

Dear Mr. Fishetti:

Bombardier Inc. is partnering with the City of Mississauga and the Region of Peel to initiate a Schedule C Municipal Class Environmental Assessment (Class EA) study to assess existing and future road conditions on Derry Road East and Alstep Drive near Menkes Drive and Bramalea Road. The study will include Derry Road East (a Regional Road) as well as Bramalea Road, Menkes Drive, Telford Way and Alstep Drive (all City roads). A Notice of Commencement and Invitation for Public Comment is proposed on July 9, 2020 (please see attached draft notice and consultation form for your reference).

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- Greater Toronto Airports Authority;
- City of Mississauga;
- Region of Peel;
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- Ministry of Natural Resources and Forestry (MNRF); and
- Ministry of Environment, Conservation and Parks (MECP).

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Thank you in advance for your consideration on this matter.

Sincerely,



Yves Marie Monereau, P.Eng., PTOE, RSP
Consultant Project Manager
EXP Services
1595 Clark Boulevard
Brampton, ON L6T 4V1
(905) 793-9800 Ext. 2336
yves-marie.monereau@exp.com



Jean-Louis Gaudet
Public Consultation Lead
EXP Services
1266 South Service Road, Suite C1-1
Stoney Creek, ON L8E 5R9
(905) 573-4000 Ext. 5031
jeanlouis.gaudet@exp.com

Jean-Louis Gaudet

From: Jean-Louis Gaudet
Sent: Thursday, July 2, 2020 11:19 AM
To: [REDACTED]
Cc: Yves Monereau; Bubas, Sonya; Gino Dela Cruz
Subject: FW: Derry Road / Alstep Drive Class EA - TAC Invite
Attachments: 202006Jun26_Derry RD EA_Notice Commencement and Consult_DRAFT.pdf; 202006Jun26_Derry RD EA_Notice Comm_Form_agencies.pdf; 202006Jun26_Derry RD EA_TAC invite letter-GTAA.pdf

Dear Mr. Fischetti,

Please see attached TAC meeting invitation and forwarded e-mail below.

Our apologies, but the original e-mail had an error in your address.

Regards,

Jean-Louis

Jean-Louis Gaudet, B.Sc.

EXP | Project Coordinator

t : +1.905.525.6069, 5031 | m : +1.416.728.6261 | e : jeanlouis.gaudet@exp.com

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From: Jean-Louis Gaudet <jeanlouis.gaudet@exp.com>
Sent: Friday, June 26, 2020 3:51 PM
To: j [REDACTED]
Cc: Yves Monereau <Yves-Marie.Monereau@exp.com>; Bubas, Sonya <sonya.bubas@peelregion.ca>; Gino Dela Cruz <gino.delacruz@mississauga.ca>
Subject: Derry Road / Alstep Drive Class EA - TAC Invite

Hello,

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Regards,

Jean-Louis Gaudet



Jean-Louis Gaudet, B.Sc.

EXP | Project Coordinator

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Jean-Louis Gaudet

From: Jean-Louis Gaudet
Sent: Friday, June 26, 2020 3:47 PM
To: Bell, Trevor (MECP)
Cc: Yves Monereau; Gino Dela Cruz; Bubas, Sonya
Subject: Derry Road / Alstep Drive Class EA - TAC Invite
Attachments: 202006Jun26_Derry RD EA_Notice Commencement and Consult_DRAFT.pdf; 202006Jun26_Derry RD EA_Notice Comm_Form_agencies.pdf; 202006Jun26_Derry RD EA_TAC invite letter-MECP.pdf

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Regards,

Jean-Louis Gaudet



Jean-Louis Gaudet, B.Sc.

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t : +1.905.525.6069, 5031 | m : +1.416.728.6261 | e : jeanlouis.gaudet@exp.com
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June 26, 2020

Mr. Trevor Bell
Environmental Approvals Branch
Ministry of the Environment, Conservation and Parks
5775 Yonge Street, 8th floor Toronto ON, M2M 4J1

by e-mail: trevor.bell@ontario.ca

**Re: Municipal Class Environmental Assessment Study for Road Improvements
near Derry Road East and Alstep Drive
*Notice of Commencement and Technical Advisory Committee Invitation***

Dear Mr. Bell:

Bombardier Inc. is partnering with the City of Mississauga and the Region of Peel to initiate a Schedule C Municipal Class Environmental Assessment (Class EA) study to assess existing and future road conditions on Derry Road East and Alstep Drive near Menkes Drive and Bramalea Road. The study will include Derry Road East (a Regional Road) as well as Bramalea Road, Menkes Drive, Telford Way and Alstep Drive (all City roads). A Notice of Commencement and Invitation for Public Comment is proposed on July 9, 2020 (please see attached draft notice and consultation form for your reference).

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Thank you in advance for your consideration on this matter.

Sincerely,



Yves Marie Monereau, P.Eng., PTOE, RSP
Consultant Project Manager
EXP Services
1595 Clark Boulevard
Brampton, ON L6T 4V1
(905) 793-9800 Ext. 2336
yves-marie.monereau@exp.com



Jean-Louis Gaudet
Public Consultation Lead
EXP Services
1266 South Service Road, Suite C1-1
Stoney Creek, ON L8E 5R9
(905) 573-4000 Ext. 5031
jeanlouis.gaudet@exp.com

Jean-Louis Gaudet

From: Bell, Trevor (MECP) <Trevor.Bell@ontario.ca>
Sent: Friday, June 26, 2020 4:02 PM
To: Jean-Louis Gaudet
Cc: Yves Monereau; Gino Dela Cruz; Bubas, Sonya
Subject: Re: Derry Road / Alstep Drive Class EA - TAC Invite



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.

Hi Jean-Louis,

I hope all is well with you and your loved ones.

Thanks for your email. I have forwarded it to our Senior Advisor to request a list of potentially interested Indigenous communities for consultation on this project.

Best regards,
Trevor

Trevor Bell | Environmental Planner/Environmental Assessment Coordinator
Project Review Unit, Environmental Assessment and Permissions Branch
Ministry of the Environment, Conservation and Parks
5775 Yonge Street, 8th floor, Toronto ON, M2M 4J1
Phone: 416-326-3577 | trevor.bell@ontario.ca

From: Jean-Louis Gaudet <jeanlouis.gaudet@exp.com>
Sent: June 26, 2020 3:46 PM
To: Bell, Trevor (MECP) <Trevor.Bell@ontario.ca>
Cc: Yves Monereau <Yves-Marie.Monereau@exp.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>; Bubas, Sonya <sonya.bubas@peelregion.ca>
Subject: Derry Road / Alstep Drive Class EA - TAC Invite

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

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Regards,

Jean-Louis Gaudet



Jean-Louis Gaudet, B.Sc.

EXP | Project Coordinator

t : +1.905.525.6069, 5031 | m : +1.416.728.6261 | e : jeanlouis.gaudet@exp.com

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Stoney Creek, ON L8E 5R9

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Jean-Louis Gaudet

From: Jean-Louis Gaudet
Sent: Friday, June 26, 2020 3:50 PM
To: james.lambie@aero.bombardier.com
Cc: Yves Monereau; Gino Dela Cruz; Bubas, Sonya
Subject: Derry Road / Alstep Drive Class EA - TAC Invite
Attachments: 202006Jun26_Derry RD EA_TAC invite letter-BAC.pdf; 202006Jun26_Derry RD EA_Notice Commencement and Consult_DRAFT.pdf; 202006Jun26_Derry RD EA_Notice Comm_Form_agencies.pdf

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Jean-Louis Gaudet



Jean-Louis Gaudet, B.Sc.

EXP | Project Coordinator

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June 26, 2020

Mr. John Lambie
Director, Industrialization
Bombardier Business Aircraft

by e-mail: james.lambie@aero.bombardier.com

**Re: Municipal Class Environmental Assessment Study for Road Improvements
near Derry Road East and Alstep Drive
*Notice of Commencement and Technical Advisory Committee Invitation***

Dear Mr. Lambie:

Bombardier Inc. is partnering with the City of Mississauga and the Region of Peel to initiate a Schedule C Municipal Class Environmental Assessment (Class EA) study to assess existing and future road conditions on Derry Road East and Alstep Drive near Menkes Drive and Bramalea Road. The study will include Derry Road East (a Regional Road) as well as Bramalea Road, Menkes Drive, Telford Way and Alstep Drive (all City roads). A Notice of Commencement and Invitation for Public Comment is proposed on July 9, 2020 (please see attached draft notice and consultation form for your reference).

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Yves Marie Monereau, P.Eng., PTOE, RSP
Consultant Project Manager
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Brampton, ON L6T 4V1
(905) 793-9800 Ext. 2336
yves-marie.monereau@exp.com



Jean-Louis Gaudet
Public Consultation Lead
EXP Services
1266 South Service Road, Suite C1-1
Stoney Creek, ON L8E 5R9
(905) 573-4000 Ext. 5031
jeanlouis.gaudet@exp.com

Jean-Louis Gaudet

From: Jean-Louis Gaudet
Sent: Friday, June 26, 2020 3:45 PM
To: bkrul@trca.on.ca
Cc: ncascone@trca.on.ca; Bubas, Sonya; Yves Monereau; Gino Dela Cruz
Subject: Derry Road / Alstep Drive Class EA - TAC Invite
Attachments: 202006Jun26_Derry RD EA_TAC invite letter-TRCA.pdf; 202006Jun26_Derry RD EA_Notice Comm_Form_agencies.pdf; 202006Jun26_Derry RD EA_Notice Commencement and Consult_DRAFT.pdf

Hello,

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Please find attached an invitation letter, draft notice of commencement, and consultation form for your consideration.

The first TAC meeting will be held virtually and is proposed for July 15, 2020 at 9:30 a.m. The agenda and relevant materials will be distributed to the TAC members in advance of the meeting.

Regards,

Jean-Louis



Jean-Louis Gaudet, B.Sc.

EXP | Project Coordinator

t : +1.905.525.6069, 5031 | m : +1.416.728.6261 | e : jeanlouis.gaudet@exp.com

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June 26, 2020

Mr. Ben Krul
Planning Department, Environmental Assessment Planning
Toronto and Region Conservation Authority
5 Shoreham Drive Toronto, ON M3N 1S4

by e-mail: bkrul@trca.on.ca

**Re: Municipal Class Environmental Assessment Study for Road Improvements
near Derry Road East and Alstep Drive
*Notice of Commencement and Technical Advisory Committee Invitation***

Dear Mr. Krul:

Bombardier Inc. is partnering with the City of Mississauga and the Region of Peel to initiate a Schedule C Municipal Class Environmental Assessment (Class EA) study to assess existing and future road conditions on Derry Road East and Alstep Drive near Menkes Drive and Bramalea Road. The study will include Derry Road East (a Regional Road) as well as Bramalea Road, Menkes Drive, Telford Way and Alstep Drive (all City roads). A Notice of Commencement and Invitation for Public Comment is proposed on July 9, 2020 (please see attached draft notice and consultation form for your reference).

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- Greater Toronto Airports Authority;
- City of Mississauga;
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*Class EA Study for Road Improvements near Derry Road East and Alstep Drive:
Notice of Commencement and Technical Advisory Committee Invitation
Project Number: STR-02018572-00
June 26, 2020*

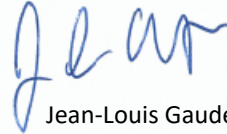
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Thank you in advance for your consideration on this matter.

Sincerely,



Yves Marie Monereau, P.Eng., PTOE, RSP
Consultant Project Manager
EXP Services
1595 Clark Boulevard
Brampton, ON L6T 4V1
(905) 793-9800 Ext. 2336
yves-marie.monereau@exp.com



Jean-Louis Gaudet
Public Consultation Lead
EXP Services
1266 South Service Road, Suite C1-1
Stoney Creek, ON L8E 5R9
(905) 573-4000 Ext. 5031
jeanlouis.gaudet@exp.com

cc: Nick Cascone, TRCA (ncascone@trca.on.ca)

Jean-Louis Gaudet

From: Jean-Louis Gaudet
Sent: Friday, June 26, 2020 3:48 PM
To: brad.allan@ontario.ca
Cc: Yves Monereau; Bubas, Sonya; Gino Dela Cruz
Subject: Derry Road / Alstep Drive Class EA - TAC Invite
Attachments: 202006Jun26_Derry RD EA_Notice Commencement and Consult_DRAFT.pdf; 202006Jun26_Derry RD EA_Notice Comm_Form_agencies.pdf; 202006Jun26_Derry RD EA_TAC invite letter-MNRF.pdf

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Regards,

Jean-Louis Gaudet



Jean-Louis Gaudet, B.Sc.

EXP | Project Coordinator

t : +1.905.525.6069, 5031 | m : +1.416.728.6261 | e : jeanlouis.gaudet@exp.com

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June 26, 2020

Mr. Brad Allan
District Manager, Aurora District Office
Ministry of Natural Resources and Forestry
50 Bloomington Rd Aurora, ON L4G 0L8

by e-mail: brad.allan@ontario.ca

**Re: Municipal Class Environmental Assessment Study for Road Improvements
 near Derry Road East and Alstep Drive
 *Notice of Commencement and Technical Advisory Committee Invitation***

Dear Mr. Allan:

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Thank you in advance for your consideration on this matter.

Sincerely,



Yves Marie Monereau, P.Eng., PTOE, RSP
Consultant Project Manager
EXP Services
1595 Clark Boulevard
Brampton, ON L6T 4V1
(905) 793-9800 Ext. 2336
yves-marie.monereau@exp.com



Jean-Louis Gaudet
Public Consultation Lead
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Stoney Creek, ON L8E 5R9
(905) 573-4000 Ext. 5031
jeanlouis.gaudet@exp.com

Jean-Louis Gaudet

From: Jean-Louis Gaudet
Sent: Friday, June 26, 2020 3:53 PM
To: Bubas, Sonya
Cc: Gino Dela Cruz; Yves Monereau
Subject: Derry Road / Alstep Drive Class EA - TAC Invite
Attachments: 202006Jun26_Derry RD EA_Notice Comm_Form_agencies.pdf; 202006Jun26_Derry RD EA_Notice Commencement and Consult_DRAFT.pdf; 202006Jun26_Derry RD EA_TAC invite letter-RoP.pdf

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June 26, 2020

Ms. Sonya Bubas
Project Manager
Infrastructure Programming & Studies
Region of Peel
10 Peel Centre Dr., Suite B, 4th Floor
Brampton, ON L6T 4B9

by e-mail: sonya.bubas@peelregion.ca

**Re: Municipal Class Environmental Assessment Study for Road Improvements
near Derry Road East and Alstep Drive
*Notice of Commencement and Technical Advisory Committee Invitation***

Dear Ms. Bubas:

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jeanlouis.gaudet@exp.com

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Cc: Yves Monereau; Bubas, Sonya
Subject: Derry Road / Alstep Drive Class EA - TAC Invite
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Stoney Creek, ON L8E 5R9

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June 26, 2020

Mr. Gino Dela Cruz
Transportation Project Engineer
Transportation and Works Department, City of Mississauga

by e-mail: gino.delacruz@mississauga.ca

**Re: Municipal Class Environmental Assessment Study for Road Improvements
near Derry Road East and Alstep Drive
*Notice of Commencement and Technical Advisory Committee Invitation***

Dear Mr. Dela Cruz:

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*Class EA Study for Road Improvements near Derry Road East and Alstep Drive:
Notice of Commencement and Technical Advisory Committee Invitation
Project Number: STR-02018572-00
June 26, 2020*

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Yves Marie Monereau, P.Eng., PTOE, RSP
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Brampton, ON L6T 4V1
(905) 793-9800 Ext. 2336
yves-marie.monereau@exp.com



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1266 South Service Road, Suite C1-1
Stoney Creek, ON L8E 5R9
(905) 573-4000 Ext. 5031
jeanlouis.gaudet@exp.com

Jean-Louis Gaudet

Subject: Road EA near Derry Rd & Alstep Dr – TAC Meeting #1
Location: Microsoft Teams Meeting

Start: Wed 7/15/2020 9:30 AM
End: Wed 7/15/2020 12:00 PM
Show Time As: Tentative

Recurrence: (none)

Meeting Status: Not yet responded

Organizer: Jean-Louis Gaudet
Required Attendees: bkrul@trca.on.ca; trevor.bell@ontario.ca; brad.allan@ontario.ca; gino.delacruz@mississauga.ca; chris.rouse@mississauga.ca; sonya.bubas@peelregion.ca; joseph.fischetti@gtaa.com; james.lambie@aero.bombardier.com; Ryan.Au@mississauga.ca; Lorie.Sterritt@mississauga.ca; Nathan.McFadden@mississauga.ca; Alice.Ho@mississauga.ca; Max.Gill@mississauga.ca; Colin.Patterson@mississauga.ca; Yves Monereau

Good afternoon,

On June 26, 2020, an e-mail was sent to you inviting the participation of you or an alternate to participate on the Technical Advisory Committee for the Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive. Bombardier Inc. is partnering with the City of Mississauga and the Region of Peel to initiate a Schedule C Municipal Class Environmental Assessment (Class EA) study to assess existing and future road conditions on Derry Road East and Alstep Drive near Menkes Drive and Bramalea Road.

As noted in the invitation, the first TAC meeting is being held July 15, 2020 from 9:30 a.m. to noon. The meeting will be held virtually using Microsoft Teams.

It would be greatly appreciated if you could confirm your attendance.

The purpose of the TAC Meeting will be to:

- Introduce the Class EA Study to the TAC members;
- Communicate project background, scope / progress, and timelines;
- Present the need and justification for proposed improvements;
- Present the proposed alternatives, evaluation criteria, and evaluation results;
- Obtain TAC feedback; and
- Identify Upcoming Study Activities.

For your information, the following documents are attached to this invitation:

- Meeting agenda;
- The draft Phase 1 report for this class EA;
- A one-page summary of the draft evaluation of alternative solutions; and
- Draft notice of commencement and consultation, which will be issued shortly to provide notification of the online consultation event (scheduled for July 28)

We have also placed additional information on our project ftp for your consideration, including the attached documents as well as:

- The draft slides for this TAC meeting;
- Draft alternative solutions identification and evaluation report
- The draft slides for the online consultation
- Draft natural heritage report
- Draft archaeological assessment report
- Draft cultural heritage report

The link to join the meeting is below.

Instructions for accessing the ftp site is below as well.

Thank you, and we look forward to our discussion with you.

Regards,

Jean-Louis

[Join Microsoft Teams Meeting](#)

FTP Instructions

To access the ftp folder site simply navigate to windows file explorer (not Internet Explorer) and in the address bar type [REDACTED] and press the enter key.

A subsequent window should come up for the credentials to be entered (see username and password below).

FTP site address

Username:

Password:

[REDACTED]





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Brampton, ON L6T 4V1 | CANADA
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Meeting Agenda

Project Name: Derry Rd/Alstep Dr Class EA **Date:** July 15, 2020

Location: Virtual Meeting **EXP Project No.:** STR-02018572-00

Purpose: Technical Advisory Committee #1 **Prepared By:** JL Gaudet

Invited Participants:
























































Trevor Bell - MECP	Ryan Au - City of Mississauga
Ben Krul - TRCA	Lorie Sterritt - City of Mississauga
Brad Allan - MNR	Nathan McFadden - City of Mississauga
Joseph Fischetti - GTAA	Alice Ho - City of Mississauga
John Lambie - Bombardier Business Aircraft	Max Gill - City of Mississauga
Sonya Bubas - Peel Region	Colin Patterson - City of Mississauga
Gino Dela Cruz - City of Mississauga	Yves Monereau - EXP
Chris Rouse - City of Mississauga	

Distribution: Invited Participants

Note: If you believe this agenda is inaccurate or incomplete, please notify the signatory who will make necessary corrections

1. Introductions
2. TAC Meeting Purpose
3. Class EA Study Background
4. Study Purpose
5. Study Area
6. Class EA Process
7. Class EA Study Highlights
8. Needs and Justification
9. Problem/Opportunity Statement
10. Alternative Solutions
11. Schedule
12. Next Steps
13. Q & A

**Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive
Evaluation of Alternative Solutions - Summary (DRAFT)**

Evaluation Criteria	Alternative 1: Do Nothing	Alternative 2: TDM Measures	Alternative 3: Improve Local Intersection Operations	Alternative 4: Widen Existing Regional Roads	Alternative 5: Widen Existing Municipal Roads	Alternative 6: Extend Alstep Drive
 Planning and Transportation Summary	 Not Preferred <i>Alternative 1 is not preferred because it is inconsistent with planning objectives and would negatively impact traffic operations and safety.</i>	 Preferred <i>Alternative 2 is preferred because it is consistent with planning objectives and provides some improvements to safety and traffic/transit operations</i>	 Preferred <i>Alternative 3 is preferred because it has positive effect on all planning and transportation criteria.</i>	 Neutral <i>Alternative 4 is neutral because while it may improve traffic safety and traffic operations, it may negatively impact active transportation facilities.</i>	 Neutral <i>Alternative 3 is neutral because it does not have significant benefits within the planning and transportation criteria.</i>	 Preferred <i>Alternative 3 is preferred because it has either a positive or neutral effect on all planning and transportation criteria.</i>
 Socio-Economic Environment Summary	 Neutral <i>Alternative considered neutral due to lack of any significant socio-economic benefits or impacts.</i>	 Neutral <i>Alternative considered neutral due to lack of any significant socio-economic benefits or impacts.</i>	 Neutral <i>Alternative considered neutral due to lack of any significant socio-economic benefits or impacts.</i>	 Not Preferred <i>Alternative 4 is not preferred due to potential property requirements along the regional road.</i>	 Not Preferred <i>Alternative 5 is not preferred due to property requirements where widening is required.</i>	 Neutral <i>Alternative considered neutral due to lack of any significant socio-economic benefits or impacts.</i>
 Healthy Community Summary	 Not Preferred <i>Alternative 1 is not preferred because it is not compatible with the healthy community criteria.</i>	 Preferred <i>Alternative 2 is preferred because it encourages active transportation, provides options for accessibility, and improves air quality compared to “do nothing”.</i>	 Preferred <i>Alternative 3 is preferred because it provides an opportunity to incorporate improvements that will aid active transportation and accessibility and improves air quality compared to “do nothing”.</i>	 Not Preferred <i>Alternative 4 is not preferred because of negative impacts on active transportation and accessibility.</i>	 Neutral <i>Alternative 5 is considered neutral because of limited opportunity to incorporate improvements that will aid active transportation and accessibility.</i>	 Neutral <i>Alternative 6 is considered neutral because, while the design of the extension could accommodate accessibility, it does will likely not encourage use of active transportation.</i>
 Natural Environment Summary	 Neutral <i>The alternative will have no or minimal impacts on the natural environment, although will have higher GHG emissions compared to alternatives 2, 3 and 4.</i>	 Preferred <i>Alternative is preferred, given that it has no or minimal impacts on the natural environment and reduces GHG emissions compared to the “do nothing” alternative.</i>	 Preferred <i>Alternative is preferred, given that it has no or minimal impacts on the natural environment and reduces GHG emissions compared to the “do nothing” alternative.</i>	 Preferred <i>Alternative is preferred, given that it has no or minimal impacts on the natural environment and reduces GHG emissions compared to the “do nothing” alternative.</i>	 Neutral <i>The alternative will have minimal impacts on the natural environment, but with no reduction to GHG emissions compared to the “do nothing” alternative.</i>	 Neutral <i>The alternative will have minimal impacts on the natural environment, but with no reduction to GHG emissions compared to the “do nothing” alternative.</i>
 Cultural Environment Summary	 Preferred <i>Alternative is preferred because of lack of impacts on archaeological, built heritage, and cultural heritage resources.</i>	 Preferred <i>Alternative is preferred because of lack of impacts on archaeological, built heritage, and cultural heritage resources.</i>	 Preferred <i>Alternative is preferred because of lack of impacts on archaeological, built heritage, and cultural heritage resources.</i>	 Not Preferred <i>Alternative is not preferred because of potential impacts to Moore’s Cemetery.</i>	 Preferred <i>Alternative is preferred because of lack of impacts on archaeological, built heritage, and cultural heritage resources.</i>	 Preferred <i>Alternative is preferred because of lack of impacts on archaeological, built heritage, and cultural heritage resources.</i>
 Technical Summary	 Preferred <i>Alternative is preferred due to avoidance of construction.</i>	 Preferred <i>Alternative is preferred due to avoidance of construction</i>	 Neutral <i>Alternative is considered neutral because construction is feasible with minimal changes required to stormwater and utilities.</i>	 Not Preferred <i>Alternative is not preferred given the complexity of the widening and changes required to the stormwater system ad utilities.</i>	 Not Preferred <i>Alternative is not preferred because construction of somewhat complex feasibility and impacts to stormwater and utilities.</i>	 Neutral <i>Alternative is considered neutral because construction is feasible with the opportunity to incorporate any new utilities into the design. However, stormwater collection may be required.</i>
 Cost Summary	 Preferred <i>Alternative is preferred due to low costs and no property acquisition.</i>	 Preferred <i>Alternative is preferred due to low costs and minimal property acquisition.</i>	 Neutral <i>Alternative is neutral due to moderate capital and maintenance costs.</i>	 Not Preferred <i>Alternative is not preferred due to high capital and maintenance costs and required property acquisition.</i>	 Not Preferred <i>Alternative is not preferred due to high capital costs and required property acquisition.</i>	 Neutral <i>Alternative is neutral due to high capital costs, but no property acquisition required.</i>
Overall Summary	 Not Preferred <i>Alternative 1 is not preferred due to its inconsistency with planning objectives and negative air quality impacts.</i>	 Preferred <i>Alternative 2 is preferred due to its consistency with planning objectives, promotion of active transportation and avoidance of construction.</i>	 Preferred <i>Alternative 3 is preferred because it has generally positive results for the evaluation criteria.</i>	 Not Preferred <i>Alternative 4 is not preferred due to its inconsistency with planning objectives, property impacts and anticipated costs.</i>	 Not Preferred <i>Alternative 4 is not preferred due to its lack of project benefits and anticipated costs.</i>	 Neutral <i>Alternative 6 is considered neutral because its construction will not have any significant impacts, but it will not have any significant traffic management benefits.</i>

Technical Advisory
Committee Meeting #1
July 15, 2020

MUNICIPAL CLASS EA STUDY FOR ROAD IMPROVEMENTS NEAR DERRY ROAD EAST AND ALSTEP DRIVE

derryroadea@exp.com

<http://peelregion.ca/public-works/environmental-assessments/DerryRd-AlstepDrive.asp>



1

TAC MEETING AGENDA

- Introductions
- TAC Meeting Purpose
- Class EA Study Background
- Study Purpose
- Study Area
- Class EA Process
- Class EA Study Highlights
- Needs and Justification
- Problem/Opportunity Statement
- Alternative Solutions
- Schedule
- Next Steps
- Q & A



2



PROJECT CONTACTS



3

INTRODUCTIONS - PROJECT TEAM

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Region of Peel Project
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Aircraft

James (John) Lambie

Director Industrialization

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**Yves Marie Monereau,
P.Eng., PTOE, RSP**

Consultant Project Manager

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Phone: 905-793-9800 Ext.
2336



4

TAC MEETING PURPOSE

- Introduce the Class EA Study to the TAC
- Communicate project background, scope / progress, and timelines to key stakeholders
- Present need and justification for proposed improvements
- Present proposed alternatives, evaluation criteria, and evaluation results
- Obtain TAC feedback
- Identify Upcoming Study Activities

5

CLASS EA STUDY BACKGROUND

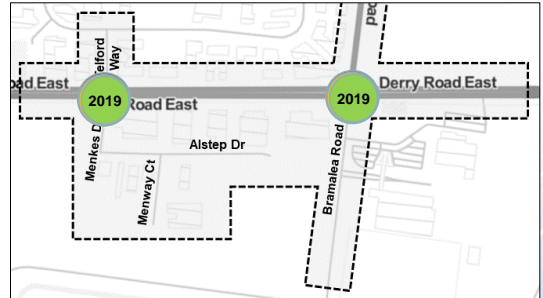
- Bombardier secured long-term lease at 1890 Alstep Dr. from the Greater Toronto Airports Authority (GTAA) for a business jet production facility
- Traffic Impact Study (TIS) prepared in support of proposed site development
- TIS Considerations:
 - Proposed development - about 5,000 daily trips at full build
 - Five other (independent) proposed developments – located nearby, will generate 538 and 976 trips in AM & PM study peak hours.
 - Existing (2019) and future (2022 & 2027) traffic conditions



6

CLASS EA STUDY BACKGROUND

- Key TIS findings:
 - Year 2019 - intersections on Derry Rd, at Bramalea Rd and Menkes Dr, operate with an acceptable LOS and v/c ratios*.
 - Year 2022 - signalized intersections on Derry Rd, at Bramalea Rd & Menkes Dr, will start showing high levels of congestion.
 - Year 2027 - signalized intersections on Derry Rd, at Bramalea Rd & Menkes Dr, continue to have higher congestion levels.
- TIS recommended improvements on roadway network, TDM measures and traffic operation
- Class EA required to validate / implement TIS recommended improvements



* LOS = level of service
v/c ratio = ration of traffic volume to the capacity of the roadway



7



Bombardier Inc. is partnering with the City of Mississauga and the Region of Peel to initiate a Municipal Class EA study to assess existing and future road conditions on Derry Road East and Alstep Drive near Menkes Drive and Bramalea Road.



The Class EA study will identify how best to manage issues related to roadway safety, traffic operations, and service to all road users.



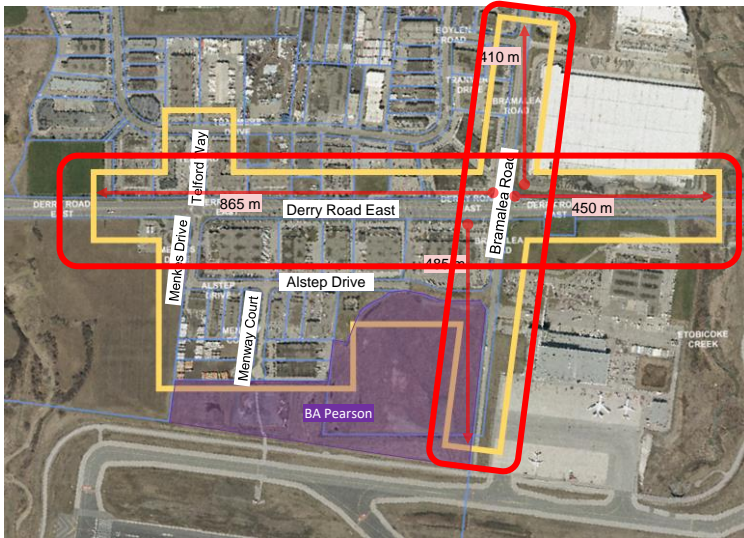
The Study is being conducted in compliance with Schedule 'C' of the Municipal Class EA planning and design process (October 2000, as amended in 2007, 2011 and 2015)

STUDY PURPOSE



8

STUDY AREA

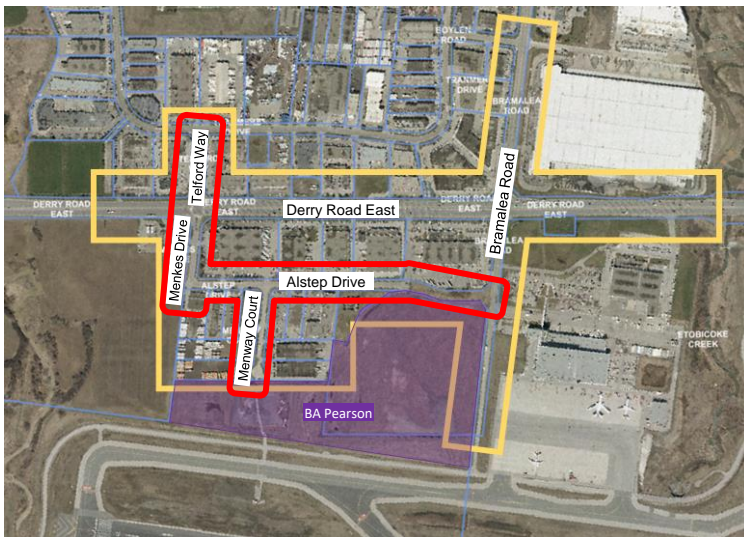


Main Roads

- Derry Road East
 - Regional arterial
 - 60 km/h speed limit
 - 6-lane urban cross section
 - Signalized @ Bramalea Rd, Menkes Dr
 - Left-turn and right-turn lanes
- Bramalea Road
 - Municipal collector
 - 50 km/h speed limit
 - Urban cross section (2 to 5-lane)
 - Left & right turn lanes at Derry Rd



STUDY AREA



Local Roads

- Menkes Drive
 - Alstep Drive
 - Menway Court
 - Telford Way
- Municipal industrial roads
 - 50 km/h speed limit
 - 2 to 3-lane urban cross section
 - Sidewalk on one side



STUDY AREA

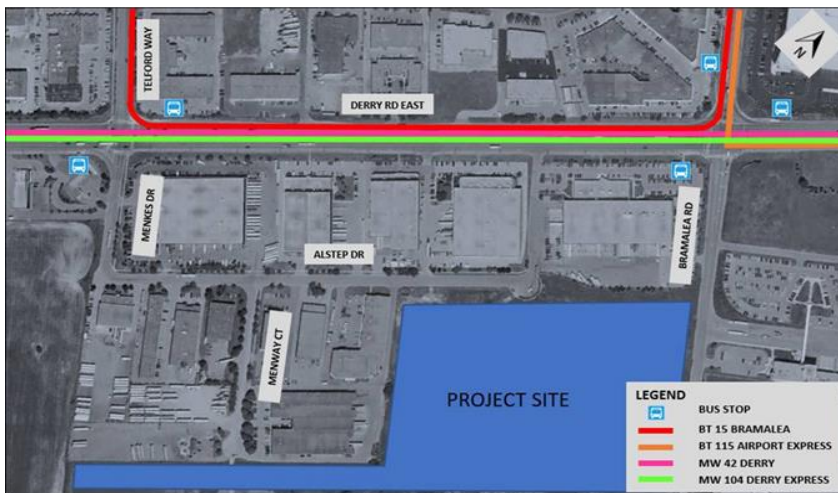


- Industrial Area
- Multi-use pathway on Derry Rd
- No on-street parking



11

STUDY AREA



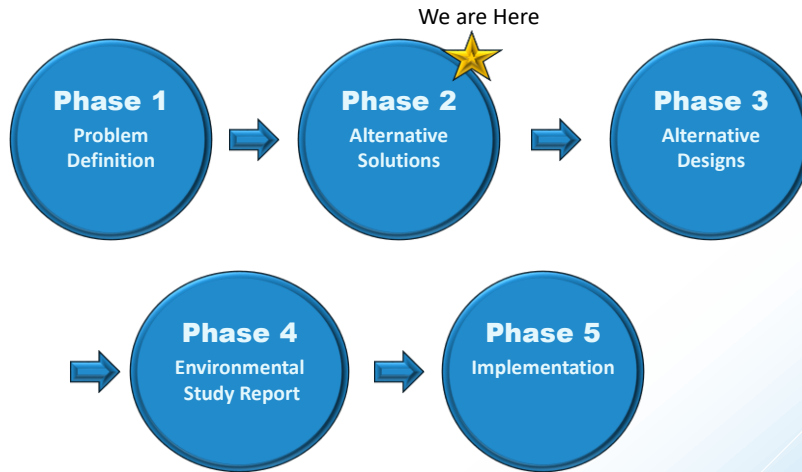
Local transit stops (Derry Rd at Bramalea Rd)

- Miway 42: Derry Road
- Miway 104: Derry Express
- Brampton Transit 15: Bramalea Road
- Brampton Transit 115: Airport Express



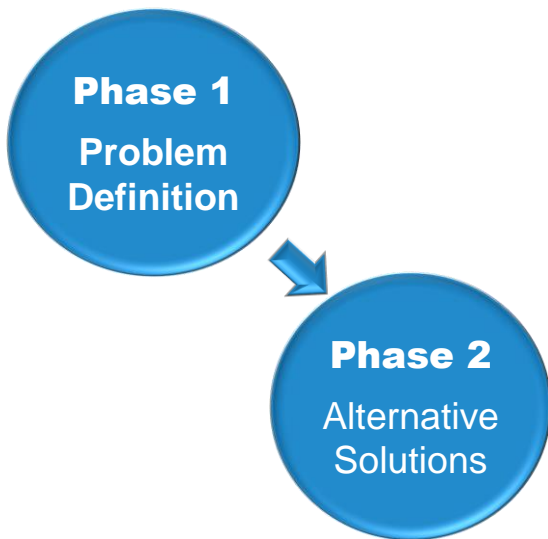
12

CLASS EA PROCESS



13

CLASS EA PROCESS



- ✓ Project initiation
- ✓ Consultation and Communication Plan
- ✓ Technical Advisory Committee
- ✓ Technical Review
- ✓ Planning Review
- ✓ Inventory the Natural, Social, Economic and Cultural Environments
- ✓ Identify Problems and Opportunities
- ✓ Identify and Evaluate Alternative Solutions
- ✓ Selection of Preferred Alternative
- ✓ Ongoing Consultation Activities



14

CLASS EA PROCESS

STAKEHOLDER CONSULTATION



- ✓ Initiate dialogue with MECP
- ✓ Project Initiation Meeting
- ✓ Consultation and Communication Plan
- ✓ Technical Advisory Committee
- ✓ Notice of Commencement & Consultation
- ✓ Meet with Stakeholders
- ✓ PIC # 1 and 2 - **Virtual**
- ✓ Respond to Comments
- ✓ Notice of Completion
- ✓ 30-Day Review

15

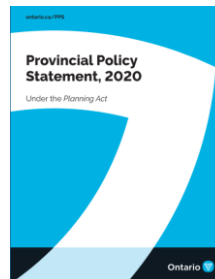
CLASS EA PROCESS

PLANNING & POLICY CONTEXT



A Place to Grow (Growth Plan)

- Describes how transportation systems within GGH will be planned and managed
 - Connectivity among transportation modes
 - Balance of transportation choices
 - Safety of system users
- Climate change
 - Encourages municipalities to develop strategies to reduce greenhouse gas emissions, improve resilience



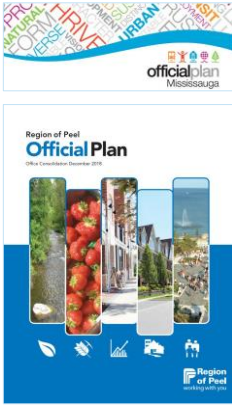
Provincial Policy Statement

- Guidance on the provision of infrastructure and public service facilities
 - Provided in an efficient manner that prepares for the impacts of changing climate while accommodating projected needs
 - Planning shall be coordinated and integrated with land use planning and growth management
 - Use of existing infrastructure and public service facilities should be optimized

16

CLASS EA PROCESS

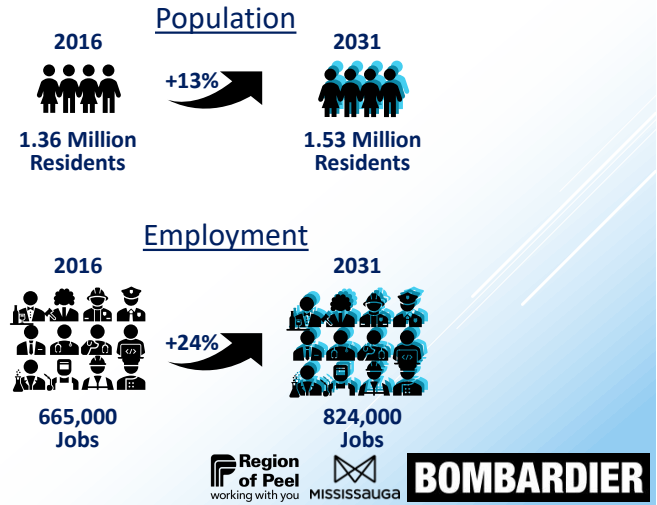
PLANNING & POLICY CONTEXT



Mississauga, Peel Official Plans

- Identifies land and traffic-related classifications within study area
- Provides guidance on growth and development

Mississauga + Brampton Growth



17

CLASS EA PROCESS

PLANNING & POLICY CONTEXT



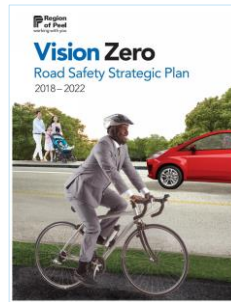
Mississauga Cycling Master Plan

- Derry Road East within the study area is identified as having a multi-use trail
- Future bike lane along Telford Way to Derry Road East
- Unspecified on-road facility upgrades for Derry Road East



Peel Long Range Transportation Plan

- Derry Road East within study area identified as part of Region's existing pedestrian and cycling networks
- No road widenings identified within study area



Peel Vision Zero

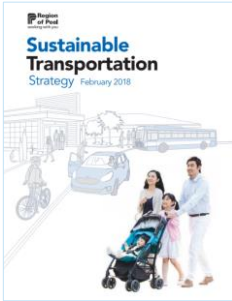
- Goal: 10% reduction in fatal and injury collisions by 2022



18

CLASS EA PROCESS

PLANNING & POLICY CONTEXT



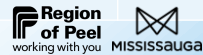
Peel Sustainable Transportation Strategy

- Provides a strategy for increasing sustainable transportation across Peel Region
- Identifies targets for transportation modes

Peel Region Transportation Mode Share Targets

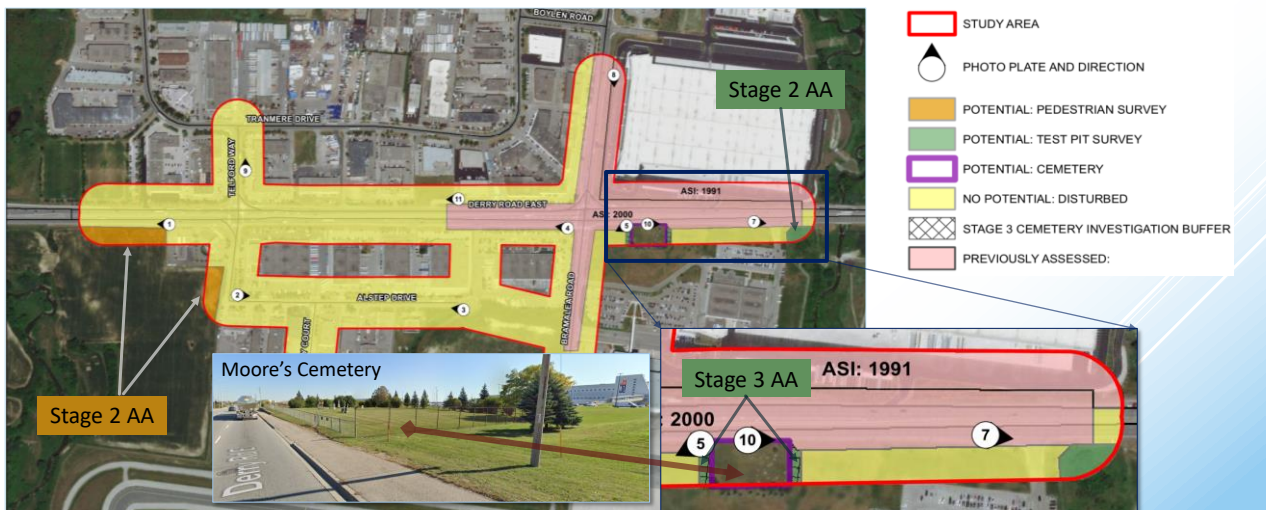
Mode	Current * Performance	2041 Target
Driving	63%	50%
Walking	7%	9%
Cycling	<1%	2%
Transit	11%	17%
Carpool	15%	18%
Other	4%	4%
Sustainable Transportation	37%	50%

* 2011, from Peel's Sustainable Transportation Plan



CLASS EA STUDY HIGHLIGHTS

ARCHAEOLOGICAL ASSESSMENT



CLASS EA STUDY HIGHLIGHTS

ARCHAEOLOGICAL ASSESSMENT

Stage 2 AA

Stage 3 AA ASI: 1991

2000

5 10 7

Moore's Cemetery

Region of Peel working with you MISSISSAUGA **BOMBARDIER**

- Potential for Stage 2 and 3 assessments in select areas if they will be disturbed
- will depend on alternative designs & preferred design*

21

CLASS EA STUDY HIGHLIGHTS

CULTURAL HERITAGE RESOURCE ASSESSMENT

BUILT HERITAGE RESOURCES & CULTURAL HERITAGE LANDSCAPES

CHR 1

CHR 2

CHR 3

CHR 2: Former Farmhouse

Region of Peel working with you MISSISSAUGA **BOMBARDIER**

- CHR 1 and CHR 2: Designated under Part IV of the Ontario Heritage Act
- CHR 3: Identified as a Cultural Heritage Landscape on the City of Mississauga's Inventory

22

CLASS EA STUDY HIGHLIGHTS

CULTURAL HERITAGE RESOURCE ASSESSMENT

BUILT HERITAGE RESOURCES & CULTURAL HERITAGE LANDSCAPES



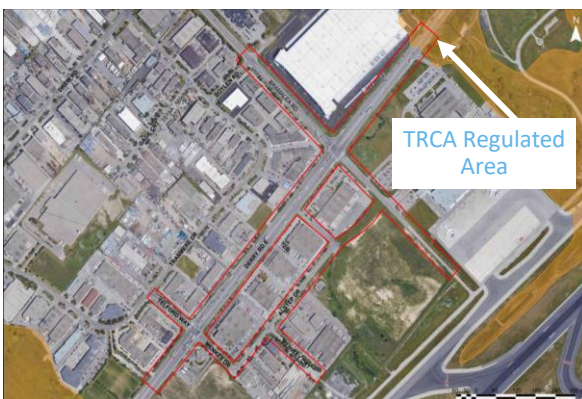
- Built heritage and cultural landscape resources in the study area.
- CHRA to be updated with a confirmation of potential cultural heritage impacts once preferred alternative design selected.
- Updated report will recommend appropriate mitigation measures.



23

CLASS EA STUDY HIGHLIGHTS

NATURAL ENVIRONMENT ASSESSMENT



- Study area contains mainly manicured lawn with native and cultivar urban trees along boulevards.
- Possible bird breeding activity observed in the area.
- Except for one sugar maple, trees adjacent to roadway below size requirements for bat maternity roosts.
- No plant Species at Risk (SAR) observed in study area.
- Possible SAR in study area: Common Nighthawk, Monarch Butterfly, Yellow-banded Bumble Bee.
- No surface water features occur within study area.
- No significant wetlands, woodlands, valleylands or wildlife habitat observed in study area.
- No significant Areas of Natural and Scientific Interest (ANSI) in study area.

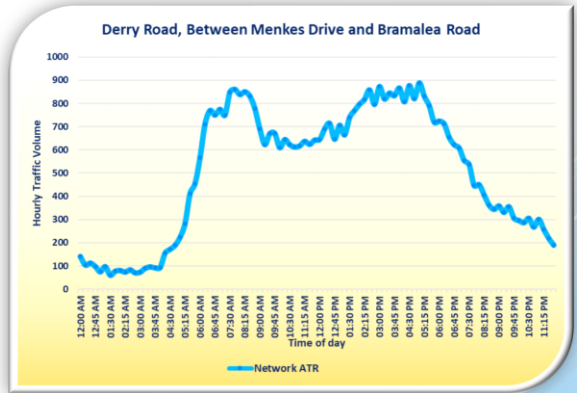


24

NEEDS & JUSTIFICATION

EXISTING ADT

- Derry Road - 49,100 vpd
- Bramalea Road - 15,500 vpd
- Menkes Drive - 3,200 vpd.
- Alstep Drive - 1,000 vpd.
- Menway Court - 1,000 vpd.



25

NEEDS & JUSTIFICATION

PROPOSED ALSTEP DRIVE DEVELOPMENT

Anticipated Daily Trips

Peak Hour	Total	Inbound	Outbound
Site AM Peak (6:15 to 7:15)	956	813	143
Site PM Peak (2:45 to 3:45)	1,216	128	1,088
Network AM Peak (7:30 to 8:30)	179	179	0
Network PM Peak (4:30 to 5:30)	179	0	179



26

NEEDS & JUSTIFICATION

TRAFFIC OPERATIONS AT SIGNALIZED INTERSECTIONS

- Year 2019: LOS C or better (overall)
- Year 2022: **LOS F** in the PM Peak hour
- Year 2027: long Delay and Queue at Turning Lanes; v/c approaching 2.0
- Year 2031: overcapacity



Existing Conditions

Peak Period	Bramalea Road & Derry Road E					
	Mvmt	v/c	Delay (s)	LOS	95th Queue (m)	Storage Capacity (m)
AM	Overall	-	19.9	B	-	-
	EBL	0.51	12.2	B	41	210
	WBL	0.09	18.7	B	5	200
	NBL	0.24	81.5	F	7	89
	SBL	0.73	71.3	E	87	210
PM	Overall	-	25.1	C	-	-
	EBL	0.76	24.5	C	63	210
	WBL	0.20	22.5	A	14	200
	NBL	0.67	89.9	F	43	89
	SBL	0.61	67.4	E	75	210

Peak Period	Menkes Drive/Telford Way & Derry Road E					
	Mvmt	v/c	Delay (s)	LOS	95th Queue (m)	Storage Capacity (m)
AM	Overall	-	11.2	B	-	-
	EBL	0.30	6.6	A	17	110
	WBL	0.21	8.4	A	6	115
	NBL	0.12	63.5	E	10	-
	SBL	0.19	68.1	E	17	26
PM	Overall	-	17.4	B	-	-
	EBL	0.55	29.8	C	56	110
	WBL	0.20	9.6	A	8	115
	NBL	0.49	75.7	E	46	-
	SBL	0.36	66.7	E	42	26



27

NEEDS & JUSTIFICATION

SAFETY

- 190 Collisions (2014-2018)

Weather Conditions:

- Clear: 154
- Rainy: 19
- Snow: 15

Road Surface:

- Dry: 144
- Wet: 31
- Snow/Ice: 13

Injuries:

- Fatal: 0
- Non-Fatal: 30
- PDO: 160

Light Conditions

- Daylight: 137
- Dark: 35
- Dawn/Dusk: 18

Safety conditions will worsen over time as congestion grows

Collisions in Study Area (2014 – 2018)

	Turning	Rear-End	Sideswipe	Angle	SMV	Other	Total
Derry @ Bramalea	28	31	10	4	5		78
Derry @ Menkes	24	17	7	4	5	1	58
Bramalea @ Boylen	7	1		3			11
Telford @ Tranmere	1						1
Alstep @ Menway							0
Derry west of Menkes		1	2				3
Derry between Menkes & Bramalea		14	5	1	2	1	23
Derry east of Bramalea		4	1		3		8
Telford between Derry & Tranmere		1					1
Menkes between Alstep & Derry			1				1
Alstep between Menkes & Menway							0
Bramalea south of Derry		2			1		3
Bramalea north of Derry	2				1		3
Total	62	71	26	12	17	2	190



28

PROBLEM/OPPORTUNITY STATEMENT

PROBLEMS AND OPPORTUNITIES



Problem to be addressed by the Class EA Study:

- Existing congestion during the peak hours is expected to increase by the horizon year if no improvements are implemented.

Opportunities presented by the project:

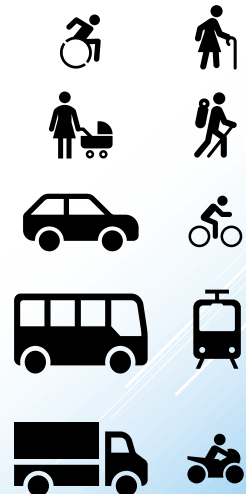
- Support efficient movements of all road users.
- Support increasing use of public transit (LRT & MiWay).
- Improve safety for all within the study area.
- Support employment.
- Support economic growth.
- Support functionality to Pearson Airport.
- Support development plans (including municipal land development plans, transportation plans, and transit plans).
- Support preservation of existing natural system.



PROBLEM/OPPORTUNITY STATEMENT

The proposed Problem/Opportunity Statement for this Class EA:

- *As a result of the proposed development at 1890 Alstep Drive, Mississauga, the road network along Derry Road East in the vicinity of its intersections with Bramalea Road and Menkes Drive will not be able to accommodate the traffic demand anticipated by 2031. Improvements to this road network will be necessary to mitigate possible impacts to traffic operations.*
- *An opportunity exists to make improvements to this road network that will improve the efficiency of traffic and reduce or avoid traffic delays outside of the project study area that either currently exist or are expected to exist by 2031, regardless of whether the development proceeds.*






BREAK

WE WILL RESUME IN 10 MINUTES

MUNICIPAL CLASS EA STUDY FOR ROAD IMPROVEMENTS NEAR DERRY ROAD EAST AND ALSTEP DRIVE

TAC MEETING #1

31

ALTERNATIVE SOLUTIONS

Alternative Solutions	Descriptions
Do Nothing	<ul style="list-style-type: none"> No change to the existing infrastructure within the study area. All road characteristics remain the same and no new roads are added to the project study area.
Limit Growth	<ul style="list-style-type: none"> Limit population and employment levels in the Pearson Airport area.
Transportation Demand Management (TDM) Measures	<ul style="list-style-type: none"> Shifting arrival and departure time of staff to avoid baseline peak hours. Provide preferred parking spaces for carpool vehicles. Provide bicycle racks at the development site to promote active transportation. Improve sidewalks.





32

ALTERNATIVE SOLUTIONS

Alternative Solutions	Descriptions
Improve Transit	<ul style="list-style-type: none"> • Improve the quality of transit service to encourage more people to commute using public transit. • Encouragement can be in the form of adding new bus stops, adding new routes, and/or extending service hours.
Improve Local Intersection Operations	<ul style="list-style-type: none"> • Install auxiliary lanes. • Optimize and improve signal timing, according to the changes made to improve intersection operations. • Installation of traffic signals.
Widen Existing Regional Roads	<ul style="list-style-type: none"> • Widen existing regional road (i.e., Derry Road East) to accommodate additional through lane.

ALTERNATIVE SOLUTIONS

Alternative Solutions	Descriptions
Widen Existing Municipal Roads	<ul style="list-style-type: none"> • Widen existing municipal roads (e.g., Menkes Drive, Alstep Drive, etc.) to accommodate additional through lane. • <i>Note: does not include tapered widenings to accommodate added turning lanes, which are included in local intersection operational improvements.</i>
Diversion of Traffic to Other Existing Roadways	<ul style="list-style-type: none"> • Relieve capacity deficiency by diverting traffic to other existing roadways to bypass areas of heavy traffic.
Extend Alstep Drive	<ul style="list-style-type: none"> • Improve the network by adding an east extension of Alstep Drive connecting to Bramalea Road. • The road allowance for the Alstep Extension has been in place since the late 1990's (exact date unknown).

Alternative Solutions	Screening Result
Do Nothing	Carry Forward
Limit Growth	Set Aside
TDM Measures	Carry Forward
Improve Transit	Set Aside
Improve Local Intersection Operations	Carry Forward
Widen Existing Regional Roads	Carry Forward
Widen Existing Municipal Roads	Carry Forward
Diversion of Traffic to Existing Roadways	Set Aside
Extend Alstep Drive	Carry Forward

ALTERNATIVE SOLUTIONS

PRELIMINARY SCREENING

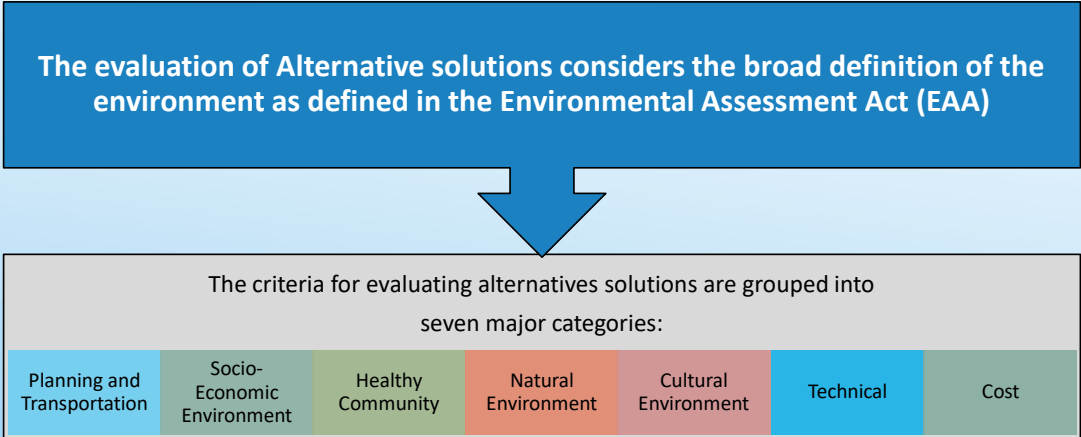
- Alternative solutions compared against problem/opportunity statement for screening.
- Alternative solutions with potential to adequately address problem/opportunity statement carried forward.



35

ALTERNATIVE SOLUTIONS

EVALUATION CRITERIA



36

ALTERNATIVE SOLUTIONS

EVALUATION CRITERIA

Category	Criteria
Planning and Transportation	Provincial Planning Objectives
	Regional Planning Objectives
	Municipal Planning Objectives
	Safety
	Traffic Operations
	Public Transit Operations
	Active Transportation Accommodation
	Network Connectivity
	Emergency Service Response Times
Socio-Economic Environment	Noise and Vibration Impacts
	Land Use Impacts
	Property Impacts
Healthy Community	Alternative impacts on active transportation
	Alternative impacts on Accessibility
	Alternative impacts on Air Quality

37

ALTERNATIVE SOLUTIONS








EVALUATION CRITERIA

Category	Criteria
Natural Environment	Climate Change
	Natural Heritage Policies
	Trees and Vegetation
	Wildlife
	Ground Water
Cultural Environment	Archaeological Resources
	Built Heritage Resources
	Cultural Heritage Landscapes
Technical	Construction Feasibility
	Stormwater Drainage
	Utilities
Cost	Capital Costs
	Property Costs
	Maintenance Costs

38

ALTERNATIVE SOLUTIONS

EVALUATION RESULTS

Evaluation Criteria	Alternative 1: Do Nothing	Alternative 2: TDM Measures	Alternative 3: Improve Local Intersection Operations	Alternative 4: Widen Existing Regional Roads	Alternative 5: Widen Existing Municipal Roads	Alternative 6: Extend Alstep Drive
 Planning and Transportation Summary	○ Not Preferred	● Preferred	● Preferred	○ Neutral	○ Neutral	● Preferred
 Socio-Economic Environment Summary	○ Neutral	○ Neutral	○ Neutral	○ Not Preferred	○ Not Preferred	○ Neutral
 Healthy Community Summary	○ Not Preferred	● Preferred	● Preferred	○ Not Preferred	○ Neutral	○ Neutral
 Natural Environment Summary	○ Neutral	● Preferred	● Preferred	● Preferred	○ Neutral	○ Neutral
 Cultural Environment Summary	● Preferred	● Preferred	● Preferred	○ Not Preferred	● Preferred	● Preferred
 Technical Summary	● Preferred	● Preferred	○ Neutral	○ Not Preferred	○ Not Preferred	○ Neutral
 Cost Summary	● Preferred	● Preferred	○ Neutral	○ Not Preferred	○ Not Preferred	○ Neutral
Overall Summary	○ Not Preferred	● Preferred	● Preferred	○ Not Preferred	○ Not Preferred	○ Neutral

ALTERNATIVE SOLUTIONS

EVALUATION RESULTS

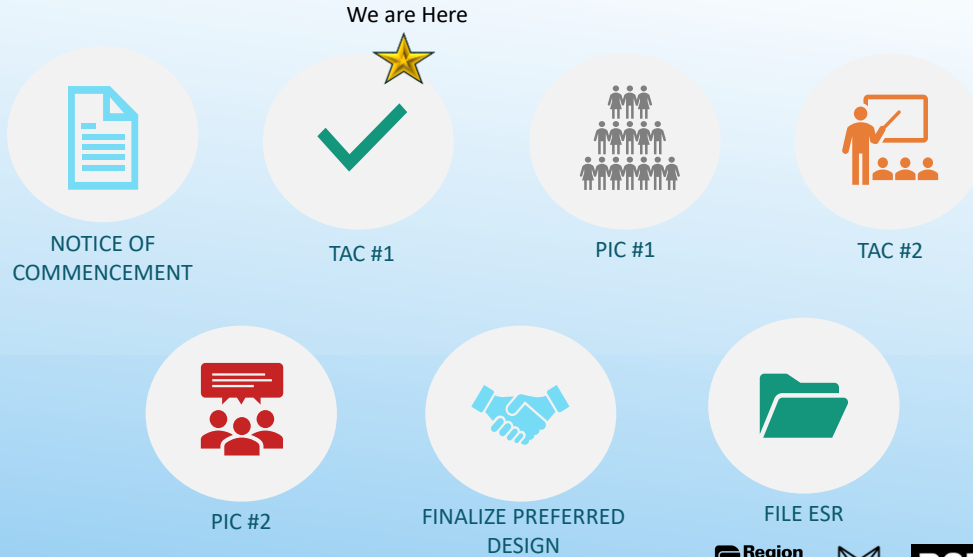
Recommended Alternative Solutions

- Combination:
 - **Improve Local Intersection Operations:** The improvement of operations at local intersections to address capacity deficiencies and accommodate future travel demands.
 - **TDM Measures:** The management of transportation demand to address capacity deficiencies.

Alstep Drive:

- Extension of Alstep Drive considered neutral
- Construction may provide slight improvement to traffic operations
- Construction would not have a significant negative impact on the local environment
- Will be included in identification / evaluation of alternative designs

SCHEDULE



41

NEXT STEPS

- TAC Feedback
- PIC #1
- Develop Alternative Design Concepts
- Complete Evaluation of Alternatives
- Communicate to Stakeholders
- TAC Meeting #2



42



QUESTIONS?


BOMBARDIER

43

THANK YOU

Region of Peel

Sonya Bubas, MCIP, RPP

Region of Peel Project Manager
10 Peel Centre Dr., Suite B, 4th
Floor

Brampton, ON L6T 4B9

Phone: 905-791-7800 Ext. 7801

City of Mississauga

Gino Dela Cruz, P.Eng.

City of Mississauga Project
Manager

201 City Centre Drive, Suite 800

Mississauga, Ontario L5B 2T4

Phone: 905-615-3200 Ext.8769

EXP Services

**Yves Marie Monereau, P.Eng.,
PTOE, RSP**

Consultant Project Manager

1595 Clark Boulevard

Brampton, ON, L6T 4V1

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BOMBARDIER

44



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Meeting Minutes

Date of Meeting: July 15, 2020 9:30 am **Next Meeting:** TBD

Location: Microsoft Teams **Meeting No.:** 1

Written By: JL Gaudet **Signature:** _____

Project: Derry Road / Alstep Drive Class EA **Project No.:** STR-02018572-00

Purpose: Technical Advisory Committee Meeting #1

Attendees:

Region of Peel	City of Mississauga
Alexander, Tamara	Cruz, Gino Dela
Bahrami, Parshan	Elias, Jacqueline
Bubas, Sonya	Liya, Alex
Dang-Williams, Denise	McFadden, Nathan
Dave, Richa	Patterson, Colin
Gallagher, Joe	Rouse, Chris
Gupta, Kaushik	Zia, Zain
Hassan, Nishat	
Jahan, Shajin	Bombardier
Khan, Ayesha	Lambie, James
Kovach, Steven	
Lendvov, Megan	TRCA
Nieuwenhuysen, Bob	Mugo, Caroline
Rook, Sally	
Saiyed, Sabbir	EXP
Thomsen, Jeanne	Smeenck, Margot
Toy, William	Alarie, Don
	Gaudet, Jean-Louis
	Monereau, Yves Marie
	Bhatt, Parth

Distribution: All attendees

Note: If you believe these minutes are inaccurate or incomplete, please notify the signatory who will make necessary corrections



Meeting Minutes (cont'd)

Re: Technical Advisory Committee Meeting #1

Project Number: STR-02018572-00

Date: July 15, 2020

Details	Action to be taken by and delay
1. Introductions	
1.1 JLG welcomed everyone to the TAC meeting and reviewed the agenda.	
1.2 After the agenda review, everyone introduced themselves.	
1.3 YMM identified the proponents for the EA and the key project team members.	
2. TAC Meeting Purpose	
2.1 JLG reviewed the purpose of the meeting, which was to introduce the TAC to the project and describe it to them, in particular an update on the studies undertaken and the evaluation of alternative solutions.	
3. Class EA Study Background	
3.1 YMM provided a review of the Class EA's background, including the Bombardier development and the results of the Traffic Impact Study prepared in support of the Bombardier development.	
4. Study Purpose	
4.1 YMM reviewed the study purpose of this Class EA, which is to identify how best to manage issues related to roadway safety, traffic operations, and service to all road users.	
5. Study Area	
5.1 YMM reviewed the study area for this EA, which is primarily along Derry Road and Alstep Drive in proximity to Bramalea Road and Menkes Drive.	
6. Class EA Process	
6.1 JLG reviewed the process to be followed for this Class EA, which is a Schedule C Class EA.	
6.2 JLG noted that the Class EA is currently in Phase 2. At this stage, the alternative solutions have been identified and evaluated and a preliminary preferred alternative solution is being recommended.	
6.3 JLG also reviewed the stakeholder consultation process for this EA.	
6.4 JLG reviewed the planning context for this EA, including the various relevant planning documents.	
7. Class EA Study Highlights	
7.1 JLG reviewed the key highlights for various studies undertaken. These included:	



Meeting Minutes (cont'd)

Re: Technical Advisory Committee Meeting #1

Project Number: STR-02018572-00

Date: July 15, 2020

Details	Action to be taken by and delay
<ul style="list-style-type: none"> • Stage 1 Archaeological Assessment: Most of the area has no archaeological potential, although some areas will require either stage 2 or 3 assessments if they will be disturbed. • Cultural Heritage Resource Assessment: Some cultural heritage resources were identified in the study area, and the CHRA will be updated with a confirmation of potential cultural heritage impacts once preferred alternative design selected. • Natural Environment Assessment: Overall, the study area contains mainly manicured lawn with native and cultivar urban trees along boulevards, with no sensitive environmental features identified. 	
<p>7.2 A representative from TRCA noted that any borehole drilling that occurs within the TRCA regulated area will require a permit.</p>	
<p>7.3 A representative from the City of Mississauga asked which guidelines would be used in preparing the stormwater management (SWM) report. YMM and JLG noted it would be prepared as per the Region of Peel's guidelines for preparing SWM reports during Class EA's. (EXP)</p>	EXP
<p>7.4 A Region of Peel representative asked whether the condition of cross culverts and box culverts will be reviewed in the EA report, and if the infrastructure would be upgraded if they are at the end of the lifespan. YMM noted this would be considered during the Class EA and reviewed with Sonya Bubas (SB) and Gino Dela Cruz (GDC) as to how it will be integrated into the EA.</p>	EXP, Region, City
<p>8. Needs and Justification</p>	
<p>8.1 YMM reviewed the needs and justification for this project. She presented the existing Average Daily Trips (ADT) for the study area, anticipated trips from the proposed Bombardier development, the results of the Traffic Impact Study (including existing and future traffic operations at the signalized intersections), and an analysis of historical traffic collision data for the study area.</p>	
<p>8.2 The traffic operations analysis showed that in 2019, the signalized intersections operated at an LOC of C or better (overall). By 2031, the system would be at overcapacity.</p>	
<p>8.3 The collision data covered the period of 2014 to 2018. The analysis showed that most collisions occurred during good driving conditions, and were the result of human error. As congestion increases over time, the analysis concluded that safety conditions will worsen if no improvements are made.</p>	



Meeting Minutes (cont'd)

Re: Technical Advisory Committee Meeting #1
 Project Number: STR-02018572-00
 Date: July 15, 2020

Details	Action to be taken by and delay
<p>8.4 It was noted that work-from-home practice adopted during the COVID-19 pandemic response may lead to a trend that sees more people working from home in coming years. It was asked whether this would negate the traffic increases anticipated in the analysis, and whether there would still be a need for roadway improvements. YMM noted that EXP did not consider that, as the long-term impacts are still unknown.</p>	
<p>8.5 It was noted that the Region is looking at traffic impacts due to the Covid response, but that this would be more of a long-term outlook and does not need to be considered in this EA.</p>	
<p>9. Problem/Opportunity Statement</p>	
<p>9.1 JLG reviewed the problems and opportunities to be addressed through this study and presented the problem opportunity statement.</p>	
<p>10. Break</p>	
<p>10.1 A 15-minute break was provided.</p>	
<p>11. Alternative Solutions</p>	
<p>11.1 YMM reviewed the alternative solutions with the TAC. These included: Do Nothing; Limit Growth; Transportation Demand Management (TDM) Measures; Improve Transit; Improve Local Intersection Operations; Widen Existing Regional Roads; Widen Existing Municipal Roads; Diversion of Traffic to Other Existing Roadways; Extend Alstep Drive.</p>	
<p>11.2 JLG reviewed the preliminary screening of the alternative solutions, including the process followed and the results.</p>	
<p>11.3 JLG then presented the evaluation criteria used to evaluate the screened alternative solutions.</p>	
<p>11.4 Once the evaluation criteria were reviewed, JLG reviewed the results of the evaluation using the evaluation handout.</p>	
<p>11.5 JLG presented the preferred alternative solution, which was a combination of Improvements to Local Intersection Operations, TDM measures, and the extension of Alstep Drive.</p>	
<p>11.6 It was asked whether the evaluation results would be narrated on the website. EXP noted that it would.</p>	
<p>11.7 It was suggested that the detailed evaluation summary, like the evaluation summary handout, be incorporated into the PIC boards to provide viewers more complete information on the evaluation. EXP agreed that they would do so.</p>	<p>EXP</p>



Meeting Minutes (cont'd)

Re: Technical Advisory Committee Meeting #1
 Project Number: STR-02018572-00
 Date: July 15, 2020

Details	Action to be taken by and delay
11.8 It was asked if Alstep Drive would be included in SWM report. YMM noted that Region's EA guidelines for SWM reports would be followed for the Alstep Drive extension. She noted that there is also a storm pipe under the cul-de-sac which will need to be addressed.	
12. Schedule	
12.1 YMM reviewed a high-level schedule of the EA process to the team, noting where we are in the process. She noted that the next milestones would be Public Information Centre 1. TAC meeting #2 would follow in Phase 3 to review the identification and evaluation of alternative designs.	
13. Next Steps	
13.1 YMM reviewed the next steps with the TAC, which were to: Obtain the TAC's feedback on the materials presented; hold PIC #1; Develop the Alternative Design Concepts; Complete the Evaluation of Design Alternatives; Communicate with stakeholders as required; and hold TAC Meeting #2 to review the design alternatives and the evaluation results.	
14. Q & A	
14.1 The floor was opened for questions.	
14.2 It was noted the Region of Peel asked for additional information on design concepts as the project moves into the alternative designs stage.	
14.3 GDC noted that EXP/Bombardier will need to stay in touch with GTAA to ensure that the land swaps occur in a timely fashion. He noted the City's Realty Services Section has reached out to GTAA.	
14.4 Jeanne Thomsen (Region) noted she will need the study area boundaries in an electronic GIS format to overlay onto their assets map to determine any overlap or concern. She noted they have water and wastewater assets within the study area.	EXP/GTAA
15. Meeting Close	EXP
15.1 Meeting closed 11:40 a.m.	

Attachments:
Presentation Slides
Evaluation Handout Summary

*Municipal Class Environmental Assessment for
Road Improvements near Derry Road East and Alstep Drive:
Environmental Study Report*

Appendix B5: Technical Advisory Committee Meeting #2

Agency	Department	Salutation	First name	Last Name	Title	Address 1	Address 2	Town/City and Postal Code	Email	Tel
Toronto and Region Conservation Authority	Planning Department, Environmental Assessment Planning	Ms.	Emma	Benko	Planner, Infrastructure Planning and Permits	5 Shoreham Drive		Vaughan, ON, L4K 5R6	emma.benko@trca.ca	(416) 661-6600 ext. 5689
Ministry of the Environment, Conservation and Parks	Environmental Approvals Branch	Mr.	Trevor	Bell	Environmental Planner/Environmental Assessment Coordinator	5775 Yonge Street, 8th floor		Toronto ON, M2M 4J1	trevor.bell@ontario.ca	416-326-3577
Ministry of Natural Resources and Forestry	Aurora District Office	Mr.	Dan	Thompson	District Manager	50 Bloomington Rd		Aurora, ON L4G 0L8	Dan.L.Thompson@ontario.ca	
City of Mississauga	Transportation and Works Department	Ms.	Lin	Rogers	Manager, Transportation Projects				lin.rogers@mississauga.ca	905-615-3200 ext. 4197
City of Mississauga	Planning and Building Department	Mr.	Chris	Rouse	Manager, Development North				chris.rouse@mississauga.ca	905-615-3200 ext.5729
Region of Peel	Roads Operations and Maintenance	Mr.	Alexander	Tamara					Tamara.Alexander@peelregion.ca	
Greater Toronto Airport Authority	Airport Property Leasing	Mr.	Joseph	Fischetti	Manager				joseph.fischetti@gtaa.com	416-776-5818
Bombardier Business Aircraft		Mr.	John	Lambie	Director Industrialization				james.lambie@aero.bombardier.com	
City of Mississauga	Transportation & Works	Mr.	Ryan	Au	Traffic Planning Coordinator				Ryan.Au@mississauga.ca	905-615-3200 ext. 3713
City of Mississauga	Planning & Building	Ms.	Lorie	Sterritt					Lorie.Sterritt@mississauga.ca	
City of Mississauga	Transportation & Works	Mr.	Samer	Elhallak	Storm Drainage Technologist				Samer.Elhallak@mississauga.ca	
City of Mississauga	MiWay	Ms.	Alice	Ho	Supervisor, Transit Infrastructure Management				Alice.Ho@mississauga.ca	
City of Mississauga	MiWay	Ms.	Jacqueline	Elias	Transit Infrastructure Engineering Technologist	3484 Semenyk Ct		Mississauga	Jacqueline.Elias@mississauga.ca	905-615-3200 ext. 5349
City of Mississauga	Transportation & Works	Mr.	Max	Gill	Supervisor, Traffic Operations				Max.Gill@mississauga.ca	
City of Mississauga	Transportation & Works	Mr.	Colin	Patterson	Supervisor, Road Safety				Colin.Patterson@mississauga.ca	
City of Mississauga	Transportation & Works	Ms.	Emma	Calvert	Manager, Development Engineering				Emma.Calvert@mississauga.ca	
City of Mississauga	Transportation & works	Mr.	Darek	Koziol	Traffic Signals Coordinator				Darek.Koziol@mississauga.ca	
City of Mississauga	Transportation & Works	Ms.	Imshun	Je	Manager, Environmental Site Management & Compliance				Imshun.Je@mississauga.ca	
City of Mississauga	Transportation & works	Mr.	Fred	Sandoval	Active Transportation Coordinator				Fred.Sandoval@mississauga.ca	
City of Mississauga	Realty Services	Ms.	Sheryl	Badin	Manager, Realty Services				Sheryl.Badin@mississauga.ca	
Region of Peel	Traffic Department	Ms.	Ayesha	Khan	Traffic Team-Traffic Development				Ayesha.Khan@peelregion.ca	
Region of Peel	Roads Design and Construction	Mr.	Arthur	Lee					arthur.lee@peelregion.ca	
Region of Peel	Engineering Technical Services		Cam	Johnston	Manager				Cam.Johnston@peelregion.ca	
Region of Peel	Traffic Department		Denise	Dang	Traffic Team Lead				Denise.Dang@peelregion.ca	

Region of Peel	Engineering Technical Services		James	Lavhey	Supervisor, CAD & GIS				james.lavhey@peelregion.ca	
Region of Peel	Water and Wastewater		Jeanne	Thomsen					Jeanne.Thomsen@peelregion.ca	
Region of Peel	Real Estate		Joe	Gallagher					Joe.Gallagher@peelregion.ca	
Region of Peel	Real Estate Section	Mr.	Joe	Gallagher						
Region of Peel	Transportation Division	Mr.	Manvir	Tatla	Strategic Policy and Projects - Sustainable Transportation				manvir.tatla@peelregion.ca	
Region of Peel	Roads Operations and Maintenance	Mr.	Mark	Crawford	Manager				Mark.Crawford@peelregion.ca	
Region of Peel	Transportation System Planning	Mr.	Matthew	Cambas					matthew.cambas@peelregion.ca	
Region of Peel	Public Health	Mr.	Michael	Bennington					Michael.Bennington@peelregion.ca	
Region of Peel	Traffic Department		Nishat	Hassan	Traffic Team-Traffic Safety				Nishat.Hassan@peelregion.ca	
Region of Peel	Transportation Division		Parshan	Bahrami	Transportation System Planning				Parshan.Bahrami@peelregion.ca	
Region of Peel	Transportation Division	Ms.	Richa	Dave	Strategic Policy and Projects				richa.dave@peelregion.ca	
Region of Peel	Transportation System Planning	Mr.	Sabbir	Saiyed	Manager				Sabbir.Saiyed@peelregion.ca	
Region of Peel	Infrastructure Programming & Studies	Ms.	Sally	Rook	Manager				Sally.Rook@peelregion.ca	
Region of Peel	Traffic Department	Mr.	Sean	Carrick	Manager				Sean.Carrick@peelregion.ca	
Region of Peel	Traffic Department		Shajin	Jahan	Traffic Team-Traffic Signals and Streelighting				shajin.jahan@peelregion.ca	
Region of Peel	Infrastructure Programming & Studies	Ms.	Sonya	Bubas	Project Manager	10 Peel Centre Dr., Suite B, 4th Floor		Brampton, ON L6T 4B9	sonya.bubas@peelregion.ca	905-791-7800 ext. 7801
Region of Peel	Real Estate	Mr.	Steven	Kovach					Steven.Kovach@peelregion.ca	
Region of Peel	Stormwater Management		Syeda	Banuri					Syeda.Banuri@peelregion.ca	
Region of Peel	Development Services	Mr.	Wayne	Koethe					wayne.koethe@peelregion.ca	
Region of Peel	Traffic Department	Mr.	William	Toy	Manager, Traffic Safety				William.Toy@peelregion.ca	
Region of Peel	Public Health								ZZG-PeelHealthBuiltEnvironment@peelregion.ca	
Region of Peel	Water and Wastewater								pwi@peelregion.ca	
Region of Peel	Stormwater Management		Sakshi	Saini					sakshi.saini@peelregion.ca	
Region of Peel	Roads Design and Construction	Mr.	Serguei	Kabanov					serguei.kabanov@peelregion.ca	
Region of Peel	Water and Wastewater	Ms.	Italia	Ponce					italia.ponce@peelregion.ca	
Region of Peel	Infrastructure Programming & Studies	Ms.	Anna	Lee					anna.lee2@peelregion.ca	

Jean-Louis Gaudet

From: Jean-Louis Gaudet
Sent: Thursday, November 18, 2021 5:53 PM
To: Jean-Louis Gaudet
Cc: Yves Monereau; Bubas, Sonya; Ryan Au
Subject: Derry Road / Alstep Drive Class EA - TAC Meeting #2
Attachments: 1_Derry_Alstep EA_TAC 2_Dec 2 2021_Agenda.pdf

Hello,

Bombardier Inc. with the City of Mississauga and the Region of Peel are undertaking a Schedule C Municipal Class Environmental Assessment (Class EA) study to assess existing and future road conditions on Derry Road East and Alstep Drive near Menkes Drive and Bramalea Road. The project is currently in Phase 3 of the Class EA process.

As part of the Class EA process, a Technical Advisory Committee (TAC) was formed that includes review agencies and project stakeholders. You (or an alternate designate from your organization) are invited to participate on the TAC. The first TAC meeting was held on July 15, 2020, during Phase 2 of this Class EA.

TAC Meeting #2 is scheduled for December 2 from 10:00 am to noon to provide an update on the Class EA study and to review the evaluation of alternative designs.

The TAC meeting will be held virtually. The agenda is attached, and the relevant EA project materials will be distributed to the TAC members in advance of the meeting.

A Microsoft Teams Meeting invitation will be distributed shortly after this e-mail.

Regards,

Jean-Louis



Jean-Louis Gaudet, B.Sc.

EXP | Project Coordinator

t : +1.905.525.6069, 5031 | m : +1.416.728.6261 | e : jeanlouis.gaudet@exp.com

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Unit C1-1

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Meeting Agenda

Project Name:	Derry Rd/Alstep Dr Class EA	Date:	Thursday, December 2, 2021 10:00 am - noon
Location:	Virtual Meeting	Project No.:	STR-02018572-00
Purpose:	Technical Advisory Committee (TAC) Meeting # 2	Prepared By:	JL Gaudet

Note: If you believe this agenda is inaccurate or incomplete, please notify the signatory who will make necessary corrections

-
1. Introductions
 2. Project EA Planning Process
 3. Project Review
 - 3.1 Study Purpose
 - 3.2 Study Area
 - 3.3 Problem/Opportunity Statement
 - 3.4 Preferred Alternative Solution
 4. Recap of PIC #1
 5. Review of Phase 2 and 3 Studies
 6. Alternative Designs
 - 6.1 Evaluation Criteria
 - 6.2 Review of Alternative Design Concepts & Evaluation Results
 - 6.3 Recommended Alternative Design Concepts
 7. Project Timeline & Next Steps
 8. Q & A

Jean-Louis Gaudet

From: Jean-Louis Gaudet
Sent: Monday, November 22, 2021 10:05 PM
To: Jean-Louis Gaudet
Cc: Yves Monereau; Ryan.Au@mississauga.ca; sonya.bubas@peelregion.ca
Subject: RE: Derry Road / Alstep Drive Class EA - TAC Meeting #2
Attachments: 202111Nov22_Derry_Alstep EA_TAC2_Pre-Meeting Comment Form.docx

Hello all,

In preparation for TAC Meeting #2 of the Derry Road / Alstep Drive Class EA, study reports are being made available for your review and comment. They can be accessed through the following dropbox link:



The documents uploaded include:

1. TAC #2 Agenda
2. TAC #2 Presentation Slides (full size version and handout version provided)
3. Evaluation Criteria Handout (for easy reference during the TAC meeting)
4. Alternative Design Evaluation Summary (for easy reference during the TAC meeting)
5. Meeting minutes from TAC #1 Meeting
6. Transportation Assessment Report
7. Cultural Heritage Report
8. Hydrogeological Report
9. Phase One Environmental Site Assessment Report
10. Geotechnical Investigation and Pavement Analysis Report
11. Stormwater Management Report
12. Tree Preservation Report
13. EA Phase 2 Summary Draft Report (main report and appendices in separate PDF files)
14. Alternative Designs Evaluation Report (main report and appendices in separate PDF files)
15. 30% Design Drawings
16. Draft PIC #2 Slides for TAC Review

An “Archive” folder has also been provided, which includes reports previously circulated to TAC advance of TAC Meeting #1 and are provided for reference.

If you have any issues accessing the files, please do not hesitate to contact me or one of the EA study team members directly.

Additionally, we have attached a “pre-meeting” comment form. You may use this form to provide the project study team your comments in advance of the meeting, if desired. This will help the project study team provide you with a clear and definitive answer at the TAC meeting.

Regards,

Jean-Louis

Jean-Louis Gaudet, B.Sc.

EXP | Project Coordinator

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

From: Jean-Louis Gaudet

Sent: Thursday, November 18, 2021 6:05 PM

To: Jean-Louis Gaudet; caroline.mugo@trca.ca; trevor.bell@ontario.ca; brad.allan@ontario.ca; lin.rogers@mississauga.ca; chris.rouse@mississauga.ca; sonya.bubas@peelregion.ca; joseph.fischetti@gtaa.com; james.lambie@aero.bombardier.com; Ryan.Au@mississauga.ca; Lorie.Sterritt@mississauga.ca; Samer.Elhallak@mississauga.ca; Jacqueline.Elias@mississauga.ca; Max.Gill@mississauga.ca; Colin.Patterson@mississauga.ca; Emma.Calvert@mississauga.ca; Darek.Koziol@mississauga.ca; Fred.Sandoval@mississauga.ca; Denise.Dang@peelregion.ca; Ayesha.Khan@peelregion.ca; Nishat.Hassan@peelregion.ca; shajin.jahan@peelregion.ca; richa.dave@peelregion.ca; manvir.tatla@peelregion.ca; Syeda.Banuri@peelregion.ca; Bob.Nieuwenhuysen@peelregion.ca; Joe.Gallagher@peelregion.ca; ZZG-PeelHealthBuiltEnvironment@peelregion.ca; Tamara.Alexander@peelregion.ca; wayne.koethe@peelregion.ca; Jeanne.Thomsen@peelregion.ca; james.lavhey@peelregion.ca; Sabbir.Saiyed@peelregion.ca; pwi@peelregion.ca; Yves Monereau; Carlyle Glean; matthew.cambas@peelregion.ca; Piyush Patel; Dan.L.Thompson@ontario.ca; Emma Benko
Cc: Alice.Ho@mississauga.ca; Imshun.Je@mississauga.ca; Parshan.Bahrami@peelregion.ca; Steven.Kovach@peelregion.ca; William.Toy@peelregion.ca; Mark.Crawford@peelregion.ca; Michael.Bennington@peelregion.ca; Sally.Rook@peelregion.ca; Sean.Carrick@peelregion.ca; Cam.Johnston@peelregion.ca; Alex Liya; Robert Andrews; Rook, Sally; Silva, Roger; Veronica Osei-Akoto Brown

Subject: Derry Road / Alstep Drive Class EA - TAC Meeting #2

When: Thursday, December 2, 2021 10:00 AM-12:00 PM (UTC-05:00) Eastern Time (US & Canada).

Where: Microsoft Teams Meeting

Hello,

Bombardier Inc. with the City of Mississauga and the Region of Peel are undertaking a Schedule C Municipal Class Environmental Assessment (Class EA) study to assess existing and future road conditions on Derry Road East and Alstep Drive near Menkes Drive and Bramalea Road. The project is currently in Phase 3 of the Class EA process.

As part of the Class EA process, a Technical Advisory Committee (TAC) was formed that includes review agencies and project stakeholders. You (or an alternate designate from your organization) are invited to participate on the TAC. The first TAC meeting was held on July 15, 2020, during Phase 2 of this Class EA.

TAC Meeting #2 is scheduled for December 2 from 10:00 am to noon to provide an update on the Class EA study and to review the evaluation of alternative designs.

The TAC meeting will be held virtually. The agenda is attached, and the relevant EA project materials will be distributed to the TAC members in advance of the meeting.

Regards,

Jean-Louis Gaudet
EXP Services Inc

Microsoft Teams meeting

Join on your computer or mobile app

[Click here to join the meeting](#)

Or call in (audio only)



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Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive

Technical Advisory Committee Meeting #2 - Comment Form

Agency/Department:		<p><i>You may provide us your comments using the table below.</i></p> <p><i>Under “Severity of Concern,” please mark with an “X” if your comment represents a major concern, a minor concern, or whether you are unsure.</i></p> <p><i>Under “When to be Addressed,” please mark with an “X” if the comment, issue or concern:</i></p> <ul style="list-style-type: none"> • <i>Should be addressed before the project is presented to the public in Public Information Centre (PIC) #2;</i> • <i>Is something that can be addressed after the PIC but should be documented in the Environmental Study Report (ESR); or</i> • <i>Is an item to be addressed during detailed design.</i>
Contact Name:		
Report / Topic:		

Comment	Severity of Concern			When to be Addressed		
	<i>(Please indicate with an X)</i>					
	Major	Minor	Unsure	Before PIC 2	Before ESR	During Detailed Design

Virtual

Technical Advisory
Committee (TAC)

Meeting #2


Date: Dec. 02, 2021


MUNICIPAL CLASS EA STUDY FOR ROAD IMPROVEMENTS NEAR DERRY ROAD EAST AND ALSTEP DRIVE



derryroadea@exp.com

 Region
of Peel
working with you

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 **BOMBARDIER**


Dec. 02, 2021


Website <http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>


1

TAC MEETING AGENDA

- Introductions
- Review of EA Planning Process
- Project Review
- Public Information Centre (PIC) #1 Recap
- Review of Phase 2 Studies
- Alternative Designs
- Project Timeline and Next Steps
- Questions

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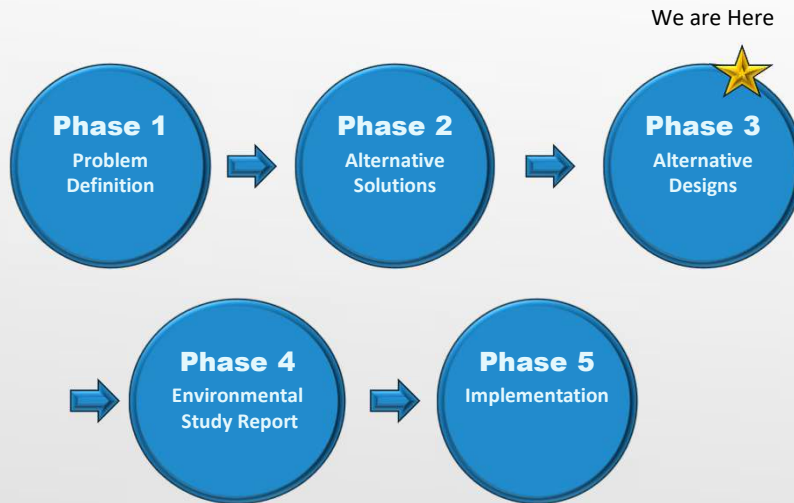
 MISSISSAUGA

 **BOMBARDIER**

Dec. 02, 2021

2

Review of EA Planning Process



- **Phase 1:** Define the problem and opportunities to be addressed
- **Phase 2:** Identify and evaluate the alternative solutions to address the problem
- **Phase 3:** Identify and evaluate the alternative designs for the preferred solution
- **Phase 4:** Prepare the Environmental Study Report (ESR)
- **Phase 5:** Construction

3

Project Review

PURPOSE OF CLASS EA STUDY

Purpose: To identify how best to accommodate future transportation demands near the Derry Road East / Alstep Drive area.

Why: A key driver for this study is the industrial development of 1890 Alstep Drive by Bombardier Aerospace and associated traffic increases.

How: Class EA Study will assess existing and future road conditions on Derry Road East and Alstep Drive (near Menkes Drive and Bramalea Road) and identify how best to manage issues related to roadway safety and traffic operations.

This Study is being conducted in compliance with Schedule 'C' of the Municipal Class Environmental Assessment (EA) planning and design process (October 2000, as amended in 2007, 2011 and 2015)

4

Project Review

CLASS EA STUDY BACKGROUND

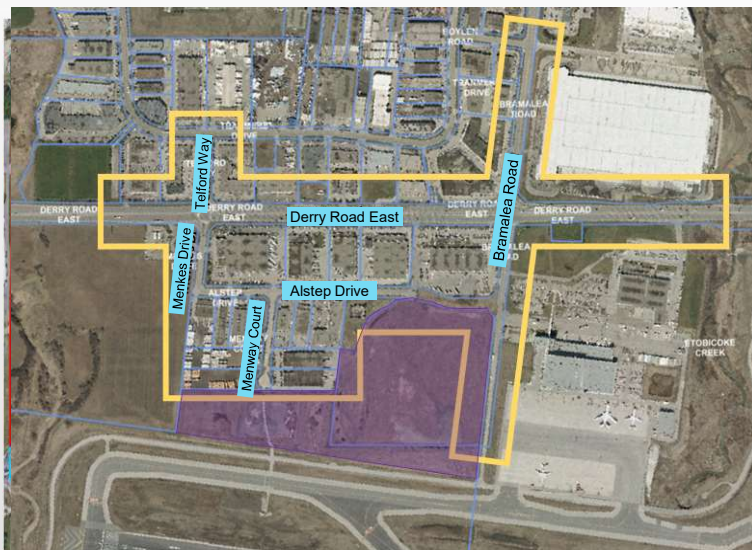
- Bombardier is developing a site that will generate 5,000 daily trips at full build
- A Traffic Study was conducted which recommended improvements to:
 - ❖ Road network;
 - ❖ Traffic Operations; and,
 - ❖ Active Transportation Improvements
- Class EA was conducted to implement these recommendations



5

Project Review

CLASS EA ROADWAY STUDY AREA



Study Area Roads

Transit

- Miway Transit on Derry Road
- Brampton Transit on Derry Road

Active Transportation

- Industrial Area
- No on-street parking
- Multi-use pathway on south side of Derry Rd
- Crosswalk on north, south and west legs of Derry Rd / Bramalea Rd intersection



6

Project Review

PROBLEM / OPPORTUNITY STATEMENT

The proposed Problem/Opportunity Statement for this Class EA:

- *As a result of the proposed development at 1890 Alstep Drive, Mississauga, the road network along Derry Road East in the vicinity of its intersections with Bramalea Road and Menkes Drive will not be able to accommodate the traffic demand anticipated by 2031. Improvements to this road network will be necessary to mitigate possible impacts to traffic operations.*
- *An opportunity exists to make improvements to this road network that will improve the efficiency of traffic and reduce or avoid traffic delays outside of the project study area that either currently exist or are expected to exist by 2031, regardless of whether the development proceeds.*



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7

Project Review

PREFERRED ALTERNATIVE SOLUTION

The Preferred Alternative Solution developed in consultation with Agencies and the Public will provide:

- Local Intersection Operations Improvements by adding turning lanes and traffic signals
- TDM Measures for active transportation by adding or enhancing facilities that accommodate walking and cycling
- Extend Alstep Drive

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8

Public Information Centre (PIC) #1 Recap

- Virtual Session on July 28, 2020
 - Hand delivery and direct mail of Notification
 - Project Webpage
 - Presentation slides and detailed evaluation summary

➤ What we Heard

 <p>Increased Traffic</p> <ul style="list-style-type: none"> ➤ Congestion ➤ Effect of increased traffic volume on properties 	 <p>Property Impacts</p> <ul style="list-style-type: none"> ➤ Changes to property lines 	 <p>Environmental Protection</p> <ul style="list-style-type: none"> ➤ Protection of Urban River Valley land uses near Etobicoke Creek ➤ Agency guidance on Environmental Protection, including Species at Risk, Source Water Protection, Climate Change, Air Quality, Ecosystem Protection and Restoration, Surface Water & Groundwater, and Management of Excess and Contaminated Soils
 <p>Traffic Improvements</p> <ul style="list-style-type: none"> ➤ Red light cameras at Derry Road intersections ➤ Add right turn lanes at Menkes and Telford onto Derry ➤ Advanced left-turn arrow at Menkes and Telford onto Derry ➤ Coordination with planned MiWay improvements 	 <p>Construction</p> <ul style="list-style-type: none"> ➤ Duration of construction ➤ Impact of construction on traffic 	
	 <p>Utilities</p> <ul style="list-style-type: none"> ➤ Request to be kept informed 	
	 <p>First Nations Engagement</p> <ul style="list-style-type: none"> ➤ Request to be kept informed ➤ Guidance from MECP on First Nations stakeholders 	

9

Review of Phase 2 and Phase 3 Studies

KEY TECHNICAL STUDIES

- Studies completed and presented in TAC #1 include:
 - ❖ Stage 1 Archaeological Assessment
 - ❖ Cultural Heritage Resource Assessment
 - ❖ Natural Heritage Assessment
 - ❖ Traffic assessment
 - ❖ Safety Assessment
- The following technical studies are being undertaken since the last PIC:
 - ❖ **Environmental Site Assessment**
 - ❖ **Storm Water Management**
 - ❖ **Tree Inventory**

10

Environmental Site Assessment

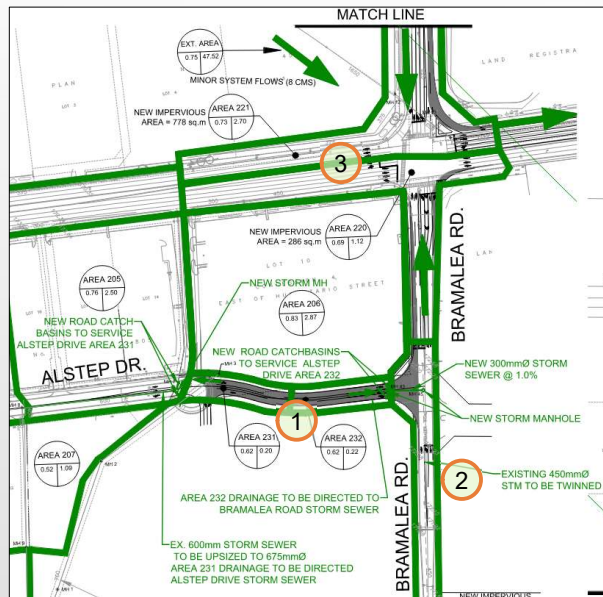
SUMMARY AND FINDINGS

- Based on Phase 1 ESA findings, entire study area consists of one or more Areas of Potential Environmental Concern (APEC).
- Identified Potentially Contaminating Activities (PCA's) within study area include:
 - ❖ Import of fill material
 - ❖ Spills
 - ❖ Various industrial/commercial activities
- Phase 2 ESA required prior to undertaking of roadworks.



11

Storm Water Management



- 1 **Alstep Drive** - split storm flows to drain at Alstep Drive and Bramalea Road. Increase in peak flows is negligible.
- 2 **Bramalea Road** - existing storm sewer currently undersized. Capacity increase required.
- 3 **Derry Road** - increase in peak flows negligible.

12

Tree Survey

SUMMARY AND FINDINGS

431 Individual Trees Inventoried

- ✓ 240 in Good condition
- ✓ 156 in Fair Condition
- ✓ 20 in Poor Condition
- ✓ 14 Dead

5 Groupings (clusters) of trees

- ✓ 3 in Fair Condition
- ✓ 65 in Fair to Poor Condition
- ✓ 20 in Poor Condition to Dead



EA Study Segment	Removal (#)	Protected (#)
Derry Road	13 trees	<ul style="list-style-type: none"> • 119 trees • 3 Groupings (of 63 trees)
Menkes Drive / Telford Drive	3 trees	<ul style="list-style-type: none"> • 40 trees
Bramalea Road	6 trees	<ul style="list-style-type: none"> • 44 trees • 1 Grouping (of 5 trees)
Alstep Drive Extension	6 trees	<ul style="list-style-type: none"> • 43 trees • 1 Grouping (of 35 trees)
Alstep Drive (existing)	1 tree	-
Menway Court	0 trees	<ul style="list-style-type: none"> • 22 trees



13

Identification of Evaluation Criteria

The evaluation of Alternative Designs considers the broad definition of the environment as defined in the Environmental Assessment Act (EAA)



The criteria for evaluating alternatives designs are grouped into seven major categories:



14

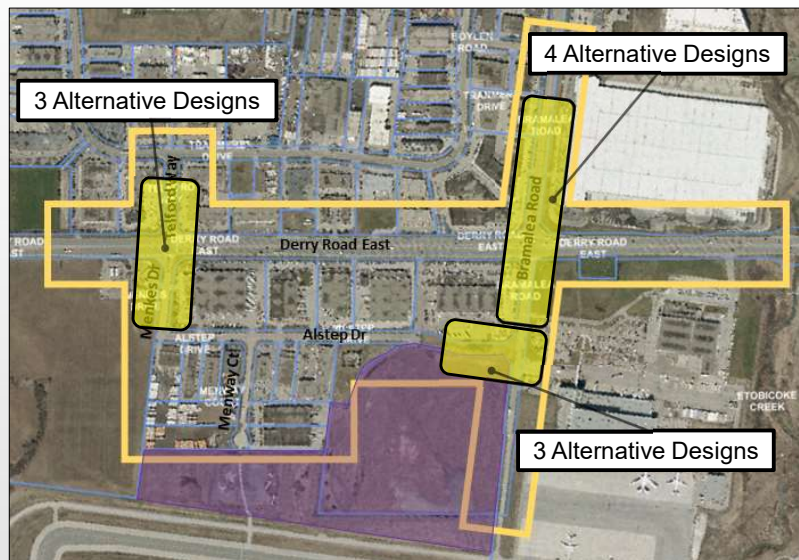
Design Criteria to Develop Alternative Designs

DESIGN PARAMETERS	DESIGN STANDARD REFERENCE
Road Classification Design Vehicle	TAC Table 2.6.2
Min. Stopping Sight Distance	TAC Table 2.5.2
Equivalent Min. 'K' Factor Crest / Sag	TAC Tables 3.3.2 & 3.3.5
Min. & Max. Grade	TAC Section 3.3.2.5 & TAC Table 3.3.1
Min. Radius	TAC Table 3.2.4
Lane & Median Width	TAC Table 4.2.3 & TAC Section 4.5.2
Right & Left Turn Lane Design	TAC Tables 10.6.2 & 9.17.1
MUP & Boulevard Width	OTM Book 18
Sidewalk Width	Peel Region ROP STD 5-2-5

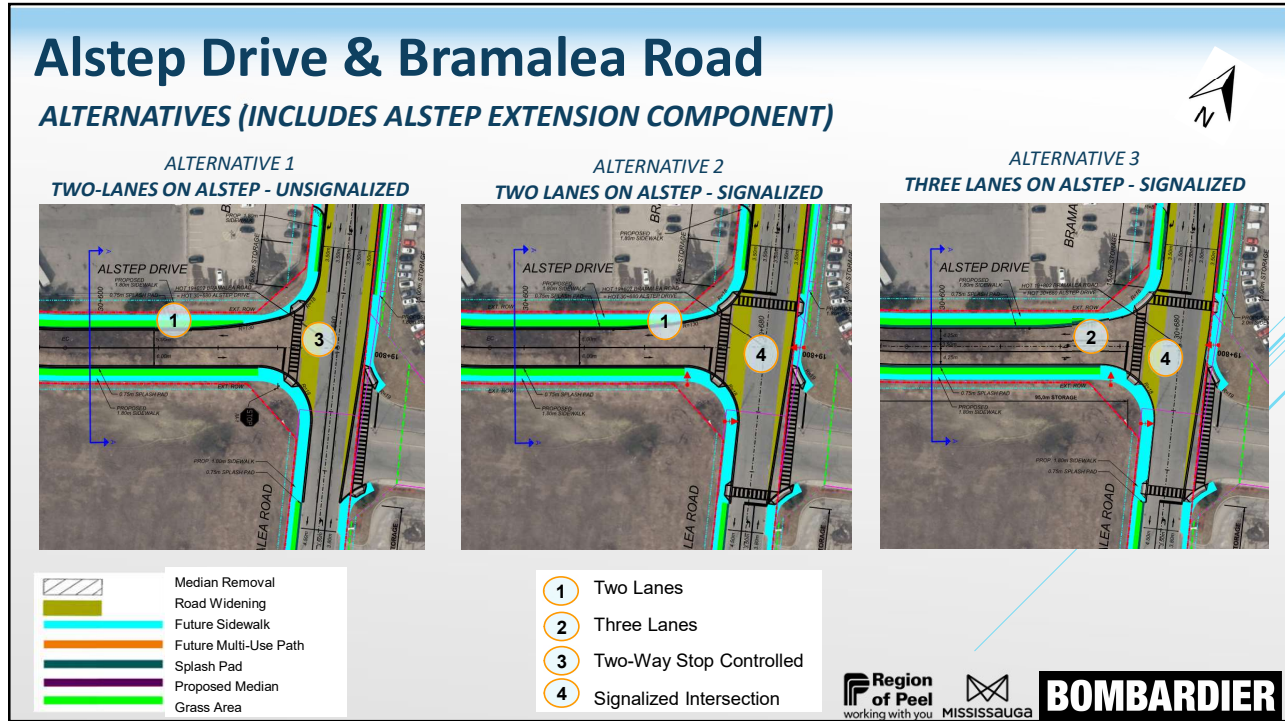


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Identification of Alternative Design Concepts



16



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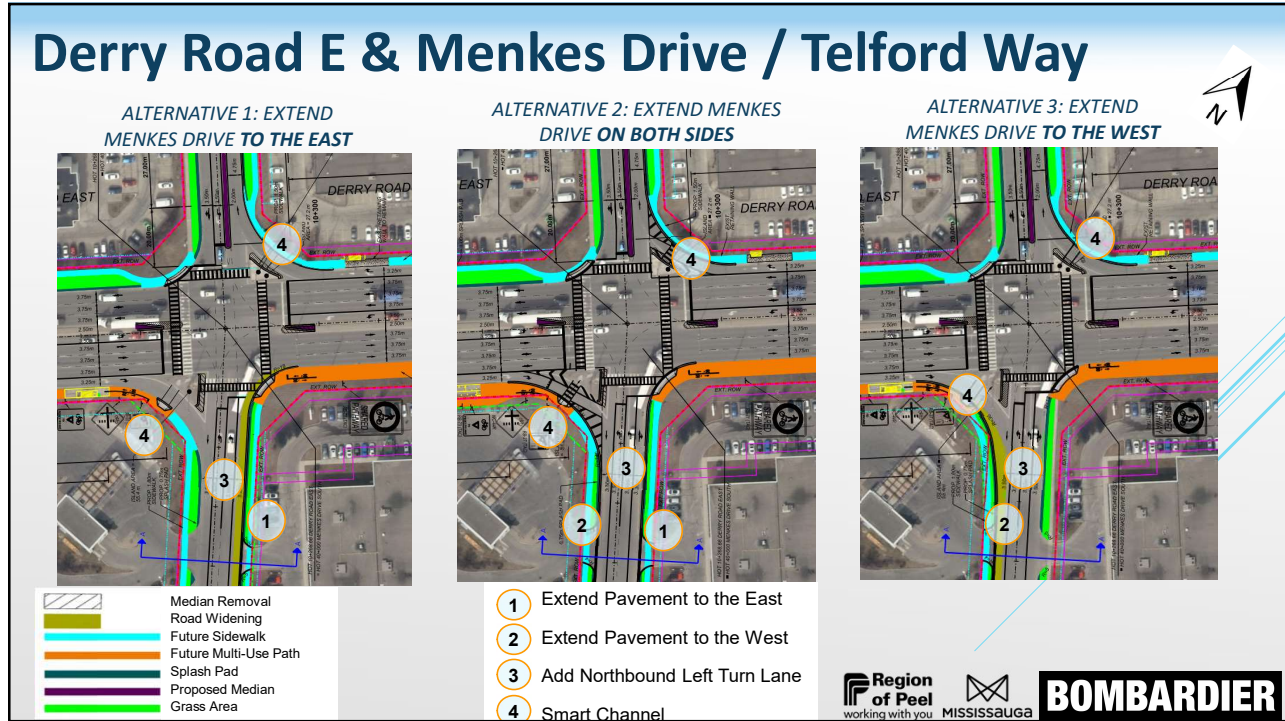
Alternative Designs - Evaluation Results

ALSTEP DRIVE & BRAMALEA ROAD

	Planning and Transportation	Healthy Community	Natural Environment	Socio-Economic Environment	Cultural Environment	Technical	Cost
Alternative 1 <i>Two lanes, unsignalized</i>	○ <i>Not Preferred</i>	○ <i>Neutral</i>	● <i>Preferred</i>	● <i>Preferred</i>	● <i>Preferred</i>	● <i>Preferred</i>	● <i>Preferred</i>
Alternative 2 <i>Two lanes, signalized</i>	○ <i>Neutral</i>	● <i>Preferred</i>	● <i>Preferred</i>	● <i>Preferred</i>	● <i>Preferred</i>	○ <i>Neutral</i>	○ <i>Neutral</i>
Alternative 3 <i>Three lanes, signalized</i>	● <i>Preferred</i>	● <i>Preferred</i>	● <i>Preferred</i>	● <i>Preferred</i>	● <i>Preferred</i>	○ <i>Neutral</i>	○ <i>Neutral</i>

● **Alternative 3** is most preferred as it improves traffic operations and safety with the addition of both a traffic signal and an eastbound left turn lane.

18



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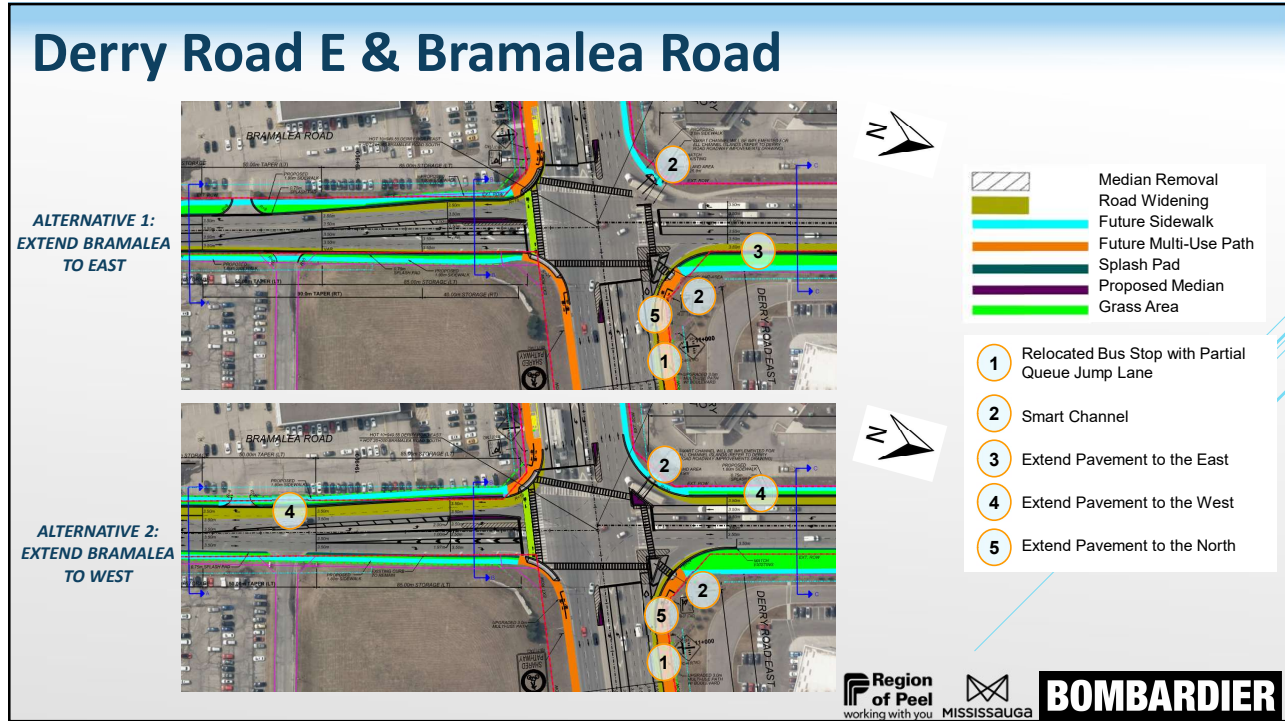
Alternative Designs - Evaluation Results

MENKES DRIVE & DERRY ROAD

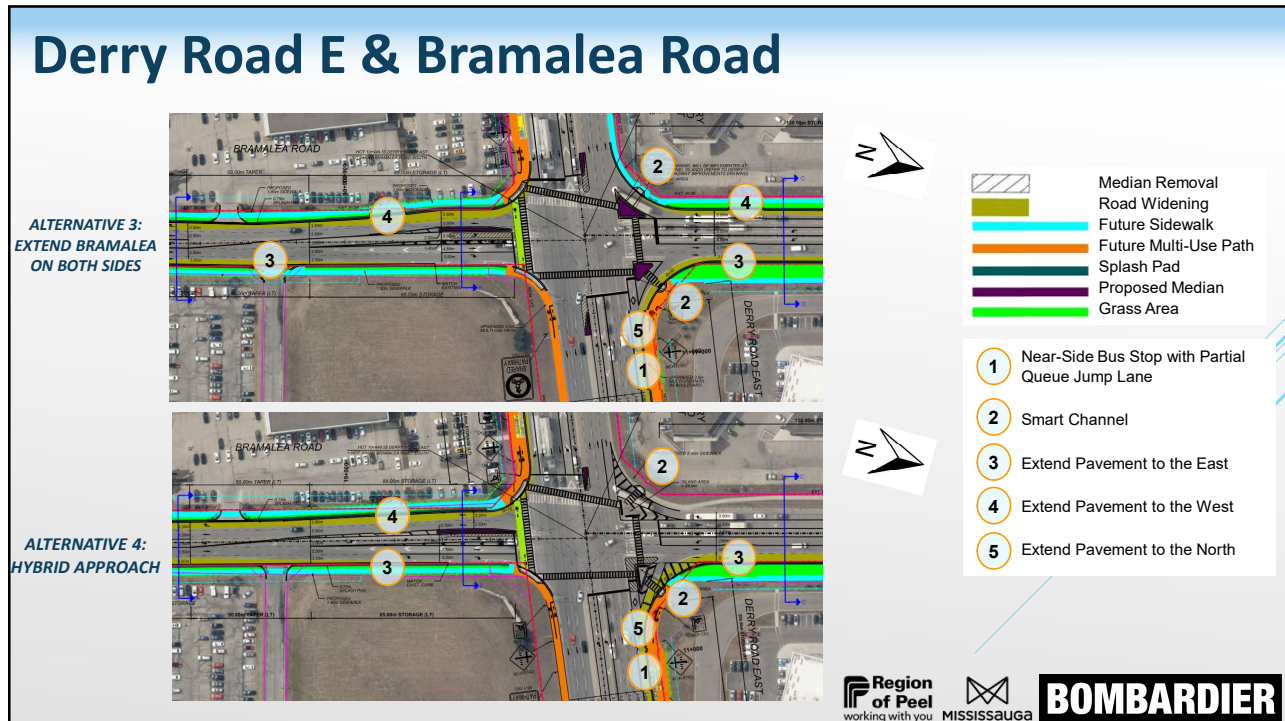
	Planning and Transportation	Healthy Community	Natural Environment	Socio-Economic Environment	Cultural Environment	Technical	Cost
Alternative 1 <i>Extend to East</i>	● Preferred	○ Neutral	○ Neutral	○ Neutral	● Preferred	○ Neutral	● Preferred
Alternative 2 <i>Extend both sides</i>	● Preferred	● Preferred	● Preferred	● Preferred	● Preferred	● Preferred	○ Neutral
Alternative 3 <i>Extend to West</i>	● Preferred	○ Not Preferred	○ Neutral	○ Neutral	● Preferred	○ Not Preferred	○ Neutral

● **Alternative 2** is most preferred as it provides additional design flexibility by extending pavement on both sides. This reduces impacts to boulevard trees and utilities.

20










21



22

Alternative Designs - Evaluation Results

BRAMALEA ROAD & DERRY ROAD

	 Planning and Transportation	 Healthy Community	 Natural Environment	 Socio-Economic Environment	 Cultural Environment	 Technical	 Cost
Alternative 1 <i>Extend to East</i>	Neutral	Preferred	Preferred	Preferred	Preferred	Neutral	Neutral
Alternative 2 <i>Extend Both Sides</i>	Neutral	Preferred	Preferred	Not Preferred	Preferred	Not Preferred	Not Preferred
Alternative 3 <i>Extend to West</i>	Neutral	Neutral	Preferred	Neutral	Preferred	Not Preferred	Not Preferred
Alternative 4 <i>Hybrid</i>	Preferred	Preferred	Preferred	Preferred	Preferred	Preferred	Preferred

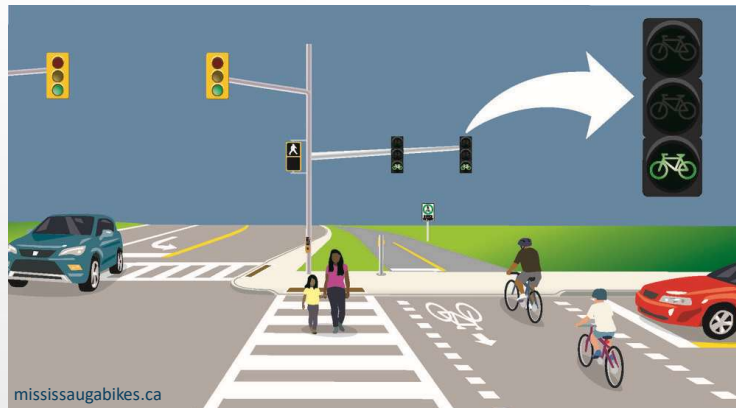
Alternative 4 is most preferred as it provides additional improvements to traffic operations and lowest impacts to existing utilities.

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23

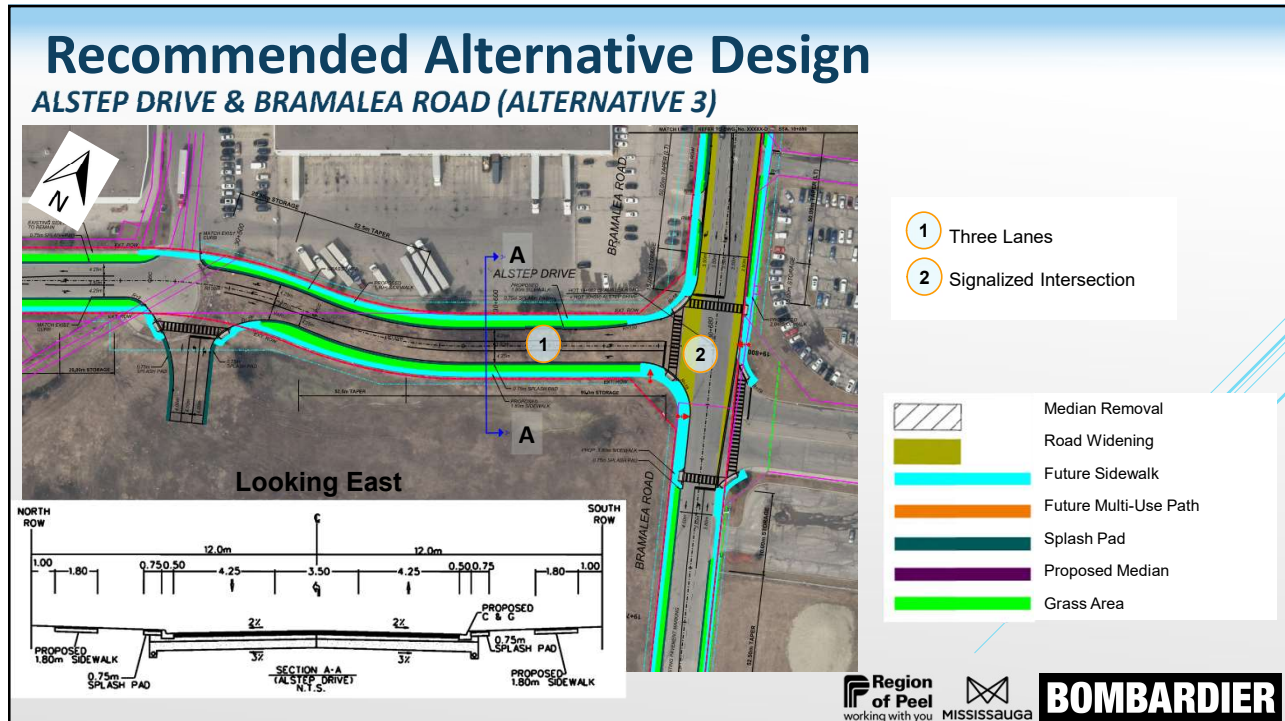
Active Transportation Improvements

- **Derry Road**
 - Sidewalk on north side
 - Upgraded MUP
 - Cross-rides where applicable
- **New Sidewalks**
 - West side of Menkes Drive
 - East side of Bramalea Road
 - East side of Telford Way
 - South side of Alstep Drive
 - West side of Menway Court

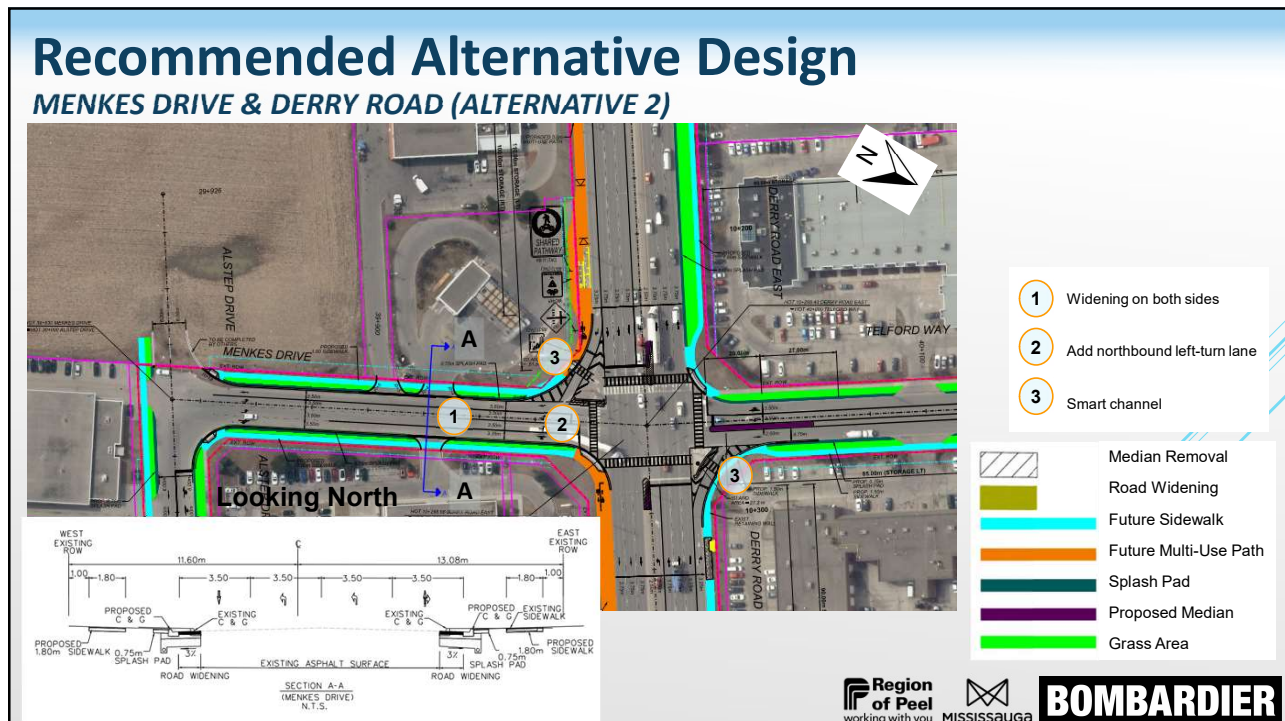


Active Transportation improvements identified will allow City and Region to advance their Active Transportation goals in the future.

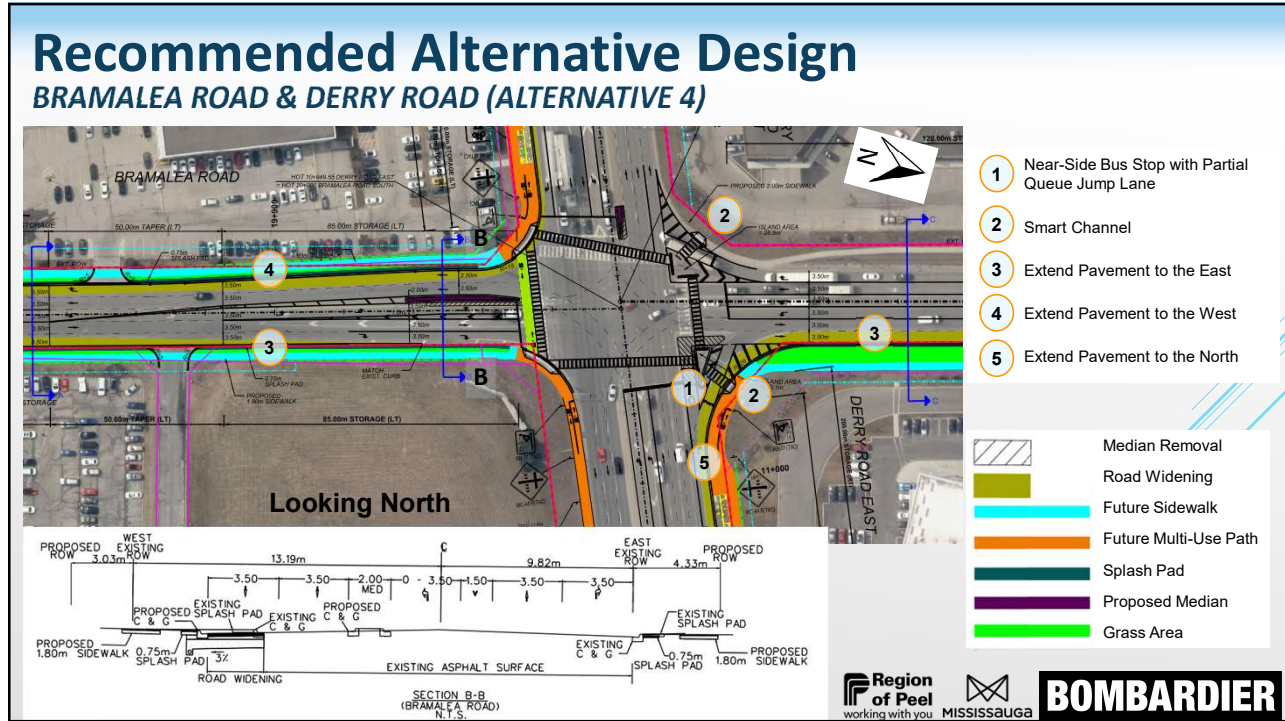
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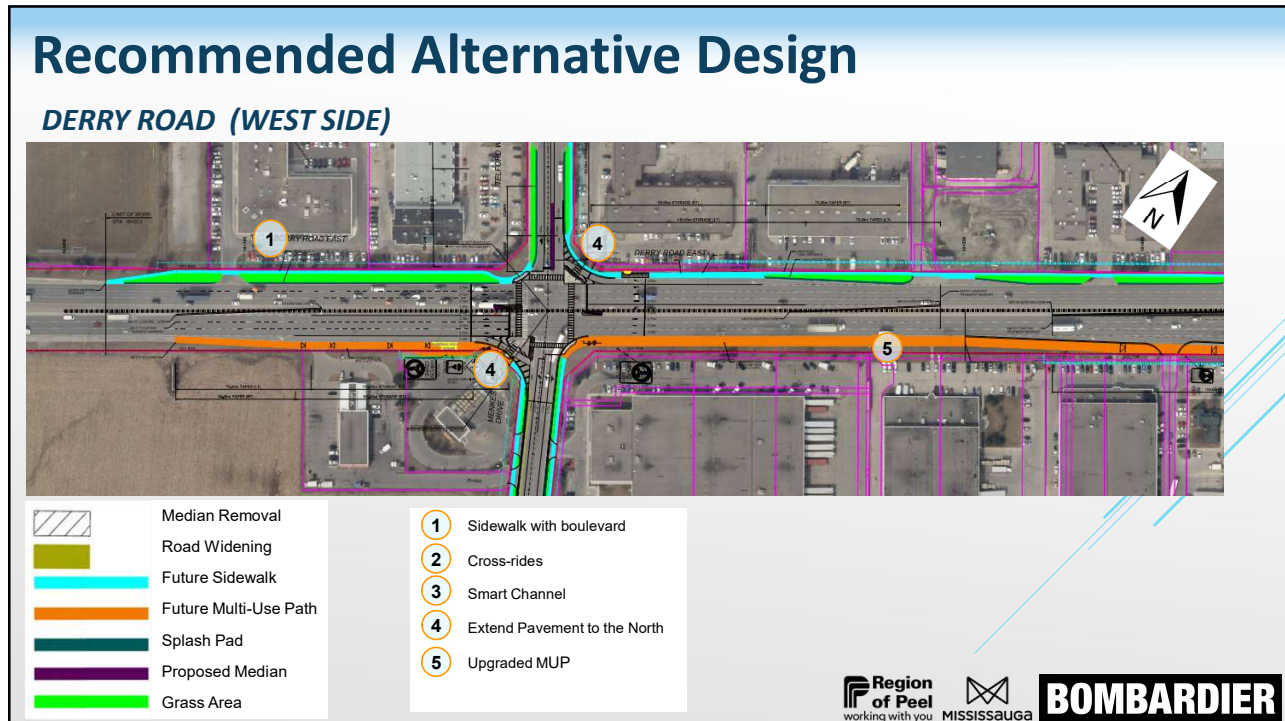
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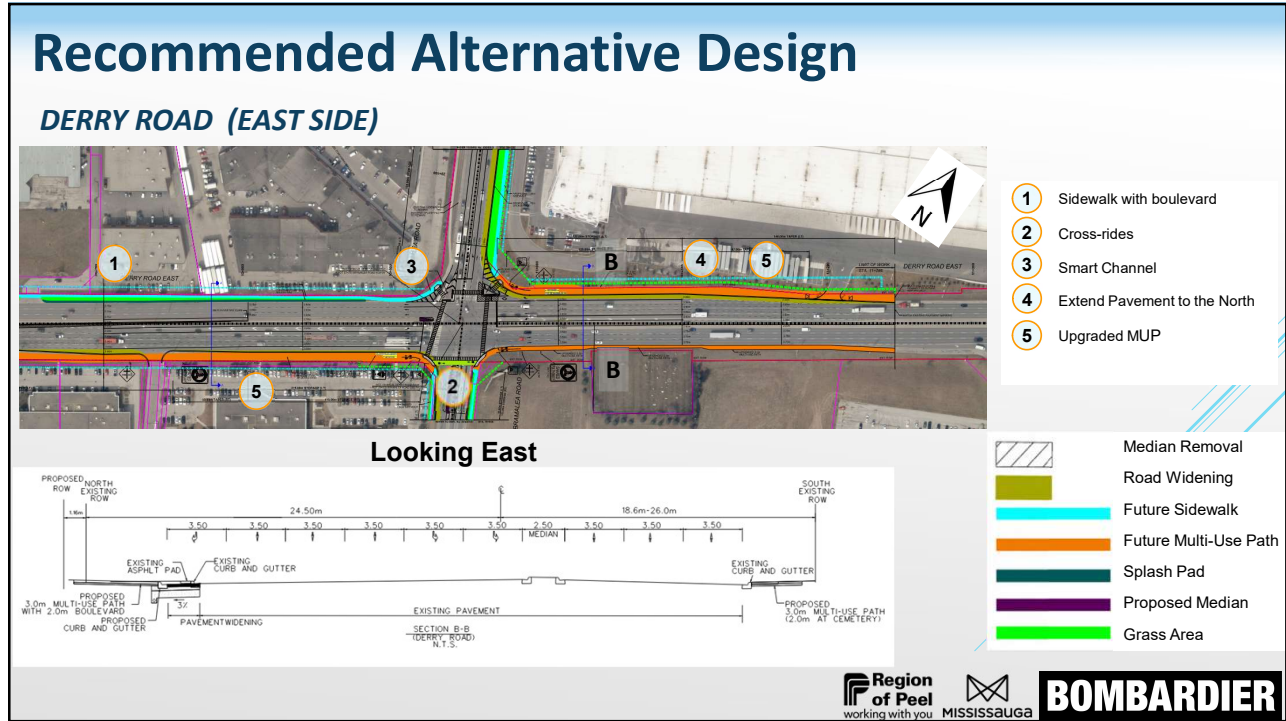
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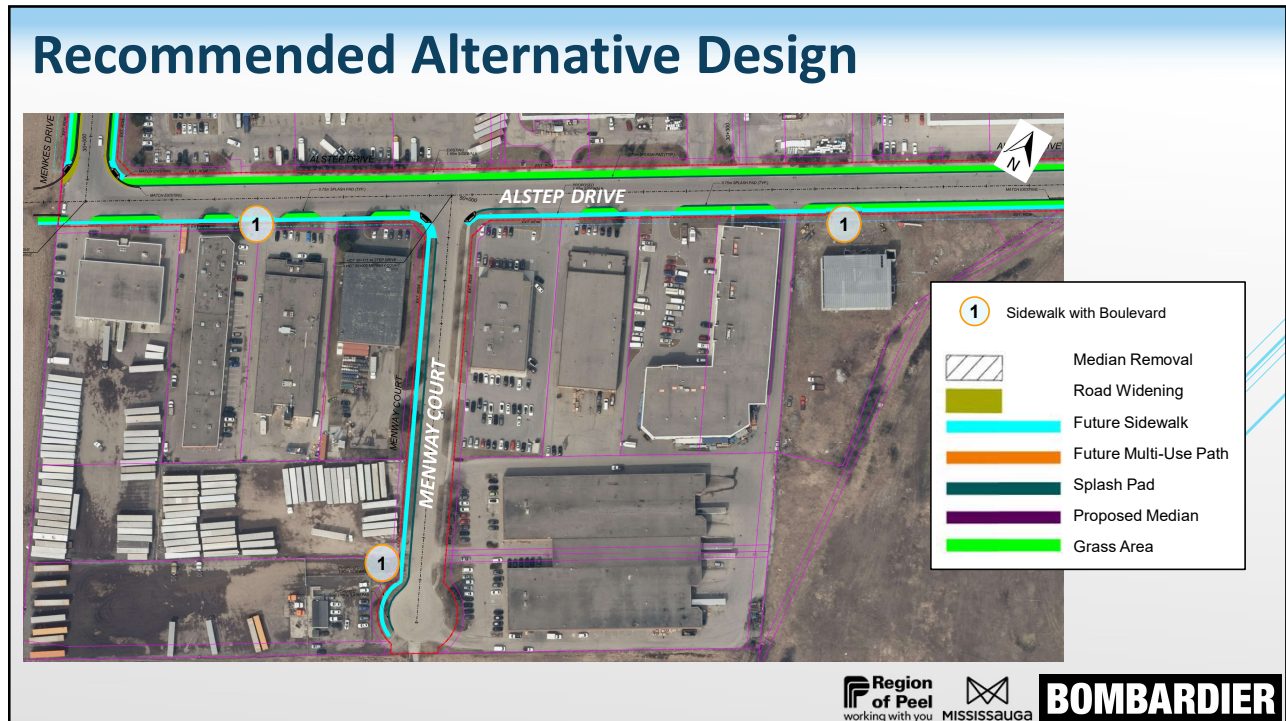
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28



29



30

Project Timeline & Next Steps

We are Here

Step	Icon	Text	Date
1	Document	NOTICE OF COMMENCEMENT	JULY 2020
2	Checkmark	TAC #1	JULY 2020
3	Group of people	PIC #1	JULY 2020
4	Star	TAC #2	DECEMBER 2, 2021
5	Group of people with speech bubbles	PIC #2	DECEMBER 2021 (TENTATIVE)
6	Handshake	FINALIZE PREFERRED DESIGN	JANUARY 2022
7	Folder	FILE ESR	FEBRUARY 2022

SEND COMMENTS BY DECEMBER 9, 2021

Region of Peel working with you MISSISSAUGA **BOMBARDIER**

31

QUESTIONS?

Region of Peel working with you MISSISSAUGA **BOMBARDIER**

32

Thank You

THANK YOU FOR PARTICIPATING IN THE TAC MEETING

Region of Peel

Sonya Bubas, MCIP, RPP

Region of Peel Project Manager

10 Peel Centre Dr., Suite B,

4th Floor

Brampton, ON L6T 4B9

Phone: 905-791-7800 Ext. 7801

City of Mississauga

Ryan Au, P.Eng.

City of Mississauga Project Manager

201 City Centre Drive,

Suite 800

Mississauga, ON L5B 2T4

Phone: 905-615-3200 Ext.3713

EXP Services

Yves Marie Monereau, P.Eng.,

PTOE, RSP

Consultant Project Manager

1595 Clark Boulevard

Brampton, ON, L6T 4V1

Phone: 905-793-9800 Ext. 2336

Please provide any comments to the project team by **December 2, 2021** in order for them to be incorporated into the PIC material

derryroadea@exp.com

<http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>



BOMBARDIER

Jean-Louis Gaudet

From: Darek Koziol <Darek.Koziol@mississauga.ca>
Sent: Thursday, December 9, 2021 2:34 PM
To: Jean-Louis Gaudet
Cc: Zvonimir Miller; Ryan Au
Subject: RE: Derry Road / Alstep Drive Class EA - TAC Meeting #2
Attachments: 202111Nov22_Derry_Alstep EA_TAC2_Pre-Meeting Comment Form.docx



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.

Hi Jean-Louis

Attached please see comments from the City's Traffic Signal section.

Thank you,



Darek Koziol, C.E.T.

Traffic Signals Contract Coordinator,
T 905-615-3200 ext.3158 | F 905-896-5583
darek.koziol@mississauga.ca

[City of Mississauga](#) Transportation and Works Department,
Traffic Management & Municipal Parking
3185 Mavis Road, Mississauga, ON, L5C 1T7

Please consider the environment before printing.

Subject: RE: Derry Road / Alstep Drive Class EA - TAC Meeting #2

Good morning all,

Just a reminder, your comments on the TAC materials are requested by this Thursday, December 9th.

If you have not accessed the documents already, you can do so through this drop box link:



Thank you for your participation,

Jean-Louis



Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive

Technical Advisory Committee Meeting #2 - Comment Form

Agency/Department:	City of Mississauga, Traffic Signals	<p><i>You may provide us your comments using the table below.</i></p> <p><i>Under “Severity of Concern,” please mark with an “X” if your comment represents a major concern, a minor concern, or whether you are unsure.</i></p> <p><i>Under “When to be Addressed,” please mark with an “X” if the comment, issue or concern:</i></p> <ul style="list-style-type: none"> <i>Should be addressed before the project is presented to the public in Public Information Centre (PIC) #2;</i> <i>Is something that can be addressed after the PIC but should be documented in the Environmental Study Report (ESR); or</i> <i>Is an item to be addressed during detailed design.</i>
Contact Name:	Darek Koziol Traffic Signals Contract Coordinator T 905-615-3200 ext.3158 darek.koziol@mississauga.ca	
Report / Topic:	Intersection alignment Bramalea Rd at Alstep Dr/Fedex Drive	

Comment	Severity of Concern <i>(Please indicate with an X)</i>			When to be Addressed <i>(Please indicate with an X)</i>		
	Major	Minor	Unsure	Before PIC 2	Before ESR	During Detailed Design
As indicated at the TAC meeting held on November 30, 2021, the Traffic Signal section has serious concerns regarding the proposed intersection alignment at Bramalea Dr and Alstep Dr/Fedex driveway as it would introduce problematic turning movements. It would be greatly appreciated if all options were explored to eliminate the intersection offset or provide adequate separation between the proposed Alstep Dr T-intersection and the existing Fedex driveway.	X			X	X	X



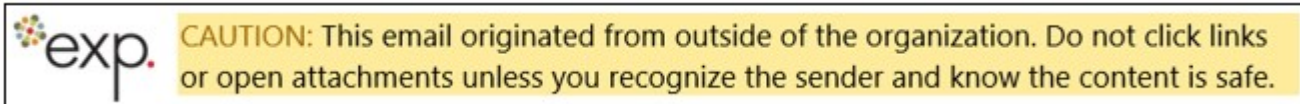
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Jean-Louis Gaudet

From: Ryan Au <Ryan.Au@mississauga.ca>
Sent: Thursday, December 9, 2021 3:23 PM
To: Jean-Louis Gaudet; Yves Monereau; Carlyle Glean
Cc: Bubas, Sonya (sonya.bubas@peelregion.ca); Piyush Patel; James Lambie
Subject: RE: Derry Road / Alstep Drive Class EA - TAC Meeting #2
Attachments: 202111Nov22_Derry_Alstep EA_TAC2_Pre-Meeting Comment Form (City-TraSig).docx;
202111Nov22_Derry_Alstep EA_TAC2_Pre-Meeting Comment Form (City-TraOps).docx



Hi All,

Further to the email earlier today, additional comments are provided:

- TW-Traffic Operations
- TW-Traffic Signals

Thanks,
Ryan

From: Ryan Au
Sent: Thursday, December 9, 2021 12:59 PM
To: 'Jean-Louis Gaudet' <jeanlouis.gaudet@exp.com>; Yves Monereau (Yves-Marie.Monereau@exp.com) <Yves-Marie.Monereau@exp.com>; Carlyle Glean <Carlyle.Glean@exp.com>
Cc: Bubas, Sonya (sonya.bubas@peelregion.ca) <sonya.bubas@peelregion.ca>; Piyush Patel <Piyush.Patel@aero.bombardier.com>; James Lambie <James.Lambie@aero.bombardier.com>
Subject: RE: Derry Road / Alstep Drive Class EA - TAC Meeting #2

Hello All,

Forwarding the attached for your information. Looking to forward more by end of day.

- TW-MiWay Transit
- TW-Active Transportation
- TW-Environmental Site Management and Compliance

Thanks,
Ryan

From: Jean-Louis Gaudet <jeanlouis.gaudet@exp.com>
Sent: Tuesday, December 7, 2021 9:00 AM
To: caroline.mugo@trca.ca; trevor.bell@ontario.ca; brad.allan@ontario.ca; Lin Rogers <Lin.Rogers@mississauga.ca>; Chris Rouse <Chris.Rouse@mississauga.ca>; sonya.bubas@peelregion.ca; joseph.fischetti@gtaa.com; james.lambie@aero.bombardier.com; Ryan Au <Ryan.Au@mississauga.ca>; Lorie Sterritt <Lorie.Sterritt@mississauga.ca>; Samer Elhallak <Samer.Elhallak@mississauga.ca>; Jacqueline Elias



Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive

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Agency/Department:	City of Mississauga, Traffic Signals	<p><i>You may provide us your comments using the table below.</i></p> <p><i>Under “Severity of Concern,” please mark with an “X” if your comment represents a major concern, a minor concern, or whether you are unsure.</i></p> <p><i>Under “When to be Addressed,” please mark with an “X” if the comment, issue or concern:</i></p> <ul style="list-style-type: none"> <i>Should be addressed before the project is presented to the public in Public Information Centre (PIC) #2;</i> <i>Is something that can be addressed after the PIC but should be documented in the Environmental Study Report (ESR); or</i> <i>Is an item to be addressed during detailed design.</i>
Contact Name:	Darek Koziol Traffic Signals Contract Coordinator T 905-615-3200 ext.3158 darek.koziol@mississauga.ca	
Report / Topic:	Intersection alignment Bramalea Rd at Alstep Dr/Fedex Drive	

Comment	Severity of Concern <i>(Please indicate with an X)</i>			When to be Addressed <i>(Please indicate with an X)</i>		
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**Municipal Class Environmental Assessment Study
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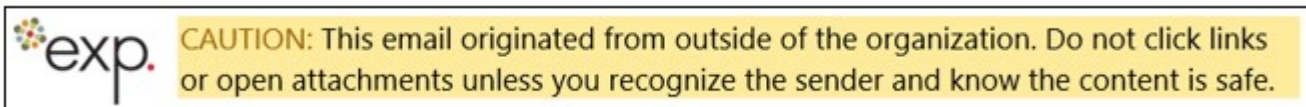
Technical Advisory Committee Meeting #2 - Comment Form

Agency/Department:	City of Mississauga/Transportation and Works Department	<p><i>You may provide us your comments using the table below.</i></p> <p><i>Under “Severity of Concern,” please mark with an “X” if your comment represents a major concern, a minor concern, or whether you are unsure.</i></p> <p><i>Under “When to be Addressed,” please mark with an “X” if the comment, issue or concern:</i></p> <ul style="list-style-type: none"> • <i>Should be addressed before the project is presented to the public in Public Information Centre (PIC) #2;</i> • <i>Is something that can be addressed after the PIC but should be documented in the Environmental Study Report (ESR); or</i> • <i>Is an item to be addressed during detailed design.</i>
Contact Name:	Alex Liya	
Report / Topic:	Alstep Drive and Bramalea Road	

Comment	Severity of Concern <i>(Please indicate with an X)</i>			When to be Addressed <i>(Please indicate with an X)</i>		
	Major	Minor	Unsure	Before PIC 2	Before ESR	During Detailed Design
From traffic operation perspective, there is a major concerns with respect of the offset T-intersections proposed at Alstep Drive and Bramalea Road and Fedex Driveway at Bramalea Road. The turning maneuvers will not be executed safely and will cause safety concerns. Traffic Operation staff prefers the option of re-aligning the driveway with Alstep Drive leg. Other options could be applied here i.e. round-about.	X			X	X	X

Jean-Louis Gaudet

From: Ryan Au <Ryan.Au@mississauga.ca>
Sent: Thursday, December 9, 2021 12:59 PM
To: Jean-Louis Gaudet; Yves Monereau; Carlyle Glean
Cc: Bubas, Sonya (sonya.bubas@peelregion.ca); Piyush Patel; James Lambie
Subject: RE: Derry Road / Alstep Drive Class EA - TAC Meeting #2
Attachments: 202111Nov22_Derry_Alstep EA_TAC2_Pre-Meeting Comment Form (City-ENV).docx;
202111Nov22_Derry_Alstep EA_TAC2_Pre-Meeting Comment Form (City-MiWay).docx;
202111Nov22_Derry_Alstep EA_TAC2_Pre-Meeting Comment Form (City-AT).docx;
Standard Drawing No. 2240.091 Multi-use Trail set behind Nearside & Farside Bus Stops
- Preferred.pdf.pdf; Standard Drawing No. 2250.040 Accessible Bus Stop - Sidewalk in
front of Bus Shelter.pdf.pdf



Hello All,

Forwarding the attached for your information. Looking to forward more by end of day.

- TW-MiWay Transit
- TW-Active Transportation
- TW-Environmental Site Management and Compliance

Thanks,
Ryan

From: Jean-Louis Gaudet <jeanlouis.gaudet@exp.com>
Sent: Tuesday, December 7, 2021 9:00 AM
To: caroline.mugo@trca.ca; trevor.bell@ontario.ca; brad.allan@ontario.ca; Lin Rogers <Lin.Rogers@mississauga.ca>; Chris Rouse <Chris.Rouse@mississauga.ca>; sonya.bubas@peelregion.ca; joseph.fischetti@gtaa.com; james.lambie@aero.bombardier.com; Ryan Au <Ryan.Au@mississauga.ca>; Lorie Sterritt <Lorie.Sterritt@mississauga.ca>; Samer Elhallak <Samer.Elhallak@mississauga.ca>; Jacqueline Elias <Jacqueline.Elias@mississauga.ca>; Max Gill <Max.Gill@mississauga.ca>; Colin Patterson <Colin.Patterson@mississauga.ca>; Emma Calvert <Emma.Calvert@mississauga.ca>; Darek Koziol <Darek.Koziol@mississauga.ca>; Fred Sandoval <Fred.Sandoval@mississauga.ca>; Denise.Dang@peelregion.ca; Ayesha.Khan@peelregion.ca; Nishat.Hassan@peelregion.ca; Shajin Jahan <shajin.jahan@peelregion.ca>; richa.dave@peelregion.ca; manvir.tatla@peelregion.ca; Syeda.Banuri@peelregion.ca; Bob.Nieuwenhuysen@peelregion.ca; Joe.Gallagher@peelregion.ca; ZZG-PeelHealthBuiltEnvironment@peelregion.ca; Tamara.Alexander@peelregion.ca; wayne.koethe@peelregion.ca; Jeanne.Thomsen@peelregion.ca; james.lavhey@peelregion.ca; Sabbir.Saiyed@peelregion.ca; pwi@peelregion.ca; Yves Monereau <Yves-Marie.Monereau@exp.com>; Carlyle Glean <Carlyle.Glean@exp.com>; matthew.cambas@peelregion.ca; Piyush Patel <Piyush.Patel@aero.bombardier.com>; Dan.L.Thompson@ontario.ca; Emma Benko <emma.benko@trca.ca>; Sheryl Badin <Sheryl.Badin@mississauga.ca>; Bird, Miranda <Miranda.Bird@gtaa.com>
Cc: Alice Ho <Alice.Ho@mississauga.ca>; Imshun Je <Imshun.Je@mississauga.ca>; Parshan.Bahrami@peelregion.ca; Steven.Kovach@peelregion.ca; William.Toy@peelregion.ca; Mark.Crawford@peelregion.ca; Michael.Bennington@peelregion.ca; Sally.Rook@peelregion.ca; Sean.Carrick@peelregion.ca; Amy Parker



Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive

Technical Advisory Committee Meeting #2 - Comment Form

Agency/Department:	City of Mississauga/Active Transportation	<p><i>You may provide us your comments using the table below.</i></p> <p><i>Under “Severity of Concern,” please mark with an “X” if your comment represents a major concern, a minor concern, or whether you are unsure.</i></p> <p><i>Under “When to be Addressed,” please mark with an “X” if the comment, issue or concern:</i></p> <ul style="list-style-type: none"> • <i>Should be addressed before the project is presented to the public in Public Information Centre (PIC) #2;</i> • <i>Is something that can be addressed after the PIC but should be documented in the Environmental Study Report (ESR); or</i> • <i>Is an item to be addressed during detailed design.</i>
Contact Name:	Amy Parker amy.parker@mississauga.ca 905-615-3200 ext.8928	
Report / Topic:	Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East & Alstep Drive	

Comment	Severity of Concern <i>(Please indicate with an X)</i>			When to be Addressed <i>(Please indicate with an X)</i>		
	Major	Minor	Unsure	Before PIC 2	Before ESR	During Detailed Design
<i>Bramalea Road, north of Derry Road E is identified in the City’s 2018 Cycling Master Plan to receive a multi-use trail (MUT). If feasible, it would be preferred to have a multi-use trail installed on the east side of Bramalea Road (minimum 3.50 m MUT on the east side of the power lines. If not possible, curb side MUT with 1.0 m splashpad + 3.0 m minimum MUT).</i>	X					
<i>In alignment with the City’s Vision Zero Action Plan, the City’s Cycling Master Plan, and the City’s Climate Change Action Plan, we have a strong preference to remove the eastbound right turning channel at the intersection of Derry Road E and Menkes Drive/Telford Way. Removing the channel will allow the installation of a crossride for cyclists on the south leg of the intersection and improve vulnerable road user safety. If unable to remove the turning channel, Alternative 2 design is preferred.</i>	X					



**Municipal Class Environmental Assessment Study
for Road Improvements near
Derry Road East and Alstep Drive**

Technical Advisory Committee Meeting #2 - Comment Form

Comment	Severity of Concern <i>(Please indicate with an X)</i>			When to be Addressed <i>(Please indicate with an X)</i>		
	Major	Minor	Unsure	Before PIC 2	Before ESR	During Detailed Design
<i>In alignment with the City's Vision Zero Action Plan, The City's Cycling Master Plan, and the City's Climate Change Action Plan, we have a strong preference to remove the southbound and westbound right turning channels at the intersection of Derry Road E and Bramalea Road to improve vulnerable road user safety. Removal of the westbound right turning channel will allow for the installation of a crossride on the east leg of the intersection. If unable to remove the turning channels, Alternative 4 design is preferred.</i>	X					
<i>Wherever feasible, narrowing lanes to minimum widths is preferred.</i>		X				
<i>Wherever feasible, decreasing intersection corner radii is preferred.</i>		X				



Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive

Technical Advisory Committee Meeting #2 - Comment Form

Agency/Department:	MiWay	<p><i>You may provide us your comments using the table below.</i></p> <p><i>Under “Severity of Concern,” please mark with an “X” if your comment represents a major concern, a minor concern, or whether you are unsure.</i></p> <p><i>Under “When to be Addressed,” please mark with an “X” if the comment, issue or concern:</i></p> <ul style="list-style-type: none"> • <i>Should be addressed before the project is presented to the public in Public Information Centre (PIC) #2;</i> • <i>Is something that can be addressed after the PIC but should be documented in the Environmental Study Report (ESR); or</i> • <i>Is an item to be addressed during detailed design.</i>
Contact Name:	Jacqueline Elias	
Report / Topic:	MiWay Bus Stops	

Comment	Severity of Concern <i>(Please indicate with an X)</i>			When to be Addressed <i>(Please indicate with an X)</i>		
	Major	Minor	Unsure	Before PIC 2	Before ESR	During Detailed Design
MiWay bus stops are not illustrated correctly in the drawings. Please revise drawings so that stops are as per <i>MiWay Standard No. 2240.091 Multi-use Trail set behind Nearside & Farside Bus Stops - Preferred.pdf</i> and <i>Standard Drawing No. 2250.040 Accessible Bus Stop - Sidewalk in front of Bus Shelter.pdf</i> . Please confirm the minimum widths are met.	X			X		
Request to investigate moving MiWay Stop#2545- Derry Rd At Telford Way to the farside. The Region does not recommend having a farside stop without a bus bay. Based on bus routing, MiWay has no issues with a farside stop.		X		X		



**Municipal Class Environmental Assessment Study
for Road Improvements near
Derry Road East and Alstep Drive**

Technical Advisory Committee Meeting #2 - Comment Form

Comment	Severity of Concern <i>(Please indicate with an X)</i>			When to be Addressed <i>(Please indicate with an X)</i>		
	Major	Minor	Unsure	Before PIC 2	Before ESR	During Detailed Design



Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive

Technical Advisory Committee Meeting #2 - Comment Form

Agency/Department:	City of Mississauga / Environmental Services	<p><i>You may provide us your comments using the table below.</i></p> <p><i>Under “Severity of Concern,” please mark with an “X” if your comment represents a major concern, a minor concern, or whether you are unsure.</i></p> <p><i>Under “When to be Addressed,” please mark with an “X” if the comment, issue or concern:</i></p> <ul style="list-style-type: none"> • <i>Should be addressed before the project is presented to the public in Public Information Centre (PIC) #2;</i> • <i>Is something that can be addressed after the PIC but should be documented in the Environmental Study Report (ESR); or</i> • <i>Is an item to be addressed during detailed design.</i>
Contact Name:	Jessica Yong, Environmental Coordinator	
Report / Topic:	Derry Road East and Bramalea Road, Phase One Environmental Site Assessment	

Comment	Severity of Concern <i>(Please indicate with an X)</i>			When to be Addressed <i>(Please indicate with an X)</i>		
	Major	Minor	Unsure	Before PIC 2	Before ESR	During Detailed Design
Report cover page, page headers and the first paragraph in Executive Summary and Introduction reference the Site in Brampton instead of Mississauga. Please revise.	X				X	
The first two paragraphs in both Executive Summary and Introduction describing the site location are redundant. Please merge/condense the information.		X			X	

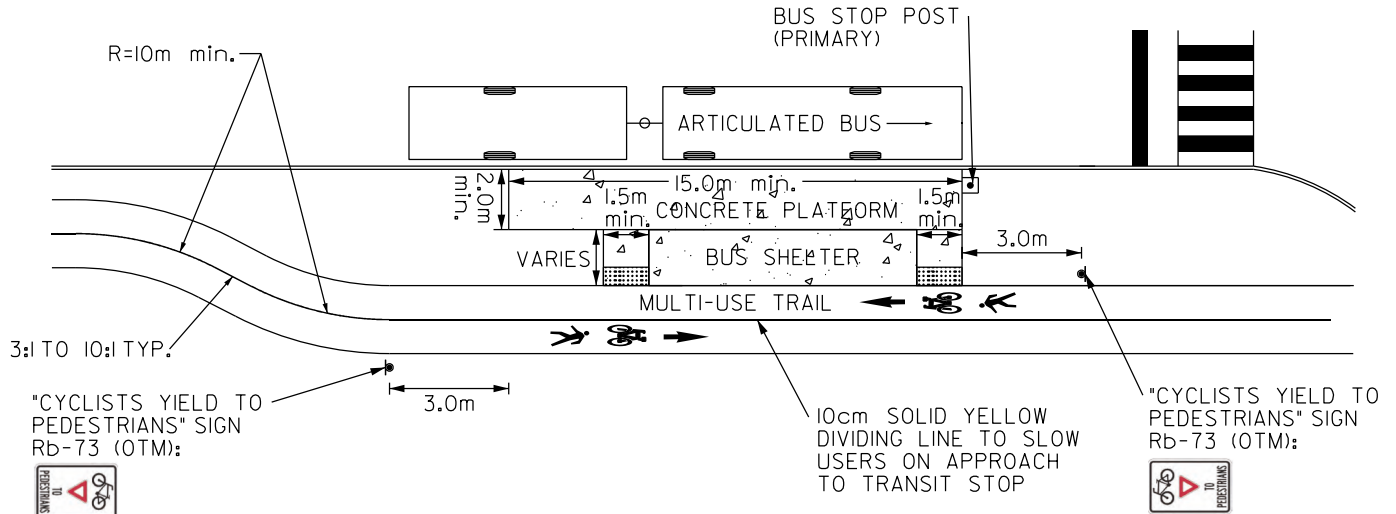


**Municipal Class Environmental Assessment Study
for Road Improvements near
Derry Road East and Alstep Drive**

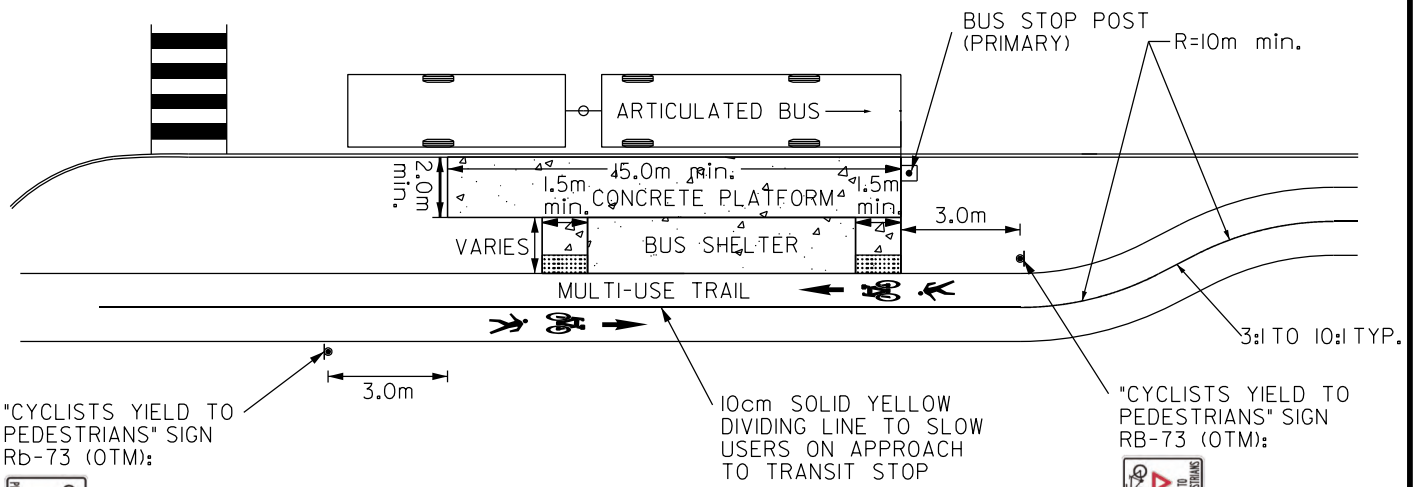
Technical Advisory Committee Meeting #2 - Comment Form

Comment	Severity of Concern <i>(Please indicate with an X)</i>			When to be Addressed <i>(Please indicate with an X)</i>		
	Major	Minor	Unsure	Before PIC 2	Before ESR	During Detailed Design
<p>Executive Summary:</p> <ol style="list-style-type: none"> 1) Table 1-1, could the distances from the Site be included in the fourth column for the off-site PCAs for ease of reference (and as per footnote 3 of the table)? 2) Table 1-1, APEC 1: should EC and SAR be added as PCOCs associated with fill materials? 3) Table 1-1, general comment: it is noted that EC and SAR are not listed as PCOCs for any of the APECs. While it is noted that there are specific circumstances associated with salt-impacted soil in O.Reg. 406/19, EC and SAR should be identified as PCOCs, where applicable, for the purpose of the Phase One ESA. 4) Table 1-1, APEC 3: should PAH be added as a PCOC associated with the reported hydraulic oil spill? <p>The above should also be updated for the APEC table in Section 8 of the report.</p>	X				X	
Section 4.2.4 – a period is missing at the end of the first sentence.		X			X	
<p>Section 6.2.3 and Appendix J - Note that sanitary sewers are owned by the Region of Peel. In addition, Derry Road is a regional road and as such, the storm sewer within the Derry Road right-of-way is also owned by the Region of Peel.</p> <p>Also note watermain and hydrants are owned by the Region of Peel.</p>	X				X	
Figure 2 - Please add the inferred groundwater flow direction on this figure.		X			X	
Figure 3 - Only the Site boundary is shown on Figure 3. Should Site utilities, where available, be shown on Figure 3, as indicated in Section 6.2.3 of the report?		X			X	

 = TACTILE WALKING SURFACE INDICATOR



NEARSIDE BUS STOP



FARSIDE BUS STOP

ALL DIMENSIONS IN METRES UNLESS OTHERWISE NOTED.

NOTES:

1. FOR BUS STOP DETAIL, REFER TO CITY STANDARD DRAWINGS 2260.010 TO 2260.030.
2. FOR ADDITIONAL TRANSIT DETAILS, REFER TO CITY STANDARD DRAWINGS 2250.010 TO 2250.080, 2270.010 TO 2270.060.
3. ALL PADS AND PLATFORMS TO BE SLOPED 2% TOWARDS THE ROAD OR AS OTHERWISE NOTED.
4. PRIMARY BUS STOP POST MUST BE A MINIMUM OF 0.60m FROM FACE OF CURB.
5. FOR BUS STOP MARKER DETAILS, REFER TO CITY STANDARD DRAWING 2280.010.
6. FOR TACTILE WALKING SURFACE INDICATOR DETAILS, REFER TO CITY STANDARD DRAWINGS 2240.036 AND 2240.037.
7. FOR CYCLING PAVEMENT SYMBOL DETAILS, REFER TO OTM BOOK 18.



MULTI-USE TRAIL SET BEHIND NEARSIDE & FAR SIDE BUS STOPS (PREFERRED)

EFF. DATE: SEPT 2020

SCALE: N.T.S.

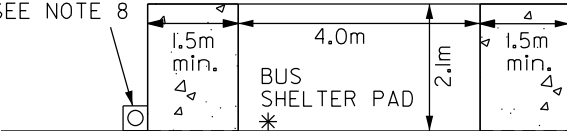
REV.

DRAWN: AC

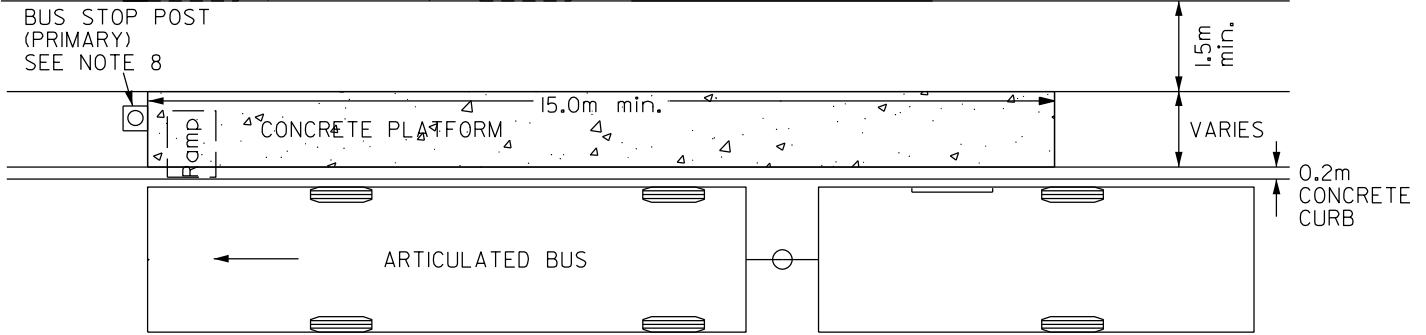
STANDARD No. 2240.091

* = PREFERRED OPENING LOCATION
(UNLESS DIRECTED BY MIWAY)

BUS STOP POST
(SECONDARY)
SEE NOTE 8

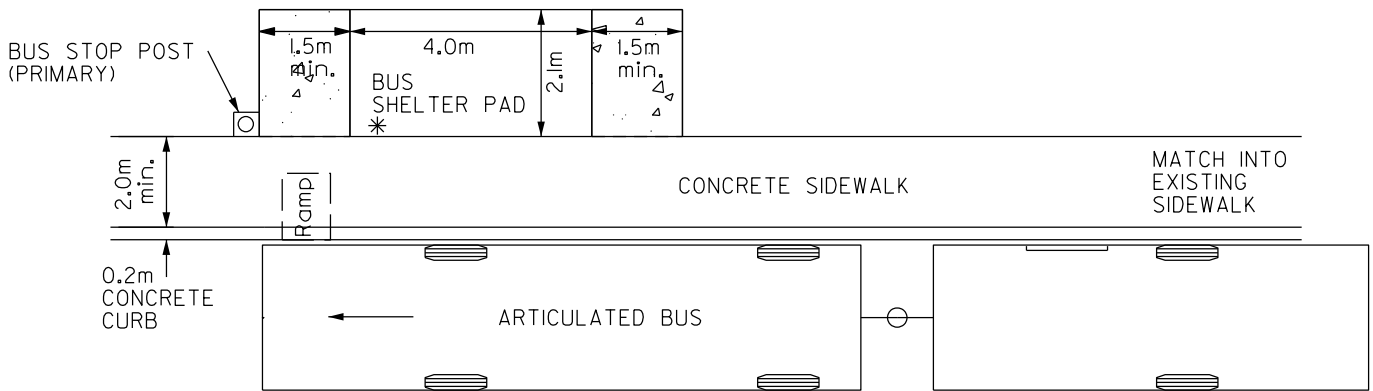


BUS STOP POST
(PRIMARY)
SEE NOTE 8



SIDEWALK SETBACK FROM CURB

Applies to Roadways Detailed in Standard Dwgs. 2211.151 and 2211.152



NOTES:

SIDEWALK ADJACENT TO CURB

1. FINAL PLATFORM MAY VARY. LOCATION AND SHELTER PLACEMENT TO BE APPROVED BY MIWAY.
2. CONCRETE SHALL BE CSA C-2 AND IN ACCORDANCE WITH OPSS.MUNI 351, OPSS.MUNI 904 AND OPSS.MUNI 1350.
3. FOR SIDEWALK, REFER TO CITY STANDARD DRAWINGS 2240.010, 2240.011, AND 2240.040
4. ALL PADS AND PLATFORMS TO BE SLOPED 2% TOWARDS THE ROAD OR AS OTHERWISE NOTED.
5. FOR BUS SHELTER PAD DETAILS, REFER TO STANDARD DRAWING 2250.030.
6. CONCRETE SIDEWALKS, PADS, CONNECTING WALKWAYS, AND CURBS/PLATFORMS MUST BE INTEGRATED, FREE OF TREES, GRATES AND OTHER STREET FURNITURE AND HAVE SPACE TO ALLOW FOR UNHINDERED WHEELCHAIR ACCESS FROM THE SIDEWALK TO THE BUS STOP.
7. PRIMARY BUS STOP POST MUST BE A MINIMUM OF 0.60m FROM FACE OF CURB.
8. IF THE CONCRETE PLATFORM WIDTH IS LESS THAN 0.80m, THE BUS STOP POST SHALL BE PLACED AT THE SECONDARY LOCATION
9. CONSIDERATION FOR STREET FURNITURE OUTSIDE OF BUS PLATFORM TO BE APPROVED BY MIWAY
10. FOR BUS STOP MARKER DETAILS, REFER TO CITY STANDARD DRAWING 2280.010.
11. WHERE EDGES OF CONCRETE PLATFORM ARE ADJACENT TO CURB AND/OR SIDEWALK, EXPANSION JOINT MATERIAL MUST BE USED,

ALL DIMENSIONS IN METRES UNLESS OTHERWISE NOTED.



ACCESSIBLE BUS STOP
(Sidewalk in front of Bus Shelter)

EFF. DATE: SEPT 2020

SCALE: N.T.S.

REV. 2

DRAWN: AC

STANDARD No. 2250.040

Jean-Louis Gaudet

From: ZZG-PWI <pwi@peelregion.ca>
Sent: Thursday, December 9, 2021 10:09 AM
To: Jean-Louis Gaudet
Cc: ZZG-PWI
Subject: RE: Derry Road / Alstep Drive Class EA - TAC Meeting #2
Attachments: Asset Info Alstep-Derry-Bombardier.xlsx; 202111Nov22_Derry_Alstep EA_TAC2_Pre-Meeting Comment Form_italiaponceW_WW.docx



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.

Hi Jean Louis

It was really nice to chat with you the other day at TAC meeting. I realized after I said my comment that the infrastructure I was mentioning was outside of the study area. Nonetheless, I have attached the comment form on behalf of the water/wastewater division. The comments are minor, other than to consider the impact to hydrants/valves/chambers and to continue keeping us involved in the project. I have attached a spreadsheet that outlines the infrastructure being impacted. As I mentioned, it would be helpful to see timelines for construction so that if there are any state of good repair work planned for this area, it can be coordinated with the road extension.

Thanks,

Italia Ponce, P.Eng.

Project Manager
Infrastructure Planning- Water & Wastewater Division
Region of Peel
10 Peel Centre Dr. Suite A – 4th Floor
Brampton ON L6T 4B9
Office: 905-791-7800 ext.4583
Cell: 647-248-3785



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From: Jean-Louis Gaudet <jeanlouis.gaudet@exp.com>
Sent: December 7, 2021 9:00 AM
To: caroline.mugo@trca.ca; Bell, Trevor (MECP) <trevor.bell@ontario.ca>; brad.allan@ontario.ca; lin.rogers@mississauga.ca; chris.rouse@mississauga.ca; Bubas, Sonya <sonya.bubas@peelregion.ca>; joseph.fischetti@gtaa.com; james.lambie@aero.bombardier.com; Ryan Au <Ryan.Au@mississauga.ca>; Lorie.Sterritt@mississauga.ca; Samer.Elhallak@mississauga.ca; Jacqueline.Elias@mississauga.ca; Max.Gill@mississauga.ca; Colin.Patterson@mississauga.ca; Emma.Calvert@mississauga.ca; Darek.Koziol@mississauga.ca; Fred.Sandoval@mississauga.ca; Dang-williams, Denise <denise.dang@peelregion.ca>; Khan, Ayesha <ayasha.khan@peelregion.ca>; Hassan, Nishat <nishat.hassan@peelregion.ca>; Jahan, Shajin



Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive

Technical Advisory Committee Meeting #2 - Comment Form

Agency/Department:	Region of Peel/Water and Wastewater division	<p><i>You may provide us your comments using the table below.</i></p> <p><i>Under “Severity of Concern,” please mark with an “X” if your comment represents a major concern, a minor concern, or whether you are unsure.</i></p> <p><i>Under “When to be Addressed,” please mark with an “X” if the comment, issue or concern:</i></p> <ul style="list-style-type: none"> • <i>Should be addressed before the project is presented to the public in Public Information Centre (PIC) #2;</i> • <i>Is something that can be addressed after the PIC but should be documented in the Environmental Study Report (ESR); or</i> • <i>Is an item to be addressed during detailed design.</i>
Contact Name:	Italia Ponce	
Report / Topic:	General Comments	

Comment	Severity of Concern <i>(Please indicate with an X)</i>			When to be Addressed <i>(Please indicate with an X)</i>		
	Major	Minor	Unsure	Before PIC 2	Before ESR	During Detailed Design
<p>There are water&wasterwater infrastructure within the study area, with the road extension, in several of the roads, hydrants and valve chambers may be affected. Please ensure that these appurtenances are considered. Furthermore, if there are areas where there is road grading changes (cut/fill), please ensure there is enough clearance to the underground infrastructure (for cut) and/or the load is adequate and will not cause impact (for fill areas).</p> <p>Water and wastewater would like to continue to be involved in the detailed design/preliminary detailed design.</p>			x			x
<p>There area plans for the construction of a sanitary sewer in this area of Derry which is starting Mid 2022. However I believe this has been communicated to the project team.</p>						

Jean-Louis Gaudet

From: Emma Benko <emma.benko@trca.ca>
Sent: Wednesday, January 19, 2022 5:32 PM
To: Jean-Louis Gaudet
Cc: Bubas, Sonya; Derryroadea
Subject: RE: Derry Road / Alstep Drive Class EA - Draft Minutes for TAC Meeting #2



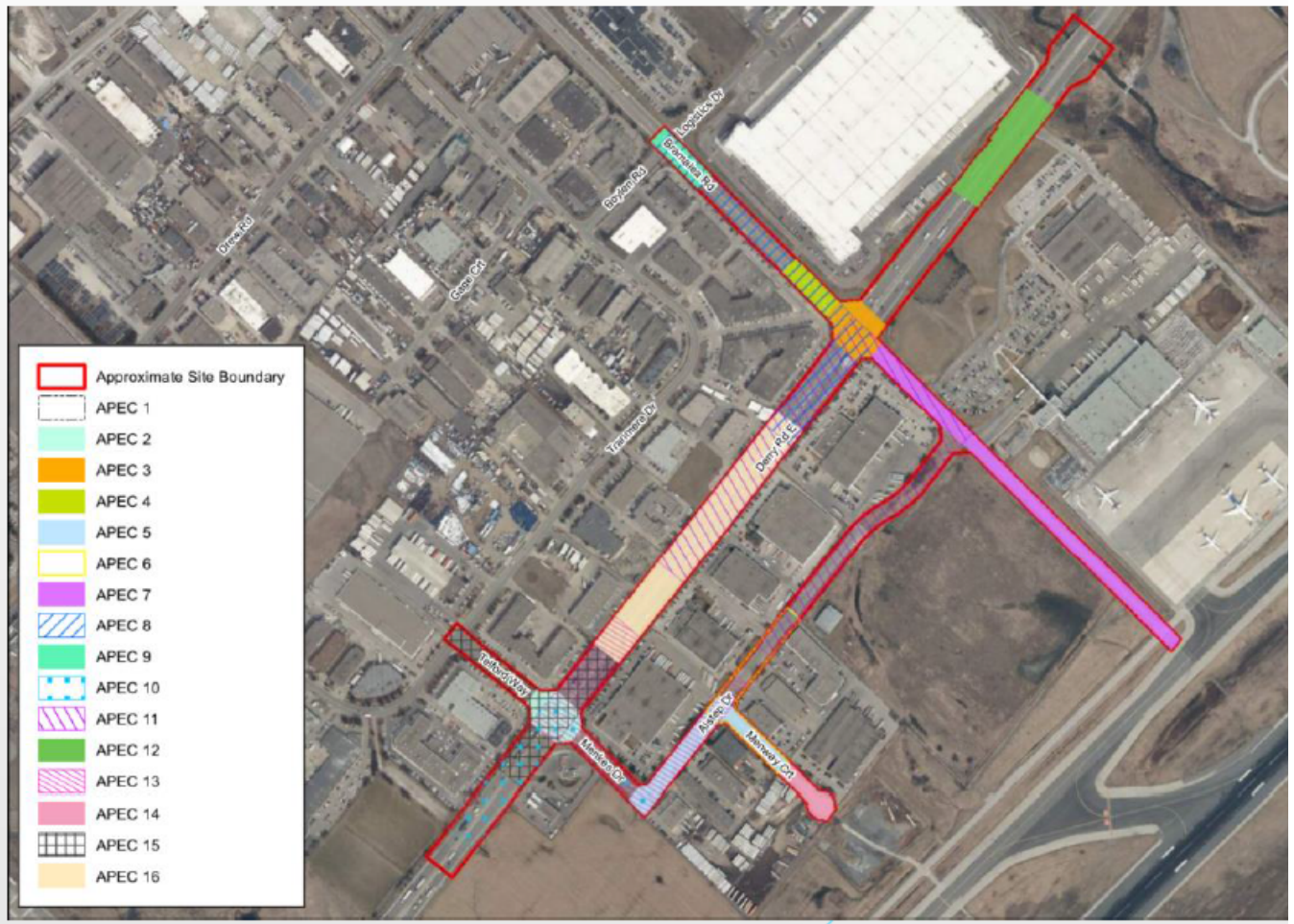
CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Jean Louis,

Thank you for providing the meeting minutes, TRCA staff have no comments or additions to make. Staff had the opportunity to review the TAC materials provided on December 7, 2021. Please see below for staff's comments:

1. The submission package does not include a Natural Heritage Report. Please provide.
2. It appears that detail design plans indicate that the proposed asphalt multiuse path will be extending to and past Spring Creek on the eastern limit of the project area. Please clarify how construction will proceed around the watercourse, identifying impacts and providing mitigation strategies within the Natural Heritage Report. Also please identify the watercourse on appropriate detail design drawings.
3. The 30% detail design drawing's matchlines do not have indicator numbers or letters Please provide so drawings can be interpreted.
4. The presentation slides have unidentified blue and green hatched lines on the alternative drawings. Please ensure all lines and polygons are clearly identified on all drawings.
5. Please provide landscape and planting plans that account for the proposed tree removals and illustrate how disturbed soils will be stabilized and reinstated with vegetation.
6. Please provide an Erosion and Sediment Control Plan. The proponent is encouraged to refer to [TRCA's Erosion and Sediment Control Guide for Urban Construction \(2019\)](#) for guidance.
7. The map below shows that the project site boundary extends to Derry Rd crossing at Spring Creek. Please plot the Floodplain on the map. TRCA requires hydraulic assessment to demonstrate that the existing flood risk will not be worsened if there is any grading and road widening works within the Floodplain and modification on the

dimension of the crossing.



8. It is noted that the PIC slid discusses increase in peak flows under stormwater management section. Please note that water quality and water balance issues due to the proposed road project need to be considered. TRCA's water quality and water balance criteria are enhanced level treatment and on-site retention of 5mm runoff from the impervious area via LID measures respectively.

Thank you,

Emma Benko (she, her, hers)

Planner

Infrastructure Planning and Permits | Development and Engineering Services

T: [\(416\) 661-6600](tel:4166616600) ext. 5648

E: emma.benko@trca.ca

A: [101 Exchange Avenue, Vaughan, ON, L4K 5R6](https://www.trca.ca) | [trca.ca](https://www.trca.ca)



From: Jean-Louis Gaudet <jeanlouis.gaudet@exp.com>

Sent: Tuesday, January 11, 2022 4:32 PM

To: Caroline Mugo <Caroline.Mugo@trca.ca>; trevor.bell@ontario.ca; brad.allan@ontario.ca;



1595 Clark Blvd.
 Brampton, ON L6T 4V1, CANADA
 T: 1.905.793.9800 • EXP.com

Meeting Minutes

Date of Meeting: December 2, 2021 (10:00-12:00) **Next Meeting:** n/a

Project Name: Derry Road / Alstep Drive Class **Project No.:** STR-2018572-00
 EA

Written By: Sam King **Subject:** TAC #2 Meeting Notes

Attendees: **Region of Peel (ROP):** Sonya Bubas, Arthur Lee, Sally Rook, Tamara Alexander, Matthew Cambas, Denise Dang-Williams, Richa Dave, Joe Gallagher, Nishat Hassan, Ayesha Khan, Italia Ponce Vanelli, Mark Crawford, Serguei Kabanov

City of Mississauga (COM): Ryan Au, Lin Rogers, Alex Liya, Amy Parker, Bo Yang Yu, Chris Rouse, Darek Koziol, Lorie Sterritt, Zvonimir Millier, Samer Elhallak, Bill Moffatt, Jessica Young, Laura Zeglen

MiWay: Jacqueline Elias

Bombardier: Piyush Patel, James Lambie

GTAA: Joseph Fischetti, Miranda Bird

Toronto and Region Conservation Area (TRCA): Emma Benko, Veronica Osei-Akoto Brown

EXP: Yves-Marie Monereau, Rob Andrews, Jean-Louis Gaudet, Carlyle Glean, William Burmeister, Sam King, Karan Dev Sharma

Distribution: Attendees

Note: If there are any clarifications or corrections, please advise this author, in writing within five (5) working days of receipt.

Details of Discussion	Action to be taken by / Due date
1.0 Introduction <ul style="list-style-type: none"> • Introduction from Sonya (ROP) • Review and comments from members of the TAC meeting expected on presentation and materials (ROP) • Looking for sign-off from TAC members in order to move forward and present to the public. (ROP) 	
2.0 Questions regarding Alstep Dr. Alternatives <ul style="list-style-type: none"> • Question - What are the different lines on the drawing represent? 	

Meeting Minutes (cont'd)

Re: EA Mtg: TAC #2
Date: December 2, 2021

Details of Discussion	Action to be taken by / Due date
<ul style="list-style-type: none">○ EXP (JL) responded pointing to the existing right of way (ROW), Proposed ROW, Grading limit and the ROP OP.● Question from Darek Koziol (COM traffic) regarding how a traffic signal was warranted at this location.<ul style="list-style-type: none">○ EXP (YM) responded that since this is a new intersection with no existing counts, traffic volume input was obtained from trip generation and a traffic signal was warranted using the highest four-hour period.● Darek Koziol (COM traffic) also noted concern regarding the alignment of Alstep extension and FedEx driveway (east leg of intersection)<ul style="list-style-type: none">○ EXP noted that there is an underground infrastructure that cannot be re-aligned and that split phasing of traffic signals is possible● Zvonimir (COM traffic) noted that split phasing could cause delays, also raised concern about the proximity of traffic signals to the major intersection of Derry and Bramalea.● Alex Liya (COM traffic operations) asked if any other approach has been considered at this location, such as a roundabout<ul style="list-style-type: none">○ EXP responded that a roundabout was considered but the geometry was undesirable.● Comment was given regarding safety concerns due to alignment and to consider re-aligning FedEx entrance or Alstep Dr.● Sally Rook (ROP) commented that this cannot be taken to the public until COM is satisfied with the intersection design.● Ryan Au (COM) noted that further discussion regarding this will be taken offline.● Joseph Fischetti (GTAA) commented that GTAA should be involved with any discussions with FedEx. He also asked to what organization would the property acquired at Alstep Dr. location be transferred.<ul style="list-style-type: none">○ Response that property in this area will be transferred to COM.○ Further discussion regarding property acquisition will occur offline.	
<p>3.0 Questions regarding Menkes Dr. Alternatives</p> <ul style="list-style-type: none">● Jacqueline Elias (MiWay) noted the proposed bus stops on Derry Road are not drawn according to standards on the drawings.<ul style="list-style-type: none">○ EXP responded that these are drawn correctly on the latest version of Derry Road drawings, which will be presented later in the meeting.	



Meeting Minutes (cont'd)

Re: EA Mtg: TAC #2
Date: December 2, 2021

Details of Discussion	Action to be taken by / Due date
<ul style="list-style-type: none">• Amy Parker (COM, Active Transportation) asked if crossrides could be provided and if removing eastbound right turn channel is a possibility.• Ayesha Khan (ROP) noted that they are trying to get rid of channelization where possible but will confirm.• Denise Dang-Williams (ROP, Traffic Operations) noted that decision was made to keep right turn channels because the right turn traffic volumes were heavy.• Denise Dang-Williams (ROP, Traffic Operations) observed that there may be a north-south alignment issue and asked if traffic signal will be a split phase.<ul style="list-style-type: none">○ EXP (CG) noted that alignment has been reviewed and that southbound flow should be okay. He added that pavement marking guidelines could be added through the intersection to help guide traffic.○ EXP (YM) noted that a median has been incorporated and there is not a need for a split phase.• Serguei Kabanov (ROP) asked if new OTM Book 18 was incorporated into the revised designs<ul style="list-style-type: none">○ EXP (CG) responded that it was.	
<p>4.0 Questions regarding Bramalea Rd Alternatives</p> <ul style="list-style-type: none">• Comment from Sally Rook (ROP) that referring to the road widening as extending the pavement surface could be confusing for people.<ul style="list-style-type: none">○ EXP (JL) noted this and explained the reasoning for using terminology (i.e., to avoid confusion with the EA definition of widening, which includes adding additional through lanes). He said that the Study Team can proceed with using the term widening instead, and note the distinction as a footnote.• Amy Parker (COM, Active Transportation) asked about the possibility of extending the MUP northward on Bramalea north of Derry Rd, as this is identified in the 2018 cycling master plan.<ul style="list-style-type: none">○ EXP (CG) noted that there is an opportunity to incorporate this.• Amy Parker (COM, Active Transportation) also asked that preference would be to remove right turn channels for safety reasons, specifically on the NE corner of the intersection.• Arthur Lee (ROP) commented that there are two receiving lanes and one through lane, which may cause driver confusion. He also commented that a median may be required for dual left-turn lanes and that this comment was relevant for Menkes as well.	

Meeting Minutes (cont'd)

Re: EA Mtg: TAC #2
Date: December 2, 2021

Details of Discussion	Action to be taken by / Due date
<ul style="list-style-type: none">• Ryan Au (COM) noted the property requirements on the NE corner of the intersection from GTAA/Transport Canada.<ul style="list-style-type: none">○ Joseph Fischetti (GTAA) noted that his earlier comment applied for this location as well.	
<p>5.0 Questions regarding Derry Road Drawing</p> <ul style="list-style-type: none">• Jacqueline Elias (MiWay) confirmed that bus pad/stops are being shown correctly.• Sonya Bubas (ROP) noted that the MUP layout was designed to avoid utility conflicts.• Arthur Lee (ROP) pointed out the culvert structure on the north side of Derry east of Menkes and noted the need to evaluate any additional property requirements related to this.• Italia Ponce Vanelli (ROP) noted that it would be beneficial to show underground infrastructure on plans to make review easier. She noted that there is a large sanitary crossing Derry Rd.<ul style="list-style-type: none">○ EXP (CG) responded that underground infrastructure will be shown on 30% design drawings per previous discussion○ Sonya (ROP) suggested that EXP provide a response noting any potential impacts on underground infrastructure• Serguei Kabanov (ROP) asked about relocating a shelter from the NE corner to the far side of the intersection.<ul style="list-style-type: none">○ MiWay noted that it was their understanding that the Region would not prefer a far side bus stop without a bus bay, and that the Region would need to be consulted for approval.	
<p>6.0 Questions regarding sidewalk on Alstep Dr and Menway Ct</p> <ul style="list-style-type: none">• Joseph Fischetti (GTAA) asked who will be paying for the sidewalks and MUPs.<ul style="list-style-type: none">○ Ryan Au (COM) responded that anything required as a result of the planned Bombardier development will be paid for by Bombardier.	

Meeting Minutes (cont'd)

Re: EA Mtg: TAC #2
Date: December 2, 2021

Details of Discussion	Action to be taken by / Due date
<p>7.0 Project Timeline and Next Steps</p> <ul style="list-style-type: none">• Ryan Au (COM) noted that dates for PIC are tentative and not confirmed. Comments from TAC members requested to be submitted by Dec. 9.• JL (EXP) thanked the TAC members for their time and appreciated their input.• Sally Rook (ROP) noted that some of the details can be figured out after PIC, but the Study Team needs to make sure that items such as intersection configuration and private property impacts that would be shown at PIC need to be done before.	<p>TAC Members</p> <p>EXP/EA Study Team</p>

Attachments:

1. TAC Presentation Slides
2. Summary of Comments Received

Meeting Minutes (*cont'd*)

*Re: EA Mtg: TAC #2
Date: December 2, 2021*

Attachment 1: TAC Presentation Slides

Meeting Minutes (*cont'd*)

*Re: EA Mtg: TAC #2
Date: December 2, 2021*

Attachment 2: Summary of Comments Received and Project Team Responses

Meeting Minutes (cont'd)

Re: EA Mtg: TAC #2
Date: December 2, 2021

No.	Commenter	Comment	Severity of Concern (from comment form)	To Be Addressed before PIC 2	To Be Addressed before ESR	To Be Addressed During Detailed Design
1.	Alex Liya City of Mississauga Transportation and Works Department	From traffic operation perspective, there are major concerns with respect of the offset T-intersections proposed at Alstep Drive and Bramalea Road and Fedex Driveway at Bramalea Road. The turning maneuvers will not be executed safely and will cause safety concerns. Traffic Operation staff prefers the option of re-aligning the driveway with Alstep Drive leg. Other options could be applied here i.e. round-about.	Major	Yes	Yes	Yes
2.	Darek Koziol City of Mississauga Traffic Signals Contract Coordinator	As indicated at the TAC meeting held on November 30, 2021, the Traffic Signal section has serious concerns regarding the proposed intersection alignment at Bramalea Dr and Alstep Dr/Fedex driveway as it would introduce problematic turning movements. It would be greatly appreciated if all options were explored to eliminate the intersection offset or provide adequate separation between the proposed Alstep Dr T-intersection and the existing Fedex driveway.	Major	Yes	Yes	Yes

Meeting Minutes (cont'd)

Re: EA Mtg: TAC #2
Date: December 2, 2021

No.	Commenter	Comment	Severity of Concern (from comment form)	To Be Addressed before PIC 2	To Be Addressed before ESR	To Be Addressed During Detailed Design
3.	Jacqueline Elias MiWay	MiWay bus stops are not illustrated correctly in the drawings. Please revise drawings so that stops are as per MiWay Standard No. 2240.091 Multi-use Trail set behind Nearside & Farside Bus Stops - Preferred.pdf and Standard Drawing No. 2250.040 Accessible Bus Stop - Sidewalk in front of Bus Shelter.pdf. Please confirm the minimum widths are met.	Major	Yes		
4.	Jacqueline Elias MiWay	Request to investigate moving MiWay Stop#2545- Derry Rd At Telford Way to the farside. The Region does not recommend having a farside stop without a bus bay. Based on bus routing, MiWay has no issues with a farside stop.	Minor	Yes		
5.	Jessica Yong Environmental Coordinator City of Mississauga Environmental Services	Report cover page, page headers and the first paragraph in Executive Summary and Introduction reference the Site in Brampton instead of Mississauga. Please revise.	Major		Yes	
6.	Jessica Yong Environmental Coordinator City of Mississauga Environmental Services	The first two paragraphs in both Executive Summary and Introduction describing the site location are redundant. Please merge/condense the information.	Minor		Yes	

Meeting Minutes (cont'd)

Re: EA Mtg: TAC #2
Date: December 2, 2021

No.	Commenter	Comment	Severity of Concern (from comment form)	To Be Addressed before PIC 2	To Be Addressed before ESR	To Be Addressed During Detailed Design
7.	Jessica Yong Environmental Coordinator City of Mississauga Environmental Services	<p>Executive Summary:</p> <p>1) Table 1-1, could the distances from the Site be included in the fourth column for the off-site PCAs for ease of reference (and as per footnote 3 of the table)?</p> <p>2) Table 1-1, APEC 1: should EC and SAR be added as PCOCs associated with fill materials?</p> <p>3) Table 1-1, general comment: it is noted that EC and SAR are not listed as PCOCs for any of the APECs. While it is noted that there are specific circumstances associated with salt-impacted soil in O.Reg. 406/19, EC and SAR should be identified as PCOCs, where applicable, for the purpose of the Phase One ESA.</p> <p>4) Table 1-1, APEC 3: should PAH be added as a PCOC associated with the reported hydraulic oil spill?</p> <p>The above should also be updated for the APEC table in Section 8 of the report.</p>	Major		Yes	
8.	Jessica Yong Environmental Coordinator City of Mississauga Environmental Services	Section 4.2.4 – a period is missing at the end of the first sentence.	Minor		Yes	

Meeting Minutes (cont'd)

Re: EA Mtg: TAC #2
Date: December 2, 2021

No.	Commenter	Comment	Severity of Concern (from comment form)	To Be Addressed before PIC 2	To Be Addressed before ESR	To Be Addressed During Detailed Design
9.	Jessica Yong Environmental Coordinator City of Mississauga Environmental Services	Section 6.2.3 and Appendix J - Note that sanitary sewers are owned by the Region of Peel. In addition, Derry Road is a regional road and as such, the storm sewer within the Derry Road right-of-way is also owned by the Region of Peel. Also note watermain and hydrants are owned by the Region of Peel.	Major		Yes	
10.	Jessica Yong Environmental Coordinator City of Mississauga Environmental Services	Figure 2 - Please add the inferred groundwater flow direction on this figure.	Minor		Yes	
11.	Jessica Yong Environmental Coordinator City of Mississauga Environmental Services	Figure 3 - Only the Site boundary is shown on Figure 3. Should Site utilities, where available, be shown on Figure 3, as indicated in Section 6.2.3 of the report?	Minor		Yes	
12.	Amy Parker City of Mississauga Active Transportation	Bramalea Road, north of Derry Road E is identified in the City's 2018 Cycling Master Plan to receive a multi-use trail (MUT). If feasible, it would be preferred to have a multi-use trail installed on the east side of Bramalea Road (minimum 3.50 m MUT on the east side of the power lines. If not possible, curb side MUT with 1.0 m splashpad + 3.0 m minimum MUT).	Major	Not Specified	Not Specified	Not Specified

Meeting Minutes (cont'd)

Re: EA Mtg: TAC #2
Date: December 2, 2021

No.	Commenter	Comment	Severity of Concern (from comment form)	To Be Addressed before PIC 2	To Be Addressed before ESR	To Be Addressed During Detailed Design
13.	Amy Parker City of Mississauga Active Transportation	In alignment with the City's Vision Zero Action Plan, the City's Cycling Master Plan, and the City's Climate Change Action Plan, we have a strong preference to remove the eastbound right turning channel at the intersection of Derry Road E and Menkes Drive/Telford Way. Removing the channel will allow the installation of a crossride for cyclists on the south leg of the intersection and improve vulnerable road user safety. If unable to remove the turning channel, Alternative 2 design is preferred.	Major	Not Specified	Not Specified	Not Specified
14.	Amy Parker City of Mississauga Active Transportation	In alignment with the City's Vision Zero Action Plan, The City's Cycling Master Plan, and the City's Climate Change Action Plan, we have a strong preference to remove the southbound and westbound right turning channels at the intersection of Derry Road E and Bramalea Road to improve vulnerable road user safety. Removal of the westbound right turning channel will allow for the installation of a crossride on the east leg of the intersection. If unable to remove the turning channels, Alternative 4 design is preferred.	Major	Not Specified	Not Specified	Not Specified
15.	Amy Parker City of Mississauga Active Transportation	Wherever feasible, narrowing lanes to minimum widths is preferred.	Minor	Not Specified	Not Specified	Not Specified
16.	Amy Parker City of Mississauga Active Transportation	Wherever feasible, decreasing intersection corner radii is preferred.	Minor	Not Specified	Not Specified	Not Specified

Meeting Minutes (cont'd)

Re: EA Mtg: TAC #2
Date: December 2, 2021

No.	Commenter	Comment	Severity of Concern (from comment form)	To Be Addressed before PIC 2	To Be Addressed before ESR	To Be Addressed During Detailed Design
17.	Region of Peel Design Team and Traffic Staff	Consider raised median here. Winter seasons may cause confusion for drivers entering into Menkes drive as pavement markings may become unclear with the snow. A short physical median would benefit the drivers from accidentally going into the oncoming lane.	Not specified			
18.	Region of Peel Design Team and Traffic Staff	<p>Raise DICB MH and replace with MH access. Remove and replace existing retaining wall structure and evaluate the extent of required retaining wall behind the sidewalks.</p> <p>Clarification: Feedback from Region infrastructure programming staff indicates this feature is a ditch inlet catch basin (DICB). The 300mm catch basin lead (11m long) was noted with debris and requires cleaning/flushing. Feedback from Region design staff is to adjust the DICB MH to proposed boulevard grades and construct proper retaining wall to the North with railing/fencing. More specifically to: i) Raise DICB MH and replace with MH access, and ii) Remove and replace existing retaining wall structure and evaluate the extent of required retaining wall behind the sidewalks.</p>	Not specified			
19.	Region of Peel Design Team and Traffic Staff	Confirm traffic numbers to see if the large dual left turn storage is required. Otherwise, consider matching the lanes to existing here to ensure we are not widening into the boulevards.	Not specified			

Meeting Minutes (cont'd)

Re: EA Mtg: TAC #2
Date: December 2, 2021

No.	Commenter	Comment	Severity of Concern (from comment form)	To Be Addressed before PIC 2	To Be Addressed before ESR	To Be Addressed During Detailed Design
20.	Region of Peel Design Team and Traffic Staff	Confirm with Alectra if it is feasible to relocate light standards to the hydro poles on the boulevard to meet the latest photometric RP-8 requirements. Otherwise, the installation on the median is justifiable to provide sufficient luminance of roadway and improve road user safety.	Not specified			
21.	Region of Peel Design Team and Traffic Staff	Hydro pole and streetlighting appears to be in conflict here. Is there a location where the hydro poles will be relocated?	Not specified			
22.	Region of Peel Design Team and Traffic Staff	Daylight triangle measures out to be larger than 15 x 15m. Please confirm why additional property is needed.	Not specified			
23.	Region of Peel Design Team and Traffic Staff	We do not require additional property here on the south.	Not specified			
24.	Region of Peel Design Team and Traffic Staff	Review to confirm if retaining walls are required behind the sidewalk.	Not specified			
25.	Region of Peel Design Team and Traffic Staff	Similar comment as Menkes. It is important to have a raised median to provide physical separation and guidance for drivers doing EBDL to enter the proper lanes. The winter seasons may cause risks in visibility of the lane markings.	Not specified			

Meeting Minutes (cont'd)

Re: EA Mtg: TAC #2
Date: December 2, 2021

No.	Commenter	Comment	Severity of Concern (from comment form)	To Be Addressed before PIC 2	To Be Addressed before ESR	To Be Addressed During Detailed Design
26.	Italia Ponce Region of Peel Water and Wastewater Division	<p>There are water & wastewater infrastructure within the study area, with the road extension, in several of the roads, hydrants and valve chambers may be affected. Please ensure that these appurtenances are considered. Furthermore, if there are areas where there is road grading changes (cut/fill), please ensure there is enough clearance to the underground infrastructure (for cut) and/or the load is adequate and will not cause impact (for fill areas).</p> <p>Water and wastewater would like to continue to be involved in the detailed design/preliminary detailed design.</p>	Unsure			Yes
27.	Italia Ponce Region of Peel Water and Wastewater Division	There are plans for the construction of a sanitary sewer in this area of Derry which is starting Mid 2022. However I believe this has been communicated to the project team.	Not specified			
28.	Region of Peel Real Estate Team	It is hard to tell where the existing property line is and where the widenings are.	Not specified			
29.	Region of Peel Real Estate Team	[Why is a separate line shown for ROW, OP Protected right-of-way and property line?] The ROW and Property line should be the same line. The OP Protected right-of-way line should be removed.	Not specified			

Meeting Minutes (cont'd)

Re: EA Mtg: TAC #2
Date: December 2, 2021

No.	Commenter	Comment	Severity of Concern (from comment form)	To Be Addressed before PIC 2	To Be Addressed before ESR	To Be Addressed During Detailed Design
30.	Region of Peel Real Estate Team	The thin purple lines show reference plans and property lines. The reference plan lines should be removed. I would suggest EXP update their property fabric to ensure they are only showing property lines.	Not specified			
31.	Region of Peel Sustainable Transportation	Clarify how is Proposed Right of Way defined and differentiated from Protected Property Limit (ROP OP)	Not specified			
32.	Region of Peel Sustainable Transportation	Investigate whether the existing 2.50m median may be narrowed, per TAC, to widen to the north (as opposed to the south) to facilitate the dual EBLTs; and NOTE: exploring this option may assist on the east leg of the Bramalea Rd intersection as well, to reduce widening on the north side of Derry Rd	Not specified			
33.	Region of Peel Sustainable Transportation	Confirm whether past concerns regarding intersection geometrics have been addressed (ex. skewed crosswalk on west leg of Bramalea and corner design).	Not specified			
34.	Region of Peel Sustainable Transportation	Not showing the hydro pole alignment on the north side, which will also affect the sidewalk alignment. This is an important item, as the existing hydro line had a significant affect on the alignment of the MUP on the south side of Derry. The topography on the north side also needs to be factored in, further to Arthur's comments re: potential need for retaining walls. In some areas, there is significant differences in grade.	Not specified			

Jean-Louis Gaudet

From: Jean-Louis Gaudet
Sent: Tuesday, January 25, 2022 5:53 PM
To: Derryroadea
Cc: Yves Monereau; Bubas, Sonya; Ryan Au; James Lambie
Subject: Derry Road / Alstep Drive Class EA - TAC Meeting #2 - responses to TAC comments
Attachments: 202201Jan25_Derry Alstep EA_Responses to TAC 2 Comments.pdf

Dear TAC participants,

Please find attached a summary of the comments received from the Derry Road East and Alstep Drive Class EA Technical Advisory Committee (TAC) members following TAC meeting #2, with responses from the project team.

If you have any questions or comments about our responses, you may send them to the project team or to the project e-mail address (derryroadea@exp.com) by Tuesday, February 8, 2022.

Regards,

Jean-Louis

Jean-Louis Gaudet, B.Sc.

EXP | Project Coordinator

t : +1.905.525.6069, 5031 | m : +1.416.728.6261 | e : jeanlouis.gaudet@exp.com

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1595 Clark Blvd.
Brampton, ON L6T 4V1, CANADA
T: 1.905.793.9800 • EXP.com

Memorandum

Date: January 25, 2022

Project Name: Derry Road East and Alstep Drive **Project No.:** STR-02018572-00
Class EA

Written By: Jean-Louis Gaudet

Subject: Project Team Responses to TAC #2 Comments

To: Sonya Bubas
Ryan Au
James Lambie
Yves -Marie Monereau
TAC #2 Meeting Attendees

Region of Peel
City of Mississauga
Bombardier Inc.
EXP Services Inc.

Distribution: As above

NOTICE OF CONFIDENTIALITY AND PRIVILEGE

This message from exp Services Inc. is intended only for the use of the individual or entity to which it is addressed and may contain information which is privileged, confidential or proprietary

Please find on the following pages a summary of the comments received from the Derry Road East and Alstep Drive Class EA Technical Advisory Committee (TAC) members following TAC meeting #2. Attachments A and B provide additional context for responses to specific questions.

If you have any questions or comments about our responses, you may send them to the project e-mail address (derryroadea@exp.com) by Tuesday, February 8, 2022.

Regards,

A handwritten signature in blue ink that reads 'Jean-Louis Gaudet'.

Jean-Louis Gaudet
Consultant Class EA Coordinator

Memorandum (cont'd)

Derry Road East and Alstep Drive Class EA: Project Team Responses to TAC #2 Comments
January 25, 2022

Summary of Technical Advisory Committee # 2 Comments and Responses

No.	Commenter	Report / Topic	TAC Comment	Project Team Resolution
1	Alex Liya City of Mississauga Transportation and Works Department	Alstep Dr and Bramalea Road	From traffic operation perspective, there is a major concern with respect of the offset T-intersections proposed at Alstep Drive and Bramalea Road and Fedex Driveway at Bramalea Road. The turning maneuvers will not be executed safely and will cause safety concerns. Traffic Operation staff prefers the option of re-aligning the driveway with Alstep Drive leg. Other options could be applied here i.e. roundabout.	<p>A roundabout was reviewed as part of the alternative design process by the proponents and EXP. Based on the type of vehicle turning movements to be accommodated, the existing offset alignment of the intersection, the minimum size required for the roundabout, and the resulting extensive property requirements, it was agreed that the roundabout was not a feasible alternative design.</p> <p>Re-aligning the FedEx driveway to be positioned across from the Alstep Drive intersection may be a feasible alternative. Depiction of the preferred alternative design will identify the need for realignment, and this will be noted in the ESR. Negotiations between the City and GTAA and FedEx about the driveway realignment can occur after the Class EA is complete, and the staging of the realignment relative to the Alstep Drive Extension construction can occur based on the City's timelines.</p>
2	Darek Koziol City of Mississauga Traffic Signals Contract Coordinator	Alstep Dr and Bramalea Road	As indicated at the TAC meeting held on November 30, 2021, the Traffic Signal section has serious concerns regarding the proposed intersection alignment at Bramalea Dr and Alstep Dr/Fedex driveway as it would introduce problematic turning movements. It would be greatly appreciated if all options were explored to eliminate the intersection offset or provide adequate separation between the proposed Alstep Dr T-intersection and the existing Fedex driveway.	<p>A roundabout was reviewed as part of the alternative design process by the proponents and EXP. Based on the type of vehicle turning movements to be accommodated, the existing offset alignment of the intersection, the minimum size required for the roundabout, and the resulting extensive property requirements, it was agreed that the roundabout was not a feasible alternative design.</p> <p>Re-aligning the FedEx driveway to be positioned across from the Alstep Drive intersection may be a feasible alternative. Depiction of the preferred alternative design will identify the need for realignment, and this will be noted in the ESR. Negotiations between the City and GTAA and FedEx about the driveway realignment can occur after the Class EA is complete, and the staging of the realignment relative to the Alstep Drive Extension construction can occur based on the City's timelines.</p>



Memorandum (cont'd)

*Derry Road East and Alstep Drive Class EA: Project Team Responses to TAC #2 Comments
January 25, 2022*

No.	Commenter	Report / Topic	TAC Comment	Project Team Resolution
3	Jacqueline Elias MiWay	MiWay Bus Stops	MiWay bus stops are not illustrated correctly in the drawings. Please revise drawings so that stops are as per MiWay Standard No. 2240.091 Multi-use Trail set behind Nearside & Farside Bus Stops - Preferred.pdf and Standard Drawing No. 2250.040 Accessible Bus Stop - Sidewalk in front of Bus Shelter.pdf. Please confirm the minimum widths are met.	Some of the MiWay stops depicted in the Appendices of the Alternative Designs report were not drawn according to the MiWay design standards. However, they are depicted correctly in the preferred alternative designs.
4	Jacqueline Elias MiWay	MiWay Bus Stops	Request to investigate moving MiWay Stop#2545- Derry Rd At Telford Way to the farside. The Region does not recommend having a farside stop without a bus bay. Based on bus routing, MiWay has no issues with a farside stop.	<p>This possibility can be discussed between the Region, City and MiWay. While moving the stop to the farside will not be included in the alternative design concept, the Class EA will document the OP protected intersection ROW of 54m. The feasibility of moving the stop to the farside can be investigated by the EA study team, with the intention of noting the relocation in the ESR if determined to be feasible.</p> <p>In consulting with Region Traffic Operations, they have commented that they do not determine bus stop location (far side or near far) or bus bay requirement. However, there may be factors to determine bus stop location due to available property or the functional need for a bus bay, etc. The law may require that motorists must yield the right-of-way to transit buses merging into traffic from a bus stop regardless there is a bus bay or not.</p> <p>From an operational and safety perspective with respect to a far side stop, they note they would prefer bus bay to avoid vehicles queueing through the intersection.</p> <p>Region Sustainable Transportation has noted, from an AT perspective, a bus bay reduces the available boulevard space for AT infrastructure, which may or may not be an issue, depending on site specific conditions/property constraints.</p> <p>During the TAC meeting, the Region's design staff asked if the EA team had considered moving the MiWay stop to the farside where there appeared to be more ROW. Additional comment under item 46 considers whether there is enough space to accommodate the proposed transit stop, sidewalks to Regional standard, and a new (replacement) retaining wall in the northeast corner of the intersection.</p> <p>These items would need to be considered by the Region, the City and MiWay when investigating the potential for bus stop relocation.</p>



Memorandum (cont'd)

*Derry Road East and Alstep Drive Class EA: Project Team Responses to TAC #2 Comments
January 25, 2022*

No.	Commenter	Report / Topic	TAC Comment	Project Team Resolution
5	Jessica Yong Environmental Coordinator City of Mississauga Environmental Services	Phase One Environmental Site Assessment	Report cover page, page headers and the first paragraph in Executive Summary and Introduction reference the Site in Brampton instead of Mississauga. Please revise.	This comment has been provided to the Phase 1 ESA team and they report making the correction.
6	Jessica Yong Environmental Coordinator City of Mississauga Environmental Services	Phase One Environmental Site Assessment	The first two paragraphs in both Executive Summary and Introduction describing the site location are redundant. Please merge/condense the information.	This comment has been provided to the Phase 1 ESA team and they report making the correction.
7	Jessica Yong Environmental Coordinator City of Mississauga Environmental Services	Phase One Environmental Site Assessment	Executive Summary: 1) Table 1-1, could the distances from the Site be included in the fourth column for the off-site PCAs for ease of reference (and as per footnote 3 of the table)? 2) Table 1-1, APEC 1: should EC and SAR be added as PCOCs associated with fill materials? 3) Table 1-1, general comment: it is noted that EC and SAR are not listed as PCOCs for any of the APECs. While it is noted that there are specific circumstances associated with salt-impacted soil in O.Reg. 406/19, EC and SAR should be identified as PCOCs, where applicable, for the purpose of the Phase One ESA. 4) Table 1-1, APEC 3: should PAH be added as a PCOC associated with the reported hydraulic oil spill? The above should also be updated for the APEC table in Section 8 of the report.	This comment has been provided to the Phase 1 ESA team and they report making the correction.

Memorandum (cont'd)

Derry Road East and Alstep Drive Class EA: Project Team Responses to TAC #2 Comments
January 25, 2022

No.	Commenter	Report / Topic	TAC Comment	Project Team Resolution
8	Jessica Yong Environmental Coordinator City of Mississauga Environmental Services	Phase One Environmental Site Assessment	Section 4.2.4 – a period is missing at the end of the first sentence.	This comment has been provided to the Phase 1 ESA team and they report making the correction.
9	Jessica Yong Environmental Coordinator City of Mississauga Environmental Services	Phase One Environmental Site Assessment	Section 6.2.3 and Appendix J - Note that sanitary sewers are owned by the Region of Peel. In addition, Derry Road is a regional road and as such, the storm sewer within the Derry Road right-of-way is also owned by the Region of Peel. Also note watermain and hydrants are owned by the Region of Peel.	This comment has been provided to the Phase 1 ESA team and they report making the correction.
10	Jessica Yong Environmental Coordinator City of Mississauga Environmental Services	Phase One Environmental Site Assessment	Figure 2 - Please add the inferred groundwater flow direction on this figure.	This comment has been provided to the Phase 1 ESA team and they report making the correction.
11	Jessica Yong Environmental Coordinator City of Mississauga Environmental Services	Phase One Environmental Site Assessment	Figure 3 - Only the Site boundary is shown on Figure 3. Should Site utilities, where available, be shown on Figure 3, as indicated in Section 6.2.3 of the report?	Given that no underground service is included in Phase One ESA, there is inadequate information to complete the Figure 3 (Utility Plan). Therefore, it has been removed from the Phase One ESA report.
12	Amy Parker City of Mississauga Active Transportation	Bramalea Road Alternatives	Bramalea Road, north of Derry Road E is identified in the City's 2018 Cycling Master Plan to receive a multi-use trail (MUT). If feasible, it would be preferred to have a multi-use trail installed on the east side of Bramalea Road (minimum 3.50 m MUT on the east side of the power lines. If not possible, curb side MUT with 1.0 m splashpad + 3.0 m minimum MUT).	An 3m wide MUP has been added on the east side of Bramalea Road north of Derry Road, as requested.

Memorandum (cont'd)

*Derry Road East and Alstep Drive Class EA: Project Team Responses to TAC #2 Comments
January 25, 2022*

No.	Commenter	Report / Topic	TAC Comment	Project Team Resolution
13	Amy Parker City of Mississauga Active Transportation	Menkes Drive Alternatives	In alignment with the City's Vision Zero Action Plan, the City's Cycling Master Plan, and the City's Climate Change Action Plan, we have a strong preference to remove the eastbound right turning channel at the intersection of Derry Road E and Menkes Drive/Telford Way. Removing the channel will allow the installation of a crossride for cyclists on the south leg of the intersection and improve vulnerable road user safety. If unable to remove the turning channel, Alternative 2 design is preferred.	The EA Study team has explored this opportunity, and unfortunately it is not feasible. The island in the south west corner of the Derry Road/Menkes Drive intersection by the eastbound right turn lane includes both a traffic signal pole and a power pole. As such, it is not able to be removed. That said, Smart Channels have been introduced, which should help to improve pedestrian and cyclist mobility. Please see Attachment A in this worksheet for a more in-depth discussion on this topic.
14	Amy Parker City of Mississauga Active Transportation	Bramalea Road Alternatives	In alignment with the City's Vision Zero Action Plan, The City's Cycling Master Plan, and the City's Climate Change Action Plan, we have a strong preference to remove the southbound and westbound right turning channels at the intersection of Derry Road E and Bramalea Road to improve vulnerable road user safety. Removal of the westbound right turning channel will allow for the installation of a crossride on the east leg of the intersection. If unable to remove the turning channels, Alternative 4 design is preferred.	The EA Study team has explored this opportunity, and unfortunately it is not feasible. Region Traffic staff have also noted that it is not recommended to remove the right turn islands due to high projected right turn volumes. Please see Attachment A in this worksheet for a more in-depth discussion on this topic.
15	Amy Parker City of Mississauga Active Transportation	Design	Wherever feasible, narrowing lanes to minimum widths is preferred.	Understood. The lane widths along Derry Road west of Menkes/Telford are 3.75m and match the existing lane widths west of the study area. The lanes on Derry Road east of Menkes / Telford transition from 3.75 m to 3.5 m as they proceed eastward. Lane width and daylight triangles were narrowed to reduced crossing time.



Memorandum (cont'd)

*Derry Road East and Alstep Drive Class EA: Project Team Responses to TAC #2 Comments
January 25, 2022*

No.	Commenter	Report / Topic	TAC Comment	Project Team Resolution
16	Amy Parker City of Mississauga Active Transportation	Design	Wherever feasible, decreasing intersection corner radii is preferred.	<p>Understood. Minimizing radii were considered as part of the design process.</p> <p>We note that Derry Road is a major regional arterial and the design vehicle is a WB-20. Roads in the area are classified as industrial roads to be mostly use by large trucks. The radii provided are required in order to facilitate the turning movements of the design vehicle (WB-20). Any reduction to these radii will result in larger vehicles (i.e. tractor-trailers) being unable to complete their turning movements while either running over the curb or encroaching into an adjacent lane.</p>
17	Region of Peel Design Team and Traffic Staff	Menkes Drive (south leg)	Consider raised median here. Winter seasons may cause confusion for drivers entering into Menkes drive as pavement markings may become unclear with the snow. A short physical median would benefit the drivers from accidentally going into the oncoming lane.	A raised median will be added at this location, which will avoid split phasing. Pavement markings could also be added through the intersection to aid in directing the flow of traffic. The median, however, will result in the proposed sidewalk on the west side of Menkes entering the existing ROW, thereby requiring some property.
18	Region of Peel Design Team and Traffic Staff	Inlet STM structure east of Menkes on north side of Derry Rd	Raise DICB MH and replace with MH access. Remove and replace existing retaining wall structure and evaluate the extent of required retaining wall behind the sidewalks.	<p>Feedback from Region infrastructure programming staff indicates that this feature is a ditch inlet catch basin (DICB). The 300mm catch basin lead (11m long) was noted by the Region to contain debris and requires cleaning/flushing. Feedback from the Region's design staff was to adjust the DICB MH to proposed boulevard grades and construct proper retaining wall to the North with railing/fencing. More specifically to:</p> <ul style="list-style-type: none"> • Raise DICB MH and replace with MH access. • Remove and replace existing retaining wall structure and evaluate the extent of required retaining wall behind the sidewalks. <p>This presence of this feature will be noted in the ESR and indicated on the Derry Road plan view with a bubble and callout note. Design of the retaining wall can be undertaken during detailed design of the sidewalk or other works relating to the DICB MH. However, these anticipated design elements will be noted in the ESR and can also be indicated in the callout note.</p>



Memorandum (cont'd)

*Derry Road East and Alstep Drive Class EA: Project Team Responses to TAC #2 Comments
January 25, 2022*

No.	Commenter	Report / Topic	TAC Comment	Project Team Resolution
19	Region of Peel Design Team and Traffic Staff	Bramalea Road & Derry Road, west leg	Confirm traffic numbers to see if the large dual left turn storage is required. Otherwise, consider matching the lanes to existing here to ensure we are not widening into the boulevards.	Based on the results of the Transportation Assessment, the dual Left turn storage does not need to be that long. Therefore, the design team will reduce it to 150 metres and update the drawing.
20	Region of Peel Design Team and Traffic Staff	Bramalea Road & Derry Road, west leg	Confirm with Alectra if it is feasible to relocate light standards to the hydro poles on the boulevard to meet the latest photometric RP-8 requirements. Otherwise, the installation on the median is justifiable to provide sufficient luminance of roadway and improve road user safety.	<p>This continues to be advanced as design proceeds and will be updated as detailed design continues.</p> <p>Alectra has advised that streetlighting can be accommodated on their poles provided that there is a minimum 3m clearance between the lowest high-voltage conductor and the streetlight. If that clearance is not available, then the pole height will have to be increased to accommodate the new streetlight attachment.</p> <p>During detailed design, as part of the streetlighting design, the illumination requirements will be confirmed in coordination with Alectra, so that the clearance available between the conductor and the streetlights can be calculated.</p>
21	Region of Peel Design Team and Traffic Staff	Bramalea Road & Derry Road, southwest corner	hydro pole and streetlighting appears to be in conflict here. Is there a location where the hydro poles will be relocated?	We will coordinate with Alectra to determine the appropriate location for this hydro pole.
22	Region of Peel Design Team and Traffic Staff	Bramalea Road & Derry Road, southwest corner	Daylight triangle measures out to be larger than 15 x 15m. Please confirm why additional property is needed.	Dimensions of daylight triangle will be revised to reflect 15 x 15
23	Region of Peel Design Team and Traffic Staff	Bramalea Road & Derry Road, southeast corner	We do not require additional property here on the south.	While the intersection ROW is indicated in the drawing, it is understood that it does not indicate a property requirement for this proposed project.
24	Region of Peel Design Team and Traffic Staff	Derry Rd, west of Bramalea, north side	Review to confirm if retaining walls are required behind the sidewalk.	Space for potential grading has been included on the drawing. The ESR can note that a short retaining wall may be required. However, the requirement for this will need to be confirmed during the detailed design of the sidewalk.



Memorandum (cont'd)

*Derry Road East and Alstep Drive Class EA: Project Team Responses to TAC #2 Comments
January 25, 2022*

No.	Commenter	Report / Topic	TAC Comment	Project Team Resolution
25	Region of Peel Design Team and Traffic Staff	Bramalea Road & Derry Road, north leg	Similar comment as Menkes. It is important to have a raised median to provide physical separation and guidance for drivers doing EBDL to enter the proper lanes. The winter seasons may cause risks in visibility of the lane markings.	A raised median will be added at this location. This will result in a reduction to the width of the sodded boulevard on the east side of Bramalea.
26	Italia Ponce Region of Peel Water and Wastewater Division	General Comments	<p>There are water&wasterwater infrastructure within the study area, with the road extension, in several of the roads, hydrants and valve chambers may be affected. Please ensure that these appurtenances are considered. Furthermore, if there are areas where there is road grading changes (cut/fill), please ensure there is enough clearance to the underground infrastructure (for cut) and/or the load is adequate and will not cause impact (for fill areas).</p> <p>Water and wastewater would like to continue to be involved in the detailed design/preliminary detailed design.</p>	<p>EXP reviewed the existing conditions drawings provided by the Region, which showed the locations of the sanitary sewers and the water mains. EXP confirmed that there were no impacts to the underground infrastructure based on the proposed design. EXP does flag a concern on Telford where a raised median was introduced based on feedback received from Region and City transportation staff. The raised median is in close proximity to a sanitary sewer.</p> <p>With respect to cut/fill balance, there will not be a significant imbalance given that the road widenings are not substantial and there will be minimal changes to road surface grades.</p> <p>The 30% design plan depicts the existing underground infrastructure within the project limits.</p> <p>Region staff has confirmed that the 1050mm concrete pipe noted in the TAC meeting is located to the west of the project limits.</p> <p>The Region's Water and Wastewater section will continue to be consulted in this process.</p>



Memorandum (cont'd)

*Derry Road East and Alstep Drive Class EA: Project Team Responses to TAC #2 Comments
January 25, 2022*

No.	Commenter	Report / Topic	TAC Comment	Project Team Resolution
27	Italia Ponce Region of Peel Water and Wastewater Division	General Comments	There are plans for the construction of a sanitary sewer in this area of Derry which is starting Mid 2022. However, I believe this has been communicated to the project team.	<p>This can be noted in the ESR under the description of existing conditions for underground infrastructure.</p> <p>EXP has requested Region staff to provide additional information on this planned sanitary sewer construction.</p> <p>Please advise where the proposed sanitary sewer will be installed so that we can verify if it was included in the Region's proposed infrastructure data and if any impacts are anticipated.</p> <p>This can be noted in the ESR under the description of existing conditions for underground infrastructure</p>
28	Region of Peel Real Estate Team	Property	It is hard to tell where the existing property line is and where the widenings are.	We are reviewing the reference plan lines so the property lines are more visible. In some cases, the property lines and the fabric lines are on the same CAD layer (but not all of them). This is in the process of being updated.
29	Region of Peel Real Estate Team	Property	[Why is a separate line shown for ROW, OP Protected right-of-way and property line?] The ROW and Property line should be the same line. The OP Protected right-of-way line should be removed.	<p>The OP Protected ROW is required because it is not yet part of the existing ROW.</p> <p>We will review how to avoid confusion regarding ROW lines, property lines, and parcel fabric lines. Based on the comments, it appears that the parcel fabric lines may be causing the confusion.</p> <p>The existing ROW and the protected intersection ROW indicated in the Regional OP was considered in the EA and 30% design alternatives engineering. Additional Lands required were identified and shown after considerable engineering to accommodate all transportation aspects and to minimize land requirements. In some circumstances, the proposed ROW exceeds the proposed OP boundary.</p>
30	Region of Peel Real Estate Team	Property	The thin purple lines show reference plans and property lines. The reference plan lines should be removed. I would suggest EXP update their property fabric to ensure they are only showing property lines.	We are reviewing the reference plan lines so the property lines are more visible. In some cases, the property lines and the fabric lines are on the same CAD layer (but not all of them). This is in the process of being updated.



Memorandum (cont'd)

*Derry Road East and Alstep Drive Class EA: Project Team Responses to TAC #2 Comments
January 25, 2022*

No.	Commenter	Report / Topic	TAC Comment	Project Team Resolution
31	Region of Peel Sustainable Transportation	Sustainable Transportation	Clarify how is Proposed Right of Way defined and differentiated from Protected Property Limit (ROP OP)	<p>The proposed ROW is based on the property requirements of the preferred alternative design.</p> <p>The OP Protected Property Limit (ROP OP) illustrates the extra width of ROW that is identified in the Region's OP Policies 5.9.4.2 as being protected near intersections (regardless if it is needed or not).</p>
32	Region of Peel Sustainable Transportation	Sustainable Transportation	Investigate whether the existing 2.50m median may be narrowed, per TAC, to widen to the north (as opposed to the south) to facilitate the dual EBLTs; and NOTE: exploring this option may assist on the east leg of the Bramalea Rd intersection as well, to reduce widening on the north side of Derry Rd	<p>The potential for narrowing the median will be reviewed as design proceeds past the preliminary design. While there may be benefits from narrowing the median, it is not anticipated that they will impact the results of the alternative design evaluation. The potential benefits and disadvantages of reducing the median width will be reviewed with the Clty/Region/Bombardier proponents at a project team meeting in the near future (after the PIC).</p> <p>See additional discussion on medians in Attachment B.</p>
33	Region of Peel Sustainable Transportation	Sustainable Transportation	Confirm whether past concerns regarding intersection geometrics have been addressed (ex. skewed crosswalk on west leg of Bramalea and corner design).	<p>Opportunities for improving this continue to be investigated, and this will continue into detailed design.</p> <p>See also Attachment A and B for additional context.</p>
34	Region of Peel Sustainable Transportation	Sustainable Transportation	Not showing the hydro pole alignment on the north side, which will also affect the sidewalk alignment. This is an important item, as the existing hydro line had a significant affect on the alignment of the MUP on the south side of Derry. The topography on the north side also needs to be factored in, further to Arthur's comments re: potential need for retaining walls. In some areas, there is significant differences in grade.	<p>The locations of hydro poles have been shown more clearly on the drawings, which allows for potential sidewalk conflicts to be observed. Hydro pole alignment will be shown more clearly, and potential issues with grading will be noted.</p> <p>Space for potential grading has been included on the drawing. The ESR can note that a short retaining wall may be required. However, the requirement for this will need to be confirmed during the detailed design of the sidewalk.</p>



Memorandum (cont'd)

*Derry Road East and Alstep Drive Class EA: Project Team Responses to TAC #2 Comments
January 25, 2022*

No.	Commenter	Report / Topic	TAC Comment	Project Team Resolution
35	Region of Peel		<p>The N/E corner sidewalk is substandard and does not meet current regional standards. The blocks used for the [retaining] wall are smaller size and does not last. There is limited room at the N/E corner to maintain the stop and provide new wall and wider sidewalk. We should also be installing 1.8m wide sidewalk + 1.0m splash pad. [The] current sidewalk width is 1.09m approx. Ideally, the channelized island should be removed and the radius tightened and brought in closer to the intersection. This may free up some room.</p> <p>Staff suggested that the EA (including cost estimate) should include the retaining wall and a new wall to the east. The concern is that the existing grades to the east of this intersection will not allow the construction of the sidewalk without the new retaining wall.</p>	<p>The width of the sidewalk proposed is 1.5m. While this is not to the full 1.8m noted, it is an improvement over the 1.09m.</p> <p>Typical costs for a replacement retaining wall can be reviewed and included as applicable in the project costing.</p> <p>As noted previously, it is not recommended to remove the channelized island (see also Comment #4 and Attachment A for more discussion).</p>



Memorandum (cont'd)

*Derry Road East and Alstep Drive Class EA: Project Team Responses to TAC #2 Comments
January 25, 2022*

Attachment A: Rationale for Retaining Channelized Islands at Right-Hand Turns

During this EA study, the team had answered many questions regarding the need to keep right turning channelized islands at the two major intersections within the study area. The EA Study team has explored the opportunity to remove the islands.

The safety and operations at signalized intersections are affected by turning movements; therefore, providing exclusive right-turn lanes with channelized islands at these intersections had become popular in the past. Channelized islands are used to direct the path of turning vehicles into a crossing road.

At intersections, crossing roads do not always meet at 90-degree angles. Therefore, the path of the design vehicle making a turn should be clearly defined. At an exclusive right turn lane, clear path definition is critical because of the potential for the design vehicle to encroach onto an adjacent lane, risking a sideswipe collision with a vehicle waiting for the signal. For example, in the southwest corner of the Derry/Menkes intersection, the additional width provided with the channelization clearly defined the path of the right turning WB-20 and prevent it from encroaching onto the northbound left turn lane. Clear definition of vehicular paths can contribute greatly both to safe operation and greater intersection capacity.

It is understood that the pedestrian and bicyclist safety related issues to right turn channelization outweigh its benefits. Hence, the call or desire to remove all islands, whether justified or not. Traditional islands are not a preferred device in a Vision Zero Plan. Regulating and approving Agencies want to improve PLOS and BLOS by reducing crossing time for vulnerable road users, thereby reducing their exposure to potential conflicts that can be fatal. It is understood that a pedestrian, hit by a vehicle driving at 70 km/hr, has a low chance of survival.

However, not all islands need to be removed. Each case needs to be evaluated individually, specifically at locations, where:

- Skewed intersections create large, open areas, and increase vehicles' exposure to crossing conflicts.
- Presence of high-power lines or multiple utilities line in a pole located on or near a channelized island can make it difficult to remove.
- High speed and high traffic area can benefit with an island.
- Construction cost and timeline may be a reason for not removing an island.

For instance, the island in the southwest corner of the Derry Road/Menkes Drive intersection by the eastbound right turn lane includes both a traffic signal pole and a power pole. Projected year 2031 right turn volume at this location peaks at close to 500veh/hr. The projected future volume for the westbound right turn lane at the Derry Rd / Bramalea intersection is 413 vph for the PM peak hour. This is included in the traffic study report.

To reduce the crossing distance for pedestrians to shorten distance exposure and reduce pedestrians' likelihood of conflicting with vehicles, "smart channels" were proposed as an alternative design. The smart channel design is more pedestrian-friendly and supports improved traffic operations, including through the following:

- The right-turn lane is as narrow as possible while still enabling the design vehicle to turn.
- The crosswalk is oriented at a 90-degree angle to the right-turn lane to optimize sight lines.

Memorandum (cont'd)

*Derry Road East and Alstep Drive Class EA: Project Team Responses to TAC #2 Comments
January 25, 2022*

- The angle at which the right-turn lane intersects the cross street is relatively low. This feature lowers motor vehicle speeds.

Smart channels are most appropriate at signalized intersections with higher volumes of right-turning vehicles or with geometrics (e.g., skewed) that make right turns infeasible for the design vehicle without substantially increasing pedestrian crossing distances. As an example, the eastbound right turn at Derry/Menkes and the westbound right turn at Derry/Bramalea have a projected volume greater than 300 vehicles per hour during the AM peak hour.

Exclusive turning lanes should be clearly delineated to encourage their use by turning drivers and discourage their use by drivers intending to proceed through the intersection.

Therefore, EXP has recommended the Region to maintain the right turn channel island at these locations and retrofit them into smart channel. Radius of curve will be adjusted to provide 1.5m wide sidewalk. The Region's traffic staff supported this recommendation.

Memorandum (cont'd)

*Derry Road East and Alstep Drive Class EA: Project Team Responses to TAC #2 Comments
January 25, 2022*

Attachment B: Discussion on Lane Alignment, Island Sizes, Smart Channels and Split Phasing

During this EA study, the team had answered many questions regarding the alignment of northbound to southbound traffic lanes at the two major intersections within the study area. These questions give rise to whether to keep right turning channelized islands at these intersections. The EA Study team has explored the opportunity to improve the roadway alignment.

Derry Road is an east-west arterial and the cross streets (Bramalea Road and Menkes drive) meet with the arterial to form the two major intersections in our study area. It is known that at intersections, crossing roads do not always meet at 90-degree angles, like it is the case at these locations. Therefore, the path of the design vehicle making a turn should be clearly defined. Exclusive right turn lanes were introduced to define the path of design vehicle and prevent encroachments onto an adjacent lane.

With the proposed improvements at the intersections, it become imperative to modify the channelized islands when widening the intersecting roadways. Thus, the islands sizes were reduced while maintaining the minimum surface area required by regional standards. Improving PLOS and BLOS by reducing crossing time for vulnerable road users was also considered during this exercise.

Coordination with the Region Traffic and Sustainable Transportation groups was essential in finalizing the intersection design and providing an alignment acceptable to all. The islands were redesigned to accommodate the road widening and provide a lesser deflection between the north and south approaches. The improvements include:

- Reduction of island sizes
- Reduction of crossing time for pedestrians and bicycles
- Installation of smart channels as an added safety feature

As the study progresses and the smart channels were accepted as an alternative to the existing channels, concerns were raised about traffic signal operations of Menkes Dr/Telford Way and the installation of the TYPE-2 signal heads. When considering traffic signals, adequate the sight line and minimal cone of vision were needed to provide a layout that meet the OTM Book 12 and the Region's standards while improving traffic operations and providing safety for all road users.

Suggestions were made to adjust the road alignment and add a median on the north-leg, remove the west-leg crosswalk, or SPLIT PHASING the traffic signal operations. We met with the Region (Signals, Traffic, and Sustainable Transportation) to discuss about the traffic signal operations.

The crosswalk's removal would be to the detriment of pedestrians (i.e. increasing vehicle LOS at the expense of pedestrian LOS). SPLIT PHASING the traffic signal operations will restrict the Region from future signal improvements for side-street unless a new intersection development project is carried out. We agreed that the lane alignment will be modified and a median proposed to facilitate the signal operations.

Subsequent comments were made to improve further the alignment and safety of road users by providing medians on the north and south approaches of the studied intersections. Medians are now proposed to be included in the drawings. They will be finalized during the detailed design.

*Municipal Class Environmental Assessment for
Road Improvements near Derry Road East and Alstep Drive:
Environmental Study Report*

Appendix B6: Public Information Centre #1

Jean-Louis Gaudet

From: Jean-Louis Gaudet
Sent: Thursday, July 16, 2020 6:15 PM
To: Derryroadea
Subject: Road EA near Derry Rd & Alstep Dr - Notice of Commencement & Invitation for Public Comment
Attachments: 202007Jul16_DerryRdEA_Notice Commencement and Consult_final.pdf; 202007Jul16_Notice Commencement Form_agencies.pdf

Good afternoon,

Please find attached the Notice of Study Commencement & Invitation for Public Comment for the Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive.

Also attached is a consultation form to help you advise the project team whether you wish to be kept informed about this project and of any specific project-related interests you may have.

About this Project:

Bombardier Inc. is partnering with the City of Mississauga and the Region of Peel to initiate this Class EA study to assess existing and future road conditions on Derry Road East and Alstep Drive near Menkes Drive and Bramalea Road. The study will include Derry Road East (a Regional Road) as well as Bramalea Road, Menkes Drive, Telford Way, Alstep Drive and Menway Court (all City roads).

Online Consultation:

Materials presenting the problem / opportunity statement, background information, and the identification and evaluation of alternative solutions will be posted online by July 28, 2020 for public review and comment. Comments are invited to be submitted by August 11, 2020. The project website address is: <http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>.

If you have questions or wish to be added to the project mailing list, please e-mail derryroadea@exp.com.

Regards,

Jean-Louis

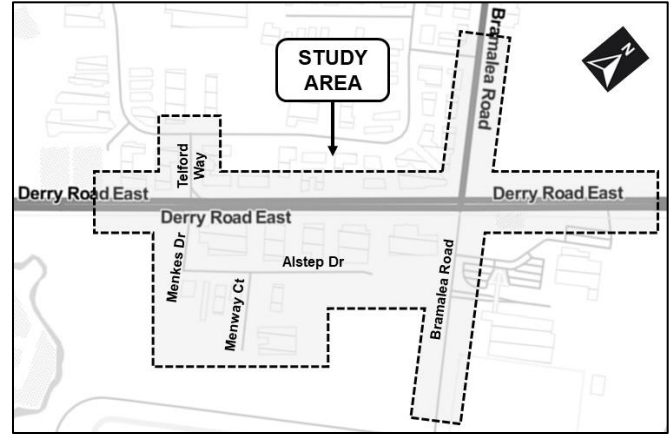


Jean-Louis Gaudet, B.Sc.
EXP | Project Coordinator

Notice of Study Commencement & Invitation for Public Comment

Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive

Bombardier Inc. is partnering with the City of Mississauga and the Region of Peel to initiate a Municipal Class Environmental Assessment (Class EA) study to assess existing and future road conditions on Derry Road East and Alstep Drive near Menkes Drive and Bramalea Road. The study will include Derry Road East (a Regional Road) as well as Bramalea Road, Menkes Drive, Telford Way, Alstep Drive and Menway Court (all City roads).



The Class EA study will examine how traffic operates on these roadways now and in the future and identify how best to manage issues related to roadway safety and traffic operations as well as service a variety of users such as motorists, transit users, pedestrians and cyclists.

The study will be conducted as a “Schedule C” project under the Municipal Class Environmental Assessment (October 2000, amended 2015), which is approved under the *Ontario Environmental Assessment Act*. Through this Class EA process, the Project Team will evaluate alternative solutions and designs to select a recommended design, all in consultation with the public and regulatory agencies. An Environmental Study Report (ESR) documenting the entire study process will be available for public review at the end of the study.

Public participation will be an important part of this Class EA study. Throughout the study, the Project Team will engage various agencies and members of the community and consider their input for any decisions that are made.

Invitation for Public Comment: Materials presenting the problem / opportunity statement, background information, and the identification and evaluation of alternative solutions will be posted online by **July 28, 2020** for public review and comment. Comments are invited to be submitted by **August 11, 2020**. Accessible material available upon request.

During the COVID-19 public emergency, we are keeping the community safe by complying with regional and provincial guidelines, supporting physical distancing, and postponing in person public meetings. Engagement for essential and priority projects continues online paired with universally accessible methods.

The project information is available for review and download at the following webpage:

<http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

If you have questions or wish to be added to the project mailing list, please e-mail derryroadea@exp.com or contact one of the team members noted below.

<p>Yves Marie Monereau, P.Eng., PTOE, RSP Consultant Project Manager EXP Services 1595 Clark Boulevard Brampton, ON, L6T 4V1 Phone: 905-793-9800 Ext. 2336</p>	<p>Sonya Bubas, MCIP, RPP Region of Peel Project Manager Region of Peel 10 Peel Centre Dr., Suite B, 4th Floor Brampton, ON L6T 4B9 Phone: 905-791-7800 Ext. 7801</p>	<p>Gino Dela Cruz, P.Eng. City of Mississauga Project Manager City of Mississauga 201 City Centre Drive, Suite 800 Mississauga, Ontario L5B 2T4 Phone: 905-615-3200 Ext.8769</p>
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This notice signals the commencement of the Class EA, a study which will define the problem and/or opportunity, identify and evaluate alternative solutions, and determine a preferred design in consultation with regulatory agencies and the public. The study is being undertaken in accordance with the planning and design process for Schedule ‘C’ projects, as outlined in the Municipal Class Environmental Assessment” document (October 2000, amended in 2015), which is approved under the Ontario Environmental Assessment Act.

Notice of Collection of Personal Information: Personal information is collected under the authority of the Environmental Assessment Act and will be used in the assessment process. With exception of personal information, all comments shall become part of the public records. Questions about this collection should be directed to the Project Manager listed above.

This notice was first issued on July 16, 2020

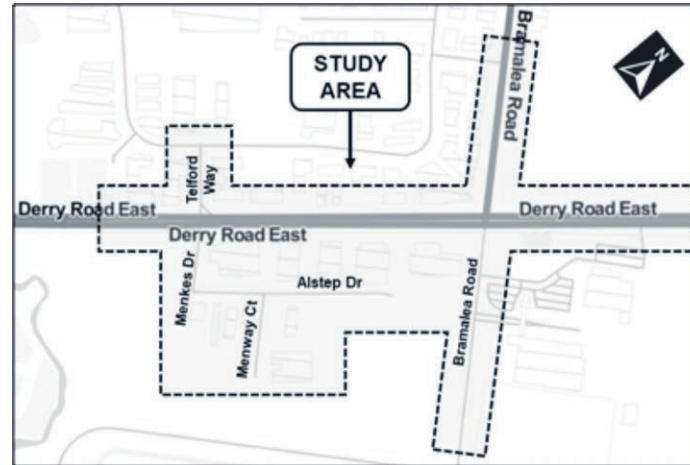


Notice of Study Commencement & Invitation for Public Comment

Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive



Bombardier Inc. is partnering with the City of Mississauga and the Region of Peel to initiate a Municipal Class Environmental Assessment (Class EA) study to assess existing and future road conditions on Derry Road East and Alstep Drive near Menkes Drive and Bramalea Road. The study will include Derry Road East (a Regional Road) as well as Bramalea Road, Menkes Drive, Telford Way, Alstep Drive and Menway Court (all City roads).



The Class EA study will examine how traffic operates on these roadways now and in the future and identify how best to manage issues related to roadway safety and traffic operations as well as service a variety of users such as motorists, transit users, pedestrians and cyclists.

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Public participation will be an important part of this Class EA study. Throughout the study, the Project Team will engage various agencies and members of the community and consider their input for any decisions that are made.

Invitation for Public Comment: Materials presenting the problem / opportunity statement, background information, and the identification and evaluation of alternative solutions will be posted online by **July 28, 2020** for public review and comment. Comments are invited to be submitted by **August 11, 2020**. Accessible material available upon request.

During the COVID-19 public emergency, we are keeping the community safe by complying with regional and provincial guidelines, supporting physical distancing, and postponing in person public meetings. Engagement for essential and priority projects continues online paired with universally accessible methods.

The project information is available for review and download at the following webpage:

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If you have questions or wish to be added to the project mailing list, please e-mail derryroadea@exp.com or contact one of the team members noted below.

<p>Yves Marie Monereau, P.Eng., PTOE, RSP Consultant Project Manager EXP Services 1595 Clark Boulevard Brampton, ON, L6T 4V1 Phone: 905-793-9800 Ext. 2336</p>	<p>Sonya Bubas, MCIP, RPP Region of Peel Project Manager Region of Peel 10 Peel Centre Drive Suite B, 4th Floor Brampton, ON L6T 4B9 Phone: 905-791-7800 Ext. 7801</p>	<p>Gino Dela Cruz, P.Eng. City of Mississauga Project Manager City of Mississauga 201 City Centre Drive Suite 800 Mississauga, Ontario L5B 2T4 Phone: 905-615-3200 Ext. 8769</p>
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NEWS

RETIREE WINS \$100K PLAYING ENCORE

MARTA MARYCHUK
mmarychuk@metroland.com

Bradley Gregorin, of Mississauga, matched the last six of seven Encore numbers in exact order in the May 11 Daily Grand draw to win \$100,000.

Gregorin, a 74-year-old mother of two, isn't a stranger to winning after previously winning \$20,000 about two decades ago.

She discovered this win early one morning while making coffee at 5 a.m.

"I was looking at the Encore numbers and matching them all," Gregorin said. "I was so shocked — I had to check

those numbers at least one hundred times."

The retired grocery store worker plans to buy something special for herself as a treat but will also share this win with her sons.

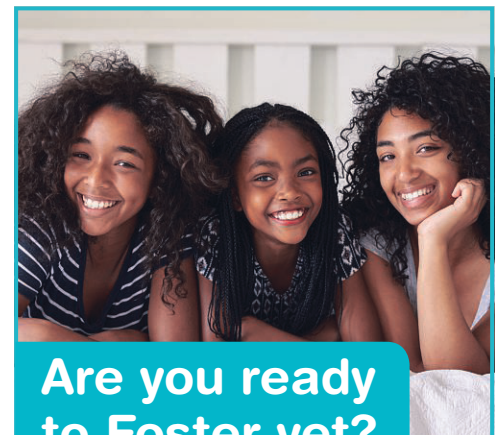
"You get goosebumps. You shake and wonder if this is really happening. It's absolute nirvana," she said.

The winning ticket was purchased at Rabba on Lakeshore Road East in Mississauga.

MORE ONLINE

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COVID-19 DOES LITTLE TO SLOW SKYROCKETING CONDO PRICES IN PEEL

CONDO PRICES HAVE DOUBLED IN BOTH CITIES - CANADA'S SIXTH AND NINTH LARGEST - SINCE 2015

GRAEME FRISQUE
gfrisque@metroland.com

Not even a global pandemic has been able to slow down record-setting condo prices in Canada's sixth and ninth-largest cities, which have nearly doubled since 2015.

Apartment-style condominiums in both Brampton and Mississauga set new records in terms of average sale prices in June, according to the latest GTA market data from the Toronto Regional Real Estate Board (TRREB).

TRREB member realtors in Mississauga registered 174 apartment-style condo sales at average price of \$549,532, representing a 16.5 per cent year-over-year increase compared to June of 2019 when condos were purchased at an average of \$471,762.

Neighbouring Brampton saw an average price of \$466,983 across 31 sales in June, also setting a new record.

The average cost for a condo in that city increased from \$413,419 a year ago to \$466,983 last month, marking a 13 per cent year-over-year spike.

While the COVID-19 pandemic did temporarily slow down condo sales in April and May, it did little

Average Home and Condo Prices in Mississauga hit new record highs amid pandemic

(ALL DWELLINGS) - TOTAL SALES



2019			2020		
MONTH	AVG. PRICE	TOTAL SALES	MONTH	AVG. PRICE	TOTAL SALES
June	750,747	860	Jan	782,415	439
July	764,463	843	Feb	887,218	687
Aug	732,549	779	March	860,158	756
Sept	763,451	777	April	832,112	260
Oct	816,383	833	May	796,577	408
Nov	789,760	644	June	891,012	742
Dec	799,593	392			

Source: Toronto Regional Real Estate Board (TRREB)

Torstar graphic

to interrupt growing prices which have ballooned in recent years.

In June 2015, the average sale price for a condo in Mississauga was \$278,186, or 97.5 per cent cheaper than today.

In Brampton, the average price for apartment-style condos has more than doubled over that same period from \$231,325 to \$466,983 last month — 102 per cent increase in just five years.

The large increase in the cost of condo ownership has trickled down to the condo rental market.

In its 2020 first quarter condo rental report including condo units rented between January and March, TRREB listed the average rental price for a one-bedroom condo at \$2,117 — a 45.9 per cent increase in monthly rent from an average \$1,451 in Q1 of 2015.

Likewise, in Brampton the average rent for a one-bedroom condo has grown from \$1,312 in the first quarter of 2015, to a new record high of \$1,900 per month in this year's Q1 report — a 44.8 per cent increase.

However, TRREB believes the steady growth in condo rental costs across the GTA is beginning to flatten out as more supply comes online.

"With the number of condominium apartments listed increasing on a year-over-year basis by a greater rate than rental transactions, the year-over-year pace of average rent growth has moderated," it said in its Q1 report.

This report is based on monthly GTA market tracking data provided by TRREB and collected by the Brampton Guardian and Mississauga News dating back to 2012.



Notice of Study Commencement & Invitation for Public Comment

Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive



Bombardier Inc. is partnering with the City of Mississauga and the Region of Peel to initiate a Municipal Class Environmental Assessment (Class EA) study to assess existing and future road conditions on Derry Road East and Alstep Drive near Menkes Drive and Bramalea Road. The study will include Derry Road East (a Regional Road) as well as Bramalea Road, Menkes Drive, Telford Way, Alstep Drive and Menway Court (all City roads).



The Class EA study will examine how traffic operates on these roadways now and in the future and identify how best to manage issues related to roadway safety and traffic operations as well as service a variety of users such as motorists, transit users, pedestrians and cyclists.

The study will be conducted as a "Schedule C" project under the Municipal Class Environmental Assessment (October 2000, amended 2015), which is approved under the *Ontario Environmental Assessment Act*. Through this Class EA process, the Project Team will evaluate alternative solutions and designs to select a recommended design, all in consultation with the public and regulatory agencies. An Environmental Study Report (ESR) documenting the entire study process will be available for public review at the end of the study.

Public participation will be an important part of this Class EA study. Throughout the study, the Project Team will engage various agencies and members of the community and consider their input for any decisions that are made.

Invitation for Public Comment: Materials presenting the problem / opportunity statement, background information, and the identification and evaluation of alternative solutions will be posted online by **July 28, 2020** for public review and comment. Comments are invited to be submitted by **August 11, 2020**. Accessible material available upon request.

During the COVID-19 public emergency, we are keeping the community safe by complying with regional and provincial guidelines, supporting physical distancing, and postponing in person public meetings. Engagement for essential and priority projects continues online paired with universally accessible methods.

The project information is available for review and download at the following webpage:

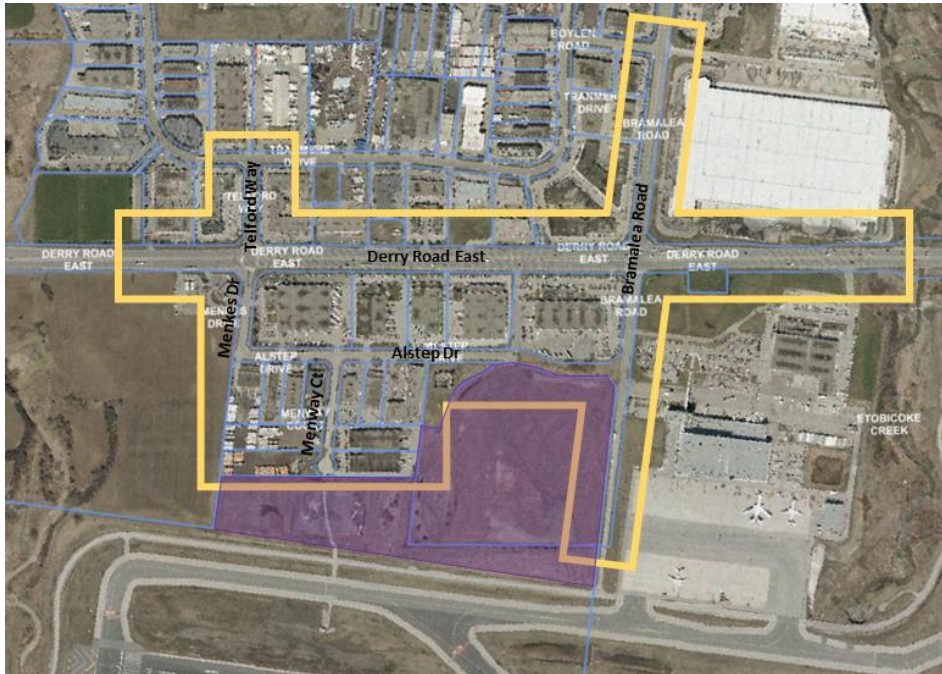
www.peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp

If you have questions or wish to be added to the project mailing list, please e-mail derryroadea@exp.com or contact one of the team members noted below.

<p>Yves Marie Monereau, P.Eng., PTOE, RSP Consultant Project Manager EXP Services 1595 Clark Boulevard Brampton, ON, L6T 4V1 Phone: 905-793-9800 Ext. 2336</p>	<p>Sonya Bubas, MCIP, RPP Region of Peel Project Manager Region of Peel 10 Peel Centre Drive Suite B, 4th Floor Brampton, ON L6T 4B9 Phone: 905-791-7800 Ext. 7801</p>	<p>Gino Dela Cruz, P.Eng. City of Mississauga Project Manager City of Mississauga 201 City Centre Drive Suite 800 Mississauga, Ontario L5B 2T4 Phone: 905-615-3200 Ext.8769</p>
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Derry Road / Alstep Drive Class EA - Notice of Commencement Hand Delivery

Study Area (Distribution Area)





**Municipal Class Environmental Assessment Study
for Road Improvements near
Derry Road East and Alstep Drive**

Consultation Form

Agency/Department:	
Contact Name:	
Title:	
Mailing address:	
E-mail Address:	
Phone/Fax:	

<input checked="" type="checkbox"/>	Please Check All Responses Below That Apply:
	Our agency/department does not require any further involvement in this study
	Please keep us informed throughout the project
	My agency/department's area of interest for this project includes (please indicate, if applicable):

Please email, mail or fax this form back to:

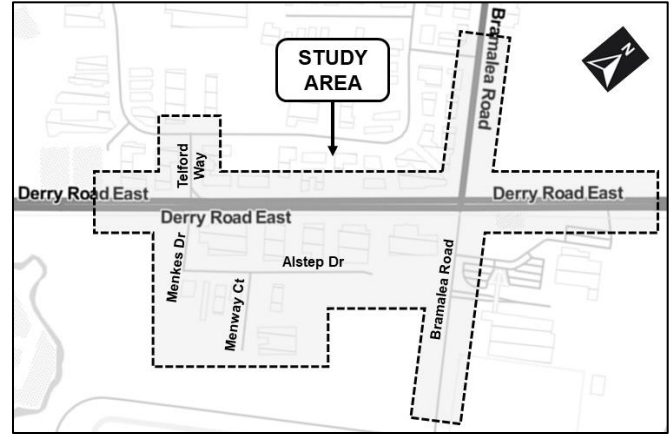
derryroadea@exp.com

Yves Monereau
Consultant Project Manager
EXP Services
1595 Clark Boulevard, Brampton, ON, L6T 4V1

Fax: (905) 793-0641

Notice of Study Commencement & Invitation for Public Comment
Municipal Class Environmental Assessment Study
for Road Improvements near Derry Road East and Alstep Drive

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<http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

If you have questions or wish to be added to the project mailing list, please e-mail **derryroadea@exp.com** or contact one of the team members noted below.
























































<p>Yves Marie Monereau, P.Eng., PTOE, RSP Consultant Project Manager EXP Services 1595 Clark Boulevard Brampton, ON, L6T 4V1 Phone: 905-793-9800 Ext. 2336</p>	<p>Sonya Bubas, MCIP, RPP Region of Peel Project Manager Region of Peel 10 Peel Centre Dr., Suite B, 4th Floor Brampton, ON L6T 4B9 Phone: 905-791-7800 Ext. 7801</p>	<p>Gino Dela Cruz, P.Eng. City of Mississauga Project Manager City of Mississauga 201 City Centre Drive, Suite 800 Mississauga, Ontario L5B 2T4 Phone: 905-615-3200 Ext.8769</p>
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This notice signals the commencement of the Class EA, a study which will define the problem and/or opportunity, identify and evaluate alternative solutions, and determine a preferred design in consultation with regulatory agencies and the public. The study is being undertaken in accordance with the planning and design process for Schedule ‘C’ projects, as outlined in the Municipal Class Environmental Assessment” document (October 2000, amended in 2015), which is approved under the Ontario Environmental Assessment Act.

Notice of Collection of Personal Information: Personal information is collected under the authority of the Environmental Assessment Act and will be used in the assessment process. With exception of personal information, all comments shall become part of the public records. Questions about this collection should be directed to the Project Manager listed above.

This notice was first issued on July 16, 2020

Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive
 Evaluation of Alternative Solutions - Summary (DRAFT)

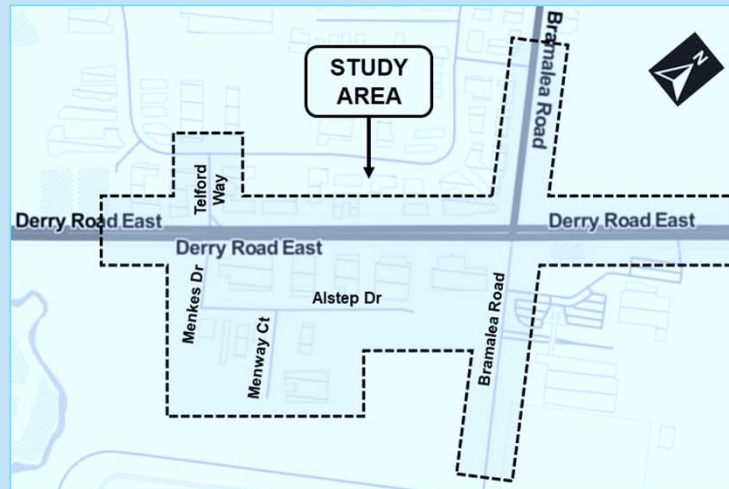
Evaluation Criteria	Alternative 1: Do Nothing	Alternative 2: TDM Measures	Alternative 3: Improve Local Intersection Operations	Alternative 4: Widen Existing Regional Roads	Alternative 5: Widen Existing Municipal Roads	Alternative 6: Extend Alstep Drive
 Planning and Transportation Summary	 Not Preferred <i>Alternative 1 is not preferred because it is inconsistent with planning objectives and would negatively impact traffic operations and safety.</i>	 Preferred <i>Alternative 2 is preferred because it is consistent with planning objectives and provides some improvements to safety and traffic/transit operations</i>	 Preferred <i>Alternative 3 is preferred because it has positive effect on all planning and transportation criteria.</i>	 Neutral <i>Alternative 4 is neutral because while it may improve traffic safety and traffic operations, it may negatively impact active transportation facilities.</i>	 Neutral <i>Alternative 5 is neutral because it does not have significant benefits within the planning and transportation criteria.</i>	 Preferred <i>Alternative 6 is preferred because it has either a positive or neutral effect on all planning and transportation criteria.</i>
 Socio-Economic Environment Summary	 Neutral <i>Alternative considered neutral due to lack of any significant socio-economic benefits or impacts.</i>	 Neutral <i>Alternative considered neutral due to lack of any significant socio-economic benefits or impacts.</i>	 Neutral <i>Alternative considered neutral due to lack of any significant socio-economic benefits or impacts.</i>	 Not Preferred <i>Alternative 4 is not preferred due to potential property requirements along the regional road.</i>	 Not Preferred <i>Alternative 5 is not preferred due to property requirements where widening is required.</i>	 Neutral <i>Alternative considered neutral due to lack of any significant socio-economic benefits or impacts.</i>
 Healthy Community Summary	 Not Preferred <i>Alternative 1 is not preferred because it is not compatible with the healthy community criteria.</i>	 Preferred <i>Alternative 2 is preferred because it encourages active transportation, provides options for accessibility, and improves air quality compared to “do nothing”.</i>	 Preferred <i>Alternative 3 is preferred because it provides an opportunity to incorporate improvements that will aid active transportation and accessibility and improves air quality compared to “do nothing”.</i>	 Not Preferred <i>Alternative 4 is not preferred because of negative impacts on active transportation and accessibility.</i>	 Neutral <i>Alternative 5 is considered neutral because of limited opportunity to incorporate improvements that will aid active transportation and accessibility.</i>	 Neutral <i>Alternative 6 is considered neutral because, while the design of the extension could accommodate accessibility, it will likely not encourage use of active transportation.</i>
 Natural Environment Summary	 Neutral <i>The alternative will have no or minimal impacts on the natural environment, although will have higher GHG emissions compared to alternatives 2, 3 and 4.</i>	 Preferred <i>Alternative is preferred, given that it has no or minimal impacts on the natural environment and reduces GHG emissions compared to the “do nothing” alternative.</i>	 Preferred <i>Alternative is preferred, given that it has no or minimal impacts on the natural environment and reduces GHG emissions compared to the “do nothing” alternative.</i>	 Preferred <i>Alternative is preferred, given that it has no or minimal impacts on the natural environment and reduces GHG emissions compared to the “do nothing” alternative.</i>	 Neutral <i>The alternative will have minimal impacts on the natural environment, but with no reduction to GHG emissions compared to the “do nothing” alternative.</i>	 Neutral <i>The alternative will have minimal impacts on the natural environment, but with no reduction to GHG emissions compared to the “do nothing” alternative.</i>
 Cultural Environment Summary	 Preferred <i>Alternative is preferred because of lack of impacts on archaeological, built heritage, and cultural heritage resources.</i>	 Preferred <i>Alternative is preferred because of lack of impacts on archaeological, built heritage, and cultural heritage resources.</i>	 Preferred <i>Alternative is preferred because of lack of impacts on archaeological, built heritage, and cultural heritage resources.</i>	 Not Preferred <i>Alternative is not preferred because of potential impacts to Moore’s Cemetery.</i>	 Preferred <i>Alternative is preferred because of lack of impacts on archaeological, built heritage, and cultural heritage resources.</i>	 Preferred <i>Alternative is preferred because of lack of impacts on archaeological, built heritage, and cultural heritage resources.</i>
 Technical Summary	 Preferred <i>Alternative is preferred due to avoidance of construction.</i>	 Preferred <i>Alternative is preferred due to avoidance of construction</i>	 Neutral <i>Alternative is considered neutral because construction is feasible with minimal changes required to stormwater and utilities.</i>	 Not Preferred <i>Alternative is not preferred given the complexity of the widening and changes required to the stormwater system ad utilities.</i>	 Not Preferred <i>Alternative is not preferred because construction of somewhat complex feasibility and impacts to stormwater and utilities.</i>	 Neutral <i>Alternative is considered neutral because construction is feasible with the opportunity to incorporate any new utilities into the design. However, stormwater collection may be required.</i>
 Cost Summary	 Preferred <i>Alternative is preferred due to low costs and no property acquisition.</i>	 Preferred <i>Alternative is preferred due to low costs and minimal property acquisition.</i>	 Neutral <i>Alternative is neutral due to moderate capital and maintenance costs.</i>	 Not Preferred <i>Alternative is not preferred due to high capital and maintenance costs and required property acquisition.</i>	 Not Preferred <i>Alternative is not preferred due to high capital costs and required property acquisition.</i>	 Neutral <i>Alternative is neutral due to high capital costs, but no property acquisition required.</i>
Overall Summary	 Not Preferred <i>Alternative 1 is not preferred due to its inconsistency with planning objectives and negative air quality impacts.</i>	 Preferred <i>Alternative 2 is preferred due to its consistency with planning objectives, promotion of active transportation and avoidance of construction.</i>	 Preferred <i>Alternative 3 is preferred because it has generally positive results for the evaluation criteria.</i>	 Not Preferred <i>Alternative 4 is not preferred due to its inconsistency with planning objectives, property impacts and anticipated costs.</i>	 Not Preferred <i>Alternative 5 is not preferred due to its lack of project benefits and anticipated costs.</i>	 Neutral <i>Alternative 6 is considered neutral because its construction will not have any significant impacts, but it will not have any significant traffic management benefits.</i>

MUNICIPAL CLASS EA STUDY FOR ROAD IMPROVEMENTS NEAR DERRY ROAD EAST AND ALSTEP DRIVE

Virtual

Public Information
Centre (PIC) #1

July 28, 2020



Website <http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

derryroadea@exp.com

**Region
of Peel**
working with you


MISSISSAUGA

BOMBARDIER

PIC TOPICS

- Project Team Representatives
- Purpose of Class Environmental Assessment (EA) Study
- Study Area
- Class EA Study Background
- Overview of EA Planning Process
- Problem / Opportunity Statement
- Alternative Solutions
- Evaluation Criteria and Results
- Class EA Next Steps

Project Team Representatives

Region of Peel

Sonya Bubas, MCIP, RPP

Region of Peel Project
Manager

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

Brampton, ON L6T 4B9

Phone: 905-791-7800 Ext.
7801

City of Mississauga

Gino Dela Cruz, P.Eng.

City of Mississauga Project
Manager

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Mississauga, ON L5B 2T4

Phone: 905-615-3200
Ext.8769

Bombardier Business
Aircraft

James (John) Lambie

Director Industrialization

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EXP Services

**Yves Marie Monereau,
P.Eng., PTOE, RSP**

Consultant Project Manager

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Brampton, ON, L6T 4V1

Phone: 905-793-9800 Ext.
2336

derryroadea@exp.com



Purpose of the Class EA Study

Purpose: To identify how best to accommodate future transportation demands near the Derry Road East / Alstep Drive area.

Why: A key driver for this study is the industrial development of 1890 Alstep Drive by Bombardier Aerospace and associated traffic increases.

How: Class EA Study will assess existing and future road conditions on Derry Road East and Alstep Drive (near Menkes Drive and Bramalea Road) and identify how best to manage issues related to roadway safety and traffic operations.

This Study is being conducted in compliance with Schedule 'C' of the Municipal Class Environmental Assessment (EA) planning and design process (October 2000, as amended in 2007, 2011 and 2015)

Class EA Study Background

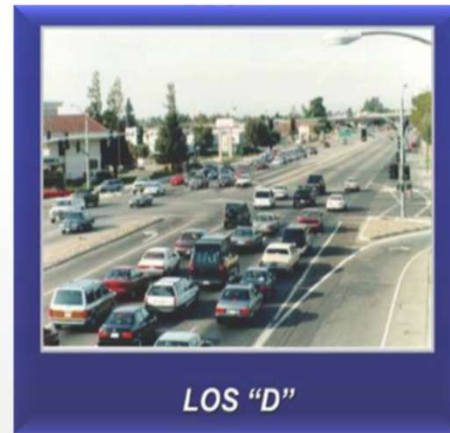
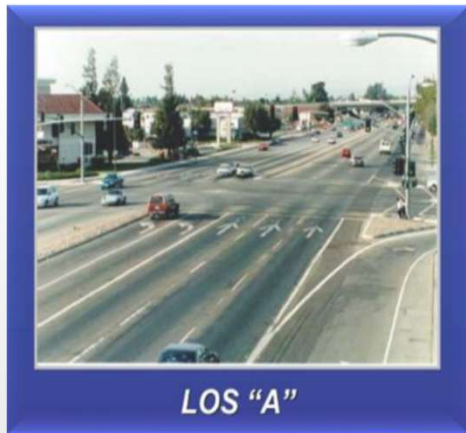
- Bombardier secured long-term lease at 1890 Alstep Dr. from the Greater Toronto Airports Authority (GTAA) for a business jet production facility
- Traffic Impact Study (TIS) prepared in support of proposed site development
- TIS Considerations:
 - Proposed development - about 5,000 daily trips at full build
 - Five other (independent) proposed developments – located nearby, will generate 538 and 976 trips in AM & PM study peak hours.



Class EA Study Background

TIS Terms

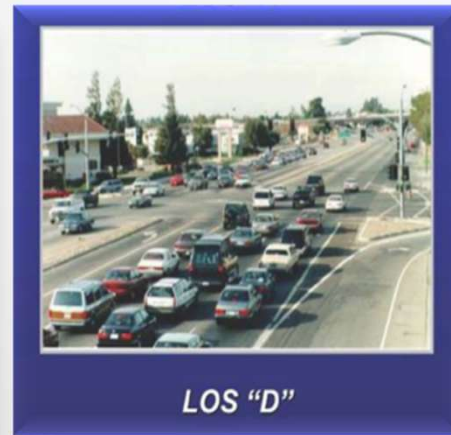
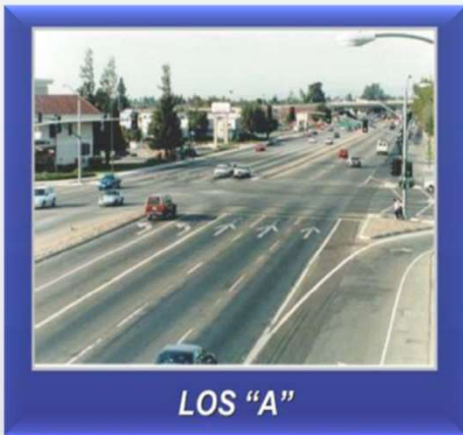
- Level of Service (LOS) – ranking system to measure efficiency of traffic at intersections
- v/c ratio - ratio of traffic volume (“v”) to the capacity (“c”) of the roadway



Class EA Study Background

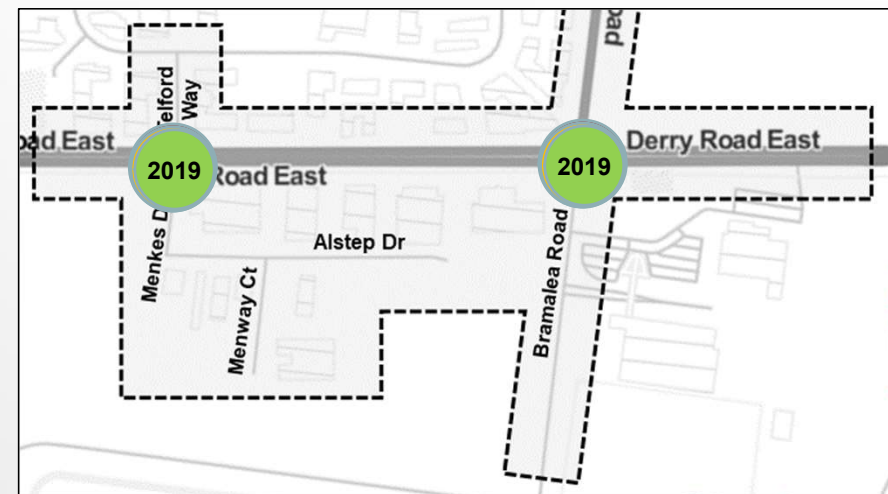
TIS Terms

- Level of Service (LOS) – ranking system to measure efficiency of traffic at intersections
- v/c ratio - ratio of traffic volume (“v”) to the capacity (“c”) of the roadway



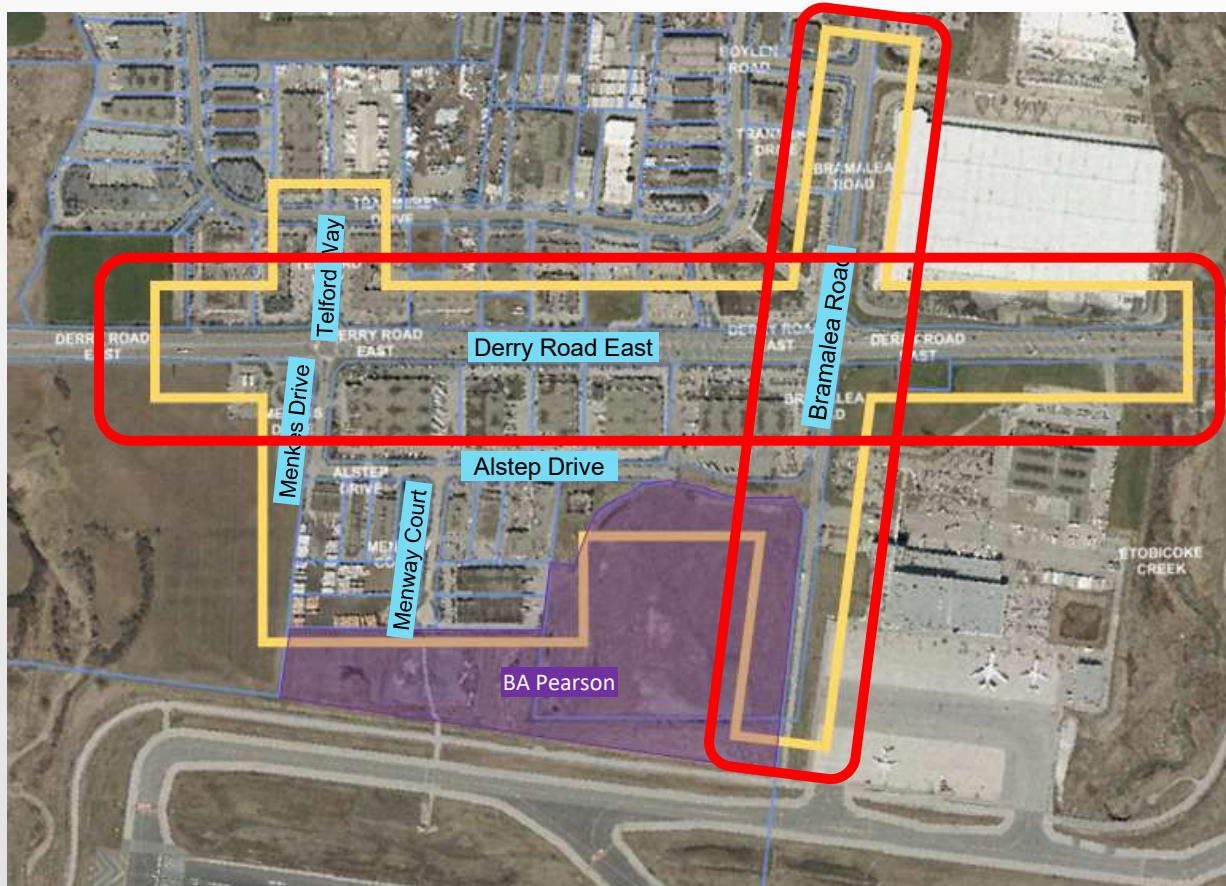
Class EA Study Background

- Key TIS findings:
 - Year 2019 - intersections on Derry Rd, at Bramalea Rd and Menkes Dr, operate with an acceptable Level of Service (LOS) and v/c ratios*.
 - Year 2022 – signalized intersections on Derry Rd at Bramalea Rd & Menkes Dr will start showing high levels of congestion.
 - Year 2027 - signalized intersections on Derry Rd, at Bramalea Rd & Menkes Dr, continue to have higher congestion levels.
- TIS recommended improvements on roadway network, Transportation Demand Management (TDM) measures and traffic operation
- Class EA required to validate / implement TIS recommended improvements



* *LOS = level of service*
v/c ratio = ratio of traffic volume to the capacity of the roadway

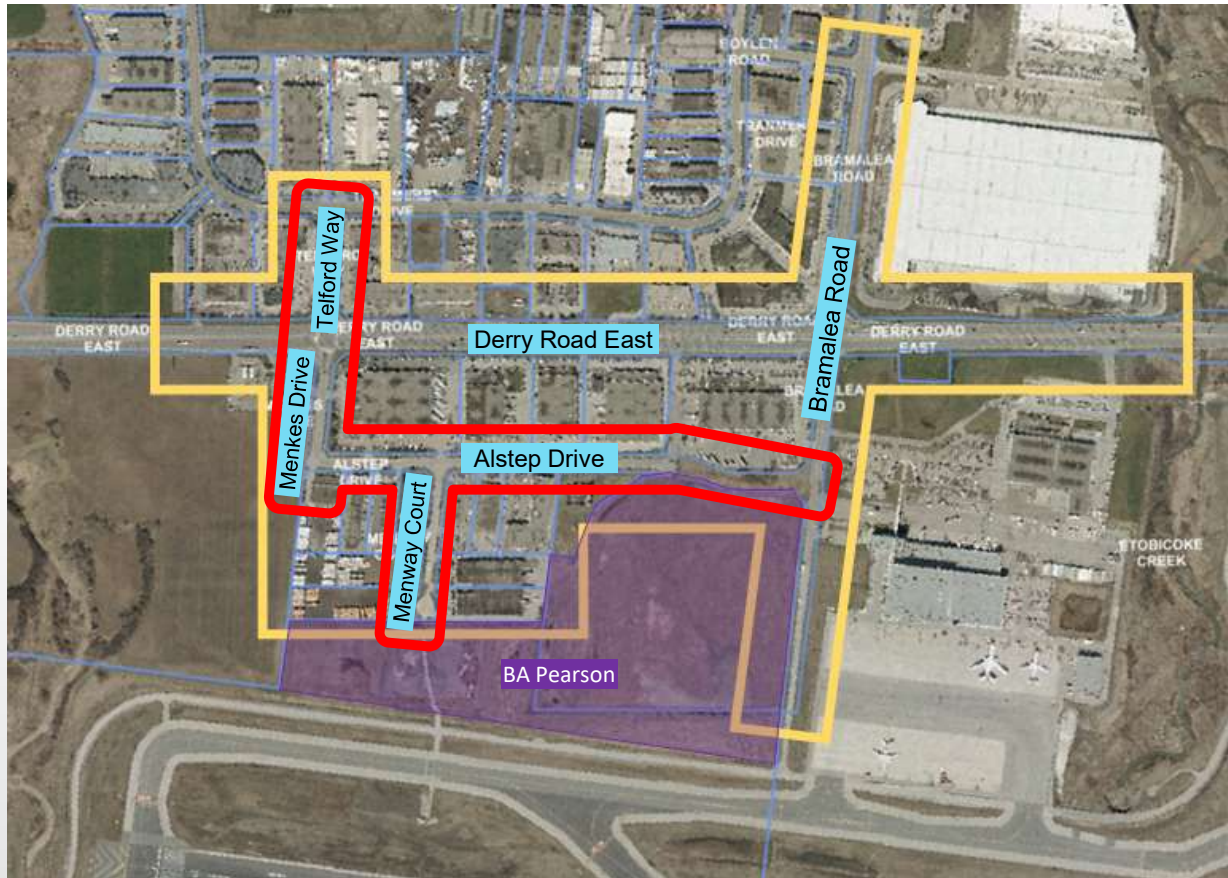
Class EA Study Area



Main Roads

- Derry Road East
 - Regional arterial
 - 70 km/h speed limit
 - 6-lane urban cross section
 - Signalized @ Bramalea Rd, Menkes Dr
 - Left-turn and right-turn lanes
- Bramalea Road
 - Municipal collector
 - 50 km/h speed limit
 - Urban cross section (2 to 5-lane)
 - Left & right turn lanes at Derry Rd

Class EA Study Area



Main Roads

- Menkes Drive
- Alstep Drive
- Menway Court
- Telford Way

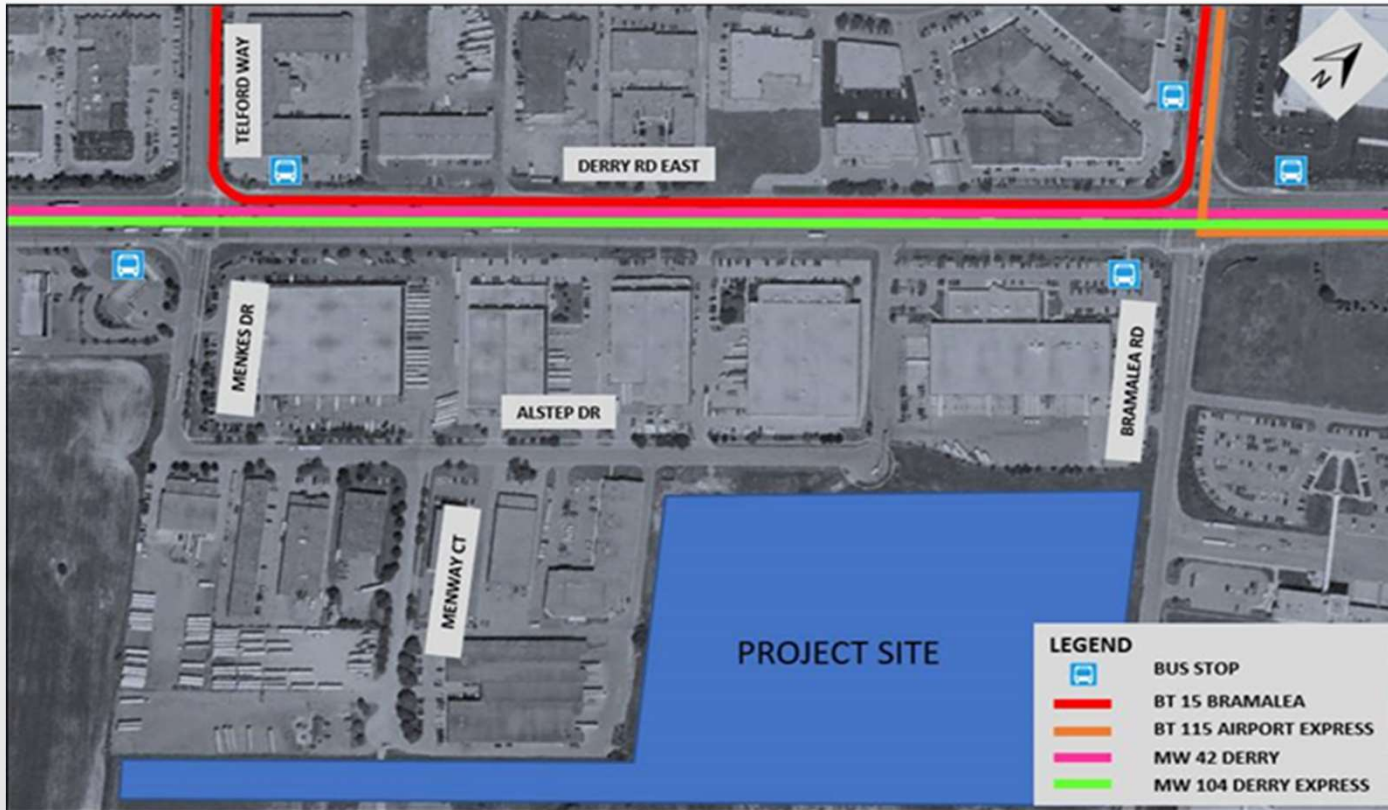
- Municipal industrial roads
- 50 km/h speed limit
- 2 to 3-lane urban cross section
- Sidewalk on one side

Class EA Study Area



- Industrial Area
- No on-street parking
- Multi-use pathway on Derry Rd

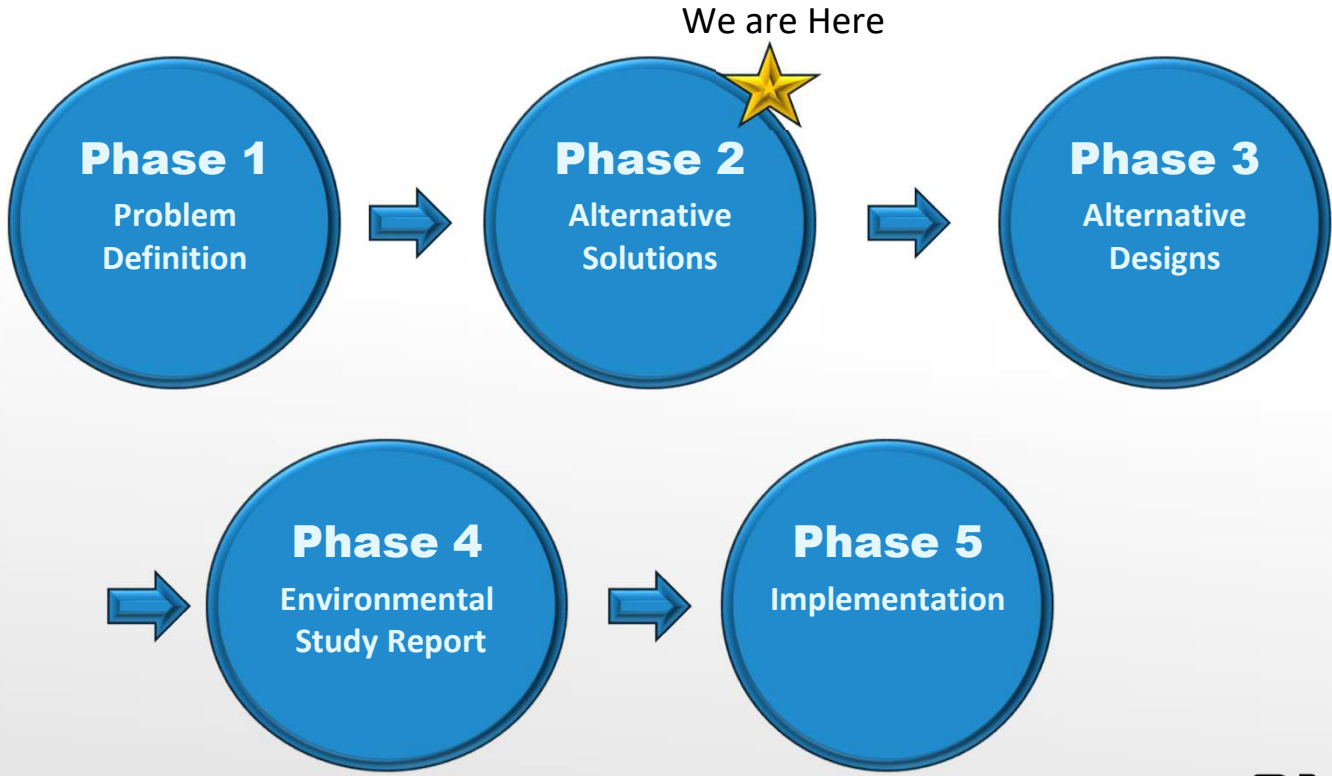
Class EA Study Area



Local transit stops
(Derry Rd at
Bramalea Rd)

- Miway 42: Derry Road
- Miway 104: Derry Express
- Brampton Transit 15: Bramalea Road
- Brampton Transit 115: Airport Express

Review of EA Planning Process



- **Phase 1:** Define the problem and opportunities to be addressed
- **Phase 2:** Identify and evaluate the alternative solutions to address the problem
- **Phase 3:** Identify and evaluate the alternative designs for the preferred solution
- **Phase 4:** Prepare the Environmental Study Report (ESR)
- **Phase 5:** Construction

Review of EA Planning Process

STAKEHOLDER CONSULTATION



- ✓ Initiate dialogue with the Ministry of the Environment, Conservation and Parks (MECP)
- ✓ Project Initiation Meeting
- ✓ Consultation and Communication Plan
- ✓ Technical Advisory Committee
- ✓ Notice of Commencement and Consultation
- ✓ Meet with Stakeholders
- ✓ Public and Indigenous Communities
- ✓ PIC # 1 and 2
- ✓ Respond to Comments
- ✓ Notice of Completion
- ✓ 30-Day Review of Environmental Study Report

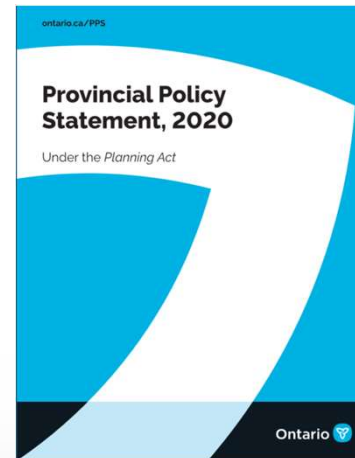
Review of EA Planning Process

PLANNING & POLICY CONTEXT



A Place to Grow (Growth Plan)

- Describes how transportation systems within the Greater Golden Horseshoe (GGH) will be planned and managed
 - Connectivity among transportation modes
 - Balance of transportation choices
 - Safety of system users
- Climate change
 - Encourages municipalities to develop strategies to reduce greenhouse gas emissions, improve resilience

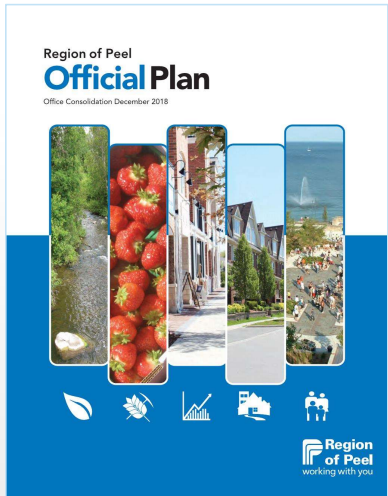


Provincial Policy Statement

- Guidance on the provision of infrastructure and public service facilities
 - Provided in an efficient manner that prepares for the impacts of changing climate while accommodating projected needs
 - Planning shall be coordinated and integrated with land use planning and growth management
 - Use of existing infrastructure and public service facilities should be optimized

Review of EA Planning Process

PLANNING & POLICY CONTEXT



Mississauga, Peel Official Plans

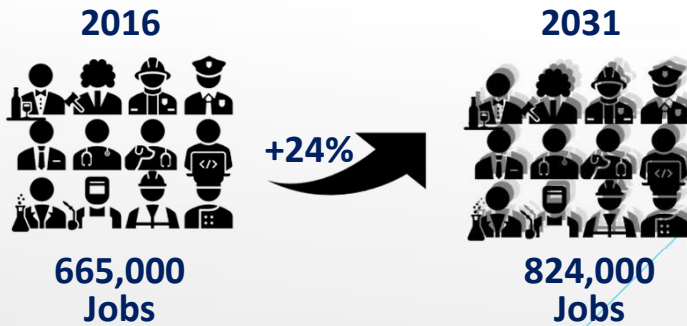
- Identifies land and traffic-related classifications within study area
- Provides guidance on growth and development

Mississauga + Brampton Growth

Population



Employment



Review of EA Planning Process

PLANNING & POLICY CONTEXT



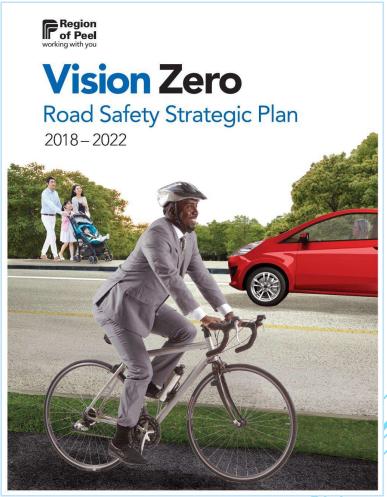
Mississauga Cycling Master Plan

- Derry Road East within the study area is identified as having a multi-use trail
- Future bike lane along Telford Way to Derry Road East
- Unspecified on-road facility upgrades for Derry Road East



Peel Long Range Transportation Plan

- Derry Road East within study area identified as part of the Region's existing pedestrian and cycling networks
- No road widenings identified within study area

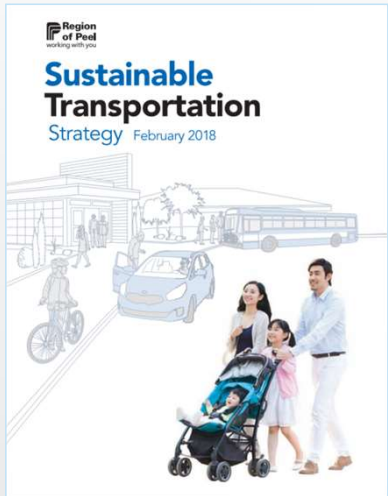


Peel Vision Zero

- Goal: 10% reduction in fatal and severe injury collisions by 2022

Review of EA Planning Process






PLANNING & POLICY CONTEXT



Peel Sustainable Transportation Strategy

- Provides a strategy for increasing sustainable transportation across Peel Region
- Identifies targets for transportation modes

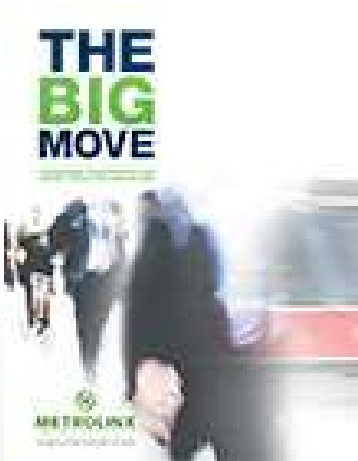
Peel Region Transportation Mode Share Targets

Mode	Current * Performance	2041 Target
 Driving	63%	50%
 Walking	7%	9%
 Cycling	<1%	2%
 Transit	11%	17%
 Carpool	15%	18%
Other	4%	4%
Sustainable Transportation	37%	50%

* 2011, from Peel's Sustainable Transportation Plan

Review of EA Planning Process

PLANNING & POLICY CONTEXT - METROLINX



The Big Move

- GTHA's First multi-modal long-range regional transportation plan (RTP)
- \$30 billion investment in rapid transit
- Nine major transit projects like the UP Express and the Mississauga Transitway
- Fourteen more transit projects are in delivery



2041 Regional Transportation Plan

Focused on the needs of travelers and supports a high quality of life, a prosperous economy and a healthy environment

Goals:

- Strong Connections
- Complete Travel Experiences
- Sustainable and Healthy Communities



End of Part 1

- Please see the website for Parts 2 and 3
 - Part 2 – Background Studies and Project Need
 - Part 3 – Identification and Evaluation of Alternative Solutions

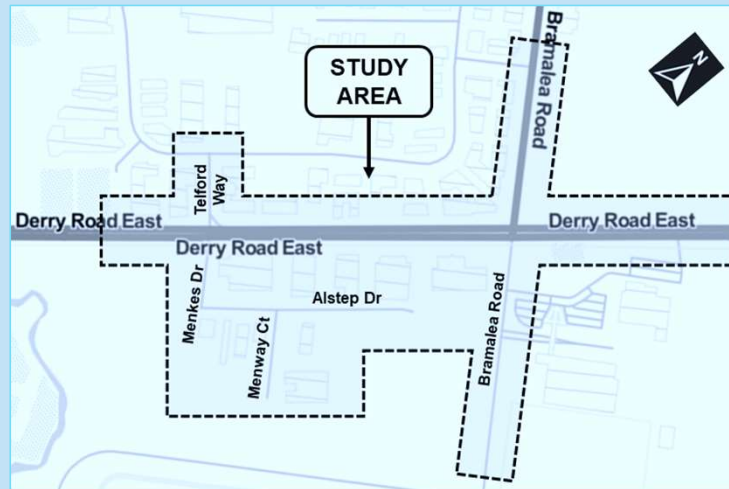
Virtual

Public Information
Centre (PIC) #1

July 28, 2020

PART II

MUNICIPAL CLASS EA STUDY FOR ROAD IMPROVEMENTS NEAR DERRY ROAD EAST AND ALSTEP DRIVE



Website <http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

derryroadea@exp.com

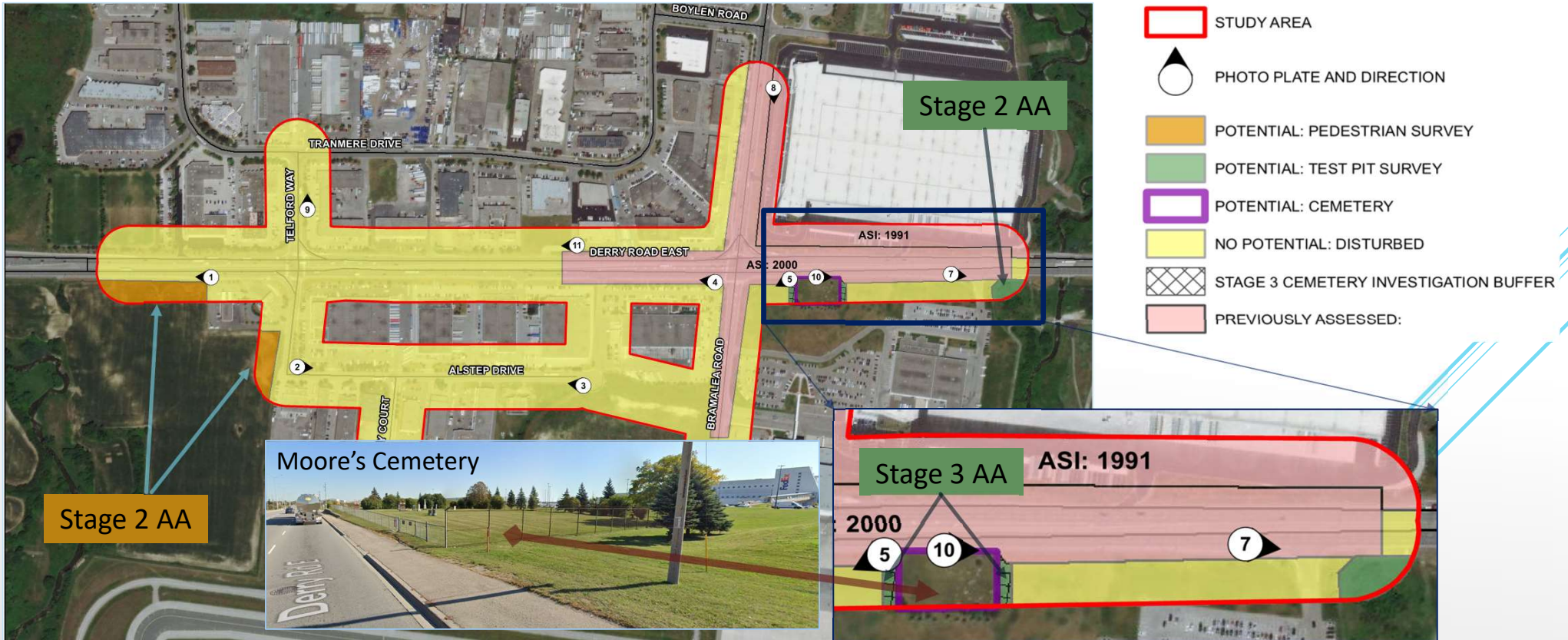
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Class EA Study Highlights

ARCHAEOLOGICAL ASSESSMENT (AA)



Class EA Study Highlights

ARCHAEOLOGICAL ASSESSMENT (AA)



- Potential for Stage 2 and 3 assessments in select areas if they will be disturbed

will depend on alternative designs & preferred design

Stage 2 AA

Moore's Cemetery

Stage 3 AA

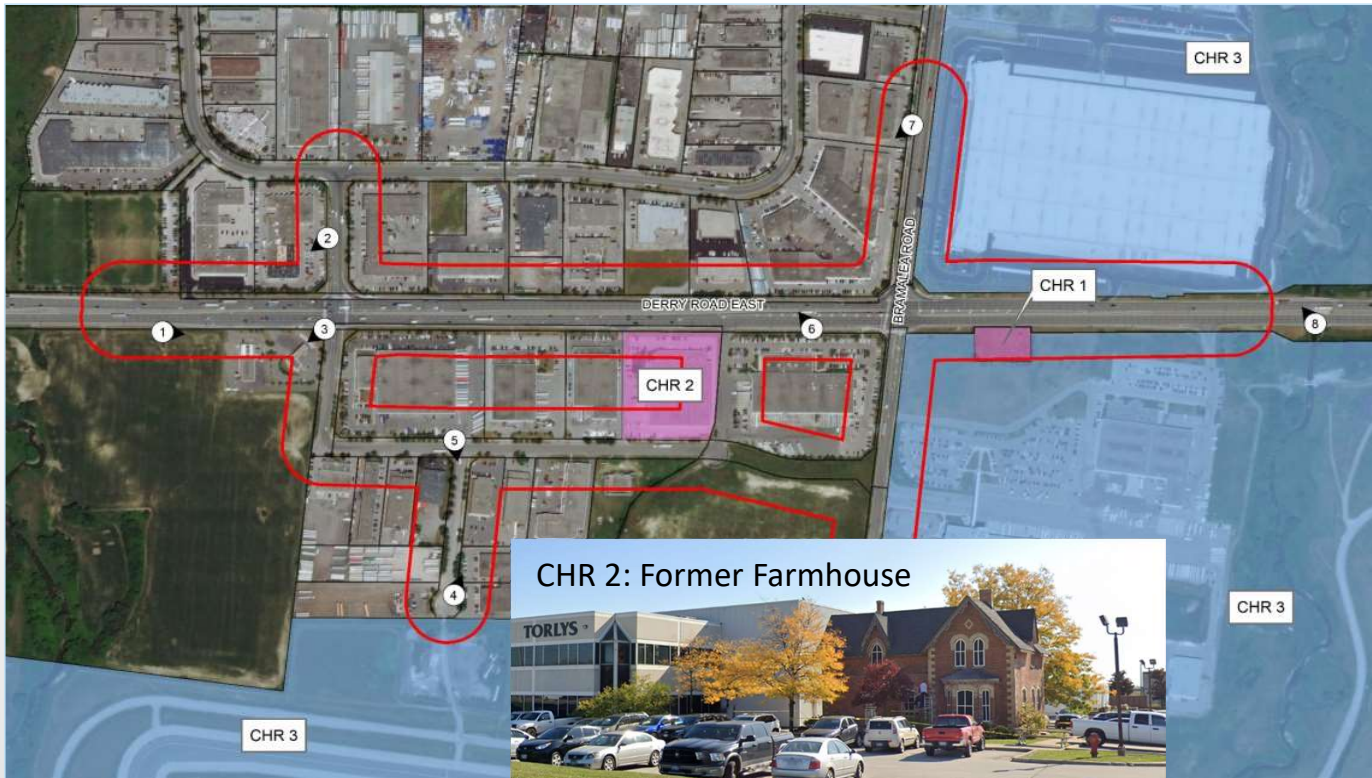
ASI: 1991

2000


Class EA Study Highlights


CULTURAL HERITAGE RESOURCE ASSESSMENT (CHRA)

BUILT HERITAGE RESOURCES & CULTURAL HERITAGE LANDSCAPES



Cultural Heritage Resource (CHR)

 CHR 1 and CHR 2:
Designated under Part IV
of the Ontario Heritage
Act

 CHR 3: Identified as a
Cultural Heritage
Landscape on the City of
Mississauga's Inventory

Class EA Study Highlights

CULTURAL HERITAGE RESOURCE ASSESSMENT (CHRA)

BUILT HERITAGE RESOURCES & CULTURAL HERITAGE LANDSCAPES



- Built heritage and cultural landscape resources in the study area.
- CHRA to be updated with a confirmation of potential cultural heritage impacts once preferred alternative design selected.
- Updated report will recommend appropriate mitigation measures.

Class EA Study Highlights

NATURAL ENVIRONMENT ASSESSMENT

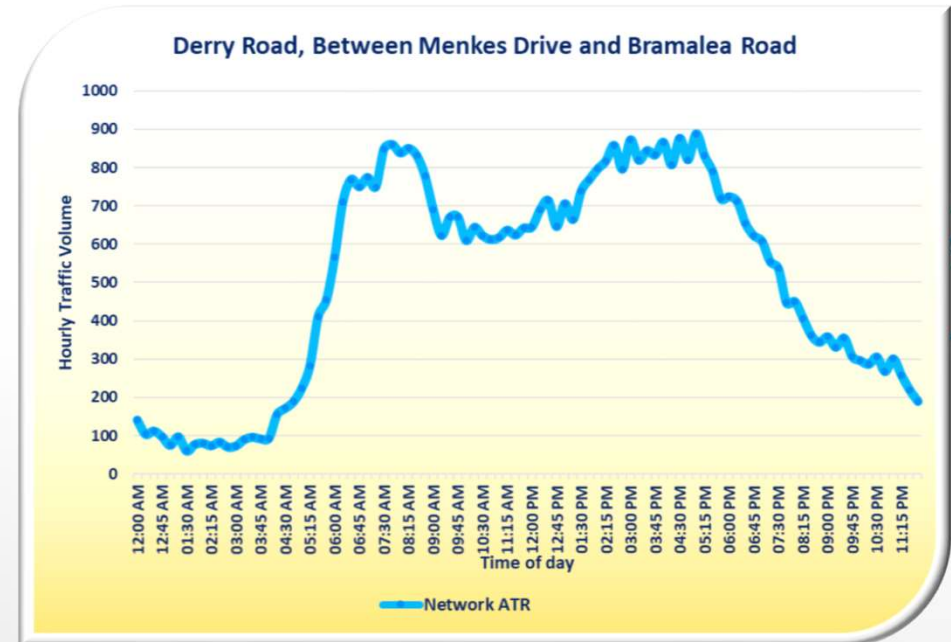


- Study area contains mainly manicured lawn with native and cultivar urban trees along boulevards.
- Possible bird breeding activity observed in the area.
- Except for one sugar maple, trees adjacent to roadway below size requirements for bat maternity roosts.
- No plant Species at Risk (SAR) observed in study area.
- Possible SAR in study area: Common Nighthawk, Monarch Butterfly, Yellow-banded Bumble Bee.
- No surface water features occur within study area.
- No significant wetlands, woodlands, valleylands or wildlife habitat observed in study area.
- No significant Areas of Natural and Scientific Interest (ANSI) in study area.

Needs & Justification

EXISTING AVERAGE DAILY TRAFFIC (ADT) IN VEHICLES PER DAY (VPD)

- Derry Road - 49,100 vpd
- Bramalea Road - 15,500 vpd
- Menkes Drive - 3,200 vpd
- Alstep Drive - 1,000 vpd
- Menway Court - 1,000 vpd



Needs & Justification

PROPOSED ALSTEP DRIVE DEVELOPMENT

Anticipated AM and PM Weekday Peak Hour Trips

Peak Hour	Total	Inbound	Outbound
Site AM Peak (6:15 to 7:15)	956	813	143
Site PM Peak (2:45 to 3:45)	1,216	128	1,088
Network AM Peak (7:30 to 8:30)	179	179	0
Network PM Peak (4:30 to 5:30)	179	0	179



Needs & Justification

TRAFFIC OPERATIONS AT SIGNALIZED INTERSECTIONS



- Year 2019: LOS C or better (overall)
- Year 2022: LOS F in the PM Peak hour
- Year 2027: Long Delay and Queue at Turning Lanes; v/c approaching 2.0
- Year 2031: overcapacity

Existing Conditions

Peak Period	Bramalea Road & Derry Road E					
	Mvmt	v/c	Delay (s)	LOS	95th Queue (m)	Storage Capacity (m)
AM	Overall	-	19.9	B	-	-
	EBL	0.51	12.2	B	41	210
	WBL	0.09	18.7	B	5	200
	NBL	0.24	81.5	F	7	89
	SBL	0.73	71.3	E	87	210
PM	Overall	-	25.1	C	-	-
	EBL	0.76	24.5	C	63	210
	WBL	0.20	22.5	C	14	200
	NBL	0.67	89.9	F	43	89
	SBL	0.61	67.4	E	75	210

Peak Period	Menkes Drive/Telford Way & Derry Road E					
	Mvmt	v/c	Delay (s)	LOS	95th Queue (m)	Storage Capacity (m)
AM	Overall	-	11.2	B	-	-
	EBL	0.30	6.6	A	17	110
	WBL	0.21	8.4	A	6	115
	NBL	0.12	63.5	E	10	-
	SBL	0.19	68.1	E	17	26
PM	Overall	-	17.4	B	-	-
	EBL	0.55	29.8	C	56	110
	WBL	0.20	9.6	A	8	115
	NBL	0.49	75.7	E	46	-
	SBL	0.36	66.7	E	42	26

Needs & Justification

SAFETY

190 Collisions (2014 – 2018)

	Turning	Rear-End	Sideswipe	Angle	SMV	Other	Total
Derry @ Bramalea	28	31	10	4	5		78
Derry @ Menkes	24	17	7	4	5	1	58
Bramalea @ Boylen	7	1		3			11
Telford @ Tranmere	1						1
Alstep @ Menway							0
Derry west of Menkes		1	2				3
Derry between Menkes & Bramalea		14	5	1	2	1	23
Derry east of Bramalea		4	1		3		8
Telford between Derry & Tranmere		1					1
Menkes between Alstep & Derry			1				1
Alstep between Menkes & Menway							0
Bramalea south of Derry		2			1		3
Bramalea north of Derry	2				1		3
Total	62	71	26	12	17	2	190

SMV: Single Motor Vehicle

NEEDS & JUSTIFICATION

SAFETY

Weather Conditions:

- Clear: 154
- Rainy: 19
- Snow: 15

Road Surface:

- Dry: 144
- Wet: 31
- Snow/Ice: 13

Light Conditions

- Daylight: 137
- Dark: 35
- Dawn/Dusk: 18

Injuries:

- Fatal: 0
- Non-Fatal: 30
- PDO: 160

Safety conditions will worsen over time as congestion grows

PDO: Property Damage Only

190 Collisions (2014-2018)

	Turni ng	Rear-End	Sideswipe	Angle	SMV	Other	Total
Derry @ Bramalea	28	31	10	4	5		78
Derry @ Menkes	24	17	7	4	5	1	58
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Derry west of Menkes		1	2				3
Derry between Menkes & Bramalea		14	5	1	2	1	23
Derry east of Bramalea		4	1		3		8
Telford between Derry & Tranmere		1					1
Menkes between Alstep & Derry			1				1
Alstep between Menkes & Menway							0
Bramalea south of Derry		2			1		3
Bramalea north of Derry	2				1		3
Total	62	71	26	12	17	2	190

Problem/Opportunity Statement

PROBLEMS AND OPPORTUNITIES

Problem to be addressed by the Class EA Study:

- Existing congestion during the peak hours is expected to increase by the horizon year if no improvements are implemented.

Opportunities presented by the project:

- Support efficient movements of all road users.
- Support increasing use of public transit (Light Rail Transit (LRT) & MiWay).
- Improve safety for all within the study area.
- Support employment.
- Support economic growth.
- Support functionality to Pearson Airport.
- Support development plans (including municipal land development plans, transportation plans, and transit plans).
- Support preservation of existing natural system.



Problem/Opportunity Statement

The proposed Problem/Opportunity Statement for this Class EA:

- *As a result of the proposed development at 1890 Alstep Drive, Mississauga, the road network along Derry Road East in the vicinity of its intersections with Bramalea Road and Menkes Drive will not be able to accommodate the traffic demand anticipated by 2031. Improvements to this road network will be necessary to mitigate possible impacts to traffic operations.*
- *An opportunity exists to make improvements to this road network that will improve the efficiency of traffic and reduce or avoid traffic delays outside of the project study area that either currently exist or are expected to exist by 2031, regardless of whether the development proceeds.*



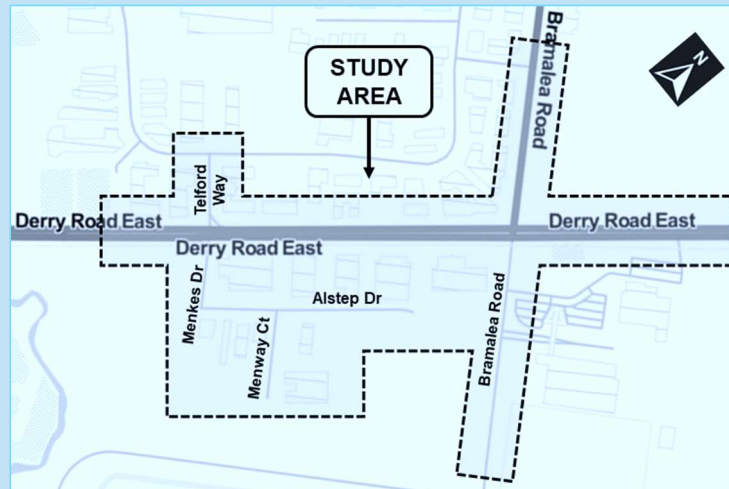
End of Part 2

- Please see the project website for Parts 1 and 3
 - Part 1 – Introduction, Class EA Process, and Planning Background
 - Part 3 – Identification and Evaluation of Alternative Solutions

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July 28, 2020

PART III

MUNICIPAL CLASS EA STUDY FOR ROAD IMPROVEMENTS NEAR DERRY ROAD EAST AND ALSTEP DRIVE



Website <http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

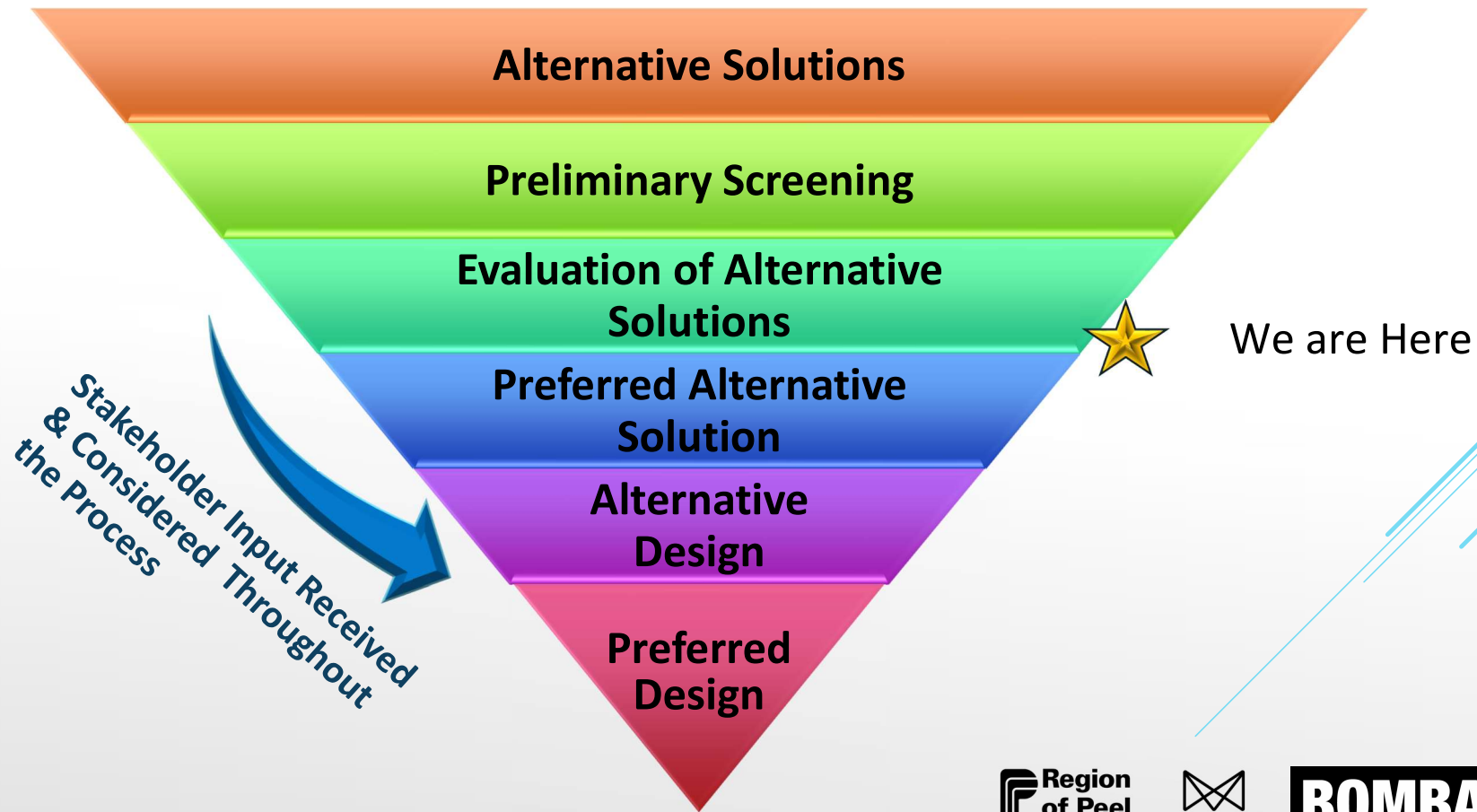
derryroadea@exp.com

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Alternative Solutions



Alternative Solutions

Alternative Solutions	Descriptions
Do Nothing	<ul style="list-style-type: none">• No change to the existing infrastructure within the study area.• All road characteristics remain the same and no new roads are added to the project study area.
Limit Growth	<ul style="list-style-type: none">• Limit population and employment levels in the Pearson Airport area.
Transportation Demand Management (TDM) Measures	<ul style="list-style-type: none">• Shifting arrival and departure time of staff to avoid baseline peak hours.• Provide preferred parking spaces for carpool vehicles.• Provide bicycle racks at the development site to promote active transportation.• Improve sidewalks.

Alternative Solutions

Alternative Solutions	Descriptions
Improve Transit	<ul style="list-style-type: none">• Improve the quality of transit service to encourage more people to commute using public transit.• Encouragement can be in the form of adding new bus stops, adding new routes, and/or extending service hours.
Improve Local Intersection Operations	<ul style="list-style-type: none">• Install auxiliary lanes.• Optimize and improve signal timing, according to the changes made to improve intersection operations.• Installation of traffic signals.
Widen Existing Regional Roads	<ul style="list-style-type: none">• Widen existing regional road (i.e., Derry Road East) to accommodate additional through lane.

Alternative Solutions

Alternative Solutions	Descriptions
Widen Existing Municipal Roads	<ul style="list-style-type: none">• Widen existing municipal roads (e.g., Menkes Drive, Alstep Drive, etc.) to accommodate additional through lane.• <i>Note: does not include tapered widenings to accommodate added turning lanes, which are included in local intersection operational improvements.</i>
Diversion of Traffic to Other Existing Roadways	<ul style="list-style-type: none">• Relieve capacity deficiency by diverting traffic to other existing roadways to bypass areas of heavy traffic.
Extend Alstep Drive	<ul style="list-style-type: none">• Improve the network by adding an east extension of Alstep Drive connecting to Bramalea Road.• The road allowance for the Alstep Extension has been in place since the late 1990's (exact date unknown).

Alternative Solutions

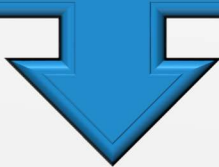
Alternative Solutions	Screening Result
Do Nothing	Carry Forward
Limit Growth	Set Aside
TDM Measures	Carry Forward
Improve Transit	Set Aside
Improve Local Intersection Operations	Carry Forward
Widen Existing Regional Roads	Carry Forward
Widen Existing Municipal Roads	Carry Forward
Diversion of Traffic to Existing Roadways	Set Aside
Extend Alstep Drive	Carry Forward

PRELIMINARY SCREENING

- Alternative solutions compared against problem/opportunity statement for screening.
- Alternative solutions with potential to adequately address problem/opportunity statement carried forward.

Discussion on Alternative Solutions

The evaluation of Alternative solutions considers the broad definition of the environment as defined in the Environmental Assessment Act (EAA)



The criteria for evaluating alternatives solutions are grouped into seven major categories:



Alternative Solutions

EVALUATION CRITERIA

Category	Criteria
Planning and Transportation	Provincial Planning Objectives
	Regional Planning Objectives
	Municipal Planning Objectives
	Safety
	Traffic Operations
	Public Transit Operations
	Active Transportation Accommodation
	Network Connectivity
	Emergency Service Response Times

Alternative Solutions

EVALUATION CRITERIA

Category	Criteria
Socio-Economic Environment	Noise and Vibration Impacts
	Land Use Impacts
	Property Impacts

Alternative Solutions

EVALUATION CRITERIA

Category	Criteria
Healthy Community	Alternative impacts on active transportation
	Alternative impacts on Accessibility
	Alternative impacts on Air Quality

Alternative Solutions

EVALUATION CRITERIA

Category	Criteria
Natural Environment	Climate Change
	Natural Heritage Policies
	Trees and Vegetation
	Wildlife
	Ground Water

Alternative Solutions

EVALUATION CRITERIA

Category	Criteria
Cultural Environment	Archaeological Resources
	Built Heritage Resources
	Cultural Heritage Landscapes

Alternative Solutions




EVALUATION CRITERIA

Category	Criteria
Technical	Construction Feasibility
	Stormwater Drainage
	Utilities
Cost	Capital Costs
	Property Costs
	Maintenance Costs

Alternative Solutions






















Alternative Solutions	
Do Nothing	Alternative 1
TDM Measures	Alternative 2
Improve Local Intersection Operations	Alternative 3
Widen Existing Regional Roads	Alternative 4
Widen Existing Municipal Roads	Alternative 5
Extend Alstep Drive	Alternative 6

EVALUATION

-  Preferred
-  Neutral
-  Not preferred



Alternative Solutions

EVALUATION RESULTS

Evaluation Criteria	Alternative 1: Do Nothing	Alternative 2: TDM Measures	Alternative 3: Improve Local Intersection Operations	Alternative 4: Widen Existing Regional Roads	Alternative 5: Widen Existing Municipal Roads	Alternative 6: Extend Alstep Drive
 Planning and Transportation Summary	 <p>Not Preferred Alternative 1 is not preferred because it is inconsistent with planning objectives and would negatively impact traffic operations and safety.</p>	 <p>Preferred Alternative 2 is preferred because it is consistent with planning objectives and provides some improvements to safety and traffic/transit operations</p>	 <p>Preferred Alternative 3 is preferred because it has positive effect on all planning and transportation criteria.</p>	 <p>Neutral Alternative 4 is neutral because while it may improve traffic safety and traffic operations, it may negatively impact active transportation facilities.</p>	 <p>Neutral Alternative 5 is neutral because it does not have significant benefits within the planning and transportation criteria.</p>	 <p>Preferred Alternative 6 is preferred because it has either a positive or neutral effect on all planning and transportation criteria.</p>
 Socio-Economic Environment Summary	 <p>Neutral Alternative considered neutral due to lack of any significant socio-economic benefits or impacts.</p>	 <p>Neutral Alternative considered neutral due to lack of any significant socio-economic benefits or impacts.</p>	 <p>Neutral Alternative considered neutral due to lack of any significant socio-economic benefits or impacts.</p>	 <p>Not Preferred Alternative 4 is not preferred due to potential property requirements along the regional road.</p>	 <p>Not Preferred Alternative 5 is not preferred due to property requirements where widening is required.</p>	 <p>Neutral Alternative considered neutral due to lack of any significant socio-economic benefits or impacts.</p>
 Healthy Community Summary	 <p>Not Preferred Alternative 1 is not preferred because it is not compatible with the healthy community criteria.</p>	 <p>Preferred Alternative 2 is preferred because it encourages active transportation, provides options for accessibility, and improves air quality compared to “do nothing”.</p>	 <p>Preferred Alternative 3 is preferred because it provides an opportunity to incorporate improvements that will aid active transportation and accessibility and improves air quality compared to “do nothing”.</p>	 <p>Not Preferred Alternative 4 is not preferred because of negative impacts on active transportation and accessibility.</p>	 <p>Neutral Alternative 5 is considered neutral because of limited opportunity to incorporate improvements that will aid active transportation and accessibility.</p>	 <p>Neutral Alternative 6 is considered neutral because, while the design of the extension could accommodate accessibility, it will likely not encourage use of active transportation.</p>



Alternative Solutions

EVALUATION RESULTS

Evaluation Criteria	Alternative 1: Do Nothing	Alternative 2: TDM Measures	Alternative 3: Improve Local Intersection Operations	Alternative 4: Widen Existing Regional Roads	Alternative 5: Widen Existing Municipal Roads	Alternative 6: Extend Alstep Drive
 <p>Natural Environment Summary</p>	<p>Neutral The alternative will have no or minimal impacts on the natural environment, although will have higher GHG emissions compared to alternatives 2, 3 and 4.</p>	<p>Preferred Alternative is preferred, given that it has no or minimal impacts on the natural environment and reduces GHG emissions compared to the “do nothing” alternative.</p>	<p>Preferred Alternative is preferred, given that it has no or minimal impacts on the natural environment and reduces GHG emissions compared to the “do nothing” alternative.</p>	<p>Preferred Alternative is preferred, given that it has no or minimal impacts on the natural environment and reduces GHG emissions compared to the “do nothing” alternative.</p>	<p>Neutral The alternative will have minimal impacts on the natural environment, but with no reduction to GHG emissions compared to the “do nothing” alternative.</p>	<p>Neutral The alternative will have minimal impacts on the natural environment, but with no reduction to GHG emissions compared to the “do nothing” alternative.</p>
 <p>Cultural Environment Summary</p>	<p>Preferred Alternative is preferred because of lack of impacts on archaeological, built heritage, and cultural heritage resources.</p>	<p>Preferred Alternative is preferred because of lack of impacts on archaeological, built heritage, and cultural heritage resources.</p>	<p>Preferred Alternative is preferred because of lack of impacts on archaeological, built heritage, and cultural heritage resources.</p>	<p>Not Preferred Alternative is not preferred because of potential impacts to Moore’s Cemetery.</p>	<p>Preferred Alternative is preferred because of lack of impacts on archaeological, built heritage, and cultural heritage resources.</p>	<p>Preferred Alternative is preferred because of lack of impacts on archaeological, built heritage, and cultural heritage resources.</p>
























































Alternative Solutions

EVALUATION RESULTS

Evaluation Criteria	Alternative 1: Do Nothing	Alternative 2: TDM Measures	Alternative 3: Improve Local Intersection Operations	Alternative 4: Widen Existing Regional Roads	Alternative 5: Widen Existing Municipal Roads	Alternative 6: Extend Alstep Drive
 <p>Technical Summary</p>	<p>Preferred Alternative is preferred due to avoidance of construction.</p>	<p>Preferred Alternative is preferred due to avoidance of construction</p>	<p>Neutral Alternative is considered neutral because construction is feasible with minimal changes required to stormwater and utilities.</p>	<p>Not Preferred Alternative is not preferred given the complexity of the widening and changes required to the stormwater system and utilities.</p>	<p>Not Preferred Alternative is not preferred because construction of somewhat complex feasibility and impacts to stormwater and utilities.</p>	<p>Neutral Alternative is considered neutral because construction is feasible with the opportunity to incorporate any new utilities into the design. However, stormwater collection may be required.</p>
 <p>Cost Summary</p>	<p>Preferred Alternative is preferred due to low costs and no property acquisition.</p>	<p>Preferred Alternative is preferred due to low costs and minimal property acquisition.</p>	<p>Neutral Alternative is neutral due to moderate capital and maintenance costs.</p>	<p>Not Preferred Alternative is not preferred due to high capital and maintenance costs and required property acquisition.</p>	<p>Not Preferred Alternative is not preferred due to high capital costs and required property acquisition.</p>	<p>Neutral Alternative is neutral due to high capital costs, but no property acquisition required.</p>

Alternative Solutions

EVALUATION RESULTS - SUMMARY

Evaluation Criteria	Alternative 1: Do Nothing	Alternative 2: TDM Measures	Alternative 3: Improve Local Intersection Operations	Alternative 4: Widen Existing Regional Roads	Alternative 5: Widen Existing Municipal Roads	Alternative 6: Extend Alstep Drive
 Planning and Transportation Summary	 Not Preferred	 Preferred	 Preferred	 Neutral	 Neutral	 Preferred
 Socio-Economic Environment Summary	 Neutral	 Neutral	 Neutral	 Not Preferred	 Not Preferred	 Neutral
 Healthy Community Summary	 Not Preferred	 Preferred	 Preferred	 Not Preferred	 Neutral	 Neutral
 Natural Environment Summary	 Neutral	 Preferred	 Preferred	 Preferred	 Neutral	 Neutral
 Cultural Environment Summary	 Preferred	 Preferred	 Preferred	 Not Preferred	 Preferred	 Preferred
 Technical Summary	 Preferred	 Preferred	 Neutral	 Not Preferred	 Not Preferred	 Neutral
 Cost Summary	 Preferred	 Preferred	 Neutral	 Not Preferred	 Not Preferred	 Neutral
Overall Summary	 Not Preferred	 Preferred	 Preferred	 Not Preferred	 Not Preferred	 Neutral

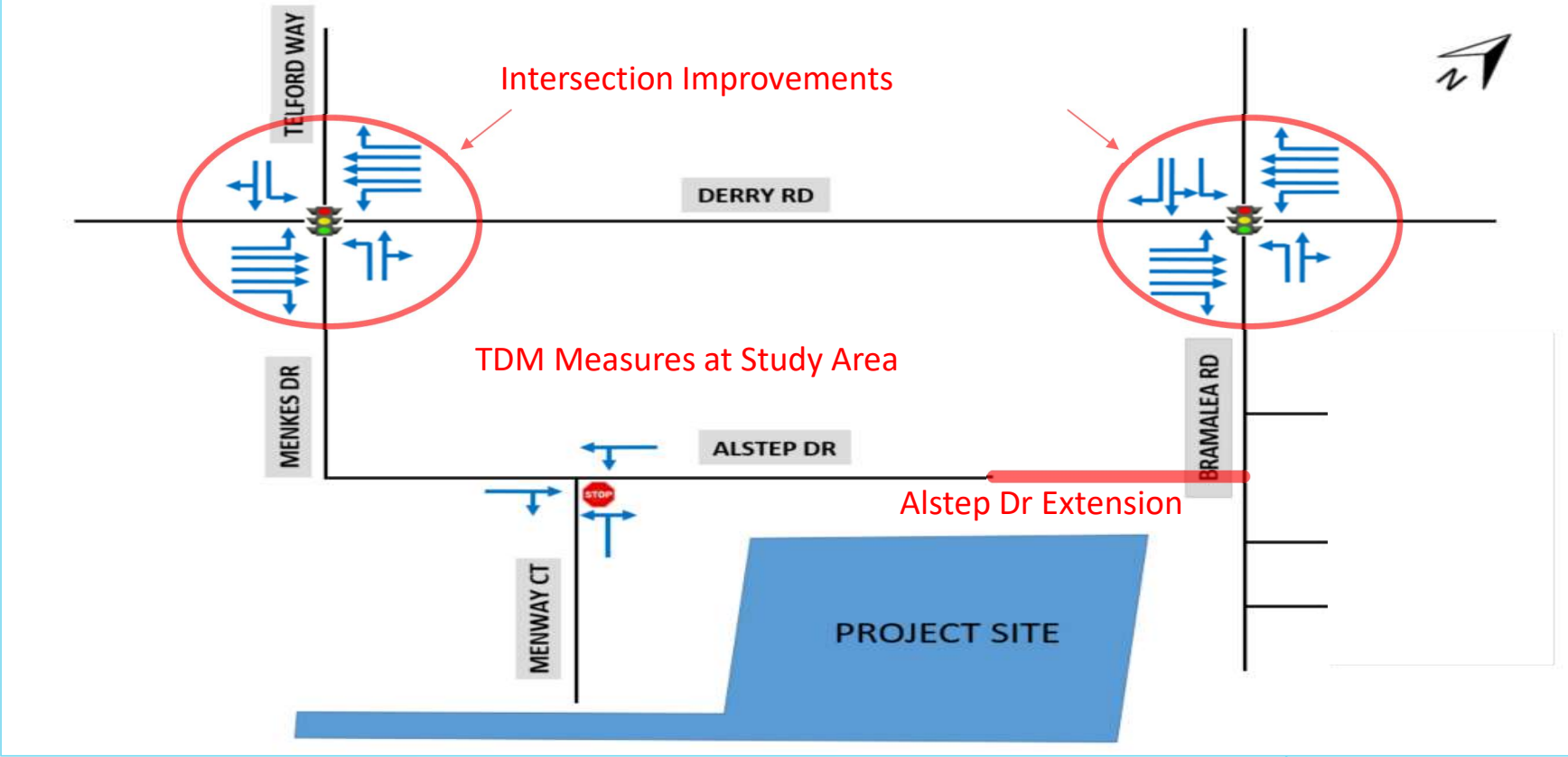
Preferred Alternative Solution

The Preferred Alternative Solution developed in consultation with Agencies is a combination of Alternatives 2, 3, and 6 to better accommodate all uses in the corridor and support local communities.

The Preferred Alternative will provide:

- Local Intersection Operations Improvements by adding turning lanes and traffic signals
- TDM Measures for active transportation by adding or enhancing facilities that accommodate walking and cycling
- Extend Alstep Drive

Recommended Alternative Solution



Next steps

- Review Comments Received from the Public, Stakeholders and Agencies
- Confirm the Preferred Solution
- Develop Alternative Design Concepts
- Complete Detailed Analyses
- Complete Evaluation of Alternatives
- Communicate to Stakeholders
- TAC Meeting #2
- PIC #2
- Plan for the ESR

Schedule



NOTICE OF
COMMENCEMENT



TAC #1



PIC #1



TAC #2



PIC #2



FINALIZE PREFERRED
DESIGN



FILE ESR

How You Can Participate?



<http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

Thank You

Region of Peel

Sonya Bubas, MCIP, RPP

Region of Peel Project Manager

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

Brampton, ON L6T 4B9

Phone: 905-791-7800 Ext. 7801

City of Mississauga

Gino Dela Cruz, P.Eng.

City of Mississauga Project Manager

201 City Centre Drive,
Suite 800

Mississauga, ON L5B 2T4

Phone: 905-615-3200 Ext.8769

EXP Services

Yves Marie Monereau, P.Eng.,

PTOE, RSP

Consultant Project Manager

1595 Clark Boulevard

Brampton, ON, L6T 4V1

Phone: 905-793-9800 Ext. 2336

Comments by August 21, 2020

derryroadea@exp.com

<http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>



*Municipal Class Environmental Assessment for
Road Improvements near Derry Road East and Alstep Drive:
Environmental Study Report*

Appendix B7: Public Information Centre #2



February 22, 2022



Via e-mail:



Re: Derry Road East and Alstep Drive Class EA
Identified Property Requirements for 1700 Derry Road East, Mississauga, ON

Dear Sirs:

We are writing to provide you with an update on the Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive (Class EA).

The Class EA is currently in Phase 3 and has identified the preliminary preferred alternative design after consultation with stakeholders within the Region of Peel (Region), the City of Mississauga (City), and the Greater Toronto Airports Authority. A virtual Public Information Centre is scheduled for Monday, February 28, 2022 (see attached notice).

We are writing to advise you that the preliminary preferred alternative design includes some minor impacts to [redacted] property located at 1700 Derry Road East, Mississauga.

The purpose of the property requirement is to allow for the upgrade of the existing multi-use path along the south side of Derry Road East, as well as a sidewalk south of Derry Road East along the west side of Menkes Drive. This active transportation improvements will help improve mobility and accessibility for pedestrians in the project study area.

The proposed works and anticipated property impacts to 1700 Derry Road East consist of the following:

- Upgrade the existing multi-use path along Derry Road East to include a 3m wide path and 2m boulevard.
- Install a sidewalk along the west side of Menkes Drive to Alstep Drive.
- As required, match the existing grades for the multi-use path and sidewalk.
- Along Derry Road East, widen the existing Road Right-of-Way (ROW) southward to provide the ROW space required for upgrade of the multi-use path, as well as to protect the daylight triangle in the southwest corner of the Derry Road/Menkes Drive intersection.

[REDACTED]
 Derry Road East and Alstep Drive Class EA: Identified Property Requirements for 1700 Derry Road East, Mississauga, ON
 STR-02018572-00
 Feb. 22, 2022

- Along Menkes Drive, widen the existing ROW westward to provide the ROW space required for installation of an additional northbound left-turn lane and the proposed sidewalk.

The final scope of permanent and temporary property requirements will be completed during detailed design, at which time the Region's and/or the City's realty services will reach out to [REDACTED]

If you have any questions or comments, please do not hesitate to contact us using the project e-mail address (derryroadea@exp.com) or contact one of the team members noted below.

<p>Yves Marie Monereau, P.Eng., PTOE, RSP Consultant Project Manager EXP Services 1595 Clark Boulevard Brampton, ON, L6T 4V1 Phone: 905-793-9800 Ext. 2336</p>	<p>Sonya Bubas, MCIP, RPP Region of Peel Project Manager Region of Peel 10 Peel Centre Dr., Suite B, 4th Floor Brampton, ON L6T 4B9 Phone: 905-791-7800 Ext. 7801</p>	<p>Ryan Au, P.Eng. City of Mississauga Project Manager City of Mississauga 201 City Centre Drive, Suite 800 Mississauga, Ontario L5B 2T4 Phone: 905-615-3200 Ext.3713</p>
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For more information about the project, please visit:

<http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

Regards,



Jean-Louis Gaudet
 Consultant Class EA Coordinator

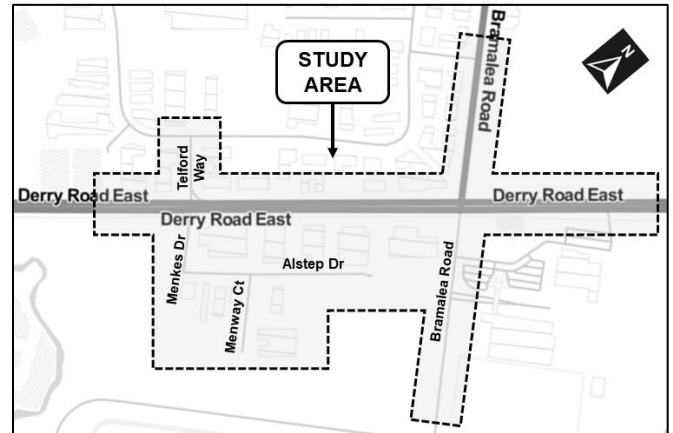
EXP

xc: Sonya Bubas, MCIP, RPP, Region of Peel
 Ryan Au, P.Eng., City of Mississauga
 Yves Marie Monereau, P.Eng., PTOE, RSP, EXP Services Inc.

Notice of Virtual Public Information Centre No. 2
Municipal Class Environmental Assessment Study
for Road Improvements near Derry Road East and Alstep Drive

(also including Bramalea Road, Menkes Drive, Telford Way, and Menway Court)

Bombardier Inc., in partnership with the City of Mississauga and the Region of Peel, has initiated a Municipal Class Environmental Assessment (Class EA) study to assess existing and future road conditions on Derry Road East and Alstep Drive near Menkes Drive and Bramalea Road. The study includes Derry Road East (a Regional Road) as well as Bramalea Road, Menkes Drive, Telford Way, Alstep Drive and Menway Court (all City roads).



The Class EA study has examined how traffic operates on these roadways now and in the future and will identify how best to manage issues related to roadway safety and traffic operations as well as service a variety of users such as motorists, transit users, pedestrians and cyclists.

The study is being conducted as a “Schedule C” project under the Municipal Class Environmental Assessment (October 2000, amended 2015), which is approved under the *Ontario Environmental Assessment Act*. Through this Class EA process, the Project Team is evaluating alternative solutions and designs to select a recommended design, all in consultation with the public and regulatory agencies. An Environmental Study Report (ESR) documenting the entire study process will be available for public review at the end of the study.

Public participation continues to be an important part of this Class EA study. Throughout the study, the Project Team has engaged various agencies and members of the community and consider their input for any decisions that are made.

Virtual Public Information Centre: A virtual Public Information Centre (PIC) will be held on **Monday, February 28, 2022 from 4:30 pm to 6:00 pm**. The Public Information Centre will consist of a presentation by the project team describing the project and the study’s preliminary preferred alternative designs. A copy of the slides and other supporting information will be posted on the project website. Comments are invited to be submitted by **March 14, 2022**. Accessible material is available upon request.

The link for the virtual PIC will be made available at the following webpage on the day of the meeting:

<http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

If you have questions or wish to be added to the project mailing list, please e-mail **derryroadea@exp.com** or contact one of the team members noted below.

<p>Yves Marie Monereau, P.Eng., PTOE, RSP Consultant Project Manager EXP Services 1595 Clark Boulevard Brampton, ON, L6T 4V1 Phone: 905-793-9800 Ext. 2336</p>	<p>Sonya Bubas, MCIP, RPP Project Manager Region of Peel 10 Peel Centre Dr., Suite B, 4th Floor Brampton, ON, L6T 4B9 Phone: 905-791-7800 Ext. 7801</p>	<p>Ryan Au, P.Eng. Project Manager City of Mississauga 201 City Centre Drive, Suite 800 Mississauga, ON, L5B 2T4 Phone: 905-615-3200 Ext.3713</p>
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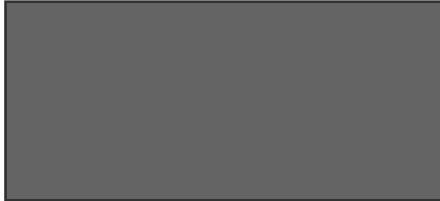
During the COVID-19 public emergency, we are keeping the community safe by complying with regional and provincial guidelines, supporting physical distancing, and postponing in person public meetings. Engagement for essential and priority projects continues online paired with universally accessible methods.

Notice of Collection of Personal Information: Personal information is collected under the authority of the Environmental Assessment Act and will be used in the assessment process. With exception of personal information, all comments shall become part of the public records. Questions about this collection should be directed to the Project Manager listed above.

This notice was first issued on February 17, 2022.



February 22, 2022




Via e-mail: 

Re: Derry Road East and Alstep Drive Class EA
Identified Property Requirements for 1930 Derry Road East, Mississauga, ON

To 

We are writing to provide you with an update on the Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive (Class EA).

The Class EA is currently in Phase 3 and has identified the preliminary preferred alternative design after consultation with stakeholders within the Region of Peel (Region), the City of Mississauga (City), and the Greater Toronto Airports Authority. A virtual Public Information Centre is scheduled for Monday, February 28, 2022 (see attached notice).

We are writing to advise you that the preliminary preferred alternative design includes some minor impacts to  located at 1930 Derry Road East, Mississauga.

The purpose of the property requirement is to allow for the upgrade of the existing multi-use path along the south side of Derry Road East, as well as a sidewalk south of Derry Road East along the west side of Bramalea Road. This active transportation improvements will help improve mobility and accessibility for pedestrians in the project study area.

The proposed works and anticipated property impacts to 1930 Derry Road East consist of the following:

- Upgrade the existing multi-use path to include a 3m wide path and 2m boulevard.
- Install a sidewalk along the west side of Bramalea Road to Alstep Drive.
- As required, match the existing grades for the multi-use path and sidewalk.
- Along Derry Road East, widen the existing Road Right-of-Way (ROW) southward to provide the ROW space required for upgrade of the multi-use path, as well as to protect the daylight triangle in the southwest corner of the Derry Road/Bramalea Road intersection.

[REDACTED]

Derry Road East and Alstep Drive Class EA: Identified Property Requirements for 1930 Derry Road East, Mississauga, ON
STR-02018572-00
Feb. 22, 2022

- Along Bramalea Road, widen the existing ROW westward to provide the ROW space required for the installation of the proposed sidewalk and additional northbound and right turn lanes.

The final scope of permanent and temporary property requirements will be completed during detailed design, at which time the Region's and/or the City's realty services will reach out to [REDACTED]

If you have any questions or comments, please do not hesitate to contact us using the project e-mail address (derryroadea@exp.com) or contact one of the team members noted below.

<p>Yves Marie Monereau, P.Eng., PTOE, RSP Consultant Project Manager EXP Services 1595 Clark Boulevard Brampton, ON, L6T 4V1 Phone: 905-793-9800 Ext. 2336</p>	<p>Sonya Bubas, MCIP, RPP Region of Peel Project Manager Region of Peel 10 Peel Centre Dr., Suite B, 4th Floor Brampton, ON L6T 4B9 Phone: 905-791-7800 Ext. 7801</p>	<p>Ryan Au, P.Eng. City of Mississauga Project Manager City of Mississauga 201 City Centre Drive, Suite 800 Mississauga, Ontario L5B 2T4 Phone: 905-615-3200 Ext.3713</p>
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For more information about the project, please visit:

<http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

Regards,



Jean-Louis Gaudet
Consultant Class EA Coordinator

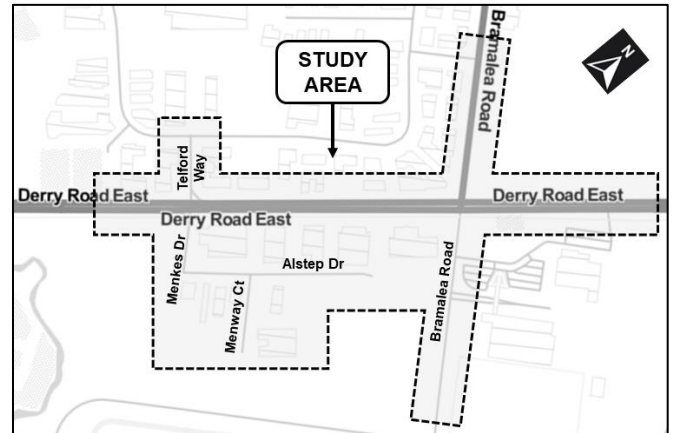
EXP

xc: Sonya Bubas, MCIP, RPP, Region of Peel
Ryan Au, P.Eng., City of Mississauga
Yves Marie Monereau, P.Eng., PTOE, RSP, EXP Services Inc.

Notice of Virtual Public Information Centre No. 2
Municipal Class Environmental Assessment Study
for Road Improvements near Derry Road East and Alstep Drive

(also including Bramalea Road, Menkes Drive, Telford Way, and Menway Court)

Bombardier Inc., in partnership with the City of Mississauga and the Region of Peel, has initiated a Municipal Class Environmental Assessment (Class EA) study to assess existing and future road conditions on Derry Road East and Alstep Drive near Menkes Drive and Bramalea Road. The study includes Derry Road East (a Regional Road) as well as Bramalea Road, Menkes Drive, Telford Way, Alstep Drive and Menway Court (all City roads).



The Class EA study has examined how traffic operates on these roadways now and in the future and will identify how best to manage issues related to roadway safety and traffic operations as well as service a variety of users such as motorists, transit users, pedestrians and cyclists.

The study is being conducted as a “Schedule C” project under the Municipal Class Environmental Assessment (October 2000, amended 2015), which is approved under the *Ontario Environmental Assessment Act*. Through this Class EA process, the Project Team is evaluating alternative solutions and designs to select a recommended design, all in consultation with the public and regulatory agencies. An Environmental Study Report (ESR) documenting the entire study process will be available for public review at the end of the study.

Public participation continues to be an important part of this Class EA study. Throughout the study, the Project Team has engaged various agencies and members of the community and consider their input for any decisions that are made.

Virtual Public Information Centre: A virtual Public Information Centre (PIC) will be held on **Monday, February 28, 2022 from 4:30 pm to 6:00 pm**. The Public Information Centre will consist of a presentation by the project team describing the project and the study’s preliminary preferred alternative designs. A copy of the slides and other supporting information will be posted on the project website. Comments are invited to be submitted by **March 14, 2022**. Accessible material is available upon request.

The link for the virtual PIC will be made available at the following webpage on the day of the meeting:

<http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

If you have questions or wish to be added to the project mailing list, please e-mail **derryroadea@exp.com** or contact one of the team members noted below.

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This notice was first issued on February 17, 2022.



February 22, 2022




Re: Derry Road East and Alstep Drive Class EA
Identified Property Requirements for 1825 Alstep Drive, Mississauga, ON

To Whom it May Concern:

We are writing to provide you with an update on the Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive (Class EA).

The Class EA is currently in Phase 3 and has identified the preliminary preferred alternative design after consultation with stakeholders within the Region of Peel (Region), the City of Mississauga (City), and the Greater Toronto Airports Authority. A virtual Public Information Centre is scheduled for Monday, February 28, 2022 (see attached notice).


We are writing to advise you that the preliminary preferred alternative design includes some minor impacts to the property located at 1825 Alstep Drive, Mississauga. The records provided by the City and Region indicate this property is owned by your organization, .

The purpose of the property requirement is to allow for the upgrade of the existing multi-use path along the south side of Derry Road East. This upgrade would extend from just west of Menkes Drive to Bramalea Road. This upgrade of the existing multi-use path will help improve mobility and accessibility for pedestrians in the project study area.

The proposed works and anticipated property impacts to 1825 Alstep Drive consist of the following:

- Upgrade the existing multi-use path to include a 3m wide path and 2m boulevard.
- As required, match the existing grade.
- Widen the existing Road Right-of-Way (ROW) southward to provide the ROW space required for installation of the proposed works.

The final scope of permanent and temporary property requirements will be completed during detailed design, at which time the Region's and/or the City's realty services will reach out to your organization.


 Derry Road East and Alstep Drive Class EA: Identified Property Requirements for 1825 Alstep Drive, Mississauga, ON
 STR-02018572-00
 Feb. 22, 2022

If you have any questions or comments, please do not hesitate to contact us using the project e-mail address (derryroadea@exp.com) or contact one of the team members noted below.

Yves Marie Monereau, P.Eng., PTOE, RSP Consultant Project Manager EXP Services 1595 Clark Boulevard Brampton, ON, L6T 4V1 Phone: 905-793-9800 Ext. 2336	Sonya Bubas, MCIP, RPP Region of Peel Project Manager Region of Peel 10 Peel Centre Dr., Suite B, 4 th Floor Brampton, ON L6T 4B9 Phone: 905-791-7800 Ext. 7801	Ryan Au, P.Eng. City of Mississauga Project Manager City of Mississauga 201 City Centre Drive, Suite 800 Mississauga, Ontario L5B 2T4 Phone: 905-615-3200 Ext.3713
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For more information about the project, please visit:

<http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

Regards,



Jean-Louis Gaudet
 Consultant Class EA Coordinator

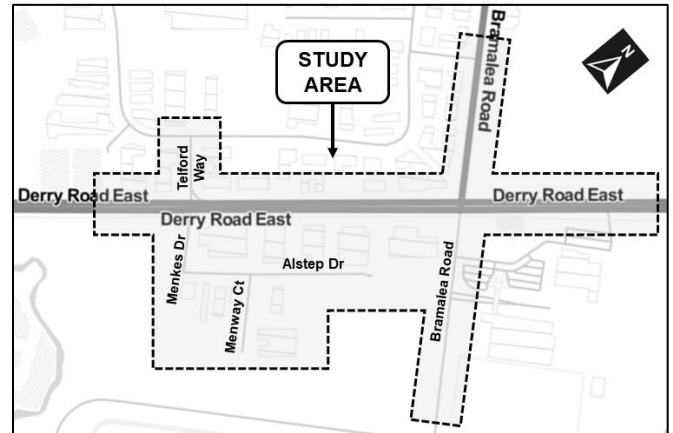
EXP

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Notice of Virtual Public Information Centre No. 2
Municipal Class Environmental Assessment Study
for Road Improvements near Derry Road East and Alstep Drive

(also including Bramalea Road, Menkes Drive, Telford Way, and Menway Court)

Bombardier Inc., in partnership with the City of Mississauga and the Region of Peel, has initiated a Municipal Class Environmental Assessment (Class EA) study to assess existing and future road conditions on Derry Road East and Alstep Drive near Menkes Drive and Bramalea Road. The study includes Derry Road East (a Regional Road) as well as Bramalea Road, Menkes Drive, Telford Way, Alstep Drive and Menway Court (all City roads).



The Class EA study has examined how traffic operates on these roadways now and in the future and will identify how best to manage issues related to roadway safety and traffic operations as well as service a variety of users such as motorists, transit users, pedestrians and cyclists.

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Virtual Public Information Centre: A virtual Public Information Centre (PIC) will be held on **Monday, February 28, 2022 from 4:30 pm to 6:00 pm**. The Public Information Centre will consist of a presentation by the project team describing the project and the study’s preliminary preferred alternative designs. A copy of the slides and other supporting information will be posted on the project website. Comments are invited to be submitted by **March 14, 2022**. Accessible material is available upon request.

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This notice was first issued on February 17, 2022.



February 22, 2022




Re: Derry Road East and Alstep Drive Class EA
Identified Property Requirements for 1840 Derry Road East, Mississauga, ON

To Whom it May Concern:

We are writing to provide you with an update on the Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive (Class EA).

The Class EA is currently in Phase 3 and has identified the preliminary preferred alternative design after consultation with stakeholders within the Region of Peel (Region), the City of Mississauga (City), and the Greater Toronto Airports Authority. A virtual Public Information Centre is scheduled for Monday, February 28, 2022 (see attached notice).

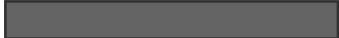
We are writing to advise you that the preliminary preferred alternative design includes some minor impacts to the property located at 1840 Derry Road East, Mississauga. The records provided by the City and Region indicate this property is owned by your organization .

The purpose of the property requirement is to allow for the upgrade of the existing multi-use path along the south side of Derry Road East. This upgrade would extend from just west of Menkes Drive to Bramalea Road. This upgrade of the existing multi-use path will help improve mobility and accessibility for pedestrians in the project study area.

The proposed works and anticipated property impacts to 1840 Derry Road East consist of the following:

- Upgrade the existing multi-use path to include a 3m wide path and 2m boulevard.
- As required, match the existing grade.
- Widen the existing Road Right-of-Way (ROW) southward to provide the ROW space required for installation of the proposed works.

The final scope of permanent and temporary property requirements will be completed during detailed design, at which time the Region's and/or the City's realty services will reach out to your organization.


 Derry Road East and Alstep Drive Class EA: Identified Property Requirements for 1840 Derry Road East, Mississauga, ON
 STR-02018572-00
 Feb. 22, 2022

If you have any questions or comments, please do not hesitate to contact us using the project e-mail address (derryroadea@exp.com) or contact one of the team members noted below.

Yves Marie Monereau, P.Eng., PTOE, RSP Consultant Project Manager EXP Services 1595 Clark Boulevard Brampton, ON, L6T 4V1 Phone: 905-793-9800 Ext. 2336	Sonya Bubas, MCIP, RPP Region of Peel Project Manager Region of Peel 10 Peel Centre Dr., Suite B, 4 th Floor Brampton, ON L6T 4B9 Phone: 905-791-7800 Ext. 7801	Ryan Au, P.Eng. City of Mississauga Project Manager City of Mississauga 201 City Centre Drive, Suite 800 Mississauga, Ontario L5B 2T4 Phone: 905-615-3200 Ext.3713
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For more information about the project, please visit:

<http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

Regards,



Jean-Louis Gaudet
 Consultant Class EA Coordinator

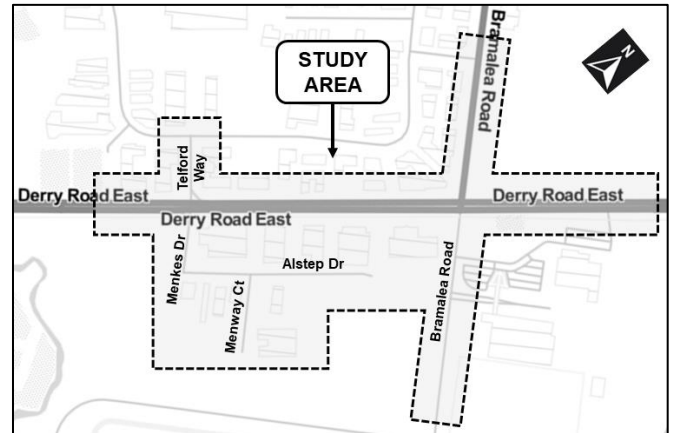
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xc: Sonya Bubas, MCIP, RPP, Region of Peel
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Notice of Virtual Public Information Centre No. 2
Municipal Class Environmental Assessment Study
for Road Improvements near Derry Road East and Alstep Drive

(also including Bramalea Road, Menkes Drive, Telford Way, and Menway Court)

Bombardier Inc., in partnership with the City of Mississauga and the Region of Peel, has initiated a Municipal Class Environmental Assessment (Class EA) study to assess existing and future road conditions on Derry Road East and Alstep Drive near Menkes Drive and Bramalea Road. The study includes Derry Road East (a Regional Road) as well as Bramalea Road, Menkes Drive, Telford Way, Alstep Drive and Menway Court (all City roads).



The Class EA study has examined how traffic operates on these roadways now and in the future and will identify how best to manage issues related to roadway safety and traffic operations as well as service a variety of users such as motorists, transit users, pedestrians and cyclists.

The study is being conducted as a “Schedule C” project under the Municipal Class Environmental Assessment (October 2000, amended 2015), which is approved under the *Ontario Environmental Assessment Act*. Through this Class EA process, the Project Team is evaluating alternative solutions and designs to select a recommended design, all in consultation with the public and regulatory agencies. An Environmental Study Report (ESR) documenting the entire study process will be available for public review at the end of the study.

Public participation continues to be an important part of this Class EA study. Throughout the study, the Project Team has engaged various agencies and members of the community and consider their input for any decisions that are made.

Virtual Public Information Centre: A virtual Public Information Centre (PIC) will be held on **Monday, February 28, 2022 from 4:30 pm to 6:00 pm**. The Public Information Centre will consist of a presentation by the project team describing the project and the study’s preliminary preferred alternative designs. A copy of the slides and other supporting information will be posted on the project website. Comments are invited to be submitted by **March 14, 2022**. Accessible material is available upon request.

The link for the virtual PIC will be made available at the following webpage on the day of the meeting:

<http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

If you have questions or wish to be added to the project mailing list, please e-mail **derryroadea@exp.com** or contact one of the team members noted below.

<p>Yves Marie Monereau, P.Eng., PTOE, RSP Consultant Project Manager EXP Services 1595 Clark Boulevard Brampton, ON, L6T 4V1 Phone: 905-793-9800 Ext. 2336</p>	<p>Sonya Bubas, MCIP, RPP Project Manager Region of Peel 10 Peel Centre Dr., Suite B, 4th Floor Brampton, ON, L6T 4B9 Phone: 905-791-7800 Ext. 7801</p>	<p>Ryan Au, P.Eng. Project Manager City of Mississauga 201 City Centre Drive, Suite 800 Mississauga, ON, L5B 2T4 Phone: 905-615-3200 Ext.3713</p>
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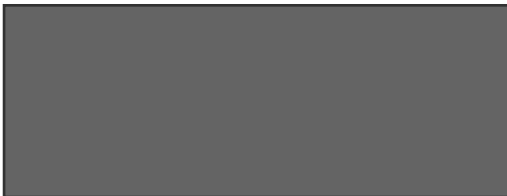
During the COVID-19 public emergency, we are keeping the community safe by complying with regional and provincial guidelines, supporting physical distancing, and postponing in person public meetings. Engagement for essential and priority projects continues online paired with universally accessible methods.

Notice of Collection of Personal Information: Personal information is collected under the authority of the Environmental Assessment Act and will be used in the assessment process. With exception of personal information, all comments shall become part of the public records. Questions about this collection should be directed to the Project Manager listed above.

This notice was first issued on February 17, 2022.



February 22, 2022




Re: Derry Road East and Alstep Drive Class EA
Identified Property Requirements for 6975 Menkes Drive, Mississauga, ON

To Whom it May Concern:

We are writing to provide you with an update on the Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive (Class EA).

The Class EA is currently in Phase 3 and has identified the preliminary preferred alternative design after consultation with stakeholders within the Region of Peel (Region), the City of Mississauga (City), and the Greater Toronto Airports Authority. A virtual Public Information Centre is scheduled for Monday, February 28, 2022 (see attached notice).


We are writing to advise you that the preliminary preferred alternative design includes some minor impacts to the property located at 6975 Menkes Drive, Mississauga. The records provided by the City and Region indicate this property is owned by your organization .

The purpose of the property requirement is to allow for the upgrade of the existing multi-use path along the south side of Derry Road East. This upgrade would extend from just west of Menkes Drive to Bramalea Road. This upgrade of the existing multi-use path will help improve mobility and accessibility for pedestrians in the project study area.

The proposed works and anticipated property impacts to 6975 Menkes Drive consist of the following:

- Upgrade the existing multi-use path to include a 3m wide path and 2m boulevard.
- As required, match the existing grade.
- Widen the existing Road Right-of-Way southward to provide the ROW space required for installation of the proposed works.

The final scope of permanent and temporary property requirements will be completed during detailed design, at which time the Region's and/or the City's realty services will reach out to your organization.


 Derry Road East and Alstep Drive Class EA: Identified Property Requirements for 6975 Menkes Drive, Mississauga, ON
 STR-02018572-00
 Feb. 22, 2022

If you have any questions or comments, please do not hesitate to contact us using the project e-mail address (derryroadea@exp.com) or contact one of the team members noted below.

Yves Marie Monereau, P.Eng., PTOE, RSP Consultant Project Manager EXP Services 1595 Clark Boulevard Brampton, ON, L6T 4V1 Phone: 905-793-9800 Ext. 2336	Sonya Bubas, MCIP, RPP Region of Peel Project Manager Region of Peel 10 Peel Centre Dr., Suite B, 4 th Floor Brampton, ON L6T 4B9 Phone: 905-791-7800 Ext. 7801	Ryan Au, P.Eng. City of Mississauga Project Manager City of Mississauga 201 City Centre Drive, Suite 800 Mississauga, Ontario L5B 2T4 Phone: 905-615-3200 Ext.3713
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For more information about the project, please visit:

<http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

Regards,



Jean-Louis Gaudet
 Consultant Class EA Coordinator

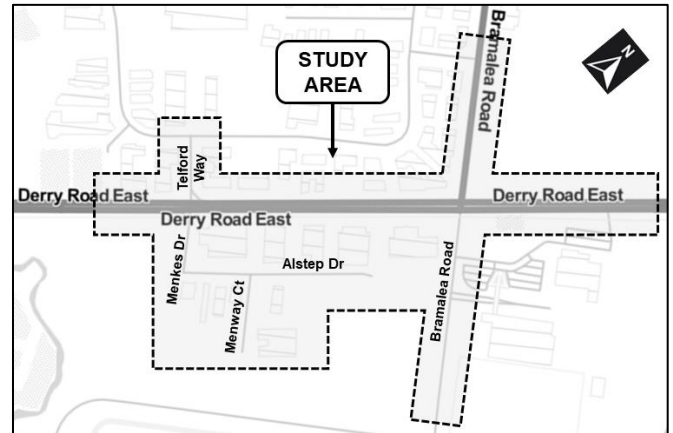
EXP

xc: Sonya Bubas, MCIP, RPP, Region of Peel
 Ryan Au, P.Eng., City of Mississauga
 Yves Marie Monereau, P.Eng., PTOE, RSP, EXP Services Inc.

Notice of Virtual Public Information Centre No. 2
Municipal Class Environmental Assessment Study
for Road Improvements near Derry Road East and Alstep Drive

(also including Bramalea Road, Menkes Drive, Telford Way, and Menway Court)

Bombardier Inc., in partnership with the City of Mississauga and the Region of Peel, has initiated a Municipal Class Environmental Assessment (Class EA) study to assess existing and future road conditions on Derry Road East and Alstep Drive near Menkes Drive and Bramalea Road. The study includes Derry Road East (a Regional Road) as well as Bramalea Road, Menkes Drive, Telford Way, Alstep Drive and Menway Court (all City roads).



The Class EA study has examined how traffic operates on these roadways now and in the future and will identify how best to manage issues related to roadway safety and traffic operations as well as service a variety of users such as motorists, transit users, pedestrians and cyclists.

The study is being conducted as a “Schedule C” project under the Municipal Class Environmental Assessment (October 2000, amended 2015), which is approved under the *Ontario Environmental Assessment Act*. Through this Class EA process, the Project Team is evaluating alternative solutions and designs to select a recommended design, all in consultation with the public and regulatory agencies. An Environmental Study Report (ESR) documenting the entire study process will be available for public review at the end of the study.

Public participation continues to be an important part of this Class EA study. Throughout the study, the Project Team has engaged various agencies and members of the community and consider their input for any decisions that are made.

Virtual Public Information Centre: A virtual Public Information Centre (PIC) will be held on **Monday, February 28, 2022 from 4:30 pm to 6:00 pm**. The Public Information Centre will consist of a presentation by the project team describing the project and the study’s preliminary preferred alternative designs. A copy of the slides and other supporting information will be posted on the project website. Comments are invited to be submitted by **March 14, 2022**. Accessible material is available upon request.

The link for the virtual PIC will be made available at the following webpage on the day of the meeting:

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If you have questions or wish to be added to the project mailing list, please e-mail **derryroadea@exp.com** or contact one of the team members noted below.

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This notice was first issued on February 17, 2022.



February 22, 2022




Re: Derry Road East and Alstep Drive Class EA
Identified Property Requirements for 6975 Tranmere Drive, Mississauga, ON

To Whom it May Concern:

We are writing to provide you with an update on the Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive (Class EA).


The Class EA is currently in Phase 3 and has identified the preliminary preferred alternative design after consultation with stakeholders within the Region of Peel (Region), the City of Mississauga (City), and the Greater Toronto Airports Authority. A virtual Public Information Centre is scheduled for Monday, February 28, 2022 (see attached notice).

We are writing to advise you that the preliminary preferred alternative design includes some minor impacts to the property located at 6975 Tranmere Drive, Mississauga. The records provided by the City and Region indicate this property is owned by your organization .

The purpose of the property requirement is to allow for the installation of a sidewalk along the north side of Derry Road East. This sidewalk would extend from just west of Telford Drive to Bramalea Road. This new sidewalk will help improve mobility and accessibility for pedestrians in the project study area.

The proposed works and anticipated property impacts to 6975 Tranmere Drive consist of the following:

- Sidewalk installation along the north side of Derry Road East.
- As required, match the existing grade, or install a short retaining wall between the northern edge of the sidewalk and the existing grade.
- Repair the Region's catch-basin inlet located adjacent to the splash pad.
- Widen the existing Road Right-of-Way (ROW) by 2.25 m northward to provide the ROW required for the proposed works and to align it with the Policies noted under Section 5.9.4.2 of the Region of Peel's Official Plan.


 Derry Road East and Alstep Drive Class EA: Identified Property Requirements for 6975 Tranmere Drive, Mississauga, ON
 STR-02018572-00
 Feb. 22, 2022

The final scope of permanent and temporary property requirements will be completed during detailed design, at which time the Region's and/or the City's realty services will reach out to your organization.

If you have any questions or comments, please do not hesitate to contact us using the project e-mail address (derryroadea@exp.com) or contact one of the team members noted below.

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For more information about the project, please visit:

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Regards,



Jean-Louis Gaudet
 Consultant Class EA Coordinator

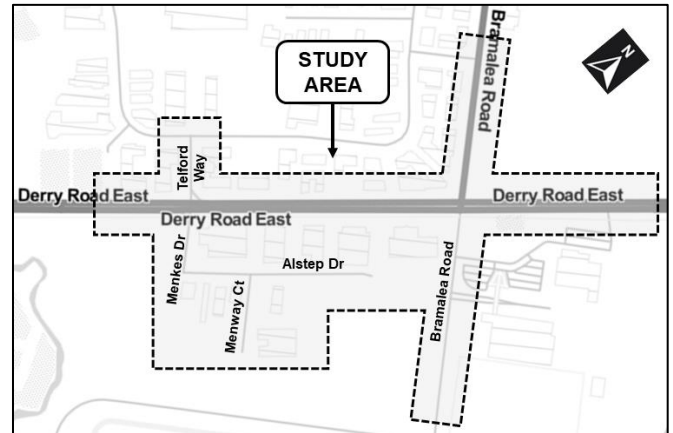
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Notice of Virtual Public Information Centre No. 2
Municipal Class Environmental Assessment Study
for Road Improvements near Derry Road East and Alstep Drive

(also including Bramalea Road, Menkes Drive, Telford Way, and Menway Court)

Bombardier Inc., in partnership with the City of Mississauga and the Region of Peel, has initiated a Municipal Class Environmental Assessment (Class EA) study to assess existing and future road conditions on Derry Road East and Alstep Drive near Menkes Drive and Bramalea Road. The study includes Derry Road East (a Regional Road) as well as Bramalea Road, Menkes Drive, Telford Way, Alstep Drive and Menway Court (all City roads).



The Class EA study has examined how traffic operates on these roadways now and in the future and will identify how best to manage issues related to roadway safety and traffic operations as well as service a variety of users such as motorists, transit users, pedestrians and cyclists.

The study is being conducted as a “Schedule C” project under the Municipal Class Environmental Assessment (October 2000, amended 2015), which is approved under the *Ontario Environmental Assessment Act*. Through this Class EA process, the Project Team is evaluating alternative solutions and designs to select a recommended design, all in consultation with the public and regulatory agencies. An Environmental Study Report (ESR) documenting the entire study process will be available for public review at the end of the study.

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This notice was first issued on February 17, 2022.



February 22, 2022




Re: Derry Road East and Alstep Drive Class EA
Identified Property Requirements for 6999 Tranmere Drive, Mississauga, ON

To Whom it May Concern:

We are writing to provide you with an update on the Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive (Class EA).

The Class EA is currently in Phase 3 and has identified the preliminary preferred alternative design after consultation with stakeholders within the Region of Peel (Region), the City of Mississauga (City), and the Greater Toronto Airports Authority. A virtual Public Information Centre is scheduled for Monday, February 28, 2022 (see attached notice).

We are writing to advise you that the preliminary preferred alternative design includes some minor impacts to the property located at 6999 Tranmere Drive, Mississauga. The records provided by the City and Region indicate this property is owned by your organization, .

The purpose of the property requirement is to allow for the installation of a sidewalk along the north side of Derry Road East. This sidewalk would extend from just west of Telford Drive to Bramalea Road. This new sidewalk will help improve mobility and accessibility for pedestrians in the project study area.

The proposed works and anticipated property impacts to 6999 Tranmere Drive consist of the following:

- Sidewalk installation along the north side of Derry Road East.
- As required, match the existing grade, or install a short retaining wall between the northern edge of the sidewalk and the existing grade.
- Widen the existing Road Right-of-Way (ROW) by 2.25 m northward to provide the ROW required for the proposed works and to align it with the Policies noted under Section 5.9.4.2 of the Region of Peel's Official Plan.

The final scope of permanent and temporary property requirements will be completed during detailed design, at which time the Region's and/or the City's realty services will reach out to your organization.

Derry Road East and Alstep Drive Class EA: Identified Property Requirements for 6999 Tranmere Drive, Mississauga, ON
 STR-02018572-00
 Feb. 22, 2022

If you have any questions or comments, please do not hesitate to contact us using the project e-mail address (derryroadea@exp.com) or contact one of the team members noted below.

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For more information about the project, please visit:

<http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

Regards,



Jean-Louis Gaudet
 Consultant Class EA Coordinator

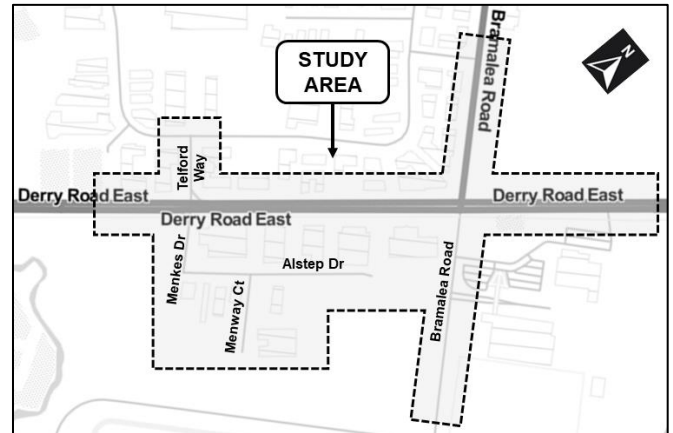
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 Yves Marie Monereau, P.Eng., PTOE, RSP, EXP Services Inc.

Notice of Virtual Public Information Centre No. 2
Municipal Class Environmental Assessment Study
for Road Improvements near Derry Road East and Alstep Drive

(also including Bramalea Road, Menkes Drive, Telford Way, and Menway Court)

Bombardier Inc., in partnership with the City of Mississauga and the Region of Peel, has initiated a Municipal Class Environmental Assessment (Class EA) study to assess existing and future road conditions on Derry Road East and Alstep Drive near Menkes Drive and Bramalea Road. The study includes Derry Road East (a Regional Road) as well as Bramalea Road, Menkes Drive, Telford Way, Alstep Drive and Menway Court (all City roads).



The Class EA study has examined how traffic operates on these roadways now and in the future and will identify how best to manage issues related to roadway safety and traffic operations as well as service a variety of users such as motorists, transit users, pedestrians and cyclists.

The study is being conducted as a “Schedule C” project under the Municipal Class Environmental Assessment (October 2000, amended 2015), which is approved under the *Ontario Environmental Assessment Act*. Through this Class EA process, the Project Team is evaluating alternative solutions and designs to select a recommended design, all in consultation with the public and regulatory agencies. An Environmental Study Report (ESR) documenting the entire study process will be available for public review at the end of the study.

Public participation continues to be an important part of this Class EA study. Throughout the study, the Project Team has engaged various agencies and members of the community and consider their input for any decisions that are made.

Virtual Public Information Centre: A virtual Public Information Centre (PIC) will be held on **Monday, February 28, 2022 from 4:30 pm to 6:00 pm**. The Public Information Centre will consist of a presentation by the project team describing the project and the study’s preliminary preferred alternative designs. A copy of the slides and other supporting information will be posted on the project website. Comments are invited to be submitted by **March 14, 2022**. Accessible material is available upon request.

The link for the virtual PIC will be made available at the following webpage on the day of the meeting:

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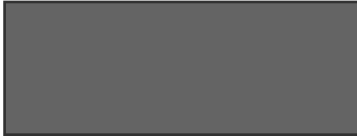
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This notice was first issued on February 17, 2022.



February 22, 2022




Re: Derry Road East and Alstep Drive Class EA
Identified Property Requirements for 7033 Telford Way, Mississauga, ON

To Whom it May Concern:

We are writing to provide you with an update on the Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive (Class EA).


The Class EA is currently in Phase 3 and has identified the preliminary preferred alternative design after consultation with stakeholders within the Region of Peel (Region), the City of Mississauga (City), and the Greater Toronto Airports Authority. A virtual Public Information Centre is scheduled for Monday, February 28, 2022 (see attached notice).

We are writing to advise you that the preliminary preferred alternative design includes some minor impacts to the property located at 7033 Telford Way. The records provided by the City and Region indicate this property is owned by your organization .

The purpose of the property requirement is to allow for the installation of a sidewalk on the north side of Derry Road East, which is proposed to be installed across the entire Class EA study area. This sidewalk will help to improve mobility and accessibility for pedestrians in the project study area.

The proposed works adjacent to 7033 Telford Way and the anticipated property impacts to same consist of the following:

- Sidewalk improvements along the north side of Derry Road East.
- Relocate the bus stop on the north side of Derry Road East behind the sidewalk.
- Widen the sidewalk at the northeast corner of the Derry Road East and Telford Way intersection.
- As required, match the existing grade, or install a short retaining wall between the northern edge of the sidewalk and the existing grade.
- Widen the existing Road Right-of-Way by 2.25 m northward to provide the ROW required for the proposed works and to align it with the Policies noted under Section 5.9.4.2 of the Region of Peel's Official Plan.
- No impacts to the southern parking lot curb are anticipated at this time. However, any potential


 Derry Road East and Alstep Drive Class EA: Identified Property Requirements for 7033 Telford Way, Mississauga, ON
 STR-02018572-00
 Feb. 22, 2022

impacts to the curb would be identified during detailed design of the sidewalk and would be communicated to the ownership of 7033 Telford Way.

The final scope of permanent and temporary property requirements will be completed during detailed design, at which time the Region's and/or the City's realty services will reach out to your organization.

If you have any questions or comments, please do not hesitate to contact us using the project e-mail address (derryroadea@exp.com) or contact one of the team members noted below.

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For more information about the project, please visit:

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Regards,



Jean-Louis Gaudet
 Consultant Class EA Coordinator

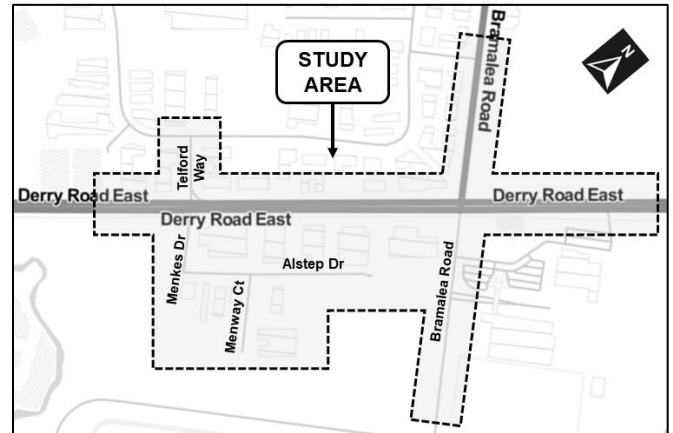
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Municipal Class Environmental Assessment Study
for Road Improvements near Derry Road East and Alstep Drive

(also including Bramalea Road, Menkes Drive, Telford Way, and Menway Court)

Bombardier Inc., in partnership with the City of Mississauga and the Region of Peel, has initiated a Municipal Class Environmental Assessment (Class EA) study to assess existing and future road conditions on Derry Road East and Alstep Drive near Menkes Drive and Bramalea Road. The study includes Derry Road East (a Regional Road) as well as Bramalea Road, Menkes Drive, Telford Way, Alstep Drive and Menway Court (all City roads).



The Class EA study has examined how traffic operates on these roadways now and in the future and will identify how best to manage issues related to roadway safety and traffic operations as well as service a variety of users such as motorists, transit users, pedestrians and cyclists.

The study is being conducted as a “Schedule C” project under the Municipal Class Environmental Assessment (October 2000, amended 2015), which is approved under the *Ontario Environmental Assessment Act*. Through this Class EA process, the Project Team is evaluating alternative solutions and designs to select a recommended design, all in consultation with the public and regulatory agencies. An Environmental Study Report (ESR) documenting the entire study process will be available for public review at the end of the study.

Public participation continues to be an important part of this Class EA study. Throughout the study, the Project Team has engaged various agencies and members of the community and consider their input for any decisions that are made.

Virtual Public Information Centre: A virtual Public Information Centre (PIC) will be held on **Monday, February 28, 2022 from 4:30 pm to 6:00 pm**. The Public Information Centre will consist of a presentation by the project team describing the project and the study’s preliminary preferred alternative designs. A copy of the slides and other supporting information will be posted on the project website. Comments are invited to be submitted by **March 14, 2022**. Accessible material is available upon request.

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During the COVID-19 public emergency, we are keeping the community safe by complying with regional and provincial guidelines, supporting physical distancing, and postponing in person public meetings. Engagement for essential and priority projects continues online paired with universally accessible methods.

Notice of Collection of Personal Information: Personal information is collected under the authority of the Environmental Assessment Act and will be used in the assessment process. With exception of personal information, all comments shall become part of the public records. Questions about this collection should be directed to the Project Manager listed above.

This notice was first issued on February 17, 2022.



February 22, 2022




Re: Derry Road East and Alstep Drive Class EA
Identified Property Requirements for 7050 Bramalea Road, Mississauga, ON

To Whom it May Concern:

We are writing to provide you with an update on the Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive (Class EA).

The Class EA is currently in Phase 3 and has identified the preliminary preferred alternative design after consultation with stakeholders within the Region of Peel (Region), the City of Mississauga (City), and the Greater Toronto Airports Authority. A virtual Public Information Centre is scheduled for Monday, February 28, 2022 (see attached notice).

We are writing to advise you that the preliminary preferred alternative design includes some minor impacts to the property located at 7050 Bramalea Road. The records provided by the City and Region indicate this property is owned by your organization .

The purpose of the property requirement is to allow for the installation of a sidewalk on the north side of Derry Road East, which is proposed to be installed across the entire Class EA study area. This sidewalk will help to improve mobility and accessibility for pedestrians in the project study area.

The proposed works and anticipated property impacts to 7050 Bramalea Road consist of the following:

- Install a sidewalk along the north side of Derry Road East. A portion of this new sidewalk would be built on the grassed boulevard adjacent to the road Right-of-Way.
- As required, match the existing grade or install a short retaining wall between the northern edge of the sidewalk and the existing grade.
- Widen the existing Road Right-of-Way by 4.5m northward to provide the ROW required for the proposed works and to align it with the Policies noted under Section 5.9.4.2 of the Region of Peel's Official Plan.
- No impacts to the southern parking lot curb are anticipated at this time. However, any potential impacts to the curb would be identified during detailed design of the sidewalk and would be

communicated to the ownership of 7050 Bramalea Road.

The final scope of permanent and temporary property requirements will be completed during detailed design, at which time the Region's and/or the City's realty services will reach out to your organization.

If you have any questions or comments, please do not hesitate to contact us using the project e-mail address (derryroadea@exp.com) or contact one of the team members noted below.

Yves Marie Monereau, P.Eng., PTOE, RSP Consultant Project Manager EXP Services 1595 Clark Boulevard Brampton, ON, L6T 4V1 Phone: 905-793-9800 Ext. 2336	Sonya Bubas, MCIP, RPP Region of Peel Project Manager Region of Peel 10 Peel Centre Dr., Suite B, 4 th Floor Brampton, ON L6T 4B9 Phone: 905-791-7800 Ext. 7801	Ryan Au, P.Eng. City of Mississauga Project Manager City of Mississauga 201 City Centre Drive, Suite 800 Mississauga, Ontario L5B 2T4 Phone: 905-615-3200 Ext.3713
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For more information about the project, please visit:

<http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

Regards,



Jean-Louis Gaudet
 Consultant Class EA Coordinator

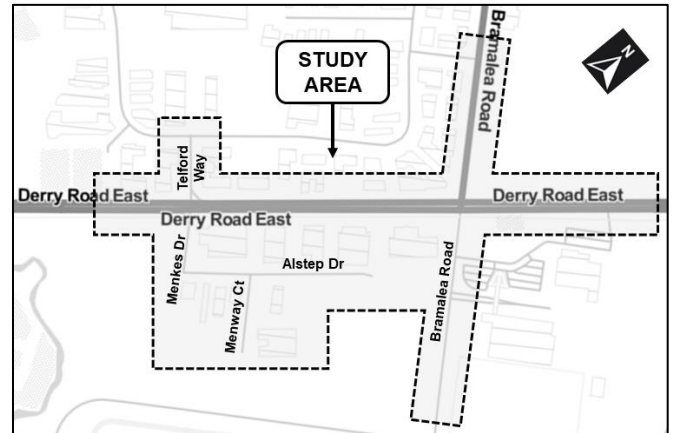
EXP

xc: Sonya Bubas, MCIP, RPP, Region of Peel
 Ryan Au, P.Eng., City of Mississauga
 Yves Marie Monereau, P.Eng., PTOE, RSP, EXP Services Inc.

Notice of Virtual Public Information Centre No. 2
Municipal Class Environmental Assessment Study
for Road Improvements near Derry Road East and Alstep Drive

(also including Bramalea Road, Menkes Drive, Telford Way, and Menway Court)

Bombardier Inc., in partnership with the City of Mississauga and the Region of Peel, has initiated a Municipal Class Environmental Assessment (Class EA) study to assess existing and future road conditions on Derry Road East and Alstep Drive near Menkes Drive and Bramalea Road. The study includes Derry Road East (a Regional Road) as well as Bramalea Road, Menkes Drive, Telford Way, Alstep Drive and Menway Court (all City roads).



The Class EA study has examined how traffic operates on these roadways now and in the future and will identify how best to manage issues related to roadway safety and traffic operations as well as service a variety of users such as motorists, transit users, pedestrians and cyclists.

The study is being conducted as a “Schedule C” project under the Municipal Class Environmental Assessment (October 2000, amended 2015), which is approved under the *Ontario Environmental Assessment Act*. Through this Class EA process, the Project Team is evaluating alternative solutions and designs to select a recommended design, all in consultation with the public and regulatory agencies. An Environmental Study Report (ESR) documenting the entire study process will be available for public review at the end of the study.

Public participation continues to be an important part of this Class EA study. Throughout the study, the Project Team has engaged various agencies and members of the community and consider their input for any decisions that are made.

Virtual Public Information Centre: A virtual Public Information Centre (PIC) will be held on **Monday, February 28, 2022 from 4:30 pm to 6:00 pm**. The Public Information Centre will consist of a presentation by the project team describing the project and the study’s preliminary preferred alternative designs. A copy of the slides and other supporting information will be posted on the project website. Comments are invited to be submitted by **March 14, 2022**. Accessible material is available upon request.

The link for the virtual PIC will be made available at the following webpage on the day of the meeting:

<http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

If you have questions or wish to be added to the project mailing list, please e-mail **derryroadea@exp.com** or contact one of the team members noted below.

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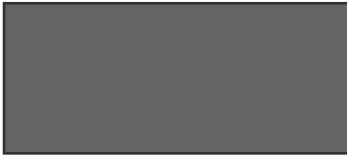
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This notice was first issued on February 17, 2022.



February 22, 2022

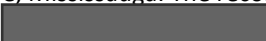


Re: Derry Road East and Alstep Drive Class EA
Identified Property Requirements for 7055 Tranmere Drive, Mississauga, ON

To Whom it May Concern:

We are writing to provide you with an update on the Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive (Class EA).

The Class EA is currently in Phase 3 and has identified the preliminary preferred alternative design after consultation with stakeholders within the Region of Peel (Region), the City of Mississauga (City), and the Greater Toronto Airports Authority. A virtual Public Information Centre is scheduled for Monday, February 28, 2022 (see attached notice).


We are writing to advise you that the preliminary preferred alternative design includes some minor impacts to the property located at 7055 Tranmere Drive, Mississauga. The records provided by the City and Region indicate this property is owned by your organization .

The purpose of the property requirement is to allow for the installation of a sidewalk along the north side of Derry Road East. This sidewalk would extend from just west of Telford Drive to Bramalea Road. This new sidewalk will help improve mobility and accessibility for pedestrians in the project study area.

The proposed works and anticipated property impacts to 7055 Tranmere Drive consist of the following:

- Sidewalk installation along the north side of Derry Road East.
- As required, match the existing grade, or install a short retaining wall between the northern edge of the sidewalk and the existing grade.
- Widen the existing Road Right-of-Way (ROW) by 2.25 m northward to provide the ROW required for the proposed works and to align it with the Policies noted under Section 5.9.4.2 of the Region of Peel's Official Plan.

The final scope of permanent and temporary property requirements will be completed during detailed design, at which time the Region's and/or the City's realty services will reach out to your organization.


 Derry Road East and Alstep Drive Class EA: Identified Property Requirements for 7055 Tranmere Drive, Mississauga, ON
 STR-02018572-00
 Feb. 22, 2022

If you have any questions or comments, please do not hesitate to contact us using the project e-mail address (derryroadea@exp.com) or contact one of the team members noted below.

Yves Marie Monereau, P.Eng., PTOE, RSP Consultant Project Manager EXP Services 1595 Clark Boulevard Brampton, ON, L6T 4V1 Phone: 905-793-9800 Ext. 2336	Sonya Bubas, MCIP, RPP Region of Peel Project Manager Region of Peel 10 Peel Centre Dr., Suite B, 4 th Floor Brampton, ON L6T 4B9 Phone: 905-791-7800 Ext. 7801	Ryan Au, P.Eng. City of Mississauga Project Manager City of Mississauga 201 City Centre Drive, Suite 800 Mississauga, Ontario L5B 2T4 Phone: 905-615-3200 Ext.3713
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For more information about the project, please visit:

<http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

Regards,



Jean-Louis Gaudet
 Consultant Class EA Coordinator

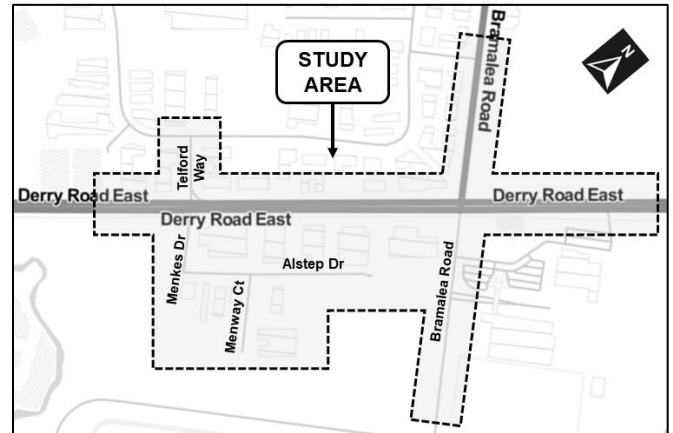
EXP

xc: Sonya Bubas, MCIP, RPP, Region of Peel
 Ryan Au, P.Eng., City of Mississauga
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Notice of Virtual Public Information Centre No. 2
Municipal Class Environmental Assessment Study
for Road Improvements near Derry Road East and Alstep Drive

(also including Bramalea Road, Menkes Drive, Telford Way, and Menway Court)

Bombardier Inc., in partnership with the City of Mississauga and the Region of Peel, has initiated a Municipal Class Environmental Assessment (Class EA) study to assess existing and future road conditions on Derry Road East and Alstep Drive near Menkes Drive and Bramalea Road. The study includes Derry Road East (a Regional Road) as well as Bramalea Road, Menkes Drive, Telford Way, Alstep Drive and Menway Court (all City roads).



The Class EA study has examined how traffic operates on these roadways now and in the future and will identify how best to manage issues related to roadway safety and traffic operations as well as service a variety of users such as motorists, transit users, pedestrians and cyclists.

The study is being conducted as a “Schedule C” project under the Municipal Class Environmental Assessment (October 2000, amended 2015), which is approved under the *Ontario Environmental Assessment Act*. Through this Class EA process, the Project Team is evaluating alternative solutions and designs to select a recommended design, all in consultation with the public and regulatory agencies. An Environmental Study Report (ESR) documenting the entire study process will be available for public review at the end of the study.

Public participation continues to be an important part of this Class EA study. Throughout the study, the Project Team has engaged various agencies and members of the community and consider their input for any decisions that are made.

Virtual Public Information Centre: A virtual Public Information Centre (PIC) will be held on **Monday, February 28, 2022 from 4:30 pm to 6:00 pm**. The Public Information Centre will consist of a presentation by the project team describing the project and the study’s preliminary preferred alternative designs. A copy of the slides and other supporting information will be posted on the project website. Comments are invited to be submitted by **March 14, 2022**. Accessible material is available upon request.

The link for the virtual PIC will be made available at the following webpage on the day of the meeting:

<http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

If you have questions or wish to be added to the project mailing list, please e-mail **derryroadea@exp.com** or contact one of the team members noted below.

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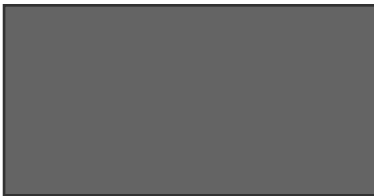
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This notice was first issued on February 17, 2022.



February 22, 2022

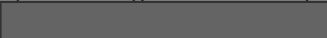


Re: Derry Road East and Alstep Drive Class EA
Identified Property Requirements for 7065 Tranmere Drive, Mississauga, ON

To Whom it May Concern:

We are writing to provide you with an update on the Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive (Class EA).


The Class EA is currently in Phase 3 and has identified the preliminary preferred alternative design after consultation with stakeholders within the Region of Peel (Region), the City of Mississauga (City), and the Greater Toronto Airports Authority. A virtual Public Information Centre is scheduled for Monday, February 28, 2022 (see attached notice).

We are writing to advise you that the preliminary preferred alternative design includes some minor impacts to the property located at 7065 Tranmere Drive, Mississauga. The records provided by the City and Region indicate this property is owned by your organization .

The purpose of the property requirement is to allow for the installation of a sidewalk along the north side of Derry Road East. This sidewalk would extend from just west of Telford Drive to Bramalea Road. This new sidewalk will help improve mobility and accessibility for pedestrians in the project study area.

The proposed works and anticipated property impacts to 7065 Tranmere Drive consist of the following:

- Sidewalk installation along the north side of Derry Road East.
- As required, match the existing grade, or install a short retaining wall between the northern edge of the sidewalk and the existing grade.
- Widen the existing Road Right-of-Way (ROW) by 2.25 m northward to provide the ROW required for the proposed works and to align it with the Policies noted under Section 5.9.4.2 of the Region of Peel's Official Plan.


 Derry Road East and Alstep Drive Class EA: Identified Property Requirements for 7065 Tranmere Drive, Mississauga, ON
 STR-02018572-00
 Feb. 22, 2022

The final scope of permanent and temporary property requirements will be completed during detailed design, at which time the Region's and/or the City's realty services will reach out to your organization.

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Regards,



Jean-Louis Gaudet
 Consultant Class EA Coordinator

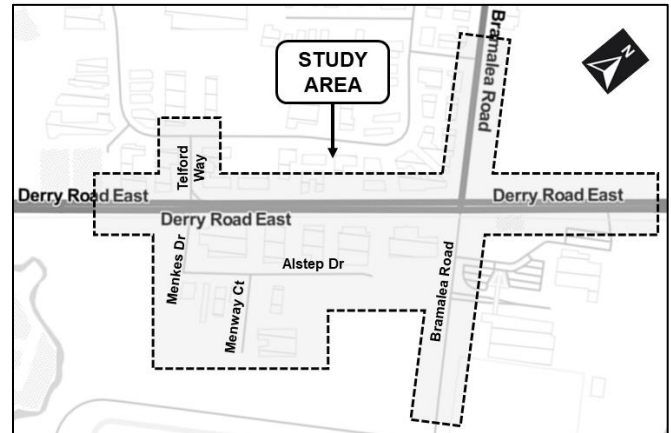
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This notice was first issued on February 17, 2022.



1595 Clark Blvd.
Brampton, ON L6T 4V1, CANADA
T: 1.905.793.9800 • EXP.com

Memorandum

Date: March 15, 2022 **Memo No.:** PIC #2

Project Name: Derry Road / Alstep Drive Class EA **Project No.:** STR-02018572-00

Written By: Jean-Louis Gaudet

Subject: Public Information Centre #2 Summary

To: Sonya Bubas
Ryan Au
James Lambie Region of Peel
City of Mississauga
Bombardier Inc.

NOTICE OF CONFIDENTIALITY AND PRIVILEGE

This message from exp Services Inc. is intended only for the use of the individual or entity to which it is addressed and may contain information which is privileged, confidential or proprietary

1. Introduction

Bombardier Inc., in partnership with the City of Mississauga and the Region of Peel, has initiated a Municipal Class Environmental Assessment (Class EA) study to assess existing and future road conditions on Derry Road East and Alstep Drive near Menkes Drive and Bramalea Road. The study includes Derry Road East (a Regional Road) as well as Bramalea Road, Menkes Drive, Telford Way, Alstep Drive and Menway Court (all City roads).

On Monday, February 28, 2022, Public Information Centre (PIC) #2 was held online to provide a project update and present the study's recommended alternative designs.

This report provides a summary of the meeting, including its meeting format, promotion, the questions and comments provided by meeting participants, and submitted feedback.

2. Meeting Format

The Virtual PIC was hosted via Cisco Webex. Participants had the option of joining by computer, mobile device or telephone audio. During the meeting, the project team delivered a presentation, which was followed by a question-and-answer session. The meeting was attended by 9 members of the public and 1 Government of Ontario employee.

The presentation included the following topics:

- Welcome and Project Team Introductions;
- Review of EA Planning Process;
- Project Review (including background, study area, and the Problem/Opportunity Statement);
- Review of the Preferred Solution;
- Review of Phase 2 and Phase 3 Studies;
- Evaluation Criteria;
- Alternative Designs (for each of the three intersections);
- Evaluation Results for each set of Alternative Designs;

Memorandum (cont'd)

Derry Road / Alstep Drive Class EA: Public Information Centre #2 Summary
March 15, 2022

- Active Transportation Improvements;
- Review of the Recommended Alternative Designs;
- Project Timeline and Next Steps; and
- Question and Answer Session.

The presentation slides are provided as Attachment #1.

3. Promotion

The virtual PIC was promoted through the following means:

- Notification on the project website (<http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>);
- Advertisement in the Mississauga News (February 17 and 24, 2022);
- Distribution of the notice by e-mail and/or mail to identified stakeholders; and
- Region of Peel twitter feed.

The notice and newspaper cut sheets are provided in Attachment 1. The twitter post is presented in the figure to the right.



Memorandum (cont'd)

Derry Road / Alstep Drive Class EA: Public Information Centre #2 Summary
March 15, 2022

4. Feedback

4.1. Question and Answer Period

A question-and-answer period was held following the presentation where meeting participants were able to share their comments and ask questions of the project team. A summary of the comments and questions raised are noted below, with responses as necessary.

Table 1: Comments and Questions Received during the PIC

Comment / Question	Project Team Response
<ul style="list-style-type: none"> • Concerns raised surrounding having this meeting during working hours, as the meeting may be inaccessible for people who are working or who cannot afford to miss work. • Concerns raised over how long it will take to have a continuous corridor for cycling and walking along Derry Road (for example, from Malton along Derry Road). • Concerns raised that the project is car-centric, that there is a non-Vision Zero approach by putting traffic and congestion first. Concern that Vision Zero has been ignored in the alternatives. 	<p>Thanked for their feedback.</p>
<ul style="list-style-type: none"> • Breakdown requested of the type of trips considered. • What discussions were had with MiWay to improve transit? • Concerns raised that Smart Channels and dual left turn lanes result in greater crossing widths, making intersections more inhospitable to pedestrians. 	<ul style="list-style-type: none"> • EXP: Peel Region has a goal of 40% of trips made by active transportation by 2024. Out of the 5000 trips for the site (arrivals and departures), 30% were considered to be done by alternative modes and 70% by cars. The goal is to facilitate active transportation, carpooling, ridesharing (special parking spots), and transit. Arrivals to the site will be staggered, so vehicles will be accessing the site at different times. • City: The recommended design includes a proposed introduction of queue jump lanes for MiWay vehicles. • EXP: With Smart Channels, priority is made for pedestrians. Pedestrians and cyclists are considered to be part of the road network and mitigation includes the addition of pedestrian signals and increased time provided for pedestrian crossings. Vision Zero was considered by implementing safety measures.

Memorandum (cont'd)

Derry Road / Alstep Drive Class EA: Public Information Centre #2 Summary
March 15, 2022

Comment / Question	Project Team Response
<ul style="list-style-type: none"> • Cycling icon should be added to active transportation slide. • Confusion noted regarding colours on plans shown during the presentation. • Suggested that it would be helpful to do scenario planning or video that shows what the active transportation options are to access the facility, instead of only the 2D drawing shown. Imagery/visuals are important. 	<ul style="list-style-type: none"> • EXP: The multi-use path (MUP) and active transportation facilities would connect to other facilities outside of the study area, including potential future facilities. • EXP: The Region intends to improve active transportation connectivity all along Derry Road, and this EA covers a piece of a larger puzzle. • Region: The detailed evaluation matrix will be available online, and it highlights key criteria related to active transportation, specifically the healthy community criteria.
<ul style="list-style-type: none"> • Property owner along Derry Road asked who pays for the sidewalks and utility pole relocations. 	<ul style="list-style-type: none"> • EXP: At that property owner's location, property requirements would be limited to the area required for providing a sidewalk or to move a utility pole. Installing sidewalks would not require a large area and this would be finalized during detailed design. • Region: The Project team can go over site-specific requirements individually and outside of the PIC, if desired.
<ul style="list-style-type: none"> • Participant thanked project team for their response to earlier questions. They added that they believe active transportation was not sufficiently considered and that the proposed alternatives will make things more dangerous for vulnerable road users. They also noted they were not impressed by the presentation and remain skeptical. 	<ul style="list-style-type: none"> • EXP: Active transportation and safety has been considered. The MUP is to be extended, and a boulevard put in place. Crossing distances across streets were also considered as part of the alternative evaluation process.
<ul style="list-style-type: none"> • Is there a plan to lower the speed limit in this area or introduce traffic calming? 	<ul style="list-style-type: none"> • Region: Through this Class EA Study, there are no current plans to reduce the posted speed limit within the study area. Reducing lane widths has been considered which has been shown to reduce speed. • City: City is looking at speed limits along roads within the City, and this is outside the scope of this project.

Memorandum (cont'd)

Derry Road / Alstep Drive Class EA: Public Information Centre #2 Summary
March 15, 2022

Comment / Question	Project Team Response
<ul style="list-style-type: none">Will the active transportation facilities up Bramalea Road cross the 407?	<ul style="list-style-type: none">City: North of the 407 is within the City of Brampton. The City of Mississauga has cycling routes that extend to Brampton.Region: This project is providing active transportation facilities that can be connected to facilities beyond the limits of the study area.EXP noted that crossing distances across streets were considered as part of the alternative evaluation process.

4.2. Twitter

Three comments were made via twitter. The initial comment included a link to an article about a hit-and-run accident at Derry Road and Cattrick Street. The two comments posts included:

- Too bad Cattrick Drive not included in study. A dangerous place to cross when transferring buses.
- I live in Malton and regularly go north and west into Brampton. What a mess all those bus transfer locations are. It seems there's been no thought about to how to deal with areas transitioning from suburban sprawl to inner-suburb in which public transit is now heavily used.
- Don't forget Kennedy road and Derry. Lots of close calls people running to the other side of street to catch bus transfers. And the amount of trucks in that area make it worse. My so[n] almost got hit twice when crossing because the truck was turning without properly looking.

4.3. Submitted Feedback

Participants were asked to provide their feedback by March 14, 2022. As of March 14, seven comments were submitted via e-mail from when the notice was first issued. The types of comments received included:

- Comment from MiWay advising on design requirements for bus shelters.
- Comment from the Ministry of Transportation Ontario (MTO) asking for consideration to extend project study area to include the provincial highway interchanges.
- Questions from property owner regarding potential impacts to their property, considerations in the design, and questions about the multi-use path.
- Comments from a member of the public noting support of the multi-use path and sidewalks and providing suggestions on how to improve the clarity of the presentation visuals.
- Acknowledgment from the Chippewas of Rama First Nation that they have received the PIC 2 notice and have forwarded the information to their relevant staff for review.

None of the comments received impacted the conclusions of the evaluation.

Design considerations arising from the feedback will be incorporated into the preferred alternative designs as necessary and carried forward into detailed design.



Memorandum (cont'd)

*Derry Road / Alstep Drive Class EA: Public Information Centre #2 Summary
March 15, 2022*

Attachment 4 provides a summary of the comments received via e-mail and responses provided.



Jean-Louis Gaudet
Class EA Consultation Lead

Attachments:

- Attachment 1: PIC #2 Slides
- Attachment 2: Notice and Newspaper Tear Sheets
- Attachment 3: Twitter Comment
- Attachment 4: Summary of E-mailed Comments

Memorandum (cont'd)

*Derry Road / Alstep Drive Class EA: Public Information Centre #2 Summary
March 15, 2022*

Attachment 1: PIC #2 Slides

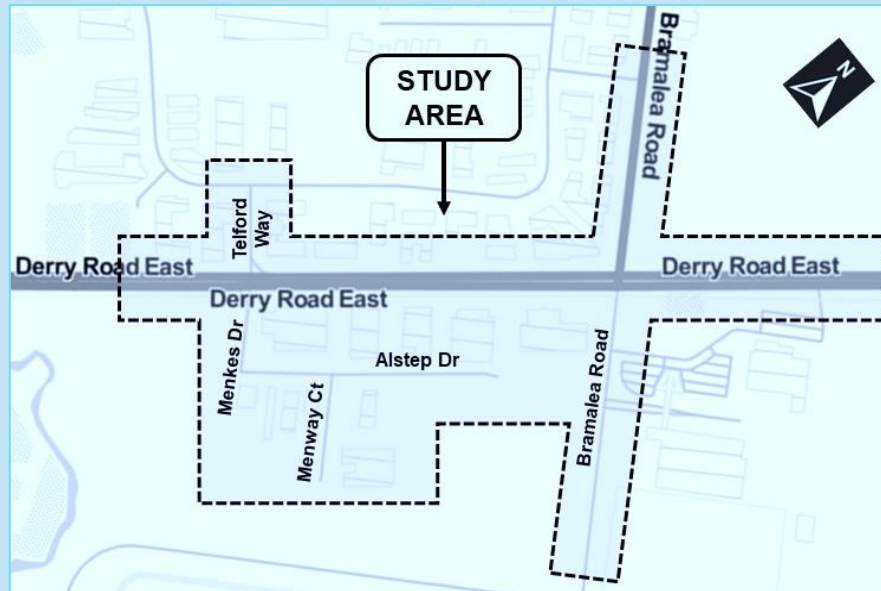
MUNICIPAL CLASS EA STUDY FOR ROAD IMPROVEMENTS NEAR DERRY ROAD EAST AND ALSTEP DRIVE

Virtual

Public Information
Centre (PIC)

Meeting #2

February 28, 2022



derryroadea@exp.com

Website <http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

 **Region
of Peel**
working with you

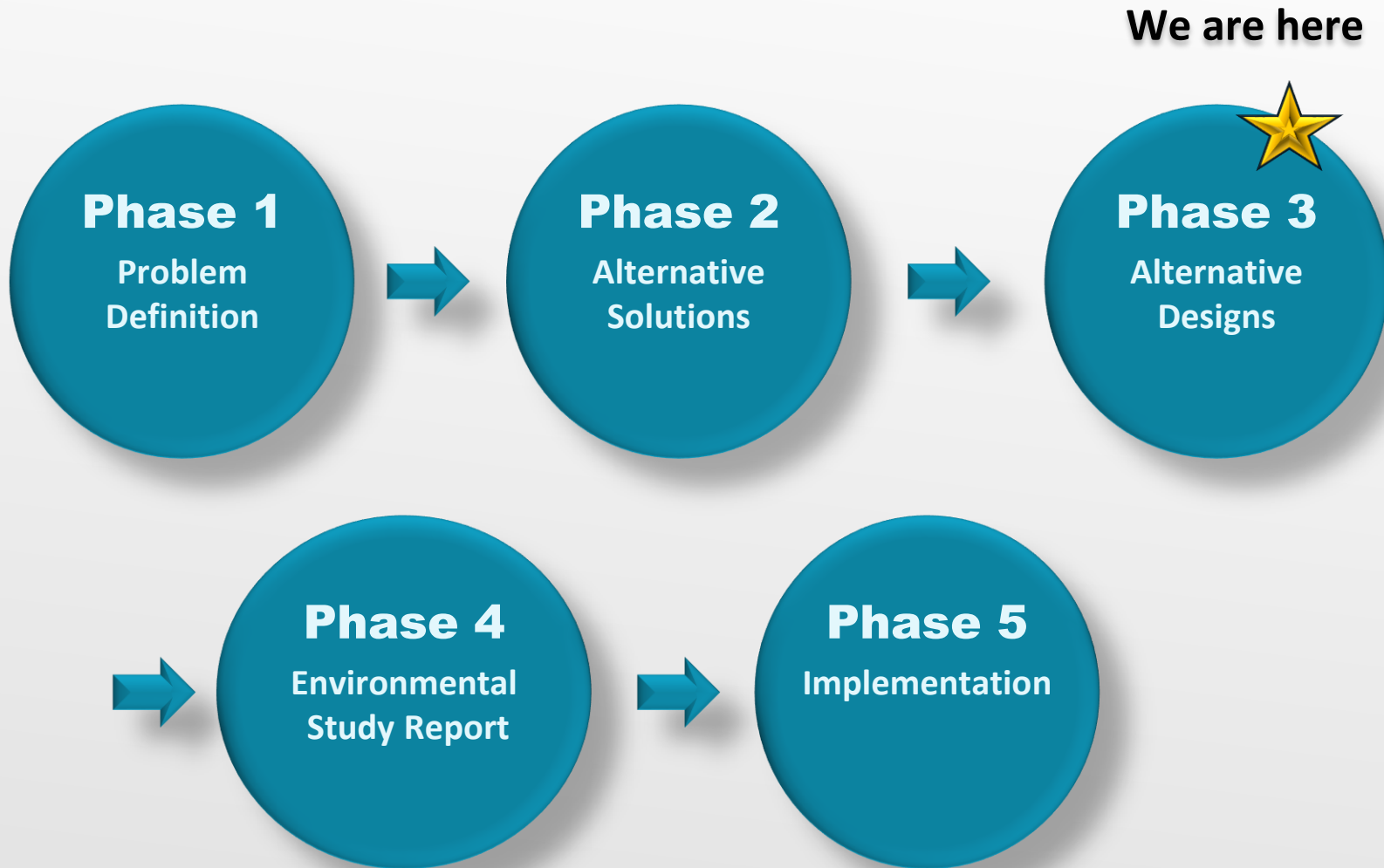
 **MISSISSAUGA**

BOMBARDIER

PIC MEETING AGENDA

- Review of EA Planning Process
- Project Review
- Public Information Centre (PIC) #1 Recap
- Alternative Designs
- Project Timeline and Next Steps

Review of EA Planning Process



- **Phase 1:** Define the problem and opportunities to be addressed
- **Phase 2:** Identify and evaluate the alternative solutions to address the problem
- **Phase 3:** Identify and evaluate the alternative designs for the preferred solution
- **Phase 4:** Prepare the Environmental Study Report (ESR)
- **Phase 5:** Construction

Project Review

PURPOSE OF CLASS EA STUDY

Purpose: To identify how best to accommodate future transportation demands near the Derry Road East / Alstep Drive area.

Why: A key driver for this study is the industrial development of 1890 Alstep Drive by Bombardier Aerospace and associated traffic increases.

How: Class EA Study will assess existing and future road conditions on Derry Road East and Alstep Drive (near Menkes Drive and Bramalea Road) and identify how best to manage issues related to roadway safety and traffic operations.

This Study is being conducted in compliance with Schedule 'C' of the Municipal Class Environmental Assessment (EA) planning and design process (October 2000, as amended in 2007, 2011 and 2015)

Project Review

CLASS EA STUDY BACKGROUND

- Bombardier is developing a site that will generate 5,000 daily trips at full build
- A Traffic Study was conducted which recommended improvements to:
 - ❖ Road network;
 - ❖ Traffic Operations; and,
 - ❖ Active Transportation.
- Class EA was conducted to implement these recommendations



Project Review

CLASS EA ROADWAY STUDY AREA



Study Area Roads

- Industrial Area
- No on-street parking

Transit

- Miway Transit on Derry Road
- Brampton Transit on Derry Road

Active Transportation

- Multi-use pathway on south side of Derry Rd
- Crosswalk on north, south and west legs of Derry Rd / Bramalea Rd intersection

Project Review

PROBLEM / OPPORTUNITY STATEMENT

- As a result of the proposed development at 1890 Alstep Drive, Mississauga, the road network along Derry Road East in the vicinity of its intersections with Bramalea Road and Menkes Drive will not be able to accommodate the traffic demand anticipated by 2031. Improvements to this road network will be necessary to mitigate possible impacts to traffic operations.
- An opportunity exists to make improvements to this road network that will improve the efficiency of traffic and reduce or avoid traffic delays outside of the project study area that either currently exist or are expected to exist by 2031, regardless of whether the development proceeds.



Project Review

PREFERRED SOLUTION

The Preferred Solution developed in consultation with Agencies and the Public will provide:

- Local Intersection Operations Improvements by adding turning lanes and traffic signals
- Transportation demand Management (TDM) Measures for active transportation by adding or enhancing facilities that accommodate walking and cycling
- Extend Alstep Drive

Public Information Centre (PIC) #1 Recap

- Virtual Session on July 28, 2020
 - Hand delivery and direct mail of Notification
 - Project Webpage
 - Presentation slides and detailed evaluation summary

➤ What we Heard



Increased Traffic

- Congestion
- Effect of increased traffic volume on properties



Traffic Improvements

- Red light cameras at Derry Road intersections
- Add right turn lanes at Menkes and Telford onto Derry
- Advanced left-turn arrow at Menkes and Telford onto Derry
- Coordination with planned MiWay improvements



Property Impacts

- Changes to property lines



Construction

- Duration of construction
- Impact of construction on traffic



First Nations Engagement

- Request to be kept informed
- Guidance from Ministry of Environment, Conservation and Parks on First Nations stakeholders



Environmental Protection

- Protection of Urban River Valley land uses near Etobicoke Creek
- Agency guidance on Environmental Protection, including Species at Risk, Source Water Protection, Climate Change, Air Quality, Ecosystem Protection and Restoration, Surface Water & Groundwater, and management of contaminated soils



Utilities

- Request to be kept informed

Review of Phase 2 and Phase 3 Studies

KEY TECHNICAL STUDIES

- Studies completed and presented in PIC #1 include:
 - ❖ Stage 1 Archaeological Assessment
 - ❖ Cultural Heritage Resource Assessment
 - ❖ Natural Heritage Assessment
 - ❖ Traffic assessment
 - ❖ Safety Assessment

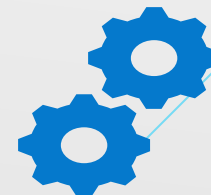
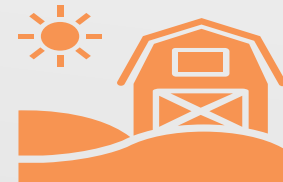
- The following technical studies have been undertaken since the last PIC:
 - ❖ Environmental Site Assessment
 - ❖ Storm Water Management
 - ❖ Tree Inventory

Identification of Evaluation Criteria

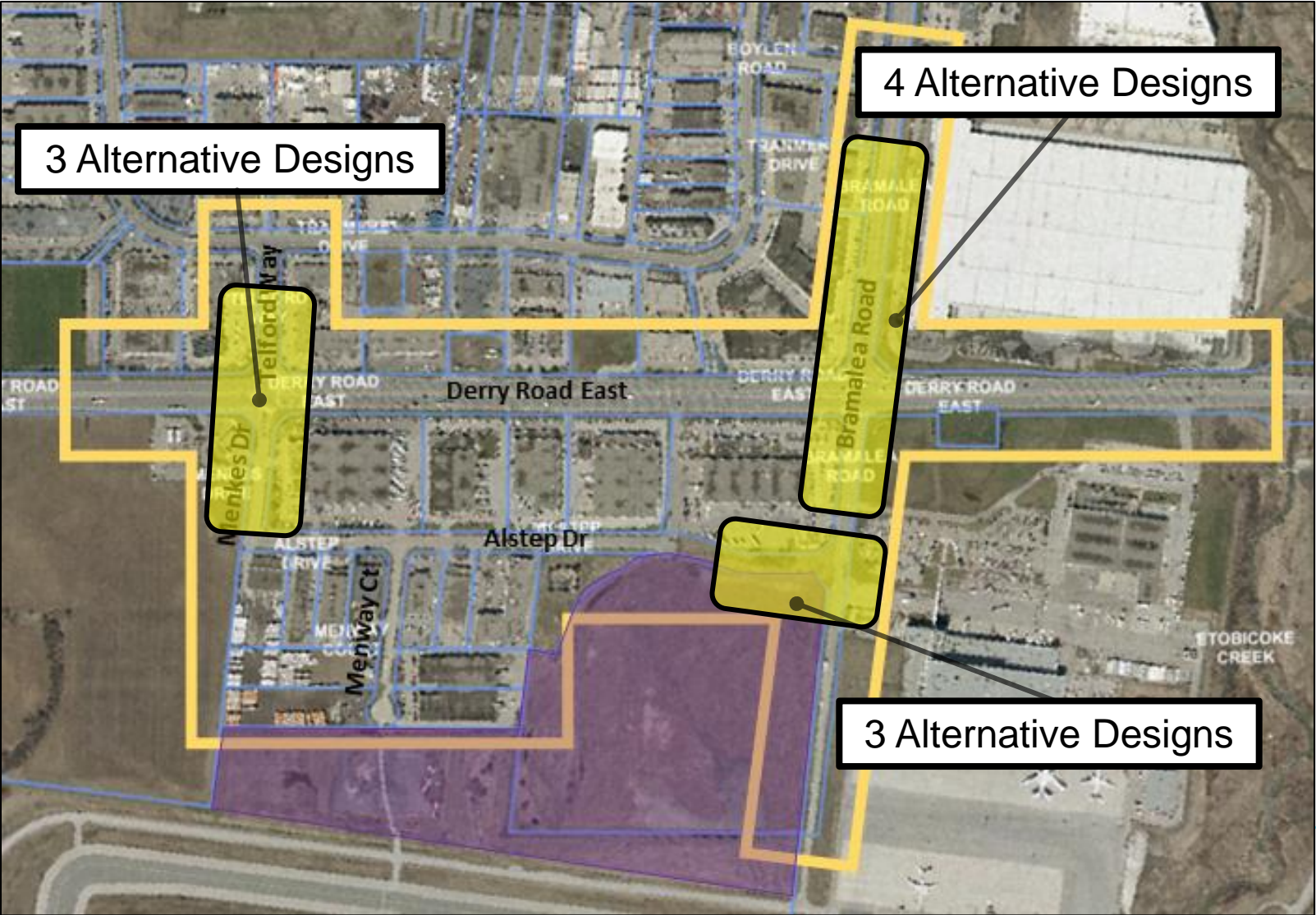
The evaluation of Alternative Designs considers the broad definition of the environment as defined in the Environmental Assessment Act (EAA)



The criteria for evaluating alternative designs are grouped into seven major categories:



Identification of Alternative Design Concepts



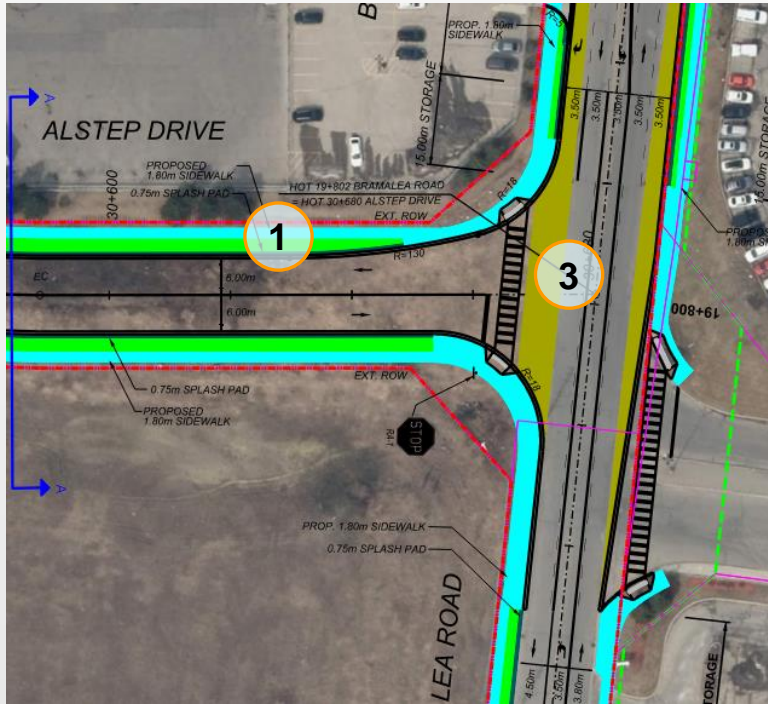
Alstep Drive & Bramalea Road

ALTERNATIVES (INCLUDES ALSTEP EXTENSION COMPONENT)



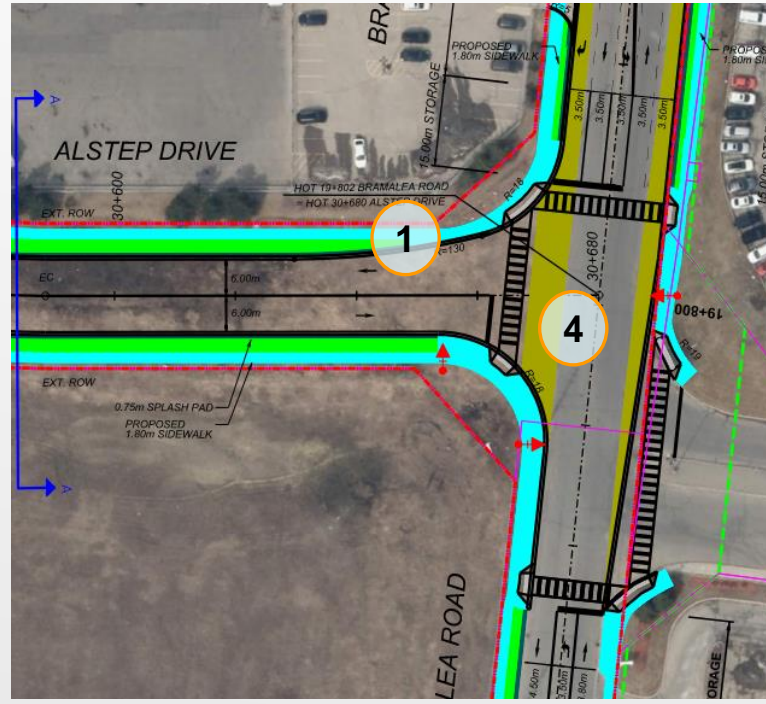
ALTERNATIVE 1

TWO-LANES ON ALSTEP - UNSIGNALIZED



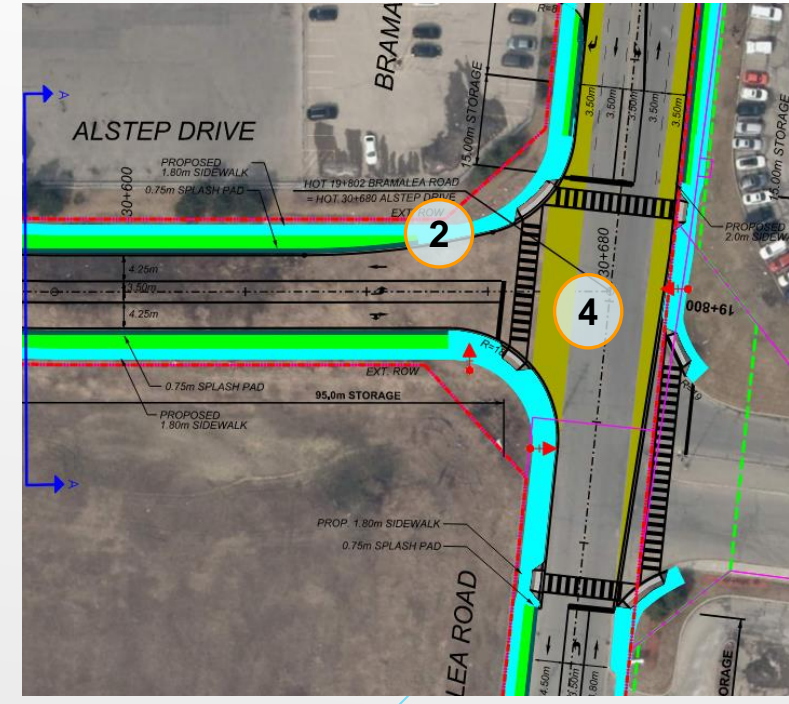
ALTERNATIVE 2

TWO LANES ON ALSTEP - SIGNALIZED



ALTERNATIVE 3

THREE LANES ON ALSTEP - SIGNALIZED































-  Median Removal
-  Road Widening
-  Future Sidewalk
-  Future Multi-Use Path
-  Splash Pad
-  Proposed Median
-  Grass Area

- 1** Two Lanes
- 2** Three Lanes
- 3** Two-Way Stop Controlled
- 4** Signalized Intersection

Alternative Designs - Evaluation Results

ALSTEP DRIVE & BRAMALEA ROAD

	 Planning and Transportation	 Healthy Community	 Natural Environment	 Socio-Economic Environment	 Cultural Environment	 Technical	 Cost
Alternative 1	 <i>Not Preferred</i>	 <i>Neutral</i>	 <i>Preferred</i>	 <i>Preferred</i>	 <i>Preferred</i>	 <i>Preferred</i>	 <i>Preferred</i>
Alternative 2	 <i>Neutral</i>	 <i>Preferred</i>	 <i>Preferred</i>	 <i>Preferred</i>	 <i>Preferred</i>	 <i>Neutral</i>	 <i>Neutral</i>
Alternative 3	 <i>Preferred</i>	 <i>Preferred</i>	 <i>Preferred</i>	 <i>Preferred</i>	 <i>Preferred</i>	 <i>Neutral</i>	 <i>Neutral</i>

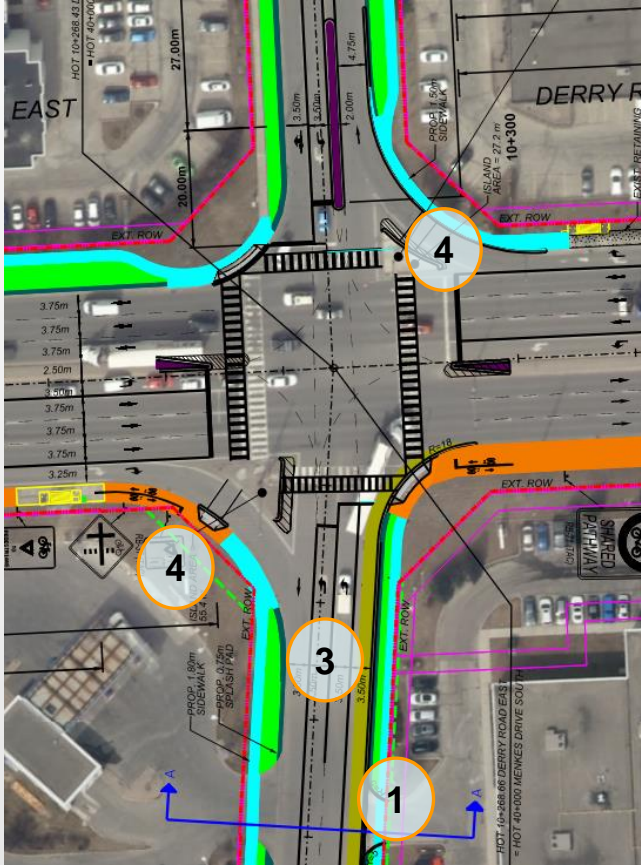


Alternative 3 is most preferred as it improves traffic operations and safety with the addition of both a traffic signal and an eastbound left turn lane.

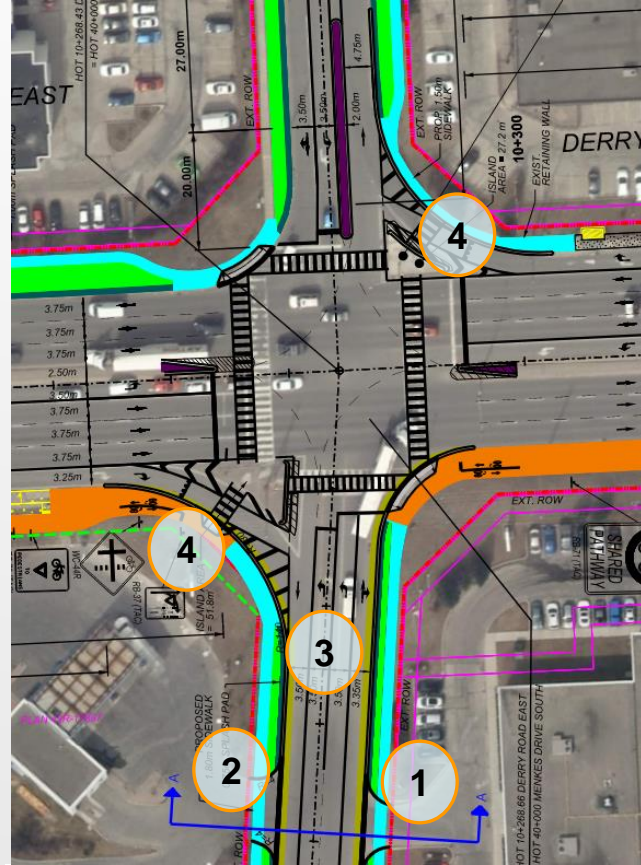
Derry Road E & Menkes Drive / Telford Way



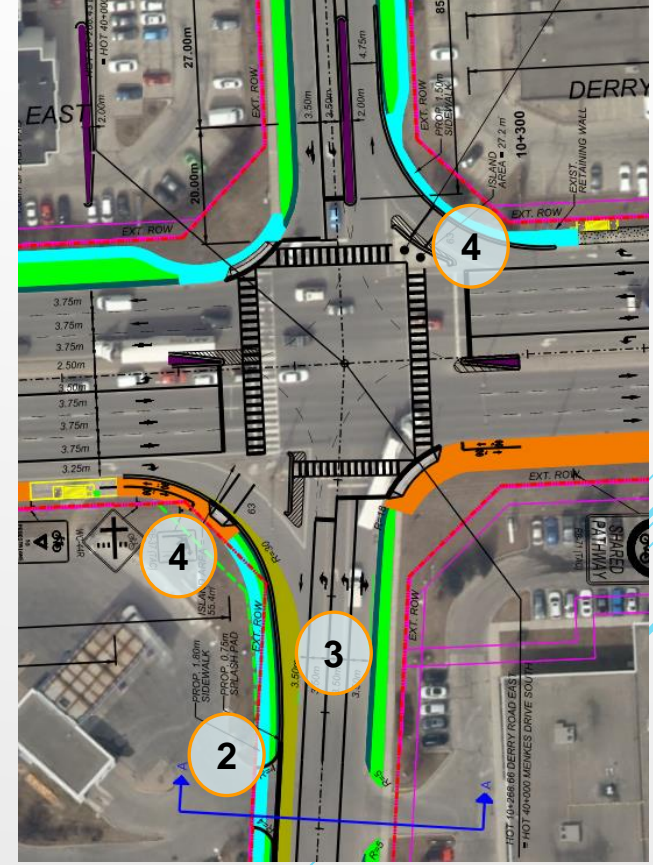
ALTERNATIVE 1: EXTEND MENKES DRIVE TO THE EAST





ALTERNATIVE 2: EXTEND MENKES DRIVE ON BOTH SIDES



ALTERNATIVE 3: EXTEND MENKES DRIVE TO THE WEST
































	Median Removal
	Road Widening
	Future Sidewalk
	Future Multi-Use Path
	Splash Pad
	Proposed Median
	Grass Area

- 1** Extend Pavement to the East
- 2** Extend Pavement to the West
- 3** Add Northbound Left Turn Lane
- 4** Smart Channel

Alternative Designs - Evaluation Results

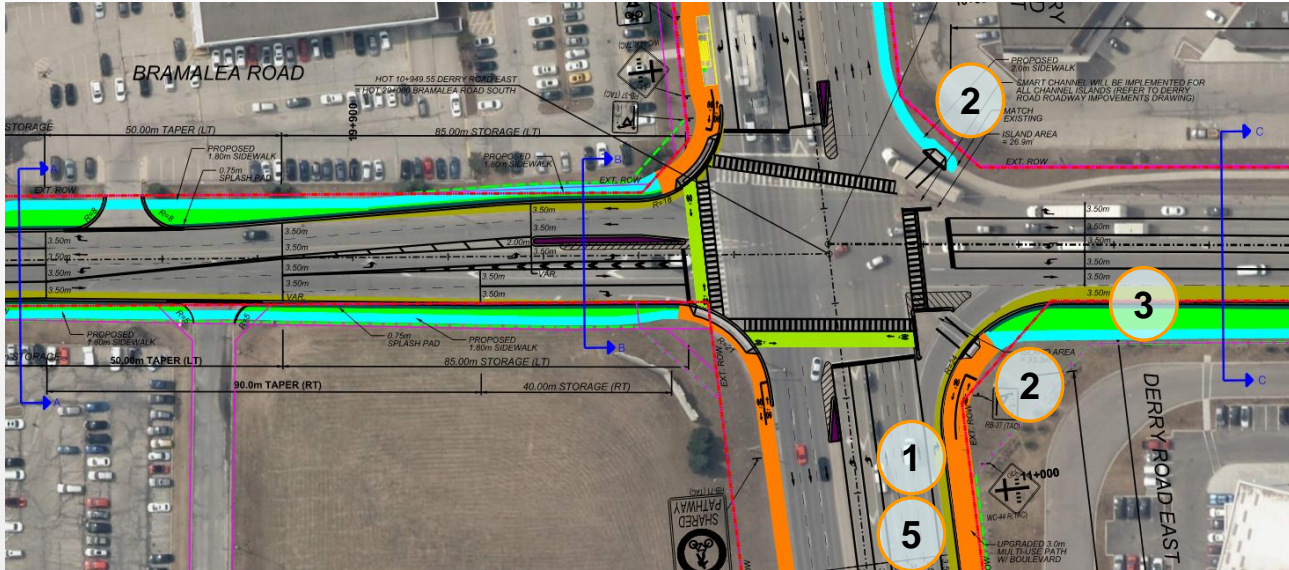
MENKES DRIVE & DERRY ROAD

	 Planning and Transportation	 Healthy Community	 Natural Environment	 Socio-Economic Environment	 Cultural Environment	 Technical	 Cost
Alternative 1	 Preferred	 Neutral	 Neutral	 Neutral	 Preferred	 Neutral	 Preferred
Alternative 2	 Preferred	 Preferred	 Preferred	 Preferred	 Preferred	 Preferred	 Neutral
Alternative 3	 Preferred	 Not Preferred	 Neutral	 Neutral	 Preferred	 Not Preferred	 Neutral

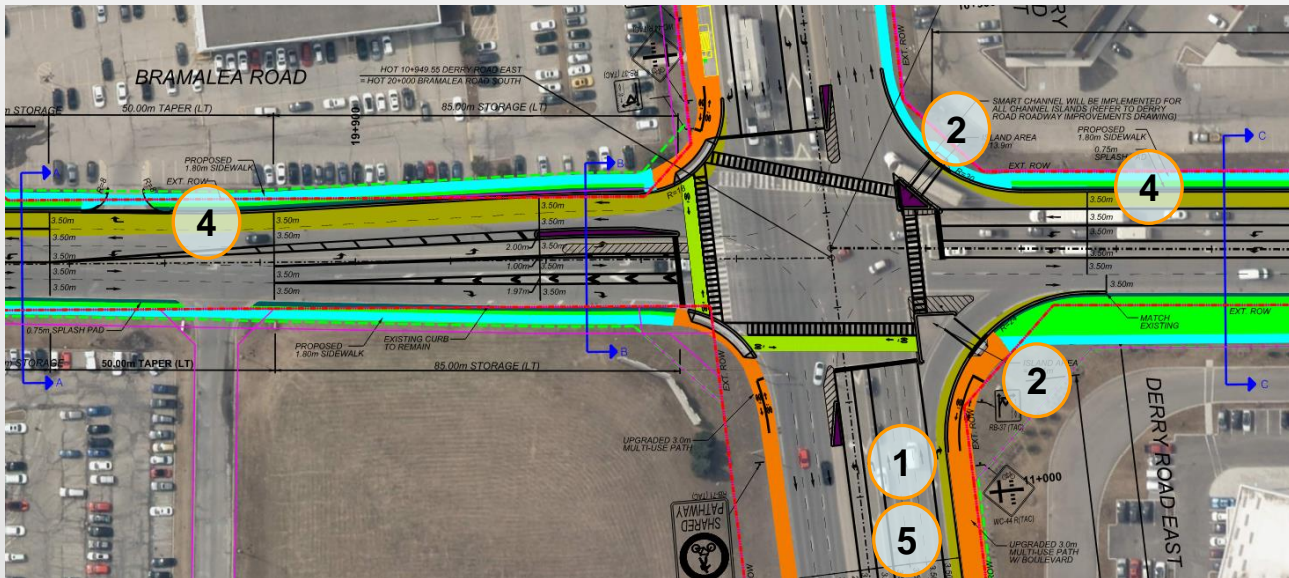
 **Alternative 2** is most preferred as it provides additional design flexibility by extending pavement on both sides. This reduces impacts to boulevard trees and utilities.








Derry Road E & Bramalea Road

**ALTERNATIVE 1:
EXTEND BRAMALEA
TO EAST**



**ALTERNATIVE 2:
EXTEND BRAMALEA
TO WEST**

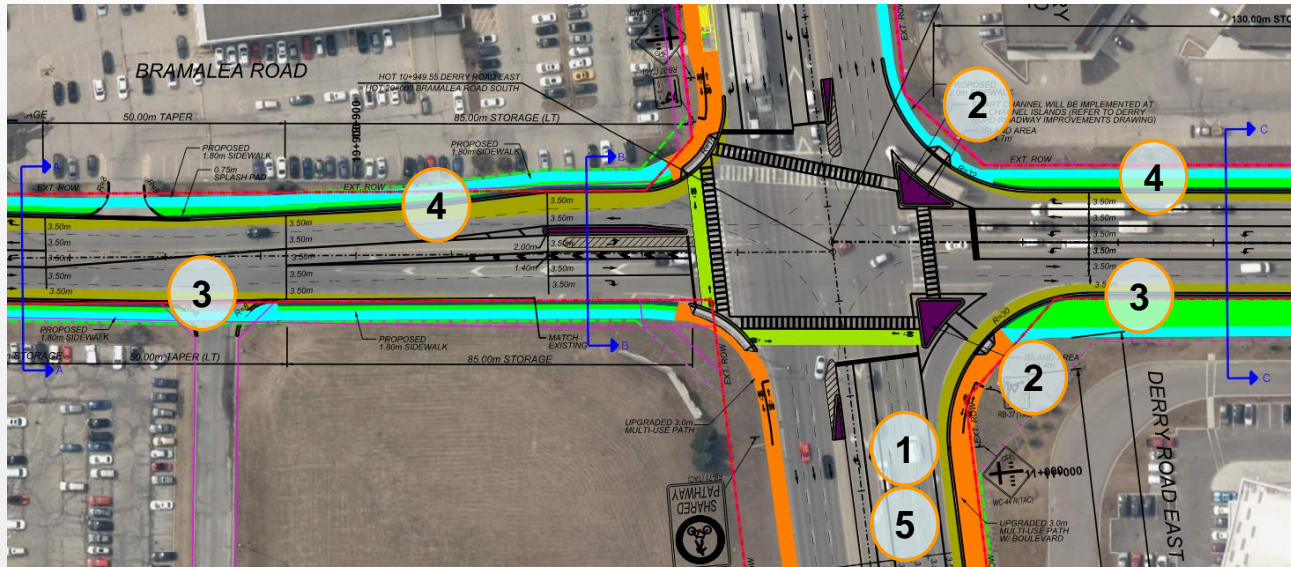


-  Median Removal
-  Road Widening
-  Future Sidewalk
-  Future Multi-Use Path
-  Splash Pad
-  Proposed Median
-  Grass Area

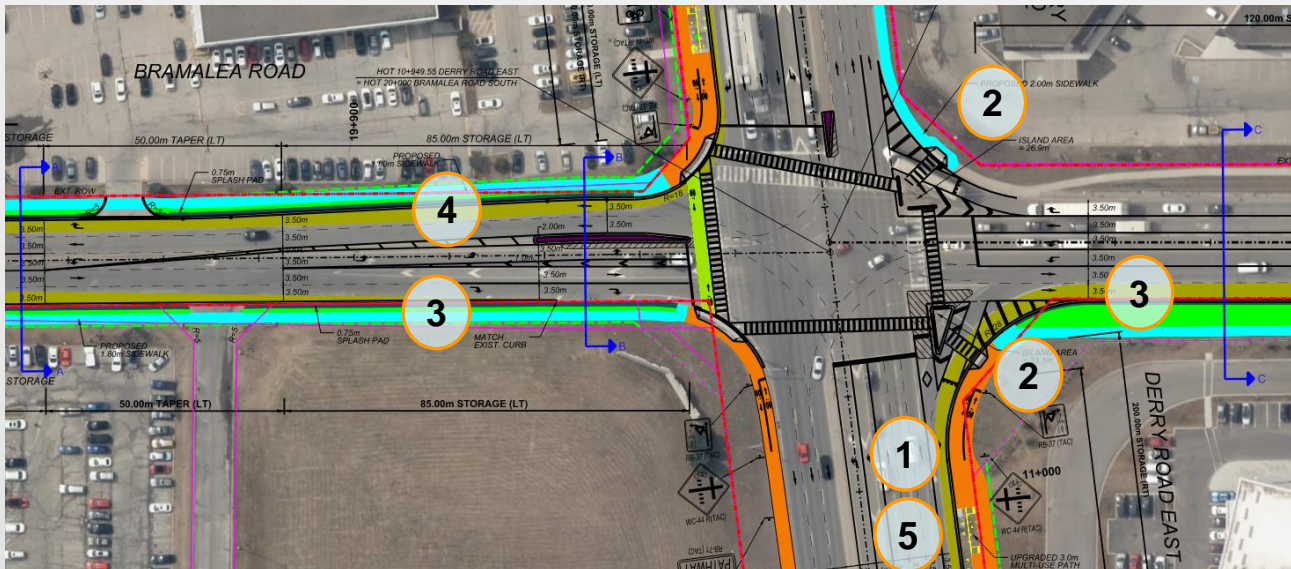
- 1** Near-side Bus Stop with Partial Queue Jump Lane
- 2** Smart Channel
- 3** Extend Pavement to the East
- 4** Extend Pavement to the West
- 5** Extend Pavement to the North



Derry Road E & Bramalea Road



**ALTERNATIVE 3:
EXTEND BRAMALEA
ON BOTH SIDES**



**ALTERNATIVE 4:
HYBRID APPROACH**






































	Median Removal
	Road Widening
	Future Sidewalk
	Future Multi-Use Path
	Splash Pad
	Proposed Median
	Grass Area

- 1** Near-Side Bus Stop with Partial Queue Jump Lane
- 2** Smart Channel
- 3** Extend Pavement to the East
- 4** Extend Pavement to the West
- 5** Extend Pavement to the North



Alternative Designs - Evaluation Results

BRAMALEA ROAD & DERRY ROAD

	 Planning and Transportation	 Healthy Community	 Natural Environment	 Socio-Economic Environment	 Cultural Environment	 Technical	 Cost
Alternative 1	 Neutral	 Preferred	 Preferred	 Preferred	 Preferred	 Neutral	 Neutral
Alternative 2	 Neutral	 Preferred	 Preferred	 Not Preferred	 Preferred	 Not Preferred	 Not Preferred
Alternative 3	 Neutral	 Neutral	 Preferred	 Neutral	 Preferred	 Not Preferred	 Not Preferred
Alternative 4	 Preferred	 Preferred	 Preferred	 Preferred	 Preferred	 Preferred	 Preferred



Alternative 4 is most preferred as it provides additional improvements to traffic operations and lowest impacts to existing utilities.

Active Transportation Improvements

➤ Derry Road

- Sidewalk on north side
- Upgraded Multi-Use Path
- New Multi-Use Path (north side, east of Bramalea Road)
- Cross-rides where applicable

➤ New Sidewalks

- West side of Menkes Drive
- East side of Bramalea Road
- East side of Telford Way
- South side of Alstep Drive
- West side of Menway Court

➤ New Multi-Use Path

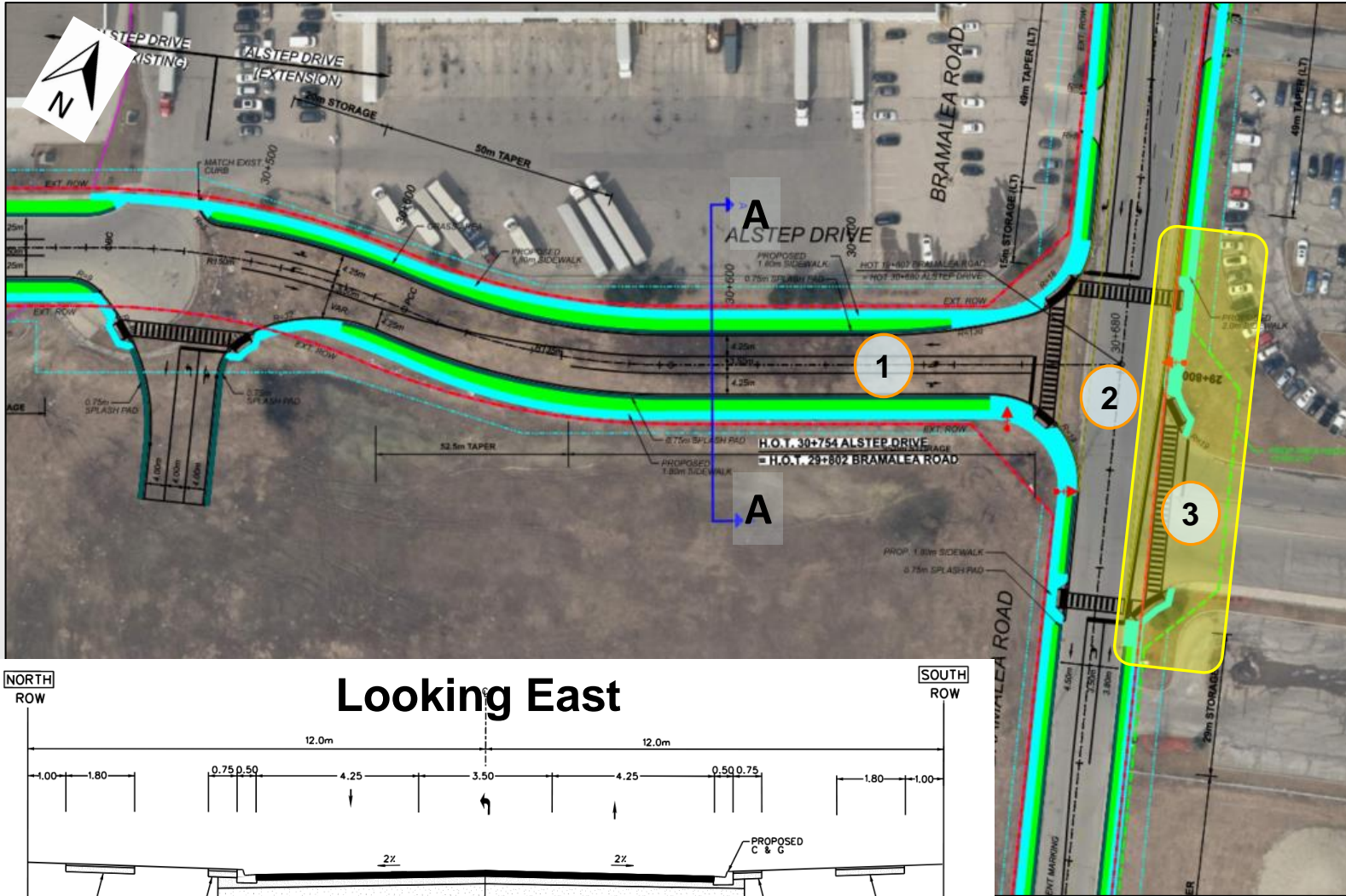
- East side of Bramalea Road (north of Derry Road)



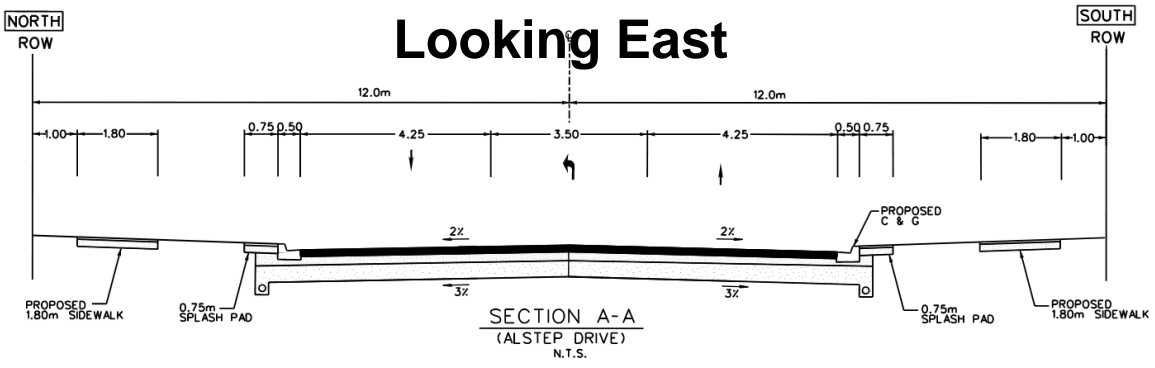
Active Transportation improvements identified will allow City and Region to advance their Active Transportation goals in the future.

Recommended Alternative Design

ALSTEP DRIVE & BRAMALEA ROAD (ALTERNATIVE 3)

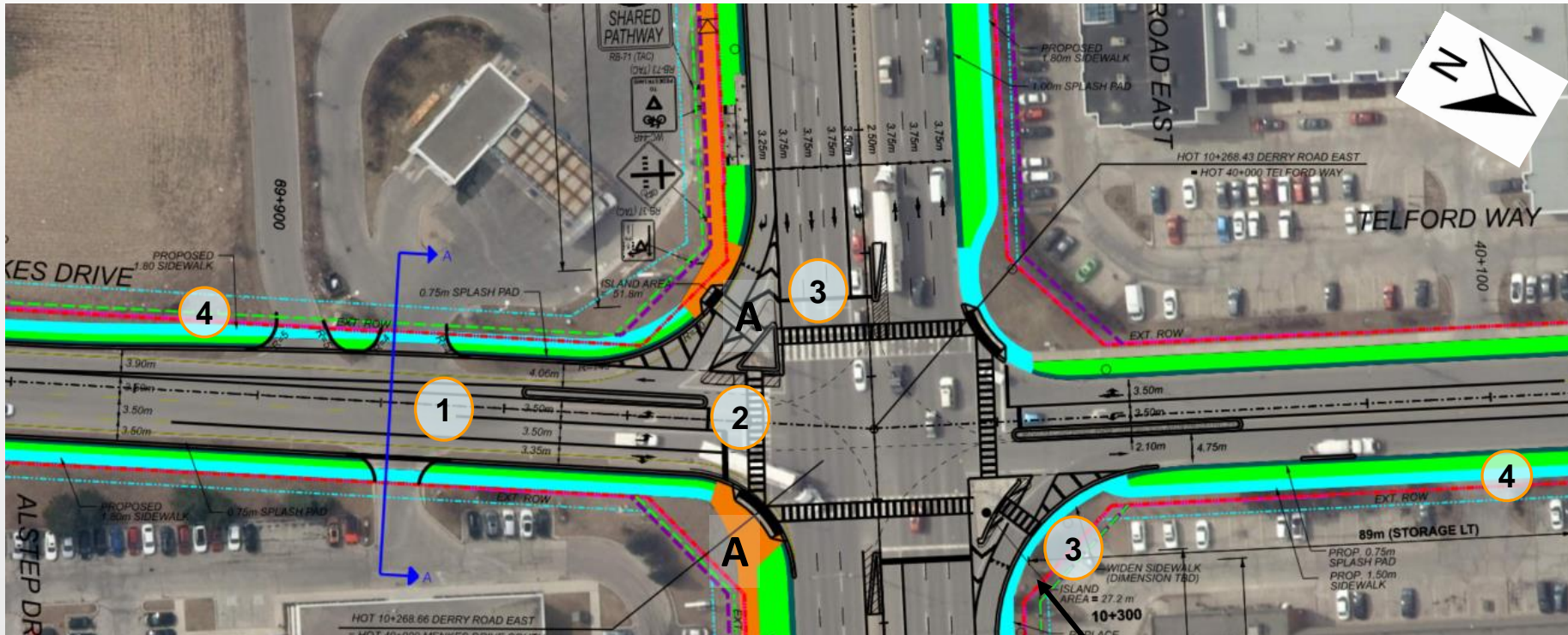


- 1 Three Lanes
- 2 Signalized Intersection
- 3 Future realignment of FedEx Entrance



Recommended Alternative Design

MENKES DRIVE & DERRY ROAD (ALTERNATIVE 2)

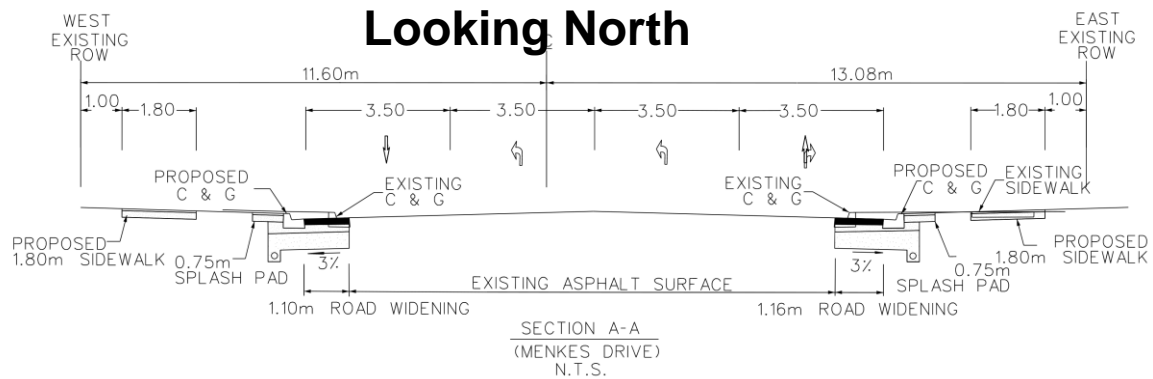


- 1 Widening on both sides
- 2 Add northbound left-turn lane
- 3 Smart channel
- 4 New sidewalk
- 5 Sidewalk/bus stop improvements

LEGEND	
	MEDIAN REMOVAL
	ROAD WIDENING
	PROPOSED SIDEWALK
	PROPOSED MULTI-USE TRAIL
	SPLASH PAD
	PROPOSED MEDIAN
	GRASS AREA
	PROPERTY
	EXISTING RIGHT OF WAY
	PROPOSED RIGHT OF WAY
	TEMPORARY EASEMENT
	PROTECTED PROPERTY LIMIT (ROP OP)

(ROP OP = Region of Peel Official Plan)

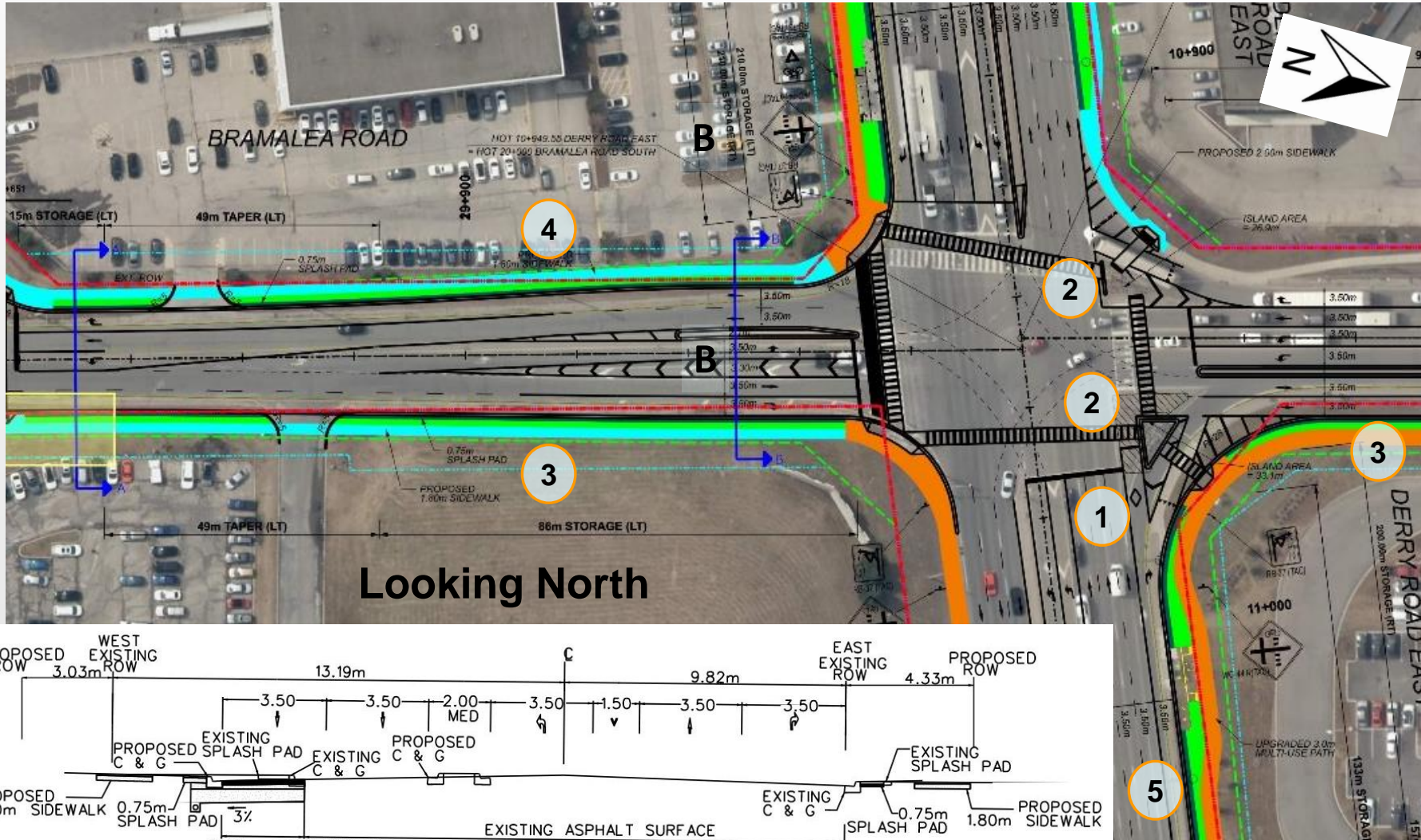
Looking North



Relocate bus stop behind sidewalk
 Replace retaining wall
 Widen sidewalk

Recommended Alternative Design












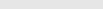
BRAMALEA ROAD & DERRY ROAD (ALTERNATIVE 4)

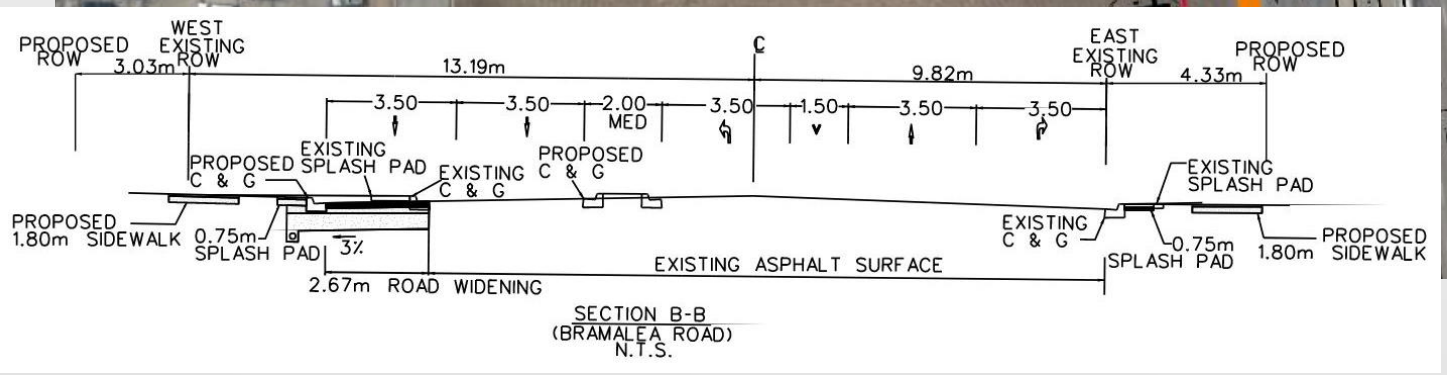


Looking North

- 1 Near-Side Bus Stop with Partial Queue Jump Lane
- 2 Smart Channel
- 3 Extend Pavement to the East
- 4 Extend Pavement to the West
- 5 Extend Pavement to the North

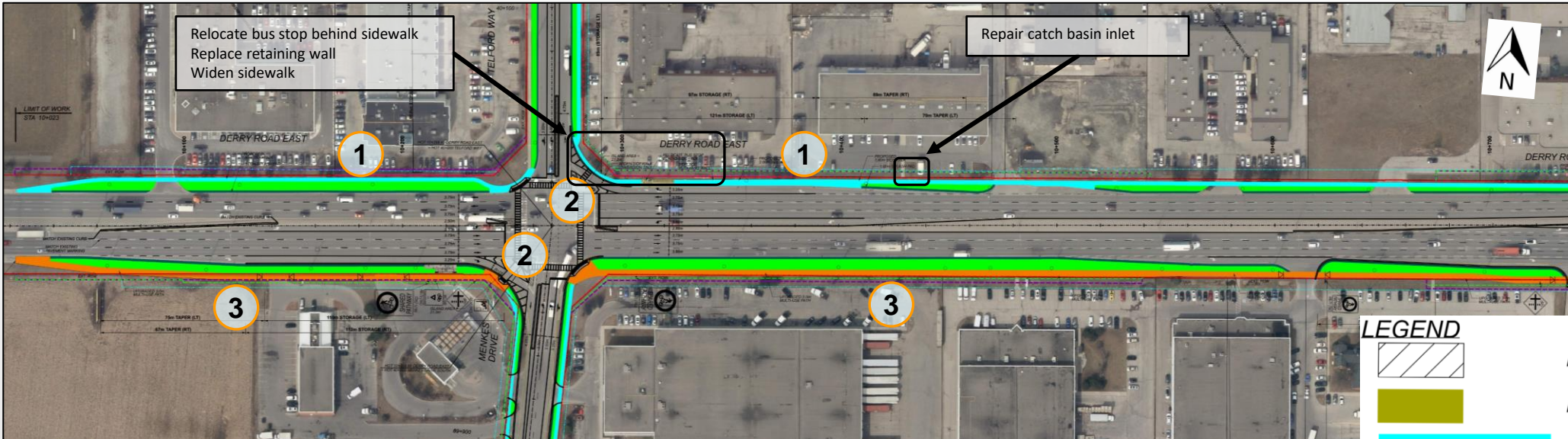
LEGEND

	MEDIAN REMOVAL
	ROAD WIDENING
	PROPOSED SIDEWALK
	PROPOSED MULTI-USE TRAIL
	SPLASH PAD
	PROPOSED MEDIAN
	GRASS AREA
	PROPERTY
	EXISTING RIGHT OF WAY
	PROPOSED RIGHT OF WAY
	TEMPORARY EASEMENT
	PROTECTED PROPERTY LIMIT (ROP OP) (ROP OP = Region of Peel Official Plan)



Recommended Alternative Design










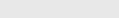
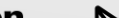
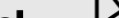
DERRY ROAD (WEST SIDE)



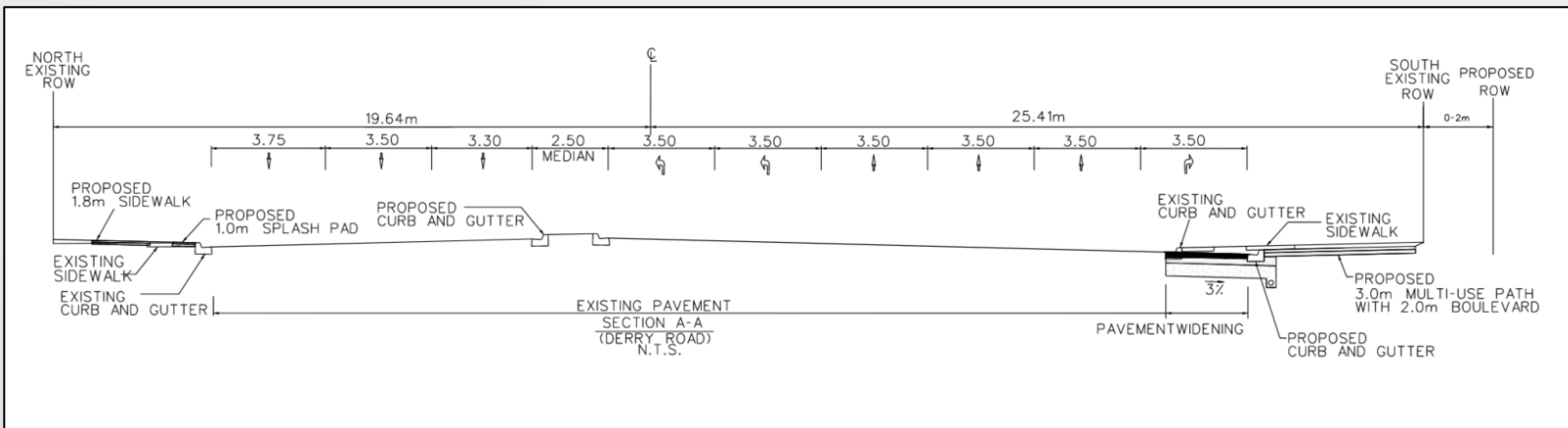
- 1** New/widened Sidewalk *
- 2** Smart Channels
- 3** Upgraded Multi-Use Path

* Depending on grading, may require short retaining wall

LEGEND

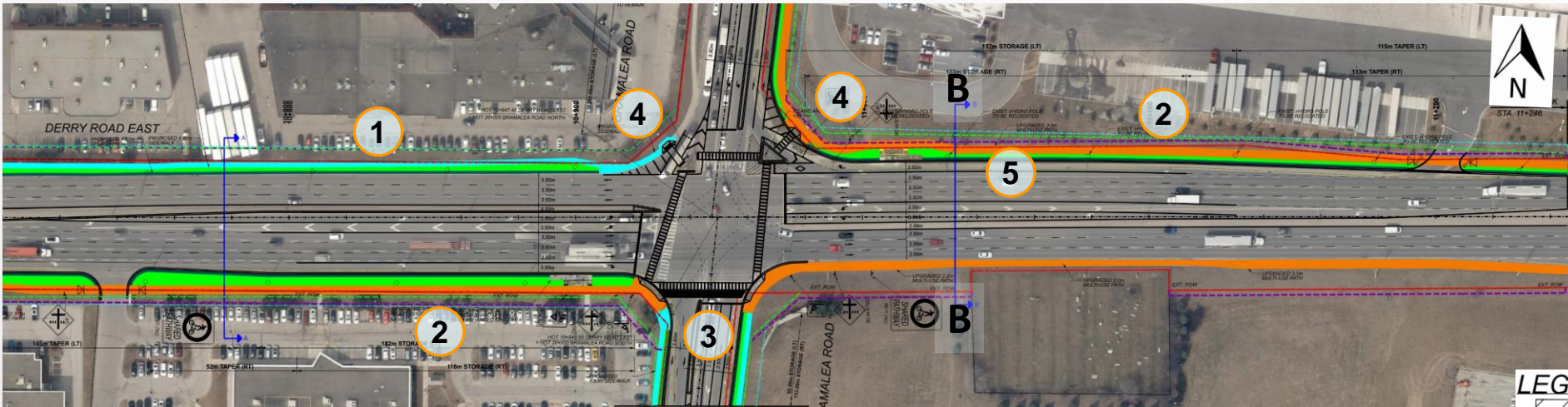
	MEDIAN REMOVAL
	ROAD WIDENING
	PROPOSED SIDEWALK
	PROPOSED MULTI-USE TRAIL
	SPLASH PAD
	PROPOSED MEDIAN
	GRASS AREA
	PROPERTY
	EXISTING RIGHT OF WAY
	PROPOSED RIGHT OF WAY
	TEMPORARY EASEMENT
	PROTECTED PROPERTY LIMIT (ROP OP)

(ROP OP = Region of Peel Official Plan)



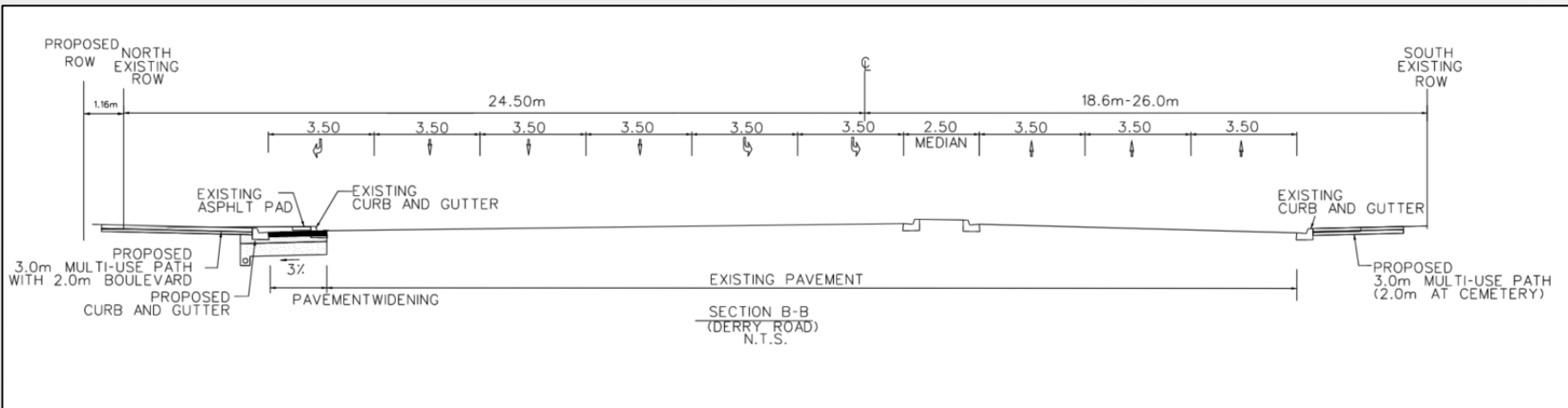
Recommended Alternative Design

DERRY ROAD (EAST SIDE)



- 1 New sidewalk *
- 2 Upgraded/New MUP
- 3 Cross-ride
- 4 Smart Channels
- 5 Widen Pavement to the North

* Depending on grading, may require short retaining wall



LEGEND

- MEDIAN REMOVAL
- ROAD WIDENING
- PROPOSED SIDEWALK
- PROPOSED MULTI-USE TRAIL
- SPLASH PAD
- PROPOSED MEDIAN
- GRASS AREA
- PROPERTY
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- TEMPORARY EASEMENT
- PROTECTED PROPERTY LIMIT (ROP OP) (ROP OP = Region of Peel Official Plan)

Recommended Alternative Design

LOCAL ROADS: ALSTEP DRIVE (EXISTING) AND MENWAY COURT



1 New Sidewalks

Project Timeline & Next Steps



NOTICE OF
COMMENCEMENT
JULY 2020



TAC #1
JULY 2020



PIC #1
JULY 2020



TAC #2
DECEMBER 2021



PIC #2
FEBRUARY 28, 2022
SEND COMMENTS BY
MARCH 14, 2022

We are Here



FINALIZE PREFERRED
DESIGN
MARCH 2022



FILE ESR
APRIL/MAY 2022

Thank You

THANK YOU FOR PARTICIPATING IN TODAY'S PIC!

Region of Peel

Sonya Bubas, MCIP, RPP

Region of Peel Project Manager

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4th Floor

Brampton, ON L6T 4B9

Phone: 905-791-7800 Ext. 7801

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Ryan Au, P.Eng.

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Yves Marie Monereau, P.Eng., PTOE, RSP

Consultant Project Manager

1595 Clark Boulevard

Brampton, ON, L6T 4V1

Phone: 905-793-9800 Ext. 2336

Please provide any comments to the project team by **March 14, 2022.**
































derryroadea@exp.com

<http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

Virtual Public Information Centre No. 2

Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive: Alternative Design Evaluation Summaries
































Alternative Designs for Alstep Drive & Bramalea Road

Evaluation Criteria		Alternative 1: Extend Alstep Drive to Bramalea Road, with 2-lane unsignalized intersection at Bramalea Road		Alternative 2: Extend Alstep Drive to Bramalea Road, with 2-lane signalized intersection at Bramalea Road		Alternative 3: Extend Alstep Drive to Bramalea Road, with 3-lane signalized intersection at Bramalea Road
 Planning and Transportation Summary		Alternative 1 is least preferred because it provides the least improvement to traffic operations along Bramalea Road and limited traffic safety improvements.		Alternative 2 is moderately preferred because it improves traffic operations along Bramalea Road and traffic safety compared to Alternative 1, but less than Alternative 3.		Alternative 3 is preferred because it provides the greatest traffic operations performance along Bramalea Road and optimizes safety through the use of a traffic signal.
 Healthy Community Summary		All three alternatives generally have similar impacts from a Healthy Community perspective. However, Alternative 1 is slightly less preferred because a pedestrian crossing for Bramalea Road by Alstep Drive is not provided.		All three alternatives generally have similar impacts from a Healthy Community perspective. However, Alternatives 2 and 3 are most preferred because they provide a pedestrian crossing across Bramalea Road by Alstep Drive.		All three alternatives generally have similar impacts from a Healthy Community perspective. However, Alternatives 2 and 3 are most preferred because they provide a pedestrian crossing across Bramalea Road by Alstep Drive.
 Natural Environment Summary		All three alternatives are equally preferred from a Natural Environment perspective.		All three alternatives are equally preferred from a Natural Environment perspective.		All three alternatives are equally preferred from a Natural Environment perspective.
 Socio-Economic Environment Summary		All three alternatives are equally preferred from a Socio-Economic Environment perspective.		All three alternatives are equally preferred from a Socio-Economic Environment perspective.		All three alternatives are equally preferred from a Socio-Economic Environment perspective.
 Cultural Environment Summary		All three alternatives are equally preferred from a Cultural Environment perspective.		All three alternatives are equally preferred from a Cultural Environment perspective.		All three alternatives are equally preferred from a Cultural Environment perspective.
 Technical Summary		Alternative 1 is preferred from a technical perspective, as the lack of a traffic signal installation improves the ease of construction.		Alternatives 2 and 3 are equally less preferred than Alternative 1 due to the traffic signal's increased construction complexity.		Alternatives 2 and 3 are equally less preferred than Alternative 1 due to the traffic signal's increased construction complexity.
 Cost Summary		Alternative 1 is preferred from a cost perspective, as it will have lower capital and maintenance costs due to a lack of traffic signals.		Alternatives 2 and 3 are similarly less preferred compared to Alternative 1 from a cost perspective, as the installation of traffic signals will result in higher capital and maintenance costs.		Alternatives 2 and 3 are similarly less preferred compared to Alternative 1 from a cost perspective, as the installation of traffic signals will result in higher capital and maintenance costs.
Overall Summary		<p>Alternative 1 is least preferred because it provides the least improvements of traffic operations and traffic safety compared to Alternatives 2 and 3.</p> <p>While Alternative 1 does have the least construction complexity and lower capital and maintenance costs compared to Alternatives 2 and 3, they are not to the extent that they outweigh optimized traffic operations and safety.</p>		<p>Alternative 2 is moderately preferred because it provides greatest improvements to traffic operations and traffic safety compared to Alternative 1, but less than Alternative 3.</p> <p>While Alternative 2 does have some increased construction complexity and capital and maintenance costs compared to Alternative 1, these are not to the extent that they outweigh the improvements to traffic operations and safety.</p> <p>Alternative 2 has similar construction complexity and capital and maintenance costs compared to Alternative 3, but it does not improve traffic operations and traffic safety to the same extent.</p>		<p>Alternative 3 is most preferred because it will provide the greatest improvements to traffic operations and traffic safety compared to Alternatives 1 and 2.</p> <p>While Alternative 3 does have some increased construction complexity and capital and maintenance costs compared to Alternative 1, these are not to the extent that they outweigh the improvements to traffic operations and safety.</p>

Virtual Public Information Centre No. 2

Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive: Alternative Design Evaluation Summaries




































Alternative Designs for Derry Road East & Menkes Drive/Telford Way

Evaluation Criteria		Alternative 1: Extend paved surface of Menkes Drive to the east		Alternative 2: Extend paved surface of Menkes Drive on both sides		Alternative 3: Extend paved surface of Menkes Drive to the west
 Planning and Transportation Summary		All three alternatives are equally preferred from a Planning and Transportation perspective.		All three alternatives are equally preferred from a Planning and Transportation perspective.		All three alternatives are equally preferred from a Planning and Transportation perspective.
 Healthy Community Summary		All three alternatives have similar impacts with respect to the healthy community criteria. However, Alternatives 1 and 3 provide a greater increase to the crossing distance across Menkes Drive compared to Alternative 2.		All three alternatives have similar impacts with respect to the healthy community criteria. However, while Alternative 2 has a slightly greater increase in crossing distance compared to Alternative 3, Alternative 2 provides greater flexibility for road and boulevard adjustment due to extension of the pave on either side of the street.		All three alternatives have similar impacts with respect to the healthy community criteria. However, Alternatives 1 and 3 provide a greater increase to the crossing distance across Menkes Drive compared to Alternative 2. It also does not provide the same flexibility for road and boulevard adjustment that Alternative 2 does.
 Natural Environment Summary		In general, there is little difference in environmental impacts between the three alternatives. However, Alternatives 1 and 3 do not provide the same opportunity for the conservation of existing boulevard trees as Alternative 2.		In general, there is little difference in environmental impacts between the three alternatives. However, Alternative 2 provides greater opportunity for the conservation of existing boulevard trees than Alternatives 1 and 3.		In general, there is little difference in environmental impacts between the three alternatives. However, Alternatives 1 and 3 do not provide the same opportunity for the conservation of existing boulevard trees as Alternative 2.
 Socio-Economic Summary		Alternative 1 is less preferred than Alternative 2 because Alternative 1 provides less flexibility for streetscaping opportunities along Menkes Drive.		Alternative 2 is preferred because it provides greater flexibility for streetscaping opportunities on either side of Menkes Drive. While there are potentially some additional property requirements for the sidewalk, this is negligible, given that property will also be required for the upgraded MUP. Further, the requirement for property for the sidewalk could potentially be minimized during detailed design.		Alternative 3 is less preferred than Alternative 2 because Alternative 1 provides less flexibility for streetscaping opportunities along Menkes Drive.
 Cultural Environment Summary		All three alternatives are equally preferred from a Cultural Environment perspective.		All three alternatives are equally preferred from a Cultural Environment perspective.		All three alternatives are equally preferred from a Cultural Environment perspective.
 Technical Summary		Alternative 1 has adequate construction feasibility, but lacks the flexibility to optimize constructability and minimize impacts to utilities that Alternative 2 provides.		Alternative 2 is feasible for construction, and allowing expansion of the paved surface on either side provides a flexibility to optimize constructability and minimize impacts to utilities that the other alternatives lack.		Alternative 3 has the least construction feasibility due to construction impacts along Derry Road and potential impacts to the hydro pole on the south west traffic island.
 Cost Summary		Alternative 1 is most preferred with respect to the Cost category due to the lower capital and property costs.		Alternative 2 is less preferred with respect to the Cost category, as its capital and property costs are anticipated to be slightly more than Alternative 1.		Alternative 3 is least preferred with respect to the Cost category, as it would have the highest capital and property costs.
Overall Summary		Alternative 1 is less preferred to Alternative 2 because it lacks the design flexibility of Alternative 2. While Alternative 1 likely has a lower capital and property cost than Alternative 2, this amount is likely not substantial and does not offset the advantages of Alternative 2.		While Alternative 2 may have slightly more capital and property costs than Alternative 1, it is most preferred because extending the pavement on both sides on Menkes Drive provides increased flexibility in the redesign of the street. This flexibility provides the opportunity to minimize potential impacts along Menkes Drive to sidewalk separation from the roadway, boulevard trees along the street, and utilities. It also provides flexibility with respect to streetscaping opportunities.		Alternative 3 is least preferred due to its potential impacts on major utilities and associated costs.

Virtual Public Information Centre No. 2





Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive: Alternative Design Evaluation Summaries

Alternative Designs for Derry Road East & Bramalea Road

Evaluation Criteria		Alternative 1: Extend paved surface of Bramalea Road to the east and on Derry Road to the north		Alternative 2: Extend paved surface of Bramalea Road to the west and on Derry Road to the north		Alternative 3: Extend paved surface of Bramalea Road on both sides and on Derry Road to the north		Alternative 4: Modify intersection using a hybrid approach
 Planning and Transportation Summary		Alternatives 1, 2 and 3 are less preferred than Alternative 4, primarily due to the improved safety conditions with Alternative 4.		Alternatives 1, 2 and 3 are less preferred than Alternative 4, primarily due to the improved safety conditions with Alternative 4.		Alternatives 1, 2 and 3 are less preferred than Alternative 4, primarily due to the improved safety conditions with Alternative 4.		Alternative 4 is preferred because it improves traffic safety compared to the other alternatives.
 Healthy Community Summary		All four alternatives generally have similar impacts from a Healthy Community perspective. However, Alternatives 1 and 3 are slightly more preferred because they add roughly 1 metre less to the north side crossing of Bramalea Road compared to Alternatives 2 and 4.		All four alternatives generally have similar impacts from a Healthy Community perspective. However, Alternatives 2 and 4 are slightly less preferred because they add roughly 1 metre more to the north side crossing of Bramalea Road compared to Alternatives 1 and 3.		All four alternatives generally have similar impacts from a Healthy Community perspective. However, Alternatives 1 and 3 are slightly more preferred because they add roughly 1 metre less to the north side crossing of Bramalea Road compared to Alternatives 2 and 4.		All four alternatives generally have similar impacts from a Healthy Community perspective. However, Alternatives 2 and 4 are slightly less preferred because they add roughly 1 metre more to the north side crossing of Bramalea Road compared to Alternatives 1 and 3.
 Natural Environment Summary		All four alternatives will similarly have minimal impacts to the natural environment.		All four alternatives will similarly have minimal impacts to the natural environment.		All four alternatives will similarly have minimal impacts to the natural environment.		All four alternatives will similarly have minimal impacts to the natural environment.
 Socio-Economic Summary		All four alternatives generally have similar impacts from a Socio-Economic perspective. However, Alternatives 1 and 4 are most preferred because they allow for sidewalks with the least amount of encroachment on private property.		All four alternatives generally have similar impacts from a Socio-Economic perspective. However, Alternative 2 is least preferred because it requires the most encroachment on private property to provide a sidewalk on the west side of Bramalea Road south of Derry Road.		All four alternatives generally have similar impacts from a Socio-Economic perspective. However, Alternative 3 is less preferred because it requires some encroachment on private property to provide a sidewalk on the west side of Bramalea Road south of Derry Road.		All four alternatives generally have similar impacts from a Socio-Economic perspective. However, Alternatives 1 and 4 are most preferred because they allow for sidewalks with the least amount of encroachment on private property.
 Cultural Environment Summary		All four alternatives are equally preferred from a Cultural Environment perspective.		All four alternatives are equally preferred from a Cultural Environment perspective.		All four alternatives are equally preferred from a Cultural Environment perspective.		All four alternatives are equally preferred from a Cultural Environment perspective.
 Technical Summary		Alternative 1 is less preferred from a technical perspective because it would have less impact on existing public and private utility infrastructure than Alternatives 2 and 3, but more than Alternative 4.		Alternative 2 is not preferred due to its significant impacts on existing public and private utility infrastructure.		Alternative 3 is not preferred due to its significant impacts on existing public and private utility infrastructure.		Alternative 4 is preferred from a technical perspective because it would have the least impact on existing public and private utility infrastructure.
 Cost Summary <i>{note: It is anticipated that the relocation of utilities will be the main cost driver for all four alternatives.</i>		As Alternative 1 has the second least impact on existing public and private utility infrastructure for the four alternatives, it will have the second lowest cost impact and is therefore less preferred from a cost perspective.		As Alternatives 2 and 3 have the greatest impact on existing public and private utility infrastructure, they will have the highest cost impact and are therefore not preferred from a cost perspective.		As Alternatives 2 and 3 have the greatest impact on existing public and private utility infrastructure, they will have the highest cost impact and are therefore not preferred from a cost perspective.		As Alternative 4 has the least impact on existing public and private utility infrastructure, it will have the lowest cost impact and is most preferred from a cost perspective.

Virtual Public Information Centre No. 2

Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive: Alternative Design Evaluation Summaries

Evaluation Criteria	Alternative 1: Extend paved surface of Bramalea Road to the east and on Derry Road to the north	Alternative 2: Extend paved surface of Bramalea Road to the west and on Derry Road to the north	Alternative 3: Extend paved surface of Bramalea Road on both sides and on Derry Road to the north	Alternative 4: Modify intersection using a hybrid approach
Overall Summary	<p> Alternative 1 is less preferred because, while it provides some improvements to traffic safety, it has less cost and fewer impacts on existing utilities than Alternatives 2 and 3 but more than 4.</p> <p>The impacts to healthy communities, the natural environment, and the cultural environment are not significantly different among the four alternatives.</p>	<p> Alternatives 2 and 3 are not preferred because they provide less optimization traffic safety than Alternative 4 but have higher cost and greater impacts on existing utilities. They also have slightly greater encroachment into private property for the installation of the sidewalk on the west side of Bramalea Road, south of Derry Road.</p> <p>The impacts to healthy communities, the natural environment, and the cultural environment are not significantly different among the four alternatives.</p>	<p> Alternatives 2 and 3 are not preferred because they provide less optimization traffic safety than Alternative 4 but have higher cost and greater impacts on existing utilities. They also have slightly greater encroachment into private property for the installation of the sidewalk on the west side of Bramalea Road, south of Derry Road.</p> <p>The impacts to healthy communities, the natural environment, and the cultural environment are not significantly different among the four alternatives.</p>	<p> Alternative 4 is preferred because it optimizes traffic safety compared to the other alternatives while minimizing cost and impacts on existing utilities.</p> <p>The impacts to healthy communities, the natural environment, and the cultural environment are not significantly different among the four alternatives.</p>

7) I would like a response back to my comments.

- Yes
- No

Name:

Title:

Organization:

E-mail address:

Mailing address:

Telephone Number:

Please send your completed form via e-mail (derryroadea@exp.com) or by mail to one of the following study team members:

<p>Yves Marie Monereau, P.Eng., PTOE, RSP Consultant Project Manager EXP Services 1595 Clark Boulevard Brampton, ON, L6T 4V1 Phone: 905-793-9800 Ext. 2336</p>	<p>Sonya Bubas, MCIP, RPP Project Manager Region of Peel 10 Peel Centre Dr., Suite B, 4th Floor Brampton, ON, L6T 4B9 Phone: 905-791-7800 Ext. 7801</p>	<p>Ryan Au, P.Eng. Project Manager City of Mississauga 201 City Centre Drive, Suite 800 Mississauga, ON, L5B 2T4 Phone: 905-615-3200 Ext.3713</p>
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Memorandum (cont'd)

*Derry Road / Alstep Drive Class EA: Public Information Centre #2 Summary
March 15, 2022*

Attachment 2: Notice and Newspaper Tear Sheets

Memorandum (cont'd)

Derry Road / Alstep Drive Class EA: Public Information Centre #2 Summary
March 15, 2022



Notice of Virtual Public Information Centre No. 2 Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive

(also including Bramalea Road, Menkes Drive, Telford Way, and Menway Court)

Bombardier Inc., in partnership with the City of Mississauga and the Region of Peel, has initiated a Municipal Class Environmental Assessment (Class EA) study to assess existing and future road conditions on Derry Road East and Alstep Drive near Menkes Drive and Bramalea Road. The study includes Derry Road East (a Regional Road) as well as Bramalea Road, Menkes Drive, Telford Way, Alstep Drive and Menway Court (all City roads).

The Class EA study has examined how traffic operates on these roadways now and in the future and will identify how best to manage issues related to roadway safety and traffic operations as well as service a variety of users such as motorists, transit users, pedestrians and cyclists.

The study is being conducted as a "Schedule C" project under the Municipal Class Environmental Assessment (October 2000, amended 2015), which is approved under the *Ontario Environmental Assessment Act*. Through this Class EA process, the Project Team is evaluating alternative solutions and designs to select a recommended design, all in consultation with the public and regulatory agencies. An Environmental Study Report (ESR) documenting the entire study process will be available for public review at the end of the study.

Public participation continues to be an important part of this Class EA study. Throughout the study, the Project Team has engaged various agencies and members of the community and consider their input for any decisions that are made.

Virtual Public Information Centre: A virtual Public Information Centre (PIC) will be held on **Monday, February 28, 2022 from 4:30 pm to 6:00 pm**. The Public Information Centre will consist of a presentation by the project team describing the project and the study's preliminary preferred alternative designs. A copy of the slides and other supporting information will be posted on the project website. Comments are invited to be submitted by **March 14, 2022**. Accessible material is available upon request.

The link for the virtual PIC will be made available at the following webpage on the day of the meeting:

<http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

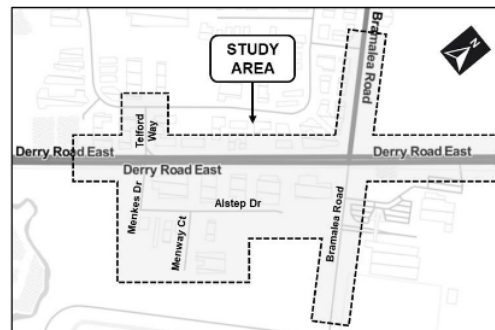
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Yves Marie Monereau, P.Eng., PTOE, RSP Consultant Project Manager EXP Services 1595 Clark Boulevard Brampton, ON, L6T 4V1 Phone: 905-793-9800 Ext. 2336	Sonya Bubas, MCIP, RPP Project Manager Region of Peel 10 Peel Centre Dr., Suite B, 4 th Floor Brampton, ON, L6T 4B9 Phone: 905-791-7800 Ext. 7801	Ryan Au, P.Eng. Project Manager City of Mississauga 201 City Centre Drive, Suite 800 Mississauga, ON, L5B 2T4 Phone: 905-615-3200 Ext.3713
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During the COVID-19 public emergency, we are keeping the community safe by complying with regional and provincial guidelines, supporting physical distancing, and postponing in person public meetings. Engagement for essential and priority projects continues online paired with universally accessible methods.

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This notice was first issued on February 17, 2022.



Memorandum (cont'd)

Derry Road / Alstep Drive Class EA: Public Information Centre #2 Summary
 March 15, 2022

Mississauga News | Thursday, February 17, 2022 | B



Notice of Virtual Public Information Centre No. 2
Municipal Class Environmental Assessment Study
for Road Improvements near Derry Road East and Alstep Drive
(also including Bramalea Road, Menkes Drive, Telford Way, and Menway Court)

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<p>Yves Marie Monereau, P.Eng., PTOE, RSP Consultant Project Manager EXP Services 1595 Clark Boulevard Brampton, ON, L6T 4V1 Phone: 905-702-0900 Ext. 2336</p>	<p>Sonya Bubas, MCIP, RPP Project Manager Region of Peel 10 Peel Centre Dr., Suite B, 4th Floor Brampton, ON, L6T 4B9 Phone: 905-704-7800 Ext. 7801</p>	<p>Ryan Au, P.Eng. Project Manager City of Mississauga 201 City Centre Drive, Suite 800 Mississauga, ON, L5B 2T4 Phone: 905-615-3000 Ext.3713</p>
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 This notice was first issued on February 17, 2022.

COUNCIL

PEEL COUNCIL TO TAKE PART IN CODE OF CONDUCT TRAINING

STEVE CORNWELL
scornwell@metroland.com

Region of Peel councillors will be asked to attend a future code of conduct training session as part of a response to allegations that a Mississauga councillor vandalized a colleague's vehicle last year.

The councillor training session, which will be facilitated by the region's integrity commissioner, was part of a motion moved by Peel mayors Al Thompson, Patrick Brown and Bonnie Crombie on Feb. 10 following allegations that Mississauga Coun. Ron Starr keyed former councillor Karen Ras' SUV last year.

Starr did not respond to requests for comment about the allegations for this story.

An earlier motion brought by Thompson and Brown asked for Peel's integrity commissioner run a joint investigation with Mississauga's integrity commissioner to look into whether Starr violated the regional council's code of conduct or respectful workplace policy.

That request was dropped after one of Peel's integrity commissioners, Jeffrey Abrams, said there were no complaints against Starr in his role as a regional councillor and therefore no jurisdiction to investigate him.

"And so there is no real room for us, even if we wished to do so, to engage in an investigation joint or otherwise with the City of Mississauga integrity commissioner," Abrams said.

He also said the code of conduct training session would aim to "assist in alleviating concerns and preventing this kind of behaviour happening within the halls of the region's own buildings and facilities."

Mississauga's integrity commissioner Robert Swayze said Feb. 10 that an investigation into the allegations against Starr was underway and was expected to conclude in a matter of weeks.

The Peel motion also requested that the Mississauga investigation be sent to regional council once it's completed.

A pressreader
 1-800-387-7273
 1-905-271-4000
 1-905-271-4000
 1-905-271-4000



Memorandum (cont'd)

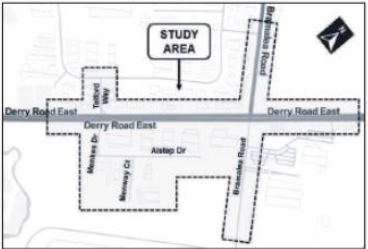
Derry Road / Alstep Drive Class EA: Public Information Centre #2 Summary
 March 15, 2022

Mississauga News | Thursday, February 24, 2022 | B6



Notice of Virtual Public Information Centre No. 2
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NEWS

WANT TO WORK FOR THE REGION OF PEEL?

MULTIPLE JOB POSTINGS FOR PERMANENT AND TEMPORARY POSITIONS

KAREN MARTIN-ROBBINS
kmartinrobbins@metroland.com

Want to work for the Region of Peel? The municipality is currently hiring for dozens of positions — including summer students, full-time and contract jobs. Details descriptions of each position are available on the Region of Peel's website.

SUMMER STUDENT POSITIONS INCLUDE:

Public Health Inspector assistant — There are two contract positions available for a 3rd or 4th year student enrolled in a CIPHI-approved Environmental Health program to work as a team member of the Health Protection Division. The contract is from May 16 to Sept. 2.

Vector-Borne Disease and Beach Sampling — There are 10 positions available in the health services — health protection division for students in 1st, 2nd, or 3rd year of a Public Health and Safety Program. The contract runs from May 26 to Sept. 2

CONTRACT OR PERMANENT POSITIONS INCLUDE:

Intermediate planner in Public Works and Development Services — this is a 13-month contract reporting to manager of development services responsible for providing land use planning expertise in the processing of development applications under the planning act and Niagara Escarpment planner and development act.

Water and wastewater operation — the public works department is looking to fill 11 positions to perform manual and equipment operating duties in various public works construction, maintenance, or operational functions. The positions are unionized under Cupe Local 966.

Primary and Advanced Care Paramedics — There are 50 positions for temporary and part-time paramedics with the ability to move into regular part-time and full-time positions. Flexible part-time schedules, as well as long/short-term assignments following platoon rotations, are available.

For a full list of postings, visit the region's website, peelregion.ca/careers/.

P pressreader
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Memorandum (cont'd)

Derry Road / Alstep Drive Class EA: Public Information Centre #2 Summary
March 15, 2022

Attachment 3: Twitter Comment

← Tweet

Peel Public Works @PeelPublicWorks · Feb 24

The Region & City of Mississauga have started a Municipal Class Env Assessment re: existing & future road conditions on Derry Rd E & Alstep Dr near Menkes Dr & Bramalea Rd. Details will be shared at a virtual Public Info Centre #2, Feb 28 at 4:30 to 6pm. bit.ly/3K5UNBp




City of Mississauga

1 4 4

Replying to @PeelPublicWorks and @citymississauga

Too bad Cattrick Drive not included in study. A dangerous place to cross when transferring buses.



globalnews.ca
24-year-old woman killed in Mississauga hit-and-run - Toronto | Globalnews.ca
Emergency crews were called to Derry Road and Cattrick Street, near Airport Road, at around 6:47 p.m. for reports of a pedestrian-involved collision.

12:16 PM · Feb 27, 2022 · Twitter Web App

1 Quote Tweet 3 Likes

I live in Malton and regularly go north and west into Brampton. What a mess all those bus transfer locations are. It seems there's been no thought about how to deal with areas transitioning from suburban sprawl to inner-suburb in which public transit is now heavily used.

1 2

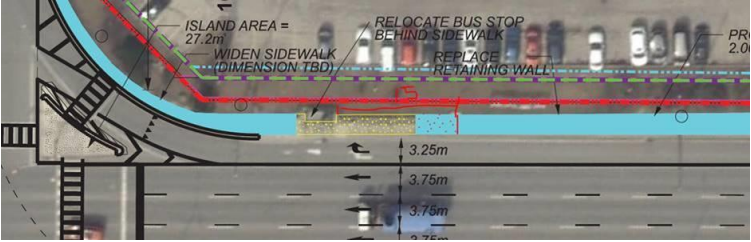
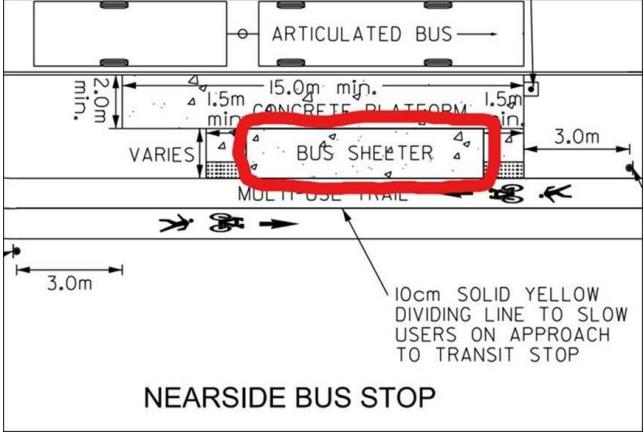
Don't forget Kennedy road and Derry. Lots of close calls people running to the other side of street to catch bus transfers. And the amount of trucks in that area make it worse. My so almost got hit twice when crossing because the truck was turning without properly looking.


1 2

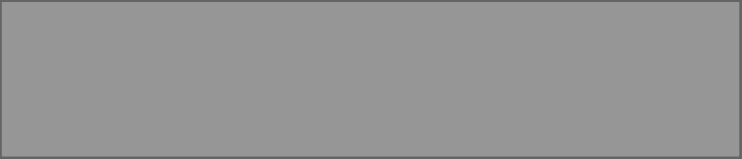

Memorandum (cont'd)

*Derry Road / Alstep Drive Class EA: Public Information Centre #2 Summary
March 15, 2022*

Attachment 4: Summary of E-mailed Comments

No.	Stakeholder Group/ Agency	Comment	Response
1	MiWay	<p>As per the MiWay MIGP feasibility plan provided for Derry and Bramalea, MiWay has enhanced shelters planned on Derry at Bramalea. The alternative design provided as part of PIC#2 shows the standard shelters. Please have EXP revise this to show a 12m long by 3m wide shelter pad for both stops at the intersection. I understand that the property requirement discussions are ongoing, please ensure this is taken into consideration.</p> <p>Furthermore, for Derry and Menkes, both stops have standard shelters. Since the retaining wall and the NE quadrant is being replaced, we would like to ensure the 2m wide pedestrian landing pad in front of the shelter. If this isn't possible the 15m length for the landing pad should extend east of the shelter to ensure there is sufficient area for ramp deployment for accessibility.</p>  <p>Please note that the stops are to be shown as per MiWay Standards (Sept 2020) regardless of the infrastructure currently there as the impacted stops will need to be reinstated to MiWay Standards (2020); specifically the 15m long by 2m wide pedestrian landing pad. Please see attached standard for reference.</p>	<p>Can you please advise what are the dimensions of the bus shelter pad (see screenshot below) and confirm that the dimensions should be applied to all bus shelter pads along Derry Road? The standard drawing available online is from 2010 and I assume it's probably outdated.</p>  <p><i>[note: design coordination with MiWay is on-going]</i></p>
2	Toronto and Region Conservation Authority.	TRCA staff have no comments to offer on the PIC #2 slides. Thank you for continuing to include us in the EA process.	Thank you for advising

3	Ontario Ministry of Transportation	<p>Thank you for providing MTO with the opportunity to review the EA study initiated by the Bombardier Aerospace development at 1890 Alstep Dr, within the City of Mississauga and Peel Region. We note that the Bombardier plant intends to hire 2000 employees, with an estimated 5000 new daily trips, the majority of them generated by employees, according to EXP consulting's presentation of Virtual Public Information Centre #2 held on Monday, February 28, 2022 from 4:30 pm to 6:00 pm. We note further, that the City of Mississauga is planning to upgrade some of study intersections to accommodate future growing traffic demand. The study area is represented by the grey area of the map below.</p>  <p>MTO notes that this is a significant development, that will generate new traffic which will also impact provincially owned intersections such as at the Hwy 407ETR and Bramalea Rd interchange, the Highway 410 interchanges at Courtneypark Drive and Derry Road, and the Highway 401 Dixie Road interchange.</p> <p>This development, and the Municipal EA, is beyond MTO's limit of permit control, however the City (and maybe the Region too) may wish to expand the traffic study to include the provincial highway interchanges. MTO is willing to work with the City with regard to the review of an expanded study that includes the provincial highways.</p> <p>Please contact me if you would like to discuss this further.</p>	<p><i>[Note: Under review at the time of preparing this memorandum; Response to be provided]</i></p>
4	Property Owner	<p>You note the final scope of permanent and temporary property requirements will be completed during detailed design. Is it possible to</p>	<p>Response sent that included:</p>

No.	Stakeholder Group/ Agency	Comment	Response
		<p>share to share preliminary design materials to help quantify the impacts on our site? As you may be aware, we will be moving forward</p>  <p>Acknowledging receipt of the public meeting invitation and we look forward to working with your team, the City and Region on this matter.</p>	<ul style="list-style-type: none"> • Link to project website. • Summary of improvements noted for the Derry Road/Menkes Drive/Telford Way intersection. • Links to the relevant PDF diagrams (Derry Road/Menkes Drive/Telford Way intersection and active transportation improvements along Derry Road East). • Diagram of potential property impacts.
5	Property Owner	<p>We have had a chance to review the materials shared through with our transportation engineer and would like to submit the following questions for your consideration through the EA process. Should you have any questions regarding the below, please do not hesitate to reach out.</p> <ul style="list-style-type: none"> - Is the eastbound right turn, from Derry onto Menkes, designed to accommodate large tractor trailers? - Is the westbound left turn, from Derry onto Menkes, designed to accommodate large tractor trailers? - Does the installation of northbound dual left turn lanes, on Menkes at Derry, impact the permitted access into the corner property (the gas station site)? - Does this project change how the Menkes/Alstep intersection will operate in the future? - Does the installation of a multiuse path on the south side of Derry Road East impact the access permissions for the property onto Derry Road East? - Will the multiuse paths be extended east and west on Derry Road in the future? - What is the intended timing for construction of the Menkes and Derry Road improvements? <ul style="list-style-type: none"> o When is required property going to be acquired by the Region/City? How is the owner compensated for the land? - What is the intended timing for the extension of Alstep to Bramalea? 	 <p>Thank you for your e-mail of March 14, 2022.</p> <p>Please find below responses to your questions:</p> <ol style="list-style-type: none"> 1. Is the eastbound right turn, from Derry onto Menkes, designed to accommodate large tractor trailers? Yes, the right turn can accommodate tractor trailers (the design vehicle is a WB-20). 2. Is the westbound left turn, from Derry onto Menkes, designed to accommodate large tractor trailers? Yes, the left turn can accommodate tractor trailers (the design vehicle is a WB-20). 3. Does the installation of northbound dual left turn lanes, on Menkes at Derry, impact the permitted access into the corner property (the gas station site)? The design that is currently proposed maintains the existing permitted access into the corner property. However, it should be noted that any potential future development access would be reviewed and coordinated with the development review process. 4. Does this project change how the Menkes/Alstep intersection will operate in the future? The operation of the Menkes/Alstep intersection that exists today is being maintained by this project and improved to

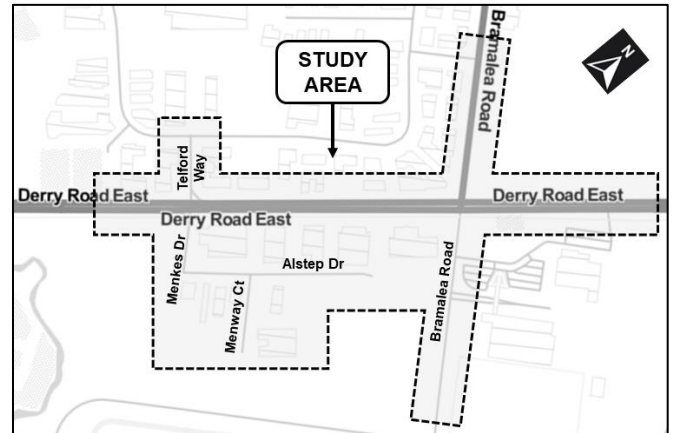
No.	Stakeholder Group/ Agency	Comment	Response
			<p>better manage existing and future traffic loads. However, it should be noted that any potential future development access would be reviewed and coordinated with the development review process.</p> <p>5. Does the installation of a multiuse path on the south side of Derry Road East impact the access permissions for the property onto Derry Road East? The proposed multi-use path would not impact the existing accesses or result in access restrictions to existing accesses. However, it should be noted that any potential future development access would be reviewed and coordinated with the development review process.</p> <p>6. Will the multiuse paths be extended east and west on Derry Road in the future? Yes. Details on the Region of Peel's long-term plans are available at the following link: Active Transportation Projects (walkandrollpeel.ca).</p> <p>7. What is the intended timing for construction of the Menkes and Derry Road improvements? Timing of construction is still being discussed. However, it should be noted that the horizon year of the Municipal Class Environmental Assessment Study is 2031.</p> <p>8. When is required property going to be acquired by the Region/City? How is the owner compensated for the land? The project team is currently addressing comments received on the preliminary preferred alternatives. Once a preferred design concept is selected or confirmed, the project team will document the EA process that led to the preferred design in the Environmental Study Report (ESR) for a minimum 30-day public review period. Property impacts will be identified in the ESR and property requirements (if any) will be confirmed through the next phase of the project (detailed design). It should be noted that any required property that is consistent with the requirements under the City of Mississauga and Region of Peel Official Plans would need to be dedicated gratuitously to the City/Region as a condition of Site Plan Approval.</p>

No.	Stakeholder Group/ Agency	Comment	Response
			<p>9. What is the intended timing for the extension of Alstep to Bramalea? Timing of construction is still being discussed. However, it should be noted that the horizon year of the Municipal Class Environmental Assessment Study is 2031.</p>
6	Member of Public	<p>Comments submitted via comment form:</p> <p>1) Do you live, work or commute through the study area?</p> <ul style="list-style-type: none"> • I live in Mississauga and occasionally visit this area <p>4) What questions, comments or concerns do you have about the recommended alternative design for the Derry Road East and Bramalea Road intersection improvements?</p> <ul style="list-style-type: none"> • I support adding a MUT and sidewalks. <p>6) What other questions, comments or concerns would you like to share with the project team regarding this Class EA?</p> <ul style="list-style-type: none"> • During PIC#2 I found it difficult to follow the presentation when the slides showed streets not oriented n-s-e-w. I was told this is how engineers present drawings, with the road in question presented vertically. It is disorienting to average people who look at maps n-s-e-w and I think reduces the amount of public input at the PIC as people are distracted trying to figure out which way is N. 	<p>Thank you for your feedback on the multi-use path and sidewalks.</p> <p>And thank you for the feedback on the orientation of the maps. You raise a good point, and we'll be more cognizant of that in the future.</p>
7	Chippewas of Rama First Nation	<p>Thank you for your email you provided on February 17, 2022, regarding Derry Road East/Alstep Drive Class EA – Virtual Public Information Centre #2. We have forwarded your email to the appropriate stall for review. Rama First Nation receives numerous amounts of similar emails so it may take up to 6 months to review and process. Our preference is that you review our consultation protocol which can be found on our website www.ramafirstnation.ca which may help expedite your request.</p>	<p><i>Protocol reviewed by project team. No response provided.</i></p>

Notice of Virtual Public Information Centre No. 2
Municipal Class Environmental Assessment Study
for Road Improvements near Derry Road East and Alstep Drive

(also including Bramalea Road, Menkes Drive, Telford Way, and Menway Court)

Bombardier Inc., in partnership with the City of Mississauga and the Region of Peel, has initiated a Municipal Class Environmental Assessment (Class EA) study to assess existing and future road conditions on Derry Road East and Alstep Drive near Menkes Drive and Bramalea Road. The study includes Derry Road East (a Regional Road) as well as Bramalea Road, Menkes Drive, Telford Way, Alstep Drive and Menway Court (all City roads).



The Class EA study has examined how traffic operates on these roadways now and in the future and will identify how best to manage issues related to roadway safety and traffic operations as well as service a variety of users such as motorists, transit users, pedestrians and cyclists.

The study is being conducted as a “Schedule C” project under the Municipal Class Environmental Assessment (October 2000, amended 2015), which is approved under the *Ontario Environmental Assessment Act*. Through this Class EA process, the Project Team is evaluating alternative solutions and designs to select a recommended design, all in consultation with the public and regulatory agencies. An Environmental Study Report (ESR) documenting the entire study process will be available for public review at the end of the study.

Public participation continues to be an important part of this Class EA study. Throughout the study, the Project Team has engaged various agencies and members of the community and consider their input for any decisions that are made.

Virtual Public Information Centre: A virtual Public Information Centre (PIC) will be held on **Monday, February 28, 2022 from 4:30 pm to 6:00 pm**. The Public Information Centre will consist of a presentation by the project team describing the project and the study’s preliminary preferred alternative designs. A copy of the slides and other supporting information will be posted on the project website. Comments are invited to be submitted by **March 14, 2022**. Accessible material is available upon request.

The link for the virtual PIC will be made available at the following webpage on the day of the meeting:

<http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

If you have questions or wish to be added to the project mailing list, please e-mail **derryroadea@exp.com** or contact one of the team members noted below.

<p>Yves Marie Monereau, P.Eng., PTOE, RSP Consultant Project Manager EXP Services 1595 Clark Boulevard Brampton, ON, L6T 4V1 Phone: 905-793-9800 Ext. 2336</p>	<p>Sonya Bubas, MCIP, RPP Project Manager Region of Peel 10 Peel Centre Dr., Suite B, 4th Floor Brampton, ON, L6T 4B9 Phone: 905-791-7800 Ext. 7801</p>	<p>Ryan Au, P.Eng. Project Manager City of Mississauga 201 City Centre Drive, Suite 800 Mississauga, ON, L5B 2T4 Phone: 905-615-3200 Ext.3713</p>
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During the COVID-19 public emergency, we are keeping the community safe by complying with regional and provincial guidelines, supporting physical distancing, and postponing in person public meetings. Engagement for essential and priority projects continues online paired with universally accessible methods.

Notice of Collection of Personal Information: Personal information is collected under the authority of the Environmental Assessment Act and will be used in the assessment process. With exception of personal information, all comments shall become part of the public records. Questions about this collection should be directed to the Project Manager listed above.

This notice was first issued on February 17, 2022.

Jean-Louis Gaudet

From: Janna Flaming <Janna.Flaming@metrolinx.com>
Sent: Thursday, March 24, 2022 5:17 PM
To: Jean-Louis Gaudet
Cc: Nicholas Day
Subject: RE: Derry Road East and Alstep Drive Class EA



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.

Hello Jean-Louis,

Thank you for your email and the opportunity to comment. Please see Metrolinx's comments:

The segments of Derry Road and Bramalea Road within the study area are identified as Priority Bus corridors within Metrolinx's Frequent Rapid Transit Network (FRTN). Please ensure that consideration is given to implementing transit priority measures where possible (e.g. queue jump lanes, HOV lanes, and transit signal priority) and coordinate with City staff as we understand that Mississauga has secured ICIP funding for transit priority measures. There may be an opportunity to support these types of improvements along the Derry corridor.

Regards,
Janna

Janna Flaming (she/her)
Administrative Assistant
Regional Planning and Service Planning
METROLINX | C: 437-488-7500



From: Jean-Louis Gaudet <jeanlouis.gaudet@exp.com>
Sent: March 18, 2022 5:28 PM
To: Nicholas Day <Nicholas.Day@metrolinx.com>
Cc: Derryroadea <derryroadea@exp.com>; Yves Monereau <Yves-Marie.Monereau@exp.com>; Bubas, Sonya <sonya.bubas@peelregion.ca>; Ryan Au <ryan.au@mississauga.ca>
Subject: Derry Road East and Alstep Drive Class EA

You don't often get email from jeanlouis.gaudet@exp.com. [Learn why this is important](#)

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.

EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Dear Mr. Day,

As you may be aware, a Public Information Centre (PIC) #2 for the Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive was held online on Monday, February 28, 2022. While a hard copy of the meeting notice would have been mailed to your organization, it has come to our attention that your e-mail

address was accidentally omitted from the meeting's electronic notification. We apologize for the omission, and are following up with you to ensure you have an opportunity to review and comment on the shared information.

The Class EA Study is currently in Phase 3, which includes the identification and evaluation of Alternative Designs for the Preferred Solution. At the PIC, the project team delivered a presentation that described the project and the study's recommended alternative designs.

We invite you to visit the project website to learn about and comment on the recommended alternative designs, which have been prepared for:

- The Alstep Drive extension,
- The intersection of Derry Road East with Menkes Drive/Telford Way
- The intersection of Derry Road East with Bramalea Road; and
- Active Transportation Improvements along Derry Road East.

Information at the website includes:

- An illustrated overview of the recommended alternative designs;
- Presentation slides from the February 28th virtual PIC;
- A comment form that you can fill out and send back to us; and
- A handout that summarizes the evaluation of the various alternative designs.

If you would like to provide comment, we ask that you submit your feedback to us by Friday, March 25th. We look forward to any feedback you may have.

Regards,

Jean-Louis

Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive

E-mail: derryroadea@exp.com

Website: <http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

*Municipal Class Environmental Assessment for
Road Improvements near Derry Road East and Alstep Drive:
Environmental Study Report*

Appendix B8: Correspondence - Agencies

note: includes utilities

Jean-Louis Gaudet

From: Jean-Louis Gaudet
Sent: Thursday, July 16, 2020 6:15 PM
To: Derryroadea
Subject: Road EA near Derry Rd & Alstep Dr - Notice of Commencement & Invitation for Public Comment
Attachments: 202007Jul16_DerryRdEA_Notice Commencement and Consult_final.pdf; 202007Jul16_Notice Commencement Form_agencies.pdf

Good afternoon,

Please find attached the Notice of Study Commencement & Invitation for Public Comment for the Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive.

Also attached is a consultation form to help you advise the project team whether you wish to be kept informed about this project and of any specific project-related interests you may have.

About this Project:

Bombardier Inc. is partnering with the City of Mississauga and the Region of Peel to initiate this Class EA study to assess existing and future road conditions on Derry Road East and Alstep Drive near Menkes Drive and Bramalea Road. The study will include Derry Road East (a Regional Road) as well as Bramalea Road, Menkes Drive, Telford Way, Alstep Drive and Menway Court (all City roads).

Online Consultation:

Materials presenting the problem / opportunity statement, background information, and the identification and evaluation of alternative solutions will be posted online by July 28, 2020 for public review and comment. Comments are invited to be submitted by August 11, 2020. The project website address is: <http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>.

If you have questions or wish to be added to the project mailing list, please e-mail derryroadea@exp.com.

Regards,

Jean-Louis

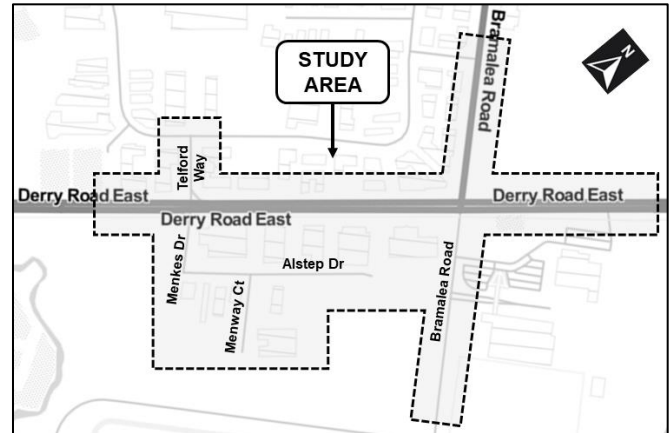


Jean-Louis Gaudet, B.Sc.
EXP | Project Coordinator

Notice of Study Commencement & Invitation for Public Comment

Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive

Bombardier Inc. is partnering with the City of Mississauga and the Region of Peel to initiate a Municipal Class Environmental Assessment (Class EA) study to assess existing and future road conditions on Derry Road East and Alstep Drive near Menkes Drive and Bramalea Road. The study will include Derry Road East (a Regional Road) as well as Bramalea Road, Menkes Drive, Telford Way, Alstep Drive and Menway Court (all City roads).



The Class EA study will examine how traffic operates on these roadways now and in the future and identify how best to manage issues related to roadway safety and traffic operations as well as service a variety of users such as motorists, transit users, pedestrians and cyclists.

The study will be conducted as a “Schedule C” project under the Municipal Class Environmental Assessment (October 2000, amended 2015), which is approved under the *Ontario Environmental Assessment Act*. Through this Class EA process, the Project Team will evaluate alternative solutions and designs to select a recommended design, all in consultation with the public and regulatory agencies. An Environmental Study Report (ESR) documenting the entire study process will be available for public review at the end of the study.

Public participation will be an important part of this Class EA study. Throughout the study, the Project Team will engage various agencies and members of the community and consider their input for any decisions that are made.

Invitation for Public Comment: Materials presenting the problem / opportunity statement, background information, and the identification and evaluation of alternative solutions will be posted online by **July 28, 2020** for public review and comment. Comments are invited to be submitted by **August 11, 2020**. Accessible material available upon request.

During the COVID-19 public emergency, we are keeping the community safe by complying with regional and provincial guidelines, supporting physical distancing, and postponing in person public meetings. Engagement for essential and priority projects continues online paired with universally accessible methods.

The project information is available for review and download at the following webpage:

<http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

If you have questions or wish to be added to the project mailing list, please e-mail derryroadea@exp.com or contact one of the team members noted below.

<p>Yves Marie Monereau, P.Eng., PTOE, RSP Consultant Project Manager EXP Services 1595 Clark Boulevard Brampton, ON, L6T 4V1 Phone: 905-793-9800 Ext. 2336</p>	<p>Sonya Bubas, MCIP, RPP Region of Peel Project Manager Region of Peel 10 Peel Centre Dr., Suite B, 4th Floor Brampton, ON L6T 4B9 Phone: 905-791-7800 Ext. 7801</p>	<p>Gino Dela Cruz, P.Eng. City of Mississauga Project Manager City of Mississauga 201 City Centre Drive, Suite 800 Mississauga, Ontario L5B 2T4 Phone: 905-615-3200 Ext.8769</p>
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This notice signals the commencement of the Class EA, a study which will define the problem and/or opportunity, identify and evaluate alternative solutions, and determine a preferred design in consultation with regulatory agencies and the public. The study is being undertaken in accordance with the planning and design process for Schedule ‘C’ projects, as outlined in the Municipal Class Environmental Assessment” document (October 2000, amended in 2015), which is approved under the Ontario Environmental Assessment Act.

Notice of Collection of Personal Information: Personal information is collected under the authority of the Environmental Assessment Act and will be used in the assessment process. With exception of personal information, all comments shall become part of the public records. Questions about this collection should be directed to the Project Manager listed above.

This notice was first issued on July 16, 2020



**Municipal Class Environmental Assessment Study
for Road Improvements near
Derry Road East and Alstep Drive**

Consultation Form

Agency/Department:	
Contact Name:	
Title:	
Mailing address:	
E-mail Address:	
Phone/Fax:	

<input checked="" type="checkbox"/>	Please Check All Responses Below That Apply:
	Our agency/department does not require any further involvement in this study
	Please keep us informed throughout the project
	My agency/department's area of interest for this project includes (please indicate, if applicable):

Please email, mail or fax this form back to:

derryroadea@exp.com

Yves Monereau
Consultant Project Manager
EXP Services
1595 Clark Boulevard, Brampton, ON, L6T 4V1

Fax: (905) 793-0641

Jean-Louis Gaudet

From: Jawaid, Maria (MNR) <Maria.Jawaid@ontario.ca>
Sent: Monday, July 20, 2020 12:56 PM
To: Derryroadea
Subject: RE: Road EA near Derry Rd & Alstep Dr - Notice of Commencement & Invitation for Public Comment

Hello,

The Ministry of Natural Resources and Forestry has reviewed the project details and provides the following comment:

The study area appears to extend somewhat into the farmed field west of Menkes Drive. At the western end of this farmed property is the Etobicoke Creek which is recognized under the Greenbelt Plan as an urban river valley and subject to associated policy requirements under the Greenbelt Plan. Any road improvements or changes to infrastructure in this area should be consistent with this plan.

Thank you for the opportunity to comment,

Sincerely,

Maria Jawaid (she/her)

District Planner | Aurora District
Ministry of Natural Resources and Forestry
50 Bloomington Road, 3rd Floor, Aurora, ON | L4G 0L8
☎ 905-713-7367 | ✉ maria.jawaid@ontario.ca



From: Jean-Louis Gaudet <jeanlouis.gaudet@exp.com>
Sent: Thursday, July 16, 2020 6:15 PM
To: Derryroadea <derryroadea@exp.com>
Subject: Road EA near Derry Rd & Alstep Dr - Notice of Commencement & Invitation for Public Comment

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

Good afternoon,

Please find attached the Notice of Study Commencement & Invitation for Public Comment for the Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive.

Also attached is a consultation form to help you advise the project team whether you wish to be kept informed about this project and of any specific project-related interests you may have.

About this Project:

Bombardier Inc. is partnering with the City of Mississauga and the Region of Peel to initiate this Class EA study to assess existing and future road conditions on Derry Road East and Alstep Drive near Menkes Drive and Bramalea Road. The study will include Derry Road East (a Regional Road) as well as Bramalea Road, Menkes Drive, Telford Way, Alstep Drive and Menway Court (all City roads).

Online Consultation:

Materials presenting the problem / opportunity statement, background information, and the identification and evaluation of alternative solutions will be posted online by July 28, 2020 for public review and comment. Comments are invited to be submitted by August 11, 2020. The project website address is: <http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>.

If you have questions or wish to be added to the project mailing list, please e-mail derryroadea@exp.com.

Regards,

Jean-Louis



Jean-Louis Gaudet, B.Sc.

EXP | Project Coordinator

July 31, 2020

CFN 63300

BY E-MAIL ONLY (sonya.bubas@peelregion.ca; gino.delacruz@mississauga.ca)

Sonya Bubas, MCIP, RPP
Project Manager
Transportation, Public Works
10 Peel Centre Dr., Suite B, 4th Floor,
Brampton, ON L6T 4B9

Gino Dela Cruz, P.Eng.
Project Manager
City of Mississauga
201 City Centre Drive, Suite 800
Mississauga, ON L5B 2T4

Dear Sonya Bubas and Gino Dela Cruz:

**Re: Response to Notice of Study Commencement
Road Improvements near Derry Road East and Alstep Drive
Municipal Class Environmental Assessment – Schedule C
Etobicoke Creek Watersheds; City of Mississauga; Regional Municipality of Peel**

Toronto and Region Conservation Authority (TRCA) staff received the Notice of Study Commencement for the above noted Municipal Class Environmental Assessment on July 16, 2020. As a recognized commenting agency under the Ontario Environmental Assessment Act, TRCA has interests in this project.

PROJECT OVERVIEW

It is our understanding that Bombardier Inc. is partnering with the City of Mississauga and the Region of Peel to initiate a Municipal Class Environmental Assessment (Class EA) study. The study area is along Derry Road East from approximately 185 m west of Menkes Drive to just before Etobicoke Creek in the east. It also includes 3 local roads: Menkes Drive, Alstep Drive and Telford Way, as well as the Bramalea Road Derry Road East Intersection.

This study will examine how traffic operates on these roadways now and in the future and identify how best to manage issues related to roadway safety and traffic operations, as well as service a variety of users such as motorists, transit users, pedestrians and cyclists.

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

These are further detailed in **Appendix A: TRCA Commenting Roles**.

TRCA AREAS OF INTEREST

In relation to this study, TRCA staff has identified several 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 selected 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. 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. Environmental best management practices that support climate change mitigation and adaptation
5. 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 and 8.9.

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 contact the planner to discuss the appropriate time for a site visit; please ensure the TRCA planner is included in the technical advisory committee (TAC).

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.

Please note, prior to submitting the technical reports and materials, as well as appendices related to the draft and final Environmental Assessment documents, it is recommended that the project manager be contacted so that review requirements can be scoped to the TRCA areas of interest.

Should you have any questions, please contact me at extension 5689 or at caroline.mugo@trca.ca.

Regards,



Caroline Mugo
Planner, Infrastructure Planning and Permits
Development and Engineering Services

Attached: Appendix A: TRCA Commenting Roles
Appendix B: TRCA Areas of Interest
Appendix C: Recommended TRCA Contact Points

BY E-MAIL

cc: EXP Services: Yves Marie Monereau, (derryroadea@exp.com)
Peel RMO: Therese Estephan (therese.estephan@peelregion.ca)
TRCA: Beth Williston, Associate Director, Infrastructure Planning and Permits
Quentin Hanchard, Associate Director, Development Planning and Regulations
Sharon Lingertat, Senior Planner, Infrastructure Planning and Permits
Don Ford, Senior Manager, Hydrogeology and Source Water Protection
Sharon Lam, Research Analyst, Ecosystem and Climate Science

APPENDIX A: TRCA COMMENTING ROLES

TRCA COMMENTING ROLES	
Public Commenting Body	
Planning Act	Pursuant to the Planning Act , conservation authorities are a "public commenting body", and therefore must be notified of municipal policy documents and planning and development applications under the Planning Act. TRCA comments according to its Board-approved policies as a local resource management agency to the municipality planning approval authority on these documents and applications.
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 Board.

	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.
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>
Community and Public Realm Benefits	<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> <p>It is recommended that commitment be made to work with TRCA and other partners to develop a Community and Public Realm Benefits Strategy for this project. This will be further discussed through the EA review process.</p>

APPENDIX B: TRCA AREAS OF INTEREST

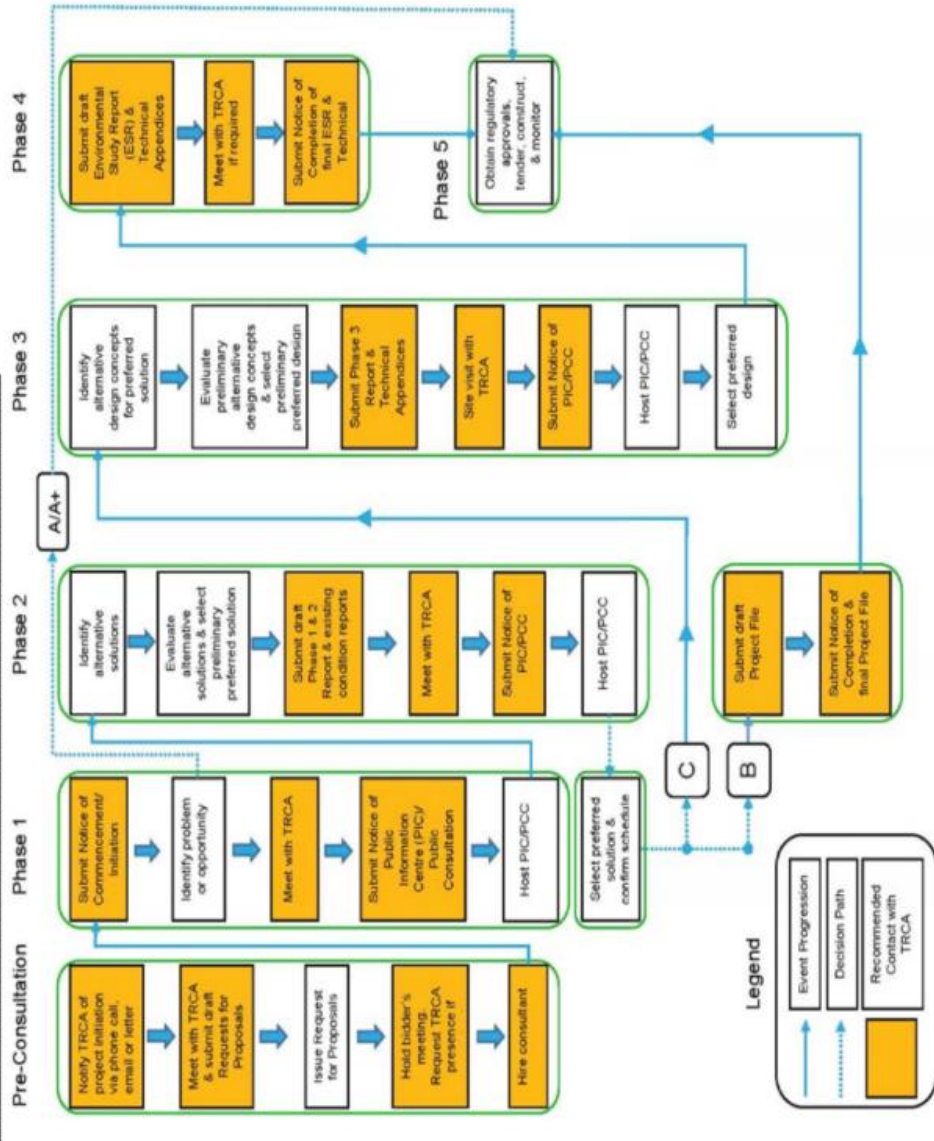
TRCA PROGRAM AND POLICY AREAS	
<i>Note: Additional program and policy information may be available at www.trca.ca, or by request.</i>	
Natural System Programs and Policies	
Systems Approach	<p>TRCA follows a systems approach in which the natural features and water resources are considered in relation 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>
Aquatic Systems, Species and Habitat	<p>The aquatic system includes watercourses, wetlands, and flora and fauna species. Aquatic 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 prepared watershed plans or strategies, as well as fisheries management plans for some watersheds. The proposal must prevent negative impacts to the aquatic system, and as such, TRCA may require an assessment of the existing aquatic system, an evaluation as to how the proposal will meet the objectives articulated in the watershed plan or strategy, and/or an evaluation as to how the proposal will meet the objectives of the fisheries management plan.</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>

	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.
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>
Regulatory Flood Plain	<p>The Regulatory Flood Plain is the approved standard used in a particular watershed to define the limit of the flood plain for regulatory purposes. Within TRCA's jurisdiction, the Regulatory Flood Plain is based on the greater of the regional storm, Hurricane Hazel, and the 100-year flood. TRCA's framework for Flood Plain Management is the LCP.</p> <p>TRCA may require a flood study or hydraulic update to confirm that there will be no impacts to the storage or conveyance of flood waters.</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>
Flood or Erosion Control Structures	There is an existing flood or erosion control structure (e.g., dam, weir, berm, channel) located in the project vicinity that must be considered as the project proceeds. A meeting with TRCA should be arranged as early as possible.
Valley Slopes	

Crest of Slope	<p>Valley and stream corridors are dynamic systems that provide important natural functions and linkages for the physical, chemical and biological processes of wildlife, watercourses, and other natural features. The crest of slope identifies the physical limit of these corridors; however, due to ecological sensitivities, development restrictions typically extend beyond the actual crest of slope.</p> <p>TRCA may require the determination of the long term stable crest of slope (or toe of slope) through a staking with TRCA staff, as well as a geotechnical assessment.</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>

	TRCA recommends that a commitment to sustainable infrastructure or buildings through all project phases be made in the EA document. Please consider using a 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	
Credit Valley - Toronto & Region - Central Lake Ontario (CTC) Source Protection Plan	<p>The Clean Water Act, 2006 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 Wellhead Protection Area – Quality (WHPA), Significant Groundwater Recharge Area (SGRA), Intake Protection Zone (IPZ), 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. For additional support, please consult with the Region's Risk Management Official, Therese Estephan (therese.estephan@peelregion.ca) 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 <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>	

Appendix C: Recommended TRCA Contact Points in the Municipal Class EA Process



Jean-Louis Gaudet

From: Bell, Trevor (MECP) <Trevor.Bell@ontario.ca>
Sent: Wednesday, August 5, 2020 8:47 AM
To: Bubas, Sonya (sonya.bubas@peelregion.ca)
Cc: Gino Dela Cruz; Dufresne, Tina (MECP); Papageorgiou, Agni (MECP); Jean-Louis Gaudet; Yves Monereau; Derryroadea
Subject: Road Improvements near Derry Road and Alstep Drive - Schedule C Municipal Class EA
Attachments: MECP Response Letter_Notice of Commencement_Road Improvements near Derry Road and Alstep Drive.pdf

Good morning,

Please find attached a letter from the Ministry of the Environment, Conservation and Parks, Environmental Approvals Branch, regarding the above mentioned project. Feel free to contact me directly with any questions or concerns you may have.

Sincerely,

Trevor Bell | Environmental Planner/Environmental Assessment Coordinator

Project Review Unit, Environmental Assessment and Permissions Branch

Ministry of the Environment, Conservation and Parks

5775 Yonge Street, 8th floor, Toronto ON, M2M 4J1

Phone: 437-770-3731 | trevor.bell@ontario.ca

Jean-Louis Gaudet

From: Bell, Trevor (MECP) <Trevor.Bell@ontario.ca>
Sent: Wednesday, August 5, 2020 11:42 AM
To: Bubas, Sonya (sonya.bubas@peelregion.ca)
Cc: Gino Dela Cruz; Dufresne, Tina (MECP); Papageorgiou, Agni (MECP); Jean-Louis Gaudet; Yves Monereau; Derryroadea
Subject: RE: Road Improvements near Derry Road and Alstep Drive - Schedule C Municipal Class EA
Attachments: MECP Response Letter_Notice of Commencement_Road Improvements near Derry Road and Alstep Drive.pdf

Hello,

Please see attached for a revised version of the letter attached to the email below.

Thank you,

Trevor Bell | Environmental Planner/Environmental Assessment Coordinator

Project Review Unit, Environmental Assessment and Permissions Branch

Ministry of the Environment, Conservation and Parks

5775 Yonge Street, 8th floor, Toronto ON, M2M 4J1

Phone: 437-770-3731 | trevor.bell@ontario.ca

From: Bell, Trevor (MECP)
Sent: August 5, 2020 8:47 AM
To: Bubas, Sonya (sonya.bubas@peelregion.ca) <sonya.bubas@peelregion.ca>
Cc: Gino Dela Cruz <gino.delacruz@mississauga.ca>; Dufresne, Tina (MECP) <Tina.Dufresne@ontario.ca>; Papageorgiou, Agni (MECP) <Agni.Papageorgiou@ontario.ca>; Jean Louis Gaudet (jeanlouis.gaudet@exp.com) <jeanlouis.gaudet@exp.com>; Yves Monereau <Yves-Marie.Monereau@exp.com>; derryroadea@exp.com
Subject: Road Improvements near Derry Road and Alstep Drive - Schedule C Municipal Class EA

Good morning,

Please find attached a letter from the Ministry of the Environment, Conservation and Parks, Environmental Approvals Branch, regarding the above mentioned project. Feel free to contact me directly with any questions or concerns you may have.

Sincerely,

Trevor Bell | Environmental Planner/Environmental Assessment Coordinator

Project Review Unit, Environmental Assessment and Permissions Branch

Ministry of the Environment, Conservation and Parks

5775 Yonge Street, 8th floor, Toronto ON, M2M 4J1

Phone: 437-770-3731 | trevor.bell@ontario.ca

Ministry of the Environment,
Conservation and Parks

Ministère de l'Environnement, de la
Protection de la nature et des Parcs

Environmental Assessment Branch

*Direction des évaluations
environnementales*



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135 St. Clair Avenue W
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Rez-de-chaussée
135, avenue St. Clair Ouest
Toronto ON M4V 1P5
Tél. : 416 314-8001
Télec. : 416 314-8452

August 4, 2020

Sonya Bubas, MCIP, RPP
Project Manager
Region of Peel
sonya.bubas@peelregion.ca
BY EMAIL ONLY

Re: **Road Improvements near Derry Road East and Alstep Drive
Bombardier Inc., City of Mississauga and Region of Peel
Schedule C Municipal Class Environmental Assessment
Notice of Study Commencement**

Dear Ms. Bubas,

This letter is in response to the Notice of Commencement for the above noted project. The Ministry of the Environment, Conservation and Parks (MECP) acknowledges that Bombardier Inc., the City of Mississauga and the Region of Peel have indicated that the study is following the approved environmental planning process for a Schedule C project under the Municipal Engineers Association's Municipal Class Environmental Assessment (Class EA).

The attached "Areas of Interest" document provides guidance regarding the ministry's interests with respect to the Class EA process. Please identify the areas of interest which are applicable to the project and ensure they are addressed. Proponents who address all the applicable areas of interest can minimize potential delays to the project schedule.

Considering that this project is a Schedule C Municipal Class EA for a stretch of roadway that is close sensitive receptors, an Air Quality Impact Assessment (AQIA) may be required to be included in the report and used as part of the decision-making process for the preferred alternative to address all potential air quality impacts to sensitive receptors. This AQIA should include at a minimum the predicted traffic flows and the current and future emissions estimates, as well as any required mitigation measures. General guidance regarding the scope of AQIA requirements for Schedule C road improvement Municipal Class EA ESRs is attached to this letter for your reference. If you are unsure whether a full AQIA is required for this project, we recommend you contact MECP Central Region Technical Support Section for clarification.

The Crown has a legal duty to consult Aboriginal communities when it has knowledge, real or constructive, of the existence or potential existence of an Aboriginal or treaty right and contemplates conduct that may adversely impact that right. Before authorizing this project, the Crown must ensure that its duty to consult has been fulfilled, where such a duty is triggered. Although the duty to consult with Aboriginal peoples is a duty of the Crown, the Crown may delegate procedural aspects of this duty to project proponents while retaining oversight of the consultation process.

The proposed project may have the potential to affect Aboriginal or treaty rights protected under Section 35 of Canada's *Constitution Act* 1982. Where the Crown's duty to consult is triggered in relation to the proposed project, **the MECP is delegating the procedural aspects of rights-based consultation to the proponent through this letter.** The Crown intends to rely on the delegated consultation process in discharging its duty to consult and maintains the right to participate in the consultation process as it sees fit.

Based on information provided to date and the Crown's preliminary assessment the proponent is required to consult with the following communities who have been identified as potentially affected by the proposed project:

- Mississaugas of the Credit First Nation;
- Six Nations of the Grand River;
- Haudenosaunee Confederacy Chiefs Council; and
- Huron-Wendat Nation, if there are potential archeological impacts

Steps that the proponent may need to take in relation to Aboriginal consultation for the proposed project are outlined in the "[Code of Practice for Consultation in Ontario's Environmental Assessment Process](#)".

Additional information related to Ontario's *Environmental Assessment Act* is available online at: www.ontario.ca/environmentalassessments

Please also refer to the attached document "A Proponent's Introduction to the Delegation of Procedural Aspects of consultation with Aboriginal Communities" for further information.

The proponent must contact the Director of Environmental Assessment Branch under the following circumstances subsequent to initial discussions with the communities identified by MECP:

- Aboriginal or treaty rights impacts are identified to you by the communities;
- You have reason to believe that your proposed project may adversely affect an Aboriginal or treaty right;
- Consultation with Indigenous communities or other stakeholders has reached an impasse; or
- A Part II Order request is expected based on impacts to Aboriginal or treaty rights.

The MECP will then assess the extent of any Crown duty to consult for the circumstances and will consider whether additional steps should be taken, including what role you will be asked to play should additional steps and activities be required.

Once the Project File is finalized, the proponent must issue a Notice of Completion providing a minimum 30-day period during which documentation may be reviewed and comment and input can be submitted to the Proponent.

Please ensure that the Notice of Completion advises that outstanding concerns are to be directed to the proponent for a response, and that in the event there are outstanding concerns regarding potential adverse impacts to constitutionally protected Aboriginal and treaty rights, Part II Order requests on those matters should be addressed in writing to:

Minister Jeff Yurek
Ministry of Environment, Conservation and Parks
777 Bay Street, 5th Floor
Toronto ON M7A 2J3
minister.mecp@ontario.ca

and

Director, Environmental Assessment Branch
Ministry of Environment, Conservation and Parks
135 St. Clair Ave. W, 1st Floor
Toronto ON, M4V 1P5
EABDirector@ontario.ca

Please note the project cannot proceed until at least 30 days after the end of the public review period provided for in the Notice of Completion.

Further, the project may not proceed after this time if:

- a Part II Order request has been submitted to the ministry regarding potential adverse impacts to constitutionally protected Aboriginal and treaty rights; or
- the Director has issued a Notice of Proposed order regarding the project.

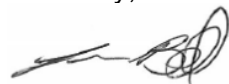
The public can request a higher level of assessment on a project if they are concerned about potential adverse impacts to constitutionally protected Aboriginal and treaty rights. In addition, the Minister may issue an order on his or her own initiative within a specified time period. The Director will issue a Notice of Proposed Order to the proponent if the Minister is considering an order for the project within 30 days after the conclusion of the comment period on the Notice of Completion. At this time, the Director may request additional information from the proponent.

Once the requested information has been received, the Minister will have 30 days to make a decision or impose conditions on your project.

A draft copy of the report should be sent to me prior to the filing of the final report, allowing a minimum of 30 days for the ministry's technical reviewers to provide comments. Please also forward the Notice of Completion and final report to me when completed.

Should you or your project team members have any questions regarding the material above, please contact me at trevor.bell@ontario.ca.

Sincerely,



Trevor Bell
Regional Environmental Assessment Coordinator

cc: Tina Dufresne, Manager, Halton Peel District Office, MECP
Agni Papageorgiou, Supervisor, Project Review Unit
Gino Dela Cruz, Project Manager, City of Mississauga
Yves Marie Monereau, Consultant Project Manager, EXP
Jean-Louis Gaudet, Project Coordinator, EXP

Attachments: Areas of Interest
A Proponent's Introduction to the Delegation of Procedural Aspects of
consultation with Aboriginal Communities
Air Quality Impact Assessment Guidance for Schedule C Municipal Road
Class EAs

AREAS OF INTEREST

It is suggested that you check off each applicable area after you have considered / addressed it.

Species at Risk

- The Ministry of the Environment, Conservation and Parks has now assumed responsibility of Ontario's Species at Risk program. For any questions related to subsequent permit requirements, please contact SAROntario@ontario.ca.

Planning and Policy

- Ontario has released "A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019)" which replaces the "Growth Plan for the Greater Golden Horseshoe (2017)". More information, including the Plan, is found here: <https://www.placestogrow.ca>.
- Parts of the study area may be subject to the [A Place to Grow: Growth Plan for the Greater Golden Horseshoe](#) (2019), [Oak Ridges Moraine Conservation Plan](#) (2017), [Niagara Escarpment Plan](#) (2017), [Greenbelt Plan](#) (2017) or [Lake Simcoe Protection Plan](#) (2014). Applicable policies should be referenced in the report, and the proponent should describe how the proposed project adheres to the relevant policies in these plans.
- The [Provincial Policy Statement](#) (2020) contains policies that protect Ontario's natural heritage and water resources. Applicable policies should be referenced in the report, and the proponent should describe how the proposed project is consistent with these policies.

Source Water Protection (all projects)

The *Clean Water Act*, 2006 (CWA) aims to protect existing and future sources of drinking water. To achieve this, several types of vulnerable areas have been delineated around surface water intakes and wellheads for every municipal residential drinking water system that is located in a source protection area. These vulnerable areas are known as a Wellhead Protection Areas (WHPAs) and surface water Intake Protection Zones (IPZs). Other vulnerable areas that have been delineated under the CWA include Highly Vulnerable Aquifers (HVAs), Significant Groundwater Recharge Areas (SGRAs), Event-based modelling areas (EBAs), and Issues Contributing Areas (ICAs). Source protection plans have been developed that include policies to address existing and future risks to sources of municipal drinking water within these vulnerable areas.

Projects that are subject to the Environmental Assessment Act that fall under a Class EA, or one of the Regulations, have the potential to impact sources of drinking water if they occur in designated vulnerable areas or in the vicinity of other at-risk drinking water systems (i.e. systems that are not municipal residential systems). MEA Class EA projects may include activities that, if located in a vulnerable area, could be a threat to sources of drinking water (i.e. have the potential to adversely affect the quality or quantity of drinking water sources) and the activity could therefore be subject to policies in a source protection plan. Where an activity poses a risk to drinking water, policies in the local source protection plan may impact how or where that activity is undertaken. Policies may prohibit certain activities, or they may require risk management measures for these activities. Municipal Official Plans, planning decisions, Class EA projects (where the project includes an activity that is a threat to drinking water) and prescribed instruments must conform with policies that address significant risks to drinking water and must have regard for policies that address moderate or low risks.

- In October 2015, the MEA Parent Class EA document was amended to include reference to the

Clean Water Act (Section A.2.10.6) and indicates that proponents undertaking a Municipal Class EA project must identify early in their process whether a project is or could potentially be occurring with a vulnerable area. **Given this requirement, please include a section in the report on source water protection.**

- The proponent should identify the source protection area and should clearly document how the proximity of the project to sources of drinking water (municipal or other) and any delineated vulnerable areas was considered and assessed. Specifically, the report should discuss whether or not the project is located in a vulnerable area and provide applicable details about the area.
- If located in a vulnerable area, proponents should document whether any project activities are prescribed drinking water threats and thus pose a risk to drinking water (this should be consulted on with the appropriate Source Protection Authority). Where an activity poses a risk to drinking water, the proponent must document and discuss in the report how the project adheres to or has regard to applicable policies in the local source protection plan. This section should then be used to inform and be reflected in other sections of the report, such as the identification of net positive/negative effects of alternatives, mitigation measures, evaluation of alternatives etc.
- While most source protection plans focused on including policies for significant drinking water threats in the WHPAs and IPZs it should be noted that even though source protection plan policies may not apply in HVAs, these are areas where aquifers are sensitive and at risk to impacts and within these areas, activities may impact the quality of sources of drinking water for systems other than municipal residential systems.
- In order to determine if this project is occurring within a vulnerable area, proponents can use this mapping tool: <http://www.applications.ene.gov.on.ca/swp/en/index.php>. The mapping tool will also provide a link to the appropriate source protection plan in order to identify what policies may be applicable in the vulnerable area.
- For further information on the maps or source protection plan policies which may relate to their project, proponents must contact the appropriate source protection authority. **Please consult with the local source protection authority to discuss potential impacts on drinking water. The contact for this project is Jennifer Stephens at (416) 661-6600 ext 5568 or jstephens@trca.on.ca. Please document the results of that consultation within the report and include all communication documents/correspondence.**

More Information

For more information on the *Clean Water Act*, source protection areas and plans, including specific information on the vulnerable areas and drinking water threats, please refer to Conservation Ontario's website where you will also find links to the local source protection plan/assessment report.

A list of the prescribed drinking water threats can be found in section 1.1 of Ontario Regulation 287/07 made under the *Clean Water Act*. In addition to prescribed drinking water threats, some source protection plans may include policies to address additional "local" threat activities, as approved by the MECP.

Climate Change

Ontario is leading the fight against climate change through the [Climate Change Action Plan](#). Recently released, the plan lays out the specific actions Ontario will take in the next five years to meet its 2020 greenhouse gas reduction targets and establishes the framework necessary to meet its long-term

targets. As a commitment of the action plan, **the province has now finalized a guide, "[Considering Climate Change in the Environmental Assessment Process](#)" (Guide).**

The Guide is now a part of the Environmental Assessment program's Guides and Codes of Practice. The Guide sets out the MECP's expectation for considering climate change in the preparation, execution and documentation of environmental assessment studies and processes. The guide provides examples, approaches, resources, and references to assist proponents with consideration of climate change in EA. **Proponents should review this Guide in detail.**

- The MECP expects proponents to:
 1. Take into account during the assessment of alternative solutions and alternative designs, the following:
 - a. the project's expected production of greenhouse gas emissions and impacts on carbon sinks (climate change mitigation); and
 - b. resilience or vulnerability of the undertaking to changing climatic conditions (climate change adaptation).
 2. Include a discrete section in the report detailing how climate change was considered in the EA.

How climate change is considered can be qualitative or quantitative in nature, and should be scaled to the project's level of environmental effect. In all instances, both a project's impacts on climate change (mitigation) and impacts of climate change on a project (adaptation) should be considered.

- The MECP has also prepared another guide to support provincial land use planning direction related to the completion of energy and emission plans. The "[Community Emissions Reduction Planning: A Guide for Municipalities](#)" document is designed to educate stakeholders on the municipal opportunities to reduce energy and greenhouse gas emissions, and to provide guidance on methods and techniques to incorporate consideration of energy and greenhouse gas emissions into municipal activities of all types. We encourage you to review the Guide for information.

Air Quality, Dust and Noise

- If there are sensitive receptors in the surrounding area of this project, an air quality/odour impact assessment will be useful to evaluate alternatives, determine impacts and identify appropriate mitigation measures. The scope of the assessment can be determined based on the potential effects of the proposed alternatives, and typically includes source and receptor characterization and a quantification of local air quality impacts on the sensitive receptors and the environment in the study area. The assessment will compare to all applicable standards or guidelines for all contaminants of concern. **Please contact this office for further consultation on the level of Air Quality Impact Assessment required for this project if not already advised.**
- **If a full Air Quality Impact Assessment is not required for the project, the report should still contain:**
 - A discussion of local air quality including existing activities/sources that significantly impact local air quality and how the project may impact existing conditions;
 - A discussion of the nearby sensitive receptors and the project's potential air quality impacts on present and future sensitive receptors;
 - A discussion of local air quality impacts that could arise from this project during both construction and operation; and

- A discussion of potential mitigation measures.
- As a common practice, “air quality” should be used as an evaluation criterion for all road projects.
- 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 MECP recommends that non-chloride dust-suppressants be applied. For a comprehensive list of fugitive dust prevention and control measures that could be applied, refer to [Cheminfo Services Inc. Best Practices for the Reduction of Air Emissions from Construction and Demolition Activities](#). report prepared for Environment Canada. March 2005.
- The report should consider the potential impacts of increased noise levels during the operation of the completed project. The proponent should explore all potential measures to mitigate significant noise impacts during the assessment of alternatives.

□ Ecosystem Protection and Restoration

- Any impacts to ecosystem form and function must be avoided where possible. The report 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. The following sensitive environmental features may be located within or adjacent to the study area:
 - Areas of Natural and Scientific Interest (ANSIs)
 - Rare Species of flora or fauna
 - Watercourses
 - Wetlands
 - Woodlots

We recommend consulting with the Ministry of Natural Resources and Forestry (MNRF), Fisheries and Oceans Canada (DFO) and your local conservation authority to determine if special measures or additional studies will be necessary to preserve and protect these sensitive features. In addition, you may consider the provisions of the Rouge Park Management Plan if applicable.

□ Surface Water

- The report must include enough 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 report and utilized when designing stormwater control methods. **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.
- Ontario Regulation 60/08 under the *Ontario Water Resources Act* (OWRA) applies to the Lake Simcoe Basin, which encompasses Lake Simcoe and the lands from which surface water drains into Lake Simcoe. If the proposed sewage treatment plant is listed in Table 1 of the regulation, the report should describe how the proposed project and its mitigation measures are consistent with the requirements of this regulation and the OWRA.
 - Any potential approval requirements for surface water taking or discharge should be identified in the report. A Permit to Take Water (PTTW) under the OWRA will be required for any water takings that exceed 50,000 L/day, except for certain water taking activities that have been prescribed by the Water Taking EASR Regulation – *O. Reg. 63/16*. These prescribed water-taking activities require registration in the EASR instead of a PTTW. Please review the [Water Taking User Guide for EASR](#) for more information. Additionally, an Environmental Compliance Approval under the OWRA is required for municipal stormwater management works.

Groundwater

- 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 report.
- If the potential construction or decommissioning of water wells is identified as an issue, the report should refer to Ontario Regulation 903, Wells, under the OWRA.
- 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 report. A Permit to Take Water (PTTW) under the OWRA will be required for any water takings that exceed 50,000 L/day, with the exception of certain water taking activities that have been prescribed by the Water Taking EASR Regulation – *O. Reg. 63/16*. These prescribed water-taking activities require registration in the EASR instead of a PTTW. Please review the [Water Taking User Guide for EASR](#) for more information.

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. Please contact the appropriate MECP District Office for further consultation if contaminated sites are present.

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

Excess Materials Management

- Activities involving the management of excess soil should be completed in accordance with the MECP's current guidance document titled "[Management of Excess Soil – A Guide for Best Management Practices](#)" (2014).
- All waste generated during construction must be disposed of in accordance with ministry requirements

Servicing and Facilities

- Any facility that releases emissions to the atmosphere, discharges contaminants to ground or surface water, provides potable water supplies, or stores, transports or disposes of waste must have an Environmental Compliance Approval (ECA) before it can operate lawfully. Please consult with the Environmental Approvals Access and Service Integration Branch (EAASIB) to determine whether a new or amended ECA will be required for any proposed infrastructure.
- We recommend referring to the ministry's [environmental land use planning guides](#) to ensure that any potential land use conflicts are considered when planning for any infrastructure or facilities related to wastewater, pipelines, landfills or industrial uses.

Mitigation and Monitoring

- 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 report 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.
- 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.
- The proponent's construction and post-construction monitoring plans must be documented in the report, as outlined in Section A.2.5 and A.4.1 of the MEA Class EA parent document.

□ Consultation

- The report must demonstrate how the consultation provisions of the Class EA have been fulfilled, including documentation of all stakeholder consultation efforts undertaken during the planning process. This includes a discussion in the SR that identifies concerns that were raised and **describes how they have been addressed by the proponent** 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.

□ Class EA Process

- The report should provide clear and complete documentation of the planning process in order to allow for transparency in decision-making.
- If this project is a Master Plan: there are several different approaches that can be used to conduct a Master Plan, examples of which are outlined in Appendix 4 of the Class EA. The Master Plan should clearly indicate the selected approach for conducting the plan, by identifying whether the levels of assessment, consultation and documentation are sufficient to fulfill the requirements for Schedule B or C projects. Please note that any Schedule B or C projects identified in the plan would be subject to Part II Order Requests under the *Environmental Assessment Act*, although the plan itself would not be.
- The report must demonstrate how the consultation provisions of the Class EA have been fulfilled, including documentation of all stakeholder consultation efforts undertaken during the planning process. This includes a discussion in the report that identifies concerns that were raised and **describes how they have been addressed by the proponent** 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 report 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 report.
- Please include in the report a list of all subsequent permits or approvals that may be required for the implementation of the preferred alternative, including but not limited to, MECP's PTTW, EASR Registrations and ECAs, conservation authority permits, species at risk permits, and approvals under the *Impact Assessment Act*, 2019.
- Ministry guidelines and other information related to the issues above are available at <http://www.ontario.ca/environment-and-energy/environment-and-energy>. We encourage you to review all the available guides and to reference any relevant information in the report.

A PROPONENT'S INTRODUCTION TO THE DELEGATION OF PROCEDURAL ASPECTS OF CONSULTATION WITH ABORIGINAL COMMUNITIES

Definitions

The following definitions are specific to this document and may not apply in other contexts:

Aboriginal communities – the First Nation or Métis communities identified by the Crown for the purpose of consultation.

Consultation – the Crown's legal obligation to consult when the Crown has knowledge of an established or asserted Aboriginal or treaty right and contemplates conduct that might adversely impact that right. This is the type of consultation required pursuant to s. 35 of the *Constitution Act, 1982*. Note that this definition does not include consultation with Aboriginal communities for other reasons, such as regulatory requirements.

Crown – the Ontario Crown, acting through a particular ministry or ministries.

Procedural aspects of consultation – those portions of consultation related to the process of consultation, such as notifying an Aboriginal community about a project, providing information about the potential impacts of a project, responding to concerns raised by an Aboriginal community and proposing changes to the project to avoid negative impacts.

Proponent – the person or entity that wants to undertake a project and requires an Ontario Crown decision or approval for the project.

I. Purpose

The Crown has a legal duty to consult Aboriginal communities when it has knowledge of an existing or asserted Aboriginal or treaty right and contemplates conduct that may adversely impact that right. In outlining a framework for the duty to consult, the Supreme Court of Canada has stated that the Crown may delegate procedural aspects of consultation to third parties. This document provides general information about the Ontario Crown's approach to delegation of the procedural aspects of consultation to proponents.

This document is not intended to instruct a proponent about an individual project, and it does not constitute legal advice.

II. Why is it Necessary to Consult with Aboriginal Communities?

The objective of the modern law of Aboriginal and treaty rights is the *reconciliation* of Aboriginal peoples and non-Aboriginal peoples and their respective rights, claims and interests. Consultation is an important component of the reconciliation process.

The Crown has a legal duty to consult Aboriginal communities when it has knowledge of an existing or asserted Aboriginal or treaty right and contemplates conduct that might adversely impact that right. For example, the Crown's duty to consult is triggered when it considers issuing a permit, authorization or approval for a project which has the potential to adversely impact an Aboriginal right, such as the right to hunt, fish, or trap in a particular area.

The scope of consultation required in particular circumstances ranges across a spectrum depending on both the nature of the asserted or established right and the seriousness of the potential adverse impacts on that right.

Depending on the particular circumstances, the Crown may also need to take steps to accommodate the potentially impacted Aboriginal or treaty right. For example, the Crown may be required to avoid or minimize the potential adverse impacts of the project.

III. The Crown's Role and Responsibilities in the Delegated Consultation Process

The Crown has the responsibility for ensuring that the duty to consult, and accommodate where appropriate, is met. However, the Crown may delegate the procedural aspects of consultation to a proponent.

There are different ways in which the Crown may delegate the procedural aspects of consultation to a proponent, including through a letter, a memorandum of understanding, legislation, regulation, policy and codes of practice.

If the Crown decides to delegate procedural aspects of consultation, the Crown will generally:

- Ensure that the delegation of procedural aspects of consultation and the responsibilities of the proponent are clearly communicated to the proponent;
- Identify which Aboriginal communities must be consulted;
- Provide contact information for the Aboriginal communities;
- Revise, as necessary, the list of Aboriginal communities to be consulted as new information becomes available and is assessed by the Crown;
- Assess the scope of consultation owed to the Aboriginal communities;
- Maintain appropriate oversight of the actions taken by the proponent in fulfilling the procedural aspects of consultation;
- Assess the adequacy of consultation that is undertaken and any accommodation that may be required;
- Provide a contact within any responsible ministry in case issues arise that require direction from the Crown; and
- Participate in the consultation process as necessary and as determined by the Crown.

IV. The Proponent's Role and Responsibilities in the Delegated Consultation Process

Where aspects of the consultation process have been delegated to a proponent, the Crown, in meeting its duty to consult, will rely on the proponent's consultation activities and documentation of those activities. The consultation process informs the Crown's decision of whether or not to approve a proposed project or activity.

A proponent's role and responsibilities will vary depending on a variety of factors including the extent of consultation required in the circumstance and the procedural aspects of consultation the Crown has delegated to it. Proponents are often in a better position than the Crown to discuss a project and its potential impacts with Aboriginal communities and to determine ways to avoid or minimize the adverse impacts of a project.

A proponent can raise issues or questions with the Crown at any time during the consultation process. If issues or concerns arise during the consultation that cannot be addressed by the proponent, the proponent should contact the Crown.

a) What might a proponent be required to do in carrying out the procedural aspects of consultation?

Where the Crown delegates procedural aspects of consultation, it is often the proponent's responsibility to provide notice of the proposed project to the identified Aboriginal communities. The notice should indicate that the Crown has delegated the procedural aspects of consultation to the proponent and should include the following information:

- a description of the proposed project or activity;
- mapping;
- proposed timelines;
- details regarding anticipated environmental and other impacts;
- details regarding opportunities to comment; and
- any changes to the proposed project that have been made for seasonal conditions or other factors, where relevant.

Proponents should provide enough information and time to allow Aboriginal communities to provide meaningful feedback regarding the potential impacts of the project. Depending on the nature of consultation required for a project, a proponent also may be required to:

- provide the Crown with copies of any consultation plans prepared and an opportunity to review and comment;
- ensure that any necessary follow-up discussions with Aboriginal communities take place in a timely manner, including to confirm receipt of information, share and update information and to address questions or concerns that may arise;
- as appropriate, discuss with Aboriginal communities potential mitigation measures and/or changes to the project in response to concerns raised by Aboriginal communities;
- use language that is accessible and not overly technical, and translate material into Aboriginal languages where requested or appropriate;
- bear the reasonable costs associated with the consultation process such as, but not limited to, meeting hall rental, meal costs, document translation(s), or to address technical & capacity issues;
- provide the Crown with all the details about potential impacts on established or asserted Aboriginal or treaty rights, how these concerns have been considered and addressed by the proponent and the Aboriginal communities and any steps taken to mitigate the potential impacts;
- provide the Crown with complete and accurate documentation from these meetings and communications; and
- notify the Crown immediately if an Aboriginal community not identified by the Crown approaches the proponent seeking consultation opportunities.

b) What documentation and reporting does the Crown need from the proponent?

Proponents should keep records of all communications with the Aboriginal communities involved in the consultation process and any information provided to these Aboriginal communities.

As the Crown is required to assess the adequacy of consultation, it needs documentation to satisfy itself that the proponent has fulfilled the procedural aspects of consultation delegated to it. The documentation required would typically include:

- the date of meetings, the agendas, any materials distributed, those in attendance and copies of any minutes prepared;
- the description of the proposed project that was shared at the meeting;
- any and all concerns or other feedback provided by the communities;

- any information that was shared by a community in relation to its asserted or established Aboriginal or treaty rights and any potential adverse impacts of the proposed activity, approval or disposition on such rights;
- any proposed project changes or mitigation measures that were discussed, and feedback from Aboriginal communities about the proposed changes and measures;
- any commitments made by the proponent in response to any concerns raised, and feedback from Aboriginal communities on those commitments;
- copies of correspondence to or from Aboriginal communities, and any materials distributed electronically or by mail;
- information regarding any financial assistance provided by the proponent to enable participation by Aboriginal communities in the consultation;
- periodic consultation progress reports or copies of meeting notes if requested by the Crown;
- a summary of how the delegated aspects of consultation were carried out and the results; and
- a summary of issues raised by the Aboriginal communities, how the issues were addressed and any outstanding issues.

In certain circumstances, the Crown may share and discuss the proponent's consultation record with an Aboriginal community to ensure that it is an accurate reflection of the consultation process.

c) Will the Crown require a proponent to provide information about its commercial arrangements with Aboriginal communities?

The Crown may require a proponent to share information about aspects of commercial arrangements between the proponent and Aboriginal communities where the arrangements:

- include elements that are directed at mitigating or otherwise addressing impacts of the project;
- include securing an Aboriginal community's support for the project; or
- may potentially affect the obligations of the Crown to the Aboriginal communities.

The proponent should make every reasonable effort to exempt the Crown from confidentiality provisions in commercial arrangements with Aboriginal communities to the extent necessary to allow this information to be shared with the Crown.

The Crown cannot guarantee that information shared with the Crown will remain confidential. Confidential commercial information should not be provided to the Crown as part of the consultation record if it is not relevant to the duty to consult or otherwise required to be submitted to the Crown as part of the regulatory process.

V. What are the Roles and Responsibilities of Aboriginal Communities' in the Consultation Process?

Like the Crown, Aboriginal communities are expected to engage in consultation in good faith. This includes:

- responding to the consultation notice;
- engaging in the proposed consultation process;
- providing relevant documentation;
- clearly articulating the potential impacts of the proposed project on Aboriginal or treaty rights; and
- discussing ways to mitigate any adverse impacts.

Some Aboriginal communities have developed tools, such as consultation protocols, policies or processes that provide guidance on how they would prefer to be consulted. Although not legally binding, proponents are encouraged to respect these community processes where it is reasonable to do so. Please note that there is no obligation for a proponent to pay a fee to an Aboriginal community in order to enter into a consultation process.

To ensure that the Crown is aware of existing community consultation protocols, proponents should contact the relevant Crown ministry when presented with a consultation protocol by an Aboriginal community or anyone purporting to be a representative of an Aboriginal community.

VI. What if More Than One Provincial Crown Ministry is Involved in Approving a Proponent's Project?

Depending on the project and the required permits or approvals, one or more ministries may delegate procedural aspects of the Crown's duty to consult to the proponent. The proponent may contact individual ministries for guidance related to the delegation of procedural aspects of consultation for ministry-specific permits/approvals required for the project in question. Proponents are encouraged to seek input from all involved Crown ministries sooner rather than later.

Air Quality Impact Assessment Guidance for Schedule C Municipal Road Class EAs

1. Study Area

The scope of the AQIA should be determined by the proponent and clearly outlined in the AQIA document based on the number and nature of scenarios/alternatives being considered, for example, the routes under consideration.

The focus should be on defining the “worst case scenario”, whether it is the length of roadway with the highest traffic volumes in close proximity to sensitive receptors or sections of roadways with on and off ramps and overpasses. The end result should be a defined study area.

2. List of Parameters

The list of parameters should focus mainly on the key pollutants released from mobile sources such as, but not limited to, the following:

- CO
- NO_x (with a focus on NO and NO₂)
- TSP
- PM₁₀
- PM_{2.5}
- Selected VOCs (benzene, 1-3 Butadiene, formaldehyde, acetaldehyde and acrolein)
- Benzo(a)pyrene – as a surrogate for PAHs

All averaging periods for which there is a corresponding standard or guideline should be assessed.

3. Background Data

Background data representative of the study area is generally summarized for the most recent 5 years from the nearest or most representative MOECC AQHI and/or NAPS stations. The 90th percentile should be used when assessing combined air quality concentrations for comparison against applicable standards and guidelines.

4. Emission Estimates

Emission estimates are based on current and proposed future traffic counts where MOVES is used to generate emission factors.

5. Traffic Data

Traffic data including fleet distribution and characteristics, road type, traffic signals, idling conditions, or roundabouts/stop signs may be considered or incorporated into the assessment.

6. Dispersion Modelling and Meteorological Data

Dispersion modelling, typically using CAL3QHCR or AERMOD, is conducted to determine maximum pollutant concentrations resulting from implementation of the project and the resulting air quality impacts at the most impacted sensitive receptors for the different scenarios. At a minimum, two modelling scenarios are to be conducted to determine the incremental difference between the current conditions (base case) and future scenario. The

timing of the future scenario should be defined and take into consideration projected population growth and traffic/emissions impacts.

According to the Ministry of Transportations' *Environmental Guide for Assessing and Mitigating the Air Quality Impacts and Greenhouse Gas Emissions of Provincial Transportation Projects (June, 2012)*, "...local air quality impacts are assumed to be limited to a distance of approximately 500 m from the transportation facility, in each direction." Therefore, the Cartesian grid system used to easily model concentrations at each receptor typically has a grid limit of approximately 500 m from the edge of the subject road.

The five most recent years of meteorological data should be used for dispersion modelling. However, under certain conditions, one year of continuous data may be sufficient. Surface data can be obtained from facilities such as Pearson International Airport, Toronto Island, Buttonville or site-specific and upper air data obtained from Buffalo, New York.

All supporting documentation and assumptions that are inputted into the models should be summarized as appendices. A sample of the electronic dispersion model input and output files must be submitted for the ministry's review.

7. Sensitive Receptors

All key and potentially sensitive receptors located in the surrounding area must be identified and included in the model. Sensitive receptors include but are not limited to residences, schools, health care facilities and daycare centers. Future sensitive receptors should also be included in the assessment.

8. Combined Effects

In order to assess the combined effects at nearby sensitive receptors, the AQIA should sum the maximum modelled concentrations with the 90th percentile background concentrations for comparison against applicable standards and guidelines.

If exceedances or non-conformances are predicted, a discussion of possible mitigation measures should be included.

9. Applicable Guidelines

Applicable standards and guidelines may include:

- MOECC Ambient Air Quality Criteria (AAQCs)
- Canadian Ambient Air Quality Standards (CAAQs)

10. Results

The predicted results obtained from the dispersion modelling exercise are to be presented in detail in the AQIA and summarized in the ESR. This should include an analysis and discussion of the results and potential air quality impacts of the project.

Results for each contaminant should be discussed separately and should depict predicted maximum concentrations at the most impacted sensitive receptor(s), the overall maximum predicted concentrations and the combined concentrations, for each averaging period assessed. It may also be relevant to discuss receptor specific results.

11. Climate Change and Regional Impacts

The AQIA should consider climate change and regional air quality impacts when assessing the project's potential impacts and possible mitigation measures. This may include comparing impacts from the proposed undertaking with the provincial greenhouse gas totals reported by Environment Canada.

12. Summary and Mitigation Measures

The AQIA and ESR should summarize the key conclusions of the study based on the results as provided. In addition, general mitigation measures should be discussed, including those mitigation measures that will be implemented during construction to minimize off-site impacts.

For example, best management practices should be applied to mitigate any air quality impacts caused by construction dust. Please note that the ministry recommends that non-chloride dust suppressants be applied.

For a comprehensive list of fugitive dust prevention and control measures, please refer to [Cheminfo Services Inc. Best Practices for the Reduction of Air Emissions from Construction and Demolition Activities](#). Report prepared for Environment Canada. March 2005.

13. Cumulative Impacts

The ministry is currently preparing draft guidance documents to address cumulative effects in EAs. In the interim, please use the following federal EA resources as references for addressing cumulative effects:

- Cumulative Effects Assessment Practitioners' Guide
<https://www.ceaa-acee.gc.ca/default.asp?lang=En&n=43952694-%201&offset=&toc=hide>
- Reference Guide: Addressing Cumulative Environmental Effects
<https://www.ceaa-acee.gc.ca/default.asp?lang=En&n=9742C481-%201&offset=&toc=hide>

14. Further Guidance

For further guidance, including additional references and information such as prediction of emissions from re-entrained road dust and silt loading factors, please refer to the Ministry of Transportations' [Environmental Guide for Assessing and Mitigating the Air Quality Impacts and Greenhouse Gas Emissions of Provincial Transportation Projects](#) (June, 2012) or any subsequent version.

Jean-Louis Gaudet

From: EnviroOnt <EnviroOnt@tc.gc.ca>
Sent: Wednesday, August 12, 2020 12:54 PM
To: Derryroadea; Jean-Louis Gaudet
Subject: Road EA near Derry Rd & Alstep Dr - Notice of Commencement & Invitation for Public Comment
Attachments: 202007Jul16_DerryRdEA_Notice Commencement and Consult_final.pdf; 202007Jul16_Notice Commencement Form_agencies.pdf

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 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 82 of the *Impact Assessment Act, 2019*.

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

From: Jean-Louis Gaudet [mailto:jeanlouis.gaudet@exp.com]

Sent: Thursday, July 16, 2020 6:15 PM

To: Derryroadea <derryroadea@exp.com>

Subject: Road EA near Derry Rd & Alstep Dr - Notice of Commencement & Invitation for Public Comment

Good afternoon,

Please find attached the Notice of Study Commencement & Invitation for Public Comment for the Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive.

Also attached is a consultation form to help you advise the project team whether you wish to be kept informed about this project and of any specific project-related interests you may have.

About this Project:

Bombardier Inc. is partnering with the City of Mississauga and the Region of Peel to initiate this Class EA study to assess existing and future road conditions on Derry Road East and Alstep Drive near Menkes Drive and Bramalea Road. The study will include Derry Road East (a Regional Road) as well as Bramalea Road, Menkes Drive, Telford Way, Alstep Drive and Menway Court (all City roads).

Online Consultation:

Materials presenting the problem / opportunity statement, background information, and the identification and evaluation of alternative solutions will be posted online by July 28, 2020 for public review and comment. Comments are invited to be submitted by August 11, 2020. The project website address is: <http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>.

If you have questions or wish to be added to the project mailing list, please e-mail derryroadea@exp.com.

Regards,

Jean-Louis



Jean-Louis Gaudet, B.Sc.

EXP | Project Coordinator

Jean-Louis Gaudet

From: Bell, Trevor (MECP) <Trevor.Bell@ontario.ca>
Sent: Tuesday, November 23, 2021 4:09 PM
To: Jean-Louis Gaudet
Cc: Dufresne, Tina (MECP); Yves Monereau; Derryroadea; Bubas, Sonya (sonya.bubas@peelregion.ca); Ryan Au; Potter, Katy (MECP); Martin, Paul (MECP)
Subject: RE: Road Improvements near Derry Road and Alstep Drive - Sched C MCEA - AQIA



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.

Hi Jean-Louis,

Ministry staff have reviewed the study team's rationale for why a full AQIA is not required for this project. We are satisfied with the rationale and agree that the study can proceed without conducting a full AQIA, as the study area is industrial and there are no adjacent sensitive receptors. The EA report will include a qualitative section on air quality in lieu of the AQIA.

Thank you,
Trevor

Trevor Bell | Regional Environmental Planner
Project Review Unit, Environmental Assessment Branch
Ministry of the Environment, Conservation and Parks
5775 Yonge Street, 8th floor, Toronto ON, M2M 4J1
New Phone: 437-770-3731 | trevor.bell@ontario.ca

From: Bell, Trevor (MECP)
Sent: November 15, 2021 1:53 PM
To: Jean-Louis Gaudet <jeanlouis.gaudet@exp.com>
Cc: Dufresne, Tina (MECP) <Tina.Dufresne@ontario.ca>; Papageorgiou, Agni (MECP) <Agni.Papageorgiou@ontario.ca>; Yves Monereau <Yves-Marie.Monereau@exp.com>; Derryroadea <derryroadea@exp.com>; Bubas, Sonya (sonya.bubas@peelregion.ca) <sonya.bubas@peelregion.ca>; Ryan Au <Ryan.Au@mississauga.ca>; Potter, Katy (MECP) <Katy.Potter@ontario.ca>; Martin, Paul (MECP) <Paul.D.Martin@ontario.ca>
Subject: RE: Road Improvements near Derry Road and Alstep Drive - Sched C MCEA - AQIA

Hi Jean-Louis,

Thank you for your email. I will touch base with my colleagues in the Air Unit and get back to you as soon as possible.

Thanks,
Trevor

Trevor Bell | Regional Environmental Planner
Project Review Unit, Environmental Assessment Branch

From: Jean-Louis Gaudet <jeanlouis.gaudet@exp.com>
Sent: November 14, 2021 9:44 PM
To: Bell, Trevor (MECP) <Trevor.Bell@ontario.ca>
Cc: Dufresne, Tina (MECP) <Tina.Dufresne@ontario.ca>; Papageorgiou, Agni (MECP) <Agni.Papageorgiou@ontario.ca>; Yves Monereau <Yves-Marie.Monereau@exp.com>; Derryroadea <derryroadea@exp.com>; Bubas, Sonya (<sonya.bubas@peelregion.ca>) <sonya.bubas@peelregion.ca>; Ryan Au <Ryan.Au@mississauga.ca>
Subject: Road Improvements near Derry Road and Alstep Drive - Sched C MCEA - AQIA

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

Hi Trevor,

We are writing to you regarding the Derry Road/Alstep Drive Class Environmental Assessment.

The study team received correspondence from the Ministry of Environment, Conservation and Parks (MECP) on August 4, 2020 regarding the Ministry's interests for this Class EA, and the letter noted the potential requirement for an Air Quality Impact Assessment (AQIA).

After some consideration during Phases 2 and 3 of this Class EA, it is the project team's recommendation that an AQIA is not required for this Class EA.

The attached letter presents the study team's rationale for this conclusion and is provided for the Ministry's review and comment.

Regards,

Jean-Louis

Jean-Louis Gaudet, B.Sc.

EXP | Project Coordinator

t : +1.905.525.6069, 5031 | m : +1.416.728.6261 | e : jeanlouis.gaudet@exp.com

exp.com | [legal disclaimer](#)

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From: Bell, Trevor (MECP) <Trevor.Bell@ontario.ca>
Sent: Wednesday, August 5, 2020 11:42 AM
To: Bubas, Sonya (<sonya.bubas@peelregion.ca>) <sonya.bubas@peelregion.ca>
Cc: Gino Dela Cruz <gino.delacruz@mississauga.ca>; Dufresne, Tina (MECP) <Tina.Dufresne@ontario.ca>; Papageorgiou, Agni (MECP) <Agni.Papageorgiou@ontario.ca>; Jean-Louis Gaudet <jeanlouis.gaudet@exp.com>; Yves Monereau <Yves-Marie.Monereau@exp.com>; Derryroadea <derryroadea@exp.com>
Subject: RE: Road Improvements near Derry Road and Alstep Drive - Schedule C Municipal Class EA

Hello,

Please see attached for a revised version of the letter attached to the email below.

Thank you,

Trevor Bell | Environmental Planner/Environmental Assessment Coordinator

Project Review Unit, Environmental Assessment and Permissions Branch

Ministry of the Environment, Conservation and Parks

5775 Yonge Street, 8th floor, Toronto ON, M2M 4J1

Phone: 437-770-3731 | trevor.bell@ontario.ca

From: Bell, Trevor (MECP)

Sent: August 5, 2020 8:47 AM

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

Cc: Gino Dela Cruz <gino.delacruz@mississauga.ca>; Dufresne, Tina (MECP) <Tina.Dufresne@ontario.ca>; Papageorgiou,

Agni (MECP) <Agni.Papageorgiou@ontario.ca>; Jean Louis Gaudet (jeanlouis.gaudet@exp.com)

<jeanlouis.gaudet@exp.com>; Yves Monereau <Yves-Marie.Monereau@exp.com>; derryroadea@exp.com

Subject: Road Improvements near Derry Road and Alstep Drive - Schedule C Municipal Class EA

Good morning,

Please find attached a letter from the Ministry of the Environment, Conservation and Parks, Environmental Approvals Branch, regarding the above mentioned project. Feel free to contact me directly with any questions or concerns you may have.

Sincerely,

Trevor Bell | Environmental Planner/Environmental Assessment Coordinator

Project Review Unit, Environmental Assessment and Permissions Branch

Ministry of the Environment, Conservation and Parks

5775 Yonge Street, 8th floor, Toronto ON, M2M 4J1

Phone: 437-770-3731 | trevor.bell@ontario.ca



October 29, 2021

Mr. Trevor Bell
Regional Environmental Assessment Coordinator
Ministry of the Environment, Conservation and Parks
Environmental Assessment Branch
1st Floor, 135 St. Clair Avenue W
Toronto ON M4V 1P5

by e-mail:

Re: [STR-02018572-00] Derry Road/Alstep Drive Class Environmental Assessment
Requirement for Air Quality Impact Assessment

Dear Mr. Bell:

EXP has been retained by Bombardier Aerospace to assist with its industrial development on a parcel of land situated just north of the Toronto Pearson International Airport at 1890 Alstep Drive, Mississauga, Ontario. The land is owned by the Government of Canada and administered by the Greater Toronto Airports Authority (GTAA).

The study area for this Class EA, selected based on discussions with the Region of Peel and the City of Mississauga, is primarily along Derry Road East (865 m west and 450 m east of Bramalea Road) and Bramalea Road (485 m south of Derry Road East and 410 m north of Derry Road East). It also includes four local roads: Menkes Drive, Alstep Drive, Menway Court and Telford Way.

Correspondence received from the Ministry of Environment, Conservation and Parks (MECP) dated August 4, 2020 about this Class EA discussed the potential requirement for an Air Quality Impact Assessment (AQIA). After some consideration during Phases 2 and 3 of this Class EA, it is the project team's recommendation that an AQIA is not required for this Class EA, based on the following reasons:

1. The MECP's letter notes that the AQIA would be useful to determine air quality impacts and mitigation measures if there are sensitive receptors in the surrounding area of the project. This would typically include residences, hospitals, schools, daycare facilities, elderly housing and convalescent facilities, and public meeting places. The study area is an industrial setting, with no such sensitive receptors identified.
2. The nature of the alternative solutions and alternative designs are not expected to increase traffic compared to the "do nothing" scenario. Rather, the alternative solutions and designs will improve the flow of traffic volumes expected by the end of the study period. No significant new roadway infrastructure is being built that would result in an influx of additional vehicles compared to the "do nothing" scenario. While a small (~175m) extension of Alstep Drive to Bramalea Road is proposed, this

extension is local in nature and would not increase traffic volumes through the study area. As a result, the alternative solutions and alternative designs will potentially reduce air quality emissions compared to the “do nothing” scenario (albeit marginally) by improving the flow of traffic through the study area.


Given the lack of sensitive receptors and minimal potential effects of the alternative solutions and designs on air quality, it is the project team’s position that an AQIA is not required for this Class EA.

However, the evaluation of alternative solutions and designs will consider air quality impacts, and the Environmental Study Report (ESR) will contain, as per the guidance included in the MECP’s August 4, 2020 correspondence:

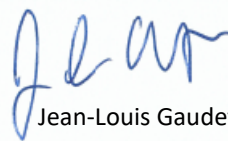
- A discussion of local air quality including existing activities/sources that significantly impact local air quality and how the project may impact existing conditions;
- A discussion of the nearby sensitive receptors and the project’s potential air quality impacts on present and future sensitive receptors;
- A discussion of local air quality impacts that could arise from this project during both construction and operation; and
- A discussion of potential mitigation measures.

The project team is happy to discuss this topic with MECP further. Please do not hesitate to contact the undersigned with any questions or comments you may have.

Sincerely,



Yves Monereau, P.Eng., PE, PTOE, RSP
Consultant Project Manager
EXP Services
1595 Clark Boulevard
ON L6T 4V1
(905) 793-9800 Ext. 2336
yves-marie.monereau@exp.com



Jean-Louis Gaudet
Public Consultation Lead
EXP Services
1266 South Service Road, Suite C1-1 Brampton,
Stoney Creek, ON L8E 5R9
(905) 573-4000 Ext. 5031
jeanlouis.gaudet@exp.com

cc:

Sonya Bubas, MCIP, RPP, Project Manager, Infrastructure Programming & Studies, Region of Peel
Ryan Au, P.Eng., Traffic Planning Coordinator, Transportation & Works Department, City of Mississauga
James (John) Lambie, Director Industrialization, Bombardier Business Aircraft



1595 Clark Blvd.
 Brampton, ON L6T 4V1, CANADA
 T: 1.905.793.9800 • EXP.com

Meeting Notes

Date of Meeting: November 2, 2021 **Next Meeting:** TBD

Project Name: Derry Road / Alstep Drive Class EA **Project No.:** STR-2018572-00

Written By: Carlyle Glean **Subject:** Utility Conflict Review with Alectra

Attendees: **Region of Peel (ROP):** Sonya Bubas

City of Mississauga (COM): Ryan Au

Alectra: Maxwell Watters

EXP: Yves Marie Monereau, Carlyle Glean, Musha Foradi

Distribution: Attendees

Note: If there are any clarifications or corrections, please advise this author, in writing within five (5) working days of receipt.

Details of Discussion	Action to be taken by / Due date
1.0 INTRODUCTION <ul style="list-style-type: none"> Carlyle briefly introduced the attendees in the meeting. 	
2.0 DERRY ROAD <ul style="list-style-type: none"> Alectra advised that they have significant concerns with the proposed impacts/relocations along Derry Road Impacts are mainly due to the new 5m wide MUP (consists of 1m splash pad, and 3m MUP with 1m separation between each direction) These impacts result in easements being required for pole relocations – easements can take up to 1 year to acquire which does not align with the proposed construction schedule EXP will review design options to avoid the need for easements (such as narrowing width of MUP, placing MUP behind hydro poles, and/or reducing lane widths) Alectra will verify the minimum clearance required between the MUP and face of the hydro poles Alectra noted, it would be very expensive to relocate the hydro plant underground RoP noted that the adjustments to the MUP required to avoid the hydro poles will have to be reflected on the EA design drawings 	<p>EXP</p> <p>Alectra</p>

Meeting Notes (cont'd)

Re: Utility Conflict Review with Alectra
Date: November 2, 2021

Details of Discussion	Action to be taken by / Due date
<ul style="list-style-type: none">• RoP noted that the upgraded MUP's had been requested by their Sustainable Transportation group (as per the Region's Plans)	
<p>3.0 BRAMALEA ROAD</p> <ul style="list-style-type: none">• Alectra has no concerns with the anticipated hydro pole impacts/relocations along Bramalea• Action: CoM noted that Alectra should make sure to coordinate with Enbridge Gas to ensure there are no conflicts between the two utilities<ul style="list-style-type: none">○ CoM will see what info they have available for Enbridge○ Alectra will reach out to Bombardier for Enbridge details• Alectra noted that it is possible to relocate their poles to the east side of Bramalea (referring to the existing poles south of Derry Road)	CoM/Alectra
<p>4.0 GENERAL DISCUSSION</p> <ul style="list-style-type: none">• RoP noted that EXP should invite Alectra and other utilities to the TAC Meeting	EXP



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Meeting Minutes

Date of Meeting: November 11, 2021 **Next Meeting:** TBD

Project Name: Derry Road / Alstep Drive Class EA **Project No.:** STR-2018572-00

Written By: Carlyle Glean **Subject:** Alectra Hydro Pole and MUP Conflict Review

Attendees: **Region of Peel (ROP):** Sonya Bubas, Arthur Lee, Bob Nieuwenhuysen, Manvir Tatla

Alectra: Maxwell Watters

EXP: Yves Marie Monereau, Carlyle Glean

Distribution: Attendees

Note: If there are any clarifications or corrections, please advise this author, in writing within five (5) working days of receipt.

Details of Discussion	Action to be taken by / Due date
<p>1.0 INTRODUCTION</p> <ul style="list-style-type: none"> • The attendees on the call briefly introduced themselves. <ul style="list-style-type: none"> a) Bob Nieuwenhuysen – ROP Manager of Roads Design and Construction b) Sonya Bubas – ROP EA PM c) Manvir Tatla – ROP Sustainable Transportation PM d) Arthur Lee – ROP Technical Analyst e) Carlyle Glean – EXP Roadway Design Lead f) Yves Marie Monereau – EXP Traffic Manager / EA PM g) Maxwell Watters – Alectra Design Technologist • ROP (Sonya) provided an overview of the purpose of the meeting: <ul style="list-style-type: none"> a) This project involves the offsite improvements for the new Bombardier facility at Pearson Airport, including improvements along Derry Road from west of Menkes Drive to east of Bramalea Road. The proposed works are currently approaching the final stages of the Class C EA approval process. b) Alectra had reviewed the preferred design alternative and advised that the proposed MUP along Derry Road conflicts with several existing hydro poles. Alectra expressed concern that if the poles need to be located within 2m of the existing ROW, that an aerial easement would be required and that the timing for acquiring 	

Meeting Minutes (cont'd)

Re: Alectra Hydro Pole and MUP Conflict Review
Date: November 11, 2021

Details of Discussion	Action to be taken by / Due date
<p>easements (possibly up to 1 year) would result in a delay to the start of construction of Bombardier's offsite improvements.</p> <p>c) EXP has reviewed the hydro pole conflicts and developed options for resolving the conflicts for the team to review during the meeting.</p>	
<p>2.0 HYDRO POLE AND MUP CONFLICT REVIEW</p> <ul style="list-style-type: none"> • EXP presented the options for resolving the hydro pole conflicts as detailed below. The discussion focused primarily on the section of upgraded MUP between Menkes Drive and Bramalea Road, along the south side of Derry Road. <p>Option 1: Maintain existing pole locations (where feasible) and relocate poles within sodded boulevard</p> <p>a) From Menkes Drive to 200m to the east (at start of right turn lane taper)</p> <ul style="list-style-type: none"> ▪ Twinning of MUP (i.e. providing a separation strip between the directions of travel on the MUP – 1.8m wide MUP each direction) ▪ Maintain existing pole locations within the separation strip ▪ Achieves desired 0.5m clearance between MUP and hydro poles ▪ 1m splash pad and 1m sodded boulevard provided behind curb ▪ No additional ROW required <p>b) From 200m east of Menkes Drive to Bramalea Road</p> <ul style="list-style-type: none"> ▪ Place MUP closer to ROW (3m wide MUP – bi-directional) ▪ Relocate hydro poles within sodded boulevard between the splash pad and MUP (i.e. closer to the right turn lane) ▪ Achieves desired 0.5m clearance between MUP and hydro poles ▪ 1m splash pad and 1.5m sodded boulevard provided behind curb (wider boulevard required to provide 0.5m clearance on both sides of the hydro pole) ▪ No additional ROW required <p>Option 2: Relocate hydro poles closer to the ROW and place MUP closer to Derry Road</p> <p>a) From Menkes Drive to 200m to the east (at start of right turn lane taper)</p> <ul style="list-style-type: none"> ▪ Place MUP closer to roadway (3m wide MUP – bi-directional) ▪ Relocate hydro poles closer to ROW – 2m clearance required from center of pole to ROW 	

Meeting Minutes (cont'd)

Re: Alectra Hydro Pole and MUP Conflict Review
Date: November 11, 2021

Details of Discussion	Action to be taken by / Due date
<ul style="list-style-type: none"> ▪ Achieves desired 0.5m clearance between MUP and hydro poles ▪ 1m splash pad and 1m sodded boulevard provided behind curb ▪ No additional ROW required b) From 200m east of Menkes Drive to Bramalea Road <ul style="list-style-type: none"> ▪ Place MUP closer to roadway (3m wide MUP – bi-directional) ▪ Relocate hydro poles closer to ROW – 2m clearance required from center of pole to ROW ▪ Achieves desired 0.5m clearance between MUP and hydro poles ▪ 1m splash pad and 1m sodded boulevard provided behind curb ▪ Additional ROW required for placement of relocated hydro poles • It was noted that the following measures and design parameters can be considered in designing the MUP: <ul style="list-style-type: none"> ○ The width of MUP can be reduced to 2.4m in constrained areas ○ Reducing the splash pad width to 0.6m is permitted at right turn lanes ○ Hazard markers should be placed on poles adjacent to the MUP ○ There have been instances where less than 0.5m clearance from hydro poles has been accepted • ROP will provide their design parameters to EXP. • ROP noted that back when this roadway corridor was constructed (around 25 years ago) the current roadside safety standards were not in place. As a result, the vast majority of existing poles along this section of Derry Road are located within the clear zone. ROP cautioned that, despite the existing conditions, the proposed design should aim to be compliant with the current roadside safety design standards. • ROP advised that the MUP should be placed closer to the roadway and the hydro poles relocated closer to the ROW to be more compliant with clear zone requirements. • EXP will review the hydro pole conflicts again and provide the recommended pole relocations to Alectra and the Region for review. • Alectra will use EXP's recommendations to prepare a preliminary relocation design including consideration of anchor requirements. • EXP noted that while their primary focus is on the pole relocations required for Stage 1 of construction (i.e. the work required for Bombardier's offsite improvements), EXP's review includes all hydro poles within the project limits. 	<p>ROP</p> <p>EXP</p> <p>Alectra</p>

Meeting Minutes (cont'd)

Re: Alectra Hydro Pole and MUP Conflict Review
Date: November 11, 2021

Details of Discussion	Action to be taken by / Due date
<ul style="list-style-type: none">ROP noted that widening of the ROW may need to be shown, particularly at the intersections. EXP will review the Region's Official Plan to verify that the correct ROW widths are shown on their design drawings.	EXP
<p>3.0 STREETLIGHTING</p> <ul style="list-style-type: none">ROP noted that the existing streetlights within the project limits are located within the raised median, which is now discouraged from a roadside safety standpoint. ROP noted that the streetlighting design should conform to the current clear zone requirements.EXP noted that the intended strategy for reinstating streetlighting has not been reviewed yet, but the electrical/illumination design will be completed as part of the detailed design.Alectra noted that taller/upgraded hydro poles can be installed in the boulevard so that streetlights can be accommodated on them. It was noted that with the preferred location of the hydro poles being closer to the ROW, Long Arm Streetlights would be required if the lighting is relocated to the boulevard.ROP noted that relocating the streetlights to hydro poles is preferred to mounting the streetlights on jersey barriers in the median because the barriers themselves are a hazard and there needs to be 1m of clearance on both sides of the barrier to accommodate deflection in the event of a collision. The combination of the 1m clearance on both sides plus the width of the barrier itself would require widening of the median at some locations, particularly where the median narrows at left turn lanes.	

Jean-Louis Gaudet

From: Suzanne Bevan <Suzanne.Bevan@trca.ca>
Sent: Friday, November 19, 2021 10:31 AM
To: Jean-Louis Gaudet
Cc: Caroline Mugo; Yves Monereau; sonya.bubas@peelregion.ca; Ryan.Au@mississauga.ca; Emma Benko
Subject: CFN 63300 RE: Derry Road / Alstep Drive Class EA - TAC Meeting #2



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Hi Jean,

Yes there was a reassignment of jurisdiction last year.

Please note that your contact will be Emma Benko cc'd above. She has been involved with this file during the PIC stage. She will confirm staff availability with you directly.

Thank you,
Suzanne

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

T: (416) 661-6600 ext. 5759
C: (647) 924-5467
E: suzanne.bevan@trca.ca
A: [101 Exchange Avenue, Vaughan, ON, L4K 5R6](https://www.trca.ca) | [trca.ca](https://www.trca.ca)



From: Jean-Louis Gaudet <jeanlouis.gaudet@exp.com>
Sent: November 19, 2021 9:59 AM
To: Suzanne Bevan <Suzanne.Bevan@trca.ca>
Cc: Caroline Mugo <Caroline.Mugo@trca.ca>; Yves Monereau <Yves-Marie.Monereau@exp.com>; sonya.bubas@peelregion.ca; Ryan.Au@mississauga.ca
Subject: FW: Derry Road / Alstep Drive Class EA - TAC Meeting #2

Good morning, Suzanne,

We sent the invitation below to Caroline Mugo to participate in a meeting for a Class EA underway in the City of Mississauga (Derry Road East).

Caroline Mugo is the TRCA representative we have been dealing with primarily on this EA, but I understand that TRCA recently changed the geographic areas assigned to Staff.

Given that Caroline is out until Tuesday, can you please advise if a new planner would be assigned to this project? And if so, can you please either provide us with that person's contact information, or forward this invitation on, as appropriate?

For your information, the study area for this EA is along Derry Road East, primarily between Bramalea Road and Menkes Drive/Telford Way.

Thank you,

Jean-Louis

Jean-Louis Gaudet, B.Sc.

EXP | Project Coordinator

t : +1.905.525.6069, 5031 | m : +1.416.728.6261 | e : jeanlouis.gaudet@exp.com

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From: Jean-Louis Gaudet <jeanlouis.gaudet@exp.com>

Sent: Thursday, November 18, 2021 5:53 PM

To: Jean-Louis Gaudet <jeanlouis.gaudet@exp.com>

Cc: Yves Monereau <Yves-Marie.Monereau@exp.com>; Bubas, Sonya <sonya.bubas@peelregion.ca>; Ryan Au <Ryan.Au@mississauga.ca>

Subject: Derry Road / Alstep Drive Class EA - TAC Meeting #2

Hello,

Bombardier Inc. with the City of Mississauga and the Region of Peel are undertaking a Schedule C Municipal Class Environmental Assessment (Class EA) study to assess existing and future road conditions on Derry Road East and Alstep Drive near Menkes Drive and Bramalea Road. The project is currently in Phase 3 of the Class EA process.

As part of the Class EA process, a Technical Advisory Committee (TAC) was formed that includes review agencies and project stakeholders. You (or an alternate designate from your organization) are invited to participate on the TAC. The first TAC meeting was held on July 15, 2020, during Phase 2 of this Class EA.

TAC Meeting #2 is scheduled for December 2 from 10:00 am to noon to provide an update on the Class EA study and to review the evaluation of alternative designs.

The TAC meeting will be held virtually. The agenda is attached, and the relevant EA project materials will be distributed to the TAC members in advance of the meeting.

A Microsoft Teams Meeting invitation will be distributed shortly after this e-mail.

Regards,

Jean-Louis



Jean-Louis Gaudet, B.Sc.

EXP | Project Coordinator

t : +1.905.525.6069, 5031 | m : +1.416.728.6261 | e : jeanlouis.gaudet@exp.com

1266 South Service Road

Unit C1-1

Stoney Creek, ON L8E 5R9

CANADA

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Jean-Louis Gaudet

From: Cambas, Matthew <matthew.cambas@peelregion.ca>
Sent: Tuesday, December 7, 2021 9:13 AM
To: Jean-Louis Gaudet
Subject: RE: Derry Road / Alstep Drive Class EA - TAC Meeting #2



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.

Hello Jean-Louis,

Just want to confirm that there are no comments from the **Transportation System Planning** team here at the Region of Peel.

Thank you,

Matthew Cambas M.Eng. P.Eng. (he/him)
Principal Planner
Transportation System Planning
matthew.cambas@peelregion.ca



From: Jean-Louis Gaudet <jeanlouis.gaudet@exp.com>
Sent: December 7, 2021 9:00 AM
To: caroline.mugo@trca.ca; Bell, Trevor (MECP) <trevor.bell@ontario.ca>; brad.allan@ontario.ca; lin.rogers@mississauga.ca; chris.rouse@mississauga.ca; Bubas, Sonya <sonya.bubas@peelregion.ca>; joseph.fischetti@gtaa.com; james.lambie@aero.bombardier.com; Ryan Au <Ryan.Au@mississauga.ca>; Lorie.Sterritt@mississauga.ca; Samer.Elhallak@mississauga.ca; Jacqueline.Elias@mississauga.ca; Max.Gill@mississauga.ca; Colin.Patterson@mississauga.ca; Emma.Calvert@mississauga.ca; Darek.Koziol@mississauga.ca; Fred.Sandoval@mississauga.ca; Dang-williams, Denise <denise.dang@peelregion.ca>; Khan, Ayesha <ayesha.khan@peelregion.ca>; Hassan, Nishat <nishat.hassan@peelregion.ca>; Jahan, Shajin <shajin.jahan@peelregion.ca>; Dave, Richa <richa.dave@peelregion.ca>; Tatla, Manvir <manvir.tatla@peelregion.ca>; Banuri, Syeda <syeda.banuri@peelregion.ca>; Nieuwenhuysen, Bob <bob.nieuwenhuysen@peelregion.ca>; Gallagher, Joe <joe.gallagher@peelregion.ca>; ZG-Peel Health & Built Environment <zzg-peelhealthbuiltenvironment@peelregion.ca>; Alexander, Tamara <tamara.alexander@peelregion.ca>; Koethe, Wayne <wayne.koethe@peelregion.ca>; Thomsen, Jeanne <jeanne.thomsen@peelregion.ca>; Lavhey, James <james.lavhey@peelregion.ca>; Saiyed, Sabbir <sabbir.saiyed@peelregion.ca>; ZG-PWI <pwi@peelregion.ca>; Yves Monereau <Yves-Marie.Monereau@exp.com>; Carlyle Glean <Carlyle.Glean@exp.com>; Cambas, Matthew <matthew.cambas@peelregion.ca>; Piyush Patel <Piyush.Patel@aero.bombardier.com>; Dan.L.Thompson@ontario.ca; Emma Benko <emma.benko@trca.ca>; Sheryl.badin <Sheryl.badin@mississauga.ca>; Bird, Miranda <Miranda.Bird@gtaa.com>
Cc: Alice.Ho@mississauga.ca; Imshun Je <Imshun.Je@mississauga.ca>; Bahrami, Parshan <parshan.bahrami@peelregion.ca>; Kovach, Steven <steven.kovach@peelregion.ca>; Toy, William <william.toy@peelregion.ca>; Crawford, Mark <mark.crawford@peelregion.ca>; Bennington, Michael

<michael.bennington@peelregion.ca>; Rook, Sally <sally.rook@peelregion.ca>; Carrick, Sean <sean.carrick@peelregion.ca>; Amy Parker <Amy.Parker@mississauga.ca>; Johnston, Cam <cam.johnston@peelregion.ca>; Alex Liya <Alex.Liya@mississauga.ca>; Robert Andrews <Robert.Andrews@exp.com>; Silva, Roger <roger.silva@peelregion.ca>; Veronica Osei-Akoto Brown <Veronica.Brown@trca.ca>; Aymar, Matthew <matthew.aymar@peelregion.ca>; Laura Zeglen <Laura.Zeglen@mississauga.ca>; Ponce Vanelli, Italia <italia.ponce@peelregion.ca>; Jessica Yong <Jessica.Yong@mississauga.ca>; William Burmeister <William.Burmeister@exp.com>; Lee, Arthur <arthur.lee@peelregion.ca>; Zvonimir Miller <Zvonimir.Miller@mississauga.ca>; Kabanov, Serguei <serguei.kabanov@peelregion.ca>; Magdy Samaan <Magdy.Samaan@exp.com>; Karan Dev Sharma <Karan.Sharma@exp.com>; Bill Moffat <Bill.Moffatt@mississauga.ca>
Subject: RE: Derry Road / Alstep Drive Class EA - TAC Meeting #2

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

Good morning all,

Just a reminder, your comments on the TAC materials are requested by this Thursday, December 9th.

If you have not accessed the documents already, you can do so through this drop box link:



Thank you for your participation,

Jean-Louis

Jean-Louis Gaudet, B.Sc.

EXP | Project Coordinator

t : +1.905.525.6069, 5031 | m : +1.416.728.6261 | e : jeanlouis.gaudet@exp.com

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

From: Jean-Louis Gaudet

Sent: Thursday, November 18, 2021 6:05 PM

To: Jean-Louis Gaudet; caroline.mugo@trca.ca; trevor.bell@ontario.ca; brad.allan@ontario.ca; lin.rogers@mississauga.ca; chris.rouse@mississauga.ca; sonya.bubas@peelregion.ca; joseph.fischetti@gtaa.com; james.lambie@aero.bombardier.com; Ryan.Au@mississauga.ca; Lorie.Sterritt@mississauga.ca; Samer.Elhallak@mississauga.ca; Jacqueline.Elias@mississauga.ca; Max.Gill@mississauga.ca; Colin.Patterson@mississauga.ca; Emma.Calvert@mississauga.ca; Darek.Koziol@mississauga.ca; Fred.Sandoval@mississauga.ca; Denise.Dang@peelregion.ca; Ayesha.Khan@peelregion.ca; Nishat.Hassan@peelregion.ca; shajin.jahan@peelregion.ca; richa.dave@peelregion.ca; manvir.tatla@peelregion.ca; Syeda.Banuri@peelregion.ca; Bob.Nieuwenhuysen@peelregion.ca; Joe.Gallagher@peelregion.ca; ZZG-PeelHealthBuiltEnvironment@peelregion.ca; Tamara.Alexander@peelregion.ca; wayne.koethe@peelregion.ca; Jeanne.Thomsen@peelregion.ca; james.lavhey@peelregion.ca; Sabbir.Saiyed@peelregion.ca; pwi@peelregion.ca; Yves Monereau; Carlyle Glean; matthew.cambas@peelregion.ca; Piyush Patel; Dan.L.Thompson@ontario.ca; Emma Benko; Sheryl.Badin@mississauga.ca; Bird, Miranda

Cc: Alice.Ho@mississauga.ca; Imshun.Je@mississauga.ca; Parshan.Bahrami@peelregion.ca; Steven.Kovach@peelregion.ca; William.Toy@peelregion.ca; Mark.Crawford@peelregion.ca; Michael.Bennington@peelregion.ca; Sally.Rook@peelregion.ca; Sean.Carrick@peelregion.ca; Cam.Johnston@peelregion.ca; Alex Liya; Robert Andrews; Silva, Roger; Veronica Osei-Akoto Brown; Aymar, Matthew;

Laura Zeglen; Amy Parker; Ponce Vanelli, Italia; Jessica Yong; William Burmeister; Lee, Arthur; Zvonimir Miller; Kabanov, Serguei; Magdy Samaan; Karan Dev Sharma; Bill Moffat

Subject: Derry Road / Alstep Drive Class EA - TAC Meeting #2

When: Thursday, December 2, 2021 10:00 AM-12:00 PM (UTC-05:00) Eastern Time (US & Canada).

Where: Microsoft Teams Meeting

Note: updated information below:

Bombardier Inc. with the City of Mississauga and the Region of Peel are undertaking a Schedule C Municipal Class Environmental Assessment (Class EA) study to assess existing and future road conditions on Derry Road East and Alstep Drive near Menkes Drive and Bramalea Road. The project is currently in Phase 3 of the Class EA process.

As part of the Class EA process, a Technical Advisory Committee (TAC) was formed that includes review agencies and project stakeholders. You (or an alternate designate from your organization) are invited to participate on the TAC. The first TAC meeting was held on July 15, 2020, during Phase 2 of this Class EA.

TAC Meeting #2 is scheduled for December 2 from 10:00 am to noon to provide an update on the Class EA study and to review the evaluation of alternative designs.

The TAC meeting will be held virtually.

Attached is a meeting agenda, as well as a comment form that participants can use to submit questions, comment or concerns in advance of the meeting.

Study documents can be accessed via the following dropbox link:



Regards,

Jean-Louis Gaudet
EXP Services Inc

Microsoft Teams meeting

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Or call in (audio only)

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Jean-Louis Gaudet

From: Jean-Louis Gaudet
Sent: Tuesday, January 25, 2022 5:53 PM
To: Derryroadea
Cc: Yves Monereau; Bubas, Sonya; Ryan Au; James Lambie
Subject: Derry Road / Alstep Drive Class EA - TAC Meeting #2 - responses to TAC comments
Attachments: 202201Jan25_Derry Alstep EA_Responses to TAC 2 Comments.pdf

Dear TAC participants,

Please find attached a summary of the comments received from the Derry Road East and Alstep Drive Class EA Technical Advisory Committee (TAC) members following TAC meeting #2, with responses from the project team.

If you have any questions or comments about our responses, you may send them to the project team or to the project e-mail address (derryroadea@exp.com) by Tuesday, February 8, 2022.

Regards,

Jean-Louis

Jean-Louis Gaudet, B.Sc.

EXP | Project Coordinator

t : +1.905.525.6069, 5031 | m : +1.416.728.6261 | e : jeanlouis.gaudet@exp.com

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Jean-Louis Gaudet

From: Jean-Louis Gaudet
Sent: Thursday, February 17, 2022 5:27 PM
To: emma.benko@trca.ca; trevor.bell@ontario.ca; Dan.L.Thompson@ontario.ca; lin.rogers@mississauga.ca; chris.rouse@mississauga.ca; Tamara.Alexander@peelregion.ca; joseph.fischetti@gtaa.com; james.lambie@aero.bombardier.com; Ryan.Au@mississauga.ca; Lorie.Sterritt@mississauga.ca; Samer.Elhallak@mississauga.ca; Alice.Ho@mississauga.ca; Jacqueline.Elias@mississauga.ca; Max.Gill@mississauga.ca; Colin.Patterson@mississauga.ca; Emma.Calvert@mississauga.ca; Darek.Koziol@mississauga.ca; lmsun.Je@mississauga.ca; Fred.Sandoval@mississauga.ca; Sheryl.Badin@mississauga.ca; Ayesha.Khan@peelregion.ca; arthur.lee@peelregion.ca; Cam.Johnston@peelregion.ca; Denise.Dang@peelregion.ca; james.lavhey@peelregion.ca; Jeanne.Thomsen@peelregion.ca; Joe.Gallagher@peelregion.ca; manvir.tatla@peelregion.ca; Mark.Crawford@peelregion.ca; matthew.cambas@peelregion.ca; Michael.Bennington@peelregion.ca; Nishat.Hassan@peelregion.ca; Parshan.Bahrami@peelregion.ca; richa.dave@peelregion.ca; Sabbir.Saiyed@peelregion.ca; Sally.Rook@peelregion.ca; Sean.Carrick@peelregion.ca; shajin.jahan@peelregion.ca; sonya.bubas@peelregion.ca; Steven.Kovach@peelregion.ca; Syeda.Banuri@peelregion.ca; wayne.koethe@peelregion.ca; William.Toy@peelregion.ca; ZZG-PeelHealthBuiltEnvironment@peelregion.ca; pwi@peelregion.ca; sakshi.saini@peelregion.ca; serguei.kabanov@peelregion.ca; italia.ponce@peelregion.ca; anna.lee2@peelregion.ca
Cc: Derryroadea; Bubas, Sonya; Ryan Au; Yves Monereau; Piyush Patel
Subject: Derry Road East / Alstep Drive Class EA - TAC Follow-up: Notice of Virtual PIC #2
Attachments: 202202Feb14_DerryRdEA_Notice of PIC2_FINAL.pdf

Good afternoon,

As a follow-up to the Technical Advisory Committee (TAC) Meeting #2 for the Derry Road East and Alstep Drive Class EA, please find attached the notice for the EA's virtual Public Information Centre #2.

The virtual PIC will be held on **Monday, February 28, 2022** from **4:30 pm to 6:00 pm**. As per the draft slides that were distributed as part of TAC Meeting #2, the PIC will consist of a presentation by the project team describing the project and the study's preliminary preferred alternative designs.

The link for the virtual PIC and copy of the PIC slides and other supporting information will be available on the day of the meeting on the project website.

Comments are invited to be submitted by **March 14, 2022** and can be sent to derryroadea@exp.com.

Thank you all for your input into the process to date.

Kind regards,

Jean-Louis

PS: Apologies if you receive this notice twice, if we have you on the general stakeholder list as well.

E-mail: derryroadea@exp.com

Project Website: <http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>



Jean-Louis Gaudet, B.Sc.

EXP | Project Coordinator

t : +1.905.525.6069, 5031 | m : +1.416.728.6261 | e : jeanlouis.gaudet@exp.com

1266 South Service Road

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Stoney Creek, ON L8E 5R9

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Jean-Louis Gaudet

From: Jean-Louis Gaudet
Sent: Thursday, February 17, 2022 5:35 PM
To: Derryroadea
Cc: Bubas, Sonya; Ryan Au; Yves Monereau
Subject: Derry Road East / Alstep Drive Class EA - Virtual Public Information Centre #2
Attachments: 202202Feb14_DerryRdEA_Notice of PIC2_FINAL.pdf

Good afternoon,

Please find attached a notice for the Derry Road East and Alstep Drive Class EA Virtual Public Information Centre #2.

Bombardier Inc., in partnership with the City of Mississauga and the Region of Peel, has initiated a Municipal Class Environmental Assessment (Class EA) study to assess existing and future road conditions on Derry Road East and Alstep Drive near Menkes Drive and Bramalea Road. The study area includes Derry Road East (a Regional Road) as well as Bramalea Road, Menkes Drive, Telford Way, Alstep Drive and Menway Court (all City roads).

A virtual PIC will be held on **Monday, February 28, 2022** from **4:30 pm to 6:00 pm**. The PIC will consist of a presentation by the project team describing the project and the study's preliminary preferred alternative designs.

The link for the virtual PIC and copy of the PIC slides and other supporting information will be available on the day of the meeting on the project website (<http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>).

Comments are invited to be submitted by **March 14, 2022** and can be sent to derryroadea@exp.com.

Kind regards,

Jean-Louis Gaudet
EXP Services Inc.

Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive

E-mail: derryroadea@exp.com

Website: <http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

Jean-Louis Gaudet

From: Bubas, Sonya <sonya.bubas@peelregion.ca>
Sent: Tuesday, March 1, 2022 2:42 PM
To: Jean-Louis Gaudet; Yves Monereau; James Lambie
Cc: Derryroadea; Ryan Au
Subject: FW: Derry Road East / Alstep Drive Class EA - Virtual Public Information Centre #2



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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: Routledge, Graham (MTO) <Graham.Routledge@ontario.ca>
Sent: March 1, 2022 1:04 PM
To: Bubas, Sonya <sonya.bubas@peelregion.ca>; Ryan Au <Ryan.Au@mississauga.ca>
Subject: FW: Derry Road East / Alstep Drive Class EA - Virtual Public Information Centre #2

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

Good afternoon,

Thank you for providing MTO with the opportunity to review the EA study initiated by the Bombardier Aerospace development at 1890 Alstep Dr, within the City of Mississauga and Peel Region. We note that the Bombardier plant intends to hire 2000 employees, with an estimated 5000 new daily trips, the majority of them generated by employees, according to EXP consulting's presentation of Virtual Public Information Centre #2 held on Monday, February 28, 2022 from 4:30 pm to 6:00 pm. We note further, that the City of Mississauga is planning to upgrade some of study intersections to accommodate future growing traffic demand. The study area is represented by the grey area of the map below.



MTO notes that this is a significant development, that will generate new traffic which will also impact provincially owned intersections such as at the Hwy 407ETR and Bramalea Rd interchange, the Highway 410 interchanges at Courtney Park Drive and Derry Road, and the Highway 401 Dixie Road interchange.

This development, and the Municipal EA, is beyond MTO's limit of permit control, however the City (and maybe the Region too) may wish to expand the traffic study to include the provincial highway interchanges. MTO is willing to work with the City with regard to the review of an expanded study that includes the provincial highways.

Please contact me if you would like to discuss this further.

Thank you

Graham

From: Jean-Louis Gaudet <jeanlouis.gaudet@exp.com>

Sent: February 17, 2022 5:35 PM

To: Derryroadea <derryroadea@exp.com>

Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>; Ryan Au <ryan.au@mississauga.ca>; Yves Monereau <Yves-Marie.Monereau@exp.com>

Subject: Derry Road East / Alstep Drive Class EA - Virtual Public Information Centre #2

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

Good afternoon,

Please find attached a notice for the Derry Road East and Alstep Drive Class EA Virtual Public Information Centre #2.

Bombardier Inc., in partnership with the City of Mississauga and the Region of Peel, has initiated a Municipal Class Environmental Assessment (Class EA) study to assess existing and future road conditions on Derry Road East and Alstep Drive near Menkes Drive and Bramalea Road. The study area includes Derry Road East (a Regional Road) as well as Bramalea Road, Menkes Drive, Telford Way, Alstep Drive and Menway Court (all City roads).

A virtual PIC will be held on **Monday, February 28, 2022** from **4:30 pm to 6:00 pm**. The PIC will consist of a presentation by the project team describing the project and the study's preliminary preferred alternative designs.

The link for the virtual PIC and copy of the PIC slides and other supporting information will be available on the day of the meeting on the project website (<http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>).

Comments are invited to be submitted by **March 14, 2022** and can be sent to derryroadea@exp.com.

Kind regards,

Jean-Louis Gaudet
EXP Services Inc.

Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive

E-mail: derryroadea@exp.com

Website: <http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

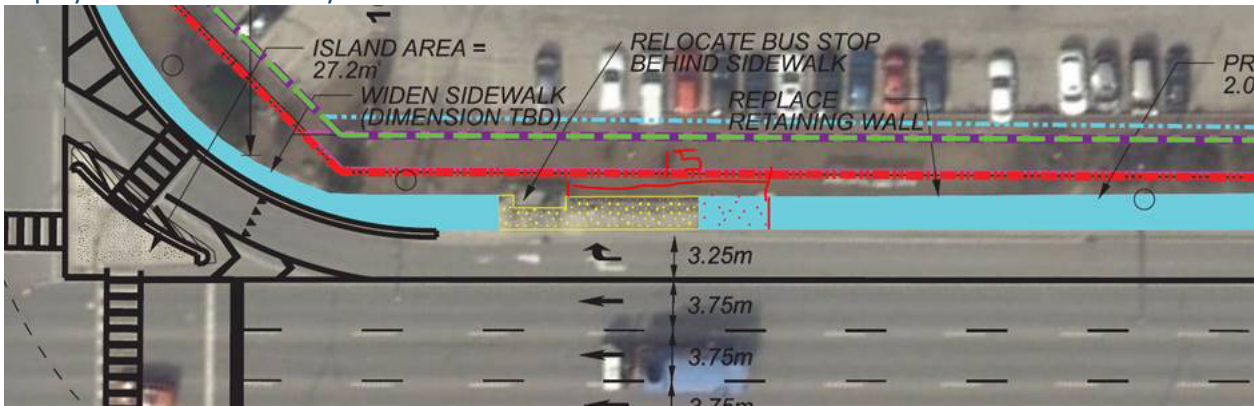
Jean-Louis Gaudet

From: Jacqueline Elias <Jacqueline.Elias@mississauga.ca>
Sent: Wednesday, March 2, 2022 9:50 AM
To: Ryan Au
Cc: Derryroadea
Subject: FW: Derry Road East / Alstep Drive Class EA - Virtual Public Information Centre #2
Attachments: MIGP Draft Feasibility Plans - Derry-Bramalea.pdf; Standard Drawing No. 2240.091 Multi-use Trail set behind Nearside & Farside Bus Stops - Preferred.pdf.pdf

Hi Ryan,

As per the MiWay MIGP feasibility plan provided for Derry and Bramalea, MiWay has enhanced shelters planned on Derry at Bramalea. The alternative design provided as part of PIC#2 shows the standard shelters. Please have EXP revise this to show a 12m long by 3m wide shelter pad for both stops at the intersection. I understand that the property requirement discussions are ongoing, please ensure this is taken into consideration.

Furthermore, for Derry and Menkes, both stops have standard shelters. Since the retaining wall and the NE quadrant is being replaced, we would like to ensure the 2m wide pedestrian landing pad in front of the shelter. If this isn't possible the 15m length for the landing pad should extend east of the shelter to ensure there is sufficient area for ramp deployment for accessibility.



Please note that the stops are to be shown as per MiWay Standards (Sept 2020) regardless of the infrastructure currently there as the impacted stops will need to be reinstated to MiWay Standards (2020); specifically the 15m long by 2m wide pedestrian landing pad. Please see attached standard for reference.

Thanks,
Jacqueline

From: Jean-Louis Gaudet <jeanlouis.gaudet@exp.com>
Sent: Thursday, February 17, 2022 5:35 PM
To: Derryroadea <derryroadea@exp.com>
Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>; Ryan Au <Ryan.Au@mississauga.ca>; Yves Monereau <Yves-Marie.Monereau@exp.com>
Subject: Derry Road East / Alstep Drive Class EA - Virtual Public Information Centre #2

Good afternoon,

Please find attached a notice for the Derry Road East and Alstep Drive Class EA Virtual Public Information Centre #2.

Bombardier Inc., in partnership with the City of Mississauga and the Region of Peel, has initiated a Municipal Class Environmental Assessment (Class EA) study to assess existing and future road conditions on Derry Road East and Alstep Drive near Menkes Drive and Bramalea Road. The study area includes Derry Road East (a Regional Road) as well as Bramalea Road, Menkes Drive, Telford Way, Alstep Drive and Menway Court (all City roads).

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Comments are invited to be submitted by **March 14, 2022** and can be sent to derryroadea@exp.com.

Kind regards,

Jean-Louis Gaudet
EXP Services Inc.

Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive

E-mail: derryroadea@exp.com

Website: <http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

Jean-Louis Gaudet

From: Derryroadea
Sent: Thursday, March 3, 2022 10:52 AM
To: Jacqueline Elias
Cc: Derryroadea; Carlyle Glean; Yves Monereau; Bubas, Sonya; Ryan Au
Subject: RE: Derry Road East / Alstep Drive Class EA - Virtual Public Information Centre #2

Hi Jacqueline,

Thank you for your e-mail.

We will incorporate your comments/edits into the final preferred recommended design alternative and into the preliminary design.

Thank you,

Jean-Louis

Jean-Louis Gaudet, B.Sc.

EXP | Project Coordinator

t : +1.905.525.6069, 5031 | m : +1.416.728.6261 | e : jeanlouis.gaudet@exp.com

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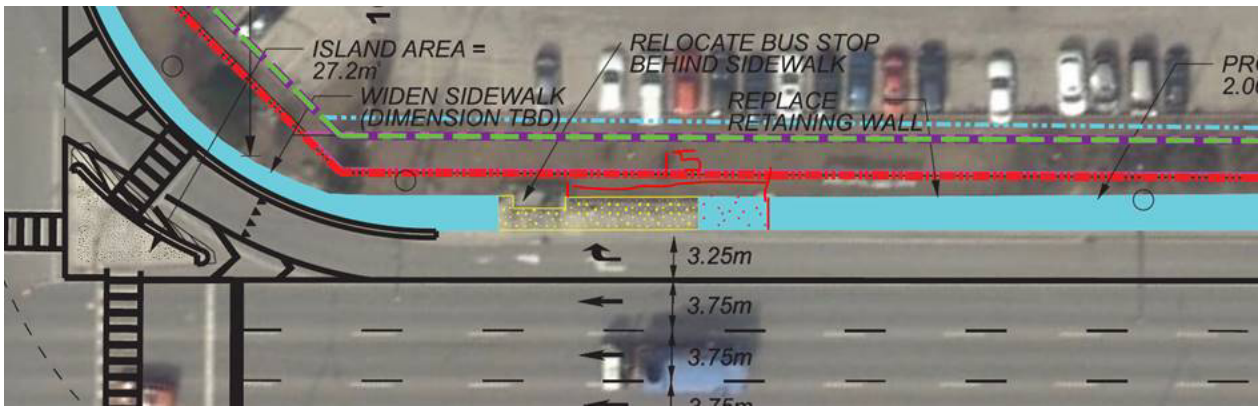
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From: Jacqueline Elias <Jacqueline.Elias@mississauga.ca>
Sent: Wednesday, March 2, 2022 9:50 AM
To: Ryan Au <Ryan.Au@mississauga.ca>
Cc: Derryroadea <derryroadea@exp.com>
Subject: FW: Derry Road East / Alstep Drive Class EA - Virtual Public Information Centre #2

Hi Ryan,

As per the MiWay MIGP feasibility plan provided for Derry and Bramalea, MiWay has enhanced shelters planned on Derry at Bramalea. The alternative design provided as part of PIC#2 shows the standard shelters. Please have EXP revise this to show a 12m long by 3m wide shelter pad for both stops at the intersection. I understand that the property requirement discussions are ongoing, please ensure this is taken into consideration.

Furthermore, for Derry and Menkes, both stops have standard shelters. Since the retaining wall and the NE quadrant is being replaced, we would like to ensure the 2m wide pedestrian landing pad in front of the shelter. If this isn't possible the 15m length for the landing pad should extend east of the shelter to ensure there is sufficient area for ramp deployment for accessibility.



Please note that the stops are to be shown as per MiWay Standards (Sept 2020) regardless of the infrastructure currently there as the impacted stops will need to be reinstated to MiWay Standards (2020); specifically the 15m long by 2m wide pedestrian landing pad. Please see attached standard for reference.

Thanks,
Jacqueline

From: Jean-Louis Gaudet <jeanlouis.gaudet@exp.com>
Sent: Thursday, February 17, 2022 5:35 PM
To: Derryroadea <derryroadea@exp.com>
Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>; Ryan Au <Ryan.Au@mississauga.ca>; Yves Monereau <Yves-Marie.Monereau@exp.com>
Subject: Derry Road East / Alstep Drive Class EA - Virtual Public Information Centre #2

Good afternoon,

Please find attached a notice for the Derry Road East and Alstep Drive Class EA Virtual Public Information Centre #2.

Bombardier Inc., in partnership with the City of Mississauga and the Region of Peel, has initiated a Municipal Class Environmental Assessment (Class EA) study to assess existing and future road conditions on Derry Road East and Alstep Drive near Menkes Drive and Bramalea Road. The study area includes Derry Road East (a Regional Road) as well as Bramalea Road, Menkes Drive, Telford Way, Alstep Drive and Menway Court (all City roads).

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Comments are invited to be submitted by **March 14, 2022** and can be sent to derryroadea@exp.com.

Kind regards,

Jean-Louis Gaudet
EXP Services Inc.

**Municipal Class Environmental Assessment Study
for Road Improvements near Derry Road East and Alstep Drive**

E-mail: derryroadea@exp.com

Website: <http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

Jean-Louis Gaudet

From: Emma Benko <emma.benko@trca.ca>
Sent: Friday, March 11, 2022 7:09 PM
To: Derryroadea
Subject: RE: Derry Road East / Alstep Drive Class EA - Virtual Public Information Centre #2

Hello,

TRCA staff have no comments to offer on the PIC #2 slides. Thank you for continuing to include us in the EA process.

Best Regards,

Emma Benko (she, her, hers)

Planner

Infrastructure Planning and Permits | Development and Engineering Services

T: [\(416\) 661-6600](tel:(416)661-6600) ext. 5648

E: emma.benko@trca.ca

A: [101 Exchange Avenue, Vaughan, ON, L4K 5R6](https://www.trca.ca/101-Exchange-Avenue-Vaughan-ON-L4K-5R6) | [trca.ca](https://www.trca.ca)



From: Jean-Louis Gaudet <jeanlouis.gaudet@exp.com>
Sent: Thursday, February 17, 2022 5:35 PM
To: Derryroadea <derryroadea@exp.com>
Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>; Ryan Au <ryan.au@mississauga.ca>; Yves Monereau <Yves-Marie.Monereau@exp.com>
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E-mail: derryroadea@exp.com

Website: <http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

Jean-Louis Gaudet

From: Jacqueline Elias <Jacqueline.Elias@mississauga.ca>
Sent: Friday, March 11, 2022 12:48 PM
To: Carlyle Glean
Cc: Jean-Louis Gaudet; Yves Monereau; Ryan Au; Derryroadea
Subject: RE: BAP - FW: Derry Road East / Alstep Drive Class EA - Virtual Public Information Centre #2
Attachments: Standard Drawing No. 2250.030 Standard Concrete Shelter Pad.pdf.pdf

Hi Carlyle,

Thanks for reaching out; yes the standards online are outdated.

The standard shelter pad is 4m by 2.1m (updated standard attached). The enhanced shelter pads to be implemented on [Derry at Bramalea](#) (in both directions) are 12m long and 3m wide (since the enhanced shelters are still being designed, we don't have the standard drawing completed for the enhanced shelter pad yet).

The sidewalk connections on both sides of the shelter are required depending on the stop configuration but one is always recommended for waste bins or other amenities.

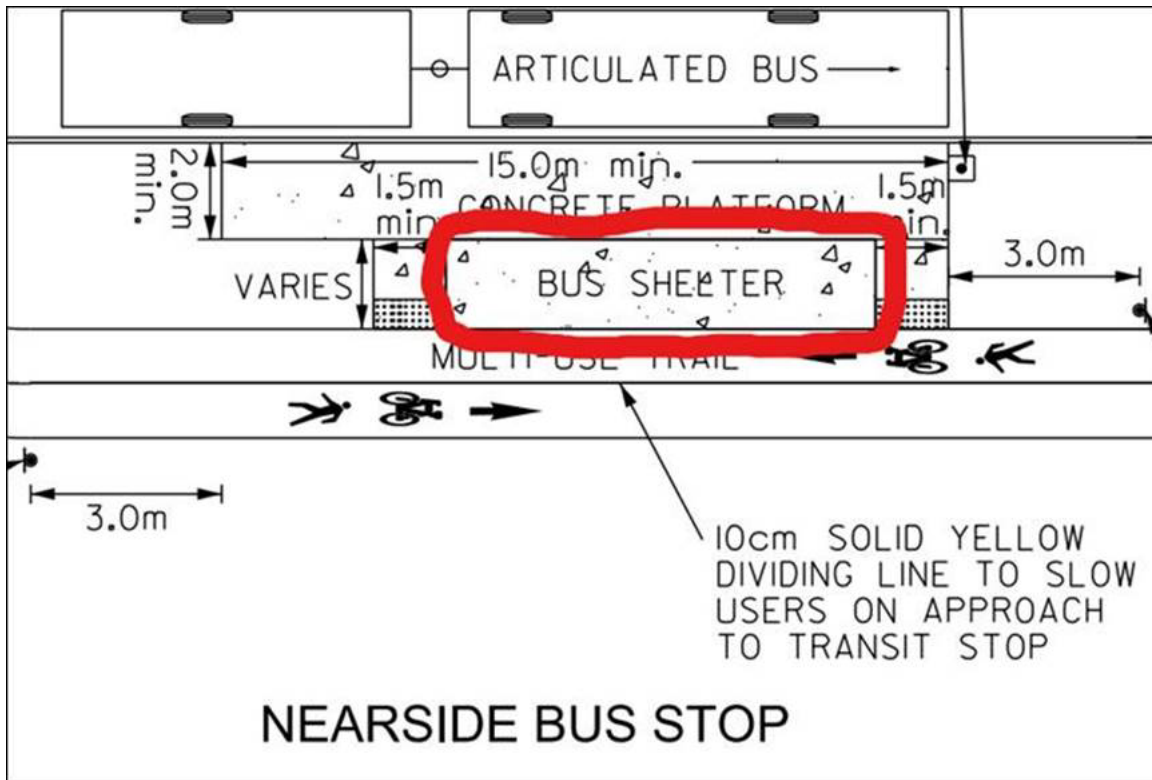
Please let me know if you have any other questions.

Kind Regards,
Jacqueline

From: Carlyle Glean <Carlyle.Glean@exp.com>
Sent: Friday, March 11, 2022 12:34 PM
To: Jacqueline Elias <Jacqueline.Elias@mississauga.ca>
Cc: Jean-Louis Gaudet <jeanlouis.gaudet@exp.com>; Yves Monereau <Yves-Marie.Monereau@exp.com>; Ryan Au <Ryan.Au@mississauga.ca>; Derryroadea <derryroadea@exp.com>
Subject: RE: BAP - FW: Derry Road East / Alstep Drive Class EA - Virtual Public Information Centre #2

Hi Jacqueline,

Can you please advise what are the dimensions of the bus shelter pad (see screenshot below) and confirm that the dimensions should be applied to all bus shelter pads along Derry Road? The standard drawing available online is from 2010 and I assume it's probably outdated.



Thanks,

Carlyle Glean, P.Eng.

EXP | Transportation Design Lead

t : +1.905.793.9800, 62545 | m : +1.416.829.4523 | e : carlyle.glean@exp.com

exp.com | [legal disclaimer](#)

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

Sent: Wednesday, March 2, 2022 9:50 AM

To: Ryan Au <Ryan.Au@mississauga.ca>

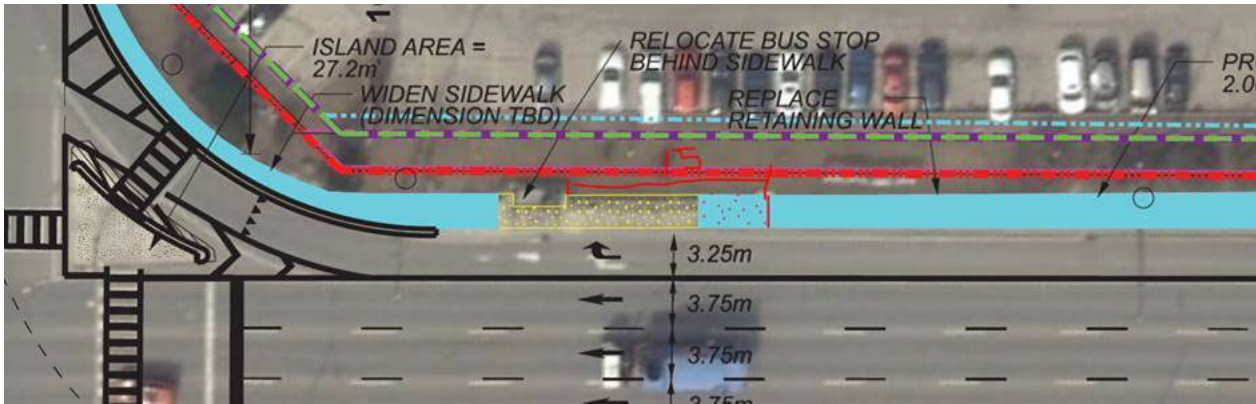
Cc: Derryroadea <derryroadea@exp.com>

Subject: FW: Derry Road East / Alstep Drive Class EA - Virtual Public Information Centre #2

Hi Ryan,

As per the MiWay MIGP feasibility plan provided for Derry and Bramalea, MiWay has enhanced shelters planned on Derry at Bramalea. The alternative design provided as part of PIC#2 shows the standard shelters. Please have EXP revise this to show a 12m long by 3m wide shelter pad for both stops at the intersection. I understand that the property requirement discussions are ongoing, please ensure this is taken into consideration.

Furthermore, for Derry and Menkes, both stops have standard shelters. Since the retaining wall and the NE quadrant is being replaced, we would like to ensure the 2m wide pedestrian landing pad in front of the shelter. If this isn't possible the 15m length for the landing pad should extend east of the shelter to ensure there is sufficient area for ramp deployment for accessibility.



Please note that the stops are to be shown as per MiWay Standards (Sept 2020) regardless of the infrastructure currently there as the impacted stops will need to be reinstated to MiWay Standards (2020); specifically the 15m long by 2m wide pedestrian landing pad. Please see attached standard for reference.

Thanks,
Jacqueline

From: Jean-Louis Gaudet <jeanlouis.gaudet@exp.com>
Sent: Thursday, February 17, 2022 5:35 PM
To: Derryroadea <derryroadea@exp.com>
Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>; Ryan Au <Ryan.Au@mississauga.ca>; Yves Monereau <Yves-Marie.Monereau@exp.com>
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Comments are invited to be submitted by **March 14, 2022** and can be sent to derryroadea@exp.com.

Kind regards,

Jean-Louis Gaudet
EXP Services Inc.

**Municipal Class Environmental Assessment Study
for Road Improvements near Derry Road East and Alstep Drive**

E-mail: derryroadea@exp.com

Website: <http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

Jean-Louis Gaudet

From: Jean-Louis Gaudet
Sent: Friday, March 18, 2022 5:28 PM
To: Nicholas.Day@metrolinx.com
Cc: Derryroadea; Yves Monereau; Bubas, Sonya; Ryan Au
Subject: Derry Road East and Alstep Drive Class EA
Attachments: 202202Feb14_DerryRdEA_Notice of PIC2_FINAL.pdf

Dear Mr. Day,

As you may be aware, a Public Information Centre (PIC) #2 for the Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive was held online on Monday, February 28, 2022. While a hard copy of the meeting notice would have been mailed to your organization, it has come to our attention that your e-mail address was accidentally omitted from the meeting's electronic notification. We apologize for the omission, and are following up with you to ensure you have an opportunity to review and comment on the shared information.

The Class EA Study is currently in Phase 3, which includes the identification and evaluation of Alternative Designs for the Preferred Solution. At the PIC, the project team delivered a presentation that described the project and the study's recommended alternative designs.

We invite you to visit the project website to learn about and comment on the recommended alternative designs, which have been prepared for:

- The Alstep Drive extension,
- The intersection of Derry Road East with Menkes Drive/Telford Way
- The intersection of Derry Road East with Bramalea Road; and
- Active Transportation Improvements along Derry Road East.

Information at the website includes:

- An illustrated overview of the recommended alternative designs;
- Presentation slides from the February 28th virtual PIC;
- A comment form that you can fill out and send back to us; and
- A handout that summarizes the evaluation of the various alternative designs.

If you would like to provide comment, we ask that you submit your feedback to us by Friday, March 25th. We look forward to any feedback you may have.

Regards,

Jean-Louis

**Municipal Class Environmental Assessment Study
for Road Improvements near Derry Road East and Alstep Drive**

E-mail: derryroadea@exp.com

Website: <http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

Jean-Louis Gaudet

From: Janna Flaming <Janna.Flaming@metrolinx.com>
Sent: Thursday, March 24, 2022 5:17 PM
To: Jean-Louis Gaudet
Cc: Nicholas Day
Subject: RE: Derry Road East and Alstep Drive Class EA



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.

Hello Jean-Louis,

Thank you for your email and the opportunity to comment. Please see Metrolinx's comments:

The segments of Derry Road and Bramalea Road within the study area are identified as Priority Bus corridors within Metrolinx's Frequent Rapid Transit Network (FRTN). Please ensure that consideration is given to implementing transit priority measures where possible (e.g. queue jump lanes, HOV lanes, and transit signal priority) and coordinate with City staff as we understand that Mississauga has secured ICIP funding for transit priority measures. There may be an opportunity to support these types of improvements along the Derry corridor.

Regards,
Janna

Janna Flaming (she/her)
Administrative Assistant
Regional Planning and Service Planning
METROLINX | C: 437-488-7500

From: Jean-Louis Gaudet <jeanlouis.gaudet@exp.com>
Sent: March 18, 2022 5:28 PM
To: Nicholas Day <Nicholas.Day@metrolinx.com>
Cc: Derryroadea <derryroadea@exp.com>; Yves Monereau <Yves-Marie.Monereau@exp.com>; Bubas, Sonya <sonya.bubas@peelregion.ca>; Ryan Au <ryan.au@mississauga.ca>
Subject: Derry Road East and Alstep Drive Class EA

You don't often get email from jeanlouis.gaudet@exp.com. [Learn why this is important](#)

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.

EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Dear Mr. Day,

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- A comment form that you can fill out and send back to us; and
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Regards,

Jean-Louis

Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive

E-mail: derryroadea@exp.com

Website: <http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

Jean-Louis Gaudet

From: Jean-Louis Gaudet
Sent: Tuesday, March 29, 2022 9:23 AM
To: Garisto, Pat; Yves Monereau; Carlyle Glean; Bubas, Sonya (sonya.bubas@peelregion.ca); Ryan Au; Piyush Patel; James Lambie; Fischetti, Joseph; Joe.Gallagher@peelregion.ca; Janeth Huab; Sheryl Badin; Robert Andrews; Lin Rogers
Subject: Derry / Alstep EA - Jan 20 2022 GTAA Stakeholder Meeting - Draft Minutes for review
Attachments: 202201Jan20_Derry Alstep EA_GTAA Meeting 2_Minutes (DRAFT).pdf

Good morning, all,

For your review and comment, please find attached the draft minutes from the Jan. 20, 2022 Stakeholder Meeting with GTAA for the Derry Road East and Alstep Drive Class EA.

Please advise of any errors or omissions within 1 week.

Regards,

Jean-Louis

Jean-Louis Gaudet, B.Sc.

EXP | Project Coordinator

t : +1.905.525.6069, 5031 | m : +1.416.728.6261 | e : jeanlouis.gaudet@exp.com

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

From: Jean-Louis Gaudet

Sent: Wednesday, January 5, 2022 10:53 AM

To: Jean-Louis Gaudet; Garisto, Pat; Yves Monereau; Carlyle Glean; Bubas, Sonya (sonya.bubas@peelregion.ca); Ryan Au; Piyush Patel; James Lambie; Fischetti, Joseph; Joe.Gallagher@peelregion.ca; Janeth Huab; Sheryl Badin; Robert Andrews; Lin Rogers; Karan Dev Sharma

Subject: Derry / Alstep EA - GTAA & City land swap - follow-up meeting

When: Thursday, January 20, 2022 10:00 AM-12:00 PM (UTC-05:00) Eastern Time (US & Canada).

Where: Microsoft Teams Meeting

Hello all,

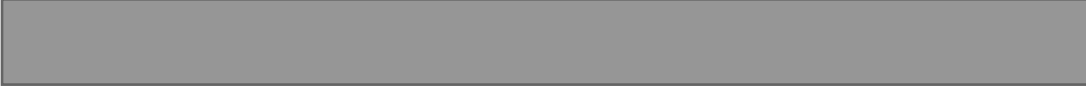
This meeting is to follow-up on our meeting of Dec 13, 2021 regarding the Derry Road / Alstep Drive Class EA and property requirements for GTAA lands.

Please find attached the minutes from the Dec 13 meeting, for your review and comment. Please advise of any required errors or omissions within 1 week.

Attached:

- Draft agenda
- Table summarizing latest area requirements for GTAA lands
- Minutes from December 15, 2021 meeting

Property impact map has been prepared and can be retrieved from the following dropbox link:



Regards,

Jean-Louis

Jean-Louis Gaudet

From: Jacqueline Elias <Jacqueline.Elias@mississauga.ca>
Sent: Thursday, March 31, 2022 3:38 PM
To: Derryroadea; Ryan Au
Cc: Yves Monereau; Carlyle Glean
Subject: RE: BAP - FW: Derry Road East / Alstep Drive Class EA - Virtual Public Information Centre #2

Hi Jean-Louis,

The drawing shown in image 1 is okay so long as the sidewalk is 2m (including the area in front of the shelter). If you could please confirm.

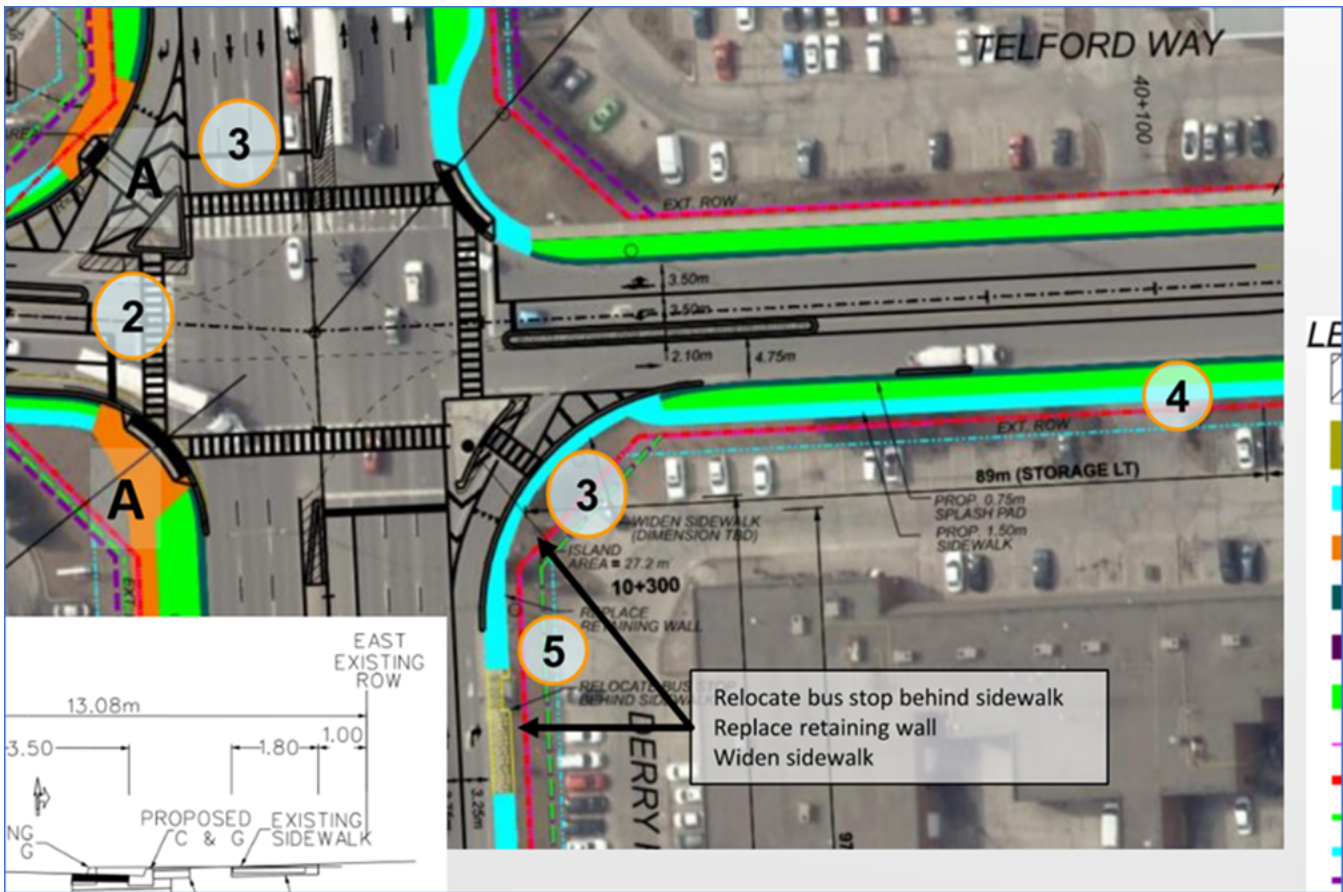
Thanks,
Jacqueline

From: Derryroadea <derryroadea@exp.com>
Sent: Thursday, March 31, 2022 3:07 PM
To: Jacqueline Elias <Jacqueline.Elias@mississauga.ca>; Ryan Au <Ryan.Au@mississauga.ca>
Cc: Yves Monereau <Yves-Marie.Monereau@exp.com>; Derryroadea <derryroadea@exp.com>; Carlyle Glean <Carlyle.Glean@exp.com>
Subject: RE: BAP - FW: Derry Road East / Alstep Drive Class EA - Virtual Public Information Centre #2

Hi Jacqueline, Ryan,

We want to confirm the design approach for the bus stop at Derry and Telford.

In the PIC, we had noted that the near side west bound bus stop at Derry and Telford would be relocated behind the sidewalk:



We would like to get clarification on how the sidewalk should interact with the landing pad.

The way we currently have it configured in our updated drawings is as in #1 below, with the bus stop in behind the landing pad, which is in line with the sidewalk.

We wish to confirm that the Mock up #2 below is not what is expected, where the bus stop and the landing pad are placed behind the sidewalk.

The dotted green line is the proposed ROW. As you can see, mock up #2 pushes the bus stop very close to it. There would not be room in this case for the retaining wall without going beyond the proposed ROW.

And if we zoom in, you can see that the parking lot may be impacted.

Therefore, we wish to confirm with the City and MiWay that our drawing as shown in image 1 is okay.

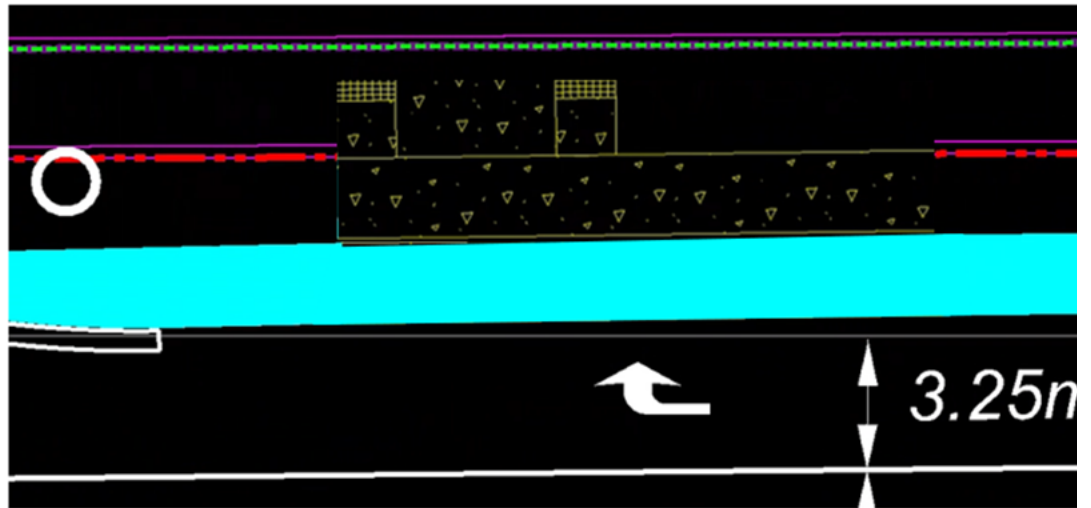
Thank you,

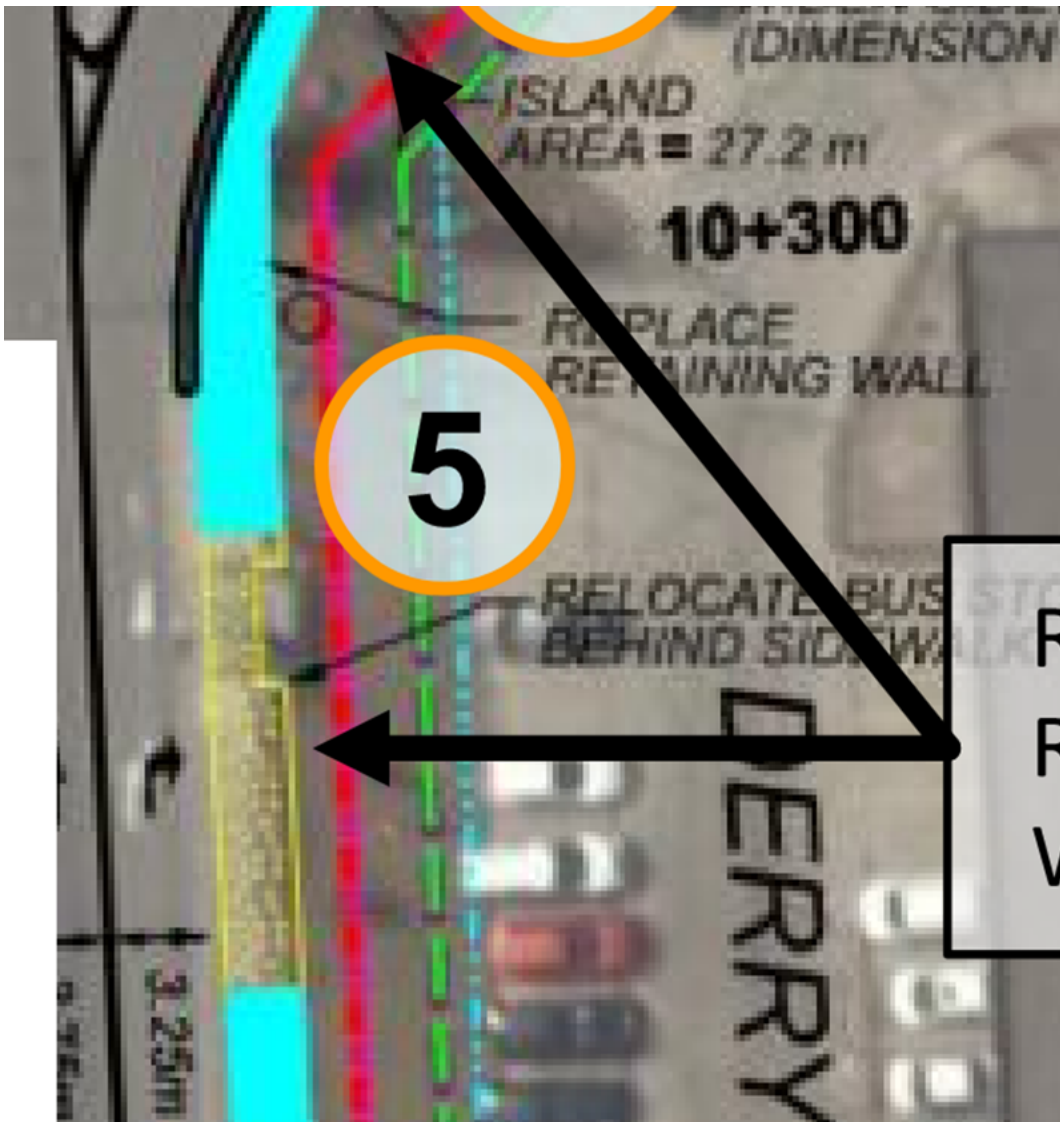
Jean-Louis

1



2





Jean-Louis Gaudet, B.Sc.

EXP | Project Coordinator

t : +1.905.525.6069, 5031 | m : +1.416.728.6261 | e : jeanlouis.gaudet@exp.com

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

Sent: Friday, March 11, 2022 12:48 PM

To: Carlyle Glean <Carlyle.Glean@exp.com>

Cc: Jean-Louis Gaudet <jeanlouis.gaudet@exp.com>; Yves Monereau <Yves-Marie.Monereau@exp.com>; Ryan Au <Ryan.Au@mississauga.ca>; Derryroadea <derryroadea@exp.com>

Subject: RE: BAP - FW: Derry Road East / Alstep Drive Class EA - Virtual Public Information Centre #2

Hi Carlyle,

Thanks for reaching out; yes the standards online are outdated.

The standard shelter pad is 4m by 2.1m (updated standard attached). The enhanced shelter pads to be implemented on [Derry at Bramalea](#) (in both directions) are 12m long and 3m wide (since the enhanced shelters are still being designed, we don't have the standard drawing completed for the enhanced shelter pad yet).

The sidewalk connections on both sides of the shelter are required depending on the stop configuration but one is always recommended for waste bins or other amenities.

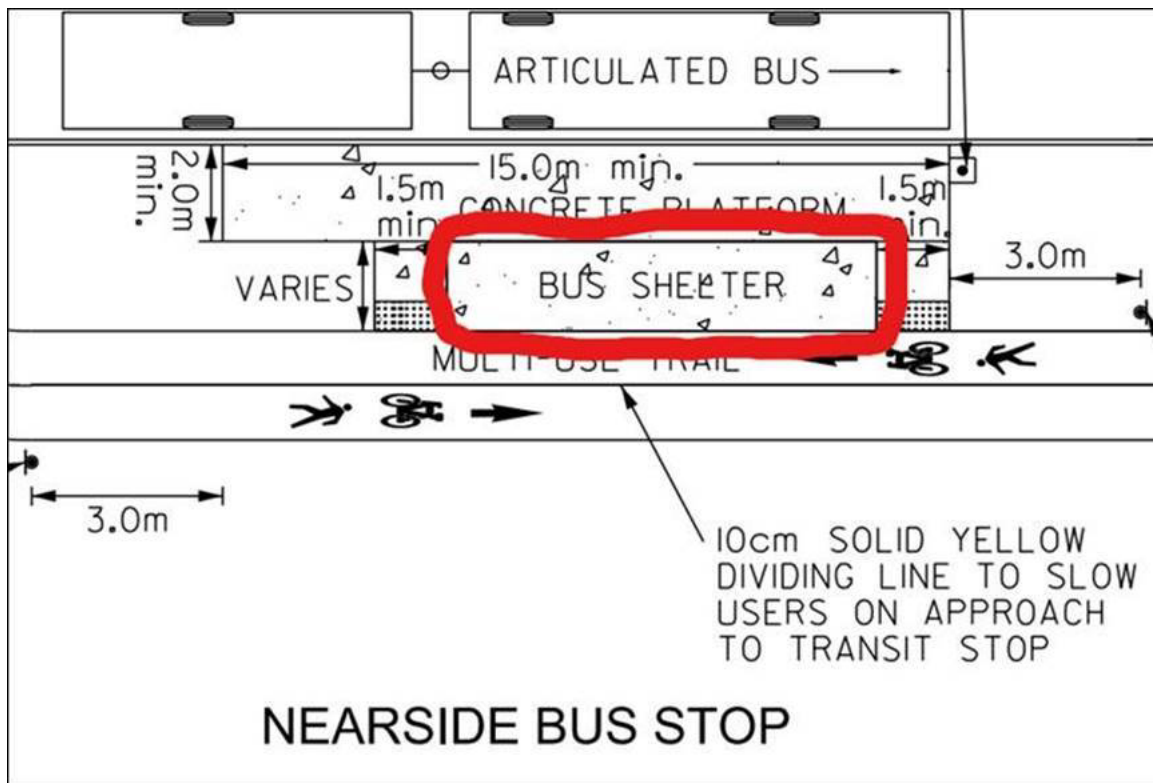
Please let me know if you have any other questions.

Kind Regards,
Jacqueline

From: Carlyle Glean <Carlyle.Glean@exp.com>
Sent: Friday, March 11, 2022 12:34 PM
To: Jacqueline Elias <Jacqueline.Elias@mississauga.ca>
Cc: Jean-Louis Gaudet <jeanlouis.gaudet@exp.com>; Yves Monereau <Yves-Marie.Monereau@exp.com>; Ryan Au <Ryan.Au@mississauga.ca>; Derryroadea <derryroadea@exp.com>
Subject: RE: BAP - FW: Derry Road East / Alstep Drive Class EA - Virtual Public Information Centre #2

Hi Jacqueline,

Can you please advise what are the dimensions of the bus shelter pad (see screenshot below) and confirm that the dimensions should be applied to all bus shelter pads along Derry Road? The standard drawing available online is from 2010 and I assume it's probably outdated.



Thanks,

Carlyle Glean, P.Eng.

EXP | Transportation Design Lead

t : +1.905.793.9800, 62545 | m : +1.416.829.4523 | e : carlyle.glean@exp.com

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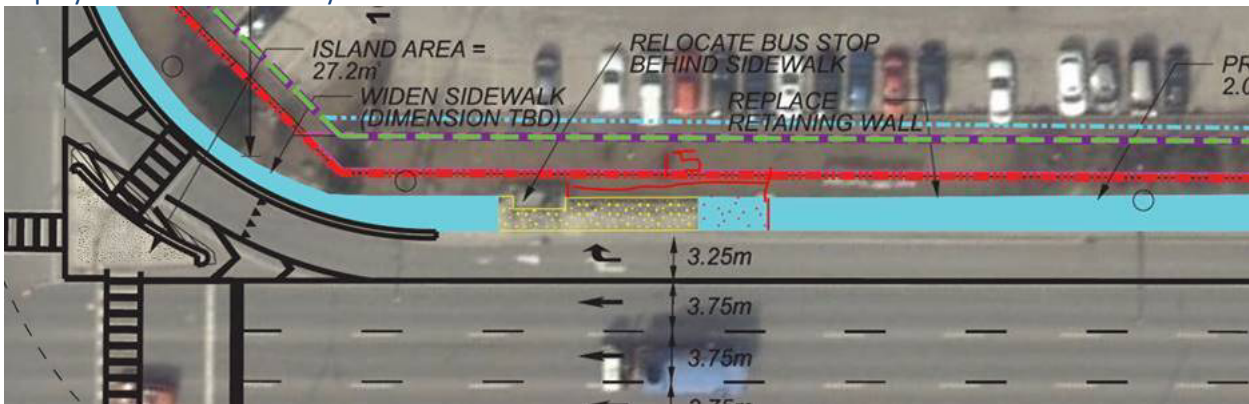
keep it green, read from the screen

From: Jacqueline Elias <Jacqueline.Elias@mississauga.ca>
Sent: Wednesday, March 2, 2022 9:50 AM
To: Ryan Au <Ryan.Au@mississauga.ca>
Cc: Derryroadea <derryroadea@exp.com>
Subject: FW: Derry Road East / Alstep Drive Class EA - Virtual Public Information Centre #2

Hi Ryan,

As per the MiWay MIGP feasibility plan provided for Derry and Bramalea, MiWay has enhanced shelters planned on Derry at Bramalea. The alternative design provided as part of PIC#2 shows the standard shelters. Please have EXP revise this to show a 12m long by 3m wide shelter pad for both stops at the intersection. I understand that the property requirement discussions are ongoing, please ensure this is taken into consideration.

Furthermore, for Derry and Menkes, both stops have standard shelters. Since the retaining wall and the NE quadrant is being replaced, we would like to ensure the 2m wide pedestrian landing pad in front of the shelter. If this isn't possible the 15m length for the landing pad should extend east of the shelter to ensure there is sufficient area for ramp deployment for accessibility.



Please note that the stops are to be shown as per MiWay Standards (Sept 2020) regardless of the infrastructure currently there as the impacted stops will need to be reinstated to MiWay Standards (2020); specifically the 15m long by 2m wide pedestrian landing pad. Please see attached standard for reference.

Thanks,
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From: Jean-Louis Gaudet <jeanlouis.gaudet@exp.com>
Sent: Thursday, February 17, 2022 5:35 PM
To: Derryroadea <derryroadea@exp.com>
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Kind regards,

Jean-Louis Gaudet
EXP Services Inc.

Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive

E-mail: derryroadea@exp.com

Website: <http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

Jean-Louis Gaudet

From: Derryroadea
Sent: Sunday, April 3, 2022 11:41 PM
To: 'Jacqueline Elias'; Ryan Au
Cc: Yves Monereau; Carlyle Glean; Bubas, Sonya
Subject: RE: BAP - FW: Derry Road East / Alstep Drive Class EA - Virtual Public Information Centre #2

Hi Jacqueline,

Thank you for advising.

We confirm that the concrete platform in option 1 is 2.0m by 15.0m as per the City of Mississauga Engineering standard No. 2240.091

Thanks,

JL

Jean-Louis Gaudet, B.Sc.

EXP | Project Coordinator

t : +1.905.525.6069, 5031 | m : +1.416.728.6261 | e : jeanlouis.gaudet@exp.com

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From: Jacqueline Elias <Jacqueline.Elias@mississauga.ca>
Sent: Thursday, March 31, 2022 3:38 PM
To: Derryroadea <derryroadea@exp.com>; Ryan Au <Ryan.Au@mississauga.ca>
Cc: Yves Monereau <Yves-Marie.Monereau@exp.com>; Carlyle Glean <Carlyle.Glean@exp.com>
Subject: RE: BAP - FW: Derry Road East / Alstep Drive Class EA - Virtual Public Information Centre #2

Hi Jean-Louis,

The drawing shown in image 1 is okay so long as the sidewalk is 2m (including the area in front of the shelter). If you could please confirm.

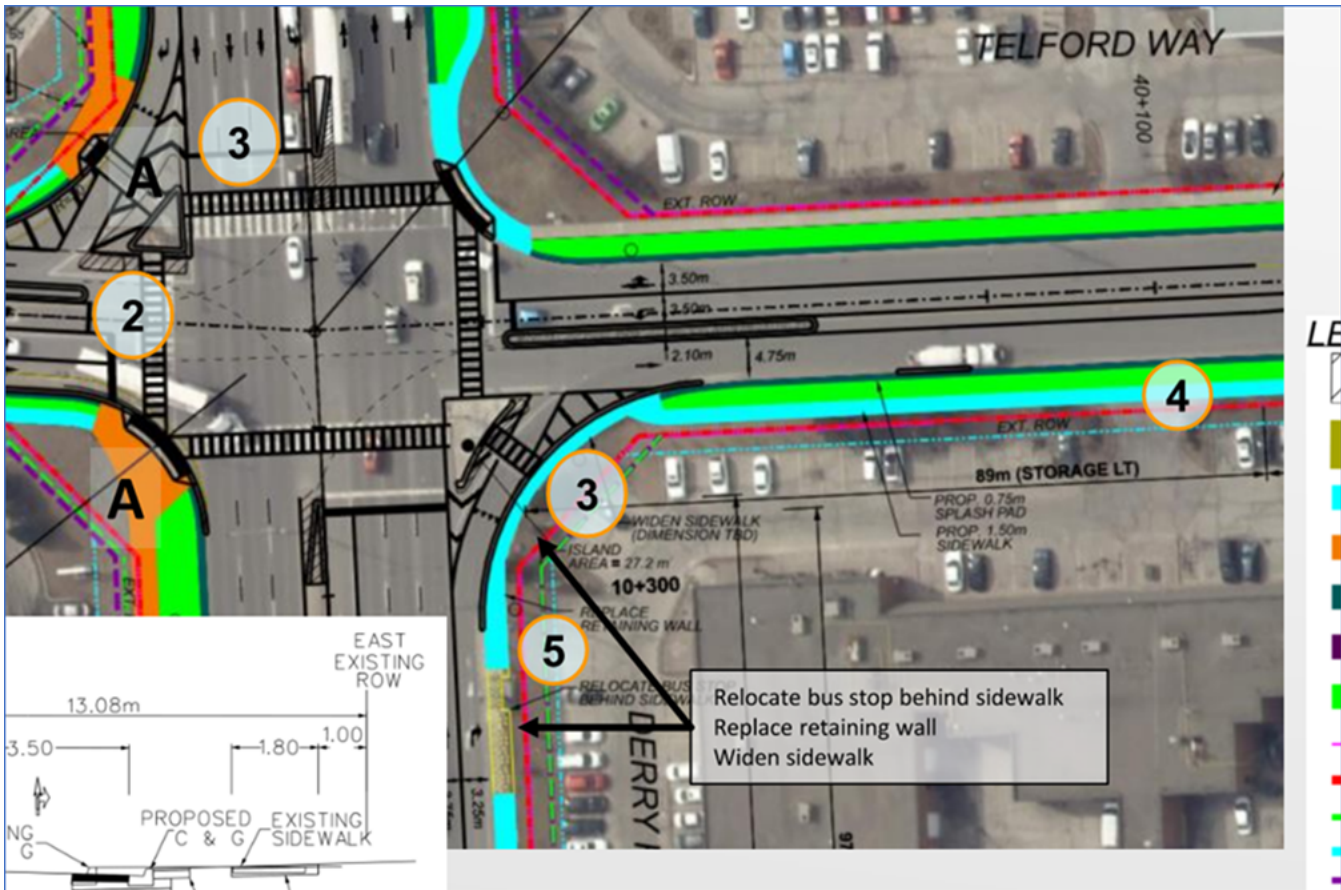
Thanks,
Jacqueline

From: Derryroadea <derryroadea@exp.com>
Sent: Thursday, March 31, 2022 3:07 PM
To: Jacqueline Elias <Jacqueline.Elias@mississauga.ca>; Ryan Au <Ryan.Au@mississauga.ca>
Cc: Yves Monereau <Yves-Marie.Monereau@exp.com>; Derryroadea <derryroadea@exp.com>; Carlyle Glean <Carlyle.Glean@exp.com>
Subject: RE: BAP - FW: Derry Road East / Alstep Drive Class EA - Virtual Public Information Centre #2

Hi Jacqueline, Ryan,

We want to confirm the design approach for the bus stop at Derry and Telford.

In the PIC, we had noted that the near side west bound bus stop at Derry and Telford would be relocated behind the sidewalk:



We would like to get clarification on how the sidewalk should interact with the landing pad.

The way we currently have it configured in our updated drawings is as in #1 below, with the bus stop in behind the landing pad, which is in line with the sidewalk.

We wish to confirm that the Mock up #2 below is not what is expected, where the bus stop and the landing pad are placed behind the sidewalk.

The dotted green line is the proposed ROW. As you can see, mock up #2 pushes the bus stop very close to it. There would not be room in this case for the retaining wall without going beyond the proposed ROW.

And if we zoom in, you can see that the parking lot may be impacted.

Therefore, we wish to confirm with the City and MiWay that our drawing as shown in image 1 is okay.

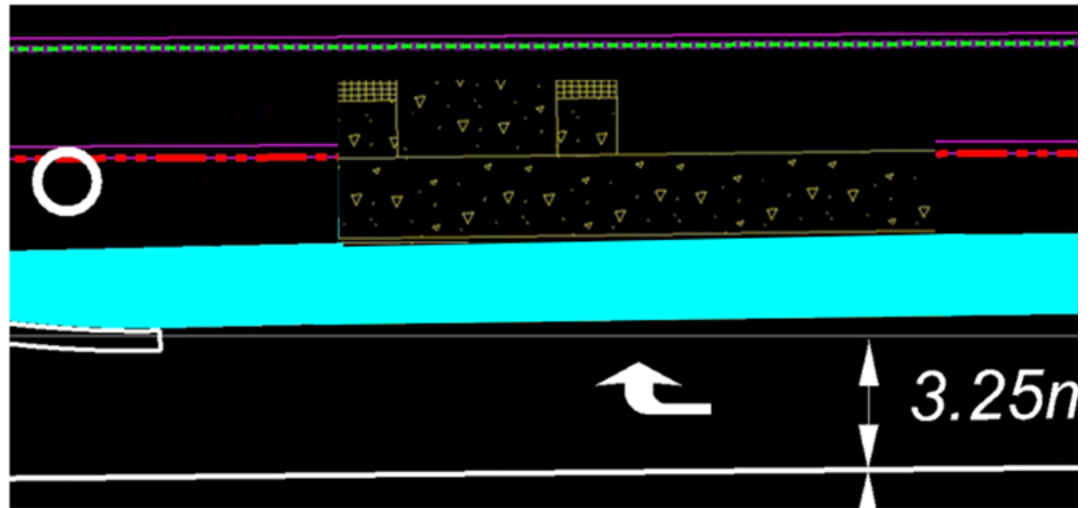
Thank you,

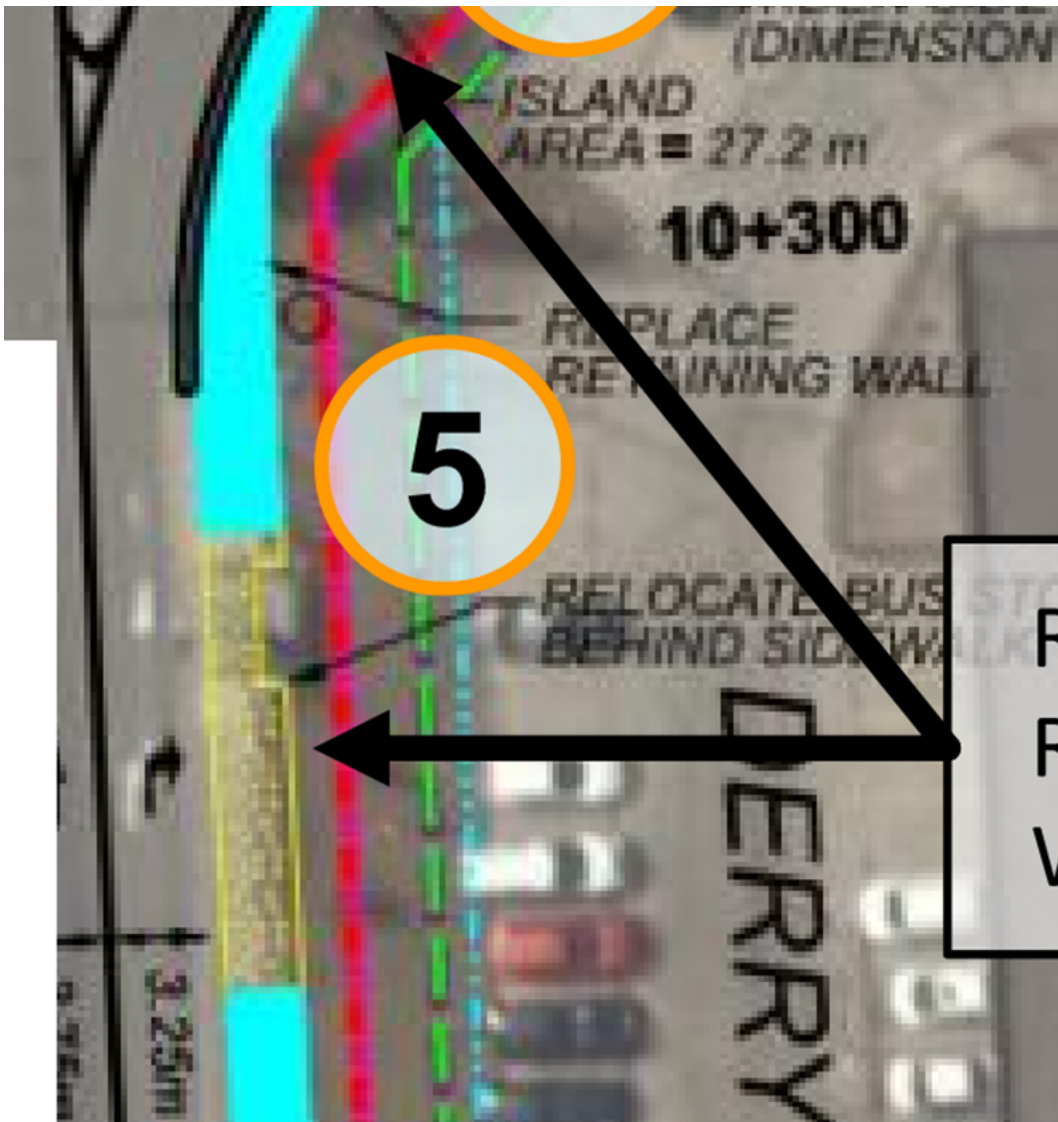
Jean-Louis

1



2





Jean-Louis Gaudet, B.Sc.

EXP | Project Coordinator

t : +1.905.525.6069, 5031 | m : +1.416.728.6261 | e : jeanlouis.gaudet@exp.com

exp.com | [legal disclaimer](#)

keep it green, read from the screen

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

Sent: Friday, March 11, 2022 12:48 PM

To: Carlyle Glean <Carlyle.Glean@exp.com>

Cc: Jean-Louis Gaudet <jeanlouis.gaudet@exp.com>; Yves Monereau <Yves-Marie.Monereau@exp.com>; Ryan Au <Ryan.Au@mississauga.ca>; Derryroadea <derryroadea@exp.com>

Subject: RE: BAP - FW: Derry Road East / Alstep Drive Class EA - Virtual Public Information Centre #2

Hi Carlyle,

Thanks for reaching out; yes the standards online are outdated.

The standard shelter pad is 4m by 2.1m (updated standard attached). The enhanced shelter pads to be implemented on [Derry at Bramalea](#) (in both directions) are 12m long and 3m wide (since the enhanced shelters are still being designed, we don't have the standard drawing completed for the enhanced shelter pad yet).

The sidewalk connections on both sides of the shelter are required depending on the stop configuration but one is always recommended for waste bins or other amenities.

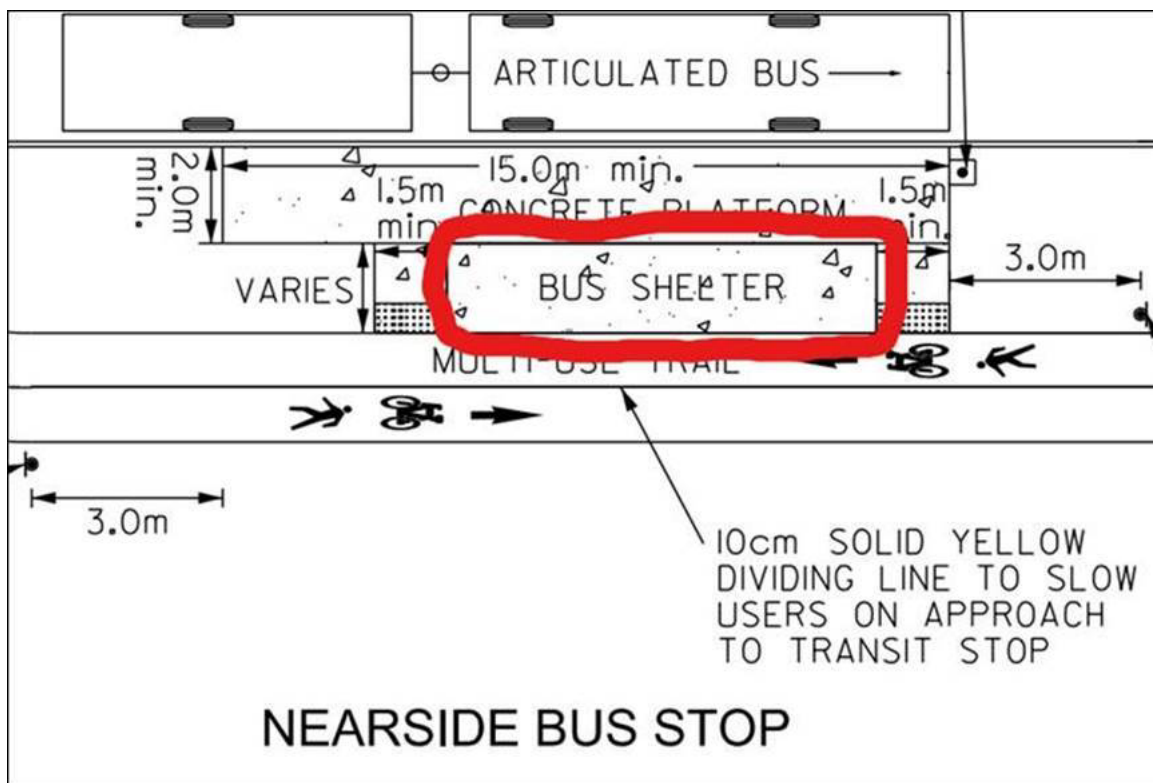
Please let me know if you have any other questions.

Kind Regards,
Jacqueline

From: Carlyle Glean <Carlyle.Glean@exp.com>
Sent: Friday, March 11, 2022 12:34 PM
To: Jacqueline Elias <Jacqueline.Elias@mississauga.ca>
Cc: Jean-Louis Gaudet <jeanlouis.gaudet@exp.com>; Yves Monereau <Yves-Marie.Monereau@exp.com>; Ryan Au <Ryan.Au@mississauga.ca>; Derryroadea <derryroadea@exp.com>
Subject: RE: BAP - FW: Derry Road East / Alstep Drive Class EA - Virtual Public Information Centre #2

Hi Jacqueline,

Can you please advise what are the dimensions of the bus shelter pad (see screenshot below) and confirm that the dimensions should be applied to all bus shelter pads along Derry Road? The standard drawing available online is from 2010 and I assume it's probably outdated.



Thanks,

Carlyle Glean, P.Eng.

EXP | Transportation Design Lead

t : +1.905.793.9800, 62545 | m : +1.416.829.4523 | e : carlyle.glean@exp.com

exp.com | [legal disclaimer](#)

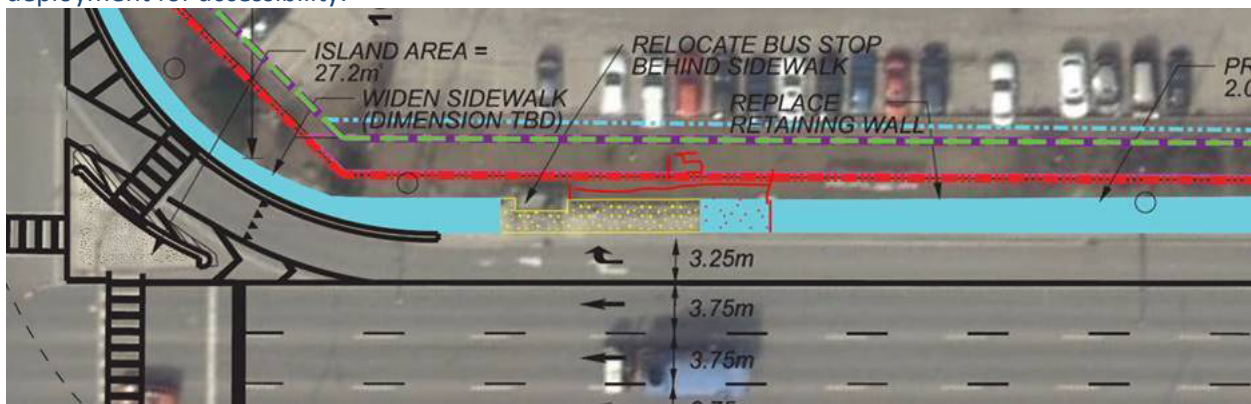
keep it green, read from the screen

From: Jacqueline Elias <Jacqueline.Elias@mississauga.ca>
Sent: Wednesday, March 2, 2022 9:50 AM
To: Ryan Au <Ryan.Au@mississauga.ca>
Cc: Derryroadea <derryroadea@exp.com>
Subject: FW: Derry Road East / Alstep Drive Class EA - Virtual Public Information Centre #2

Hi Ryan,

As per the MiWay MIGP feasibility plan provided for Derry and Bramalea, MiWay has enhanced shelters planned on Derry at Bramalea. The alternative design provided as part of PIC#2 shows the standard shelters. Please have EXP revise this to show a 12m long by 3m wide shelter pad for both stops at the intersection. I understand that the property requirement discussions are ongoing, please ensure this is taken into consideration.

Furthermore, for Derry and Menkes, both stops have standard shelters. Since the retaining wall and the NE quadrant is being replaced, we would like to ensure the 2m wide pedestrian landing pad in front of the shelter. If this isn't possible the 15m length for the landing pad should extend east of the shelter to ensure there is sufficient area for ramp deployment for accessibility.



Please note that the stops are to be shown as per MiWay Standards (Sept 2020) regardless of the infrastructure currently there as the impacted stops will need to be reinstated to MiWay Standards (2020); specifically the 15m long by 2m wide pedestrian landing pad. Please see attached standard for reference.

Thanks,
Jacqueline

From: Jean-Louis Gaudet <jeanlouis.gaudet@exp.com>
Sent: Thursday, February 17, 2022 5:35 PM
To: Derryroadea <derryroadea@exp.com>
Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>; Ryan Au <Ryan.Au@mississauga.ca>; Yves Monereau <Yves-Marie.Monereau@exp.com>
Subject: Derry Road East / Alstep Drive Class EA - Virtual Public Information Centre #2

Good afternoon,

Please find attached a notice for the Derry Road East and Alstep Drive Class EA Virtual Public Information Centre #2.

Bombardier Inc., in partnership with the City of Mississauga and the Region of Peel, has initiated a Municipal Class Environmental Assessment (Class EA) study to assess existing and future road conditions on Derry Road East and Alstep Drive near Menkes Drive and Bramalea Road. The study area includes Derry Road East (a Regional Road) as well as Bramalea Road, Menkes Drive, Telford Way, Alstep Drive and Menway Court (all City roads).

A virtual PIC will be held on **Monday, February 28, 2022** from **4:30 pm to 6:00 pm**. The PIC will consist of a presentation by the project team describing the project and the study's preliminary preferred alternative designs.

The link for the virtual PIC and copy of the PIC slides and other supporting information will be available on the day of the meeting on the project website (<http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>).

Comments are invited to be submitted by **March 14, 2022** and can be sent to derryroadea@exp.com.

Kind regards,

Jean-Louis Gaudet
EXP Services Inc.

Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive

E-mail: derryroadea@exp.com

Website: <http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

Jean-Louis Gaudet

From: Jean-Louis Gaudet
Sent: Friday, May 6, 2022 12:33 AM
To: Graham.Routledge@ontario.ca
Cc: Bubas, Sonya; Ryan Au; Yves Monereau; Piyush Patel; James Lambie; Derryroadea
Subject: FW: Derry Road East / Alstep Drive Class EA - Virtual Public Information Centre #2

Good evening, Mr. Routledge,

Thank you for your e-mail to our study team on March 1, 2022, regarding the study area for the Derry Road East / Alstep Drive Class EA.

The study team reviewed your e-mail and considered your request, but it unfortunately is not feasible to expand the study area at this time, given the late stage of this Class EA process. In addition, we note that the purpose of the Class EA was to identify necessary road improvements within this specific study area to meet projected future traffic demands.

However, if MTO has any questions about traffic increases as they relate specifically to the BA development, then please feel free to share them with either the City or Bombardier and its consultants (EXP).

Regards,

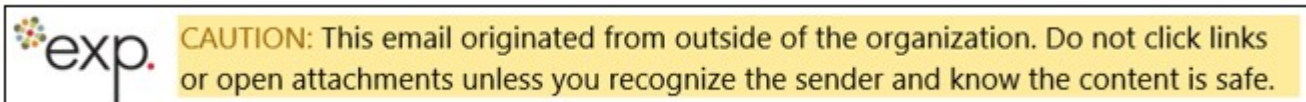
Jean-Louis Gaudet

Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive

E-mail: derryroadea@exp.com

Website: <http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

From: Bubas, Sonya <sonya.bubas@peelregion.ca>
Sent: Tuesday, March 1, 2022 2:42 PM
To: Jean-Louis Gaudet <jeanlouis.gaudet@exp.com>; Yves Monereau <Yves-Marie.Monereau@exp.com>; James Lambie <James.Lambie@aero.bombardier.com>
Cc: Derryroadea <derryroadea@exp.com>; Ryan Au <Ryan.Au@mississauga.ca>
Subject: FW: Derry Road East / Alstep Drive Class EA - Virtual Public Information Centre #2



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: Routledge, Graham (MTO) <Graham.Routledge@ontario.ca>
Sent: March 1, 2022 1:04 PM
To: Bubas, Sonya <sonya.bubas@peelregion.ca>; Ryan Au <Ryan.Au@mississauga.ca>
Subject: FW: Derry Road East / Alstep Drive Class EA - Virtual Public Information Centre #2

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

Good afternoon,

Thank you for providing MTO with the opportunity to review the EA study initiated by the Bombardier Aerospace development at 1890 Alstep Dr, within the City of Mississauga and Peel Region. We note that the Bombardier plant intends to hire 2000 employees, with an estimated 5000 new daily trips, the majority of them generated by employees, according to EXP consulting's presentation of Virtual Public Information Centre #2 held on Monday, February 28, 2022 from 4:30 pm to 6:00 pm. We note further, that the City of Mississauga is planning to upgrade some of study intersections to accommodate future growing traffic demand. The study area is represented by the grey area of the map below.



MTO notes that this is a significant development, that will generate new traffic which will also impact provincially owned intersections such as at the Hwy 407/ETR and Bramalea Rd interchange, the Highway 410 interchanges at Courtneypark Drive and Derry Road, and the Highway 401 Dixie Road interchange.

This development, and the Municipal EA, is beyond MTO's limit of permit control, however the City (and maybe the Region too) may wish to expand the traffic study to include the provincial highway interchanges. MTO is willing to work with the City with regard to the review of an expanded study that includes the provincial highways.

Please contact me if you would like to discuss this further.

Thank you

Graham

From: Jean-Louis Gaudet <jeanlouis.gaudet@exp.com>
Sent: February 17, 2022 5:35 PM
To: Derryroadea <derryroadea@exp.com>

Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>; Ryan Au <ryan.au@mississauga.ca>; Yves Monereau <Yves-Marie.Monereau@exp.com>

Subject: Derry Road East / Alstep Drive Class EA - Virtual Public Information Centre #2

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

Good afternoon,

Please find attached a notice for the Derry Road East and Alstep Drive Class EA Virtual Public Information Centre #2.

Bombardier Inc., in partnership with the City of Mississauga and the Region of Peel, has initiated a Municipal Class Environmental Assessment (Class EA) study to assess existing and future road conditions on Derry Road East and Alstep Drive near Menkes Drive and Bramalea Road. The study area includes Derry Road East (a Regional Road) as well as Bramalea Road, Menkes Drive, Telford Way, Alstep Drive and Menway Court (all City roads).

A virtual PIC will be held on **Monday, February 28, 2022** from **4:30 pm to 6:00 pm**. The PIC will consist of a presentation by the project team describing the project and the study's preliminary preferred alternative designs.

The link for the virtual PIC and copy of the PIC slides and other supporting information will be available on the day of the meeting on the project website (<http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>).

Comments are invited to be submitted by **March 14, 2022** and can be sent to derryroadea@exp.com.

Kind regards,

Jean-Louis Gaudet
EXP Services Inc.

Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive

E-mail: derryroadea@exp.com

Website: <http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

Jean-Louis Gaudet

From: phil.arbeau@zayo.com on behalf of Utility Circulations <utility.circulations@zayo.com>
Sent: Friday, August 7, 2020 5:19 PM
To: Jean-Louis Gaudet
Subject: Re: Road EA near Derry Rd & Alstep Dr - Notice of Commencement & Invitation for Public Comment
Attachments: 202007Jul16_Notice Commencement Form_organizations.pdf



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.

Good afternoon,

Zayo does have existing plant in the area indicated in your submission. Please maintain standard clearances and we have no objection. Thank you.

Phil Arbeau
Utility Circulations

On Thu, 16 Jul 2020 at 18:22, Jean-Louis Gaudet <jeanlouis.gaudet@exp.com> wrote:

Good afternoon,

Please find attached the Notice of Study Commencement & Invitation for Public Comment for the Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive.

Also attached is a consultation form to help you advise the project team whether you wish to be kept informed about this project and of any specific project-related interests you may have.

About this Project:

Bombardier Inc. is partnering with the City of Mississauga and the Region of Peel to initiate this Class EA study to assess existing and future road conditions on Derry Road East and Alstep Drive near Menkes Drive and Bramalea Road. The study will include Derry Road East (a Regional Road) as well as Bramalea Road, Menkes Drive, Telford Way, Alstep Drive and Menway Court (all City roads).

Online Consultation:

Materials presenting the problem / opportunity statement, background information, and the identification and evaluation of alternative solutions will be posted online by July 28, 2020 for public review and comment. Comments are invited to be submitted by August 11, 2020. The project website address is: <http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>.

If you have questions or wish to be added to the project mailing list, please e-mail derryroadea@exp.com.

Regards,

Jean-Louis



Jean-Louis Gaudet, B.Sc.
EXP | Project Coordinator



**Municipal Class Environmental Assessment Study
for Road Improvements near
Derry Road East and Alstep Drive**

Consultation Form

Organization	Zayo Group
Contact Name:	Utility Circulations
Title:	
Mailing address:	
E-mail Address:	utility.circulations@zayo.com
Phone/Fax:	

<input checked="" type="checkbox"/>	Please Check All Responses Below That Apply:
	Our organization does not require any further involvement in this study
<input checked="" type="checkbox"/>	Please keep us informed throughout the project
	Our organization's area of interest for this project includes (please indicate, if applicable):

Please email, mail or fax this form back to:

derryroadea@exp.com

Yves Monereau
Consultant Project Manager
EXP Services
1595 Clark Boulevard, Brampton, ON, L6T 4V1

Fax: (905) 793-0641



Jean-Louis Gaudet

From: Crossingrequestseast <crossingrequestseast@tnpi.ca>
Sent: Friday, November 19, 2021 10:39 AM
To: Jagjit Singh
Cc: Jean-Louis Gaudet; Carlyle Glean
Subject: RE: BAP- Bombardier Composite Utility Drawing



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.

No Trans-Northern infrastructure in the area

Thank you, Merci

Sandrine Exibard-Edgar
Team Lead, Property Administration/ Chef d'Equipe, Administration Foncière
TNPI Crossings/Permit team
Equipe PTNI Croisements/permis
crossingrequestseast@tnpi.ca
Direct number: 514-500-1241



From: Jagjit Singh <Jagjit.Singh@exp.com>
Sent: November 18, 2021 4:02 PM
To: Crossingrequestseast <crossingrequestseast@tnpi.ca>
Cc: Jean-Louis Gaudet <jeanlouis.gaudet@exp.com>; Carlyle Glean <Carlyle.Glean@exp.com>
Subject: RE: BAP- Bombardier Composite Utility Drawing

CAUTION: This email originated from outside of the TNPI organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi,

Attached are the files that were submitted using FTP link (AutoCAD, MicroStation and PDF Format) for your review.

Thanks

Jagjit Singh, P.Eng.

EXP | Senior Transportation Engineer
t : +1.905.793.9800, 2540 | m : +1.416.903.1571 | e : jagjit.singh@exp.com

*exp.com | legal disclaimer
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Jean-Louis Gaudet

From: Marcel Vien <Marcel.Vien@telus.com>
Sent: Friday, February 18, 2022 12:41 PM
To: Jean-Louis Gaudet
Cc: Max Pavese; Fred Sua; Marcel Vien; Anthony Segreto
Subject: RE: Derry Road East / Alstep Drive Class EA - Virtual Public Information Centre #2

Importance: High

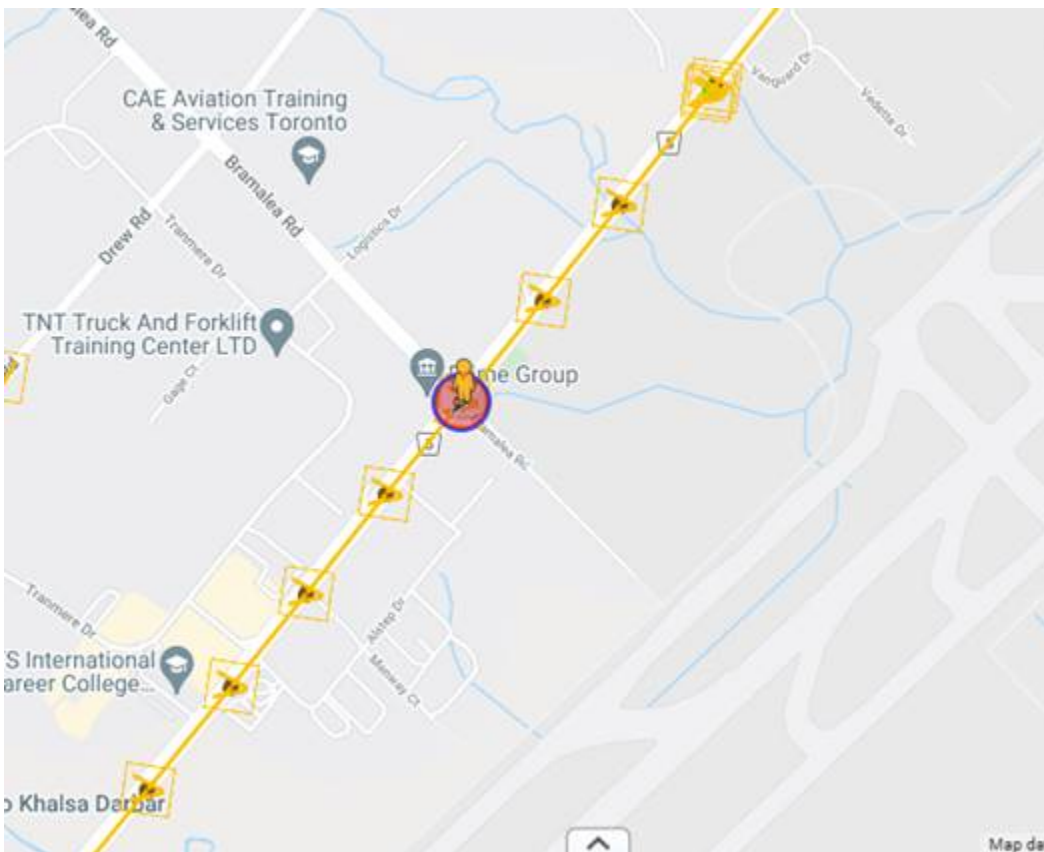


CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon Jean-Louis,

TELUS does not have any owned structure within your study zone. TELUS does have cables within Bell structure. Please include me on all meetings for this relocation and please notify Bell that TELUS has cable within their structure.

Thank you.



Marcel Vien



Access Engineering & Design

22nd Floor, 25 York St. Toronto, Ontario, M5J2V5

Cell: (647) 218-8105

Email: marcel.vien@telus.com

TELUS | the future is friendly®

From: Max Pavese <Massimo.Pavese@telus.com>

Sent: February 18, 2022 9:47 AM

To: Marcel Vien <Marcel.Vien@telus.com>; Fred Sua <Frederic.Sua@telus.com>

Cc: jeanlouis.gaudet@exp.com

Subject: FW: Derry Road East / Alstep Drive Class EA - Virtual Public Information Centre #2

FYI gentlemen.

From: Jean-Louis Gaudet <jeanlouis.gaudet@exp.com>

Sent: February 17, 2022 05:35 PM

To: Derryroadea <derryroadea@exp.com>

Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>; Ryan Au <ryan.au@mississauga.ca>; Yves Monereau <Yves-Marie.Monereau@exp.com>

Subject: Derry Road East / Alstep Drive Class EA - Virtual Public Information Centre #2

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Good afternoon,

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Comments are invited to be submitted by **March 14, 2022** and can be sent to derryroadea@exp.com.

Kind regards,

Jean-Louis Gaudet
EXP Services Inc.

Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive

E-mail: derryroadea@exp.com

Website: <http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

Jean-Louis Gaudet

From: Max Pavese <Massimo.Pavese@telus.com>
Sent: Friday, February 18, 2022 9:47 AM
To: Marcel Vien; Fred Sua
Cc: Jean-Louis Gaudet
Subject: FW: Derry Road East / Alstep Drive Class EA - Virtual Public Information Centre #2
Attachments: 202202Feb14_DerryRdEA_Notice of PIC2_FINAL.pdf



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.

FYI gentlemen.

From: Jean-Louis Gaudet <jeanlouis.gaudet@exp.com>
Sent: February 17, 2022 05:35 PM
To: Derryroadea <derryroadea@exp.com>
Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>; Ryan Au <ryan.au@mississauga.ca>; Yves Monereau <Yves-Marie.Monereau@exp.com>
Subject: Derry Road East / Alstep Drive Class EA - Virtual Public Information Centre #2

ATTENTION: This email originated from outside of TELUS. Use caution when clicking links or opening attachments. | Ce courriel provient de l'extérieur de TELUS. Soyez prudent lorsque vous cliquez sur des liens ou ouvrez des pièces jointes.

Good afternoon,

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Kind regards,

Jean-Louis Gaudet
EXP Services Inc.

**Municipal Class Environmental Assessment Study
for Road Improvements near Derry Road East and Alstep Drive**

E-mail: derryroadea@exp.com

Website: <http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

Jean-Louis Gaudet

From: Jean-Louis Gaudet
Sent: Wednesday, May 11, 2022 7:42 PM
To: dan.minkin@ontario.ca; Dan.L.Thompson@ontario.ca; trevor.bell@ontario.ca; Emma Benko
Cc: Yves Monereau; Ryan Au; Bubas, Sonya; James Lambie; Piyush Patel; Derryroadea
Subject: Derry Road / Alstep Drive Class EA - Draft ESR agency review
Attachments: 202205May05_Derry Alstep EA ESR_Draft_Agency_Review.pdf

Hello,

Bombardier Inc., in partnership with the City of Mississauga and the Region of Peel, has initiated a Municipal Class Environmental Assessment (Class EA) study to assess existing and future road conditions on Derry Road East and Alstep Drive near Menkes Drive and Bramalea Road. The draft Environmental Study Report has been prepared and is being distributed to you for review and comment.

Your comments and feedback are requested by **Tuesday, May 31, 2022**. Feedback received by then will be incorporated into the final draft ESR, which will be circulated for public and agency review in June 2022.

Please note – please treat this report and its appendices as Draft, as this is for internal review only.

The draft ESR (attached) and its appendices may be retrieved from the following dropbox link:



Any question or comments you have may be sent to derryroadea@exp.com or to any of the team members noted below (also cc'd).

Yves Marie Monereau, P.Eng., PTOE, RSP Consultant Project Manager EXP Services 1595 Clark Boulevard Brampton, ON, L6T 4V1 Phone: 905-793-9800 Ext. 2336	Sonya Bubas, MCIP, RPP Project Manager Region of Peel 10 Peel Centre Dr., Suite B, 4 th Floor Brampton, ON, L6T 4B9 Phone: 905-791-7800 Ext. 7801	Ryan Au, P.Eng. Project Manager City of Mississauga 201 City Centre Drive, Suite 800 Mississauga, ON, L5B 2T4 Phone: 905-615-3200 Ext.3713
--	--	--

Regards,

Jean-Louis Gaudet

**Municipal Class Environmental Assessment Study
for Road Improvements near Derry Road East and Alstep Drive**

E-mail: derryroadea@exp.com

Website: <http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

Jean-Louis Gaudet

From: Jean-Louis Gaudet
Sent: Wednesday, May 11, 2022 7:39 PM
To: Fischetti, Joseph
Cc: Yves Monereau; Ryan Au; Bubas, Sonya; James Lambie; Piyush Patel; Derryroadea; Garisto, Pat
Subject: Derry Road / Alstep Drive Class EA - Draft ESR agency review
Attachments: 202205May05_Derry Alstep EA ESR_Draft_Agency_Review.pdf

Hi Joe,

We are circulating the draft Derry Road / Alstep Drive Class EA ESR to review agencies for their review and comment.

Your comments and feedback are requested by **Tuesday, May 31, 2022**. Feedback received by then will be incorporated into the final draft ESR, which will be circulated for public and agency review in June 2022.

In addition, can you please advise:

- If there is any sensitive information that you require removed from the report or appendices.
- Can you please confirm that you have been in touch with Transport Canada about this Class EA? Is there a specific contact at Transport Canada that we should be circulating the ESR to?

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The draft ESR (attached) and its appendices may be retrieved from the following dropbox link:



Any question or comments you have may be sent to derryroadea@exp.com or to any of the team members noted below (also cc'd).

Yves Marie Monereau, P.Eng., PTOE, RSP Consultant Project Manager EXP Services 1595 Clark Boulevard Brampton, ON, L6T 4V1 Phone: 905-793-9800 Ext. 2336	Sonya Bubas, MCIP, RPP Project Manager Region of Peel 10 Peel Centre Dr., Suite B, 4 th Floor Brampton, ON, L6T 4B9 Phone: 905-791-7800 Ext. 7801	Ryan Au, P.Eng. Project Manager City of Mississauga 201 City Centre Drive, Suite 800 Mississauga, ON, L5B 2T4 Phone: 905-615-3200 Ext.3713
--	---	--

Regards,

Jean-Louis Gaudet

**Municipal Class Environmental Assessment Study
for Road Improvements near Derry Road East and Alstep Drive**

E-mail: derryroadea@exp.com

Website: <http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

Jean-Louis Gaudet

From: Jean-Louis Gaudet
Sent: Wednesday, May 11, 2022 7:32 PM
To: Lorie.Sterritt@mississauga.ca; Fred.Sandoval@mississauga.ca; chris.rouse@mississauga.ca; lin.rogers@mississauga.ca; Jeffrey.Reid@mississauga.ca; Colin.Patterson@mississauga.ca; Darek.Koziol@mississauga.ca; Imshun.Je@mississauga.ca; Alice.Ho@mississauga.ca; Max.Gill@mississauga.ca; Jacqueline.Elias@mississauga.ca; Samer.Elhallak@mississauga.ca; john.dunlop@mississauga.ca; Emma.Calvert@mississauga.ca; Sheryl.Badin@mississauga.ca; Ryan.Au@mississauga.ca; Janeth.Huab@mississauga.ca; Sheryl.Badin@mississauga.ca
Cc: Yves Monereau; Ryan Au; Bubas, Sonya; James Lambie; Piyush Patel; Derryroadea
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From: Jean-Louis Gaudet
Sent: Wednesday, May 11, 2022 7:28 PM
To: William.Toy@peelregion.ca; Jeanne.Thomsen@peelregion.ca; manvir.tatla@peelregion.ca; Tamara.Alexander@peelregion.ca; Sabbir.Saiyed@peelregion.ca; sakshi.saini@peelregion.ca; asha.saddi@peelregion.ca; Sally.Rook@peelregion.ca; italia.ponce@peelregion.ca; arthur.lee@peelregion.ca; anna.lee2@peelregion.ca; james.lavhey@peelregion.ca; Steven.Kovach@peelregion.ca; Rani.Kol@peelregion.ca; wayne.koethe@peelregion.ca; serguei.kabanov@peelregion.ca; Cam.Johnston@peelregion.ca; shajin.jahan@peelregion.ca; Nishat.Hassan@peelregion.ca; Joe.Gallagher@peelregion.ca; richa.dave@peelregion.ca; Denise.Dang@peelregion.ca; Mark.Crawford@peelregion.ca; Sean.Carrick@peelregion.ca; matthew.cambas@peelregion.ca; Michael.Bennington@peelregion.ca; Syeda.Banuri@peelregion.ca; Parshan.Bahrami@peelregion.ca; ZZG-PeelHealthBuiltEnvironment@peelregion.ca; pwi@peelregion.ca; therese.estephan@peelregion.ca; luis.lasso@peelregion.ca; Ryan.Grzesiak@peelregion.ca
Cc: Yves Monereau; Ryan Au; Bubas, Sonya; HashimAli.Hamdani@peelregion.ca; James Lambie; Piyush Patel; Derryroadea
Subject: Derry Road / Alstep Drive Class EA - Draft ESR agency review
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Brampton, ON, L6T 4V1 Phone: 905-793- 9800 Ext. 2336	Brampton, ON, L6T 4B9 Phone: 905- 791-7800 Ext. 7801	Mississauga, ON, L5B 2T4 Phone: 905- 615-3200 Ext.3713
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Regards,

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E-mail: derryroadea@exp.com

Website: <http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

Jean-Louis Gaudet

From: Bubas, Sonya <sonya.bubas@peelregion.ca>
Sent: Thursday, May 12, 2022 3:55 PM
To: Jean-Louis Gaudet
Cc: Ryan Au; Yves Monereau; Carlyle Glean
Subject: FW: Derry Road / Alstep Drive Class EA - Draft ESR agency review



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Hi Jean-Louis,

Please see comment below regarding the design concept drawings.

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: Gallagher, Joe <joe.gallagher@peelregion.ca>
Sent: May 12, 2022 10:29 AM
To: Bubas, Sonya <sonya.bubas@peelregion.ca>
Subject: RE: Derry Road / Alstep Drive Class EA - Draft ESR agency review

Hi Sonya,

On the Design Concept drawings, I believe the purple line (“Protected Property”) should be removed from the drawings. I think this layer is conceptual only and is not an accurate representation. I do not believe it adds anything to the drawings and is confusing. For example at NE Bramalea and Derry it shows the existing R-O-W is wider than the protected R-O-W.

Regards

Joe Gallagher, AACI, SR/WA, Senior Capital Acquisition Agent, Real Estate Section
The Regional Municipality of Peel, 10 Peel Centre Dr., Suite B, 6th Floor, Brampton ON, L6T 4B9
Phone: 905-791-7800 ext. 7763, Fax: 905-791-3645 Toll Free: 1-888-919-7800,

From: Jean-Louis Gaudet <jeanlouis.gaudet@exp.com>

Sent: May 11, 2022 7:28 PM

To: Toy, William <william.toy@peelregion.ca>; Thomsen, Jeanne <jeanne.thomsen@peelregion.ca>; Tatla, Manvir <manvir.tatla@peelregion.ca>; Alexander, Tamara <tamara.alexander@peelregion.ca>; Saiyed, Sabbir <sabbir.saiyed@peelregion.ca>; Saini, Sakshi <sakshi.saini@peelregion.ca>; Saddi, Asha <asha.saddi@peelregion.ca>; Rook, Sally <sally.rook@peelregion.ca>; Ponce Vanelli, Italia <italia.ponce@peelregion.ca>; Lee, Arthur <arthur.lee@peelregion.ca>; Lee, Anna (Public Works) <anna.lee2@peelregion.ca>; Lavhey, James <james.lavhey@peelregion.ca>; Kovach, Steven <steven.kovach@peelregion.ca>; Kol, Rani <rani.kol@peelregion.ca>; Koethe, Wayne <wayne.koethe@peelregion.ca>; Kabanov, Serguei <serguei.kabanov@peelregion.ca>; Johnston, Cam <cam.johnston@peelregion.ca>; Thomas, Shajin <shajin.thomas@peelregion.ca>; Hassan, Nishat <nishat.hassan@peelregion.ca>; Gallagher, Joe <joe.gallagher@peelregion.ca>; Dave, Richa <richa.dave@peelregion.ca>; Dang-williams, Denise <denise.dang@peelregion.ca>; Crawford, Mark <mark.crawford@peelregion.ca>; Carrick, Sean <sean.carrick@peelregion.ca>; Cambas, Matthew <matthew.cambas@peelregion.ca>; Bennington, Michael <michael.bennington@peelregion.ca>; Banuri, Syeda <syeda.banuri@peelregion.ca>; Bahrami, Parshan <parshan.bahrami@peelregion.ca>; ZG-Peel Health & Built Environment <zzg-peelhealthbuiltenvironment@peelregion.ca>; ZG-PWI <pwi@peelregion.ca>; Estephan, Therese <therese.estephan@peelregion.ca>; Lasso Arboleda, Luis <luis.lasso@peelregion.ca>; Grzesiak, Ryan <ryan.grzesiak@peelregion.ca>

Cc: Yves Monereau <Yves-Marie.Monereau@exp.com>; Ryan Au <Ryan.Au@mississauga.ca>; Bubas, Sonya <sonya.bubas@peelregion.ca>; Hamdani, Hashim <hashimali.hamdani@peelregion.ca>; James Lambie <James.Lambie@aero.bombardier.com>; Piyush Patel <Piyush.Patel@aero.bombardier.com>; Derryroadea <derryroadea@exp.com>

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Regards,

Jean-Louis Gaudet

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E-mail: derryroadea@exp.com

Website: <http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

Jean-Louis Gaudet

From: Dang-williams, Denise <denise.dang@peelregion.ca>
Sent: Tuesday, May 24, 2022 4:18 PM
To: Jean-Louis Gaudet
Cc: Bubas, Sonya
Subject: RE: Derry Road / Alstep Drive Class EA - Draft ESR agency review



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Hi Jean-Louis,

I noticed centre medians on Menkes Drive, Telford Way and Bramalea Road at Derry Road intersections have been added. Is there a new set of truck turning (both lefts and rights) templates completed for these two intersections? Or are they in one of the appendices? If not, can you please kindly send me the turning templates?

Many thanks,

Denise Dang-Williams

Technical Analyst, Traffic Operations
Traffic Engineering

Public Works - Region of Peel
10 Peel Centre Drive Suite B, 4th Floor
Brampton, ON L6T 4B9
Phone: 905-791-7800 ext. 7853



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Sent: May 11, 2022 7:28 PM
To: Toy, William <william.toy@peelregion.ca>; Thomsen, Jeanne <jeanne.thomsen@peelregion.ca>; Tatla, Manvir <manvir.tatla@peelregion.ca>; Alexander, Tamara <tamara.alexander@peelregion.ca>; Saiyed, Sabbir <sabbir.saiyed@peelregion.ca>; Saini, Sakshi <sakshi.saini@peelregion.ca>; Saddi, Asha <asha.saddi@peelregion.ca>; Rook, Sally <sally.rook@peelregion.ca>; Ponce Vanelli, Italia <italia.ponce@peelregion.ca>; Lee, Arthur <arthur.lee@peelregion.ca>; Lee, Anna (Public Works) <anna.lee2@peelregion.ca>; Lavhey, James <james.lavhey@peelregion.ca>; Kovach, Steven <steven.kovach@peelregion.ca>; Kol, Rani <rani.kol@peelregion.ca>; Koethe, Wayne <wayne.koethe@peelregion.ca>; Kabanov, Serguei <serguei.kabanov@peelregion.ca>; Johnston, Cam <cam.johnston@peelregion.ca>; Thomas, Shajin <shajin.thomas@peelregion.ca>; Hassan, Nishat <nishat.hassan@peelregion.ca>; Gallagher, Joe <joe.gallagher@peelregion.ca>; Dave, Richa

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Jean-Louis Gaudet

From: Jean-Louis Gaudet
Sent: Friday, May 27, 2022 8:44 AM
To: Dang-williams, Denise
Cc: Bubas, Sonya; Yves Monereau; Carlyle Glean; Ryan Au
Subject: Derry Road / Alstep Drive Class EA - truck turning movements
Attachments: C202 - Turning Movements - Derry-Bramalea LT.pdf; C203 - Turning Movements - Derry-Menkes RT.pdf; C204 - Turning Movements - Derry-Bramalea RT.pdf; C201 - Turning Movements - Derry-Menkes LT.pdf

Hi Denise,

Thanks for your e-mail earlier this week.

As requested, please find the truck turning movements attached.

Regards,

Jean-Louis

Jean-Louis Gaudet, B.Sc.

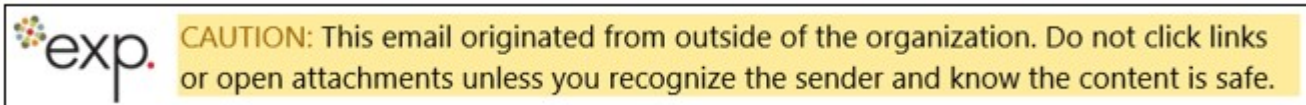
EXP | Project Coordinator

t : +1.905.525.6069, 5031 | m : +1.416.728.6261 | e : jeanlouis.gaudet@exp.com

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keep it green, read from the screen

From: Dang-williams, Denise <denise.dang@peelregion.ca>
Sent: Tuesday, May 24, 2022 4:18 PM
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From: Bubas, Sonya <sonya.bubas@peelregion.ca>
Sent: Monday, May 30, 2022 4:32 PM
To: Jean-Louis Gaudet
Cc: Yves Monereau; Carlyle Glean; Ryan Au; Banuri, Syeda; Saini, Sakshi
Subject: FW: Bombardier EA (Derry/Alstep) - Document Review



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Hi Jean-Louis,

See comments below.

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



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From: Banuri, Syeda <syeda.banuri@peelregion.ca>
Sent: May 29, 2022 4:15 PM
To: Saini, Sakshi <sakshi.saini@peelregion.ca>; Bubas, Sonya <sonya.bubas@peelregion.ca>; Dang-williams, Denise <denise.dang@peelregion.ca>; Dave, Richa <richa.dave@peelregion.ca>; Tatla, Manvir <manvir.tatla@peelregion.ca>; Grzesiak, Ryan <ryan.grzesiak@peelregion.ca>
Cc: Smith, Neal <neal.smith@peelregion.ca>
Subject: RE: Bombardier EA (Derry/Alstep) - Document Review

Hi Sonya and Sakshi,

I had a quick look at Sakshi's previously provided comments and the ESR reports. I provide my comments in the yellow highlighted text below.

Syeda and Sakshi:

- Items 76, 82, 83, 86, 89, and 91 – Please confirm your comments have been addressed in the SWM report (note Sakshi may have already reviewed this updated report) – **Item 91: Consultant to offer solutions to mitigate long-term effects of >3m/s velocities within the Derry Rd sewer. There has been no discussion of this currently. Not**

resolved. But, the consultant has provided a justification that existing velocity is >3m/s and the allowed RoP criteria is 4m/s. I suggest this should be further explored at the detailed design stage to see if there are can be any improvement to bring the velocity down to 3m/s or mitigation measures.

- Items 84, 85, 87, and 90 – Please confirm these comments have been resolved and can be closed (Sakshi confirmed that the Region’s IDF curves were used in the latest report) – Syeda can confirm if item 85 is resolved. Appendix – resolved. They have used RoP IDFs for Derry Road sewer
- Item 88 – I will follow-up on the status of clarification on OGS at Spring Creek

Thanks.

Syeda Banuri, M.Eng., P.Eng.
Project Manager, Infrastructure Programming and Studies
Transportation, Public Works
10 Peel Centre Dr., Suite B, 4th Floor, Brampton, ON L6T 4B9
syeda.banuri@peelregion.ca
tel: 905-791-7800, ext. 4052
cell: 416-407-7860

Jean-Louis Gaudet

From: Minkin, Dan (MHSTCI) <Dan.Minkin@ontario.ca>
Sent: Monday, May 30, 2022 9:25 PM
To: Jean-Louis Gaudet
Cc: Yves Monereau; Ryan Au; Bubas, Sonya; James Lambie; Piyush Patel; Derryroadea
Subject: RE: Derry Road / Alstep Drive Class EA - Draft ESR agency review [MHSTCI File 0011904]
Attachments: 2022-05-30_DerryAlstepDraftESR_MHSTCIcomments.pdf

Good evening,
Please see 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
T. 416. 786.7553 | Email: dan.minkin@ontario.ca

From: Jean-Louis Gaudet <jeanlouis.gaudet@exp.com>
Sent: May 11, 2022 7:42 PM
To: Minkin, Dan (MHSTCI) <Dan.Minkin@ontario.ca>; Thompson, Dan L. (NDMNRF) <Dan.L.Thompson@ontario.ca>; Bell, Trevor (MECP) <Trevor.Bell@ontario.ca>; Emma Benko <emma.benko@trca.ca>
Cc: Yves Monereau <Yves-Marie.Monereau@exp.com>; Ryan Au <Ryan.Au@mississauga.ca>; Bubas, Sonya <sonya.bubas@peelregion.ca>; James Lambie <James.Lambie@aero.bombardier.com>; Piyush Patel <Piyush.Patel@aero.bombardier.com>; Derryroadea <derryroadea@exp.com>
Subject: Derry Road / Alstep Drive Class EA - Draft ESR agency review

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

Hello,

Bombardier Inc., in partnership with the City of Mississauga and the Region of Peel, has initiated a Municipal Class Environmental Assessment (Class EA) study to assess existing and future road conditions on Derry Road East and Alstep Drive near Menkes Drive and Bramalea Road. The draft Environmental Study Report has been prepared and is being distributed to you for review and comment.

Your comments and feedback are requested by **Tuesday, May 31, 2022**. Feedback received by then will be incorporated into the final draft ESR, which will be circulated for public and agency review in June 2022.

Please note – please treat this report and its appendices as Draft, as this is for internal review only.

The draft ESR (attached) and its appendices may be retrieved from the following dropbox link:

Any question or comments you have may be sent to derryroadea@exp.com or to any of the team members noted below (also cc'd).

Yves Marie Monereau, P.Eng., PTOE, RSP Consultant Project Manager	Sonya Bubas, MCIP, RPP Project Manager Region of Peel	Ryan Au, P.Eng. Project Manager City of Mississauga
--	---	--

EXP Services 1595 Clark Boulevard Brampton, ON, L6T 4V1 Phone: 905-793- 9800 Ext. 2336	10 Peel Centre Dr., Suite B, 4 th Floor Brampton, ON, L6T 4B9 Phone: 905- 791-7800 Ext. 7801	201 City Centre Drive, Suite 800 Mississauga, ON, L5B 2T4 Phone: 905- 615-3200 Ext.3713
--	--	--

Regards,

Jean-Louis Gaudet

**Municipal Class Environmental Assessment Study
for Road Improvements near Derry Road East and Alstep Drive**

E-mail: derryroadea@exp.com

Website: <http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

May 30, 2022

EMAIL ONLY

Yves Marie Monereau, P.Eng., PTOE, RSP
Consultant Project Manager
EXP Services
1595 Clark Boulevard
Brampton, ON L6T 4V1
derryroadea@exp.com

MHSTCI File : 0011904
Proponent : Bombardier Inc., City of Mississauga, and Region of Peel
Subject : Draft Environmental Study Report
Project : Road Improvements Near Derry Road East and Alstep Drive
Location : Mississauga, Ontario

Dear Ms. Monereau:

Thank you for providing the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) with the opportunity to review the draft Environmental Study Report (ESR) for the above-referenced project. MHSTCI's interest in this Environmental Assessment (EA) project relates to its mandate of conserving Ontario's cultural heritage, which includes:

- archaeological resources, including land and marine;
- built heritage resources, including bridges and monuments; and
- cultural heritage landscapes.

Under the EA process, the proponent is required to determine a project's potential impact on known (previously recognized) and potential cultural heritage resources.

Project Summary

Bombardier Inc. has partnered with the Region of Peel and the City of Mississauga to undertake a Municipal Class EA study to assess existing and future road conditions on Derry Road East and Alstep Drive near Menkes Drive and Bramalea Road. The study includes Derry Road East (a Regional Road) as well as Bramalea Road, Menkes Drive, Telford Way, Alstep Drive and Menway Court (all City roads). to address current and projected road infrastructure demands, driven in part by Bombardier's planned development at 1890 Alstep Drive and other planned and proposed developments in the vicinity.

Draft ESR Review

We have reviewed the draft ESR for this project (dated May 5, 2022, prepared by EXP) and are generally comfortable with its structure and conclusions. However, we offer the following comments:

1. The Archaeological Resources row in Table 25 notes as a proposed mitigation measure that "Detailed design will avoid impacts to Moore's Cemetery. Should the design encroach on Moore's Cemetery, additional archaeological work will be conducted (such as a Stage 2 & 3 AA)." This is not consistent with the recommendations in the Stage 1 Archaeological Assessment report presented in Appendix D. Per the report, a Stage 3 assessment should

take place on any impacted lands within 10 meters of the eastern or western cemetery fence, to confirm that burials do not extend beyond the currently-defined limits.

2. The mitigation measures should also make provision for the possibility of archaeological resources being unexpectedly encountered during construction, in spite of assessment. A commitment should be added to the effect that, should this happen, all activities impacting them must cease immediately, the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) must be notified (at archaeology@ontario.ca) and a licensed consultant archaeologist must be retained to carry out an archaeological assessment in accordance with the *Ontario Heritage Act* and the *2011 Standards and Guidelines for Consultant Archaeologists*. In the event that human remains are encountered, all activities must cease immediately and the local police and coroner must be contacted.
3. We note that the Stage 1 Archaeological Assessment carried out by ASI under PIF # P383-0192-2019 and included as Appendix D to the ESR has been submitted to MHSTCI for technical review by the author, but the review remains ongoing at this time. The ESR may need to be updated to reflect any changes to the conclusions of the archaeological assessment report made through the review process.
4. The last sub-bullet of the Cultural Heritage bullet in Section 11.5 can be removed as there is no formal acceptance process for the CHRA and we have no concerns regarding it based on this draft. If technical review of the Stage 1 Archaeological Assessment has not been completed by the time the ESR is finalized, or if further stages of archaeological assessment may still be necessary, this sub-bullet should be replaced with “Entry of Archaeological Assessment report(s) into the Ontario Public Register of Archaeological Reports by the Ministry of Heritage, Sport Tourism and Culture Industries (MHSTCI).

Thank you for consulting MHSTCI on this project and please continue to do so throughout the EA process. If you have any questions or require clarification, please do not hesitate to contact me.

Sincerely,

Dan Minkin
Heritage Planner
Dan.Minkin@Ontario.ca

Copied to: Sonya Bubas, Peel Region
Ryan Au, City of Mississauga

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*.

Jean-Louis Gaudet

From: Bubas, Sonya <sonya.bubas@peelregion.ca>
Sent: Tuesday, May 31, 2022 11:46 AM
To: Jean-Louis Gaudet
Cc: Yves Monereau; Carlyle Glean; Ryan Au; Lee, Arthur
Subject: FW: Derry Road / Alstep Drive Class EA - Draft ESR agency review



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Hi Jean-Louis,

Please see comment below.

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



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From: Lee, Arthur <arthur.lee@peelregion.ca>
Sent: May 31, 2022 11:43 AM
To: Bubas, Sonya <sonya.bubas@peelregion.ca>
Cc: Kabanov, Serguei <serguei.kabanov@peelregion.ca>
Subject: RE: Derry Road / Alstep Drive Class EA - Draft ESR agency review

Hi Sonya,

I do not have many comments to add other than the proposed walkway along the north side of Derry road was not updated to reflect the increase in proposed ROW on the north side. The main concern would be at the tight locations at Telford and Bramalea intersections as those locations would benefit from a wider walkway.

Regards,
Arthur

From: Jean-Louis Gaudet <jeanlouis.gaudet@exp.com>

Sent: May 11, 2022 7:28 PM

To: Toy, William <william.toy@peelregion.ca>; Thomsen, Jeanne <jeanne.thomsen@peelregion.ca>; Tatla, Manvir <manvir.tatla@peelregion.ca>; Alexander, Tamara <tamara.alexander@peelregion.ca>; Saiyed, Sabbir <sabbir.saiyed@peelregion.ca>; Saini, Sakshi <sakshi.saini@peelregion.ca>; Saddi, Asha <asha.saddi@peelregion.ca>; Rook, Sally <sally.rook@peelregion.ca>; Ponce Vanelli, Italia <italia.ponce@peelregion.ca>; Lee, Arthur <arthur.lee@peelregion.ca>; Lee, Anna (Public Works) <anna.lee2@peelregion.ca>; Lavhey, James <james.lavhey@peelregion.ca>; Kovach, Steven <steven.kovach@peelregion.ca>; Kol, Rani <rani.kol@peelregion.ca>; Koethe, Wayne <wayne.koethe@peelregion.ca>; Kabanov, Serguei <serguei.kabanov@peelregion.ca>; Johnston, Cam <cam.johnston@peelregion.ca>; Thomas, Shajin <shajin.thomas@peelregion.ca>; Hassan, Nishat <nishat.hassan@peelregion.ca>; Gallagher, Joe <joe.gallagher@peelregion.ca>; Dave, Richa <richa.dave@peelregion.ca>; Dang-williams, Denise <denise.dang@peelregion.ca>; Crawford, Mark <mark.crawford@peelregion.ca>; Carrick, Sean <sean.carrick@peelregion.ca>; Cambas, Matthew <matthew.cambas@peelregion.ca>; Bennington, Michael <michael.bennington@peelregion.ca>; Banuri, Syeda <syeda.banuri@peelregion.ca>; Bahrami, Parshan <parshan.bahrami@peelregion.ca>; ZG-Peel Health & Built Environment <zcg-peelhealthbuiltenvironment@peelregion.ca>; ZG-PWI <pwi@peelregion.ca>; Estephan, Therese <therese.estephan@peelregion.ca>; Lasso Arboleda, Luis <luis.lasso@peelregion.ca>; Grzesiak, Ryan <ryan.grzesiak@peelregion.ca>

Cc: Yves Monereau <Yves-Marie.Monereau@exp.com>; Ryan Au <Ryan.Au@mississauga.ca>; Bubas, Sonya <sonya.bubas@peelregion.ca>; Hamdani, Hashim <hashimali.hamdani@peelregion.ca>; James Lambie <James.Lambie@aero.bombardier.com>; Piyush Patel <Piyush.Patel@aero.bombardier.com>; Derryroadea <derryroadea@exp.com>

Subject: Derry Road / Alstep Drive Class EA - Draft ESR agency review

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Hello,

Bombardier Inc., in partnership with the City of Mississauga and the Region of Peel, has initiated a Municipal Class Environmental Assessment (Class EA) study to assess existing and future road conditions on Derry Road East and Alstep Drive near Menkes Drive and Bramalea Road. The draft Environmental Study Report has been prepared and is being distributed to you for review and comment.

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Any question or comments you have may be sent to derryroadea@exp.com or to any of the team members noted below (also cc'd).

Yves Marie Monereau, P.Eng., PTOE, RSP	Sonya Bubas, MCIP, RPP Project Manager Region of Peel	Ryan Au, P.Eng. Project Manager
---	--	---

Consultant Project Manager EXP Services 1595 Clark Boulevard Brampton, ON, L6T 4V1 Phone: 905-793- 9800 Ext. 2336	10 Peel Centre Dr., Suite B, 4 th Floor Brampton, ON, L6T 4B9 Phone: 905- 791-7800 Ext. 7801	City of Mississauga 201 City Centre Drive, Suite 800 Mississauga, ON, L5B 2T4 Phone: 905- 615-3200 Ext.3713
---	---	--

Regards,

Jean-Louis Gaudet

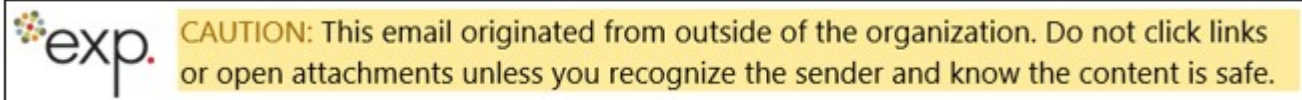
**Municipal Class Environmental Assessment Study
for Road Improvements near Derry Road East and Alstep Drive**

E-mail: derryroadea@exp.com

Website: <http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

Jean-Louis Gaudet

From: Bubas, Sonya <sonya.bubas@peelregion.ca>
Sent: Tuesday, May 31, 2022 12:36 PM
To: Jean-Louis Gaudet
Cc: Yves Monereau; Carlyle Glean; Ryan Au; Khan, Sabrina
Subject: FW: Derry Road / Alstep Drive Class EA - Draft ESR agency review



Hi Jean-Louis,

See comment below.

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



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From: Khan, Sabrina <sabrina.khan@peelregion.ca>
Sent: May 24, 2022 10:50 AM
To: Bubas, Sonya <sonya.bubas@peelregion.ca>
Subject: FW: Derry Road / Alstep Drive Class EA - Draft ESR agency review

Hi Sonya,

I have read the ESR report and do not have any further comments.

Thanks,
Sabrina

Jean-Louis Gaudet

From: Bubas, Sonya <sonya.bubas@peelregion.ca>
Sent: Wednesday, June 1, 2022 7:39 AM
To: Jean-Louis Gaudet
Cc: Yves Monereau; Carlyle Glean; Ryan Au; Kabanov, Serguei; Lee, Arthur
Subject: FW: Derry Road / Alstep Drive Class EA - Draft ESR agency review



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Hi Jean-Louis and Carlyle,

Please see comments below.

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



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From: Kabanov, Serguei <serguei.kabanov@peelregion.ca>
Sent: May 31, 2022 4:20 PM
To: Saddi, Asha <asha.saddi@peelregion.ca>
Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>; Zia, Solmaz <solmaz.zia@peelregion.ca>
Subject: RE: Derry Road / Alstep Drive Class EA - Draft ESR agency review

Asha,

I apologize for the delay. My comments are related to 30% DD EA drawings attached as an Appendix P:

ALL	profile portion of the drawings differ page by page; not as per Peel STD (typical)
Typical sections	Region of Peel no longer uses subdrain detail under the curb; please refer to French Drain detail
5-2-15A and B	
Sidewalk through Driveways	please refer to Peel STD DWGs 5-1-8 and 5-1-9
Sta. 10+090Lt	check for latest Peel STD DWGs (show mountable curb through driveway)
N/W & N/E Telford	proposed splash pads on Telford are shown as concrete and at 0.75m wide; not Peel STD

S/W & S/E Menkes proposed splash pads on Menkes are shown as concrete and at 0.75m wide; not Peel STD

S/W & N/E islands at Telford islands must include tactile plates

S/W & S/E Menkes all newly relocated or installed CB/DCB/CBMH/DCBMH shall be side inlet unless there are conflicts/reasons

N/E corner of Telford Confirm MUP connections to intersection is in compliance with new Book 18
 1.5m wide sidewalk shown (not as per Peel STD; 2.8m min at the radius).
 No tactile plates shown
 No provision for the removal and installation of retaining wall from bus stop to West is shown

N/E Telford to N/W Bramalea ensure provision for retaining wall and additional property is shown

10+480Lt check for latest Peel STD DWGs (show mountable curb through driveway)

10+580Lt check for latest Peel STD DWGs (show mountable curb through driveway)

10+610Rt check for latest Peel STD DWGs (show mountable curb through driveway)

10+660Lt check for latest Peel STD DWGs (show mountable curb through driveway)

10+740Rt check for latest Peel STD DWGs (show mountable curb through driveway)

10+760Lt to 10+910Lt proposed sidewalk labeled at 1.8m but shown much wider.

N/W to S/W x-walk crosswalk is shown at 2.5m wide as typical; not Peel STD

N/E corner of Bramalea island must include tactile plates

S/W & S/E Bramalea Confirm MUP connections to intersection is in compliance with new Book 18 (crossride MUP connections have changed in new Book 18)

11+040Rt to 11+100 MUP reduced to 2.0m – below STD. Can the width be increased and installed against the existing retaining wall?

N/E Bramalea DCB and CB are shown in the roadway and MUP

N/E Bramalea to East all newly relocated or installed CB/DCB/CBMH/DCBMH shall be side inlet unless there are conflicts/reasons

S/W Bramalea to West all newly relocated or installed CB/DCB/CBMH/DCBMH shall be side inlet unless there are conflicts/reasons

Thank you

Serguei Kabanov, CD, CET, rcca

Project Manager

Jean-Louis Gaudet

From: Jean-Louis Gaudet
Sent: Wednesday, June 1, 2022 2:10 PM
To: Joe.Gallagher@peelregion.ca; Bubas, Sonya
Cc: Yves Monereau; Carlyle Glean; Piyush Patel; James Lambie; Ryan Au; Derryroadea
Subject: RE: Derry Road / Alstep Drive Class EA - Draft ESR agency review

Hi Joe, Sonya,

Thank you for Joe's comments sent on May 12. I hope the responses below to Joe's comments are helpful. Joe's comments are reproduced below in italics, with our responses in bold.

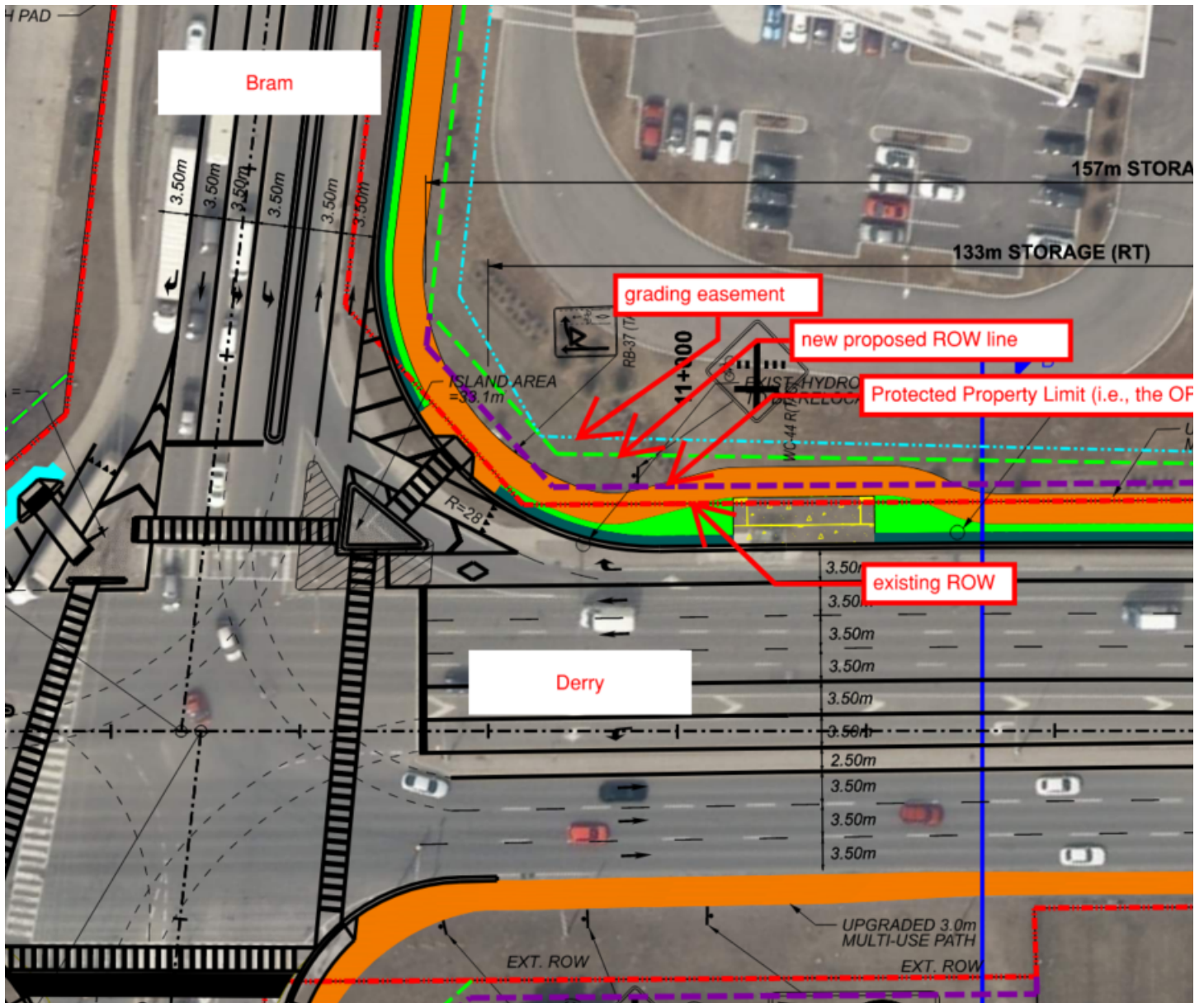
- *I believe the purple line ("Protected Property") should be removed from the drawings. I think this layer is conceptual only and is not an accurate representation.*
 - **Joe is correct that the dashed purple "Protected Property Limit" lines are conceptual. They are based on the description provided in the Region's Official Plan (OP). However, the drawings prepared for the ESR are considered to be the conceptual design for the preferred solution (even though we have done up to the 30% design level), and as such are appropriate in this drawing. The representation is as accurate as possible based on the description in the OP. But since there is no existing survey or legal lines yet established for this component, Joe is correct in that the lines should be considered conceptual.**

- *I do not believe it adds anything to the drawings and is confusing.*
 - **For Joe's benefit, I note that the project team (this includes both Sonya and Ryan) has discussed whether to include those lines in the conceptual drawings. They were added in response to a request from the Region and the team agreed to include them. The "Protected Property Limit" lines show where this boundary is in case the Region wishes to act on them in the future, and it was agreed that it is in the Region's interest to include the line. Further, the line is relevant information for this EA, in that it shows what land is protected under the OP and what additional land may be required. This is explained in the ESR text and we have tried to make it as easy to understand as we can.**

- *For example at NE Bramalea and Derry it shows the existing R-O-W is wider than the protected R-O-W.*
 - **Sorry, but this is not correct. The image reproduced below shows that the existing ROW (labeled) is closer to the road than the protected OP ROW (labeled as Protected Property Limit). It is, however, closer than the new required ROW, which is denoted in green and is positioned past the OP protected ROW.**

I hope this helps to clarify,

Jean-Louis



Jean-Louis Gaudet, B.Sc.

EXP | Project Coordinator

t : +1.905.525.6069, 5031 | m : +1.416.728.6261 | e : jeanlouis.gaudet@exp.com

exp.com | [legal disclaimer](#)

keep it green, read from the screen

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

Sent: Thursday, May 12, 2022 3:55 PM

To: Jean-Louis Gaudet <jeanlouis.gaudet@exp.com>

Cc: Ryan Au <Ryan.Au@mississauga.ca>; Yves Monereau <Yves-Marie.Monereau@exp.com>; Carlyle Glean <Carlyle.Glean@exp.com>

Subject: FW: Derry Road / Alstep Drive Class EA - Draft ESR agency review



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Hi Jean-Louis,

Please see comment below regarding the design concept drawings.

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: Gallagher, Joe <joe.gallagher@peelregion.ca>
Sent: May 12, 2022 10:29 AM
To: Bubas, Sonya <sonya.bubas@peelregion.ca>
Subject: RE: Derry Road / Alstep Drive Class EA - Draft ESR agency review

Hi Sonya,

On the Design Concept drawings, I believe the purple line (“Protected Property”) should be removed from the drawings. I think this layer is conceptual only and is not an accurate representation. I do not believe it adds anything to the drawings and is confusing. For example at NE Bramalea and Derry it shows the existing R-O-W is wider than the protected R-O-W.

Regards

Joe Gallagher, AACI, SR/WA, Senior Capital Acquisition Agent, Real Estate Section
The Regional Municipality of Peel, 10 Peel Centre Dr., Suite B, 6th Floor, Brampton ON, L6T 4B9
Phone: 905-791-7800 ext. 7763, Fax: 905-791-3645 Toll Free: 1-888-919-7800,



Mobile: 416-576-5738

NOTE: During the Covid-19 Emergency Declaration please contact me on my mobile phone.

From: Jean-Louis Gaudet <jeanlouis.gaudet@exp.com>
Sent: May 11, 2022 7:28 PM
To: Toy, William <william.toy@peelregion.ca>; Thomsen, Jeanne <jeanne.thomsen@peelregion.ca>; Tatla, Manvir <manvir.tatla@peelregion.ca>; Alexander, Tamara <tamara.alexander@peelregion.ca>; Saiyed, Sabbir <sabbir.saiyed@peelregion.ca>; Saini, Sakshi <sakshi.saini@peelregion.ca>; Saddi, Asha <asha.saddi@peelregion.ca>; Rook, Sally <sally.rook@peelregion.ca>; Ponce Vanelli, Italia <italia.ponce@peelregion.ca>; Lee, Arthur <arthur.lee@peelregion.ca>; Lee, Anna (Public Works) <anna.lee2@peelregion.ca>; Lavhey, James

<james.lavhey@peelregion.ca>; Kovach, Steven <steven.kovach@peelregion.ca>; Kol, Rani <rani.kol@peelregion.ca>; Koethe, Wayne <wayne.koethe@peelregion.ca>; Kabanov, Serguei <serguei.kabanov@peelregion.ca>; Johnston, Cam <cam.johnston@peelregion.ca>; Thomas, Shajin <shajin.thomas@peelregion.ca>; Hassan, Nishat <nishat.hassan@peelregion.ca>; Gallagher, Joe <joe.gallagher@peelregion.ca>; Dave, Richa <richa.dave@peelregion.ca>; Dang-williams, Denise <denise.dang@peelregion.ca>; Crawford, Mark <mark.crawford@peelregion.ca>; Carrick, Sean <sean.carrick@peelregion.ca>; Cambas, Matthew <matthew.cambas@peelregion.ca>; Bennington, Michael <michael.bennington@peelregion.ca>; Banuri, Syeda <syeda.banuri@peelregion.ca>; Bahrami, Parshan <parshan.bahrami@peelregion.ca>; ZG-Peel Health & Built Environment <zzg-peelhealthbuiltenvironment@peelregion.ca>; ZG-PWI <pwi@peelregion.ca>; Estephan, Therese <therese.estephan@peelregion.ca>; Lasso Arboleda, Luis <luis.lasso@peelregion.ca>; Grzesiak, Ryan <ryan.grzesiak@peelregion.ca>

Cc: Yves Monereau <Yves-Marie.Monereau@exp.com>; Ryan Au <Ryan.Au@mississauga.ca>; Bubas, Sonya <sonya.bubas@peelregion.ca>; Hamdani, Hashim <hashimali.hamdani@peelregion.ca>; James Lambie <James.Lambie@aero.bombardier.com>; Piyush Patel <Piyush.Patel@aero.bombardier.com>; Derryroadea <derryroadea@exp.com>

Subject: Derry Road / Alstep Drive Class EA - Draft ESR agency review

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

Hello,

Bombardier Inc., in partnership with the City of Mississauga and the Region of Peel, has initiated a Municipal Class Environmental Assessment (Class EA) study to assess existing and future road conditions on Derry Road East and Alstep Drive near Menkes Drive and Bramalea Road. The draft Environmental Study Report has been prepared and is being distributed to you for review and comment.

Your comments and feedback are requested by **Tuesday, May 31, 2022**. Feedback received by then will be incorporated into the final draft ESR, which will be circulated for public and agency review in June 2022.

Please note – please treat this report and its appendices as Draft, as this is for internal review only.

The draft ESR (attached) and its appendices may be retrieved from the following dropbox link:



Any question or comments you have may be sent to derryroadea@exp.com or to any of the team members noted below (also cc'd).

Yves Marie Monereau, P.Eng., PTOE, RSP Consultant Project Manager EXP Services 1595 Clark Boulevard Brampton, ON, L6T 4V1 Phone: 905-793- 9800 Ext. 2336	Sonya Bubas, MCIP, RPP Project Manager Region of Peel 10 Peel Centre Dr., Suite B, 4 th Floor Brampton, ON, L6T 4B9	Ryan Au, P.Eng. Project Manager City of Mississauga 201 City Centre Drive, Suite 800 Mississauga, ON, L5B 2T4
--	--	---

	Phone: 905-791-7800 Ext. 7801	Phone: 905-615-3200 Ext.3713
--	-------------------------------	------------------------------

Regards,

Jean-Louis Gaudet

**Municipal Class Environmental Assessment Study
for Road Improvements near Derry Road East and Alstep Drive**

E-mail: derryroadea@exp.com

Website: <http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

Jean-Louis Gaudet

From: Bell, Trevor (MECP) <Trevor.Bell@ontario.ca>
Sent: Thursday, June 2, 2022 2:45 PM
To: Yves Monereau
Cc: Potter, Katy (MECP); Dufresne, Tina (MECP); Bubas, Sonya (sonya.bubas@peelregion.ca); ryan.au@mississauga.ca; Jean-Louis Gaudet
Subject: Road Improvements near Derry Road East and Alstep Drive - Schedule C Municipal Class EA
Attachments: MECP Comments_draft ESR_Road Improvements near Derry Road East and Alstep Drive.pdf



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Good afternoon,

Please find attached a letter from the Ministry of the Environment, Conservation and Parks, Environmental Approvals Branch, regarding the above mentioned project. Feel free to contact me directly with any questions or concerns you may have.

Sincerely,

Trevor Bell | Regional Environmental Planner
Project Review Unit, Environmental Assessment Branch
Ministry of the Environment, Conservation and Parks
5775 Yonge Street, 8th floor, Toronto ON, M2M 4J1
New Phone: 437-770-3731 | trevor.bell@ontario.ca

Ministry of the Environment,
Conservation and Parks

Environmental Assessment Branch

1st Floor
135 St. Clair Avenue W
Toronto ON M4V 1P5
Tel.: 416 314-8001
Fax.: 416 314-8452

Ministère de l'Environnement, de la
Protection de la nature et des Parcs

*Direction des évaluations
environnementales*

Rez-de-chaussée
135, avenue St. Clair Ouest
Toronto ON M4V 1P5
Tél. : 416 314-8001
Télééc. : 416 314-8452



June 2, 2022

Yves Monereau
Consultant Project Manager
EXP Services Inc.
Yves-Marie.Monereau@exp.com

BY EMAIL ONLY

Re: **Road Improvements near Derry Road East and Alstep Drive
Bombardier Inc., Region of Peel, and City of Mississauga
Schedule C Municipal Class Environmental Assessment
Draft Environmental Study Report**

Dear Yves Monereau,

The Ministry of the Environment, Conservation and Parks (the ministry) has reviewed the draft Environmental Study Report (the report) prepared by EXP Services Inc., dated May 5, 2022, for the Schedule C Municipal Class Environmental Assessment for Road Improvements near Derry Road East and Alstep Drive in the City of Mississauga.

The project aims to accommodate existing and future traffic demand in the area. We understand that the preferred alternative includes a combination of local intersection operation improvements, Transportation Demand Management measures, and extending Alstep Drive eastward to Bramalea Road. The report indicates that the project will create conditions that could improve air quality in the study area by improving traffic efficiency.

We have no technical concerns at this time. The following comments are offered for your consideration.

Air Quality

1. The report should include a section discussing air quality in the Existing Environmental Conditions section. The ministry acknowledges that a full Air Quality Impact Assessment was not required for this project due to the industrial setting of the study area. However, we request that the report provide a qualitative section on local air quality conditions, including a discussion of local air quality including existing activities/sources that significantly impact local air quality and how the project may impact existing conditions, as per your correspondence of October 29, 2021. This air quality section should be in addition to the air quality section in Section 11 Potential Impacts and Mitigation Measures.

Wildlife and Species at Risk

2. The ministry recommends establishing natural areas (e.g., wilderness garden) with appropriate

vegetation within the study area in order to improve and increase identified potential habitat for species at risk such as the Monarch Butterfly and Yellow-banded bumble bee. This could include planting Milkweed, seeding pollinating wildflowers, and avoiding the use of harmful pesticides. This can also improve the aesthetic look of the area and provide natural areas for recreation, which can improve human health and well-being.

Class EA Process

3. Please note that Part II Orders are now referred to as Section 16 Orders. Section 1.5.2 of the report and the upcoming Notice of Completion should refer to Section 16 Orders instead of Part II Orders.

Thank you for the opportunity to review the report. Please feel free to contact me directly at (437) 770-3731 or trevor.bell@ontario.ca with any questions you may have.

Sincerely,



Trevor Bell
Regional Environmental Planner
Project Review Unit

Cc: Katy Potter, Supervisor (A), Project Review Unit, EAB, MECP
Tina Dufresne, Manager, Halton-Peel District Office, MECP
Sonya Bubas, Project Manager, Region of Peel
Ryan Au, Project Manager, City of Mississauga
Jean-Louis Gaudet, Project Coordinator, EXP

Jean-Louis Gaudet

From: Bubas, Sonya <sonya.bubas@peelregion.ca>
Sent: Wednesday, June 1, 2022 7:39 AM
To: Jean-Louis Gaudet
Cc: Yves Monereau; Carlyle Glean; Ryan Au; Kabanov, Serguei; Lee, Arthur
Subject: FW: Derry Road / Alstep Drive Class EA - Draft ESR agency review



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Hi Jean-Louis and Carlyle,

Please see comments below.

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



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From: Kabanov, Serguei <serguei.kabanov@peelregion.ca>
Sent: May 31, 2022 4:20 PM
To: Saddi, Asha <asha.saddi@peelregion.ca>
Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>; Zia, Solmaz <solmaz.zia@peelregion.ca>
Subject: RE: Derry Road / Alstep Drive Class EA - Draft ESR agency review

Asha,

I apologize for the delay. My comments are related to 30% DD EA drawings attached as an Appendix P:

ALL	profile portion of the drawings differ page by page; not as per Peel STD (typical)
Typical sections	Region of Peel no longer uses subdrain detail under the curb; please refer to French Drain detail
5-2-15A and B	
Sidewalk through Driveways	please refer to Peel STD DWGs 5-1-8 and 5-1-9
Sta. 10+090Lt	check for latest Peel STD DWGs (show mountable curb through driveway)
N/W & N/E Telford	proposed splash pads on Telford are shown as concrete and at 0.75m wide; not Peel STD

S/W & S/E Menkes proposed splash pads on Menkes are shown as concrete and at 0.75m wide; not Peel STD

S/W & N/E islands at Telford islands must include tactile plates

S/W & S/E Menkes all newly relocated or installed CB/DCB/CBMH/DCBMH shall be side inlet unless there are conflicts/reasons

N/E corner of Telford Confirm MUP connections to intersection is in compliance with new Book 18
 1.5m wide sidewalk shown (not as per Peel STD; 2.8m min at the radius).
 No tactile plates shown
 No provision for the removal and installation of retaining wall from bus stop to West is shown

N/E Telford to N/W Bramalea ensure provision for retaining wall and additional property is shown

10+480Lt check for latest Peel STD DWGs (show mountable curb through driveway)

10+580Lt check for latest Peel STD DWGs (show mountable curb through driveway)

10+610Rt check for latest Peel STD DWGs (show mountable curb through driveway)

10+660Lt check for latest Peel STD DWGs (show mountable curb through driveway)

10+740Rt check for latest Peel STD DWGs (show mountable curb through driveway)

10+760Lt to 10+910Lt proposed sidewalk labeled at 1.8m but shown much wider.

N/W to S/W x-walk crosswalk is shown at 2.5m wide as typical; not Peel STD

N/E corner of Bramalea island must include tactile plates

S/W & S/E Bramalea Confirm MUP connections to intersection is in compliance with new Book 18 (crossride MUP connections have changed in new Book 18)

11+040Rt to 11+100 MUP reduced to 2.0m – below STD. Can the width be increased and installed against the existing retaining wall?

N/E Bramalea DCB and CB are shown in the roadway and MUP

N/E Bramalea to East all newly relocated or installed CB/DCB/CBMH/DCBMH shall be side inlet unless there are conflicts/reasons

S/W Bramalea to West all newly relocated or installed CB/DCB/CBMH/DCBMH shall be side inlet unless there are conflicts/reasons

Thank you

Serguei Kabanov, CD, CET, rcca

Project Manager

Jean-Louis Gaudet

From: Bubas, Sonya <sonya.bubas@peelregion.ca>
Sent: Thursday, June 2, 2022 12:06 PM
To: Jean-Louis Gaudet
Cc: Ryan Au; Silva, Roger
Subject: FW: Derry Road / Alstep Drive Class EA - Draft ESR agency review



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Hi Jean-Louis,

See comment below.

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



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From: Silva, Roger <roger.silva@peelregion.ca>
Sent: June 2, 2022 11:19 AM
To: Bubas, Sonya <sonya.bubas@peelregion.ca>
Cc: Hassan, Nishat <nishat.hassan@peelregion.ca>
Subject: FW: Derry Road / Alstep Drive Class EA - Draft ESR agency review

Hi Sonya,

I apologize for not sending this to you on Tuesday. At this time I don't have any comments to add.

Regards,

Roger Silva

Technical Analyst - Projects, Traffic Safety
Transportation
Region of Peel

10 Peel Centre Drive, Suite B, 4th Floor
Brampton, Ontario, L6T 4B9
905-791-7800 ext. 7867



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Jean-Louis Gaudet

From: Fischetti, Joseph <Joseph.Fischetti@gtaa.com>
Sent: Friday, June 3, 2022 3:12 PM
To: Jean-Louis Gaudet
Cc: Yves Monereau; Ryan Au; Bubas, Sonya; James Lambie; Piyush Patel; Derryroadea; Garisto, Pat
Subject: RE: Derry Road / Alstep Drive Class EA - Draft ESR agency review
Attachments: YZ018324 Bombardier Design Acknowledgement Letter.pdf

Hi Jean-Louis,

There is no sensitive information that we require to be removed from the report. We have had a few conversations with Transport Canada about the development and associated land exchange requirements, but we have not shared the full ESR with them. We can do that if you wish.

Please see the attached letter in response to your email from May 11, 2022.

Thank you for your patience.



Joseph Fischetti, Manager, Airside Property Leasing and Development
Greater Toronto Airports Authority | Customer and Terminal Services | Aviation Services
P.O. Box 6031, 3111 Convair Drive, Toronto AMF, Ontario, L5P 1B2
Phone (416) 776-5818 | **Mobile** (416) 770-3407
www.TorontoPearson.com



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From: Jean-Louis Gaudet <jeanlouis.gaudet@exp.com>
Sent: Wednesday, June 1, 2022 11:22 AM
To: Fischetti, Joseph <Joseph.Fischetti@gtaa.com>
Cc: Yves Monereau <Yves-Marie.Monereau@exp.com>; Ryan Au <Ryan.Au@mississauga.ca>; Bubas, Sonya <sonya.bubas@peelregion.ca>; James Lambie <James.Lambie@aero.bombardier.com>; Piyush Patel

<Piyush.Patel@aero.bombardier.com>; Derryroadea <derryroadea@exp.com>; Garisto, Pat <pat.garisto@gtaa.com>

Subject: RE: Derry Road / Alstep Drive Class EA - Draft ESR agency review

Hi Joseph,

We wanted to follow-up with you regarding the circulation of the draft ESR and any comments GTAA may have.

In particular:

- If there is any sensitive information that you require removed from the report or appendices.
- Can you please confirm that you have been in touch with Transport Canada about this Class EA? Is there a specific contact at Transport Canada that we should be circulating the ESR to?

We also wanted to follow-up on my other e-mail to you of May 11:

- Were you able to access the design drawings using the link I sent on April 27th?
- Has there been any decision if we are able to get a letter or e-mail from GTAA confirming its support of the preferred design, for inclusion in the final ESR?

Thanks Joseph,

Jean-Louis

Jean-Louis Gaudet, B.Sc.

EXP | Project Coordinator

t : +1.905.525.6069, 5031 | m : +1.416.728.6261 | e : jeanlouis.gaudet@exp.com

exp.com | [legal disclaimer](#)

keep it green, read from the screen

From: Jean-Louis Gaudet

Sent: Wednesday, May 11, 2022 7:39 PM

To: Fischetti, Joseph <Joseph.Fischetti@gtaa.com>

Cc: Yves Monereau <Yves-Marie.Monereau@exp.com>; Ryan Au <Ryan.Au@mississauga.ca>; Bubas, Sonya

<sonya.bubas@peelregion.ca>; James Lambie <James.Lambie@aero.bombardier.com>; Piyush Patel

<Piyush.Patel@aero.bombardier.com>; Derryroadea <derryroadea@exp.com>; Garisto, Pat <pat.garisto@gtaa.com>

Subject: Derry Road / Alstep Drive Class EA - Draft ESR agency review

Hi Joe,

We are circulating the draft Derry Road / Alstep Drive Class EA ESR to review agencies for their review and comment.

Your comments and feedback are requested by **Tuesday, May 31, 2022**. Feedback received by then will be incorporated into the final draft ESR, which will be circulated for public and agency review in June 2022.

In addition, can you please advise:

- If there is any sensitive information that you require removed from the report or appendices.
- Can you please confirm that you have been in touch with Transport Canada about this Class EA? Is there a specific contact at Transport Canada that we should be circulating the ESR to?

Please note – please treat this report and its appendices as Draft, as this is for internal review only.

The draft ESR (attached) and its appendices may be retrieved from the following dropbox link:



Any question or comments you have may be sent to derryroadea@exp.com or to any of the team members noted below (also cc'd).

Yves Marie Monereau, P.Eng., PTOE, RSP Consultant Project Manager EXP Services 1595 Clark Boulevard Brampton, ON, L6T 4V1 Phone: 905-793-9800 Ext. 2336	Sonya Bubas, MCIP, RPP Project Manager Region of Peel 10 Peel Centre Dr., Suite B, 4 th Floor Brampton, ON, L6T 4B9 Phone: 905-791-7800 Ext. 7801	Ryan Au, P.Eng. Project Manager City of Mississauga 201 City Centre Drive, Suite 800 Mississauga, ON, L5B 2T4 Phone: 905-615-3200 Ext.3713
--	---	--

Regards,

Jean-Louis Gaudet

Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive

E-mail: derryroadea@exp.com

Website: <http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>



June 3, 2022

Bombardier Inc.
c/o Yves Monereau, P.Eng., PE, PTOE, RSP
Manager, Traffic Engineering
EXP Services Inc.

**Greater Toronto
Airports Authority**
P.O. Box 6031
3111 Convair Drive
Toronto AMF, Ontario
Canada L5P 1B2

P 416.776.3000
F 416.776.7746

GTAA.com

Dear Mr. Monereau:

Re: Derry Road / Alstep Drive Class EA - GTAA Land Requirements for Preferred Alternative Designs pertaining to lease YZ018324 dated June 29, 2018 (the "Lease") between Greater Toronto Airports Authority ("GTAA") and Bombardier Inc. ("Bombardier") for the lands described therein (the "Lands") located at Toronto – Lester B. Pearson International Airport (the "Airport")

GTAA understands that the City of Mississauga (the "City") and the Region of Peel (the "Region") have asked Bombardier to widen the roads surround the Lands to facilitate the increase in traffic that Bombardier's employees will generate and that they are seeking a land exchange with Transport Canada as part of this request.

Based on the partially complete drawing dated January 20, 2022 and provided to GTAA on March 29, 2022 attached hereto as Exhibit A (the "Drawing"), GTAA has no objection to Bombardier's preferred alternative design as presented for road and active transportation infrastructure improvements at the intersection of Bramalea Road and Derry Road East and of the resulting encroachments of the proposed road right-of-way onto the Airport lands (the "Design"), subject to the following:

- All decisions regarding land exchanges are ultimately made by Transport Canada;
- The Drawing is only 30% complete and any changes to the Design will require further review by GTAA and Transport Canada and any decision by Transport Canada will require submission of a 100% complete Drawing;
- Some of the lands identified in the Design are currently leased to GTAA's tenants and any exchange or dedication of such lands would be subject to the tenants' agreement to amend their leased areas and the GTAA not being adversely impacted by a loss of revenue resulting from such amendments; and
- Wherever possible, GTAA expects that land provided by the City will be in exchange for Airport land, and the lands supplied by the City do not need to be in the vicinity of the Lands. GTAA is aware that the Region does not have any land available for exchange;



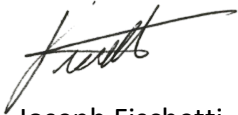
torontopearson.com

GTAA has engaged with Transport Canada regarding this land exchange and has gathered information on the process for land dedication to the Region. GTAA confirms it is agreeable to use reasonable efforts to work with the Region and the City to identify and implement the appropriate mechanisms that will allow the proposed road and active transportation infrastructure improvements to be built based on the conditions in this letter

GTAA advises that the review and implementation of land exchanges and/or land dedications with Transport Canada is a lengthy process. Upon receipt of a 100% complete Drawing from Bombardier, GTAA will make a request to Transport Canada to commence the process. Any changes to a submitted land exchange request will result in delays. Per previous discussions between GTAA, Bombardier, City and Region, GTAA proposes temporarily licensing the lands identified in the Design to Bombardier while the process is pending or underway.

Should you have any questions or wish to discuss further, please contact the undersigned at 416-776-5818 or joseph.fischetti@gtaa.com.

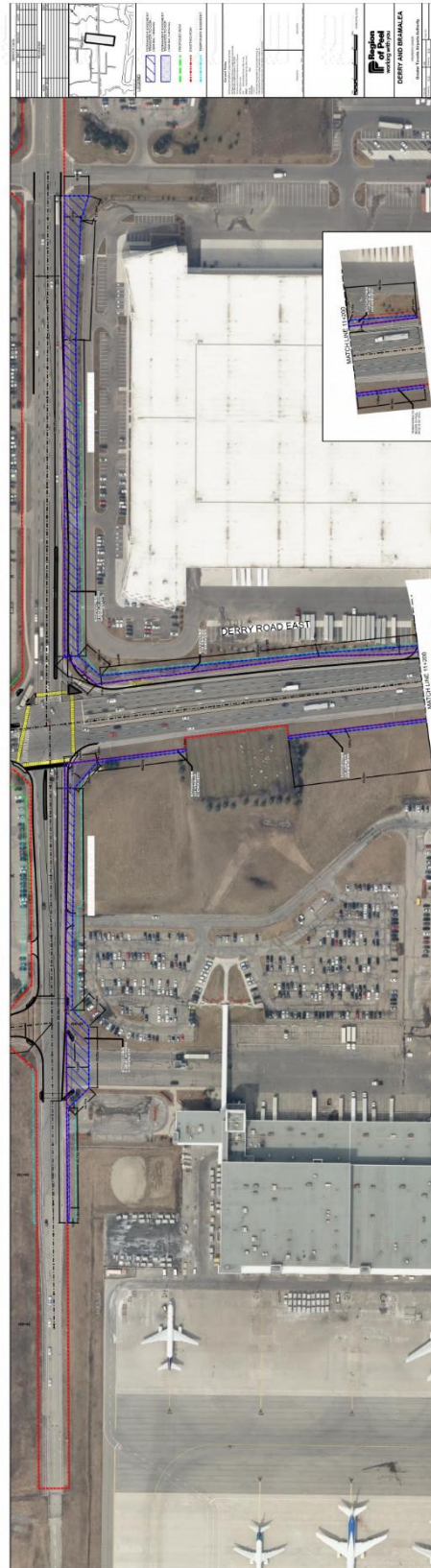
Yours truly,

A handwritten signature in black ink, appearing to read "Fischetti".

Joseph Fischetti

Manager, Airside Property Leasing and Development

Exhibit A



Jean-Louis Gaudet

From: Ryan Au <Ryan.Au@mississauga.ca>
Sent: Monday, June 6, 2022 1:30 PM
To: Jean-Louis Gaudet; Bubas, Sonya
Cc: Yves Monereau; Carlyle Glean; Derryroadea
Subject: RE: Bombardier EA - Draft ESR - Notice of Completion
Attachments: 2022.05 Derry and Bramalea Phase One ESA_City Review Comments_(CoM - Ph1 ESA).pdf; 202205May05_Derry Alstep EA ESR_Draft_Agency_Review_(CoM Edits).pdf



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Hi All,

Please see comments on the Phase One ESA and Draft ESR.

Thanks,
Ryan

Section	Page	Comments
General	na	When will the Phase Two ESA be completed? At which phase of the EA will the Phase Two ESA be completed?
1. Executive Summary	4	Table 1-1, APEC 2 is missing and APEC 1b listed in the table is not shown in Figure 4. This should also be updated for the APEC table in Section 8 of the report.
1. Executive Summary	4	Table 1-1, a superscript "3" in the Location of PCA column, but a footnote 3 is not provided. This should also be updated for the APEC table in Section 8 of the report.
1. Executive Summary	5	Table 1-1, APEC 3's PCOC, PAH should be PAHs. This should also be updated for the APEC table in Section 8 of the report.
1. Executive Summary	9	Table 1-1, APEC 11 is missing the APEC location information in the second column. Also for APEC 11, short forms of the metals/chemical elements can be used in the Contaminants of Potential Concern column. This should also be updated for the APEC table in Section 8 of the report.
4.2.1	23	Table, extra border separating the first and second rows on this page should be removed.
4.2.1	25	Table, second row is missing Address and Data Base information.
4.2.1	26	Table, third row is missing Address, Data Base, and Associated PCA information
4.2.1	28	Table, second row is missing Address, Data Base, and Associated PCA information
4.2.1	31	Table, add "PCA#27" before Vehicles and Aviation Vehicles in the Associated PCA column.
4.2.1	32	Table, 4th row, incomplete Address information and missing Data Base information.
6.3	68	Second paragraph, first sentence, please consider update "(commercial storage)". The historical uses of the site are roadways and vacant/agricultural lands.

Jean-Louis Gaudet

From: Kabanov, Serguei <serguei.kabanov@peelregion.ca>
Sent: Monday, June 20, 2022 12:58 PM
To: Jean-Louis Gaudet; Carlyle Glean
Cc: Yves Monereau; Ryan Au; Lee, Arthur; Bubas, Sonya; Simms, Joy
Subject: RE: Derry Road / Alstep Drive Class EA - Geotechnical Report agency review



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Good Afternoon Jean-Louis and Carlyle,

I was reviewing your Geotechnical Pavement Analysis Report and wanted to flag the following:

Peels asphalt specifications, as they relate to both intersections, including Derry Road East should be: 50mm HL1 (can be substituted for 50mm DFC), 100mm HDDB/HL8 (HS), 150mm Gran 'A' crusher run, 450mm Gran 'B' Type II crusher run, as a minimum. I believe City's standard 2220.010 also speaks about crusher run limestone. The proposed recommendations talk about HL3 as top asphalt, Type I Granular 'B' and 300mm thickness, which are outside Peel's Specifications. All intersections constructed within the Region's ROW shall follow Peel's specifications. Furthermore, PGAC for all mixes shall be 70-28. Peel will provide asphalt special provision to be inserted into the tender at a later date.

Regarding the tack coat, considering the timing of this project – late Fall, an alternative to SS-1 shall be proposed.

Borrow Materials are not accepted within the new roadway surfaces. We do accept recycled or reused material under MUPs and sidewalks, if the gradation and other properties allow.

If you have any questions, please do not hesitate to reach out.

Serguei Kabanov, CD, CET, rcca

Project Manager

*Municipal Class Environmental Assessment for
Road Improvements near Derry Road East and Alstep Drive:
Environmental Study Report*

Appendix B9: Correspondence - First Nations and Aboriginal Communities

Jean-Louis Gaudet

From: Jean-Louis Gaudet
Sent: Thursday, July 16, 2020 6:15 PM
To: Derryroadea
Subject: Road EA near Derry Rd & Alstep Dr - Notice of Commencement & Invitation for Public Comment
Attachments: 202007Jul16_DerryRdEA_Notice Commencement and Consult_final.pdf; 202007Jul16_Notice Commencement Form_organizations.pdf

Good afternoon,

Please find attached the Notice of Study Commencement & Invitation for Public Comment for the Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive.

Also attached is a consultation form to help you advise the project team whether you wish to be kept informed about this project and of any specific project-related interests you may have.

About this Project:

Bombardier Inc. is partnering with the City of Mississauga and the Region of Peel to initiate this Class EA study to assess existing and future road conditions on Derry Road East and Alstep Drive near Menkes Drive and Bramalea Road. The study will include Derry Road East (a Regional Road) as well as Bramalea Road, Menkes Drive, Telford Way, Alstep Drive and Menway Court (all City roads).

Online Consultation:

Materials presenting the problem / opportunity statement, background information, and the identification and evaluation of alternative solutions will be posted online by July 28, 2020 for public review and comment. Comments are invited to be submitted by August 11, 2020. The project website address is: <http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>.

If you have questions or wish to be added to the project mailing list, please e-mail derryroadea@exp.com.

Regards,

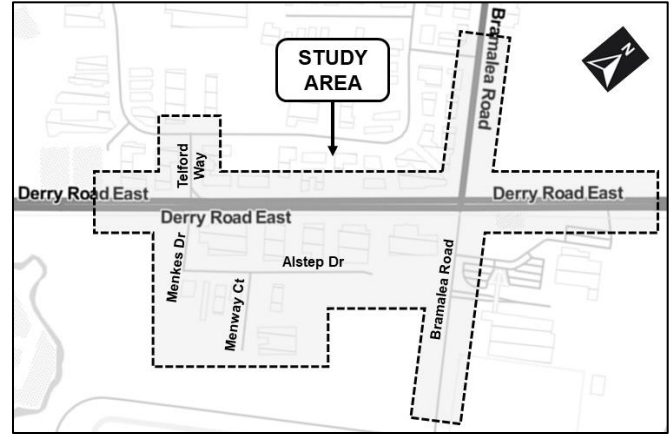
Jean-Louis



Jean-Louis Gaudet, B.Sc.
EXP | Project Coordinator

Notice of Study Commencement & Invitation for Public Comment
Municipal Class Environmental Assessment Study
for Road Improvements near Derry Road East and Alstep Drive

Bombardier Inc. is partnering with the City of Mississauga and the Region of Peel to initiate a Municipal Class Environmental Assessment (Class EA) study to assess existing and future road conditions on Derry Road East and Alstep Drive near Menkes Drive and Bramalea Road. The study will include Derry Road East (a Regional Road) as well as Bramalea Road, Menkes Drive, Telford Way, Alstep Drive and Menway Court (all City roads).



The Class EA study will examine how traffic operates on these roadways now and in the future and identify how best to manage issues related to roadway safety and traffic operations as well as service a variety of users such as motorists, transit users, pedestrians and cyclists.

The study will be conducted as a “Schedule C” project under the Municipal Class Environmental Assessment (October 2000, amended 2015), which is approved under the *Ontario Environmental Assessment Act*. Through this Class EA process, the Project Team will evaluate alternative solutions and designs to select a recommended design, all in consultation with the public and regulatory agencies. An Environmental Study Report (ESR) documenting the entire study process will be available for public review at the end of the study.

Public participation will be an important part of this Class EA study. Throughout the study, the Project Team will engage various agencies and members of the community and consider their input for any decisions that are made.

Invitation for Public Comment: Materials presenting the problem / opportunity statement, background information, and the identification and evaluation of alternative solutions will be posted online by **July 28, 2020** for public review and comment. Comments are invited to be submitted by **August 11, 2020**. Accessible material available upon request.

During the COVID-19 public emergency, we are keeping the community safe by complying with regional and provincial guidelines, supporting physical distancing, and postponing in person public meetings. Engagement for essential and priority projects continues online paired with universally accessible methods.

The project information is available for review and download at the following webpage:

<http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

If you have questions or wish to be added to the project mailing list, please e-mail **derryroadea@exp.com** or contact one of the team members noted below.

<p>Yves Marie Monereau, P.Eng., PTOE, RSP Consultant Project Manager EXP Services 1595 Clark Boulevard Brampton, ON, L6T 4V1 Phone: 905-793-9800 Ext. 2336</p>	<p>Sonya Bubas, MCIP, RPP Region of Peel Project Manager Region of Peel 10 Peel Centre Dr., Suite B, 4th Floor Brampton, ON L6T 4B9 Phone: 905-791-7800 Ext. 7801</p>	<p>Gino Dela Cruz, P.Eng. City of Mississauga Project Manager City of Mississauga 201 City Centre Drive, Suite 800 Mississauga, Ontario L5B 2T4 Phone: 905-615-3200 Ext.8769</p>
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This notice signals the commencement of the Class EA, a study which will define the problem and/or opportunity, identify and evaluate alternative solutions, and determine a preferred design in consultation with regulatory agencies and the public. The study is being undertaken in accordance with the planning and design process for Schedule ‘C’ projects, as outlined in the Municipal Class Environmental Assessment” document (October 2000, amended in 2015), which is approved under the Ontario Environmental Assessment Act.

Notice of Collection of Personal Information: Personal information is collected under the authority of the Environmental Assessment Act and will be used in the assessment process. With exception of personal information, all comments shall become part of the public records. Questions about this collection should be directed to the Project Manager listed above.

This notice was first issued on July 16, 2020



Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive

Consultation Form

Organization	
Contact Name:	
Title:	
Mailing address:	
E-mail Address:	
Phone/Fax:	

<input checked="" type="checkbox"/>	Please Check All Responses Below That Apply:
<input type="checkbox"/>	Our organization does not require any further involvement in this study
<input type="checkbox"/>	Please keep us informed throughout the project
<input type="checkbox"/>	Our organization's area of interest for this project includes (please indicate, if applicable):

Please email, mail or fax this form back to:

derryroadea@exp.com

Yves Monereau
Consultant Project Manager
EXP Services
1595 Clark Boulevard, Brampton, ON, L6T 4V1

Fax: (905) 793-0641

Ministry of the Environment,
Conservation and Parks

Ministère de l'Environnement, de la
Protection de la nature et des Parcs

Environmental Assessment Branch

*Direction des évaluations
environnementales*



1st Floor
135 St. Clair Avenue W
Toronto ON M4V 1P5
Tel.: 416 314-8001
Fax.: 416 314-8452

Rez-de-chaussée
135, avenue St. Clair Ouest
Toronto ON M4V 1P5
Tél. : 416 314-8001
Télec. : 416 314-8452

August 4, 2020

Sonya Bubas, MCIP, RPP
Project Manager
Region of Peel
sonya.bubas@peelregion.ca
BY EMAIL ONLY

Re: **Road Improvements near Derry Road East and Alstep Drive
Bombardier Inc., City of Mississauga and Region of Peel
Schedule C Municipal Class Environmental Assessment
Notice of Study Commencement**

Dear Ms. Bubas,

This letter is in response to the Notice of Commencement for the above noted project. The Ministry of the Environment, Conservation and Parks (MECP) acknowledges that Bombardier Inc., the City of Mississauga and the Region of Peel have indicated that the study is following the approved environmental planning process for a Schedule C project under the Municipal Engineers Association's Municipal Class Environmental Assessment (Class EA).

The attached "Areas of Interest" document provides guidance regarding the ministry's interests with respect to the Class EA process. Please identify the areas of interest which are applicable to the project and ensure they are addressed. Proponents who address all the applicable areas of interest can minimize potential delays to the project schedule.

Considering that this project is a Schedule C Municipal Class EA for a stretch of roadway that is close sensitive receptors, an Air Quality Impact Assessment (AQIA) may be required to be included in the report and used as part of the decision-making process for the preferred alternative to address all potential air quality impacts to sensitive receptors. This AQIA should include at a minimum the predicted traffic flows and the current and future emissions estimates, as well as any required mitigation measures. General guidance regarding the scope of AQIA requirements for Schedule C road improvement Municipal Class EA ESRs is attached to this letter for your reference. If you are unsure whether a full AQIA is required for this project, we recommend you contact MECP Central Region Technical Support Section for clarification.

The Crown has a legal duty to consult Aboriginal communities when it has knowledge, real or constructive, of the existence or potential existence of an Aboriginal or treaty right and contemplates conduct that may adversely impact that right. Before authorizing this project, the Crown must ensure that its duty to consult has been fulfilled, where such a duty is triggered. Although the duty to consult with Aboriginal peoples is a duty of the Crown, the Crown may delegate procedural aspects of this duty to project proponents while retaining oversight of the consultation process.

The proposed project may have the potential to affect Aboriginal or treaty rights protected under Section 35 of Canada's *Constitution Act* 1982. Where the Crown's duty to consult is triggered in relation to the proposed project, **the MECP is delegating the procedural aspects of rights-based consultation to the proponent through this letter.** The Crown intends to rely on the delegated consultation process in discharging its duty to consult and maintains the right to participate in the consultation process as it sees fit.

Based on information provided to date and the Crown's preliminary assessment the proponent is required to consult with the following communities who have been identified as potentially affected by the proposed project:

- Mississaugas of the Credit First Nation;
- Six Nations of the Grand River;
- Haudenosaunee Confederacy Chiefs Council; and
- Huron-Wendat Nation, if there are potential archeological impacts

Steps that the proponent may need to take in relation to Aboriginal consultation for the proposed project are outlined in the "[Code of Practice for Consultation in Ontario's Environmental Assessment Process](#)".

Additional information related to Ontario's *Environmental Assessment Act* is available online at: www.ontario.ca/environmentalassessments

Please also refer to the attached document "A Proponent's Introduction to the Delegation of Procedural Aspects of consultation with Aboriginal Communities" for further information.

The proponent must contact the Director of Environmental Assessment Branch under the following circumstances subsequent to initial discussions with the communities identified by MECP:

- Aboriginal or treaty rights impacts are identified to you by the communities;
- You have reason to believe that your proposed project may adversely affect an Aboriginal or treaty right;
- Consultation with Indigenous communities or other stakeholders has reached an impasse; or
- A Part II Order request is expected based on impacts to Aboriginal or treaty rights.

The MECP will then assess the extent of any Crown duty to consult for the circumstances and will consider whether additional steps should be taken, including what role you will be asked to play should additional steps and activities be required.

Once the Project File is finalized, the proponent must issue a Notice of Completion providing a minimum 30-day period during which documentation may be reviewed and comment and input can be submitted to the Proponent.

Please ensure that the Notice of Completion advises that outstanding concerns are to be directed to the proponent for a response, and that in the event there are outstanding concerns regarding potential adverse impacts to constitutionally protected Aboriginal and treaty rights, Part II Order requests on those matters should be addressed in writing to:

Minister Jeff Yurek
Ministry of Environment, Conservation and Parks
777 Bay Street, 5th Floor
Toronto ON M7A 2J3
minister.mecp@ontario.ca

and

Director, Environmental Assessment Branch
Ministry of Environment, Conservation and Parks
135 St. Clair Ave. W, 1st Floor
Toronto ON, M4V 1P5
EABDirector@ontario.ca

Please note the project cannot proceed until at least 30 days after the end of the public review period provided for in the Notice of Completion.

Further, the project may not proceed after this time if:

- a Part II Order request has been submitted to the ministry regarding potential adverse impacts to constitutionally protected Aboriginal and treaty rights; or
- the Director has issued a Notice of Proposed order regarding the project.

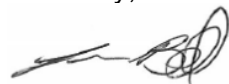
The public can request a higher level of assessment on a project if they are concerned about potential adverse impacts to constitutionally protected Aboriginal and treaty rights. In addition, the Minister may issue an order on his or her own initiative within a specified time period. The Director will issue a Notice of Proposed Order to the proponent if the Minister is considering an order for the project within 30 days after the conclusion of the comment period on the Notice of Completion. At this time, the Director may request additional information from the proponent.

Once the requested information has been received, the Minister will have 30 days to make a decision or impose conditions on your project.

A draft copy of the report should be sent to me prior to the filing of the final report, allowing a minimum of 30 days for the ministry's technical reviewers to provide comments. Please also forward the Notice of Completion and final report to me when completed.

Should you or your project team members have any questions regarding the material above, please contact me at trevor.bell@ontario.ca.

Sincerely,



Trevor Bell
Regional Environmental Assessment Coordinator

cc: Tina Dufresne, Manager, Halton Peel District Office, MECP
Agni Papageorgiou, Supervisor, Project Review Unit
Gino Dela Cruz, Project Manager, City of Mississauga
Yves Marie Monereau, Consultant Project Manager, EXP
Jean-Louis Gaudet, Project Coordinator, EXP

Attachments: Areas of Interest
A Proponent's Introduction to the Delegation of Procedural Aspects of
consultation with Aboriginal Communities
Air Quality Impact Assessment Guidance for Schedule C Municipal Road
Class EAs

AREAS OF INTEREST

It is suggested that you check off each applicable area after you have considered / addressed it.

Species at Risk

- The Ministry of the Environment, Conservation and Parks has now assumed responsibility of Ontario's Species at Risk program. For any questions related to subsequent permit requirements, please contact SAROntario@ontario.ca.

Planning and Policy

- Ontario has released "A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019)" which replaces the "Growth Plan for the Greater Golden Horseshoe (2017)". More information, including the Plan, is found here: <https://www.placestogrow.ca>.
- Parts of the study area may be subject to the [A Place to Grow: Growth Plan for the Greater Golden Horseshoe](#) (2019), [Oak Ridges Moraine Conservation Plan](#) (2017), [Niagara Escarpment Plan](#) (2017), [Greenbelt Plan](#) (2017) or [Lake Simcoe Protection Plan](#) (2014). Applicable policies should be referenced in the report, and the proponent should describe how the proposed project adheres to the relevant policies in these plans.
- The [Provincial Policy Statement](#) (2020) contains policies that protect Ontario's natural heritage and water resources. Applicable policies should be referenced in the report, and the proponent should describe how the proposed project is consistent with these policies.

Source Water Protection (all projects)

The *Clean Water Act*, 2006 (CWA) aims to protect existing and future sources of drinking water. To achieve this, several types of vulnerable areas have been delineated around surface water intakes and wellheads for every municipal residential drinking water system that is located in a source protection area. These vulnerable areas are known as a Wellhead Protection Areas (WHPAs) and surface water Intake Protection Zones (IPZs). Other vulnerable areas that have been delineated under the CWA include Highly Vulnerable Aquifers (HVAs), Significant Groundwater Recharge Areas (SGRAs), Event-based modelling areas (EBAs), and Issues Contributing Areas (ICAs). Source protection plans have been developed that include policies to address existing and future risks to sources of municipal drinking water within these vulnerable areas.

Projects that are subject to the Environmental Assessment Act that fall under a Class EA, or one of the Regulations, have the potential to impact sources of drinking water if they occur in designated vulnerable areas or in the vicinity of other at-risk drinking water systems (i.e. systems that are not municipal residential systems). MEA Class EA projects may include activities that, if located in a vulnerable area, could be a threat to sources of drinking water (i.e. have the potential to adversely affect the quality or quantity of drinking water sources) and the activity could therefore be subject to policies in a source protection plan. Where an activity poses a risk to drinking water, policies in the local source protection plan may impact how or where that activity is undertaken. Policies may prohibit certain activities, or they may require risk management measures for these activities. Municipal Official Plans, planning decisions, Class EA projects (where the project includes an activity that is a threat to drinking water) and prescribed instruments must conform with policies that address significant risks to drinking water and must have regard for policies that address moderate or low risks.

- In October 2015, the MEA Parent Class EA document was amended to include reference to the

Clean Water Act (Section A.2.10.6) and indicates that proponents undertaking a Municipal Class EA project must identify early in their process whether a project is or could potentially be occurring with a vulnerable area. **Given this requirement, please include a section in the report on source water protection.**

- The proponent should identify the source protection area and should clearly document how the proximity of the project to sources of drinking water (municipal or other) and any delineated vulnerable areas was considered and assessed. Specifically, the report should discuss whether or not the project is located in a vulnerable area and provide applicable details about the area.
- If located in a vulnerable area, proponents should document whether any project activities are prescribed drinking water threats and thus pose a risk to drinking water (this should be consulted on with the appropriate Source Protection Authority). Where an activity poses a risk to drinking water, the proponent must document and discuss in the report how the project adheres to or has regard to applicable policies in the local source protection plan. This section should then be used to inform and be reflected in other sections of the report, such as the identification of net positive/negative effects of alternatives, mitigation measures, evaluation of alternatives etc.
- While most source protection plans focused on including policies for significant drinking water threats in the WHPAs and IPZs it should be noted that even though source protection plan policies may not apply in HVAs, these are areas where aquifers are sensitive and at risk to impacts and within these areas, activities may impact the quality of sources of drinking water for systems other than municipal residential systems.
- In order to determine if this project is occurring within a vulnerable area, proponents can use this mapping tool: <http://www.applications.ene.gov.on.ca/swp/en/index.php>. The mapping tool will also provide a link to the appropriate source protection plan in order to identify what policies may be applicable in the vulnerable area.
- For further information on the maps or source protection plan policies which may relate to their project, proponents must contact the appropriate source protection authority. **Please consult with the local source protection authority to discuss potential impacts on drinking water. The contact for this project is Jennifer Stephens at (416) 661-6600 ext 5568 or jstephens@trca.on.ca. Please document the results of that consultation within the report and include all communication documents/correspondence.**

More Information

For more information on the *Clean Water Act*, source protection areas and plans, including specific information on the vulnerable areas and drinking water threats, please refer to Conservation Ontario's website where you will also find links to the local source protection plan/assessment report.

A list of the prescribed drinking water threats can be found in section 1.1 of Ontario Regulation 287/07 made under the *Clean Water Act*. In addition to prescribed drinking water threats, some source protection plans may include policies to address additional "local" threat activities, as approved by the MECP.

Climate Change

Ontario is leading the fight against climate change through the [Climate Change Action Plan](#). Recently released, the plan lays out the specific actions Ontario will take in the next five years to meet its 2020 greenhouse gas reduction targets and establishes the framework necessary to meet its long-term

targets. As a commitment of the action plan, **the province has now finalized a guide, "[Considering Climate Change in the Environmental Assessment Process](#)" (Guide).**

The Guide is now a part of the Environmental Assessment program's Guides and Codes of Practice. The Guide sets out the MECP's expectation for considering climate change in the preparation, execution and documentation of environmental assessment studies and processes. The guide provides examples, approaches, resources, and references to assist proponents with consideration of climate change in EA. **Proponents should review this Guide in detail.**

- The MECP expects proponents to:
 1. Take into account during the assessment of alternative solutions and alternative designs, the following:
 - a. the project's expected production of greenhouse gas emissions and impacts on carbon sinks (climate change mitigation); and
 - b. resilience or vulnerability of the undertaking to changing climatic conditions (climate change adaptation).
 2. Include a discrete section in the report detailing how climate change was considered in the EA.

How climate change is considered can be qualitative or quantitative in nature, and should be scaled to the project's level of environmental effect. In all instances, both a project's impacts on climate change (mitigation) and impacts of climate change on a project (adaptation) should be considered.

- The MECP has also prepared another guide to support provincial land use planning direction related to the completion of energy and emission plans. The "[Community Emissions Reduction Planning: A Guide for Municipalities](#)" document is designed to educate stakeholders on the municipal opportunities to reduce energy and greenhouse gas emissions, and to provide guidance on methods and techniques to incorporate consideration of energy and greenhouse gas emissions into municipal activities of all types. We encourage you to review the Guide for information.

Air Quality, Dust and Noise

- If there are sensitive receptors in the surrounding area of this project, an air quality/odour impact assessment will be useful to evaluate alternatives, determine impacts and identify appropriate mitigation measures. The scope of the assessment can be determined based on the potential effects of the proposed alternatives, and typically includes source and receptor characterization and a quantification of local air quality impacts on the sensitive receptors and the environment in the study area. The assessment will compare to all applicable standards or guidelines for all contaminants of concern. **Please contact this office for further consultation on the level of Air Quality Impact Assessment required for this project if not already advised.**
- **If a full Air Quality Impact Assessment is not required for the project, the report should still contain:**
 - A discussion of local air quality including existing activities/sources that significantly impact local air quality and how the project may impact existing conditions;
 - A discussion of the nearby sensitive receptors and the project's potential air quality impacts on present and future sensitive receptors;
 - A discussion of local air quality impacts that could arise from this project during both construction and operation; and

- A discussion of potential mitigation measures.
- As a common practice, “air quality” should be used as an evaluation criterion for all road projects.
- 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 MECP recommends that non-chloride dust-suppressants be applied. For a comprehensive list of fugitive dust prevention and control measures that could be applied, refer to [Cheminfo Services Inc. Best Practices for the Reduction of Air Emissions from Construction and Demolition Activities](#). report prepared for Environment Canada. March 2005.
- The report should consider the potential impacts of increased noise levels during the operation of the completed project. The proponent should explore all potential measures to mitigate significant noise impacts during the assessment of alternatives.

□ Ecosystem Protection and Restoration

- Any impacts to ecosystem form and function must be avoided where possible. The report 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. The following sensitive environmental features may be located within or adjacent to the study area:
 - Areas of Natural and Scientific Interest (ANSIs)
 - Rare Species of flora or fauna
 - Watercourses
 - Wetlands
 - Woodlots

We recommend consulting with the Ministry of Natural Resources and Forestry (MNRF), Fisheries and Oceans Canada (DFO) and your local conservation authority to determine if special measures or additional studies will be necessary to preserve and protect these sensitive features. In addition, you may consider the provisions of the Rouge Park Management Plan if applicable.

□ Surface Water

- The report must include enough 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 report and utilized when designing stormwater control methods. **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.
- Ontario Regulation 60/08 under the *Ontario Water Resources Act* (OWRA) applies to the Lake Simcoe Basin, which encompasses Lake Simcoe and the lands from which surface water drains into Lake Simcoe. If the proposed sewage treatment plant is listed in Table 1 of the regulation, the report should describe how the proposed project and its mitigation measures are consistent with the requirements of this regulation and the OWRA.
 - Any potential approval requirements for surface water taking or discharge should be identified in the report. A Permit to Take Water (PTTW) under the OWRA will be required for any water takings that exceed 50,000 L/day, except for certain water taking activities that have been prescribed by the Water Taking EASR Regulation – *O. Reg. 63/16*. These prescribed water-taking activities require registration in the EASR instead of a PTTW. Please review the [Water Taking User Guide for EASR](#) for more information. Additionally, an Environmental Compliance Approval under the OWRA is required for municipal stormwater management works.

Groundwater

- 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 report.
- If the potential construction or decommissioning of water wells is identified as an issue, the report should refer to Ontario Regulation 903, Wells, under the OWRA.
- 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 report. A Permit to Take Water (PTTW) under the OWRA will be required for any water takings that exceed 50,000 L/day, with the exception of certain water taking activities that have been prescribed by the Water Taking EASR Regulation – *O. Reg. 63/16*. These prescribed water-taking activities require registration in the EASR instead of a PTTW. Please review the [Water Taking User Guide for EASR](#) for more information.

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. Please contact the appropriate MECP District Office for further consultation if contaminated sites are present.

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

□ **Excess Materials Management**

- Activities involving the management of excess soil should be completed in accordance with the MECP's current guidance document titled "[Management of Excess Soil – A Guide for Best Management Practices](#)" (2014).
- All waste generated during construction must be disposed of in accordance with ministry requirements

□ **Servicing and Facilities**

- Any facility that releases emissions to the atmosphere, discharges contaminants to ground or surface water, provides potable water supplies, or stores, transports or disposes of waste must have an Environmental Compliance Approval (ECA) before it can operate lawfully. Please consult with the Environmental Approvals Access and Service Integration Branch (EAASIB) to determine whether a new or amended ECA will be required for any proposed infrastructure.
- We recommend referring to the ministry's [environmental land use planning guides](#) to ensure that any potential land use conflicts are considered when planning for any infrastructure or facilities related to wastewater, pipelines, landfills or industrial uses.

□ **Mitigation and Monitoring**

- 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 report 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.
- 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.
- The proponent's construction and post-construction monitoring plans must be documented in the report, as outlined in Section A.2.5 and A.4.1 of the MEA Class EA parent document.

□ Consultation

- The report must demonstrate how the consultation provisions of the Class EA have been fulfilled, including documentation of all stakeholder consultation efforts undertaken during the planning process. This includes a discussion in the SR that identifies concerns that were raised and **describes how they have been addressed by the proponent** 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.

□ Class EA Process

- The report should provide clear and complete documentation of the planning process in order to allow for transparency in decision-making.
- If this project is a Master Plan: there are several different approaches that can be used to conduct a Master Plan, examples of which are outlined in Appendix 4 of the Class EA. The Master Plan should clearly indicate the selected approach for conducting the plan, by identifying whether the levels of assessment, consultation and documentation are sufficient to fulfill the requirements for Schedule B or C projects. Please note that any Schedule B or C projects identified in the plan would be subject to Part II Order Requests under the *Environmental Assessment Act*, although the plan itself would not be.
- The report must demonstrate how the consultation provisions of the Class EA have been fulfilled, including documentation of all stakeholder consultation efforts undertaken during the planning process. This includes a discussion in the report that identifies concerns that were raised and **describes how they have been addressed by the proponent** 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 report 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 report.
- Please include in the report a list of all subsequent permits or approvals that may be required for the implementation of the preferred alternative, including but not limited to, MECP's PTTW, EASR Registrations and ECAs, conservation authority permits, species at risk permits, and approvals under the *Impact Assessment Act*, 2019.
- Ministry guidelines and other information related to the issues above are available at <http://www.ontario.ca/environment-and-energy/environment-and-energy>. We encourage you to review all the available guides and to reference any relevant information in the report.

A PROPONENT'S INTRODUCTION TO THE DELEGATION OF PROCEDURAL ASPECTS OF CONSULTATION WITH ABORIGINAL COMMUNITIES

Definitions

The following definitions are specific to this document and may not apply in other contexts:

Aboriginal communities – the First Nation or Métis communities identified by the Crown for the purpose of consultation.

Consultation – the Crown's legal obligation to consult when the Crown has knowledge of an established or asserted Aboriginal or treaty right and contemplates conduct that might adversely impact that right. This is the type of consultation required pursuant to s. 35 of the *Constitution Act, 1982*. Note that this definition does not include consultation with Aboriginal communities for other reasons, such as regulatory requirements.

Crown – the Ontario Crown, acting through a particular ministry or ministries.

Procedural aspects of consultation – those portions of consultation related to the process of consultation, such as notifying an Aboriginal community about a project, providing information about the potential impacts of a project, responding to concerns raised by an Aboriginal community and proposing changes to the project to avoid negative impacts.

Proponent – the person or entity that wants to undertake a project and requires an Ontario Crown decision or approval for the project.

I. Purpose

The Crown has a legal duty to consult Aboriginal communities when it has knowledge of an existing or asserted Aboriginal or treaty right and contemplates conduct that may adversely impact that right. In outlining a framework for the duty to consult, the Supreme Court of Canada has stated that the Crown may delegate procedural aspects of consultation to third parties. This document provides general information about the Ontario Crown's approach to delegation of the procedural aspects of consultation to proponents.

This document is not intended to instruct a proponent about an individual project, and it does not constitute legal advice.

II. Why is it Necessary to Consult with Aboriginal Communities?

The objective of the modern law of Aboriginal and treaty rights is the *reconciliation* of Aboriginal peoples and non-Aboriginal peoples and their respective rights, claims and interests. Consultation is an important component of the reconciliation process.

The Crown has a legal duty to consult Aboriginal communities when it has knowledge of an existing or asserted Aboriginal or treaty right and contemplates conduct that might adversely impact that right. For example, the Crown's duty to consult is triggered when it considers issuing a permit, authorization or approval for a project which has the potential to adversely impact an Aboriginal right, such as the right to hunt, fish, or trap in a particular area.

The scope of consultation required in particular circumstances ranges across a spectrum depending on both the nature of the asserted or established right and the seriousness of the potential adverse impacts on that right.

Depending on the particular circumstances, the Crown may also need to take steps to accommodate the potentially impacted Aboriginal or treaty right. For example, the Crown may be required to avoid or minimize the potential adverse impacts of the project.

III. The Crown's Role and Responsibilities in the Delegated Consultation Process

The Crown has the responsibility for ensuring that the duty to consult, and accommodate where appropriate, is met. However, the Crown may delegate the procedural aspects of consultation to a proponent.

There are different ways in which the Crown may delegate the procedural aspects of consultation to a proponent, including through a letter, a memorandum of understanding, legislation, regulation, policy and codes of practice.

If the Crown decides to delegate procedural aspects of consultation, the Crown will generally:

- Ensure that the delegation of procedural aspects of consultation and the responsibilities of the proponent are clearly communicated to the proponent;
- Identify which Aboriginal communities must be consulted;
- Provide contact information for the Aboriginal communities;
- Revise, as necessary, the list of Aboriginal communities to be consulted as new information becomes available and is assessed by the Crown;
- Assess the scope of consultation owed to the Aboriginal communities;
- Maintain appropriate oversight of the actions taken by the proponent in fulfilling the procedural aspects of consultation;
- Assess the adequacy of consultation that is undertaken and any accommodation that may be required;
- Provide a contact within any responsible ministry in case issues arise that require direction from the Crown; and
- Participate in the consultation process as necessary and as determined by the Crown.

IV. The Proponent's Role and Responsibilities in the Delegated Consultation Process

Where aspects of the consultation process have been delegated to a proponent, the Crown, in meeting its duty to consult, will rely on the proponent's consultation activities and documentation of those activities. The consultation process informs the Crown's decision of whether or not to approve a proposed project or activity.

A proponent's role and responsibilities will vary depending on a variety of factors including the extent of consultation required in the circumstance and the procedural aspects of consultation the Crown has delegated to it. Proponents are often in a better position than the Crown to discuss a project and its potential impacts with Aboriginal communities and to determine ways to avoid or minimize the adverse impacts of a project.

A proponent can raise issues or questions with the Crown at any time during the consultation process. If issues or concerns arise during the consultation that cannot be addressed by the proponent, the proponent should contact the Crown.

a) What might a proponent be required to do in carrying out the procedural aspects of consultation?

Where the Crown delegates procedural aspects of consultation, it is often the proponent's responsibility to provide notice of the proposed project to the identified Aboriginal communities. The notice should indicate that the Crown has delegated the procedural aspects of consultation to the proponent and should include the following information:

- a description of the proposed project or activity;
- mapping;
- proposed timelines;
- details regarding anticipated environmental and other impacts;
- details regarding opportunities to comment; and
- any changes to the proposed project that have been made for seasonal conditions or other factors, where relevant.

Proponents should provide enough information and time to allow Aboriginal communities to provide meaningful feedback regarding the potential impacts of the project. Depending on the nature of consultation required for a project, a proponent also may be required to:

- provide the Crown with copies of any consultation plans prepared and an opportunity to review and comment;
- ensure that any necessary follow-up discussions with Aboriginal communities take place in a timely manner, including to confirm receipt of information, share and update information and to address questions or concerns that may arise;
- as appropriate, discuss with Aboriginal communities potential mitigation measures and/or changes to the project in response to concerns raised by Aboriginal communities;
- use language that is accessible and not overly technical, and translate material into Aboriginal languages where requested or appropriate;
- bear the reasonable costs associated with the consultation process such as, but not limited to, meeting hall rental, meal costs, document translation(s), or to address technical & capacity issues;
- provide the Crown with all the details about potential impacts on established or asserted Aboriginal or treaty rights, how these concerns have been considered and addressed by the proponent and the Aboriginal communities and any steps taken to mitigate the potential impacts;
- provide the Crown with complete and accurate documentation from these meetings and communications; and
- notify the Crown immediately if an Aboriginal community not identified by the Crown approaches the proponent seeking consultation opportunities.

b) What documentation and reporting does the Crown need from the proponent?

Proponents should keep records of all communications with the Aboriginal communities involved in the consultation process and any information provided to these Aboriginal communities.

As the Crown is required to assess the adequacy of consultation, it needs documentation to satisfy itself that the proponent has fulfilled the procedural aspects of consultation delegated to it. The documentation required would typically include:

- the date of meetings, the agendas, any materials distributed, those in attendance and copies of any minutes prepared;
- the description of the proposed project that was shared at the meeting;
- any and all concerns or other feedback provided by the communities;

- any information that was shared by a community in relation to its asserted or established Aboriginal or treaty rights and any potential adverse impacts of the proposed activity, approval or disposition on such rights;
- any proposed project changes or mitigation measures that were discussed, and feedback from Aboriginal communities about the proposed changes and measures;
- any commitments made by the proponent in response to any concerns raised, and feedback from Aboriginal communities on those commitments;
- copies of correspondence to or from Aboriginal communities, and any materials distributed electronically or by mail;
- information regarding any financial assistance provided by the proponent to enable participation by Aboriginal communities in the consultation;
- periodic consultation progress reports or copies of meeting notes if requested by the Crown;
- a summary of how the delegated aspects of consultation were carried out and the results; and
- a summary of issues raised by the Aboriginal communities, how the issues were addressed and any outstanding issues.

In certain circumstances, the Crown may share and discuss the proponent's consultation record with an Aboriginal community to ensure that it is an accurate reflection of the consultation process.

c) Will the Crown require a proponent to provide information about its commercial arrangements with Aboriginal communities?

The Crown may require a proponent to share information about aspects of commercial arrangements between the proponent and Aboriginal communities where the arrangements:

- include elements that are directed at mitigating or otherwise addressing impacts of the project;
- include securing an Aboriginal community's support for the project; or
- may potentially affect the obligations of the Crown to the Aboriginal communities.

The proponent should make every reasonable effort to exempt the Crown from confidentiality provisions in commercial arrangements with Aboriginal communities to the extent necessary to allow this information to be shared with the Crown.

The Crown cannot guarantee that information shared with the Crown will remain confidential. Confidential commercial information should not be provided to the Crown as part of the consultation record if it is not relevant to the duty to consult or otherwise required to be submitted to the Crown as part of the regulatory process.

V. What are the Roles and Responsibilities of Aboriginal Communities' in the Consultation Process?

Like the Crown, Aboriginal communities are expected to engage in consultation in good faith. This includes:

- responding to the consultation notice;
- engaging in the proposed consultation process;
- providing relevant documentation;
- clearly articulating the potential impacts of the proposed project on Aboriginal or treaty rights; and
- discussing ways to mitigate any adverse impacts.

Some Aboriginal communities have developed tools, such as consultation protocols, policies or processes that provide guidance on how they would prefer to be consulted. Although not legally binding, proponents are encouraged to respect these community processes where it is reasonable to do so. Please note that there is no obligation for a proponent to pay a fee to an Aboriginal community in order to enter into a consultation process.

To ensure that the Crown is aware of existing community consultation protocols, proponents should contact the relevant Crown ministry when presented with a consultation protocol by an Aboriginal community or anyone purporting to be a representative of an Aboriginal community.

VI. What if More Than One Provincial Crown Ministry is Involved in Approving a Proponent's Project?

Depending on the project and the required permits or approvals, one or more ministries may delegate procedural aspects of the Crown's duty to consult to the proponent. The proponent may contact individual ministries for guidance related to the delegation of procedural aspects of consultation for ministry-specific permits/approvals required for the project in question. Proponents are encouraged to seek input from all involved Crown ministries sooner rather than later.

Air Quality Impact Assessment Guidance for Schedule C Municipal Road Class EAs

1. Study Area

The scope of the AQIA should be determined by the proponent and clearly outlined in the AQIA document based on the number and nature of scenarios/alternatives being considered, for example, the routes under consideration.

The focus should be on defining the “worst case scenario”, whether it is the length of roadway with the highest traffic volumes in close proximity to sensitive receptors or sections of roadways with on and off ramps and overpasses. The end result should be a defined study area.

2. List of Parameters

The list of parameters should focus mainly on the key pollutants released from mobile sources such as, but not limited to, the following:

- CO
- NO_x (with a focus on NO and NO₂)
- TSP
- PM₁₀
- PM_{2.5}
- Selected VOCs (benzene, 1-3 Butadiene, formaldehyde, acetaldehyde and acrolein)
- Benzo(a)pyrene – as a surrogate for PAHs

All averaging periods for which there is a corresponding standard or guideline should be assessed.

3. Background Data

Background data representative of the study area is generally summarized for the most recent 5 years from the nearest or most representative MOECC AQHI and/or NAPS stations. The 90th percentile should be used when assessing combined air quality concentrations for comparison against applicable standards and guidelines.

4. Emission Estimates

Emission estimates are based on current and proposed future traffic counts where MOVES is used to generate emission factors.

5. Traffic Data

Traffic data including fleet distribution and characteristics, road type, traffic signals, idling conditions, or roundabouts/stop signs may be considered or incorporated into the assessment.

6. Dispersion Modelling and Meteorological Data

Dispersion modelling, typically using CAL3QHCR or AERMOD, is conducted to determine maximum pollutant concentrations resulting from implementation of the project and the resulting air quality impacts at the most impacted sensitive receptors for the different scenarios. At a minimum, two modelling scenarios are to be conducted to determine the incremental difference between the current conditions (base case) and future scenario. The

timing of the future scenario should be defined and take into consideration projected population growth and traffic/emissions impacts.

According to the Ministry of Transportations' *Environmental Guide for Assessing and Mitigating the Air Quality Impacts and Greenhouse Gas Emissions of Provincial Transportation Projects (June, 2012)*, "...local air quality impacts are assumed to be limited to a distance of approximately 500 m from the transportation facility, in each direction." Therefore, the Cartesian grid system used to easily model concentrations at each receptor typically has a grid limit of approximately 500 m from the edge of the subject road.

The five most recent years of meteorological data should be used for dispersion modelling. However, under certain conditions, one year of continuous data may be sufficient. Surface data can be obtained from facilities such as Pearson International Airport, Toronto Island, Buttonville or site-specific and upper air data obtained from Buffalo, New York.

All supporting documentation and assumptions that are inputted into the models should be summarized as appendices. A sample of the electronic dispersion model input and output files must be submitted for the ministry's review.

7. Sensitive Receptors

All key and potentially sensitive receptors located in the surrounding area must be identified and included in the model. Sensitive receptors include but are not limited to residences, schools, health care facilities and daycare centers. Future sensitive receptors should also be included in the assessment.

8. Combined Effects

In order to assess the combined effects at nearby sensitive receptors, the AQIA should sum the maximum modelled concentrations with the 90th percentile background concentrations for comparison against applicable standards and guidelines.

If exceedances or non-conformances are predicted, a discussion of possible mitigation measures should be included.

9. Applicable Guidelines

Applicable standards and guidelines may include:

- MOECC Ambient Air Quality Criteria (AAQCs)
- Canadian Ambient Air Quality Standards (CAAQs)

10. Results

The predicted results obtained from the dispersion modelling exercise are to be presented in detail in the AQIA and summarized in the ESR. This should include an analysis and discussion of the results and potential air quality impacts of the project.

Results for each contaminant should be discussed separately and should depict predicted maximum concentrations at the most impacted sensitive receptor(s), the overall maximum predicted concentrations and the combined concentrations, for each averaging period assessed. It may also be relevant to discuss receptor specific results.

11. Climate Change and Regional Impacts

The AQIA should consider climate change and regional air quality impacts when assessing the project's potential impacts and possible mitigation measures. This may include comparing impacts from the proposed undertaking with the provincial greenhouse gas totals reported by Environment Canada.

12. Summary and Mitigation Measures

The AQIA and ESR should summarize the key conclusions of the study based on the results as provided. In addition, general mitigation measures should be discussed, including those mitigation measures that will be implemented during construction to minimize off-site impacts.

For example, best management practices should be applied to mitigate any air quality impacts caused by construction dust. Please note that the ministry recommends that non-chloride dust suppressants be applied.

For a comprehensive list of fugitive dust prevention and control measures, please refer to [Cheminfo Services Inc. Best Practices for the Reduction of Air Emissions from Construction and Demolition Activities](#). Report prepared for Environment Canada. March 2005.

13. Cumulative Impacts

The ministry is currently preparing draft guidance documents to address cumulative effects in EAs. In the interim, please use the following federal EA resources as references for addressing cumulative effects:

- Cumulative Effects Assessment Practitioners' Guide
<https://www.ceaa-acee.gc.ca/default.asp?lang=En&n=43952694-%201&offset=&toc=hide>
- Reference Guide: Addressing Cumulative Environmental Effects
<https://www.ceaa-acee.gc.ca/default.asp?lang=En&n=9742C481-%201&offset=&toc=hide>

14. Further Guidance

For further guidance, including additional references and information such as prediction of emissions from re-entrained road dust and silt loading factors, please refer to the Ministry of Transportations' [Environmental Guide for Assessing and Mitigating the Air Quality Impacts and Greenhouse Gas Emissions of Provincial Transportation Projects](#) (June, 2012) or any subsequent version.

Jean-Louis Gaudet

From: Monica Sanford <msanford@scugogfirstnation.com>
Sent: Friday, August 7, 2020 12:29 PM
To: Derryroadea
Subject: Road Improvements near Derry Road East and Alstep Drive, Mississauga
Attachments: 2020_08_07_Consultation Comment Form.pdf

Good Afternoon,

Please find the completed consultation form from MSIFN. The project is in the traditional territory of Mississaugas of New Credit.

Thank you very much.

In Spirit of Kindness,

Monica Sanford

Consultation, Lands & Membership Admin Assistant/IRA
Mississaugas of Scugog Island First Nation
22521 Island Road
Port Perry, ON
L9L 1B6
Phone: (905) 985-3337 ext. 229
Fax: (365) 800-1247
Email: msanford@scugogfirstnation.com

Mississaugas of Scugog Island First Nation Notice & Disclaimer

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**Municipal Class Environmental Assessment Study
for Road Improvements near
Derry Road East and Alstep Drive**

Consultation Form

Organization	Mississaugas of Scugog Island First Nation
Contact Name:	Michael Thoms
Title:	Community Consultation Specialist
Mailing address:	22521 Island Road Port Perry, ON L9L 1B6
E-mail Address:	mthoms@scugogfirstnation.com
Phone/Fax:	905 985 3337

<input checked="" type="checkbox"/>	Please Check All Responses Below That Apply:
<input type="checkbox"/>	Our organization does not require any further involvement in this study
<input checked="" type="checkbox"/>	Please keep us informed throughout the project
<input type="checkbox"/>	Our organization's area of interest for this project includes (please indicate, if applicable): Access to EA's including archaeological reports

Please email, mail or fax this form back to:

derryroadea@exp.com

Yves Monereau
Consultant Project Manager
EXP Services
1595 Clark Boulevard, Brampton, ON, L6T 4V1

Fax: (905) 793-0641





September 23, 2020

Haudenosaunee Confederacy Chiefs Council
16 Sunrise Court
P.O. Box 714
Ohsweken ON, N0A 1M0

**Re: Municipal Class Environmental Assessment for Road Improvements near Derry Road East /
 Alstep Drive**

Dear Sir or Madam:

We are writing you to advise of the Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive. Your organization was identified as stakeholder in this process by the Ministry of Environment, Conservation and Parks.

Please find attached a copy of the Notice of Study Commencement and Invitation for Public Comment and a consultation form for this Class EA. Bombardier Inc. is partnering with the City of Mississauga and the Region of Peel to initiate a Municipal Class Environmental Assessment (Class EA) study to assess existing and future road conditions on Derry Road East and Alstep Drive near Menkes Drive and Bramalea Road. The study will include Derry Road East (a Regional Road) as well as Bramalea Road, Menkes Drive, Telford Way, Alstep Drive and Menway Court (all City roads).

The project is currently in Phase 3, which is the development of Alternative Designs for the preferred solution. The preferred solution for this project includes:

- The improvement of operations at the intersections of Derry Road East with Menkes Drive and Bramalea Road, including geometric and operational improvements. The alternative designs for these local improvements will be developed in Phase 3.
- Application of Transportation Demand Management (TDM) measures to help the redistribution of demand and reduce the overall traffic capacity peaks. Implementation of TDM in the Phase 3 Alternative Designs will include any available future transit infrastructure plans for the area.
- The extension of Alstep Drive eastward to Bramalea Road. This will provide an additional route option for commuters to fulfill the City's original intent for the area, as depicted by the existing road allowance. Alternative designs for the extension will be undertaken in Phase 3.

A Stage 1 Archaeological Assessment has been undertaken for this Class EA. Information on the results of the Stage 1 Archaeological Assessment is attached. In short, most of the study area was found to have no archaeological potential, either due to being already disturbed or previously assessed. However, there were a


few areas near the western and eastern limits that would require a Stage 2 archaeological assessment, if those areas were to be disturbed by the project. A Stage 2 archaeological assessment requires the archaeologist to physically survey the land to identify if there are any archaeological resources present. There is also a cemetery in the study area, known as Moore's Cemetery. If land adjacent to the cemetery were to be disturbed by the proposed works, then a Stage 3 archaeological assessment would be needed to confirm that the Moore's Cemetery burials do not extend beyond the east and west fenced limits of the cemetery. However, it is not expected that land adjacent to the cemetery would be disturbed.

Information on this project is found on the project webpage: <http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>. While the official commenting period is closed for the materials posted online July 28, 2020, you are able to provide comments throughout the Class EA process. You may direct your reply and any questions or comments you may have to the project e-mail address (derryroadea@exp.com) or by contacting either of the undersigned below.

Regards,



Yves Marie Monereau, P.Eng., PTOE, RSP
Consultant Project Manager
EXP Services
1595 Clark Boulevard
Brampton, ON L6T 4V1
(905) 793-9800 Ext. 2336
yves-marie.monereau@exp.com



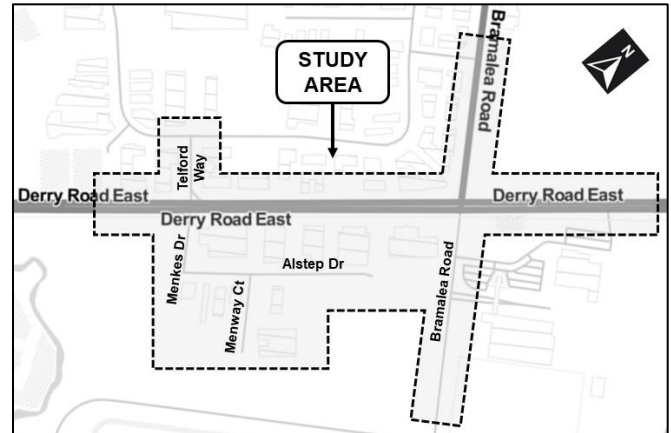
Jean-Louis Gaudet
Public Consultation Lead
EXP Services
1266 South Service Road, Suite C1-1
Stoney Creek, ON L8E 5R9
(905) 573-4000 Ext. 5031
jeanlouis.gaudet@exp.com

Attachments.

Notice of Study Commencement and Invitation for Public Comment
Consultation Form
Summary Information on Stage 1 Archaeological Assessment

Notice of Study Commencement & Invitation for Public Comment
Municipal Class Environmental Assessment Study
for Road Improvements near Derry Road East and Alstep Drive

Bombardier Inc. is partnering with the City of Mississauga and the Region of Peel to initiate a Municipal Class Environmental Assessment (Class EA) study to assess existing and future road conditions on Derry Road East and Alstep Drive near Menkes Drive and Bramalea Road. The study will include Derry Road East (a Regional Road) as well as Bramalea Road, Menkes Drive, Telford Way, Alstep Drive and Menway Court (all City roads).



The Class EA study will examine how traffic operates on these roadways now and in the future and identify how best to manage issues related to roadway safety and traffic operations as well as service a variety of users such as motorists, transit users, pedestrians and cyclists.

The study will be conducted as a “Schedule C” project under the Municipal Class Environmental Assessment (October 2000, amended 2015), which is approved under the *Ontario Environmental Assessment Act*. Through this Class EA process, the Project Team will evaluate alternative solutions and designs to select a recommended design, all in consultation with the public and regulatory agencies. An Environmental Study Report (ESR) documenting the entire study process will be available for public review at the end of the study.

Public participation will be an important part of this Class EA study. Throughout the study, the Project Team will engage various agencies and members of the community and consider their input for any decisions that are made.

Invitation for Public Comment: Materials presenting the problem / opportunity statement, background information, and the identification and evaluation of alternative solutions will be posted online by **July 28, 2020** for public review and comment. Comments are invited to be submitted by **August 11, 2020**. Accessible material available upon request.

During the COVID-19 public emergency, we are keeping the community safe by complying with regional and provincial guidelines, supporting physical distancing, and postponing in person public meetings. Engagement for essential and priority projects continues online paired with universally accessible methods.

The project information is available for review and download at the following webpage:

<http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

If you have questions or wish to be added to the project mailing list, please e-mail **derryroadea@exp.com** or contact one of the team members noted below.

<p>Yves Marie Monereau, P.Eng., PTOE, RSP Consultant Project Manager EXP Services 1595 Clark Boulevard Brampton, ON, L6T 4V1 Phone: 905-793-9800 Ext. 2336</p>	<p>Sonya Bubas, MCIP, RPP Region of Peel Project Manager Region of Peel 10 Peel Centre Dr., Suite B, 4th Floor Brampton, ON L6T 4B9 Phone: 905-791-7800 Ext. 7801</p>	<p>Gino Dela Cruz, P.Eng. City of Mississauga Project Manager City of Mississauga 201 City Centre Drive, Suite 800 Mississauga, Ontario L5B 2T4 Phone: 905-615-3200 Ext.8769</p>
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This notice signals the commencement of the Class EA, a study which will define the problem and/or opportunity, identify and evaluate alternative solutions, and determine a preferred design in consultation with regulatory agencies and the public. The study is being undertaken in accordance with the planning and design process for Schedule ‘C’ projects, as outlined in the Municipal Class Environmental Assessment” document (October 2000, amended in 2015), which is approved under the Ontario Environmental Assessment Act.

Notice of Collection of Personal Information: Personal information is collected under the authority of the Environmental Assessment Act and will be used in the assessment process. With exception of personal information, all comments shall become part of the public records. Questions about this collection should be directed to the Project Manager listed above.

This notice was first issued on July 16, 2020



Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive

Consultation Form

Organization	
Contact Name:	
Title:	
Mailing address:	
E-mail Address:	
Phone/Fax:	

<input checked="" type="checkbox"/>	Please Check All Responses Below That Apply:
<input type="checkbox"/>	Our organization does not require any further involvement in this study
<input type="checkbox"/>	Please keep us informed throughout the project
<input type="checkbox"/>	Our organization's area of interest for this project includes (please indicate, if applicable):

Please email, mail or fax this form back to:

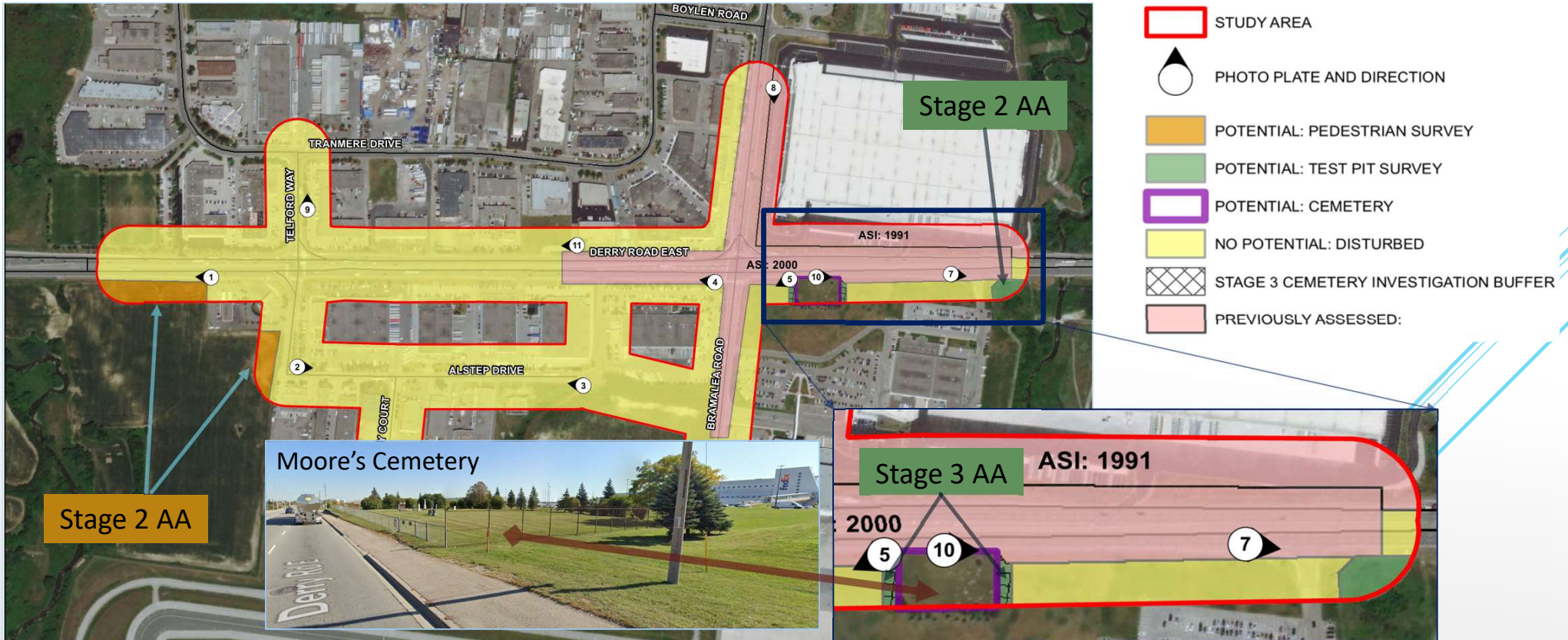
derryroadea@exp.com

Yves Monereau
Consultant Project Manager
EXP Services
1595 Clark Boulevard, Brampton, ON, L6T 4V1

Fax: (905) 793-0641

Class EA Study Highlights

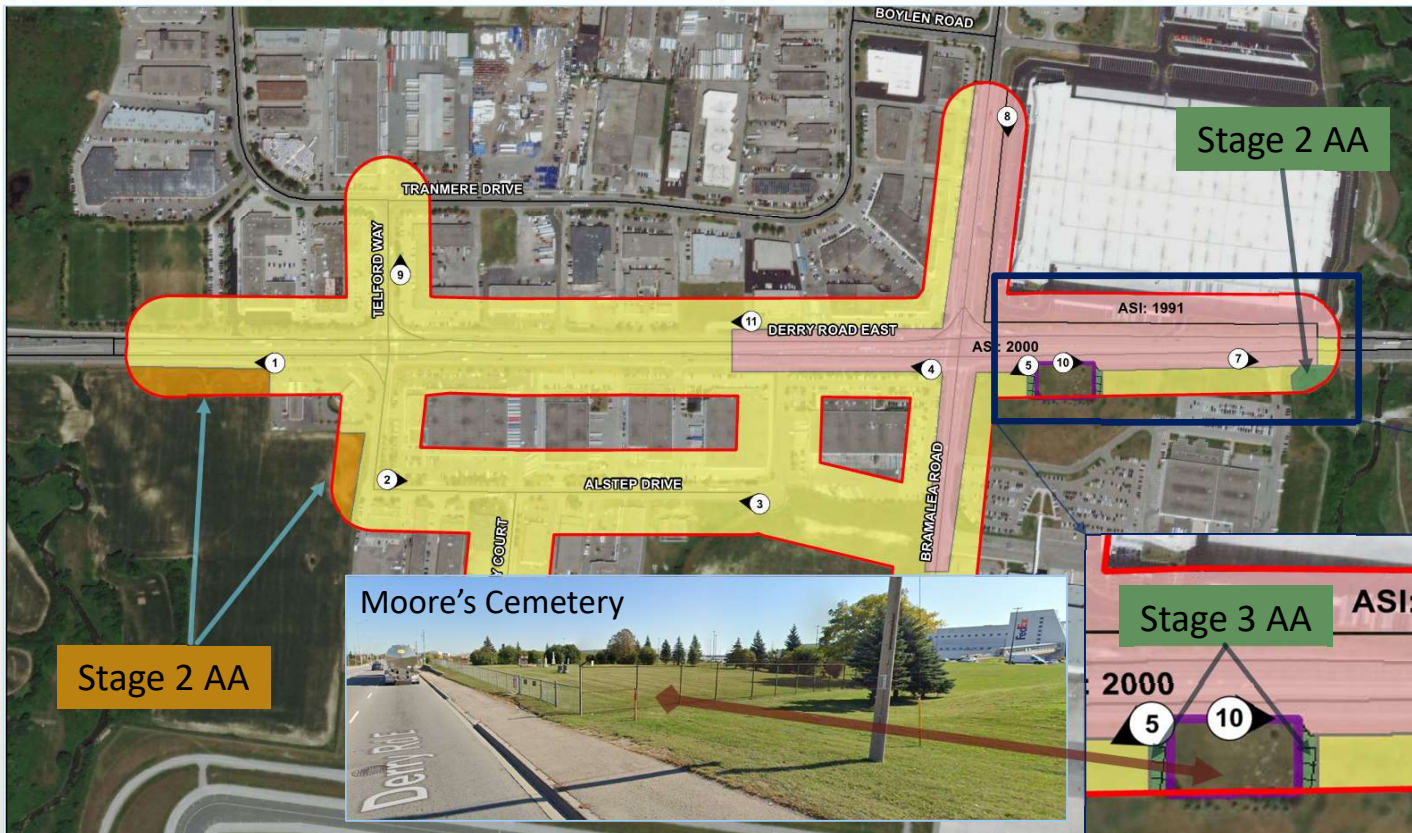
ARCHAEOLOGICAL ASSESSMENT (AA)



- STUDY AREA
- PHOTO PLATE AND DIRECTION
- POTENTIAL: PEDESTRIAN SURVEY
- POTENTIAL: TEST PIT SURVEY
- POTENTIAL: CEMETERY
- NO POTENTIAL: DISTURBED
- STAGE 3 CEMETERY INVESTIGATION BUFFER
- PREVIOUSLY ASSESSED:

Class EA Study Highlights

ARCHAEOLOGICAL ASSESSMENT (AA)



- Potential for Stage 2 and 3 assessments in select areas if they will be disturbed

will depend on alternative designs & preferred design

Stage 2 AA

Moore's Cemetery

Stage 3 AA

ASI: 1991

2000

ASI: 2000

Region of Peel
working with you

MISSISSAUGA

BOMBARDIER



September 23, 2020

Huron-Wendat Nation
255, place Chef Michel Laveau
Wendake (Quebec), G0A 4V0 Canada

**Re: Municipal Class Environmental Assessment for Road Improvements near Derry Road East /
 Alstep Drive**

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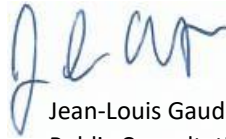
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Information on this project is found on the project webpage: <http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>. While the official commenting period is closed for the materials posted online July 28, 2020, you are able to provide comments throughout the Class EA process. You may direct your reply and any questions or comments you may have to the project e-mail address (derryroadea@exp.com) or by contacting either of the undersigned below.

Regards,



Yves Marie Monereau, P.Eng., PTOE, RSP
Consultant Project Manager
EXP Services
1595 Clark Boulevard
Brampton, ON L6T 4V1
(905) 793-9800 Ext. 2336
yves-marie.monereau@exp.com



Jean-Louis Gaudet
Public Consultation Lead
EXP Services
1266 South Service Road, Suite C1-1
Stoney Creek, ON L8E 5R9
(905) 573-4000 Ext. 5031
jeanlouis.gaudet@exp.com

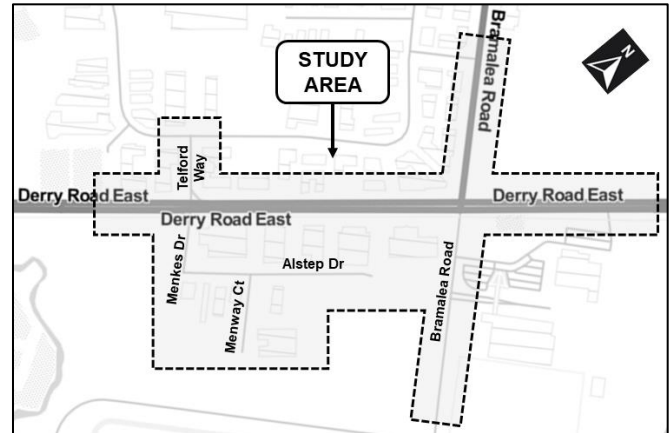
Attachments.

Notice of Study Commencement and Invitation for Public Comment
Consultation Form
Summary Information on Stage 1 Archaeological Assessment

Notice of Study Commencement & Invitation for Public Comment

Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive

Bombardier Inc. is partnering with the City of Mississauga and the Region of Peel to initiate a Municipal Class Environmental Assessment (Class EA) study to assess existing and future road conditions on Derry Road East and Alstep Drive near Menkes Drive and Bramalea Road. The study will include Derry Road East (a Regional Road) as well as Bramalea Road, Menkes Drive, Telford Way, Alstep Drive and Menway Court (all City roads).



The Class EA study will examine how traffic operates on these roadways now and in the future and identify how best to manage issues related to roadway safety and traffic operations as well as service a variety of users such as motorists, transit users, pedestrians and cyclists.

The study will be conducted as a “Schedule C” project under the Municipal Class Environmental Assessment (October 2000, amended 2015), which is approved under the *Ontario Environmental Assessment Act*. Through this Class EA process, the Project Team will evaluate alternative solutions and designs to select a recommended design, all in consultation with the public and regulatory agencies. An Environmental Study Report (ESR) documenting the entire study process will be available for public review at the end of the study.

Public participation will be an important part of this Class EA study. Throughout the study, the Project Team will engage various agencies and members of the community and consider their input for any decisions that are made.

Invitation for Public Comment: Materials presenting the problem / opportunity statement, background information, and the identification and evaluation of alternative solutions will be posted online by **July 28, 2020** for public review and comment. Comments are invited to be submitted by **August 11, 2020**. Accessible material available upon request.

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<http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

If you have questions or wish to be added to the project mailing list, please e-mail derryroadea@exp.com or contact one of the team members noted below.

<p>Yves Marie Monereau, P.Eng., PTOE, RSP Consultant Project Manager EXP Services 1595 Clark Boulevard Brampton, ON, L6T 4V1 Phone: 905-793-9800 Ext. 2336</p>	<p>Sonya Bubas, MCIP, RPP Region of Peel Project Manager Region of Peel 10 Peel Centre Dr., Suite B, 4th Floor Brampton, ON L6T 4B9 Phone: 905-791-7800 Ext. 7801</p>	<p>Gino Dela Cruz, P.Eng. City of Mississauga Project Manager City of Mississauga 201 City Centre Drive, Suite 800 Mississauga, Ontario L5B 2T4 Phone: 905-615-3200 Ext.8769</p>
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This notice signals the commencement of the Class EA, a study which will define the problem and/or opportunity, identify and evaluate alternative solutions, and determine a preferred design in consultation with regulatory agencies and the public. The study is being undertaken in accordance with the planning and design process for Schedule ‘C’ projects, as outlined in the Municipal Class Environmental Assessment” document (October 2000, amended in 2015), which is approved under the Ontario Environmental Assessment Act.

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This notice was first issued on July 16, 2020



Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive

Consultation Form

Organization	
Contact Name:	
Title:	
Mailing address:	
E-mail Address:	
Phone/Fax:	

<input checked="" type="checkbox"/>	Please Check All Responses Below That Apply:
<input type="checkbox"/>	Our organization does not require any further involvement in this study
<input type="checkbox"/>	Please keep us informed throughout the project
<input type="checkbox"/>	Our organization's area of interest for this project includes (please indicate, if applicable):

Please email, mail or fax this form back to:

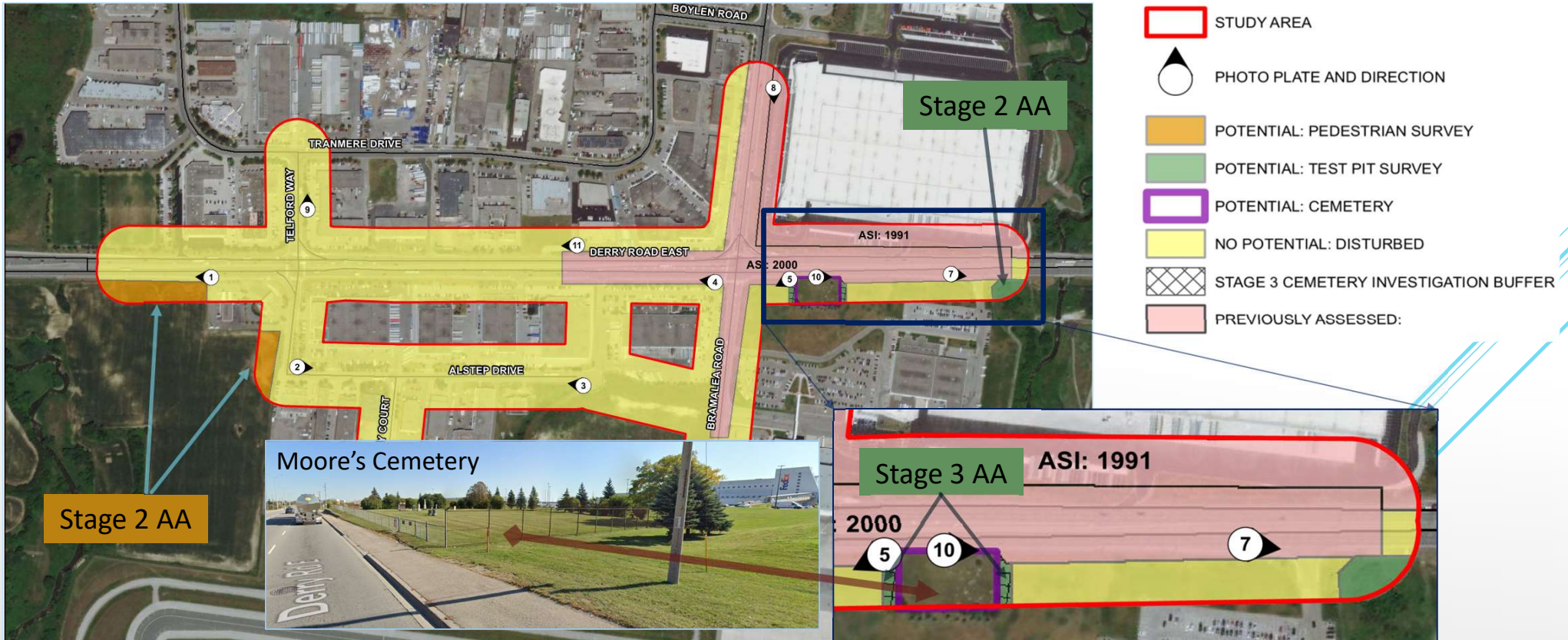
derryroadea@exp.com

Yves Monereau
Consultant Project Manager
EXP Services
1595 Clark Boulevard, Brampton, ON, L6T 4V1

Fax: (905) 793-0641

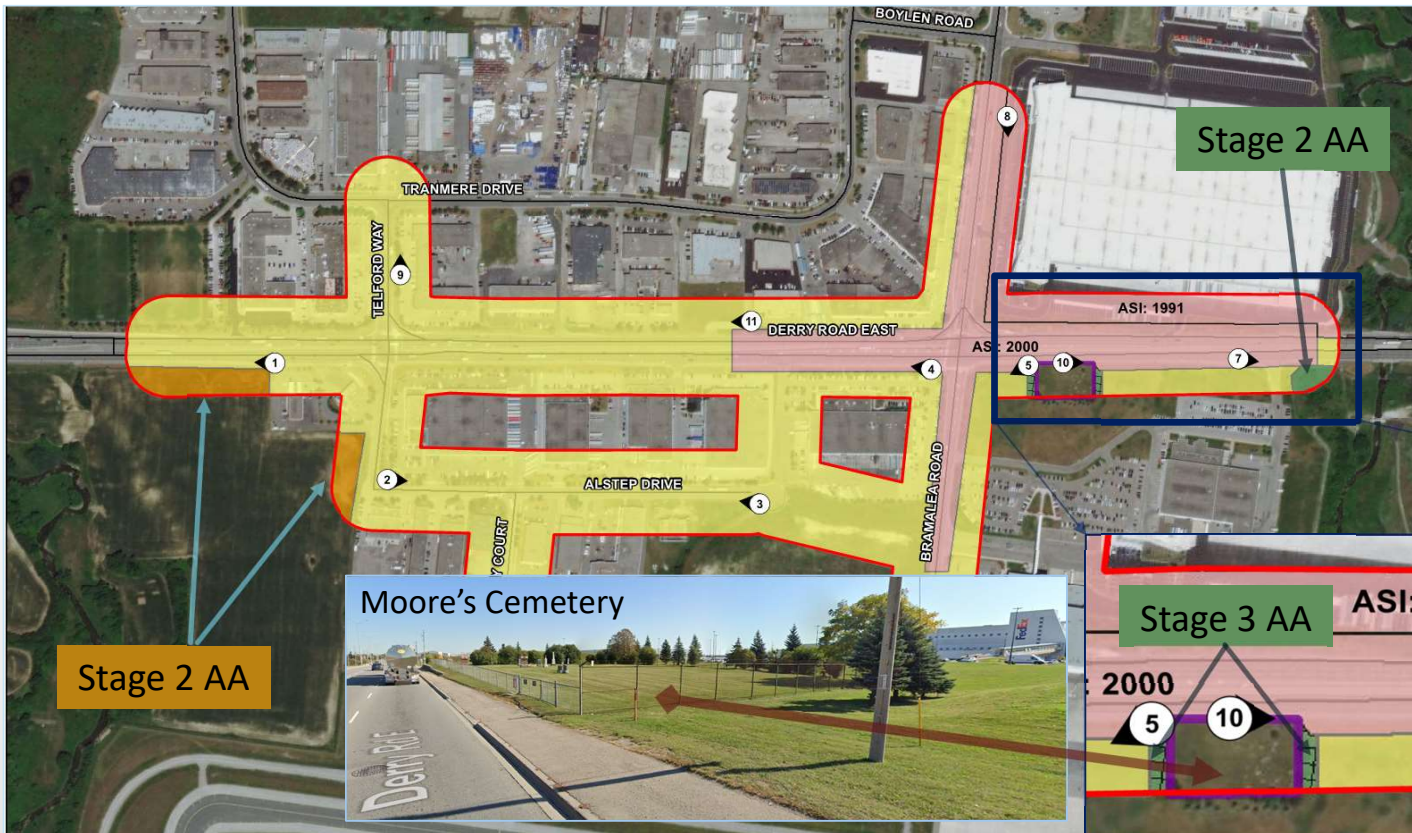
Class EA Study Highlights

ARCHAEOLOGICAL ASSESSMENT (AA)



Class EA Study Highlights

ARCHAEOLOGICAL ASSESSMENT (AA)



- Potential for Stage 2 and 3 assessments in select areas if they will be disturbed

will depend on alternative designs & preferred design

Stage 2 AA

Moore's Cemetery

Stage 3 AA

ASI: 1991

2000



September 23, 2020

Chief R. Stacey Laforme
Mississaugas of the Credit First Nation
4065 Hwy 6
Hagersville, ON N0A 1H0

**Re: Municipal Class Environmental Assessment for Road Improvements near Derry Road East /
 Alstep Drive**

Dear Chief Laforme:

We are writing you to advise of the Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive. Your organization was identified as stakeholder in this process by the Ministry of Environment, Conservation and Parks.

Please find attached a copy of the Notice of Study Commencement and Invitation for Public Comment and a consultation form for this Class EA. Bombardier Inc. is partnering with the City of Mississauga and the Region of Peel to initiate a Municipal Class Environmental Assessment (Class EA) study to assess existing and future road conditions on Derry Road East and Alstep Drive near Menkes Drive and Bramalea Road. The study will include Derry Road East (a Regional Road) as well as Bramalea Road, Menkes Drive, Telford Way, Alstep Drive and Menway Court (all City roads).

The project is currently in Phase 3, which is the development of Alternative Designs for the preferred solution. The preferred solution for this project includes:

- The improvement of operations at the intersections of Derry Road East with Menkes Drive and Bramalea Road, including geometric and operational improvements. The alternative designs for these local improvements will be developed in Phase 3.
- Application of Transportation Demand Management (TDM) measures to help the redistribution of demand and reduce the overall traffic capacity peaks. Implementation of TDM in the Phase 3 Alternative Designs will include any available future transit infrastructure plans for the area.
- The extension of Alstep Drive eastward to Bramalea Road. This will provide an additional route option for commuters to fulfill the City's original intent for the area, as depicted by the existing road allowance. Alternative designs for the extension will be undertaken in Phase 3.

A Stage 1 Archaeological Assessment has been undertaken for this Class EA. Information on the results of the Stage 1 Archaeological Assessment is attached. In short, most of the study area was found to have no archaeological potential, either due to being already disturbed or previously assessed. However, there were a


few areas near the western and eastern limits that would require a Stage 2 archaeological assessment, if those areas were to be disturbed by the project. A Stage 2 archaeological assessment requires the archaeologist to physically survey the land to identify if there are any archaeological resources present. There is also a cemetery in the study area, known as Moore's Cemetery. If land adjacent to the cemetery were to be disturbed by the proposed works, then a Stage 3 archaeological assessment would be needed to confirm that the Moore's Cemetery burials do not extend beyond the east and west fenced limits of the cemetery. However, it is not expected that land adjacent to the cemetery would be disturbed.

Information on this project is found on the project webpage: <http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>. While the official commenting period is closed for the materials posted online July 28, 2020, you are able to provide comments throughout the Class EA process. You may direct your reply and any questions or comments you may have to the project e-mail address (derryroadea@exp.com) or by contacting either of the undersigned below.

Regards,



Yves Marie Monereau, P.Eng., PTOE, RSP
Consultant Project Manager
EXP Services
1595 Clark Boulevard
Brampton, ON L6T 4V1
(905) 793-9800 Ext. 2336
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Jean-Louis Gaudet
Public Consultation Lead
EXP Services
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Stoney Creek, ON L8E 5R9
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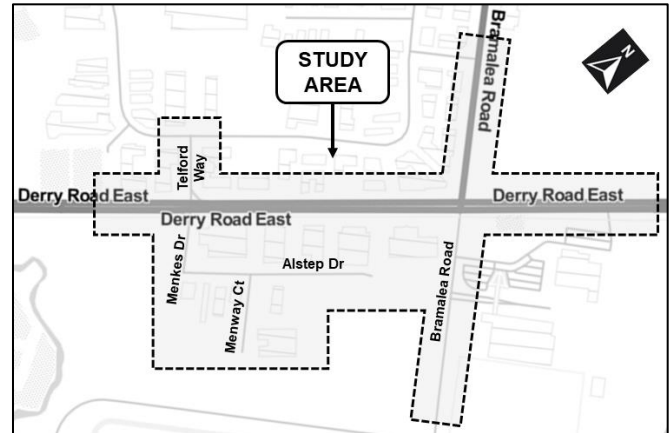
cc: Ms. Fawn Sault, Consultation Manager, Mississaugas of the Credit First Nation

Attachments.

Notice of Study Commencement and Invitation for Public Comment
Consultation Form
Summary Information on Stage 1 Archaeological Assessment

Notice of Study Commencement & Invitation for Public Comment
Municipal Class Environmental Assessment Study
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Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive

Consultation Form

Organization	
Contact Name:	
Title:	
Mailing address:	
E-mail Address:	
Phone/Fax:	

<input checked="" type="checkbox"/>	Please Check All Responses Below That Apply:
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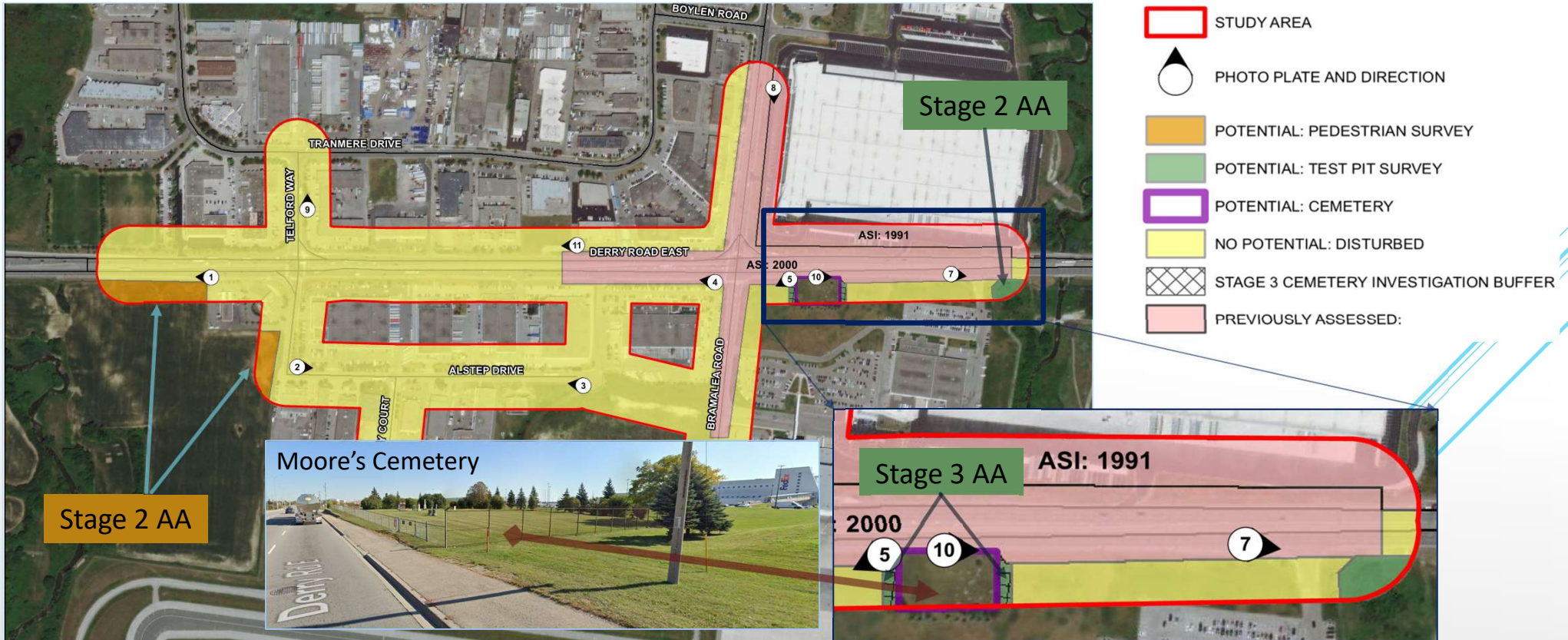
derryroadea@exp.com

Yves Monereau
Consultant Project Manager
EXP Services
1595 Clark Boulevard, Brampton, ON, L6T 4V1

Fax: (905) 793-0641

Class EA Study Highlights

ARCHAEOLOGICAL ASSESSMENT (AA)



Class EA Study Highlights

ARCHAEOLOGICAL ASSESSMENT (AA)



- Potential for Stage 2 and 3 assessments in select areas if they will be disturbed

will depend on alternative designs & preferred design



September 23, 2020

Chief Mark B. Hill
Six Nations of the Grand River
1695 Chiefswood Rd
PO Box 5000
Ohsweken ON N0A 1M0

**Re: Municipal Class Environmental Assessment for Road Improvements near Derry Road East /
 Alstep Drive**

Dear Chief Hill:

We are writing you to advise of the Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive. Your organization was identified as stakeholder in this process by the Ministry of Environment, Conservation and Parks.

Please find attached a copy of the Notice of Study Commencement and Invitation for Public Comment and a consultation form for this Class EA. Bombardier Inc. is partnering with the City of Mississauga and the Region of Peel to initiate a Municipal Class Environmental Assessment (Class EA) study to assess existing and future road conditions on Derry Road East and Alstep Drive near Menkes Drive and Bramalea Road. The study will include Derry Road East (a Regional Road) as well as Bramalea Road, Menkes Drive, Telford Way, Alstep Drive and Menway Court (all City roads).

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Regards,



Yves Marie Monereau, P.Eng., PTOE, RSP
Consultant Project Manager
EXP Services
1595 Clark Boulevard
Brampton, ON L6T 4V1
(905) 793-9800 Ext. 2336
yves-marie.monereau@exp.com



Jean-Louis Gaudet
Public Consultation Lead
EXP Services
1266 South Service Road, Suite C1-1
Stoney Creek, ON L8E 5R9
(905) 573-4000 Ext. 5031
jeanlouis.gaudet@exp.com

cc: Ms. Joanne Thomas, Consultation Supervisor, Six Nations of the Grand River

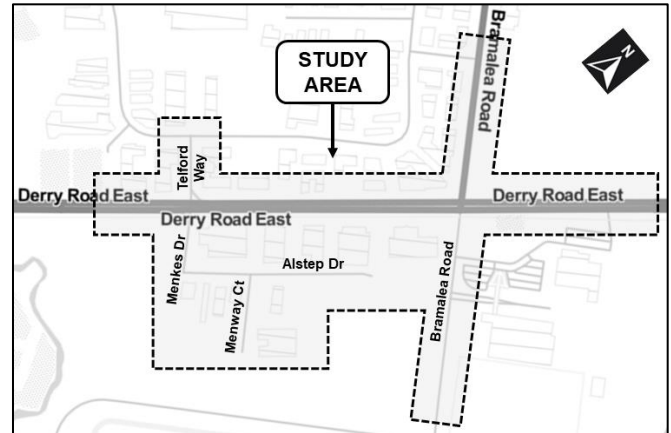
Attachments.

Notice of Study Commencement and Invitation for Public Comment
Consultation Form
Summary Information on Stage 1 Archaeological Assessment

Notice of Study Commencement & Invitation for Public Comment

Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive

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This notice was first issued on July 16, 2020



Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive

Consultation Form

Organization	
Contact Name:	
Title:	
Mailing address:	
E-mail Address:	
Phone/Fax:	

<input checked="" type="checkbox"/>	Please Check All Responses Below That Apply:
<input type="checkbox"/>	Our organization does not require any further involvement in this study
<input type="checkbox"/>	Please keep us informed throughout the project
<input type="checkbox"/>	Our organization's area of interest for this project includes (please indicate, if applicable):

Please email, mail or fax this form back to:

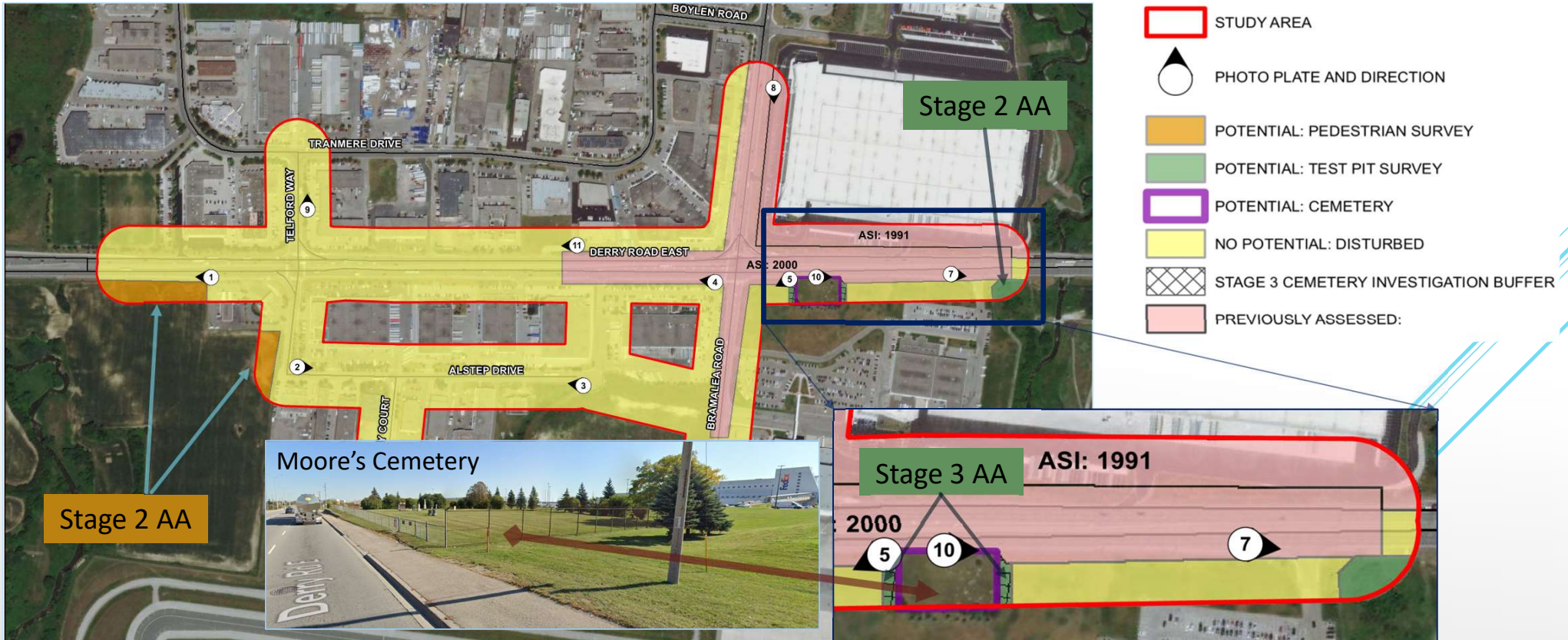
derryroadea@exp.com

Yves Monereau
Consultant Project Manager
EXP Services
1595 Clark Boulevard, Brampton, ON, L6T 4V1

Fax: (905) 793-0641

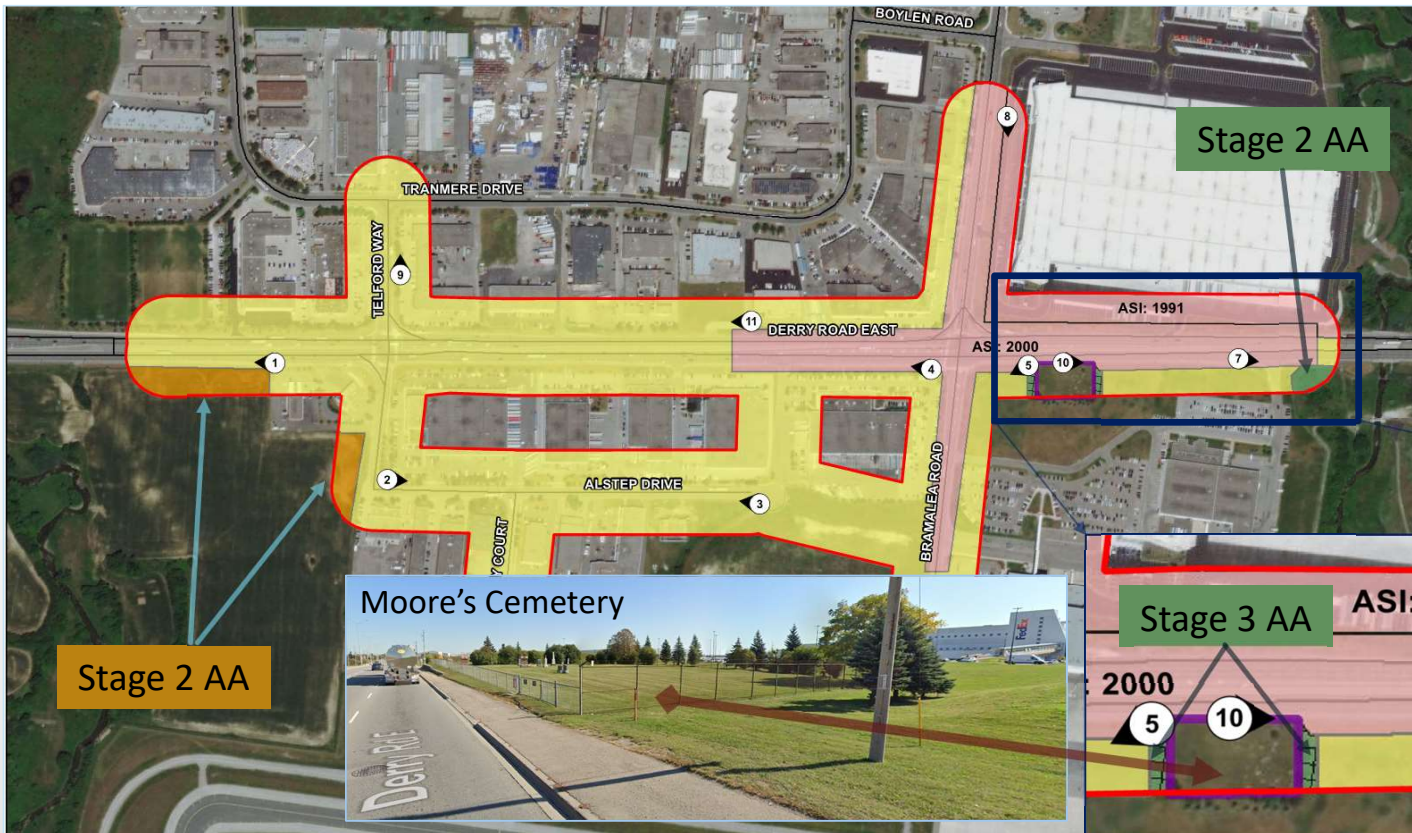
Class EA Study Highlights

ARCHAEOLOGICAL ASSESSMENT (AA)



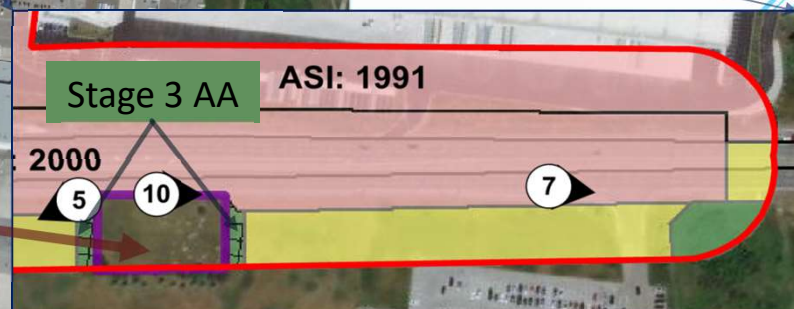
Class EA Study Highlights

ARCHAEOLOGICAL ASSESSMENT (AA)



- Potential for Stage 2 and 3 assessments in select areas if they will be disturbed

will depend on alternative designs & preferred design



Jean-Louis Gaudet

From: Jean-Louis Gaudet
Sent: Thursday, February 17, 2022 5:35 PM
To: Derryroadea
Cc: Bubas, Sonya; Ryan Au; Yves Monereau
Subject: Derry Road East / Alstep Drive Class EA - Virtual Public Information Centre #2
Attachments: 202202Feb14_DerryRdEA_Notice of PIC2_FINAL.pdf

Good afternoon,

Please find attached a notice for the Derry Road East and Alstep Drive Class EA Virtual Public Information Centre #2.

Bombardier Inc., in partnership with the City of Mississauga and the Region of Peel, has initiated a Municipal Class Environmental Assessment (Class EA) study to assess existing and future road conditions on Derry Road East and Alstep Drive near Menkes Drive and Bramalea Road. The study area includes Derry Road East (a Regional Road) as well as Bramalea Road, Menkes Drive, Telford Way, Alstep Drive and Menway Court (all City roads).

A virtual PIC will be held on **Monday, February 28, 2022** from **4:30 pm to 6:00 pm**. The PIC will consist of a presentation by the project team describing the project and the study's preliminary preferred alternative designs.

The link for the virtual PIC and copy of the PIC slides and other supporting information will be available on the day of the meeting on the project website (<http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>).

Comments are invited to be submitted by **March 14, 2022** and can be sent to derryroadea@exp.com.

Kind regards,

Jean-Louis Gaudet
EXP Services Inc.

Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive

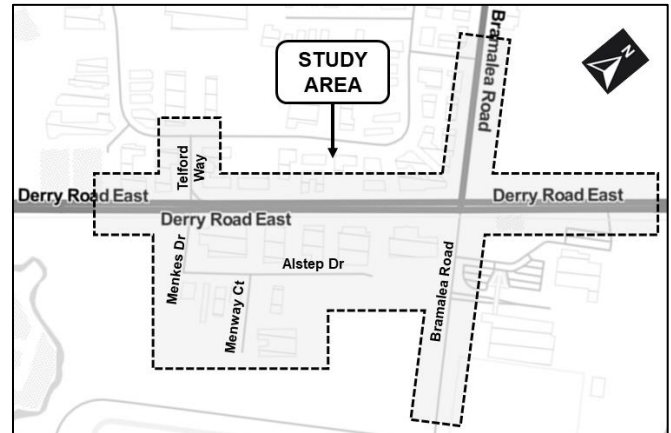
E-mail: derryroadea@exp.com

Website: <http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

Notice of Virtual Public Information Centre No. 2
Municipal Class Environmental Assessment Study
for Road Improvements near Derry Road East and Alstep Drive

(also including Bramalea Road, Menkes Drive, Telford Way, and Menway Court)

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Public participation continues to be an important part of this Class EA study. Throughout the study, the Project Team has engaged various agencies and members of the community and consider their input for any decisions that are made.

Virtual Public Information Centre: A virtual Public Information Centre (PIC) will be held on **Monday, February 28, 2022 from 4:30 pm to 6:00 pm**. The Public Information Centre will consist of a presentation by the project team describing the project and the study’s preliminary preferred alternative designs. A copy of the slides and other supporting information will be posted on the project website. Comments are invited to be submitted by **March 14, 2022**. Accessible material is available upon request.

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If you have questions or wish to be added to the project mailing list, please e-mail **derryroadea@exp.com** or contact one of the team members noted below.

<p>Yves Marie Monereau, P.Eng., PTOE, RSP Consultant Project Manager EXP Services 1595 Clark Boulevard Brampton, ON, L6T 4V1 Phone: 905-793-9800 Ext. 2336</p>	<p>Sonya Bubas, MCIP, RPP Project Manager Region of Peel 10 Peel Centre Dr., Suite B, 4th Floor Brampton, ON, L6T 4B9 Phone: 905-791-7800 Ext. 7801</p>	<p>Ryan Au, P.Eng. Project Manager City of Mississauga 201 City Centre Drive, Suite 800 Mississauga, ON, L5B 2T4 Phone: 905-615-3200 Ext.3713</p>
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During the COVID-19 public emergency, we are keeping the community safe by complying with regional and provincial guidelines, supporting physical distancing, and postponing in person public meetings. Engagement for essential and priority projects continues online paired with universally accessible methods.

Notice of Collection of Personal Information: Personal information is collected under the authority of the Environmental Assessment Act and will be used in the assessment process. With exception of personal information, all comments shall become part of the public records. Questions about this collection should be directed to the Project Manager listed above.

This notice was first issued on February 17, 2022.

Jean-Louis Gaudet

From: Barbara Simcoe <barbaras@ramafirstnation.ca>
Sent: Wednesday, February 23, 2022 9:37 AM
To: Jean-Louis Gaudet
Cc: Sharday James; Samantha Craig-Curnow
Subject: RE: Derry Road East / Alstep Drive Class EA - Virtual Public Information Centre #2



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.

Morning;

Thank you for your email you provided on February 17, 2022, regarding Derry Road East/Alstep Drive Class EA – Veritual Public Information Centre #2. We have forwarded your email to the appropriate stall for review. Rama First Nation receives numerous amounts of similar emails so it may take up to 6 months to review and process. Our preference is that your review our consultation protocol which can be found on our website www.ramafirstnation.ca which may help expedite your request.

Miigwech (thank you)
Barb Simcoe

Barbara Simcoe

Lands & Membership Manager, Lands and Membership

Chippewas of Rama First Nation

(ph) 705-325-3611, 1518

(cell)

(fax) 705-325-9664

(url) www.ramafirstnation.ca

This email is intended only for the named recipient(s) and may contain information that is privileged, confidential and/or exempt from disclosure under applicable law. No waiver of privilege, confidence or otherwise is intended by virtue of communication via the internet. Any unauthorized or copying is strictly prohibited. If you have received this e-mail in error, or are not named as a recipient, please immediately notify the sender and destroy all copies of this e-mail.

By submitting your or another individual's personal information to Chippewas of Rama First Nation, its service providers and agents, you agree and confirm your authority from such other individual, to our collection, use and disclosure of such personal information in accordance with our privacy policy.

 Please consider the environment before printing this e-mail.

From: Jean-Louis Gaudet [mailto:jeanlouis.gaudet@exp.com]
Sent: February 17, 2022 5:35 PM
To: Derryroadea <derryroadea@exp.com>
Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>; Ryan Au <ryan.au@mississauga.ca>; Yves Monereau <Yves-Marie.Monereau@exp.com>
Subject: Derry Road East / Alstep Drive Class EA - Virtual Public Information Centre #2

Good afternoon,

Please find attached a notice for the Derry Road East and Alstep Drive Class EA Virtual Public Information Centre #2.

Bombardier Inc., in partnership with the City of Mississauga and the Region of Peel, has initiated a Municipal Class Environmental Assessment (Class EA) study to assess existing and future road conditions on Derry Road East and Alstep

Drive near Menkes Drive and Bramalea Road. The study area includes Derry Road East (a Regional Road) as well as Bramalea Road, Menkes Drive, Telford Way, Alstep Drive and Menway Court (all City roads).

A virtual PIC will be held on **Monday, February 28, 2022** from **4:30 pm to 6:00 pm**. The PIC will consist of a presentation by the project team describing the project and the study's preliminary preferred alternative designs.

The link for the virtual PIC and copy of the PIC slides and other supporting information will be available on the day of the meeting on the project website (<http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>).

Comments are invited to be submitted by **March 14, 2022** and can be sent to derryroadea@exp.com.

Kind regards,

Jean-Louis Gaudet
EXP Services Inc.

Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive

E-mail: derryroadea@exp.com

Website: <http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

Jean-Louis Gaudet

From: Jean-Louis Gaudet
Sent: Monday, April 11, 2022 8:51 PM
To: mthoms@scugogfirstnation.com
Cc: msanford@scugogfirstnation.com; Yves Monereau; Bubas, Sonya; Ryan Au; Derryroadea
Subject: Derry Road East / Alstep Drive (Mississauga) Class EA - update
Attachments: 202204Apr11_Derry Alstep Class EA_M Thoms_MSIFN.pdf

Dear Mr. Thoms:

We are writing to provide you with an update on the Municipal Class Environmental Assessment (EA) for Road Improvements near Derry Road East / Alstep Drive, in Mississauga, Ontario.

We received your Consultation Form for this project on Aug. 7, 2020. Your form had indicated that your organization was interested in having access to the EA, including archaeological reports.

The attached letter provides an update on the project, including the results of the project's Stage 1 Archaeological Assessment.

For more information on the project, please visit the project website:

<http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

Regards,

Jean-Louis Gaudet



Jean-Louis Gaudet, B.Sc.

EXP | Project Coordinator

t : +1.905.525.6069, 5031 | m : +1.416.728.6261 | e : jeanlouis.gaudet@exp.com

1266 South Service Road

Unit C1-1

Stoney Creek, ON L8E 5R9

CANADA

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April 11, 2022

Mr. Michael Thoms
Community Consultation Specialist
Mississaugas of Scugog Island First Nation
22521 Island Road
Port Perry, ON L0L 1B6

By e-mail: mthoms@scugogfirstnation.com

Re: [STR02018572] **Municipal Class Environmental Assessment for Road Improvements near Derry Road East / Alstep Drive: Stage 1 Archaeological Assessment**

Dear Mr. Thoms:

We are writing to provide you with an update on the Municipal Class Environmental Assessment (EA) for Road Improvements near Derry Road East / Alstep Drive, in Mississauga, Ontario.

We received your Consultation Form for this project on Aug. 7, 2020. Your form had indicated that your organization was interested in having access to the EA, including archaeological reports.

This project is currently in Phase 4 of the EA (preparing the Environmental Study Report, or ESR). All supporting studies - including archaeological assessments - will be made available when the ESR is posted for public review. The review period will be advertised in the forthcoming Notice of Completion, which will be distributed to you and your organization.

In the meantime, we have attached for your information Figure 8 from the Stage 1 Archaeological Assessment, which depicts the project study area's Archaeological Potential. The figure shows that the vast majority of the study area is deemed to have no archaeological potential, as most of it has been previously disturbed or assessed. However, there are a few areas near the western and eastern limits that would require a Stage 2 archaeological assessment (either a test pit or pedestrian survey), if those areas were to be disturbed by the project. A Stage 2 archaeological assessment requires the archaeologist to physically survey the land to identify if there are any archaeological resources present. There is also a cemetery in the study area, known as Moore's Cemetery. If land adjacent to the cemetery were to be disturbed by the proposed works, then a Stage 3 archaeological assessment would be needed to confirm that the Moore's Cemetery burials do not extend beyond the east and west fenced limits of the cemetery. However, based on the preferred design, it is unlikely that the areas that still have archaeological potential will be disturbed.

*Mississaugas of Scugog Island First Nation
Municipal Class Environmental Assessment for Road Improvements near Derry Road East / Alstep Drive: Stage 1 Archaeological Assessment
Project Number: STR-02018572
April 11, 2022*

If you have not yet had a chance to do so, we invite you to review the slides for Public Information Centre #2 (which include the recommended alternative design) on the project website:

<http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

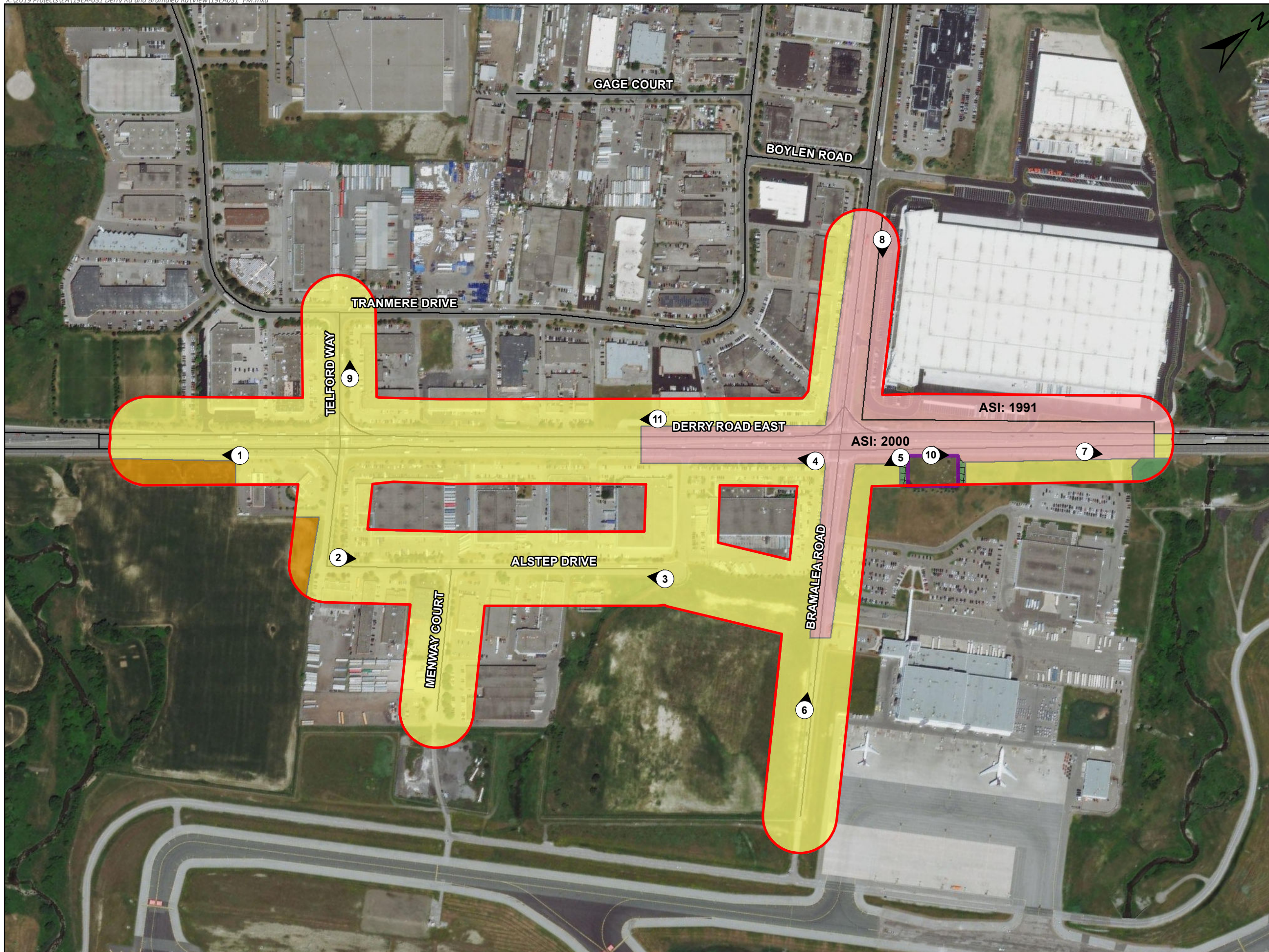
Kind regards,



Jean-Louis Gaudet
Public Consultation Lead
EXP Services
derryroadea@exp.com

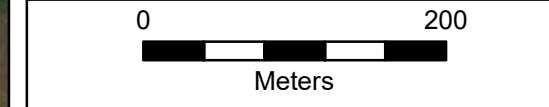
xc: Yves Marie Monereau, EXP Services Inc.
Sonya Bubas, Region of Peel
Ryan Au, City of Mississauga
Monica Sanford, Mississaugas of Scugog Island First Nation

Attachment.



	STUDY AREA
	PHOTO PLATE AND DIRECTION
	POTENTIAL: PEDESTRIAN SURVEY
	POTENTIAL: TEST PIT SURVEY
	POTENTIAL: CEMETERY
	NO POTENTIAL: DISTURBED
	STAGE 3 CEMETERY INVESTIGATION BUFFER
	PREVIOUSLY ASSESSED:

Sources: Ortho: ESRI	Projection: NAD 1983 UTM Zone 17N Scale: 1:5,000 Page Size: 11 x 17
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ASI PROJECT NO.: 19EA-031 DATE: 31-Jan-20	DRAWN BY: BW FILE: 19EA031_FM
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Providing Archaeological & Cultural Heritage Services
528 Bathurst Street Toronto, ONTARIO M5S 2P9
T 416-966-1069 F 416-966-9723 asiheritage.ca

Figure 8: Derry Road and Bramalea Road Class EA Stage 1 Result

Jean-Louis Gaudet

From: Michael Thoms <mthoms@scugogfirstnation.com>
Sent: Monday, April 11, 2022 8:52 PM
To: Jean-Louis Gaudet
Subject: Automatic reply: Derry Road East / Alstep Drive (Mississauga) Class EA - update



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.

Hello, I'll be out of the office until further notice. Please send all Consultation inquiries to consultation@scugogfirstnation.com

Jean-Louis Gaudet

From: Jean-Louis Gaudet
Sent: Monday, April 11, 2022 8:57 PM
To: consultation@scugogfirstnation.com
Cc: msanford@scugogfirstnation.com; Yves Monereau; Bubas, Sonya; Ryan Au; Derryroadea
Subject: FW: Derry Road East / Alstep Drive (Mississauga) Class EA - update
Attachments: 202204Apr11_Derry Alstep Class EA_M Thoms_MSIFN.pdf; Automatic reply: Derry Road East / Alstep Drive (Mississauga) Class EA - update

Hello,

We sent thee-mail message below and PDF letter attached to Michael Thoms, and we received the attached out of office responder.

As directed, we are forwarding the letter to consultation@scugogfirstnation.com.

Regards,

Jean-Louis Gaudet

Jean-Louis Gaudet, B.Sc.

EXP | Project Coordinator

t : +1.905.525.6069, 5031 | m : +1.416.728.6261 | e : jeanlouis.gaudet@exp.com

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From: Jean-Louis Gaudet <jeanlouis.gaudet@exp.com>
Sent: Monday, April 11, 2022 8:51 PM
To: mthoms@scugogfirstnation.com
Cc: msanford@scugogfirstnation.com; Yves Monereau <Yves-Marie.Monereau@exp.com>; Bubas, Sonya <sonya.bubas@peelregion.ca>; Ryan Au <Ryan.Au@mississauga.ca>; Derryroadea <derryroadea@exp.com>
Subject: Derry Road East / Alstep Drive (Mississauga) Class EA - update

Dear Mr. Thoms:

We are writing to provide you with an update on the Municipal Class Environmental Assessment (EA) for Road Improvements near Derry Road East / Alstep Drive, in Mississauga, Ontario.

We received your Consultation Form for this project on Aug. 7, 2020. Your form had indicated that your organization was interested in having access to the EA, including archaeological reports.

The attached letter provides an update on the project, including the results of the project's Stage 1 Archaeological Assessment.

For more information on the project, please visit the project website:

<http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

Regards,

Jean-Louis Gaudet



Jean-Louis Gaudet, B.Sc.

EXP | Project Coordinator

t : +1.905.525.6069, 5031 | m : +1.416.728.6261 | e : jeanlouis.gaudet@exp.com

1266 South Service Road

Unit C1-1

Stoney Creek, ON L8E 5R9

CANADA

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Jean-Louis Gaudet

From: Jean-Louis Gaudet
Sent: Tuesday, April 12, 2022 4:02 PM
To: Abby.LaForne@mncfn.ca
Cc: Yves Monereau; Ryan Au; Bubas, Sonya; Derryroadea
Subject: Derry Road / Alstep Drive Class EA - follow-up
Attachments: 202009Sep23_Project Notification_FN_MCFN.pdf; 202202Feb14_DerryRdEA_Notice of PIC2_FINAL.pdf; 202007Jul16_DerryRdEA_Notice Commencement and Consult_final.pdf; 202007Jul16_Notice Commencement Form_organizations.pdf

Dear Ms. LaForne,

I am writing to you with respect to the Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive, in the City of Mississauga.

As per your request to my colleague Matt Cavasin yesterday, please find attached the notices and letter that were previously sent to the Mississaugas of the Credit First Nation.

The e-mail address we had previously was Fawn.Sault@mncfn.ca, but we will use the address you provided for future notices (the next one will be the Notice of Completion).

Can you please confirm if we should continue to use Ms. Sault's e-mail address?

Regards,

Jean-Louis Gaudet

Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive

E-mail: derryroadea@exp.com

Website: <http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

Jean-Louis Gaudet

From: Derryroadea
Sent: Tuesday, April 12, 2022 4:20 PM
To: Mark.Laforme@mncfn.ca; Fawn.Sault@mncfn.ca
Cc: Bubas, Sonya; Ryan Au; Yves Monereau
Subject: FW: Derry Road / Alstep Drive Class EA - follow-up
Attachments: 202009Sep23_Project Notification_FN_MCFN.pdf; 202202Feb14_DerryRdEA_Notice of PIC2_FINAL.pdf; 202007Jul16_DerryRdEA_Notice Commencement and Consult_final.pdf; 202007Jul16_Notice Commencement Form_organizations.pdf

Dear Mr. LaForme and Ms. Sault,

I am writing to you with respect to the Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive, in the City of Mississauga.

We contacted your office yesterday to update our contact information to ensure we were sending our project to your appropriate contacts.

My colleague, Matt Cvasin, was advised that notices should be directed to Ms. Abby LaForne at Abby.LaForne@mncfn.ca, and we were requested to forward the project's past notices.

I attempted to send the notices to Ms. LaForne, but the e-mail was unable to go through.

I am forwarding you the correspondence that was sent to Ms. LaForne this afternoon, for your information (we obtained your information from the MCFN Department Contacts webpage) . Unless otherwise notified, we will continue to include you both on our stakeholder list for future notifications (note: Ms. Sault was already on our contact list).

Thank you,

Jean-Louis

Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive

E-mail: derryroadea@exp.com

Website: <http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

From: Jean-Louis Gaudet <jeanlouis.gaudet@exp.com>
Sent: Tuesday, April 12, 2022 4:02 PM
To: Abby.LaForne@mncfn.ca

Cc: Yves Monereau <Yves-Marie.Monereau@exp.com>; Ryan Au <Ryan.Au@mississauga.ca>; Bubas, Sonya <sonya.bubas@peelregion.ca>; Derryroadea <derryroadea@exp.com>

Subject: Derry Road / Alstep Drive Class EA - follow-up

Dear Ms. LaForne,

I am writing to you with respect to the Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive, in the City of Mississauga.

As per your request to my colleague Matt Cavasin yesterday, please find attached the notices and letter that were previously sent to the Mississaugas of the Credit First Nation.

The e-mail address we had previously was Fawn.Sault@mncfn.ca, but we will use the address you provided for future notices (the next one will be the Notice of Completion).

Can you please confirm if we should continue to use Ms. Sault's e-mail address?

Regards,

Jean-Louis Gaudet

**Municipal Class Environmental Assessment Study
for Road Improvements near Derry Road East and Alstep Drive**

E-mail: derryroadea@exp.com

Website: <http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

Jean-Louis Gaudet

From: Jean-Louis Gaudet
Sent: Tuesday, April 12, 2022 1:51 PM
To: consultation@alderville.ca
Cc: Yves Monereau; Bubas, Sonya; Ryan Au; Derryroadea
Subject: Derry Road / Alstep Drive Class EA - follow-up
Attachments: 202202Feb14_DerryRdEA_Notice of PIC2_FINAL.pdf; 202007Jul16_DerryRdEA_Notice Commencement and Consult_final.pdf; 202007Jul16_Notice Commencement Form_organizations.pdf

Good afternoon Mr. Simpson,

I am writing to you with respect to the Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive, in the City of Mississauga.

As per your request to my colleague Matt Cavasin yesterday, please find attached the notices that were previously sent to the Alderville First Nation.

The e-mail address we had previously was dsimpson@alderville.ca, but we will use the address you provided for future notices (the next one will be the Notice of Completion).

Regards,

Jean-Louis Gaudet

Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive

E-mail: derryroadea@exp.com

Website: <http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

Jean-Louis Gaudet

From: Jean-Louis Gaudet
Sent: Tuesday, April 12, 2022 4:24 PM
To: Jl.porte@georginaisland.com
Cc: Yves Monereau; Bubas, Sonya; Ryan Au; Derryroadea
Subject: Derry Road / Alstep Drive Class EA - follow-up
Attachments: 202202Feb14_DerryRdEA_Notice of PIC2_FINAL.pdf; 202007Jul16_DerryRdEA_Notice Commencement and Consult_final.pdf; 202007Jul16_Notice Commencement Form_organizations.pdf

Good afternoon, Mr. Porte,

I am writing to you with respect to the Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive, in the City of Mississauga.

As per your request to my colleague Matt Cavasin yesterday, please find attached the notices that were previously sent to the Chippewas of Georgina Island.

The e-mail address we previously used was sylvia.mccue@georginaisland.com, but we will use the address you provided for future notices (the next one will be the Notice of Completion).

In addition, we will continue to use the mailing address of R.R.#2 Box N-13, Sutton West, ON, L0E 1R0, but addressed to you.

Regards,

Jean-Louis Gaudet

Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive

E-mail: derryroadea@exp.com

Website: <http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

Jean-Louis Gaudet

From: Jean-Louis Gaudet
Sent: Tuesday, April 12, 2022 3:52 PM
To: JulieK@curvelake.ca
Cc: Yves Monereau; Bubas, Sonya; Ryan Au; Derryroadea
Subject: Derry Road / Alstep Drive Class EA - follow-up
Attachments: 202009Sep23_Project Notification_FN_MCFN.pdf; 202202Feb14_DerryRdEA_Notice of PIC2_FINAL.pdf; 202007Jul16_DerryRdEA_Notice Commencement and Consult_final.pdf; 202007Jul16_Notice Commencement Form_organizations.pdf

Dear Ms. Kapyrka,

I am writing to you with respect to the Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive, in the City of Mississauga.

As per your request to my colleague Matt Cavasin yesterday, please find attached the notices and letter that were previously sent to the Curve Lake First Nation.

The e-mail address we had previously was JulieK@curvelake.ca, but we will use the address you provided for future notices (the next one will be the Notice of Completion).

In addition, we will continue to use the mailing address of 22 Winookeedaa Road, Curve Lake, Ontario K0L 1R0.

Regards,

Jean-Louis Gaudet

Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive

E-mail: derryroadea@exp.com

Website: <http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

Jean-Louis Gaudet

From: Jean-Louis Gaudet
Sent: Tuesday, April 12, 2022 3:57 PM
To: JulieK@curvelake.ca
Cc: Yves Monereau; Bubas, Sonya; Ryan Au; Derryroadea
Subject: RE: Derry Road / Alstep Drive Class EA - follow-up

Dear Ms. Kapyrka,

My apologies – I accidentally attached a letter that was not addressed to the Curve Lake First Nation.

You may disregard that letter, but the other notices attached are for your organization.

Regards (and apologies again for the confusion!),

Jean-Louis

Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive

E-mail: derryroadea@exp.com

Website: <http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

From: Jean-Louis Gaudet
Sent: Tuesday, April 12, 2022 3:52 PM
To: JulieK@curvelake.ca
Cc: Yves Monereau <Yves-Marie.Monereau@exp.com>; Bubas, Sonya <sonya.bubas@peelregion.ca>; Ryan Au <Ryan.Au@mississauga.ca>; Derryroadea <derryroadea@exp.com>
Subject: Derry Road / Alstep Drive Class EA - follow-up

Dear Ms. Kapyrka,

I am writing to you with respect to the Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive, in the City of Mississauga.

As per your request to my colleague Matt Cavasin yesterday, please find attached the notices and letter that were previously sent to the Curve Lake First Nation.

The e-mail address we had previously was JulieK@curvelake.ca, but we will use the address you provided for future notices (the next one will be the Notice of Completion).

In addition, we will continue to use the mailing address of 22 Winookeedaa Road, Curve Lake, Ontario K0L 1R0.

Regards,

Jean-Louis Gaudet

**Municipal Class Environmental Assessment Study
for Road Improvements near Derry Road East and Alstep Drive**

E-mail: derryroadea@exp.com

Website: <http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

Jean-Louis Gaudet

From: Jean-Louis Gaudet
Sent: Tuesday, April 12, 2022 5:15 PM
To: Julie Kapyrka
Subject: RE: Derry Road / Alstep Drive Class EA - follow-up

Hi Julie,

My apologies – I erred in my choice of words.

My colleague was contacting the various First Nation organizations on our contact list for this Class EA to make sure we had up-to-date contact information for notices.

He just confirmed with me that was not speaking with you, but rather your information was provided as the appropriate contact when he called the Curve Lake First Nation's office.

My apologies for alarming you unnecessarily.

If this Class EA is not of interest to your organization, please confirm - we can note this and remove you from our contact list.

Regards,

Jean-Louis

Jean-Louis Gaudet, B.Sc.

EXP | Project Coordinator

t : +1.905.525.6069, 5031 | m : +1.416.728.6261 | e : jeanlouis.gaudet@exp.com

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From: Julie Kapyrka <JulieK@curvelake.ca>
Sent: Tuesday, April 12, 2022 4:48 PM
To: Jean-Louis Gaudet <jeanlouis.gaudet@exp.com>
Subject: RE: Derry Road / Alstep Drive Class EA - follow-up



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.

Aaniin Jean-Louis,

I believe you may have me mixed up with someone else. I do not know a Matt Cavasin.

Who are you referring to below who is suggesting another e-mail address for me?

Furthermore, the City of Mississauga is not in Curve Lake First Nation's treaty territories.

Can you please provide some context here? I am concerned someone may be speaking "for me." – As it is not I who you are referring to below.

Miigwech.

Kind regards,



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

From: Jean-Louis Gaudet <jeanlouis.gaudet@exp.com>

Sent: April 12, 2022 3:52 PM

To: Julie Kapyrka <JulieK@curvelake.ca>

Cc: Yves Monereau <Yves-Marie.Monereau@exp.com>; Bubas, Sonya <sonya.bubas@peelregion.ca>; Ryan Au <Ryan.Au@mississauga.ca>; Derryroadea <derryroadea@exp.com>

Subject: Derry Road / Alstep Drive Class EA - follow-up

Dear Ms. Kapyrka,

I am writing to you with respect to the Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive, in the City of Mississauga.

As per your request to my colleague Matt Cavasin yesterday, please find attached the notices and letter that were previously sent to the Curve Lake First Nation.

The e-mail address we had previously was JulieK@curvelake.ca, but we will use the address you provided for future notices (the next one will be the Notice of Completion).

In addition, we will continue to use the mailing address of 22 Winookeedaa Road, Curve Lake, Ontario K0L 1R0.

Regards,

Jean-Louis Gaudet

Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive

E-mail: derryroadea@exp.com

Website: <http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

Jean-Louis Gaudet

From: Abby LaForme <Abby.LaForme@mncfn.ca>
Sent: Thursday, April 14, 2022 9:27 AM
To: Derryroadea; Yves Monereau
Cc: sonya.bubas@peelregion.ca; Ryan.Au@mississauga.ca; Mark LaForme; Adam LaForme
Subject: RE: Derry Road / Alstep Drive Class EA - follow-up
Attachments: Response Letter to Derry Road East Improvements, April 13, 2022.pdf

Good Morning,

Please see attached letter. At this time MCFN DOCA has no concerns or comments.
Please keep MCFN DOCA informed of any new information that may arise with the Municipal Class EA Study Improvements- Derry Road East 7 Alstep Drive Project, which is located in Mississauga.

Thank you

Abby LaForme,
Acting Consultation Coordinator



Mississaugas of the Credit First Nation (MCFN)
Department of Consultation & Accommodation (DOCA)
4065 Highway 6, Hagersville, ON N0A 1H0
Ph: (905) 768 – 4260
Email: Abby.LaForme@mncfn.ca

From: Derryroadea [mailto:derryroadea@exp.com]
Sent: Thursday, April 14, 2022 8:21 AM
To: Abby LaForme <Abby.LaForme@mncfn.ca>
Cc: sonya.bubas@peelregion.ca; Ryan.Au@mississauga.ca; Yves Monereau <Yves-Marie.Monereau@exp.com>; Mark LaForme <Mark.LaForme@mncfn.ca>; Derryroadea <derryroadea@exp.com>
Subject: RE: Derry Road / Alstep Drive Class EA - follow-up

Hi Abby,

Thank you so much for following up.

And I see now that the reason my April 12th e-mail did not reach you was due to a typo.

I have updated our stakeholder list to correct the spelling of your last name and e-mail address.

Regards,

Jean-Louis

Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive

E-mail: derryroadea@exp.com

Website: <http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

From: Abby LaForme <Abby.LaForme@mncfn.ca>

Sent: Wednesday, April 13, 2022 9:04 AM

To: Derryroadea <derryroadea@exp.com>

Cc: sonya.bubas@peelregion.ca; Ryan.Au@mississauga.ca; Yves Monereau <Yves-Marie.Monereau@exp.com>; Mark LaForme <Mark.LaForme@mncfn.ca>

Subject: RE: Derry Road / Alstep Drive Class EA - follow-up

Good Morning,

My name is Abby LaForme, the Acting Consultation Coordinator for the Mississaugas of the Credit First Nation (MCFN), Department of Consultation and Accommodation (DOCA). I have been with MCFN DOCA for the last 3 years and have worked closely with Fawn Sault. So with that, I am very familiar with the consultation process.

Thank you for contacting MCFN DOCA for Consultation. I will review Attached documentation for Derry Road/ Alstep Drive Class EA and have a response for you by the end of the day.

Thank you



Abby LaForme,
Acting Consultation Coordinator



Mississaugas of the Credit First Nation (MCFN)
Department of Consultation & Accommodation (DOCA)
4065 Highway 6, Hagersville, ON N0A 1H0
Ph: (905) 768 – 4260
Email: Abby.LaForme@mncfn.ca

From: Derryroadea <derryroadea@exp.com>

Sent: Tuesday, April 12, 2022 4:20 PM

To: Mark LaForme <Mark.LaForme@mncfn.ca>; Fawn Sault <Fawn.Sault@mncfn.ca>

Cc: Bubas, Sonya <sonya.bubas@peelregion.ca>; Ryan Au <Ryan.Au@mississauga.ca>; Yves Monereau <Yves-Marie.Monereau@exp.com>

Subject: FW: Derry Road / Alstep Drive Class EA - follow-up

Dear Mr. LaForme and Ms. Sault,

I am writing to you with respect to the Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive, in the City of Mississauga.

We contacted your office yesterday to update our contact information to ensure we were sending our project to your appropriate contacts.

My colleague, Matt Cavasin, was advised that notices should be directed to Ms. Abby LaForne at Abby.LaForne@mncfn.ca, and we were requested to forward the project's past notices.

I attempted to send the notices to Ms. LaForne, but the e-mail was unable to go through.

I am forwarding you the correspondence that was sent to Ms. LaForne this afternoon, for your information (we obtained your information from the MCFN Department Contacts webpage) . Unless otherwise notified, we will continue to include you both on our stakeholder list for future notifications (note: Ms. Sault was already on our contact list).

Thank you,

Jean-Louis

Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive

E-mail: derryroadea@exp.com

Website: <http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

From: Jean-Louis Gaudet <jeanlouis.gaudet@exp.com>

Sent: Tuesday, April 12, 2022 4:02 PM

To: Abby.LaForne@mncfn.ca

Cc: Yves Monereau <Yves-Marie.Monereau@exp.com>; Ryan Au <Ryan.Au@mississauga.ca>; Bubas, Sonya <sonya.bubas@peelregion.ca>; Derryroadea <derryroadea@exp.com>

Subject: Derry Road / Alstep Drive Class EA - follow-up

Dear Ms. LaForne,

I am writing to you with respect to the Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive, in the City of Mississauga.

As per your request to my colleague Matt Cavasin yesterday, please find attached the notices and letter that were previously sent to the Mississaugas of the Credit First Nation.

The e-mail address we had previously was Fawn.Sault@mncfn.ca, but we will use the address you provided for future notices (the next one will be the Notice of Completion).

Can you please confirm if we should continue to use Ms. Sault's e-mail address?

Regards,

Jean-Louis Gaudet

**Municipal Class Environmental Assessment Study
for Road Improvements near Derry Road East and Alstep Drive**

E-mail: derryroadea@exp.com

Website: <http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

April 14, 2022

Yves Marie Monereau,
Consultant Project Manager
EXP Services
1595 Clark Boulevard,
Brampton, ON
L6T 4V1

Dear Yves Marie Monereau,

We are the Mississaugas of the Credit First Nation (MCFN), the descendants of the Mississaugas of the River Credit. Our traditional territory extends from the Rouge River Valley in the east, across to the headwaters of the Thames River, down to Long Point on Lake Erie, and back along the shores of Lake Erie, the Niagara River, and Lake Ontario to the Rouge River Valley. It encompasses present-day London, Hamilton, and Toronto, as well as our communal lands. Our traditional territory has defined and sustained us as a First Nation for countless generations, and must continue to do so for all our generations to come.

Thank you for your notification on *Municipal Class EA Study Road Improvements- Derry Road East & Alstep Drive, Mississauga* dated February 17, 2022. The Mississaugas of the Credit First Nation (MCFN) has various treaty rights across its traditional territory, including the area contemplated by your project. For further information, please see our website, <http://www.newcreditfirstnation.com/>. MCFN continues to exercise treaty rights which include, but are not limited to, rights to harvest, fish, trap and gather species of plants, animals and insects for any purpose including food, social, ceremonial, trade and exchange purposes. The MCFN also has the right to use the water and resources from the rivers, creeks and lands across the MCFN traditional territory.

At this time, MCFN *does not* have a high level of concern regarding the proposed project and therefore, by way of this letter, approves the continuation of this project. However, MCFN requests that you continue to notify us about the status of the project.



In addition, we respectfully ask you to immediately notify us if there are any changes to the project as they may impact MCFN's interests and that you please provide us with a copy of all associated environmental and archaeology reports. This includes, but is not limited to changes related to the scope of work and expected archaeological and environmental impacts.

Additionally, MCFN employs Field Liaison Representatives (“FLRs”) to act as official representatives of the community and who are answerable to MCFN Chief and Council through the Department of Consultation and Accommodation. The FLRs’ mandate is to ensure that MCFN’s perspectives and priorities are considered in the field and to enable MCFN to provide timely, relevant, and meaningful comment on the Project. Therefore, **it is MCFN policy that FLRs are on location whenever any fieldwork for environmental and/or archaeological assessments are undertaken.** It is expected that the proponent will cover the costs of this FLR participation in the fieldwork. Please also provide the contact information of the person, or consultant, in charge of organizing this work so they may facilitate the participation of the MCFN FLRs.

Nothing in this letter shall be construed as to affect the Aboriginal or Treaty rights and hence shall not limit any consultation and accommodation owed to MCFN by the Crown or any proponent, as recognized by section 35 of the Constitution Act, 1982.

MCFN reserves the right in relation to any development project or decision, to decide whether it supports a project and to: comment to regulators, participate in regulatory processes and hearings, seek intervener funding or status, or to challenge and seek remedies through the courts.

MCFN expects all proponents to act according to the following best practices:

- Engage early in the planning process, before decisions are made
- Provide information in meaningful and understandable formats.
- Convey willingness to transparently describe the project and consider any MCFN concerns.
- Recognize the significance of cultural activities and traditional practices of the MCFN
- Demonstrate a respect for MCFN knowledge and uses of land and resources.
- Understand the importance of youth and elders in First Nation communities.
- Act with honour, openness, transparency and respect.
- Be prepared to listen and allow time for meaningful discussion.



DEPARTMENT OF CONSULTATION AND ACCOMMODATION

Mississaugas of the Credit First Nation
4065 Hwy #6, Hagersville, Ontario NOA 1H0



Phone: (905) 768-4260



Sincerely,



Abby LaForme
Acting Consultation Coordinator
MCFN Department of Consultation and Accommodation

cc – Mark LaForme; Director, Department of Consultation and Accommodation

cc- Adam LaForme; Archaeological Operations Supervisor

cc- Sonya Bubas; Project Manager, Region of Peel

cc- Ryan Au; Project Manager, City of Mississauga



DEPARTMENT OF CONSULTATION AND ACCOMMODATION

Mississaugas of the Credit First Nation
4065 Hwy #6, Hagersville, Ontario NOA 1H0



Phone: (905) 768-4260



*Municipal Class Environmental Assessment for
Road Improvements near Derry Road East and Alstep Drive:
Environmental Study Report*

Appendix B10: Correspondence - Public

Jean-Louis Gaudet

From: Jean-Louis Gaudet
Sent: Thursday, July 16, 2020 6:15 PM
To: Derryroadea
Subject: Road EA near Derry Rd & Alstep Dr - Notice of Commencement & Invitation for Public Comment
Attachments: 202007Jul16_DerryRdEA_Notice Commencement and Consult_final.pdf; 202007Jul16_Notice Commencement Form_organizations.pdf

Good afternoon,

Please find attached the Notice of Study Commencement & Invitation for Public Comment for the Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive.

Also attached is a consultation form to help you advise the project team whether you wish to be kept informed about this project and of any specific project-related interests you may have.

About this Project:

Bombardier Inc. is partnering with the City of Mississauga and the Region of Peel to initiate this Class EA study to assess existing and future road conditions on Derry Road East and Alstep Drive near Menkes Drive and Bramalea Road. The study will include Derry Road East (a Regional Road) as well as Bramalea Road, Menkes Drive, Telford Way, Alstep Drive and Menway Court (all City roads).

Online Consultation:

Materials presenting the problem / opportunity statement, background information, and the identification and evaluation of alternative solutions will be posted online by July 28, 2020 for public review and comment. Comments are invited to be submitted by August 11, 2020. The project website address is: <http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>.

If you have questions or wish to be added to the project mailing list, please e-mail derryroadea@exp.com.

Regards,

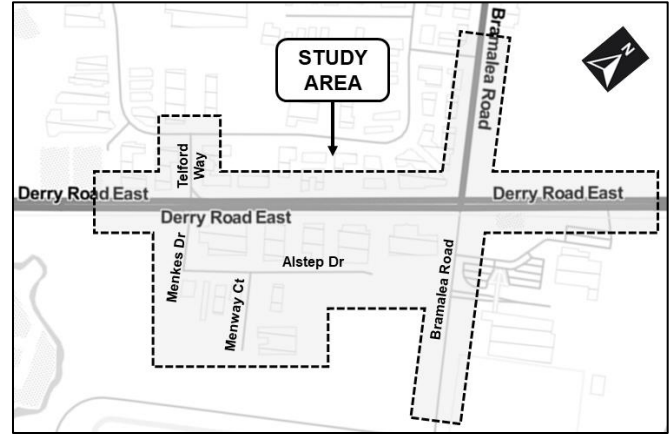
Jean-Louis



Jean-Louis Gaudet, B.Sc.
EXP | Project Coordinator

Notice of Study Commencement & Invitation for Public Comment
Municipal Class Environmental Assessment Study
for Road Improvements near Derry Road East and Alstep Drive

Bombardier Inc. is partnering with the City of Mississauga and the Region of Peel to initiate a Municipal Class Environmental Assessment (Class EA) study to assess existing and future road conditions on Derry Road East and Alstep Drive near Menkes Drive and Bramalea Road. The study will include Derry Road East (a Regional Road) as well as Bramalea Road, Menkes Drive, Telford Way, Alstep Drive and Menway Court (all City roads).



The Class EA study will examine how traffic operates on these roadways now and in the future and identify how best to manage issues related to roadway safety and traffic operations as well as service a variety of users such as motorists, transit users, pedestrians and cyclists.

The study will be conducted as a “Schedule C” project under the Municipal Class Environmental Assessment (October 2000, amended 2015), which is approved under the *Ontario Environmental Assessment Act*. Through this Class EA process, the Project Team will evaluate alternative solutions and designs to select a recommended design, all in consultation with the public and regulatory agencies. An Environmental Study Report (ESR) documenting the entire study process will be available for public review at the end of the study.

Public participation will be an important part of this Class EA study. Throughout the study, the Project Team will engage various agencies and members of the community and consider their input for any decisions that are made.

Invitation for Public Comment: Materials presenting the problem / opportunity statement, background information, and the identification and evaluation of alternative solutions will be posted online by **July 28, 2020** for public review and comment. Comments are invited to be submitted by **August 11, 2020**. Accessible material available upon request.

During the COVID-19 public emergency, we are keeping the community safe by complying with regional and provincial guidelines, supporting physical distancing, and postponing in person public meetings. Engagement for essential and priority projects continues online paired with universally accessible methods.

The project information is available for review and download at the following webpage:

<http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

If you have questions or wish to be added to the project mailing list, please e-mail **derryroadea@exp.com** or contact one of the team members noted below.

<p>Yves Marie Monereau, P.Eng., PTOE, RSP Consultant Project Manager EXP Services 1595 Clark Boulevard Brampton, ON, L6T 4V1 Phone: 905-793-9800 Ext. 2336</p>	<p>Sonya Bubas, MCIP, RPP Region of Peel Project Manager Region of Peel 10 Peel Centre Dr., Suite B, 4th Floor Brampton, ON L6T 4B9 Phone: 905-791-7800 Ext. 7801</p>	<p>Gino Dela Cruz, P.Eng. City of Mississauga Project Manager City of Mississauga 201 City Centre Drive, Suite 800 Mississauga, Ontario L5B 2T4 Phone: 905-615-3200 Ext.8769</p>
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This notice signals the commencement of the Class EA, a study which will define the problem and/or opportunity, identify and evaluate alternative solutions, and determine a preferred design in consultation with regulatory agencies and the public. The study is being undertaken in accordance with the planning and design process for Schedule ‘C’ projects, as outlined in the Municipal Class Environmental Assessment” document (October 2000, amended in 2015), which is approved under the Ontario Environmental Assessment Act.

Notice of Collection of Personal Information: Personal information is collected under the authority of the Environmental Assessment Act and will be used in the assessment process. With exception of personal information, all comments shall become part of the public records. Questions about this collection should be directed to the Project Manager listed above.

This notice was first issued on July 16, 2020



Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive

Consultation Form

Organization	
Contact Name:	
Title:	
Mailing address:	
E-mail Address:	
Phone/Fax:	

<input checked="" type="checkbox"/>	Please Check All Responses Below That Apply:
<input type="checkbox"/>	Our organization does not require any further involvement in this study
<input type="checkbox"/>	Please keep us informed throughout the project
<input type="checkbox"/>	Our organization's area of interest for this project includes (please indicate, if applicable):

Please email, mail or fax this form back to:

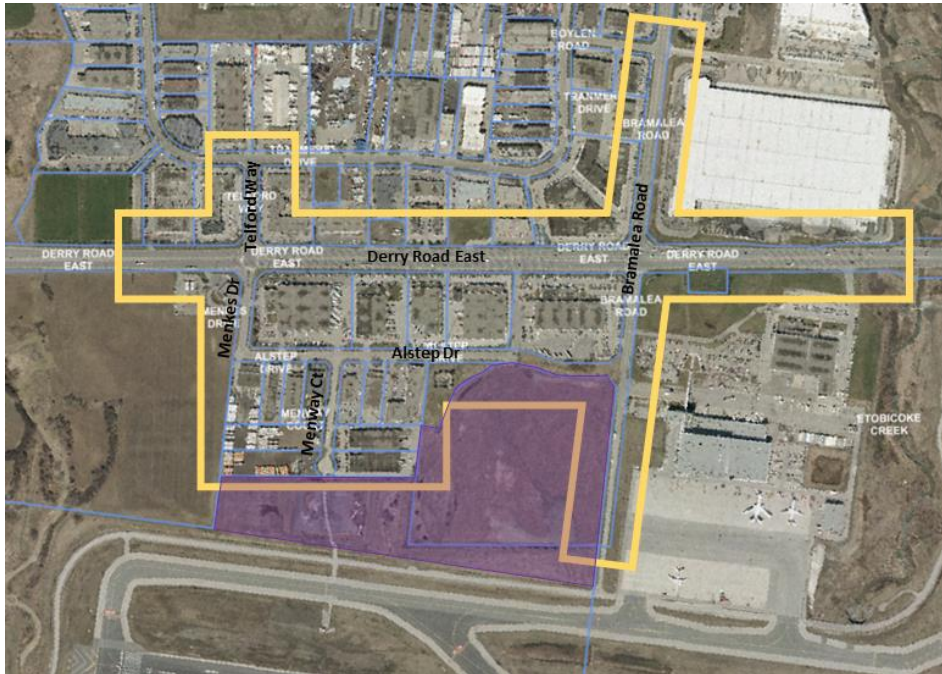
derryroadea@exp.com

Yves Monereau
Consultant Project Manager
EXP Services
1595 Clark Boulevard, Brampton, ON, L6T 4V1

Fax: (905) 793-0641

Derry Road / Alstep Drive Class EA - Notice of Commencement Hand Delivery

Study Area (Distribution Area)



Jean-Louis Gaudet

From: [REDACTED]
Sent: Thursday, July 16, 2020 1:48 PM
To: Derryroadea
Subject: Derry road

Follow Up Flag: Follow up
Flag Status: Flagged

Good day,

Just a few suggestions regarding this stretch of Derry road:


- Install read light cameras on Derry road at Menkes and Telford.
- Add right turn lanes at Menkes and Telford to turn onto Derry.
- Place an advanced left turn arrow at Menkes and Telford for cars turning onto Derry.

Just a few thoughts, thank you for your time.

Best regards,



Jean-Louis Gaudet

From: 
Sent: Thursday, August 20, 2020 6:36 PM
To: Derryroadea
Subject: Derry Road East and Alstep Drive Road Improvements

Hi,

For the options of widening the roads and extending Alstep drive, will this ensure multi-use trails will remain on all these roads?

--



Jean-Louis Gaudet

From: Derryroadea
Sent: Friday, September 11, 2020 1:38 PM
To: Derryroadea; [REDACTED]
Subject: RE: Derry Road East and Alstep Drive Road Improvements

Hello again,

Our apologies – In our previous e-mail, we incorrectly referred to a “Derry Road” extension. The sentence should have read:

“In addition, a sidewalk would be included along the **Alstep Drive** extension as well.”

Regards,

Yves Monereau, EXP Services Inc.
Jean-Louis Gaudet, EXP Services Inc.

Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive

E-mail: derryroadea@exp.com

Website: <http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

From: Derryroadea
Sent: Friday, September 11, 2020 10:43 AM
To: [REDACTED]
Subject: RE: Derry Road East and Alstep Drive Road Improvements

Hello, and thank you for your e-mail.

The multi-use trail along Derry Road and all pedestrian sidewalks would remain.

In addition, a sidewalk would be included along the Derry Road extension as well.

Regards,

Yves Monereau, EXP Services Inc.
Jean-Louis Gaudet, EXP Services Inc.



September 23, 2020

NAME
ADDRESS 1
ADDRESS 2
CITY, PROV POSTAL CODE

Re: Municipal Class Environmental Assessment for Road Improvements near Derry Road East / Alstep Drive

Dear property owner:

We are writing you to advise of the Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive. While the Notice of Study Commencement and Invitation for Public Comment was hand-delivered to properties within the project study area, we are sending you this notification as owner of one of those properties.

Please find attached a copy of the Notice of Study Commencement and Invitation for Public Comment and a consultation form for this Class EA. Bombardier Inc. is partnering with the City of Mississauga and the Region of Peel to initiate a Municipal Class Environmental Assessment (Class EA) study to assess existing and future road conditions on Derry Road East and Alstep Drive near Menkes Drive and Bramalea Road. The study will include Derry Road East (a Regional Road) as well as Bramalea Road, Menkes Drive, Telford Way, Alstep Drive and Menway Court (all City roads).

The project is currently in Phase 3, which is the development of Alternative Designs for the preferred solution. The preferred solution for this project includes:

- The improvement of operations at the intersections of Derry Road East with Menkes Drive and Bramalea Road, including geometric and operational improvements. The alternative designs for these local improvements will be developed in Phase 3.
- Application of Transportation Demand Management (TDM) measures to help the redistribution of demand and reduce the overall traffic capacity peaks. Implementation of TDM in the Phase 3 Alternative Designs will include any available future transit infrastructure plans for the area.
- The extension of Alstep Drive eastward to Bramalea Road. This will provide an additional route option for commuters to fulfill the City's original intent for the area, as depicted by the existing road allowance. Alternative designs for the extension will be undertaken in Phase 3.

Information on this project is found on the project webpage: <http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>. While the official commenting period is closed for the materials posted online July 28, 2020, you are able to provide comments throughout the Class EA process. You may direct your reply and any questions or comments you may have to the project e-mail address (derryroadea@exp.com) or by contacting either of the undersigned below.

Regards,



Yves Marie Monereau, P.Eng., PTOE, RSP
Consultant Project Manager
EXP Services
1595 Clark Boulevard
Brampton, ON L6T 4V1
(905) 793-9800 Ext. 2336
yves-marie.monereau@exp.com



Jean-Louis Gaudet
Public Consultation Lead
EXP Services
1266 South Service Road, Suite C1-1
Stoney Creek, ON L8E 5R9
(905) 573-4000 Ext. 5031
jeanlouis.gaudet@exp.com

attachments:

Notice of Study Commencement and Invitation for Public Comment
Consultation Form

Jean-Louis Gaudet

From: [REDACTED]
Sent: Monday, September 28, 2020 9:45 AM
To: Derryroadea
Subject: consultation form
Attachments: 2020_09_28_09_43_30.pdf



**Municipal Class Environmental Assessment Study
for Road Improvements near
Derry Road East and Alstep Drive**

Consultation Form

Organization

Contact Name:

Title:

Mailing address:

E-mail Address:

Phone/Fax:



<input checked="" type="checkbox"/>	Please Check All Responses Below That Apply:
<input type="checkbox"/>	Our organization does not require any further involvement in this study
<input checked="" type="checkbox"/>	Please keep us informed throughout the project
	Our organization's area of interest for this project includes (please indicate, if applicable): <i>traffic flow disruption, road and lane restrictions, road closures, traffic congestion, length of time to complete projects</i>

Please email, mail or fax this form back to:

derryroadea@exp.com

Yves Monereau
Consultant Project Manager
EXP Services
1595 Clark Boulevard, Brampton, ON, L6T 4V1

Fax: (905) 793-0641



Jean-Louis Gaudet

From: [REDACTED]
Sent: Friday, October 2, 2020 11:32 AM
To: Derryroadea
Subject: Derry Road/Alstep Traffic
Attachments: Derry-Alstep Traffic.pdf

Please see attached consultation form.

We are concerned about traffic volumes and its effect on our property on West side of Menkes Drive.

Improvements will be required at Intersection of Derry Road and Menkes Drive.

Thank you.





**Municipal Class Environmental Assessment Study
for Road Improvements near
Derry Road East and Alstep Drive**

Consultation Form

Organization		
Contact Name:		
Title:		
Mailing address:		
E-mail Address:		
Phone/Fax:		

<input checked="" type="checkbox"/>	Please Check All Responses Below That Apply:
	Our organization does not require any further involvement in this study
<input checked="" type="checkbox"/>	Please keep us informed throughout the project
<input checked="" type="checkbox"/>	Our organization's area of interest for this project includes (please indicate, if applicable): <i>Traffic - Intersection Improvements at Derry/McIntosh required volume</i>

Please email, mail or fax this form back to:

derryroadea@exp.com

Yves Monereau
Consultant Project Manager
EXP Services
1595 Clark Boulevard, Brampton, ON, L6T 4V1

Fax: (905) 793-0641

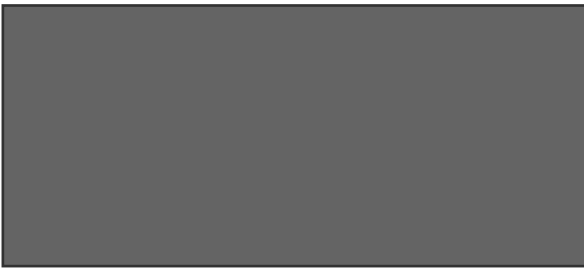


Jean-Louis Gaudet

From: [REDACTED]
Sent: Sunday, October 4, 2020 12:34 PM
To: Derryroadea
Cc: [REDACTED]
Subject: Bombardier Lands in Mississauga

Greetings, hope everyone is safe and well during these unprecedented times. The union representing the workers of Bombardier is asking to be included in all emails and updates to the Land at 1890 Alstep Drive Mississauga. And if there are any rezoning applications since May 2019 from E2-70.

Thank you in advance for your support in keeping us all informed.





**Municipal Class Environmental Assessment Study
for Road Improvements near
Derry Road East and Alstep Drive**

Consultation Form

Organization

Contact Name:

Title:

Mailing address:

E-mail Address:

Phone/Fax:

<input checked="" type="checkbox"/>	Please Check All Responses Below That Apply:
<input checked="" type="checkbox"/>	Our organization does not require any further involvement in this study
<input type="checkbox"/>	Please keep us informed throughout the project
<input type="checkbox"/>	Our organization's area of interest for this project includes (please indicate, if applicable): <i>We no longer own these premises.</i>




Please email, mail or fax this form back to:

derryroadea@exp.com

Yves Monereau
Consultant Project Manager
EXP Services
1595 Clark Boulevard, Brampton, ON, L6T 4V1


Fax: (905) 793-0641

Jean-Louis Gaudet

From: 
Sent: Friday, October 16, 2020 1:03 PM
To: Derryroadea
Subject: 
Attachments: 

Please see attached.

Thanks,





**Municipal Class Environmental Assessment Study
for Road Improvements near
Derry Road East and Alstep Drive**

Consultation Form

Organization
Contact Name:
Title:
Mailing address
E-mail Address:
Phone/Fax:



<input checked="" type="checkbox"/>	Please Check All Responses Below That Apply:
<input type="checkbox"/>	Our organization does not require any further involvement in this study
<input checked="" type="checkbox"/>	Please keep us informed throughout the project
	Our organization's area of interest for this project includes (please indicate, if applicable): <i>- Δ to property lines @ Our Boundary</i> <i>- DEVELOPMENT BETWEEN [REDACTED] @ GTAA</i> <i>LAWP</i>

Please email, mail or fax this form back to:

derryroadea@exp.com

Yves Monereau
 Consultant Project Manager
 EXP Services
 1595 Clark Boulevard, Brampton, ON, L6T 4V1

Fax: (905) 793-0641



Jean-Louis Gaudet

From: Jean-Louis Gaudet
Sent: Wednesday, January 13, 2021 4:24 PM
To: [REDACTED]
Cc: Derryroadea; Yves Monereau; James Lambie
Subject: Bombardier Development and the Derry Road / Alstep Class EA - Notice of Commencement
Attachments: 202007Jul10_DerryRdEA_Notice Commencement and Consult_final_rev.pdf

Hi [REDACTED]

It was a pleasure speaking with you today regarding the Bombardier development and the related Derry Road / Alstep Class EA to support the required road improvements.

As discussed, I am attaching for your information a copy of the notice of commencement and consultation that went out this summer. It includes a link to the project webpage on the Region's website, where you can find information that was presented to the public about the Phase 2 of the Class EA process.

I will add your e-mail addresses to our stakeholder contact list, to ensure you receive future EA notices in your inbox.

Regards,

Jean-Louis



Jean-Louis Gaudet, B.Sc.

EXP | Project Coordinator

t : +1.905.525.6069, 5031 | m : +1.416.728.6261 | e : jeanlouis.gaudet@exp.com

1266 South Service Road

Unit C1-1

Stoney Creek, ON L8E 5R9

CANADA

exp.com | [legal disclaimer](#)

keep it green, read from the screen

Jean-Louis Gaudet

From: [REDACTED]
Sent: Wednesday, January 13, 2021 8:34 PM
To: Jean-Louis Gaudet; [REDACTED]
Cc: Derryroadea; Yves Monereau; James Lambie; [REDACTED]
Subject: RE: Bombardier Development and the Derry Road / Alstep Class EA - Notice of Commencement

Adding in [REDACTED] in the cc field both are [REDACTED] Location.

Regards,
[REDACTED]

From: Jean-Louis Gaudet <jeanlouis.gaudet@exp.com>

Sent: Wednesday, January 13, 2021 4:24 PM

[REDACTED]
Cc: Derryroadea <derryroadea@exp.com>; Yves Monereau <Yves-Marie.Monereau@exp.com>; James Lambie <James.Lambie@aero.bombardier.com>

Subject: [EXTERNAL] Bombardier Development and the Derry Road / Alstep Class EA - Notice of Commencement

Caution! This email originated outside of FedEx. Please do not open attachments or click links from an unknown or suspicious origin.

Hi [REDACTED]

It was a pleasure speaking with you today regarding the Bombardier development and the related Derry Road / Alstep Class EA to support the required road improvements.

As discussed, I am attaching for your information a copy of the notice of commencement and consultation that went out this summer. It includes a link to the project webpage on the Region's website, where you can find information that was presented to the public about the Phase 2 of the Class EA process.

I will add your e-mail addresses to our stakeholder contact list, to ensure you receive future EA notices in your inbox.

Regards,

Jean-Louis



Jean-Louis Gaudet, B.Sc.

EXP | Project Coordinator

Jean-Louis Gaudet

From: Jean-Louis Gaudet
Sent: Thursday, February 17, 2022 5:35 PM
To: Derryroadea
Cc: Bubas, Sonya; Ryan Au; Yves Monereau
Subject: Derry Road East / Alstep Drive Class EA - Virtual Public Information Centre #2
Attachments: 202202Feb14_DerryRdEA_Notice of PIC2_FINAL.pdf

Good afternoon,

Please find attached a notice for the Derry Road East and Alstep Drive Class EA Virtual Public Information Centre #2.

Bombardier Inc., in partnership with the City of Mississauga and the Region of Peel, has initiated a Municipal Class Environmental Assessment (Class EA) study to assess existing and future road conditions on Derry Road East and Alstep Drive near Menkes Drive and Bramalea Road. The study area includes Derry Road East (a Regional Road) as well as Bramalea Road, Menkes Drive, Telford Way, Alstep Drive and Menway Court (all City roads).

A virtual PIC will be held on **Monday, February 28, 2022** from **4:30 pm to 6:00 pm**. The PIC will consist of a presentation by the project team describing the project and the study's preliminary preferred alternative designs.

The link for the virtual PIC and copy of the PIC slides and other supporting information will be available on the day of the meeting on the project website (<http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>).

Comments are invited to be submitted by **March 14, 2022** and can be sent to derryroadea@exp.com.

Kind regards,

Jean-Louis Gaudet
EXP Services Inc.

Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive

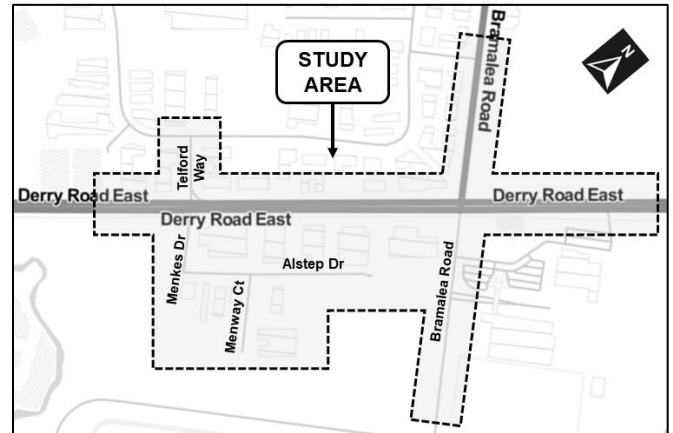
E-mail: derryroadea@exp.com

Website: <http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

Notice of Virtual Public Information Centre No. 2
Municipal Class Environmental Assessment Study
for Road Improvements near Derry Road East and Alstep Drive

(also including Bramalea Road, Menkes Drive, Telford Way, and Menway Court)

Bombardier Inc., in partnership with the City of Mississauga and the Region of Peel, has initiated a Municipal Class Environmental Assessment (Class EA) study to assess existing and future road conditions on Derry Road East and Alstep Drive near Menkes Drive and Bramalea Road. The study includes Derry Road East (a Regional Road) as well as Bramalea Road, Menkes Drive, Telford Way, Alstep Drive and Menway Court (all City roads).



The Class EA study has examined how traffic operates on these roadways now and in the future and will identify how best to manage issues related to roadway safety and traffic operations as well as service a variety of users such as motorists, transit users, pedestrians and cyclists.

The study is being conducted as a “Schedule C” project under the Municipal Class Environmental Assessment (October 2000, amended 2015), which is approved under the *Ontario Environmental Assessment Act*. Through this Class EA process, the Project Team is evaluating alternative solutions and designs to select a recommended design, all in consultation with the public and regulatory agencies. An Environmental Study Report (ESR) documenting the entire study process will be available for public review at the end of the study.

Public participation continues to be an important part of this Class EA study. Throughout the study, the Project Team has engaged various agencies and members of the community and consider their input for any decisions that are made.

Virtual Public Information Centre: A virtual Public Information Centre (PIC) will be held on **Monday, February 28, 2022 from 4:30 pm to 6:00 pm**. The Public Information Centre will consist of a presentation by the project team describing the project and the study’s preliminary preferred alternative designs. A copy of the slides and other supporting information will be posted on the project website. Comments are invited to be submitted by **March 14, 2022**. Accessible material is available upon request.

The link for the virtual PIC will be made available at the following webpage on the day of the meeting:

<http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

If you have questions or wish to be added to the project mailing list, please e-mail **derryroadea@exp.com** or contact one of the team members noted below.

<p>Yves Marie Monereau, P.Eng., PTOE, RSP Consultant Project Manager EXP Services 1595 Clark Boulevard Brampton, ON, L6T 4V1 Phone: 905-793-9800 Ext. 2336</p>	<p>Sonya Bubas, MCIP, RPP Project Manager Region of Peel 10 Peel Centre Dr., Suite B, 4th Floor Brampton, ON, L6T 4B9 Phone: 905-791-7800 Ext. 7801</p>	<p>Ryan Au, P.Eng. Project Manager City of Mississauga 201 City Centre Drive, Suite 800 Mississauga, ON, L5B 2T4 Phone: 905-615-3200 Ext.3713</p>
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During the COVID-19 public emergency, we are keeping the community safe by complying with regional and provincial guidelines, supporting physical distancing, and postponing in person public meetings. Engagement for essential and priority projects continues online paired with universally accessible methods.

Notice of Collection of Personal Information: Personal information is collected under the authority of the Environmental Assessment Act and will be used in the assessment process. With exception of personal information, all comments shall become part of the public records. Questions about this collection should be directed to the Project Manager listed above.

This notice was first issued on February 17, 2022.

Derry Rd/Alstep Dr Class EA - PIC 2 Owner and Tenant Mailing List

Owner/Tenant Name	Mail Line 1	Mail Line 2	Mail Line 3

Jean-Louis Gaudet

From: [REDACTED]
Sent: Friday, February 25, 2022 8:46 AM
To: Jean-Louis Gaudet; [REDACTED]
Cc: Yves Monereau; Bubas, Sonya; Ryan Au
Subject: RE: Derry Road East and Alstep Drive Class EA: Potential Property Impacts for [REDACTED]
[REDACTED]



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.

Thank you, Jean-Louis,

You note the final scope of permanent and temporary property requirements will be completed during detailed design. Is it possible to share preliminary design materials to help quantify the impacts on our site? As you may be aware, we will be moving forward with a Site Plan Approval application and conceptual design is set to kick off shortly. Understanding the impacts on [REDACTED] will allow us to move forward accordingly, reduce the potential for revisions in the future, and properly interface our Site Plan with the works along Menkes Drive and Derry Road.

Acknowledging receipt of the public meeting invitation and we look forward to working with your team, the City and Region on this matter.

Thank you



From: Jean-Louis Gaudet <jeanlouis.gaudet@exp.com>
Sent: February 24, 2022 9:16 AM
To: [REDACTED]
Cc: Yves Monereau <Yves-Marie.Monereau@exp.com>; Bubas, Sonya <sonya.bubas@peelregion.ca>; Ryan Au <ryan.au@mississauga.ca>
Subject: Derry Road East and Alstep Drive Class EA: Potential Property Impacts for [REDACTED]

Dear [REDACTED]

We are writing to you this morning provide an update on the Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive (Class EA). Please see the attached letter for more information.

The attached letter notes that the preliminary preferred alternative design includes some minor impacts to [REDACTED] property located at [REDACTED], Mississauga.

The final scope of permanent and temporary property requirements will be completed during detailed design, at which time the Region's and/or the City's realty services will reach out [REDACTED]

If you have any questions or concerns or would like additional information, please do not hesitate to reach out to us.

Also, there will be a virtual public meeting held on Monday, February 28 from 4:30 pm to 6:00 pm. You should have already received a notice of this, but we have included a copy of the notice in the attached letter.

Regards,

Jean-Louis Gaudet
EXP Services Inc.

**Municipal Class Environmental Assessment Study
for Road Improvements near Derry Road East and Alstep Drive**

E-mail: derryroadea@exp.com

Website: <http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

Jean-Louis Gaudet

From: Bubas, Sonya <sonya.bubas@peelregion.ca>
Sent: Monday, February 28, 2022 2:31 PM
To: Ryan Au; Jean-Louis Gaudet
Cc: Yves Monereau
Subject: Bombardier EA - Public Comment - [REDACTED]



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.

Hi Ryan and Jean-Louis,

I received a call today from [REDACTED] He received our PIC letter and his phone number is [REDACTED]

[REDACTED] was interested in the proposed improvements at NE Derry/Telford, specifically sidewalks. I explained that improved sidewalks are being proposed on the north side of Derry and new sidewalks on the east side of Telford. I invited him to attend the PIC this afternoon and to review the PIC materials that will be posted to the project website for more details on the proposed improvements at his property. He suggested a sidewalk up to the north transit stop on the east side of Telford Way from Derry to Tranmere. He explained that people standing at the bus stop have to stand in the mud and the grass gets worn out. I invited him to contact or email us with any additional questions or comments after reviewing the PIC materials.

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



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.

Jean-Louis Gaudet

From: Jean-Louis Gaudet
Sent: Wednesday, March 2, 2022 10:11 AM
To: [REDACTED]
Cc: Yves Monereau; Bubas, Sonya; Ryan Au; [REDACTED]; Derryroadea
Subject: RE: Derry Road East and Alstep Drive Class EA: Potential Property Impact [REDACTED]
Attachments: 2022 02 28_Derry Alstep EA_Property Diagram [REDACTED].pdf

Good morning, [REDACTED]

Thank you for your e-mail.

We're happy to share with you the improvements recommended for the Derry Road East/Menkes Drive intersection.

You can find out more about the Class EA project at the project's webpage: <https://www.peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

In particular, there are two drawings that you may wish to review.

The first is the recommended alternative design for the Derry Road/Menkes Drive/Telford Way intersection. The recommended alternative design improvements at this intersection include:

- Adding a second northbound left-turn lane on Menkes Drive.
- Retrofitting of the existing traffic islands to smart channels.
- Widening of Menkes Drive on both sides of the road, where necessary to accommodate the additional turning lane and road realignments.
- New sidewalks on the east side of Telford Way, the north side of Derry Road East (west of Telford Way), and the west side of Menkes Drive.
- Upgraded multi-use path on the south side of Derry Road East as they near Menkes Drive.
- Sidewalk improvements on the north side of Derry Road East, on the east side of Telford Way.

You can access the diagram here: <https://www.peelregion.ca/public-works/environmental-assessments/mississauga/docs/derry-menkes-alternative-design.pdf>

The second drawing is for the active transportation improvements along Derry Road East within the study area. You can access this diagram here:

<https://www.peelregion.ca/public-works/environmental-assessments/mississauga/docs/derry-active-transportion-design.pdf>

In addition, I have attached to this e-mail a diagram that indicates the potential impacts to the property at [REDACTED], Road East. Please note, these potential impacts would be confirmed as part of the detailed design process. These are potential impacts based on conceptual level design.

Please do not hesitate to reach out to us if you wish to discuss the proposed improvements further. We invite you to provide any feedback you may have on the recommended alternative design.

Regards,

Jean-Louis

Jean-Louis Gaudet

From: [REDACTED]
Sent: Sunday, March 13, 2022 12:20 PM
To: Derryroadea
Subject: Derry Road/Alsetep PIC2 feedback
Attachments: derry-alstep-comment-form.docx

Please see attached.

[REDACTED]

- 4) What questions, comments or concerns do you have about the recommended alternative design for the **Derry Road East and Bramalea Road intersection improvements**?

I support adding a MUT and sidewalks.

- 5) What questions, comments or concerns do you have about the recommended designs for the **Active Transportation Improvements along Derry Road East**?

- 6) What other questions, comments or concerns would you like to share with the project team regarding this Class EA?

During PIC#2 I found it difficult to follow the presentation when the slides showed streets not oriented n-s-e-w. I was told this is how engineers present drawings, with the road in question presented vertically. It is disorienting to average people who look at maps n-s-e-w and I think reduces the amount of public input at the PIC as people are distracted trying to figure out which way is N.

7) I would like a response back to my comments.

- Yes
- No

Name:

Title:

Organization:

E-mail address:

Mailing address: Mississauga ON

Telephone Number:

Please send your completed form via e-mail (derryroadea@exp.com) or by mail to one of the following study team members:

<p>Yves Marie Monereau, P.Eng., PTOE, RSP Consultant Project Manager EXP Services 1595 Clark Boulevard Brampton, ON, L6T 4V1 Phone: 905-793-9800 Ext. 2336</p>	<p>Sonya Bubas, MCIP, RPP Project Manager Region of Peel 10 Peel Centre Dr., Suite B, 4th Floor Brampton, ON, L6T 4B9 Phone: 905-791-7800 Ext. 7801</p>	<p>Ryan Au, P.Eng. Project Manager City of Mississauga 201 City Centre Drive, Suite 800 Mississauga, ON, L5B 2T4 Phone: 905-615-3200 Ext.3713</p>
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Jean-Louis Gaudet

From: [REDACTED]
Sent: Monday, March 14, 2022 12:18 PM
To: Jean-Louis Gaudet
Cc: Yves Monereau; Bubas, Sonya; Ryan Au [REDACTED] ryroadea
Subject: RE: Derry Road East and Alstep Drive Class EA: Potential Property Impacts fo [REDACTED]
[REDACTED]

Good Afternoon Jean-Louis,

Hope your week is off to a good start.

We have had a chance to review the materials shared through with our transportation engineer and would like to submit the following questions for your consideration through the EA process. Should you have any questions regarding the below, please do not hesitate to reach out.

- Is the eastbound right turn, from Derry onto Menkes, designed to accommodate large tractor trailers?
- Is the westbound left turn, from Derry onto Menkes, designed to accommodate large tractor trailers?
- Does the installation of northbound dual left turn lanes, on Menkes at Derry, impact the permitted access into the corner property (the gas station site)?
- Does this project change how the Menkes/Alstep intersection will operate in the future?
- Does the installation of a multiuse path on the south side of Derry Road East impact the access permissions for the property onto Derry Road East?
- Will the multiuse paths be extended east and west on Derry Road in the future?
- What is the intended timing for construction of the Menkes and Derry Road improvements?
 - o When is required property going to be acquired by the Region/City? How is the owner compensated for the land?
- What is the intended timing for the extension of Alstep to Bramalea?

Thank you,

Jean-Louis Gaudet

From: Derryroadea
Sent: Monday, March 14, 2022 3:39 PM
To: [REDACTED]
Cc: Bubas, Sonya; Ryan Au; Yves Monereau
Subject: RE: Derry Road/Alstep PIC2 feedback
Attachments: derry-alstep-comment-form.docx

Hi [REDACTED]

Thank you for your feedback on the multi-use trail and sidewalks.

And thank you for the feedback on the orientation of the maps. You raise a good point, and we'll be more cognizant of that in the future.

Regards,

Jean-Louis

Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive

E-mail: derryroadea@exp.com

Website: <http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

From: [REDACTED]
Sent: Sunday, March 13, 2022 12:20 PM
To: Derryroadea <derryroadea@exp.com>
Subject: Derry Road/Alstep PIC2 feedback

Please see attached.

[REDACTED]

Jean-Louis Gaudet

From: Jean-Louis Gaudet
Sent: Monday, March 14, 2022 1:04 PM
To: [REDACTED]
Cc: Yves Monereau; Bubas, Sonya; Ryan Au; [REDACTED]; Derryroadea
Subject: RE: Derry Road East and Alstep Drive Class EA: Potential Property Impacts for [REDACTED]
[REDACTED]

[REDACTED]

Thank you for your questions.

We will review and get back to you.

Regards,

Jean-Louis

Jean-Louis Gaudet, B.Sc.

EXP | Project Coordinator

t : +1.905.525.6069, 5031 | m : +1.416.728.6261 | e : jeanlouis.gaudet@exp.com

exp.com | [legal disclaimer](#)

keep it green, read from the screen

From: [REDACTED]
Sent: Monday, March 14, 2022 12:18 PM
To: Jean-Louis Gaudet <jeanlouis.gaudet@exp.com>
Cc: Yves Monereau <Yves-Marie.Monereau@exp.com>; Bubas, Sonya <sonya.bubas@peelregion.ca>; Ryan Au <ryan.au@mississauga.ca>; [REDACTED]; Derryroadea <derryroadea@exp.com>
Subject: RE: Derry Road East and Alstep Drive Class EA: Potential Property Impacts for [REDACTED]



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.

Good Afternoon Jean-Louis,

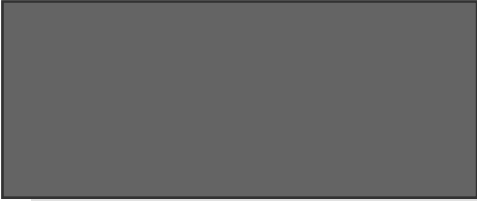
Hope your week is off to a good start.

We have had a chance to review the materials shared through with our transportation engineer and would like to submit the following questions for your consideration through the EA process. Should you have any questions regarding the below, please do not hesitate to reach out.

- Is the eastbound right turn, from Derry onto Menkes, designed to accommodate large tractor trailers?
- Is the westbound left turn, from Derry onto Menkes, designed to accommodate large tractor trailers?
- Does the installation of northbound dual left turn lanes, on Menkes at Derry, impact the permitted access into the corner property (the gas station site)?
- Does this project change how the Menkes/Alstep intersection will operate in the future?

- Does the installation of a multiuse path on the south side of Derry Road East impact the access permissions for the property onto Derry Road East?
- Will the multiuse paths be extended east and west on Derry Road in the future?
- What is the intended timing for construction of the Menkes and Derry Road improvements?
 - o When is required property going to be acquired by the Region/City? How is the owner compensated for the land?
- What is the intended timing for the extension of Alstep to Bramalea?

Thank you,



Jean-Louis Gaudet

From: Ryan Au <Ryan.Au@mississauga.ca>
Sent: Tuesday, March 15, 2022 2:37 PM
To: Jean-Louis Gaudet; Derryroadea
Cc: Bubas, Sonya (sonya.bubas@peelregion.ca); Yves Monereau
Subject: [REDACTED]
Attachments: [REDACTED]



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Hi All,

Please see comments from one of the impacted property owners. Note that most are related to the development application.

Ryan

From: [REDACTED]
Sent: Thursday, March 3, 2022 2:52 PM
To: Ryan Au <Ryan.Au@mississauga.ca>
Subject: Re: [REDACTED]

Thank you for the email. The main problems are timing (obtaining the site plan approval, the severance and the building permit) in order to close the building by November. and the ever increasing costs.

All the best for your work. Recently we rented to a company that sells and finances trucks The tenant claimed that it was the perfect location for his business. Meaning the trucks are there to stay in the

Derry./Tranmere area .The pollution from them and the airport makes Derry, in this area, no fit environment for bicycle riders.

[REDACTED]

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

From: Ryan.Au@mississauga.ca
To: [REDACTED]
Sent: Wednesday, March 2, 2022 3:07 PM
Subject: [REDACTED]

Hi [REDACTED]

Thanks again for attending the meeting this past Monday evening and providing feedback and reaching out afterwards by phone. As per our phone discussion, I just wanted to reach out by email so you had my contact information for future discussions both related to the Municipal Class Environmental Assessment (MCEA) project as well as your development applications.

If you have any additional comments on the MCEA project, feel free to send it to myself and/or the project team.

For your development applications, if you can let me know what questions or concerns you might have and I can connect you with the right people.

Related City Files:



Regards,



Ryan Au, P.Eng.

Traffic Planning Coordinator

T 905-615-3200 ext. 3713

ryan.au@mississauga.ca

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

201 City Centre Drive, Suite 800 | Mississauga ON | L5B 2T4

Please consider the environment before printing.

Jean-Louis Gaudet

From: Jean-Louis Gaudet
Sent: Friday, March 18, 2022 5:23 PM
To: [REDACTED]
Cc: Derryroadea; Bubas, Sonya; Ryan Au; Yves Monereau
Subject: Derry Road East and Alstep Drive Class EA
Attachments: 202202Feb14_DerryRdEA_Notice of PIC2_FINAL.pdf

Dear [REDACTED]

As you may be aware, a Public Information Centre (PIC) #2 for the Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive was held online on Monday, February 28, 2022. While a hard copy of the meeting notice would have been mailed to your organization, it has come to our attention that your e-mail address was accidentally omitted from the meeting's electronic notification. We apologize for the omission, and are following up with you to ensure you have an opportunity to review and comment on the shared information.

The Class EA Study is currently in Phase 3, which includes the identification and evaluation of Alternative Designs for the Preferred Solution. At the PIC, the project team delivered a presentation that described the project and the study's recommended alternative designs.

We invite you to visit the project website to learn about and comment on the recommended alternative designs, which have been prepared for:

- The Alstep Drive extension,
- The intersection of Derry Road East with Menkes Drive/Telford Way
- The intersection of Derry Road East with Bramalea Road; and
- Active Transportation Improvements along Derry Road East.

Information at the website includes:

- An illustrated overview of the recommended alternative designs;
- Presentation slides from the February 28th virtual PIC;
- A comment form that you can fill out and send back to us; and
- A handout that summarizes the evaluation of the various alternative designs.

If you would like to provide comment, we ask that you submit your feedback to us by Friday, March 25th. We look forward to any feedback you may have.

Regards,

Jean-Louis

**Municipal Class Environmental Assessment Study
for Road Improvements near Derry Road East and Alstep Drive**

E-mail: derryroadea@exp.com

Website: <http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

From: [REDACTED]
Sent: Monday, September 28, 2020 9:45 AM
To: Derryroadea <derryroadea@exp.com>
Subject: consultation form

Jean-Louis Gaudet

From: Jean-Louis Gaudet
Sent: Friday, March 18, 2022 5:18 PM
To: [REDACTED]
Cc: Derryroadea; Ryan Au; Bubas, Sonya; Yves Monereau
Subject: RE: Derry Road East and Alstep Drive Road Improvements
Attachments: 202202Feb14_DerryRdEA_Notice of PIC2_FINAL.pdf

Good afternoon,

On Monday, February 28, 2022, Public Information Centre (PIC) #2 for Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive was held online. It has come to our attention that your e-mail address was accidentally omitted from the electronic notification of the meeting. As a previous commenter in the EA process, you should have been notified via e-mail. We apologize for the omission.

The Class EA Study is currently in Phase 3, which includes the identification and evaluation of Alternative Designs for the Preferred Solution. At the PIC, the project team delivered a presentation that described the project and the study's recommended alternative designs.

We invite you to visit the project website to learn about and comment on the recommended alternative designs, which have been prepared for:

- The Alstep Drive extension,
- The intersection of Derry Road East with Menkes Drive/Telford Way
- The intersection of Derry Road East with Bramalea Road; and
- Active Transportation Improvements along Derry Road East.

Information at the website includes:

- An illustrated overview of the recommended alternative designs;
- Presentation slides from the February 28th virtual PIC;
- A comment form that you can fill out and send back to us; and
- A handout that summarizes the evaluation of the various alternative designs.

If you would like to provide comment, we ask that you submit your feedback to us by Friday, March 25th. We look forward to any feedback you may have.

Regards,

Jean-Louis

Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive

E-mail: derryroadea@exp.com

Website: <http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

Jean-Louis Gaudet

From: Derryroadea
Sent: Friday, April 8, 2022 3:07 PM
To: [REDACTED]
Cc: Yves Monereau; Bubas, Sonya; Ryan Au; [REDACTED] Derryroadea
Subject: RE: Derry Road East and Alstep Drive Class EA: Potential Property Impacts [REDACTED]
Road East

Hi [REDACTED]

Thank you for your e-mail of March 14, 2022.

Please find below responses to your questions:

- 1. Is the eastbound right turn, from Derry onto Menkes, designed to accommodate large tractor trailers?**
Yes, the right turn can accommodate tractor trailers (the design vehicle is a WB-20).
- 2. Is the westbound left turn, from Derry onto Menkes, designed to accommodate large tractor trailers?**
Yes, the left turn can accommodate tractor trailers (the design vehicle is a WB-20).
- 3. Does the installation of northbound dual left turn lanes, on Menkes at Derry, impact the permitted access into the corner property (the gas station site)?**
The design that is currently proposed maintains the existing permitted access into the corner property. However, it should be noted that any potential future development access would be reviewed and coordinated with the development review process.
- 4. Does this project change how the Menkes/Alstep intersection will operate in the future?**
The operation of the Menkes/Alstep intersection that exists today is being maintained by this project and improved to better manage existing and future traffic loads. However, it should be noted that any potential future development access would be reviewed and coordinated with the development review process.
- 5. Does the installation of a multiuse path on the south side of Derry Road East impact the access permissions for the property onto Derry Road East?**
The proposed multi-use path would not impact the existing accesses or result in access restrictions to existing accesses. However, it should be noted that any potential future development access would be reviewed and coordinated with the development review process.
- 6. Will the multiuse paths be extended east and west on Derry Road in the future?**
Yes. Details on the Region of Peel's long-term plans are available at the following link: Active Transportation Projects (walkandrollpeel.ca).
- 7. What is the intended timing for construction of the Menkes and Derry Road improvements?**
Timing of construction is still being discussed. However, it should be noted that the horizon year of the Municipal Class Environmental Assessment Study is 2031.
- 8. When is required property going to be acquired by the Region/City? How is the owner compensated for the land?**
The project team is currently addressing comments received on the preliminary preferred alternatives. Once a preferred design concept is selected or confirmed, the project team will document the EA process that led

to the preferred design in the Environmental Study Report (ESR) for a minimum 30-day public review period. Property impacts will be identified in the ESR and property requirements (if any) will be confirmed through the next phase of the project (detailed design). It should be noted that any required property that is consistent with the requirements under the City of Mississauga and Region of Peel Official Plans would need to be dedicated gratuitously to the City/Region as a condition of Site Plan Approval.

9. What is the intended timing for the extension of Alstep to Bramalea?

Timing of construction is still being discussed. However, it should be noted that the horizon year of the Municipal Class Environmental Assessment Study is 2031.

Regards,

Jean-Louis

Jean-Louis Gaudet, B.Sc.

EXP | Project Coordinator

t : +1.905.525.6069, 5031 | m : +1.416.728.6261 | e : jeanlouis.gaudet@exp.com

exp.com | [legal disclaimer](#)

keep it green, read from the screen

From: [REDACTED]
Sent: Monday, March 14, 2022 12:18 PM
To: Jean-Louis Gaudet <jeanlouis.gaudet@exp.com>
Cc: Yves Monereau <Yves-Marie.Monereau@exp.com>; Bubas, Sonya <sonya.bubas@peelregion.ca>; Ryan Au <ryan.au@mississauga.ca>; [REDACTED]; Derryroadea <derryroadea@exp.com>
Subject: RE: Derry Road East and Alstep Drive Class EA: Potential Property Impacts for [REDACTED]

Good Afternoon Jean-Louis,

Hope your week is off to a good start.

We have had a chance to review the materials shared through with our transportation engineer and would like to submit the following questions for your consideration through the EA process. Should you have any questions regarding the below, please do not hesitate to reach out.

- Is the eastbound right turn, from Derry onto Menkes, designed to accommodate large tractor trailers?
- Is the westbound left turn, from Derry onto Menkes, designed to accommodate large tractor trailers?
- Does the installation of northbound dual left turn lanes, on Menkes at Derry, impact the permitted access into the corner property (the gas station site)?
- Does this project change how the Menkes/Alstep intersection will operate in the future?
- Does the installation of a multiuse path on the south side of Derry Road East impact the access permissions for the property onto Derry Road East?
- Will the multiuse paths be extended east and west on Derry Road in the future?
- What is the intended timing for construction of the Menkes and Derry Road improvements?
 - o When is required property going to be acquired by the Region/City? How is the owner compensated for the land?
- What is the intended timing for the extension of Alstep to Bramalea?

Thank you,

[REDACTED]

Jean-Louis Gaudet

From: Derryroadea
Sent: Friday, April 8, 2022 3:19 PM
To: [REDACTED]
Cc: Bubas, Sonya (sonya.bubas@peelregion.ca); Ryan Au; Derryroadea; Cindy.Truong@mississauga.ca; Yves Monereau
Subject: RE: PIC #2: MCEA Study for Road Improvements near Derry Road East and Alstep Drive

Hi [REDACTED]

Your e-mail was forwarded to the project team for the Derry Road East / Alstep Drive Class EA.

You can access a copy of the PIC #2 slides at the project webpage:

[Derry Road East and Alstep Drive road improvements - Region of Peel \(peelregion.ca\)](https://peelregion.ca)

At the webpage, you will also find links to the comment form and an evaluation summary handout.

Descriptions of the preferred alternative designs are also provided on the project webpage (clicking on the description diagrams will open a larger version).

No further public meetings are planned for this process. However, we will be issuing the Environmental Study Report (ESR) for public review in the near future.

We have added your name and e-mail address to our stakeholder list, and as such you will receive a notice once the ESR is ready for public review.

In the meantime, if you have any questions or comments, we are happy to receive them at derryroadea@exp.com and get back to you.

Regards,

Jean-Louis

Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive

E-mail: derryroadea@exp.com

Website: <http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

From: [Redacted]

Sent: Friday, April 8, 2022 11:43 AM

To: Cindy Truong <Cindy.Truong@mississauga.ca>

Subject: PIC #2: MCEA Study for Road Improvements near Derry Road East and Alstep Drive

Hi Cindy,

I was searching for the presentation slides and perhaps chat comments received for PIC #2. These are usually posted on the city website but can't find them. Could you provide a link to this information for me.

Will there be further updates or PIC's for this project?

Thanks

[Redacted]

Jean-Louis Gaudet

From: Derryroadea
Sent: Friday, April 22, 2022 2:13 PM
To: [REDACTED]
Cc: Bubas, Sonya (sonya.bubas@peelregion.ca); Ryan Au; cindy.truong@mississauga.ca; Yves Monereau; Derryroadea
Subject: RE: PIC #2: MCEA Study for Road Improvements near Derry Road East and Alstep Drive

Hi [REDACTED]

Thank you for your e-mail of April 8, 2022, and thank you for your questions.

During this EA study, the project team has explored many opportunities for safety improvements, even including the removal of the right turn channelization islands. However, not all islands need to be removed, and each case must be evaluated individually. For example, the island in the southwest corner of the Derry Road/Menkes Drive intersection was determined to be not feasible to remove due to existing the traffic signal and utility poles located within the island, as well as the high projected volumes of right turn traffic.

Smart Channels are listed as a potential countermeasure for pedestrian safety in the Region of Peel's Vision Zero Road Safety Strategic Plan. Additionally, the TAC (Transportation Association of Canada) 2017 Geometric Design Guide states that they "should be considered in urban situations, particularly when pedestrians and cyclists are present."

The objective behind the "smart channel" design is to make the intersection more pedestrian-friendly and to improve traffic operations. This is typically done through the following:

- The right-turn lane is as narrow as possible while still enabling the design vehicle (WB-20 transport truck) to turn. Their turning maneuvers are completed using the hatched pavement marking area.
- The crosswalk is oriented at a 90-degree angle to the right-turn lane to optimize sight lines and improve the drivers' visibility of pedestrians.
- The "smart channel" design forces vehicles to enter at a sharper angle (more perpendicular to the cross street) compared to a standard right-turn channel, reducing the turning radius. This feature causes drivers to slow down while making the right-turn movement so that it is more consistent with yield conditions (as a full stop may be required).
- They provide right turning vehicles with a safety improvement due to an improved line of vision for drivers when merging from one street to another. This geometric reconfiguration of right-turn channels improves sightlines and simplifies the turning movement (the driver does not need to do a sharp left shoulder check), reducing collisions.

In summary, to answer your specific question:

- The intended modification to traffic movement with the "smart channel" design is for vehicles to approach more perpendicular to the cross street to improve drivers' visibility of pedestrians, to improve drivers' sightlines of cross street traffic and to reduce vehicle speeds while making the right-turn.
- They make intersections safer for pedestrians and cyclists by improving the visibility of pedestrians and reducing vehicle speeds through the right-turn channel.

This is why the EA Study recommended maintaining the right-turn channel islands within the study area and retrofit them into smart channels. The radius of the curve will be adjusted to provide a 1.5m wide sidewalk.

We hope this answers your questions.

Regards,

Jean-Louis Gaudet

Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive

E-mail: derryroadea@exp.com

Website: <http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

From: [REDACTED]

Sent: Friday, April 8, 2022 3:58 PM

To: Derryroadea <derryroadea@exp.com>

Cc: Bubas, Sonya (sonya.bubas@peelregion.ca) <sonya.bubas@peelregion.ca>; Ryan Au <Ryan.Au@mississauga.ca>; cindy.truong@mississauga.ca; Yves Monereau <Yves-Marie.Monereau@exp.com>

Subject: Re: PIC #2: MCEA Study for Road Improvements near Derry Road East and Alstep Drive

Hi Jean-Louis,

Thanks for this. And yes I appreciate being added to the stakeholder list. I will look forward to seeing the ESR.

An initial question, you are proposing smart channels and I am wondering how they are supposed to function? I have seen them in use at Erin Mills Pkwy and Dundas. Many drivers seem to ignore the paint and still drive close to the inside curb. The ones that follow the paint end up at almost perpendicular angle to the curb lane and sometimes enter into the next lane over, cutting right across the curb lane.

Just wondering what the intended modification to traffic movement is for the smart channels?

Also how they make intersections safer for people walking and on bicycles?

Regards

[REDACTED]

Sent from my iPhone



February 22, 2022



Via e-mail:



Re: Derry Road East and Alstep Drive Class EA
Identified Property Requirements for 1700 Derry Road East, Mississauga, ON

Dear Sirs:

We are writing to provide you with an update on the Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive (Class EA).

The Class EA is currently in Phase 3 and has identified the preliminary preferred alternative design after consultation with stakeholders within the Region of Peel (Region), the City of Mississauga (City), and the Greater Toronto Airports Authority. A virtual Public Information Centre is scheduled for Monday, February 28, 2022 (see attached notice).


We are writing to advise you that the preliminary preferred alternative design includes some minor impacts to [redacted] property located at 1700 Derry Road East, Mississauga.

The purpose of the property requirement is to allow for the upgrade of the existing multi-use path along the south side of Derry Road East, as well as a sidewalk south of Derry Road East along the west side of Menkes Drive. This active transportation improvements will help improve mobility and accessibility for pedestrians in the project study area.

The proposed works and anticipated property impacts to 1700 Derry Road East consist of the following:

- Upgrade the existing multi-use path along Derry Road East to include a 3m wide path and 2m boulevard.
- Install a sidewalk along the west side of Menkes Drive to Alstep Drive.
- As required, match the existing grades for the multi-use path and sidewalk.
- Along Derry Road East, widen the existing Road Right-of-Way (ROW) southward to provide the ROW space required for upgrade of the multi-use path, as well as to protect the daylight triangle in the southwest corner of the Derry Road/Menkes Drive intersection.

- Along Menkes Drive, widen the existing ROW westward to provide the ROW space required for installation of an additional northbound left-turn lane and the proposed sidewalk.

The final scope of permanent and temporary property requirements will be completed during detailed design, at which time the Region's and/or the City's realty services will reach out to 

If you have any questions or comments, please do not hesitate to contact us using the project e-mail address (derryroadea@exp.com) or contact one of the team members noted below.

Yves Marie Monereau, P.Eng., PTOE, RSP Consultant Project Manager EXP Services 1595 Clark Boulevard Brampton, ON, L6T 4V1 Phone: 905-793-9800 Ext. 2336	Sonya Bubas, MCIP, RPP Region of Peel Project Manager Region of Peel 10 Peel Centre Dr., Suite B, 4 th Floor Brampton, ON L6T 4B9 Phone: 905-791-7800 Ext. 7801	Ryan Au, P.Eng. City of Mississauga Project Manager City of Mississauga 201 City Centre Drive, Suite 800 Mississauga, Ontario L5B 2T4 Phone: 905-615-3200 Ext.3713
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For more information about the project, please visit:

<http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

Regards,



Jean-Louis Gaudet
 Consultant Class EA Coordinator

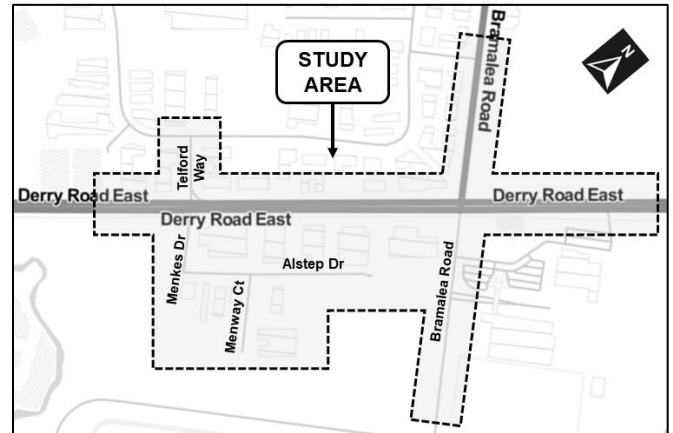
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xc: Sonya Bubas, MCIP, RPP, Region of Peel
 Ryan Au, P.Eng., City of Mississauga
 Yves Marie Monereau, P.Eng., PTOE, RSP, EXP Services Inc.

Notice of Virtual Public Information Centre No. 2
Municipal Class Environmental Assessment Study
for Road Improvements near Derry Road East and Alstep Drive

(also including Bramalea Road, Menkes Drive, Telford Way, and Menway Court)

Bombardier Inc., in partnership with the City of Mississauga and the Region of Peel, has initiated a Municipal Class Environmental Assessment (Class EA) study to assess existing and future road conditions on Derry Road East and Alstep Drive near Menkes Drive and Bramalea Road. The study includes Derry Road East (a Regional Road) as well as Bramalea Road, Menkes Drive, Telford Way, Alstep Drive and Menway Court (all City roads).



The Class EA study has examined how traffic operates on these roadways now and in the future and will identify how best to manage issues related to roadway safety and traffic operations as well as service a variety of users such as motorists, transit users, pedestrians and cyclists.

The study is being conducted as a “Schedule C” project under the Municipal Class Environmental Assessment (October 2000, amended 2015), which is approved under the *Ontario Environmental Assessment Act*. Through this Class EA process, the Project Team is evaluating alternative solutions and designs to select a recommended design, all in consultation with the public and regulatory agencies. An Environmental Study Report (ESR) documenting the entire study process will be available for public review at the end of the study.

Public participation continues to be an important part of this Class EA study. Throughout the study, the Project Team has engaged various agencies and members of the community and consider their input for any decisions that are made.

Virtual Public Information Centre: A virtual Public Information Centre (PIC) will be held on **Monday, February 28, 2022 from 4:30 pm to 6:00 pm**. The Public Information Centre will consist of a presentation by the project team describing the project and the study’s preliminary preferred alternative designs. A copy of the slides and other supporting information will be posted on the project website. Comments are invited to be submitted by **March 14, 2022**. Accessible material is available upon request.

The link for the virtual PIC will be made available at the following webpage on the day of the meeting:

<http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

If you have questions or wish to be added to the project mailing list, please e-mail **derryroadea@exp.com** or contact one of the team members noted below.

<p>Yves Marie Monereau, P.Eng., PTOE, RSP Consultant Project Manager EXP Services 1595 Clark Boulevard Brampton, ON, L6T 4V1 Phone: 905-793-9800 Ext. 2336</p>	<p>Sonya Bubas, MCIP, RPP Project Manager Region of Peel 10 Peel Centre Dr., Suite B, 4th Floor Brampton, ON, L6T 4B9 Phone: 905-791-7800 Ext. 7801</p>	<p>Ryan Au, P.Eng. Project Manager City of Mississauga 201 City Centre Drive, Suite 800 Mississauga, ON, L5B 2T4 Phone: 905-615-3200 Ext.3713</p>
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During the COVID-19 public emergency, we are keeping the community safe by complying with regional and provincial guidelines, supporting physical distancing, and postponing in person public meetings. Engagement for essential and priority projects continues online paired with universally accessible methods.

Notice of Collection of Personal Information: Personal information is collected under the authority of the Environmental Assessment Act and will be used in the assessment process. With exception of personal information, all comments shall become part of the public records. Questions about this collection should be directed to the Project Manager listed above.

This notice was first issued on February 17, 2022.



February 22, 2022



Via e-mail: [Redacted]

Re: Derry Road East and Alstep Drive Class EA
Identified Property Requirements for 1930 Derry Road East, Mississauga, ON

To [Redacted]

We are writing to provide you with an update on the Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive (Class EA).

The Class EA is currently in Phase 3 and has identified the preliminary preferred alternative design after consultation with stakeholders within the Region of Peel (Region), the City of Mississauga (City), and the Greater Toronto Airports Authority. A virtual Public Information Centre is scheduled for Monday, February 28, 2022 (see attached notice).


We are writing to advise you that the preliminary preferred alternative design includes some minor impacts to [Redacted] located at 1930 Derry Road East, Mississauga.

The purpose of the property requirement is to allow for the upgrade of the existing multi-use path along the south side of Derry Road East, as well as a sidewalk south of Derry Road East along the west side of Bramalea Road. This active transportation improvements will help improve mobility and accessibility for pedestrians in the project study area.

The proposed works and anticipated property impacts to 1930 Derry Road East consist of the following:

- Upgrade the existing multi-use path to include a 3m wide path and 2m boulevard.
- Install a sidewalk along the west side of Bramalea Road to Alstep Drive.
- As required, match the existing grades for the multi-use path and sidewalk.
- Along Derry Road East, widen the existing Road Right-of-Way (ROW) southward to provide the ROW space required for upgrade of the multi-use path, as well as to protect the daylight triangle in the southwest corner of the Derry Road/Bramalea Road intersection.

- Along Bramalea Road, widen the existing ROW westward to provide the ROW space required for the installation of the proposed sidewalk and additional northbound and right turn lanes.

The final scope of permanent and temporary property requirements will be completed during detailed design, at which time the Region's and/or the City's realty services will reach out to 

If you have any questions or comments, please do not hesitate to contact us using the project e-mail address (derryroadea@exp.com) or contact one of the team members noted below.

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For more information about the project, please visit:

<http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

Regards,



Jean-Louis Gaudet
 Consultant Class EA Coordinator

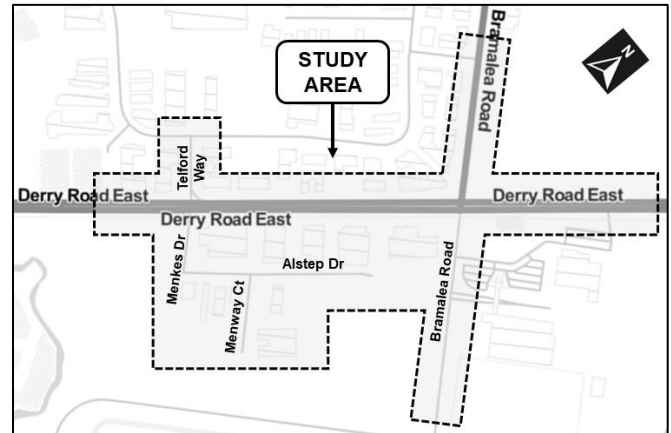
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xc: Sonya Bubas, MCIP, RPP, Region of Peel
 Ryan Au, P.Eng., City of Mississauga
 Yves Marie Monereau, P.Eng., PTOE, RSP, EXP Services Inc.

Notice of Virtual Public Information Centre No. 2
Municipal Class Environmental Assessment Study
for Road Improvements near Derry Road East and Alstep Drive

(also including Bramalea Road, Menkes Drive, Telford Way, and Menway Court)

Bombardier Inc., in partnership with the City of Mississauga and the Region of Peel, has initiated a Municipal Class Environmental Assessment (Class EA) study to assess existing and future road conditions on Derry Road East and Alstep Drive near Menkes Drive and Bramalea Road. The study includes Derry Road East (a Regional Road) as well as Bramalea Road, Menkes Drive, Telford Way, Alstep Drive and Menway Court (all City roads).



The Class EA study has examined how traffic operates on these roadways now and in the future and will identify how best to manage issues related to roadway safety and traffic operations as well as service a variety of users such as motorists, transit users, pedestrians and cyclists.

The study is being conducted as a “Schedule C” project under the Municipal Class Environmental Assessment (October 2000, amended 2015), which is approved under the *Ontario Environmental Assessment Act*. Through this Class EA process, the Project Team is evaluating alternative solutions and designs to select a recommended design, all in consultation with the public and regulatory agencies. An Environmental Study Report (ESR) documenting the entire study process will be available for public review at the end of the study.

Public participation continues to be an important part of this Class EA study. Throughout the study, the Project Team has engaged various agencies and members of the community and consider their input for any decisions that are made.

Virtual Public Information Centre: A virtual Public Information Centre (PIC) will be held on **Monday, February 28, 2022 from 4:30 pm to 6:00 pm**. The Public Information Centre will consist of a presentation by the project team describing the project and the study’s preliminary preferred alternative designs. A copy of the slides and other supporting information will be posted on the project website. Comments are invited to be submitted by **March 14, 2022**. Accessible material is available upon request.

The link for the virtual PIC will be made available at the following webpage on the day of the meeting:

<http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

If you have questions or wish to be added to the project mailing list, please e-mail **derryroadea@exp.com** or contact one of the team members noted below.

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This notice was first issued on February 17, 2022.



February 22, 2022




Re: Derry Road East and Alstep Drive Class EA
Identified Property Requirements for 1825 Alstep Drive, Mississauga, ON

To Whom it May Concern:

We are writing to provide you with an update on the Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive (Class EA).

The Class EA is currently in Phase 3 and has identified the preliminary preferred alternative design after consultation with stakeholders within the Region of Peel (Region), the City of Mississauga (City), and the Greater Toronto Airports Authority. A virtual Public Information Centre is scheduled for Monday, February 28, 2022 (see attached notice).

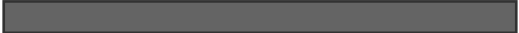
We are writing to advise you that the preliminary preferred alternative design includes some minor impacts to the property located at 1825 Alstep Drive, Mississauga. The records provided by the City and Region indicate this property is owned by your organization, .

The purpose of the property requirement is to allow for the upgrade of the existing multi-use path along the south side of Derry Road East. This upgrade would extend from just west of Menkes Drive to Bramalea Road. This upgrade of the existing multi-use path will help improve mobility and accessibility for pedestrians in the project study area.

The proposed works and anticipated property impacts to 1825 Alstep Drive consist of the following:

- Upgrade the existing multi-use path to include a 3m wide path and 2m boulevard.
- As required, match the existing grade.
- Widen the existing Road Right-of-Way (ROW) southward to provide the ROW space required for installation of the proposed works.

The final scope of permanent and temporary property requirements will be completed during detailed design, at which time the Region's and/or the City's realty services will reach out to your organization.


 Derry Road East and Alstep Drive Class EA: Identified Property Requirements for 1825 Alstep Drive, Mississauga, ON
 STR-02018572-00
 Feb. 22, 2022

If you have any questions or comments, please do not hesitate to contact us using the project e-mail address (derryroadea@exp.com) or contact one of the team members noted below.

Yves Marie Monereau, P.Eng., PTOE, RSP Consultant Project Manager EXP Services 1595 Clark Boulevard Brampton, ON, L6T 4V1 Phone: 905-793-9800 Ext. 2336	Sonya Bubas, MCIP, RPP Region of Peel Project Manager Region of Peel 10 Peel Centre Dr., Suite B, 4 th Floor Brampton, ON L6T 4B9 Phone: 905-791-7800 Ext. 7801	Ryan Au, P.Eng. City of Mississauga Project Manager City of Mississauga 201 City Centre Drive, Suite 800 Mississauga, Ontario L5B 2T4 Phone: 905-615-3200 Ext.3713
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For more information about the project, please visit:

<http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

Regards,



Jean-Louis Gaudet
 Consultant Class EA Coordinator

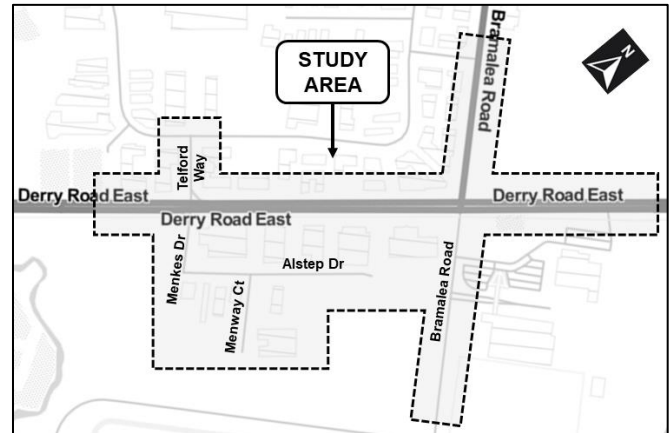
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xc: Sonya Bubas, MCIP, RPP, Region of Peel
 Ryan Au, P.Eng., City of Mississauga
 Yves Marie Monereau, P.Eng., PTOE, RSP, EXP Services Inc.

Notice of Virtual Public Information Centre No. 2
Municipal Class Environmental Assessment Study
for Road Improvements near Derry Road East and Alstep Drive

(also including Bramalea Road, Menkes Drive, Telford Way, and Menway Court)

Bombardier Inc., in partnership with the City of Mississauga and the Region of Peel, has initiated a Municipal Class Environmental Assessment (Class EA) study to assess existing and future road conditions on Derry Road East and Alstep Drive near Menkes Drive and Bramalea Road. The study includes Derry Road East (a Regional Road) as well as Bramalea Road, Menkes Drive, Telford Way, Alstep Drive and Menway Court (all City roads).



The Class EA study has examined how traffic operates on these roadways now and in the future and will identify how best to manage issues related to roadway safety and traffic operations as well as service a variety of users such as motorists, transit users, pedestrians and cyclists.

The study is being conducted as a “Schedule C” project under the Municipal Class Environmental Assessment (October 2000, amended 2015), which is approved under the *Ontario Environmental Assessment Act*. Through this Class EA process, the Project Team is evaluating alternative solutions and designs to select a recommended design, all in consultation with the public and regulatory agencies. An Environmental Study Report (ESR) documenting the entire study process will be available for public review at the end of the study.

Public participation continues to be an important part of this Class EA study. Throughout the study, the Project Team has engaged various agencies and members of the community and consider their input for any decisions that are made.

Virtual Public Information Centre: A virtual Public Information Centre (PIC) will be held on **Monday, February 28, 2022 from 4:30 pm to 6:00 pm**. The Public Information Centre will consist of a presentation by the project team describing the project and the study’s preliminary preferred alternative designs. A copy of the slides and other supporting information will be posted on the project website. Comments are invited to be submitted by **March 14, 2022**. Accessible material is available upon request.

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If you have questions or wish to be added to the project mailing list, please e-mail **derryroadea@exp.com** or contact one of the team members noted below.

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This notice was first issued on February 17, 2022.



February 22, 2022




Re: Derry Road East and Alstep Drive Class EA
Identified Property Requirements for 1840 Derry Road East, Mississauga, ON

To Whom it May Concern:

We are writing to provide you with an update on the Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive (Class EA).

The Class EA is currently in Phase 3 and has identified the preliminary preferred alternative design after consultation with stakeholders within the Region of Peel (Region), the City of Mississauga (City), and the Greater Toronto Airports Authority. A virtual Public Information Centre is scheduled for Monday, February 28, 2022 (see attached notice).


We are writing to advise you that the preliminary preferred alternative design includes some minor impacts to the property located at 1840 Derry Road East, Mississauga. The records provided by the City and Region indicate this property is owned by your organization .

The purpose of the property requirement is to allow for the upgrade of the existing multi-use path along the south side of Derry Road East. This upgrade would extend from just west of Menkes Drive to Bramalea Road. This upgrade of the existing multi-use path will help improve mobility and accessibility for pedestrians in the project study area.

The proposed works and anticipated property impacts to 1840 Derry Road East consist of the following:

- Upgrade the existing multi-use path to include a 3m wide path and 2m boulevard.
- As required, match the existing grade.
- Widen the existing Road Right-of-Way (ROW) southward to provide the ROW space required for installation of the proposed works.

The final scope of permanent and temporary property requirements will be completed during detailed design, at which time the Region's and/or the City's realty services will reach out to your organization.


 Derry Road East and Alstep Drive Class EA: Identified Property Requirements for 1840 Derry Road East, Mississauga, ON
 STR-02018572-00
 Feb. 22, 2022

If you have any questions or comments, please do not hesitate to contact us using the project e-mail address (derryroadea@exp.com) or contact one of the team members noted below.

Yves Marie Monereau, P.Eng., PTOE, RSP Consultant Project Manager EXP Services 1595 Clark Boulevard Brampton, ON, L6T 4V1 Phone: 905-793-9800 Ext. 2336	Sonya Bubas, MCIP, RPP Region of Peel Project Manager Region of Peel 10 Peel Centre Dr., Suite B, 4 th Floor Brampton, ON L6T 4B9 Phone: 905-791-7800 Ext. 7801	Ryan Au, P.Eng. City of Mississauga Project Manager City of Mississauga 201 City Centre Drive, Suite 800 Mississauga, Ontario L5B 2T4 Phone: 905-615-3200 Ext.3713
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For more information about the project, please visit:

<http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

Regards,



Jean-Louis Gaudet
 Consultant Class EA Coordinator

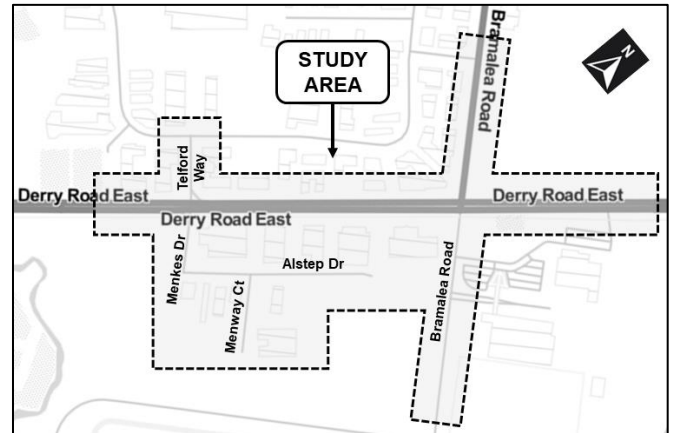
EXP

xc: Sonya Bubas, MCIP, RPP, Region of Peel
 Ryan Au, P.Eng., City of Mississauga
 Yves Marie Monereau, P.Eng., PTOE, RSP, EXP Services Inc.

Notice of Virtual Public Information Centre No. 2
Municipal Class Environmental Assessment Study
for Road Improvements near Derry Road East and Alstep Drive

(also including Bramalea Road, Menkes Drive, Telford Way, and Menway Court)

Bombardier Inc., in partnership with the City of Mississauga and the Region of Peel, has initiated a Municipal Class Environmental Assessment (Class EA) study to assess existing and future road conditions on Derry Road East and Alstep Drive near Menkes Drive and Bramalea Road. The study includes Derry Road East (a Regional Road) as well as Bramalea Road, Menkes Drive, Telford Way, Alstep Drive and Menway Court (all City roads).



The Class EA study has examined how traffic operates on these roadways now and in the future and will identify how best to manage issues related to roadway safety and traffic operations as well as service a variety of users such as motorists, transit users, pedestrians and cyclists.

The study is being conducted as a “Schedule C” project under the Municipal Class Environmental Assessment (October 2000, amended 2015), which is approved under the *Ontario Environmental Assessment Act*. Through this Class EA process, the Project Team is evaluating alternative solutions and designs to select a recommended design, all in consultation with the public and regulatory agencies. An Environmental Study Report (ESR) documenting the entire study process will be available for public review at the end of the study.

Public participation continues to be an important part of this Class EA study. Throughout the study, the Project Team has engaged various agencies and members of the community and consider their input for any decisions that are made.

Virtual Public Information Centre: A virtual Public Information Centre (PIC) will be held on **Monday, February 28, 2022 from 4:30 pm to 6:00 pm**. The Public Information Centre will consist of a presentation by the project team describing the project and the study’s preliminary preferred alternative designs. A copy of the slides and other supporting information will be posted on the project website. Comments are invited to be submitted by **March 14, 2022**. Accessible material is available upon request.

The link for the virtual PIC will be made available at the following webpage on the day of the meeting:

<http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

If you have questions or wish to be added to the project mailing list, please e-mail **derryroadea@exp.com** or contact one of the team members noted below.

<p>Yves Marie Monereau, P.Eng., PTOE, RSP Consultant Project Manager EXP Services 1595 Clark Boulevard Brampton, ON, L6T 4V1 Phone: 905-793-9800 Ext. 2336</p>	<p>Sonya Bubas, MCIP, RPP Project Manager Region of Peel 10 Peel Centre Dr., Suite B, 4th Floor Brampton, ON, L6T 4B9 Phone: 905-791-7800 Ext. 7801</p>	<p>Ryan Au, P.Eng. Project Manager City of Mississauga 201 City Centre Drive, Suite 800 Mississauga, ON, L5B 2T4 Phone: 905-615-3200 Ext.3713</p>
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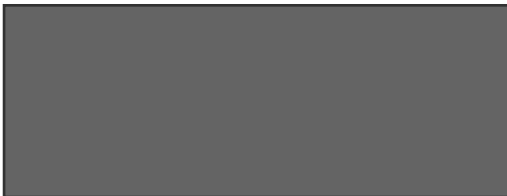
During the COVID-19 public emergency, we are keeping the community safe by complying with regional and provincial guidelines, supporting physical distancing, and postponing in person public meetings. Engagement for essential and priority projects continues online paired with universally accessible methods.

Notice of Collection of Personal Information: Personal information is collected under the authority of the Environmental Assessment Act and will be used in the assessment process. With exception of personal information, all comments shall become part of the public records. Questions about this collection should be directed to the Project Manager listed above.

This notice was first issued on February 17, 2022.



February 22, 2022




Re: Derry Road East and Alstep Drive Class EA
Identified Property Requirements for 6975 Menkes Drive, Mississauga, ON

To Whom it May Concern:

We are writing to provide you with an update on the Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive (Class EA).

The Class EA is currently in Phase 3 and has identified the preliminary preferred alternative design after consultation with stakeholders within the Region of Peel (Region), the City of Mississauga (City), and the Greater Toronto Airports Authority. A virtual Public Information Centre is scheduled for Monday, February 28, 2022 (see attached notice).

We are writing to advise you that the preliminary preferred alternative design includes some minor impacts to the property located at 6975 Menkes Drive, Mississauga. The records provided by the City and Region indicate this property is owned by your organization .

The purpose of the property requirement is to allow for the upgrade of the existing multi-use path along the south side of Derry Road East. This upgrade would extend from just west of Menkes Drive to Bramalea Road. This upgrade of the existing multi-use path will help improve mobility and accessibility for pedestrians in the project study area.

The proposed works and anticipated property impacts to 6975 Menkes Drive consist of the following:

- Upgrade the existing multi-use path to include a 3m wide path and 2m boulevard.
- As required, match the existing grade.
- Widen the existing Road Right-of-Way southward to provide the ROW space required for installation of the proposed works.

The final scope of permanent and temporary property requirements will be completed during detailed design, at which time the Region's and/or the City's realty services will reach out to your organization.

Derry Road East and Alstep Drive Class EA: Identified Property Requirements for 6975 Menkes Drive, Mississauga, ON
 STR-02018572-00
 Feb. 22, 2022

If you have any questions or comments, please do not hesitate to contact us using the project e-mail address (derryroadea@exp.com) or contact one of the team members noted below.

Yves Marie Monereau, P.Eng., PTOE, RSP Consultant Project Manager EXP Services 1595 Clark Boulevard Brampton, ON, L6T 4V1 Phone: 905-793-9800 Ext. 2336	Sonya Bubas, MCIP, RPP Region of Peel Project Manager Region of Peel 10 Peel Centre Dr., Suite B, 4 th Floor Brampton, ON L6T 4B9 Phone: 905-791-7800 Ext. 7801	Ryan Au, P.Eng. City of Mississauga Project Manager City of Mississauga 201 City Centre Drive, Suite 800 Mississauga, Ontario L5B 2T4 Phone: 905-615-3200 Ext.3713
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For more information about the project, please visit:

<http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

Regards,



Jean-Louis Gaudet
 Consultant Class EA Coordinator

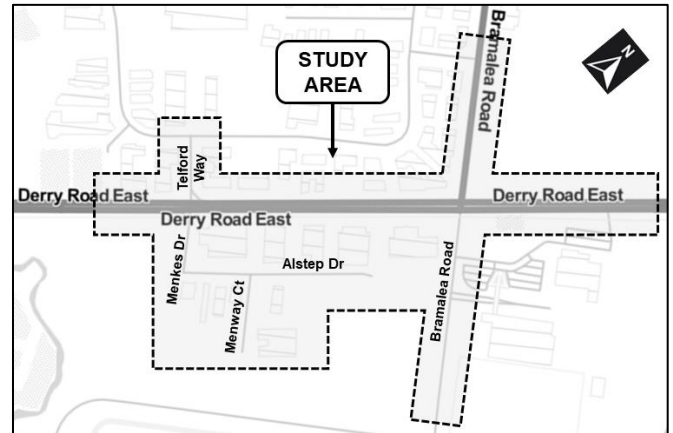
EXP

xc: Sonya Bubas, MCIP, RPP, Region of Peel
 Ryan Au, P.Eng., City of Mississauga
 Yves Marie Monereau, P.Eng., PTOE, RSP, EXP Services Inc.

Notice of Virtual Public Information Centre No. 2
Municipal Class Environmental Assessment Study
for Road Improvements near Derry Road East and Alstep Drive

(also including Bramalea Road, Menkes Drive, Telford Way, and Menway Court)

Bombardier Inc., in partnership with the City of Mississauga and the Region of Peel, has initiated a Municipal Class Environmental Assessment (Class EA) study to assess existing and future road conditions on Derry Road East and Alstep Drive near Menkes Drive and Bramalea Road. The study includes Derry Road East (a Regional Road) as well as Bramalea Road, Menkes Drive, Telford Way, Alstep Drive and Menway Court (all City roads).



The Class EA study has examined how traffic operates on these roadways now and in the future and will identify how best to manage issues related to roadway safety and traffic operations as well as service a variety of users such as motorists, transit users, pedestrians and cyclists.

The study is being conducted as a “Schedule C” project under the Municipal Class Environmental Assessment (October 2000, amended 2015), which is approved under the *Ontario Environmental Assessment Act*. Through this Class EA process, the Project Team is evaluating alternative solutions and designs to select a recommended design, all in consultation with the public and regulatory agencies. An Environmental Study Report (ESR) documenting the entire study process will be available for public review at the end of the study.

Public participation continues to be an important part of this Class EA study. Throughout the study, the Project Team has engaged various agencies and members of the community and consider their input for any decisions that are made.

Virtual Public Information Centre: A virtual Public Information Centre (PIC) will be held on **Monday, February 28, 2022 from 4:30 pm to 6:00 pm**. The Public Information Centre will consist of a presentation by the project team describing the project and the study’s preliminary preferred alternative designs. A copy of the slides and other supporting information will be posted on the project website. Comments are invited to be submitted by **March 14, 2022**. Accessible material is available upon request.

The link for the virtual PIC will be made available at the following webpage on the day of the meeting:

<http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

If you have questions or wish to be added to the project mailing list, please e-mail **derryroadea@exp.com** or contact one of the team members noted below.

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This notice was first issued on February 17, 2022.



February 22, 2022




Re: Derry Road East and Alstep Drive Class EA
Identified Property Requirements for 6975 Tranmere Drive, Mississauga, ON

To Whom it May Concern:

We are writing to provide you with an update on the Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive (Class EA).

The Class EA is currently in Phase 3 and has identified the preliminary preferred alternative design after consultation with stakeholders within the Region of Peel (Region), the City of Mississauga (City), and the Greater Toronto Airports Authority. A virtual Public Information Centre is scheduled for Monday, February 28, 2022 (see attached notice).

We are writing to advise you that the preliminary preferred alternative design includes some minor impacts to the property located at 6975 Tranmere Drive, Mississauga. The records provided by the City and Region indicate this property is owned by your organization .

The purpose of the property requirement is to allow for the installation of a sidewalk along the north side of Derry Road East. This sidewalk would extend from just west of Telford Drive to Bramalea Road. This new sidewalk will help improve mobility and accessibility for pedestrians in the project study area.

The proposed works and anticipated property impacts to 6975 Tranmere Drive consist of the following:

- Sidewalk installation along the north side of Derry Road East.
- As required, match the existing grade, or install a short retaining wall between the northern edge of the sidewalk and the existing grade.
- Repair the Region's catch-basin inlet located adjacent to the splash pad.
- Widen the existing Road Right-of-Way (ROW) by 2.25 m northward to provide the ROW required for the proposed works and to align it with the Policies noted under Section 5.9.4.2 of the Region of Peel's Official Plan.

[REDACTED]
 Derry Road East and Alstep Drive Class EA: Identified Property Requirements for 6975 Tranmere Drive, Mississauga, ON
 STR-02018572-00
 Feb. 22, 2022

The final scope of permanent and temporary property requirements will be completed during detailed design, at which time the Region’s and/or the City’s realty services will reach out to your organization.

If you have any questions or comments, please do not hesitate to contact us using the project e-mail address (derryroadea@exp.com) or contact one of the team members noted below.

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For more information about the project, please visit:

<http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

Regards,



Jean-Louis Gaudet
 Consultant Class EA Coordinator

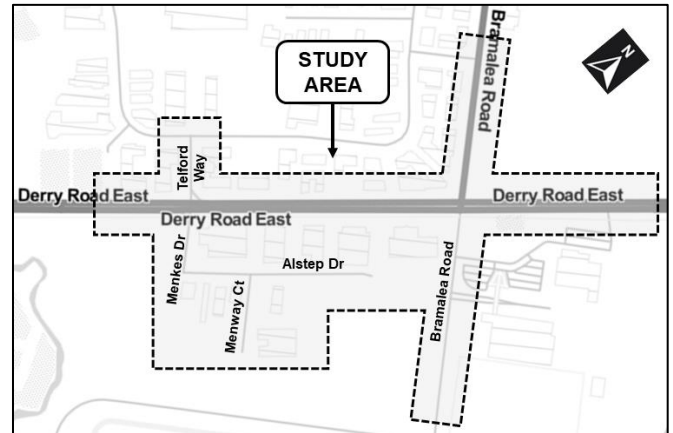
EXP

xc: Sonya Bubas, MCIP, RPP, Region of Peel
 Ryan Au, P.Eng., City of Mississauga
 Yves Marie Monereau, P.Eng., PTOE, RSP, EXP Services Inc.

Notice of Virtual Public Information Centre No. 2
Municipal Class Environmental Assessment Study
for Road Improvements near Derry Road East and Alstep Drive

(also including Bramalea Road, Menkes Drive, Telford Way, and Menway Court)

Bombardier Inc., in partnership with the City of Mississauga and the Region of Peel, has initiated a Municipal Class Environmental Assessment (Class EA) study to assess existing and future road conditions on Derry Road East and Alstep Drive near Menkes Drive and Bramalea Road. The study includes Derry Road East (a Regional Road) as well as Bramalea Road, Menkes Drive, Telford Way, Alstep Drive and Menway Court (all City roads).



The Class EA study has examined how traffic operates on these roadways now and in the future and will identify how best to manage issues related to roadway safety and traffic operations as well as service a variety of users such as motorists, transit users, pedestrians and cyclists.

The study is being conducted as a “Schedule C” project under the Municipal Class Environmental Assessment (October 2000, amended 2015), which is approved under the *Ontario Environmental Assessment Act*. Through this Class EA process, the Project Team is evaluating alternative solutions and designs to select a recommended design, all in consultation with the public and regulatory agencies. An Environmental Study Report (ESR) documenting the entire study process will be available for public review at the end of the study.

Public participation continues to be an important part of this Class EA study. Throughout the study, the Project Team has engaged various agencies and members of the community and consider their input for any decisions that are made.

Virtual Public Information Centre: A virtual Public Information Centre (PIC) will be held on **Monday, February 28, 2022 from 4:30 pm to 6:00 pm**. The Public Information Centre will consist of a presentation by the project team describing the project and the study’s preliminary preferred alternative designs. A copy of the slides and other supporting information will be posted on the project website. Comments are invited to be submitted by **March 14, 2022**. Accessible material is available upon request.

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If you have questions or wish to be added to the project mailing list, please e-mail **derryroadea@exp.com** or contact one of the team members noted below.

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During the COVID-19 public emergency, we are keeping the community safe by complying with regional and provincial guidelines, supporting physical distancing, and postponing in person public meetings. Engagement for essential and priority projects continues online paired with universally accessible methods.

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This notice was first issued on February 17, 2022.



February 22, 2022




Re: Derry Road East and Alstep Drive Class EA
Identified Property Requirements for 6999 Tranmere Drive, Mississauga, ON

To Whom it May Concern:

We are writing to provide you with an update on the Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive (Class EA).

The Class EA is currently in Phase 3 and has identified the preliminary preferred alternative design after consultation with stakeholders within the Region of Peel (Region), the City of Mississauga (City), and the Greater Toronto Airports Authority. A virtual Public Information Centre is scheduled for Monday, February 28, 2022 (see attached notice).

We are writing to advise you that the preliminary preferred alternative design includes some minor impacts to the property located at 6999 Tranmere Drive, Mississauga. The records provided by the City and Region indicate this property is owned by your organization, .

The purpose of the property requirement is to allow for the installation of a sidewalk along the north side of Derry Road East. This sidewalk would extend from just west of Telford Drive to Bramalea Road. This new sidewalk will help improve mobility and accessibility for pedestrians in the project study area.

The proposed works and anticipated property impacts to 6999 Tranmere Drive consist of the following:

- Sidewalk installation along the north side of Derry Road East.
- As required, match the existing grade, or install a short retaining wall between the northern edge of the sidewalk and the existing grade.
- Widen the existing Road Right-of-Way (ROW) by 2.25 m northward to provide the ROW required for the proposed works and to align it with the Policies noted under Section 5.9.4.2 of the Region of Peel's Official Plan.

The final scope of permanent and temporary property requirements will be completed during detailed design, at which time the Region's and/or the City's realty services will reach out to your organization.

Derry Road East and Alstep Drive Class EA: Identified Property Requirements for 6999 Tranmere Drive, Mississauga, ON
 STR-02018572-00
 Feb. 22, 2022

If you have any questions or comments, please do not hesitate to contact us using the project e-mail address (derryroadea@exp.com) or contact one of the team members noted below.

Yves Marie Monereau, P.Eng., PTOE, RSP Consultant Project Manager EXP Services 1595 Clark Boulevard Brampton, ON, L6T 4V1 Phone: 905-793-9800 Ext. 2336	Sonya Bubas, MCIP, RPP Region of Peel Project Manager Region of Peel 10 Peel Centre Dr., Suite B, 4 th Floor Brampton, ON L6T 4B9 Phone: 905-791-7800 Ext. 7801	Ryan Au, P.Eng. City of Mississauga Project Manager City of Mississauga 201 City Centre Drive, Suite 800 Mississauga, Ontario L5B 2T4 Phone: 905-615-3200 Ext.3713
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For more information about the project, please visit:

<http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

Regards,



Jean-Louis Gaudet
 Consultant Class EA Coordinator

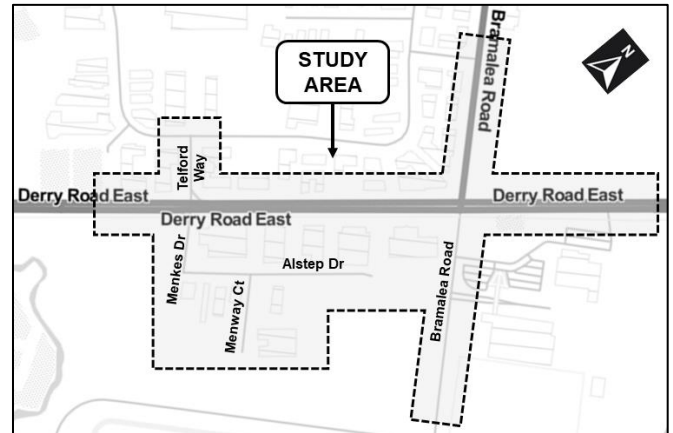
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 Ryan Au, P.Eng., City of Mississauga
 Yves Marie Monereau, P.Eng., PTOE, RSP, EXP Services Inc.

Notice of Virtual Public Information Centre No. 2
Municipal Class Environmental Assessment Study
for Road Improvements near Derry Road East and Alstep Drive

(also including Bramalea Road, Menkes Drive, Telford Way, and Menway Court)

Bombardier Inc., in partnership with the City of Mississauga and the Region of Peel, has initiated a Municipal Class Environmental Assessment (Class EA) study to assess existing and future road conditions on Derry Road East and Alstep Drive near Menkes Drive and Bramalea Road. The study includes Derry Road East (a Regional Road) as well as Bramalea Road, Menkes Drive, Telford Way, Alstep Drive and Menway Court (all City roads).



The Class EA study has examined how traffic operates on these roadways now and in the future and will identify how best to manage issues related to roadway safety and traffic operations as well as service a variety of users such as motorists, transit users, pedestrians and cyclists.

The study is being conducted as a “Schedule C” project under the Municipal Class Environmental Assessment (October 2000, amended 2015), which is approved under the *Ontario Environmental Assessment Act*. Through this Class EA process, the Project Team is evaluating alternative solutions and designs to select a recommended design, all in consultation with the public and regulatory agencies. An Environmental Study Report (ESR) documenting the entire study process will be available for public review at the end of the study.

Public participation continues to be an important part of this Class EA study. Throughout the study, the Project Team has engaged various agencies and members of the community and consider their input for any decisions that are made.

Virtual Public Information Centre: A virtual Public Information Centre (PIC) will be held on **Monday, February 28, 2022 from 4:30 pm to 6:00 pm**. The Public Information Centre will consist of a presentation by the project team describing the project and the study’s preliminary preferred alternative designs. A copy of the slides and other supporting information will be posted on the project website. Comments are invited to be submitted by **March 14, 2022**. Accessible material is available upon request.

The link for the virtual PIC will be made available at the following webpage on the day of the meeting:

<http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

If you have questions or wish to be added to the project mailing list, please e-mail **derryroadea@exp.com** or contact one of the team members noted below.

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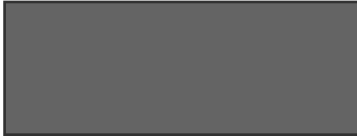
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This notice was first issued on February 17, 2022.



February 22, 2022




Re: Derry Road East and Alstep Drive Class EA
Identified Property Requirements for 7033 Telford Way, Mississauga, ON

To Whom it May Concern:

We are writing to provide you with an update on the Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive (Class EA).

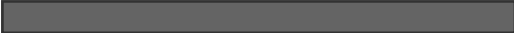
The Class EA is currently in Phase 3 and has identified the preliminary preferred alternative design after consultation with stakeholders within the Region of Peel (Region), the City of Mississauga (City), and the Greater Toronto Airports Authority. A virtual Public Information Centre is scheduled for Monday, February 28, 2022 (see attached notice).

We are writing to advise you that the preliminary preferred alternative design includes some minor impacts to the property located at 7033 Telford Way. The records provided by the City and Region indicate this property is owned by your organization .

The purpose of the property requirement is to allow for the installation of a sidewalk on the north side of Derry Road East, which is proposed to be installed across the entire Class EA study area. This sidewalk will help to improve mobility and accessibility for pedestrians in the project study area.

The proposed works adjacent to 7033 Telford Way and the anticipated property impacts to same consist of the following:

- Sidewalk improvements along the north side of Derry Road East.
- Relocate the bus stop on the north side of Derry Road East behind the sidewalk.
- Widen the sidewalk at the northeast corner of the Derry Road East and Telford Way intersection.
- As required, match the existing grade, or install a short retaining wall between the northern edge of the sidewalk and the existing grade.
- Widen the existing Road Right-of-Way by 2.25 m northward to provide the ROW required for the proposed works and to align it with the Policies noted under Section 5.9.4.2 of the Region of Peel's Official Plan.
- No impacts to the southern parking lot curb are anticipated at this time. However, any potential


 Derry Road East and Alstep Drive Class EA: Identified Property Requirements for 7033 Telford Way, Mississauga, ON
 STR-02018572-00
 Feb. 22, 2022

impacts to the curb would be identified during detailed design of the sidewalk and would be communicated to the ownership of 7033 Telford Way.

The final scope of permanent and temporary property requirements will be completed during detailed design, at which time the Region's and/or the City's realty services will reach out to your organization.

If you have any questions or comments, please do not hesitate to contact us using the project e-mail address (derryroadea@exp.com) or contact one of the team members noted below.

Yves Marie Monereau, P.Eng., PTOE, RSP Consultant Project Manager EXP Services 1595 Clark Boulevard Brampton, ON, L6T 4V1 Phone: 905-793-9800 Ext. 2336	Sonya Bubas, MCIP, RPP Region of Peel Project Manager Region of Peel 10 Peel Centre Dr., Suite B, 4 th Floor Brampton, ON L6T 4B9 Phone: 905-791-7800 Ext. 7801	Ryan Au, P.Eng. City of Mississauga Project Manager City of Mississauga 201 City Centre Drive, Suite 800 Mississauga, Ontario L5B 2T4 Phone: 905-615-3200 Ext.3713
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For more information about the project, please visit:

<http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

Regards,



Jean-Louis Gaudet
 Consultant Class EA Coordinator

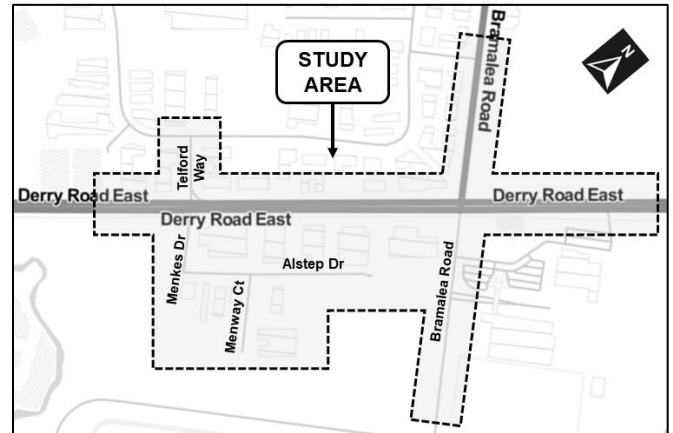
EXP

xc: Sonya Bubas, MCIP, RPP, Region of Peel
 Ryan Au, P.Eng., City of Mississauga
 Yves Marie Monereau, P.Eng., PTOE, RSP, EXP Services Inc.

Notice of Virtual Public Information Centre No. 2
Municipal Class Environmental Assessment Study
for Road Improvements near Derry Road East and Alstep Drive

(also including Bramalea Road, Menkes Drive, Telford Way, and Menway Court)

Bombardier Inc., in partnership with the City of Mississauga and the Region of Peel, has initiated a Municipal Class Environmental Assessment (Class EA) study to assess existing and future road conditions on Derry Road East and Alstep Drive near Menkes Drive and Bramalea Road. The study includes Derry Road East (a Regional Road) as well as Bramalea Road, Menkes Drive, Telford Way, Alstep Drive and Menway Court (all City roads).



The Class EA study has examined how traffic operates on these roadways now and in the future and will identify how best to manage issues related to roadway safety and traffic operations as well as service a variety of users such as motorists, transit users, pedestrians and cyclists.

The study is being conducted as a “Schedule C” project under the Municipal Class Environmental Assessment (October 2000, amended 2015), which is approved under the *Ontario Environmental Assessment Act*. Through this Class EA process, the Project Team is evaluating alternative solutions and designs to select a recommended design, all in consultation with the public and regulatory agencies. An Environmental Study Report (ESR) documenting the entire study process will be available for public review at the end of the study.

Public participation continues to be an important part of this Class EA study. Throughout the study, the Project Team has engaged various agencies and members of the community and consider their input for any decisions that are made.

Virtual Public Information Centre: A virtual Public Information Centre (PIC) will be held on **Monday, February 28, 2022 from 4:30 pm to 6:00 pm**. The Public Information Centre will consist of a presentation by the project team describing the project and the study’s preliminary preferred alternative designs. A copy of the slides and other supporting information will be posted on the project website. Comments are invited to be submitted by **March 14, 2022**. Accessible material is available upon request.

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This notice was first issued on February 17, 2022.



February 22, 2022




Re: Derry Road East and Alstep Drive Class EA
Identified Property Requirements for 7050 Bramalea Road, Mississauga, ON

To Whom it May Concern:

We are writing to provide you with an update on the Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive (Class EA).

The Class EA is currently in Phase 3 and has identified the preliminary preferred alternative design after consultation with stakeholders within the Region of Peel (Region), the City of Mississauga (City), and the Greater Toronto Airports Authority. A virtual Public Information Centre is scheduled for Monday, February 28, 2022 (see attached notice).

We are writing to advise you that the preliminary preferred alternative design includes some minor impacts to the property located at 7050 Bramalea Road. The records provided by the City and Region indicate this property is owned by your organization .

The purpose of the property requirement is to allow for the installation of a sidewalk on the north side of Derry Road East, which is proposed to be installed across the entire Class EA study area. This sidewalk will help to improve mobility and accessibility for pedestrians in the project study area.

The proposed works and anticipated property impacts to 7050 Bramalea Road consist of the following:

- Install a sidewalk along the north side of Derry Road East. A portion of this new sidewalk would be built on the grassed boulevard adjacent to the road Right-of-Way.
- As required, match the existing grade or install a short retaining wall between the northern edge of the sidewalk and the existing grade.
- Widen the existing Road Right-of-Way by 4.5m northward to provide the ROW required for the proposed works and to align it with the Policies noted under Section 5.9.4.2 of the Region of Peel's Official Plan.
- No impacts to the southern parking lot curb are anticipated at this time. However, any potential impacts to the curb would be identified during detailed design of the sidewalk and would be

[REDACTED]
 Derry Road East and Alstep Drive Class EA: Identified Property Requirements for 7050 Bramalea Road, Mississauga, ON
 STR-02018572-00
 Feb. 22, 2022

communicated to the ownership of 7050 Bramalea Road.

The final scope of permanent and temporary property requirements will be completed during detailed design, at which time the Region's and/or the City's realty services will reach out to your organization.

If you have any questions or comments, please do not hesitate to contact us using the project e-mail address (derryroadea@exp.com) or contact one of the team members noted below.

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Regards,



Jean-Louis Gaudet
 Consultant Class EA Coordinator

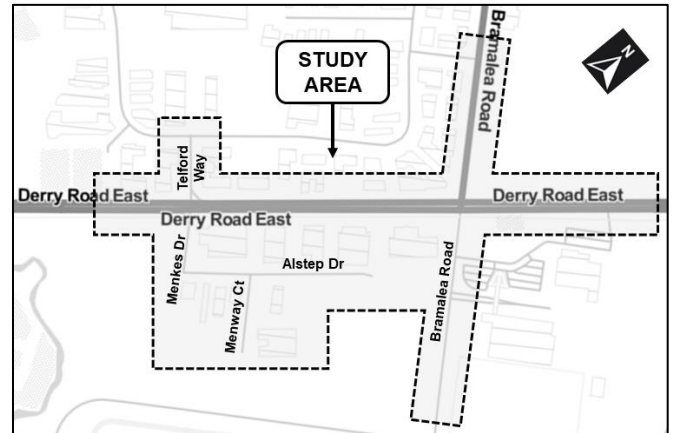
EXP

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Municipal Class Environmental Assessment Study
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(also including Bramalea Road, Menkes Drive, Telford Way, and Menway Court)

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The Class EA study has examined how traffic operates on these roadways now and in the future and will identify how best to manage issues related to roadway safety and traffic operations as well as service a variety of users such as motorists, transit users, pedestrians and cyclists.

The study is being conducted as a “Schedule C” project under the Municipal Class Environmental Assessment (October 2000, amended 2015), which is approved under the *Ontario Environmental Assessment Act*. Through this Class EA process, the Project Team is evaluating alternative solutions and designs to select a recommended design, all in consultation with the public and regulatory agencies. An Environmental Study Report (ESR) documenting the entire study process will be available for public review at the end of the study.

Public participation continues to be an important part of this Class EA study. Throughout the study, the Project Team has engaged various agencies and members of the community and consider their input for any decisions that are made.

Virtual Public Information Centre: A virtual Public Information Centre (PIC) will be held on **Monday, February 28, 2022 from 4:30 pm to 6:00 pm**. The Public Information Centre will consist of a presentation by the project team describing the project and the study’s preliminary preferred alternative designs. A copy of the slides and other supporting information will be posted on the project website. Comments are invited to be submitted by **March 14, 2022**. Accessible material is available upon request.

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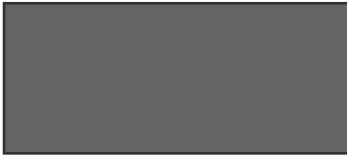
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February 22, 2022

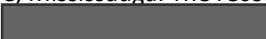


Re: Derry Road East and Alstep Drive Class EA
Identified Property Requirements for 7055 Tranmere Drive, Mississauga, ON

To Whom it May Concern:

We are writing to provide you with an update on the Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive (Class EA).

The Class EA is currently in Phase 3 and has identified the preliminary preferred alternative design after consultation with stakeholders within the Region of Peel (Region), the City of Mississauga (City), and the Greater Toronto Airports Authority. A virtual Public Information Centre is scheduled for Monday, February 28, 2022 (see attached notice).


We are writing to advise you that the preliminary preferred alternative design includes some minor impacts to the property located at 7055 Tranmere Drive, Mississauga. The records provided by the City and Region indicate this property is owned by your organization .

The purpose of the property requirement is to allow for the installation of a sidewalk along the north side of Derry Road East. This sidewalk would extend from just west of Telford Drive to Bramalea Road. This new sidewalk will help improve mobility and accessibility for pedestrians in the project study area.

The proposed works and anticipated property impacts to 7055 Tranmere Drive consist of the following:

- Sidewalk installation along the north side of Derry Road East.
- As required, match the existing grade, or install a short retaining wall between the northern edge of the sidewalk and the existing grade.
- Widen the existing Road Right-of-Way (ROW) by 2.25 m northward to provide the ROW required for the proposed works and to align it with the Policies noted under Section 5.9.4.2 of the Region of Peel's Official Plan.

The final scope of permanent and temporary property requirements will be completed during detailed design, at which time the Region's and/or the City's realty services will reach out to your organization.


 Derry Road East and Alstep Drive Class EA: Identified Property Requirements for 7055 Tranmere Drive, Mississauga, ON
 STR-02018572-00
 Feb. 22, 2022

If you have any questions or comments, please do not hesitate to contact us using the project e-mail address (derryroadea@exp.com) or contact one of the team members noted below.

Yves Marie Monereau, P.Eng., PTOE, RSP Consultant Project Manager EXP Services 1595 Clark Boulevard Brampton, ON, L6T 4V1 Phone: 905-793-9800 Ext. 2336	Sonya Bubas, MCIP, RPP Region of Peel Project Manager Region of Peel 10 Peel Centre Dr., Suite B, 4 th Floor Brampton, ON L6T 4B9 Phone: 905-791-7800 Ext. 7801	Ryan Au, P.Eng. City of Mississauga Project Manager City of Mississauga 201 City Centre Drive, Suite 800 Mississauga, Ontario L5B 2T4 Phone: 905-615-3200 Ext.3713
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For more information about the project, please visit:

<http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

Regards,



Jean-Louis Gaudet
 Consultant Class EA Coordinator

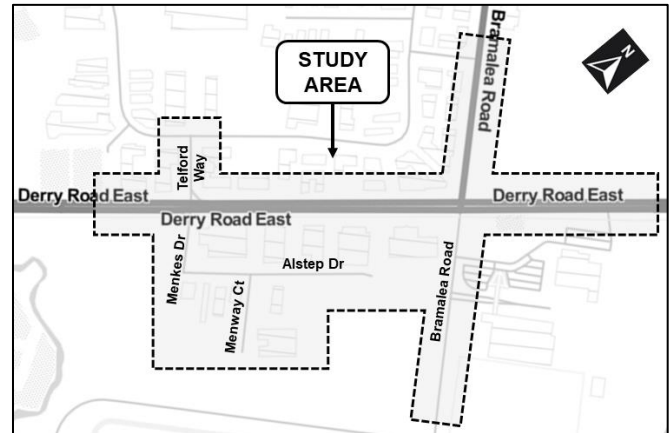
EXP

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Notice of Virtual Public Information Centre No. 2
Municipal Class Environmental Assessment Study
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The Class EA study has examined how traffic operates on these roadways now and in the future and will identify how best to manage issues related to roadway safety and traffic operations as well as service a variety of users such as motorists, transit users, pedestrians and cyclists.

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<http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

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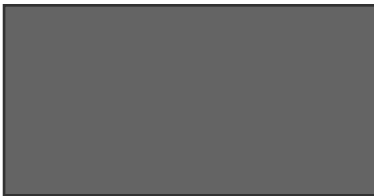
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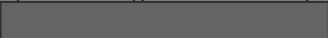


Re: Derry Road East and Alstep Drive Class EA
Identified Property Requirements for 7065 Tranmere Drive, Mississauga, ON

To Whom it May Concern:

We are writing to provide you with an update on the Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive (Class EA).

The Class EA is currently in Phase 3 and has identified the preliminary preferred alternative design after consultation with stakeholders within the Region of Peel (Region), the City of Mississauga (City), and the Greater Toronto Airports Authority. A virtual Public Information Centre is scheduled for Monday, February 28, 2022 (see attached notice).

We are writing to advise you that the preliminary preferred alternative design includes some minor impacts to the property located at 7065 Tranmere Drive, Mississauga. The records provided by the City and Region indicate this property is owned by your organization .

The purpose of the property requirement is to allow for the installation of a sidewalk along the north side of Derry Road East. This sidewalk would extend from just west of Telford Drive to Bramalea Road. This new sidewalk will help improve mobility and accessibility for pedestrians in the project study area.

The proposed works and anticipated property impacts to 7065 Tranmere Drive consist of the following:

- Sidewalk installation along the north side of Derry Road East.
- As required, match the existing grade, or install a short retaining wall between the northern edge of the sidewalk and the existing grade.
- Widen the existing Road Right-of-Way (ROW) by 2.25 m northward to provide the ROW required for the proposed works and to align it with the Policies noted under Section 5.9.4.2 of the Region of Peel's Official Plan.

Derry Road East and Alstep Drive Class EA: Identified Property Requirements for 7065 Tranmere Drive, Mississauga, ON
 STR-02018572-00
 Feb. 22, 2022

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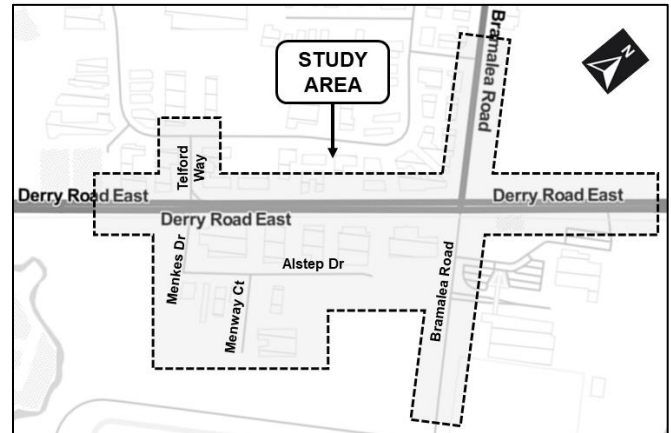
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This notice was first issued on February 17, 2022.

Jean-Louis Gaudet

From: Derryroadea
Sent: Wednesday, June 29, 2022 10:40 AM
To: [REDACTED]
Cc: Yves Monereau; Bubas, Sonya; Ryan Au; [REDACTED]
Subject: RE: Derry Road East and Alstep Drive Class EA: Potential Property Impacts for [REDACTED], Road East

Hi [REDACTED]

Thanks for your note.

Yes, the concept that was shared is basically the same that was put in front of City Council. The answers previously provided are still valid.

The final touches are being put on the ESR and will be going out for public review in the next week or two.

When it does, you will receive a copy of the notice of completion. The ESR and its appendices will be available to download from the project website (<http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>).

Thanks for your interest,

Jean-Louis

Municipal Class Environmental Assessment Study for Road Improvements near Derry Road East and Alstep Drive

E-mail: derryroadea@exp.com

Website: <http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

From: [REDACTED]
Sent: Wednesday, June 29, 2022 9:42 AM
To: Derryroadea <derryroadea@exp.com>; Jean-Louis Gaudet <jeanlouis.gaudet@exp.com>
Cc: Yves Monereau <Yves-Marie.Monereau@exp.com>; Bubas, Sonya <sonya.bubas@peelregion.ca>; Ryan Au <ryan.au@mississauga.ca>; [REDACTED]
Subject: RE: Derry Road East and Alstep Drive Class EA: Potential Property Impacts for [REDACTED]; t

Hello Jean-Louis,

Hope you are doing well.

I wanted to reach out now that the Derry Road and Alstep Drive Road Improvements have been approved at council.

It appears that the approved design matches the initial preferred concept previously shared, though I am hoping you can confirm. In addition, please confirm the approved drawings do not impact any of the answers received previously. Are you able to provide an update regarding timing to detailed design?

Lastly, are you able to share the ESR Report?

Thank you,



*Municipal Class Environmental Assessment for
Road Improvements near Derry Road East and Alstep Drive:
Environmental Study Report*

Appendix B11: Stakeholder Meetings

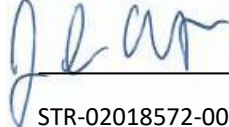


1595 Clark Blvd.
 Brampton, ON L6T 4V1 | CANADA
 t: +1.905.793.9800 | exp.com

Meeting Minutes

Date of Meeting: December 13, 2021 **Next Meeting:** To be determined

Location: Virtual **Meeting No.:** n/a

Written By: Jean-Louis Gaudet **Signature:** 

Project: Derry Road East and Alstep Drive Class EA **Project No.:** STR-02018572-00

Purpose: Stakeholder Meeting with Greater Toronto Airports Authority

Attendees:

Joseph Fischetti (JF)	Greater Toronto Airports Authority (GTAA)
Pat Garisto (PG)	GTAA
Sonya Bubas (SB)	Region of Peel (Region)
Joe Gallagher (JG)	Region of Peel
Ryan Au (RyA)	City of Mississauga (City)
Janeth Huab (JH)	City of Mississauga
Sheryl Badin (SB)	City of Mississauga
Lin Rogers (LR)	City of Mississauga
Piyush Patel (PP)	Bombardier Aerospace (Bombardier)
James Lambie (JL)	Bombardier Aerospace
Robert Andrews (RbA)	EXP Services Inc (EXP)
Yves Monereau (YM)	EXP Services Inc
Jean-Louis Gaudet (JLG)	EXP Services Inc
Carlyle Glean (CG)	EXP Services Inc

Distribution: All attendees

Note: If you believe these minutes are inaccurate or incomplete, please notify the signatory who will make necessary corrections

Details	Action to be taken by
<p>1. Agenda</p> <p>1.1 JLG had all of the attendees introduce themselves. He then reviewed the purpose of the meeting and the proposed agenda.</p> <p>1.2 GTAA requested that the preferred design and associated property requirements be reviewed first, as understanding these would contribute to the discussion on the land swap status and needed next steps. This was agreed to.</p>	



Meeting Minutes (cont'd)

Derry Road East and Alstep Drive Class EA: Stakeholder Meeting with Greater Toronto Airports Authority
 Project Number: STR-02018572-00
 Date of Meeting: December 13, 2021

Details	Action to be taken by
2. Review of Preferred Alternative Design	
2.1 JLG reviewed drawings showing the preferred alternative design for works along Bramalea Road south and north of Derry Road, and along Derry Road east of Bramalea Road. The review also included what GTAA properties were required and for what purpose.	
2.2 GTAA advised - and the City confirmed - that there have been no recent developments in the land swap discussions, and that clarification on the land requirements from this EA are required in order to move forward.	
3. Discussion: Path Forward	
3.1 LR (City) noted that the Class EA needs confirmation that there is agreement in principle from GTAA to move forward with the proposed works on GTAA land.	
3.2 SB (City) added that the City requires diagrams that show the preferred alternative design and the property requirements from GTAA and private property.	
3.3 JLG (EXP) confirmed EXP will prepare diagrams showing the proposed requirements. He noted the property requirements are based on the preferred alternative design and 30% design, and as such are subject to change as the design proceeds to 90%. However, they should be adequate for the purpose of moving the discussion forward.	EXP
3.4 PG (GTAA) asked if a land swap is required, and if a lease or agreement to build the roads and infrastructure would be adequate. He said this would be a timelier solution, as a land swap would take time to go through the required Federal process. JG (Peel) said he would check on behalf of the Region.	
3.5 RyA (City) noted that there was discussion regarding the land swap in the early 2000's and asked if there had been similar discussions since then. PG (GTAA) answered that, at that time, a requirement for road upgrades had been identified and that the Region had completed the work. The parties investigated what lands the Federal government would receive for the swap, but the Region had no lands it could offer. He added that much of the preparatory work has been completed, including the parcelling of GTAA and City land.	
3.6 SB (City) asked if there could be a justification to develop the land. PG (GTAA) said no because there has to be a one-to-one land swap.	
3.7 PG (GTAA) noted the following with respect to using an access licence agreement to allow the proposed works to proceed:	



Meeting Minutes (cont'd)

Derry Road East and Alstep Drive Class EA: Stakeholder Meeting with Greater Toronto Airports Authority
 Project Number: STR-02018572-00
 Date of Meeting: December 13, 2021

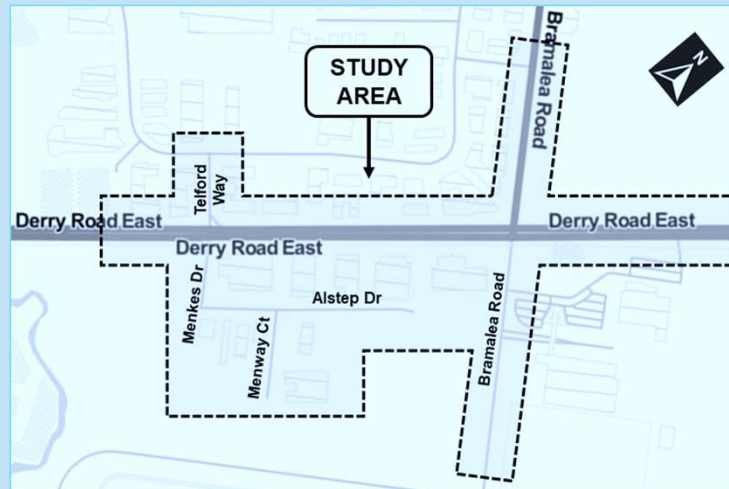
Details	Action to be taken by
<ul style="list-style-type: none"> • The access licence agreement would provide Bombardier, the City and the Region with the ability (from the GTAA's perspective) to build their respective required infrastructure in the short term. • The GTAA, the City and the Region could then proceed with the Land Transfer as part of the long-term process. • PG (GTAA) said he did not foresee there being any significant issues with what is being proposed, regarding the proposed alternative design, the access licence agreement, or the future land transfer. <p>3.8 There was also discussion about the potential future realignment of FedEx's entrance to position it directly across the Alstep Drive Extension. LR (City) commented that this is noted in the preferred alternative design as a future work, and the details of the realignment can be prepared during the detailed design of Alstep Drive. JF (GTAA) noted that FedEx would need to be engaged on this, and GTAA requested to be involved in the discussion, as GTAA is the land-owner and FedEx is the tenant.</p> <p>3.9 GTAA, the City and the Region committed to meeting again to further discuss the land swap and the agreement to build the proposed works into the GTAA property.</p>	
<p>4. Closing and Next Steps</p>	
<p>4.1 LR (City) and JLG (EXP) summarized the next steps in this process:</p>	
<p>4.1.1 EXP to prepare the property impacts map and distribute. EXP will provide the maps by January 10th.</p>	EXP
<p>4.1.2 The City and the Region to review if a stepped approach (i.e., the access licence agreement proposed by GTAA) is adequate to construct the proposed works. If not, then the City and Region are to propose a contingency plan.</p>	City / Region
<p>4.1.3 The City is to identify City-owned lands for use in the land swap.</p>	City
<p>4.1.4 All parties will meet again at a date to be determined (approx. 3rd week of January). City/Region will provide their availability to EXP, who will coordinate.</p>	City/Region/GTAA/ Bombardier/EXP

Attachment: Meeting Slides

MUNICIPAL CLASS EA STUDY FOR ROAD IMPROVEMENTS NEAR DERRY ROAD EAST AND ALSTEP DRIVE

Meeting with GTAA

December 13, 2021



Website <http://peelregion.ca/public-works/environmental-assessments/mississauga/derryrd-alstepdrive.asp>

derryroadea@exp.com

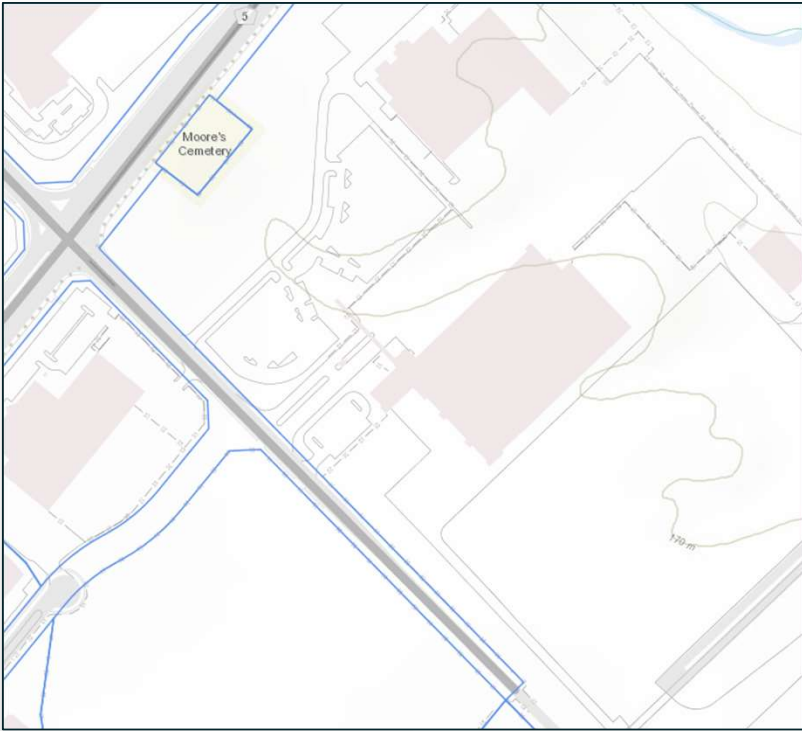
**Region
of Peel**
working with you


MISSISSAUGA

BOMBARDIER

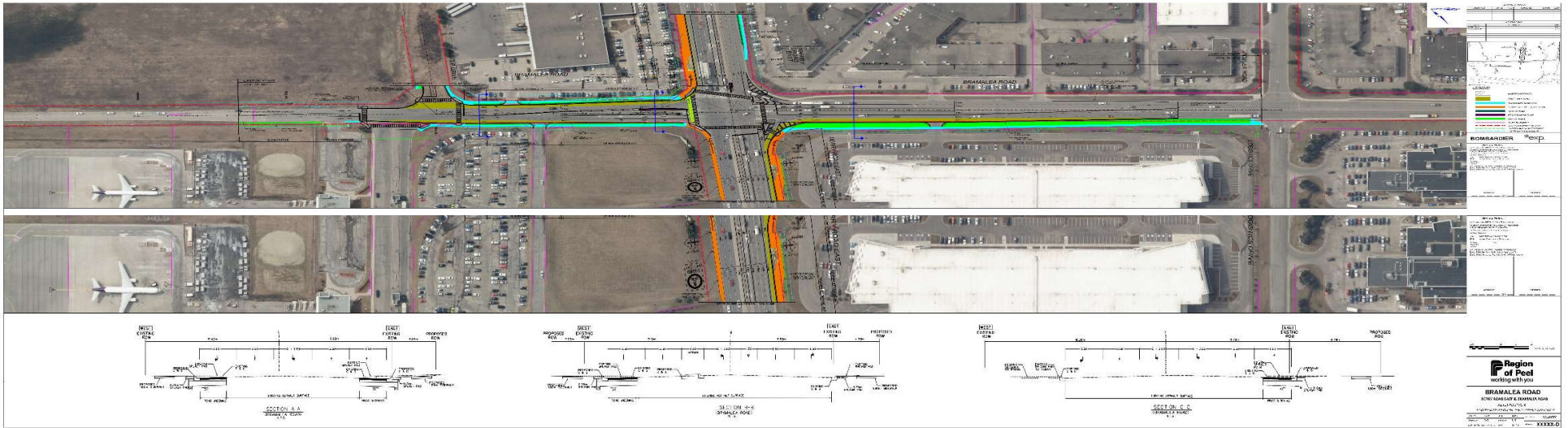
- ▶ GTAA Land Swap Update
- ▶ Review of Preferred Alternative Design
 - ▶ GTAA Comments
 - ▶ Property requirements
- ▶ Discussion: Path Forward
- ▶ Closing and Next Steps

AGENDA



GTAA LAND SWAP UPDATE

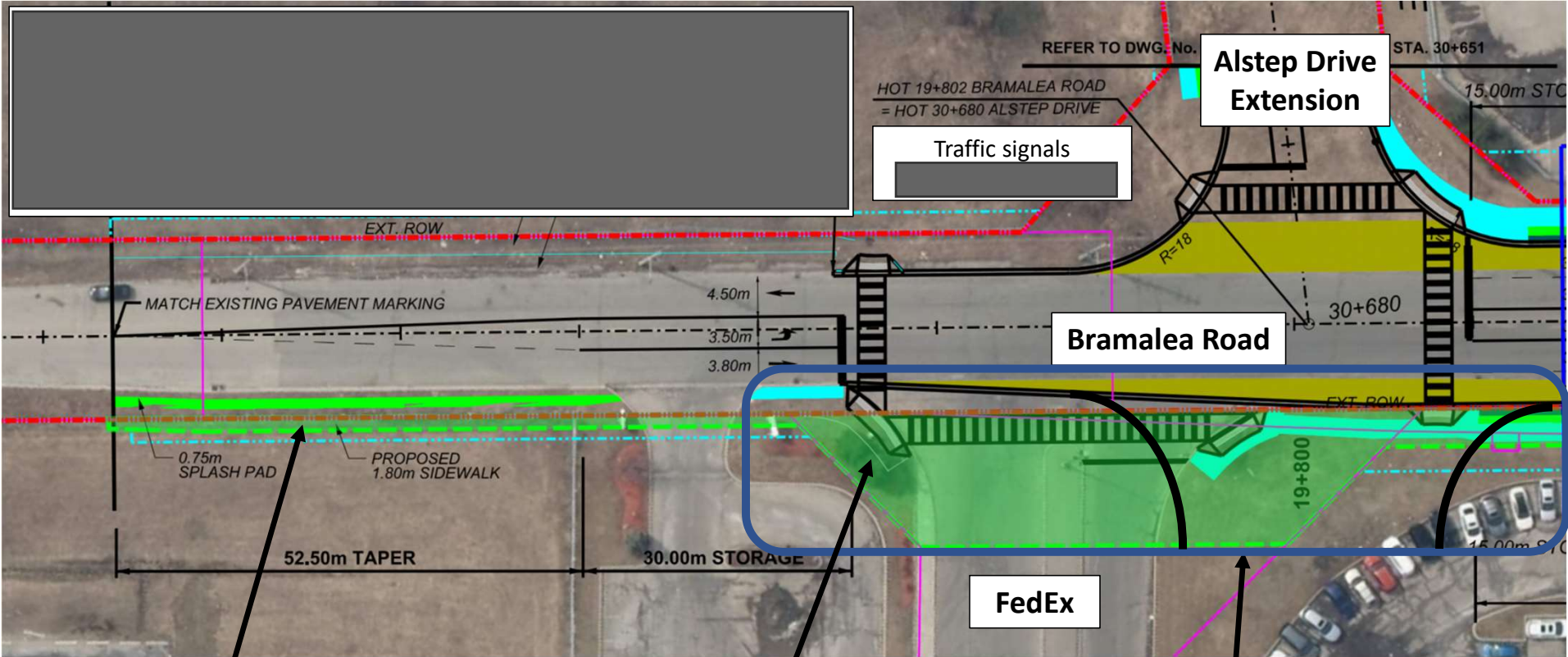




REVIEW OF PREFERRED ALTERNATIVE DESIGN



Bramalea Road Requirements (South of Alstep Extension)

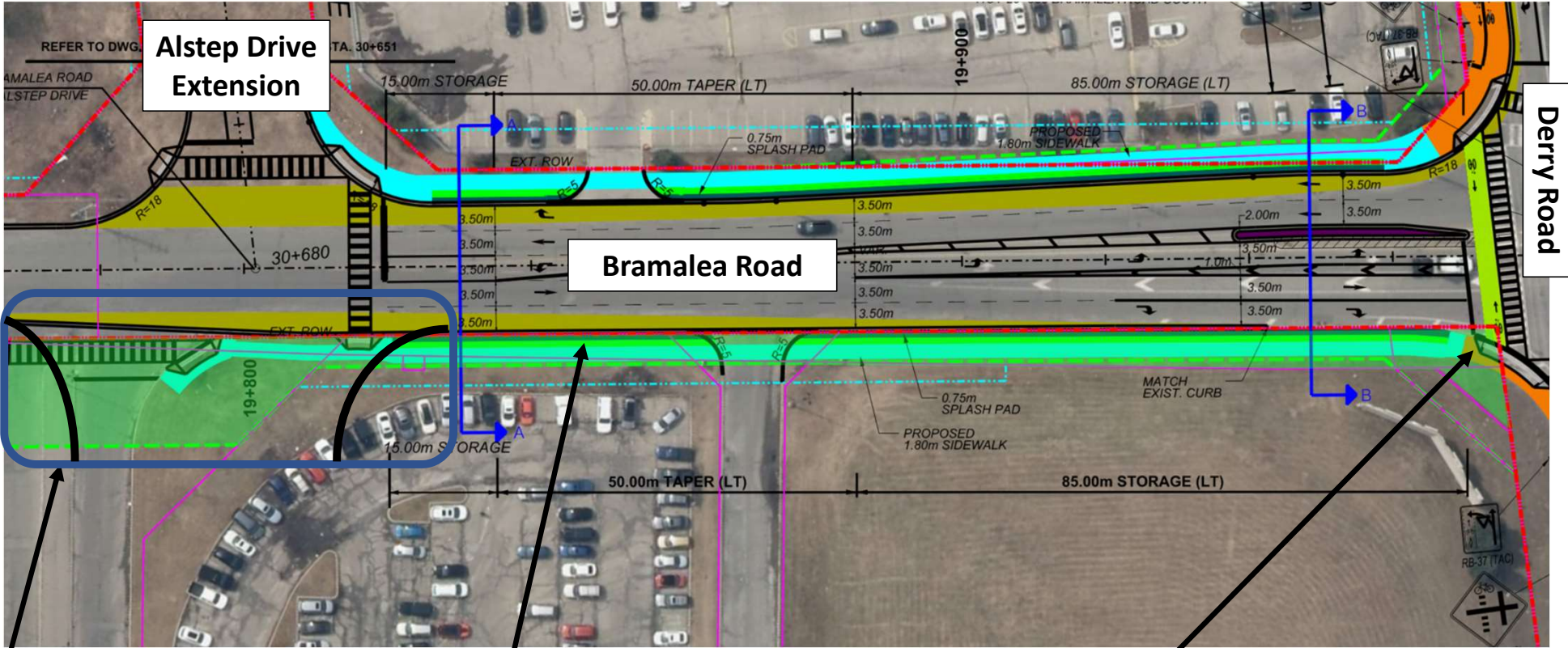


Required for:
 • Sidewalk

Required for:
 • Daylight triangles

Potential FedEx Driveway Realignment

Bramalea Road Requirements (South of Derry Road)

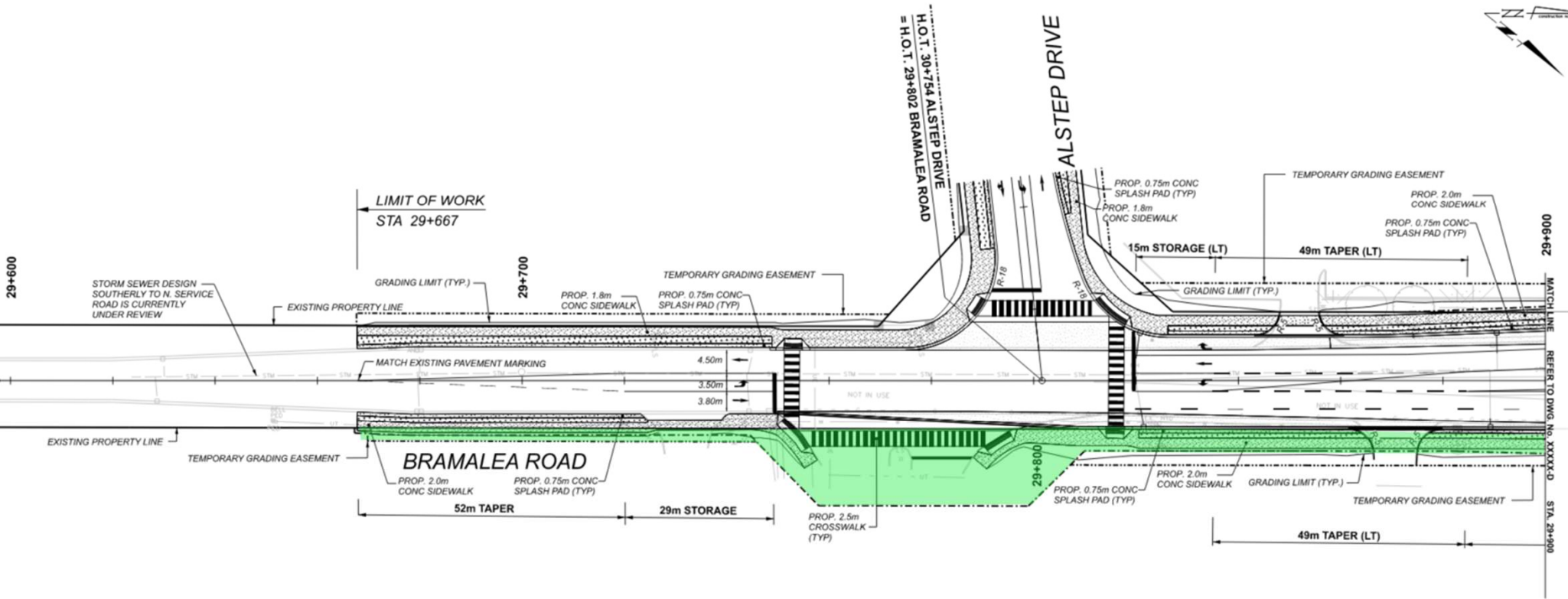


Potential FedEx Driveway Realignment
[Redacted]

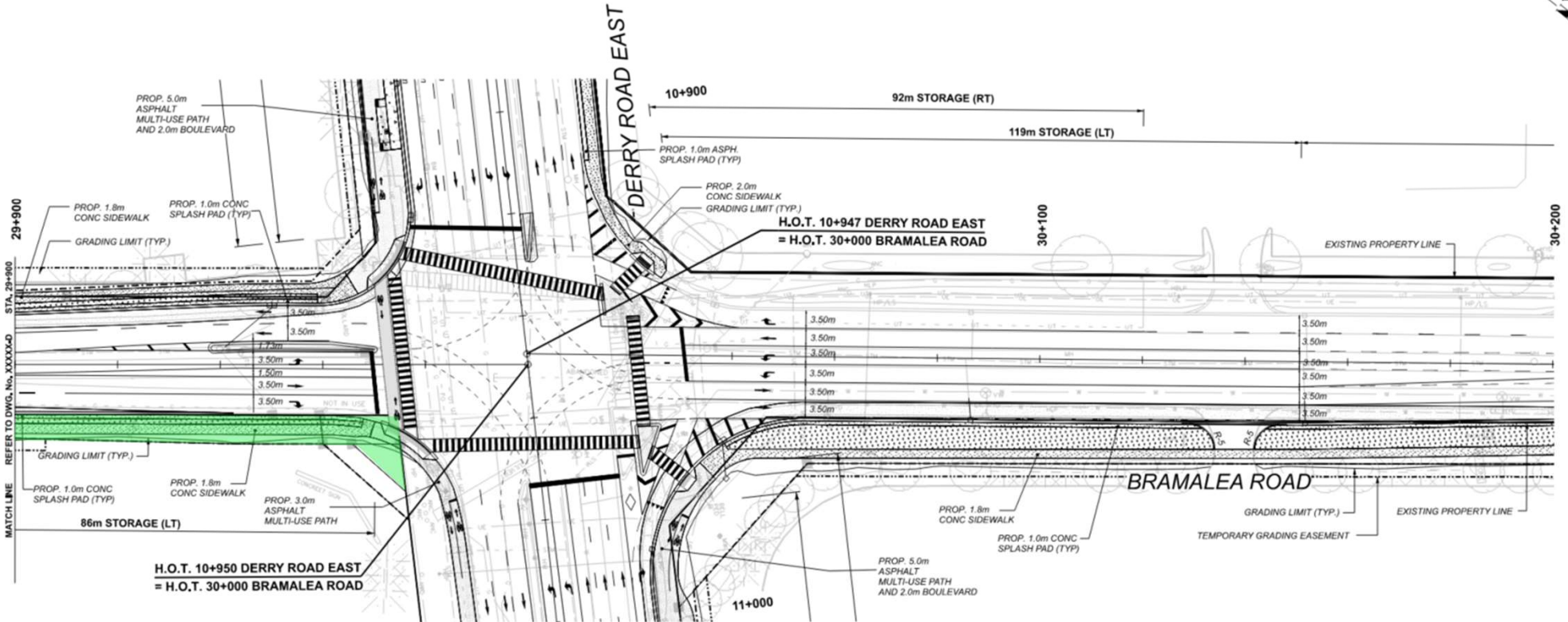
- Required for:
- Curb, splashpad [Redacted]
 - Sidewalk with boulevard [Redacted]

- Required for:
- Curb, splashpad [Redacted]
 - Daylight triangle [Redacted]
 - Sidewalk with boulevard [Redacted]

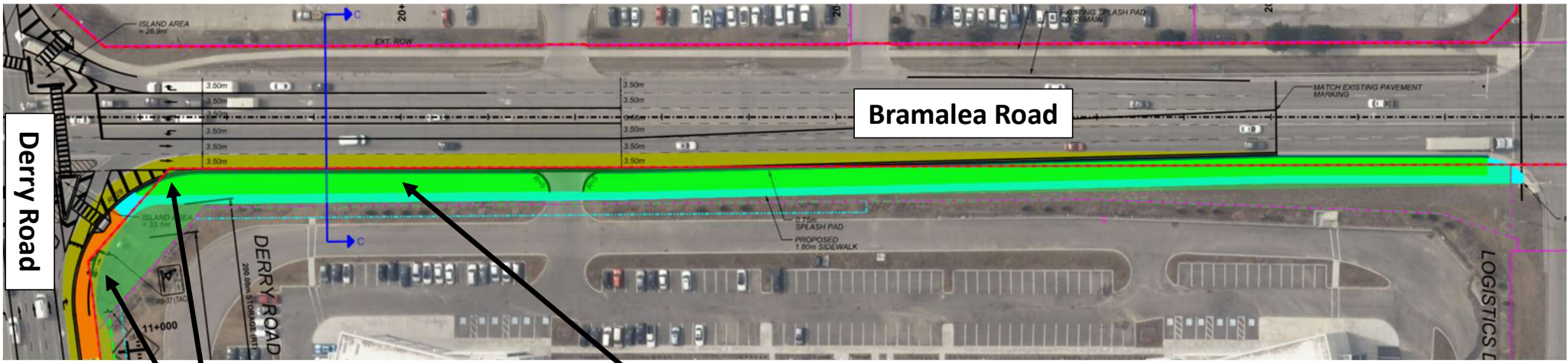
Bramalea Road Requirements (from 30% Design)



Bramalea Road Requirements (from 30% Design)



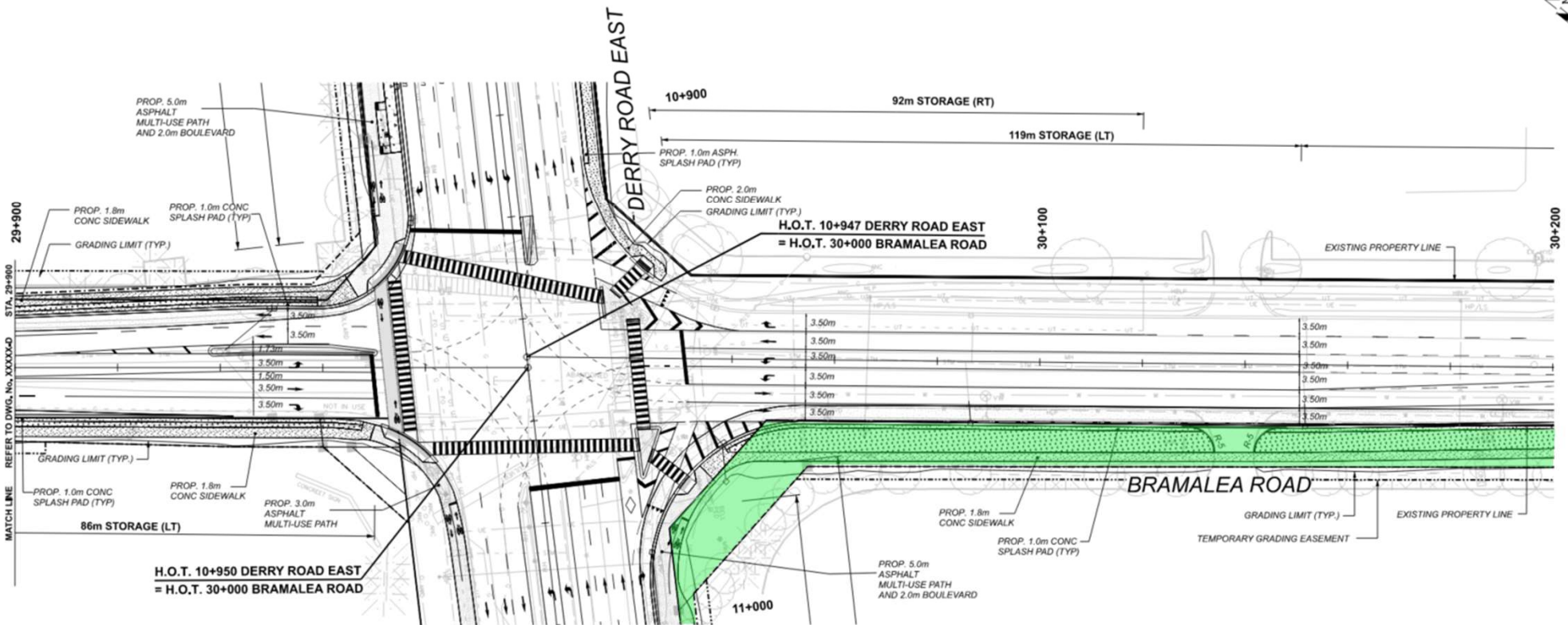
Bramalea Road Requirements (North of Derry Road)



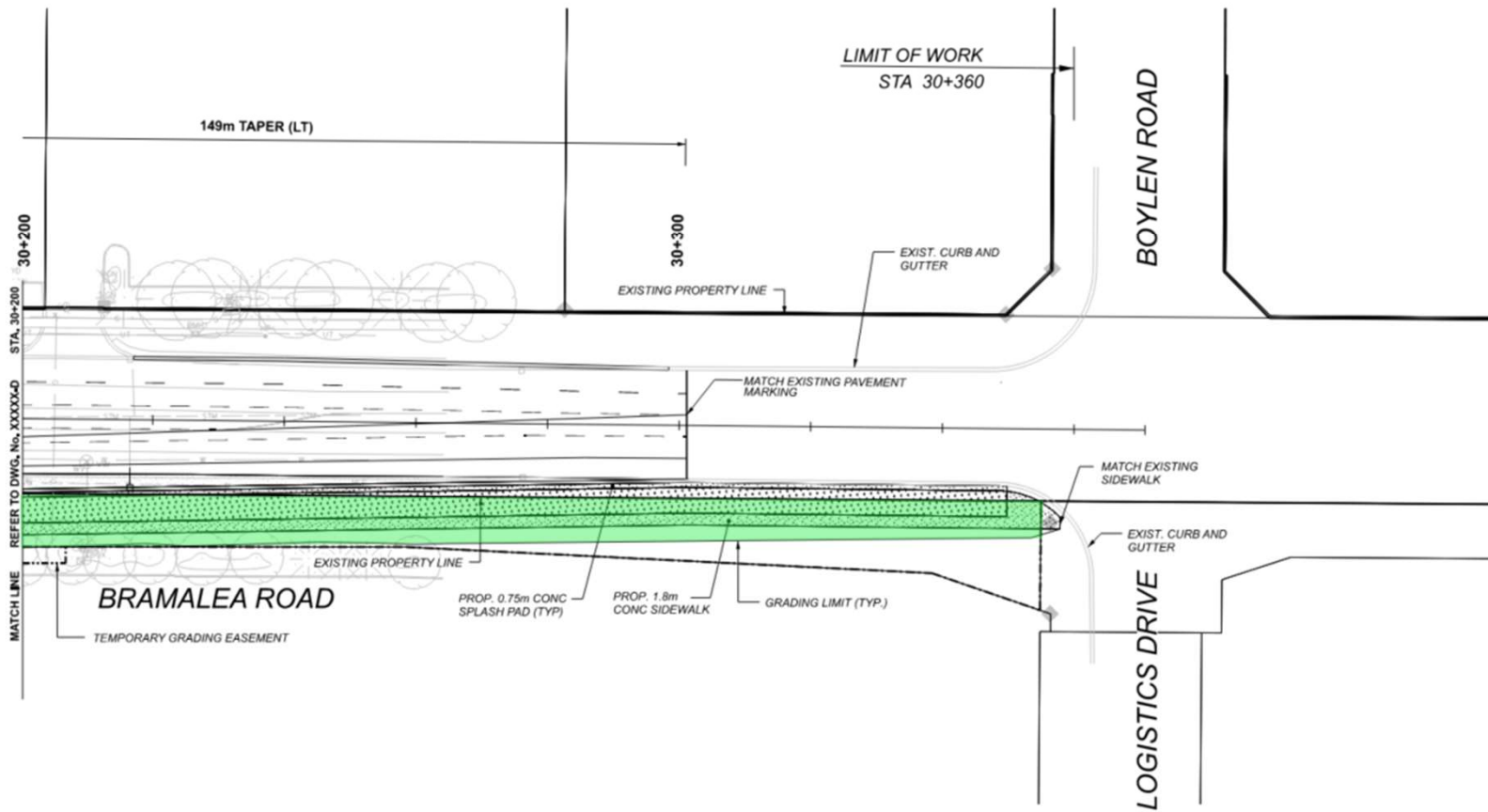
- Required for:
- Daylight triangle [REDACTED]
 - MUP [REDACTED]

- Required for:
- Curb, splashpad [REDACTED]
 - Sidewalk with boulevard [REDACTED]

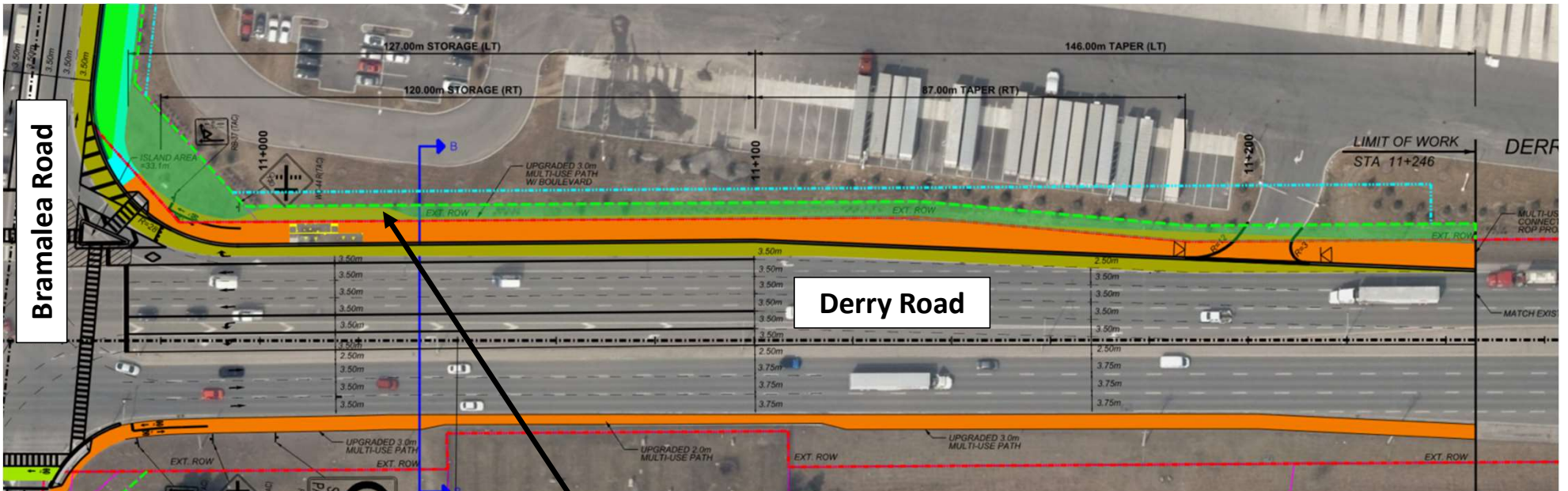
Bramalea Road Requirements (from 30% Design)



Bramalea Road Requirements (from 30% Design)

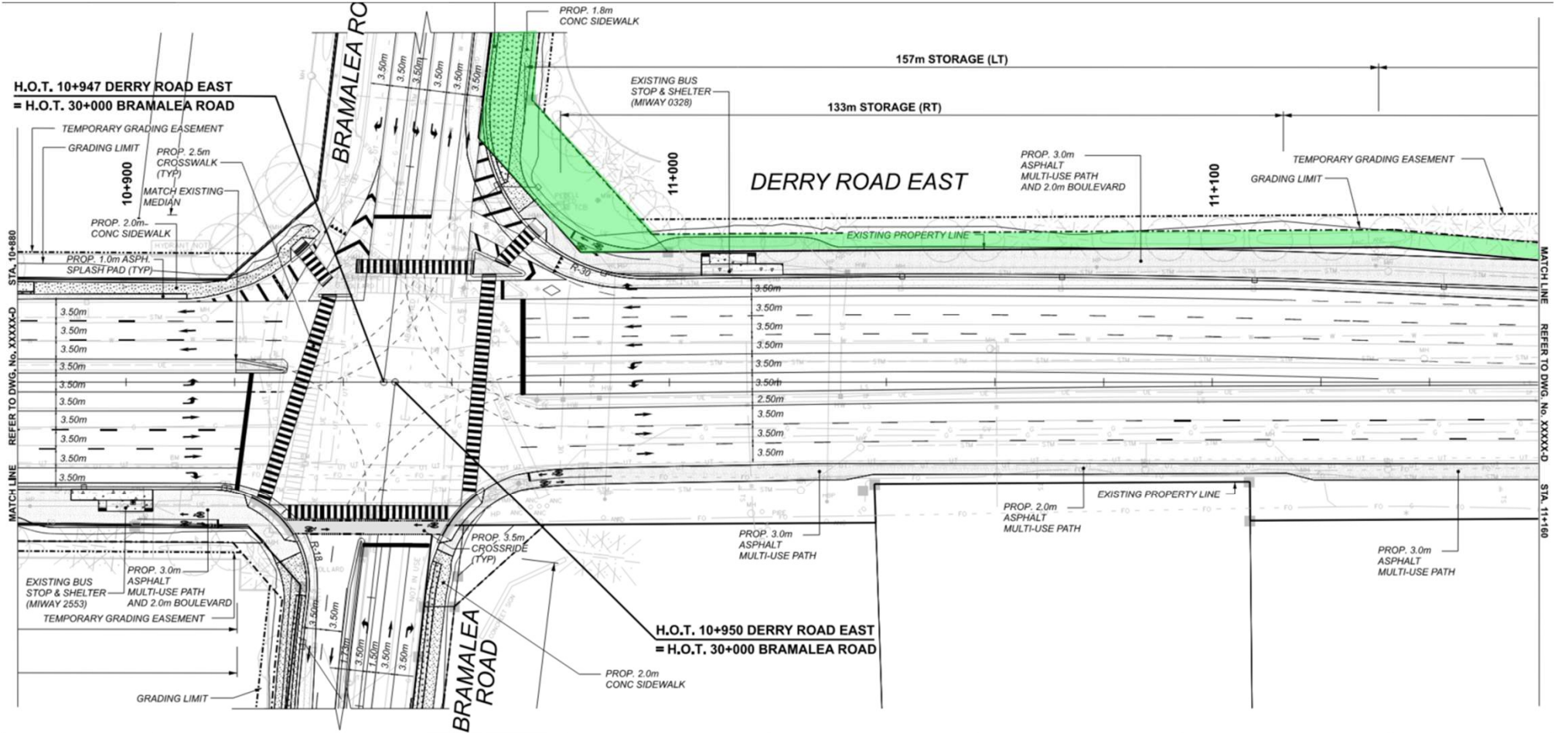


Derry Road Requirements (East of Bramalea Road)



- Required for:
- Hydro pole relocations [REDACTED]
 - MUP [REDACTED]

Derry Road Requirements (from 30% Design)



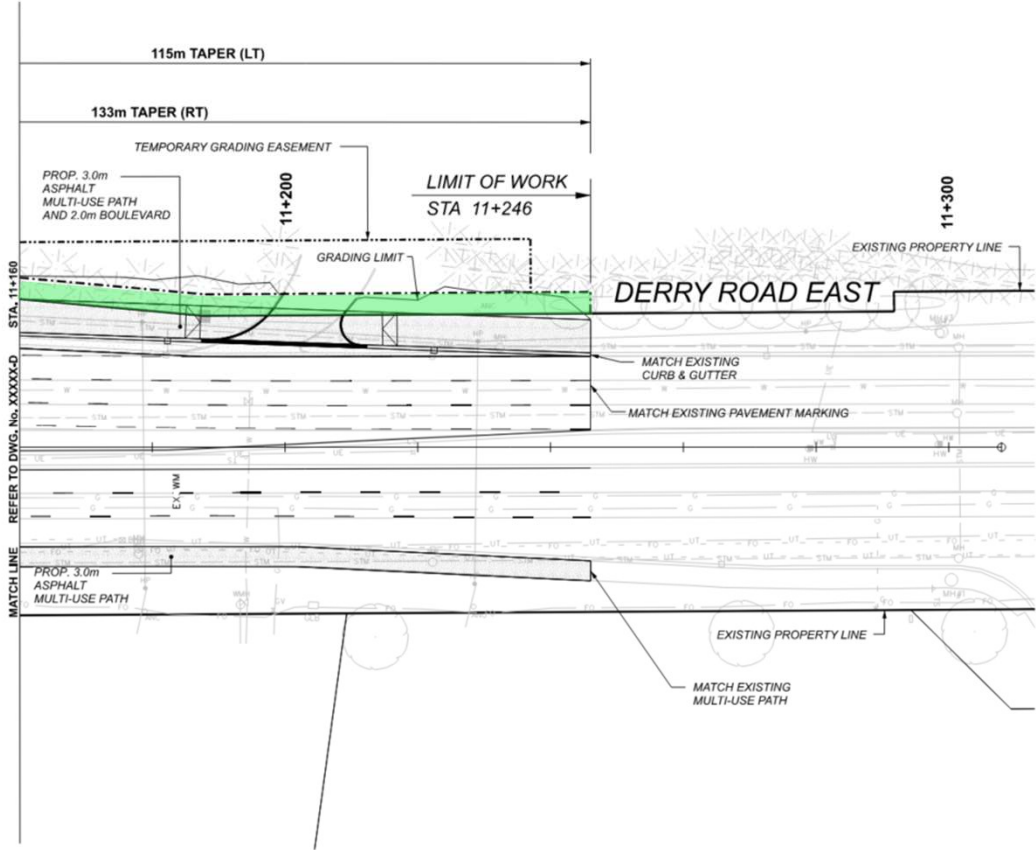
STA. 10+880

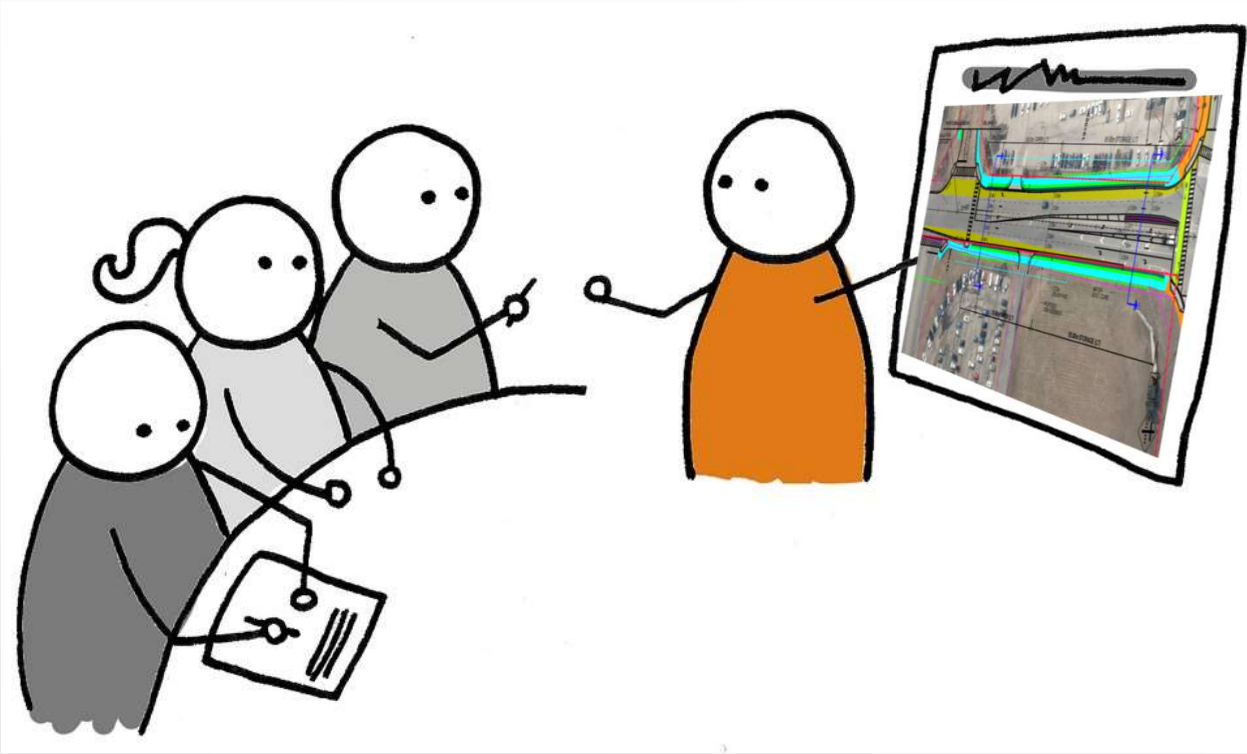
MATCH LINE REFER TO DWG. No. XXXXX-D

MATCH LINE REFER TO DWG. No. XXXXX-D

STA. 11+100

Derry Road Requirements (from 30% Design)





DISCUSSION: PATH FORWARD



CLOSING AND NEXT STEPS

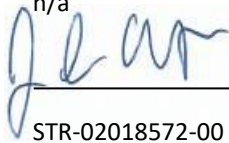


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Meeting Minutes

Date of Meeting: January 20, 2022 **Next Meeting:** To be determined

Location: Virtual **Meeting No.:** n/a

Written By: Jean-Louis Gaudet **Signature:** 

Project: Derry Road East and Alstep Drive Class EA **Project No.:** STR-02018572-00

Purpose: Stakeholder Meeting with Greater Toronto Airports Authority

Attendees:

Joseph Fischetti (JF)	Greater Toronto Airports Authority (GTAA)
Pat Garisto (PG)	GTAA
Sonya Bubas (SB)	Region of Peel (Region)
Joe Gallagher (JG)	Region of Peel
Ryan Au (RyA)	City of Mississauga (City)
Janeth Huab (JH)	City of Mississauga
Sheryl Badin (SB)	City of Mississauga
Lin Rogers (LR)	City of Mississauga
Piyush Patel (PP)	Bombardier Aerospace (Bombardier)
James Lambie (JL)	Bombardier Aerospace
Robert Andrews (RbA)	EXP Services Inc (EXP)
Yves Monereau (YM)	EXP Services Inc
Jean-Louis Gaudet (JLG)	EXP Services Inc

Distribution: All attendees

Note: If you believe these minutes are inaccurate or incomplete, please notify the signatory who will make necessary corrections

Details	Action taken by
<p>1. Welcome</p> <p>1.1 JLG (EXP) welcomed the attendees to the meeting. He then reviewed the purpose of the meeting and the proposed agenda.</p> <p>2. Confirmation of December 13, 2021 Meeting Minutes</p> <p>2.1 JLG (EXP) asked if there were any edits required to the meeting minutes of December 13, 2021. None were noted.</p>	



Meeting Minutes (cont'd)

Derry Road East and Alstep Drive Class EA: Stakeholder Meeting with Greater Toronto Airports Authority
 Project Number: STR-02018572-00
 Date of Meeting: January 20, 2022

Details	Action taken by
3. Approach to Land Transfer / Agreement	
<p>3.1 There was general discussion on the preferred approach to moving the land transfer process forward. Key decisions, observations and actions are noted below.</p>	
<p>3.2 JF and PG (GTAA) confirmed they will speak with Transport Canada to advise them of the land requirements.</p>	GTAA
<p>3.3 SB (City) observed that Transport Canada must have had similar transactions with other municipalities and asked how those situations were managed. PG (GTAA) confirmed there were and that those situations were resolved with no issues. He cited [REDACTED] example of where there is a licence agreement for a public road.</p>	
<p>3.4 SB (City) and JG (Region) noted that information would be helpful and asked if they could obtain a copy of the agreement. PG (GTAA) said that he would check with Transport Canada if he can provide.</p>	GTAA
<p>3.5 PG (GTAA) confirmed that GTAA is not opposed to the land transfer. Rather, it is reaching agreement on the proposed mechanism and the amount of land to be exchanged. He noted a 1-to-1 land transfer is one process, and sale of land is another.</p>	
4. Review of Property Requirements on GTAA Land	
<p>4.1 RyA (City) asked if GTAA had any issues with the proposed preliminary design. JF (GTAA) said that they did not.</p>	
<p>4.2 JF (GTAA) asked why the project was looking at both traffic to and from the Bombardier development plus the multi-use paths and sidewalks. RyA (City) noted that the EA process needs to look at transportation within the study area as a whole and goes above and beyond just traffic to and from the Bombardier development.</p>	
<p>4.3 JF (GTAA) expressed concern about the extent of GTAA land requirements for sidewalks, from the perspective that it could delay implementation of the road improvements needed for the Bombardier development.</p>	
<p>4.4 There was general discussion on the engineering agreement. RyA (City) noted that some sort of agreement would have to be in place to proceed. JF (GTAA) added that there just needs to be an agreement to build the works, but the agreement does not necessarily have to describe how it will be built.</p>	
<p>4.5 JLG (EXP) asked GTAA to confirm that the recommended alternative design presented is acceptable to them, and that they agree in principle to move forward with the land transfer discussions. JG (GTAA) confirmed this was true</p>	



Meeting Minutes (cont'd)

Derry Road East and Alstep Drive Class EA: Stakeholder Meeting with Greater Toronto Airports Authority
 Project Number: STR-02018572-00
 Date of Meeting: January 20, 2022

Details	Action taken by
<p>4.6 RyA and SB (City) asked if it would be helpful to GTAA to have the City and Region present when they had their discussion with Transport Canada. PG (GTAA) said that they would have the initial discussion with Transport Canada, but that it may be helpful to have the City and Region present at a joint meeting. JG (Region) confirmed they would like to attend such a meeting.</p> <p>4.7 PG (GTAA) agreed that they would have an initial meeting with Transport Canada to determine Transport Canada's preferred approach to move this forward.</p> <p>4.8 LR (City) confirmed that the EA is just concerned with identifying the potential property requirements, but it is not concerned with the mechanisms for completing the land transfer.</p> <p>4.9 LR (City) confirmed that the realignment of the FedEx entrance to in line with the Alstep Drive / Bramalea Road intersection will be indicated in the EA drawings using a mark-up bubble.</p>	<p>GTAA</p>
<p>5. Other Business / Closing and Next Steps</p>	
<p>5.1 RyA (City) reviewed the next steps for the EA process, which included:</p> <p>5.1.1 JF and PG (GTAA) to discuss the property requirements with Transport Canada;</p> <p>5.1.2 JF and PG (GTAA) to see if they can forward the [REDACTED] agreement to the City and the Region for their reference;</p> <p>5.1.3 The interim and ultimate road works (i.e., road widening and active transportation improvements) are to be identified in the ESR;</p> <p>5.1.4 The City, Region and Bombardier to move forward on assembling the required development and engineering agreements;</p> <p>5.1.5 Tentative date for Public Information Centre set for February 15, 2022;</p> <p>5.1.6 This project will move forward in three parallel streams:</p> <p>a) Class EA;</p> <p>b) Engineering/Development agreement; and</p> <p>c) Land Transfer process.</p>	<p>GTAA</p> <p>GTAA</p> <p>EXP</p> <p>City / Region / Bombardier</p>

Attach.



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Meeting Agenda

Project Name:	Derry Road East and Alstep Drive Class EA	Date:	January 20, 2022
Location:	Virtual	Project No.:	STR-02018572-00
Purpose:	Stakeholder Meeting #2 with Greater Toronto Airports Authority	Prepared By:	JL Gaudet
Participants:	Joseph Fischetti (JF) Pat Garisto (PG) Sonya Bubas (SB) Joe Gallagher (JG) Ryan Au (RyA) Janeth Huab (JH) Sheryl Badin (SB) Lin Rogers (LR) Piyush Patel (PP) James Lambie (JL) Robert Andrews (RbA) Yves Monereau (YM) Jean-Louis Gaudet (JLG) Carlyle Glean (CG)	Greater Toronto Airports Authority (GTAA) GTAA Region of Peel (Region) Region of Peel City of Mississauga (City) City of Mississauga City of Mississauga City of Mississauga City of Mississauga Bombardier Aerospace (Bombardier) Bombardier Aerospace EXP Services Inc (EXP) EXP Services Inc EXP Services Inc EXP Services Inc	
Distribution:	All attendees		

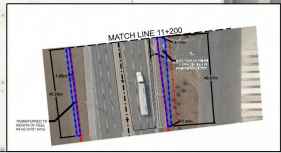
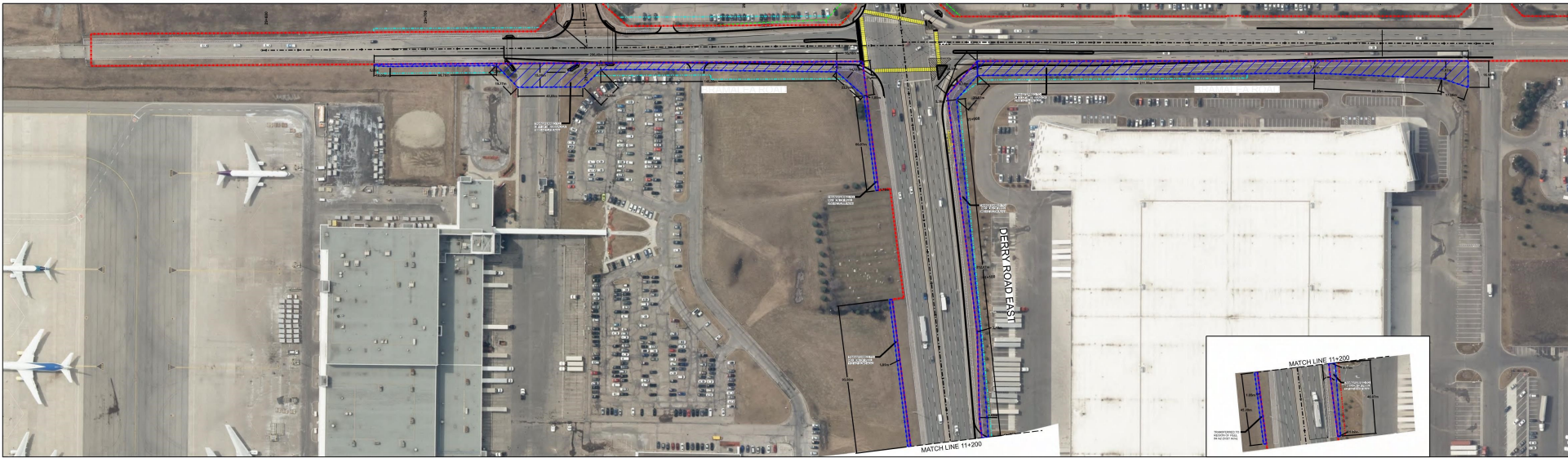
Note: If you believe this agenda is inaccurate or incomplete, please notify the signatory who will make necessary corrections

1. Welcome/Introductions
2. Confirmation of December 13, 2021 Meeting Minutes
3. Approach to Land Transfer / Agreement
4. Review of GTAA Property Requirements on GTAA Land
5. Other Business

DERRY ROAD / ALSTEP DRIVE CLASS EA - PROPERTY IMPACT PLAN TABLE (GTAA)

19-Jan-2022

Location	Address	Owner	ARN	Transfer To	Area	
					(m2)	(Acre)
SE Quad Bramelea/Derry	2190 Derry Road East	GTAA		Peel	614	0.152
SE Quad Bramelea/Derry	2190 Derry Road East / 6895 Bramalea Road	GTAA		CoM	1693	0.418
NE Quad Bramelea/Derry	2020 Logistics Drive	GTAA		Peel	1085	0.268
NE Quad Bramelea/Derry	2020 Logistics Drive	GTAA		CoM	2744	0.678
					6136	1.52



LEGEND Proposed Roadway Proposed Roadway Proposed Road Proposed Road Proposed Roadway	
PROJ. DATA Project Name: Derry Road East Project No.: 11-200 Date: 11/20/2011 Scale: 1" = 40'	
DESIGNER Region of Peel Greater Toronto Region Authority DERRY AND BRAMALEA	
APPROVED [Signature]	
DATE 11/20/2011	