

**MAYFIELD ROAD
CLASS ENVIRONMENTAL ASSESSMENT AND PRELIMINARY DESIGN STUDY
HEART LAKE ROAD TO AIRPORT ROAD**

APPENDIX I

**Minutes of Meetings and Correspondence
with various agencies**

Stantec

Meeting Notes



Stantec

**MAYFIELD ROAD, HEART LAKE ROAD TO AIRPORT ROAD
CLASS ENVIRONMENTAL ASSESSMENT
CITY OF BRAMPTON WARDS 2 AND 10,
TOWN OF CALEDON WARDS 2 AND 4**

PROJECT INITIATION MEETING

REGION OF PEEL REFERENCE NO. 02-4375

602 10370 / FILE 45

Date: November 13, 2002

Place/Time: Region of Peel 6th Floor Boardroom, 2:00 PM

Attendees: Philip Rowe, Region of Peel, Supervisor, Project Manager
Binu Korah, Region of Peel, Eng'g & Const., Public Works
Jim Hoddinott, Region of Peel, Eng'g & Const., Inf. Planning
Sean Ballaro, Region of Peel, Supervisor, Traffic Operations
Eleanor Gillon, Region of Peel, Traffic Operations
Greig Bumstead, Region of Peel, Planning
Damien Jamroz, Region of Peel, Traffic Development
Vince Zammit, Region of Peel, Planning
Jose Montouto, Region of Peel, Capital Works
William Wright, Region of Peel, Traffic Operations (student)
Andrew Shea, Region of Peel, Traffic Operations
Garry Leveck, Stantec Consulting Ltd.
Dave Hallman, Stantec Consulting Ltd.

Distribution: Attendees

Item:	Action:
1.0 BACKGROUND/GENERAL	
Philip Rowe of the Region of Peel chaired the meeting. Binu Korah will be the Region of Peel's Project Manager for this project. All copies of correspondence should be sent to B.Korah, with a copy to P.Rowe.	
Stantec Consulting Ltd. is to take minutes of all meetings. All minutes should be submitted within 48 hours of the meeting.	
J.Hoddinott to provide a password for access to the Region of Peel's bridge website, to access bridge information within the project limits.	Region
The Region of Peel will coordinate meetings with the Project Coordination Team and with local municipalities, as well as distribute minutes.	Region

MEETING NOTES

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Reference: »Mayfield Road, Heart Lake Road to Airport Road
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For meetings with agencies, Stantec will coordinate the meetings and distribute the minutes. Stantec

Stantec's proposed Technical Team and subconsultants were reviewed. A copy of Stantec's organization chart for this project is attached to these minutes.

2.0 WORK PLAN

Stantec provided B.Korah with an updated work plan based on a starting date consistent with the actual starting date. It was noted that the schedule indicates the first Public Information Centre in late January, however, the timing of the first Public Information Centre must be discussed.

A draft of the Notice of Study Commencement has been sent to B.Korah.

Stantec will provide drafts of PIC Notices to B.Korah for review and publication prior to the PIC's. Stantec

Stantec will provide drafts of the Notice of ESR Filing to B.Korah for review and publication as required. Stantec

Peel Region is revising their standard Consulting Services Agreement, and expect it to be finalized shortly. The Region will forward a blank copy for Stantec to complete, and will issue a Purchase Order as soon as possible. Region

3.0 PROJECT DELIVERABLES AND GENERAL EXPECTATIONS

It was noted that the Region of Peel will require brief monthly status reports providing a "snapshot" of the issues for Peel senior staff to present to Councilors, as required.

In general, it is proposed to hold a monthly project meeting throughout the duration of the project.

Region of Peel will provide a list of Councilors to be involved in the project. Region

Stantec

The Region provided several traffic reports, and a copy of the Humber and Etobicoke Creek Watershed Plan. The Watershed Plan must be copied and returned to the Region of Peel. Stantec

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**Reference: »Mayfield Road, Heart Lake Road to Airport Road
Class Environmental Assessment**

It was noted that Mayfield Road is designated as a 50 m right-of-way, and that land will likely be required for widening of Mayfield Road. Property requirements should be identified as soon as possible, and provided to Jeff Smith at the Region of Peel in order that property issues can be addressed as soon as possible. Stantec

It was noted that in the previous Mayfield Road project (from Hurontario to Heart Lake Road), there was more land required from the Town of Caledon's side of Mayfield Road than from the City of Brampton's side. Land requirements from the previous project should be kept in mind when determining property requirements for this project.

All utilities will be notified of the project early in the process, with a utility coordination meeting held after the first Public Information Centre but before the Second Public Information Centre. Stantec

Stormwater management issues must be investigated as part of the Class EA. It was noted that both quantity and quality stormwater management will likely be required. Stantec

Stantec's subconsultant, NRSI, will review environmental impacts of the project. As part of the project, the environmental impacts and mitigation measures must be identified and included in the final Environmental Study Report, along with monitoring requirements during and after construction. Stantec

A Communication Plan must be developed for the project outlining whom to contact and when as well as a general flow-chart of the main project items. Stantec

A Traffic Management Plan must be developed to ensure construction traffic is properly accommodated during the construction phase of the project. This design tool must address the following items: Stantec

- Management of traffic levels (particularly during peak hours) to address economic impacts;
- Confirm the environmental conditions and sensitivities of the preferred alignment which may impact by the project;
- Construction traffic in the Cities of Brampton and Town of Caledon related to construction activities;

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- Identification of the traffic levels proposed to be maintained during the construction;
- The specific construction staging traffic impacts based on the proposed traffic management plan;
- Details of proposed methods of advising the traveling public, local residents, and other interested parties (i.e. police, municipalities, fire departments, and other emergency) regarding traffic impacts.

The Region will provide property ownership information within the study limits, including 140 m in each direction along the side roads. This information will form the basis of a property acquisition plan for the report.

Region

A Tree Preservation, Landscaping, and Restoration plan must be developed as part of the report. Stantec should review the City of Brampton's Streetscaping Master Plan, to ensure that the City of Brampton's requirements are addressed.

Stantec

An Environmental Management Plan must be included in the study, and should include the following items:

Stantec

- Compliance with federal, provincial, and municipal environmental legislation;
- Confirm the environmental conditions and sensitivities as a result of the preferred alternative;
- Acceptability of possible design and construction concepts related to environmental impacts;
- Strategy for obtaining environmental approvals, permits, and agreements;
- Integration of environmental mitigation measures with possible design and construction activities, including monitoring requirements during and after construction to ensure that the project is built and operated in accordance with the approved design and the predicted environmental impacts;
- A strategy for environmental control and risk management during all subsequent phases of the project.

It was noted that all drawings must comply with the Region of Peel's design criteria.

Stantec

A Project Quality Assurance Plan should be developed to encompass all activities, including management, pre-design, and Environmental Assessment.

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Reference: »Mayfield Road, Heart Lake Road to Airport Road
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Preliminary construction cost estimates must be developed as part of the study and included in the final report. Stantec

Five copies of a Traffic Safety Performance Report must be provided, and 20 copies of the Environmental Study Report provided at the end of the project. It was noted that only 15 copies of the Environmental Study Report were indicated as being required in the Terms of Reference. Stantec

4.0 COMMUNICATION PROTOCOLS

All correspondence between the Region of Peel and the Consultant should go through B.Korah of the Region of Peel and D.Hallman of Stantec Consulting Ltd., with copies sent to P.Rowe and G.Leveck.

The preferred public contact method is in writing, as soon as possible after the inquiry is made. Copies of e-mails should also be included in the Environmental Study Report.

5.0 REGIONAL DRAFTING INFORMATION

The Region survey/base plan procedures and drafting requirements/specifications and ortho plans were provided to Stantec on a CD.

6.0 IDENTIFY AND EXCHANGE REQUIRED PROJECT INFORMATION

The existing bridge and road drawings were provided to Stantec on CD.

Property plans were provided to Stantec on CD.

The Road Improvement Priority Study/Brampton Short-Term Study traffic capacity information was provided on CD.

The Official Plans of the Region of Peel and City of Brampton can be found on-line. Stantec already has a copy of the Town of Caledon Official Plan.

The Region provided 10-year traffic counts and other traffic information to Stantec on CD. It was noted that the traffic forecasting should be done on a 5, 10, and 25 year horizon. Stantec/iTRANS should contact G. Bumstead to obtain growth rates and forecasted rates. All iTRANS correspondence to Region of Peel will be copied to Stantec.

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Reference: »Mayfield Road, Heart Lake Road to Airport Road
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Collision statistics to be provided by the Region of Peel to Stantec/ iTRANS at a later date. Collision statistics and police reports must be modified to remove personal information.

Region

Stantec to contact the municipalities regarding cycling policies, trail studies, and required pedestrian crossing within the study limits.

Stantec

It was noted that pedestrian crossings in the vicinity of the Mayfield Secondary School must be addressed. Pedestrian refuge islands in the middle of the road have not previously been well received in the area.

The Planning Department provided a copy of the "Greening our Watersheds Master Plan" to Stantec, who will copy this document and return it to the Planning Department.

Stantec

Region of Peel staff is not aware of any final Plans of Subdivision within the study limits. However, it is possible that subdivision plans are being developed at the Mayfield/Airport Road intersection.

It was noted that Giffels Associates are undertaking final design of Airport Road, from Mayfield Road southward. It is possible that the Airport Road project will include the design of the intersection of Airport Road and Mayfield Road. Region of Peel to confirm this.

Region

7.0 UNIQUE ASPECTS OF PROJECT

Kathy Cater of the Region of Peel is the Project Manager dealing with the MTO on the proposed Highway 410 extension. Highway 410 crosses Mayfield Road just east of Heart Lake Road within the study limits. This project must be closely coordinated with the requirements of Highway 410.

Any work done as part of this project should protect for a future expansion to six lanes, since the right-of-way is designated to be 50 m wide.

Mayfield Secondary School is within the study limits, which will have unique traffic and pedestrian issues. Mayfield Secondary School may also be a good location for a Public Information Centre.

Region of Peel indicated that construction of this section of Mayfield Road is not currently scheduled within the next 5 years. However, the Class EA may make a recommendation to schedule construction earlier.

Stantec

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Reference: »Mayfield Road, Heart Lake Road to Airport Road
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It was noted that there is a Ministry of Natural Resources valley and stream rehabilitation project proceeding on one of the tributaries of the Humber River. Stantec/NRSI will coordinate contacting the MNR regarding this project.

Stantec

8.0 PROPERTY REQUIREMENTS

Since the Mayfield Road right-of-way is designated to be 50 m, preliminary design should protect for future expansion.

The Region of Peel/Stantec will review properties currently for sale within the study area and deal with them appropriately.

Region/
Stantec

Property plans will be developed as part of the study and provided to Jeff Smith for property purchase requirements.

Stantec

9.0 COORDINATION TEAM MEETINGS

Meetings with the City of Brampton and Town of Caledon staff should be held approximately 2 times before each Public Information Centre. B.Korah will coordinate setting up these meetings.

Region

Stantec will coordinate meetings with the TRCA.

Stantec

Stantec will coordinate meetings with utility companies. Meetings with utility companies and the TRCA should include J.Montouto, B.Korah, and P.Rowe, and Operations staff. It was noted that one underground utility included within the study limits is the Chingacousy leachate forcemain to a pumping station near the Mayfield Secondary School.

Stantec

10.0 BRIEFINGS TO REGIONAL COUNCIL AND SENIOR MANAGEMENT

It was noted that there should be at least one briefing of local Regional Councilors to keep them informed. Region staff will set up and coordinate these meetings. There may possibly be a requirement for a separate briefing of senior management, depending on the issues associated with the project.

Region

11.0 INITIAL SITE WALK MEETING WITH PROJECT TEAM

It was decided that no site walk meeting would be scheduled at this time. A site walk will be scheduled if required to review specific items.

Stantec

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12.0 NEXT MEETING

It was agreed that the next meeting would be in January 2003. It was agreed that Wednesday afternoon meetings were generally favored by all present. Region of Peel staff will coordinate and advise regarding the next meeting.

The meeting adjourned at 3:30 PM.

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

STANTEC CONSULTING LTD.

Dave Hallman, P.Eng.
Managing Principal, Transportation
dhallman@stantec.com

Attachment – Stantec organization chart

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Stantec

Meeting Notes



Stantec

**MAYFIELD ROAD, HEART LAKE ROAD TO AIRPORT ROAD
CLASS ENVIRONMENTAL ASSESSMENT
CITY OF BRAMPTON WARDS 2 AND 10,
TOWN OF CALEDON WARDS 2 AND 4**

PROJECT TEAM MEETING No. 2

REGION OF PEEL REFERENCE NO. 02-4375

602 10370 / FILE 45

Date: January 20, 2003

Place/Time: Region of Peel HQ, Brampton Room, 1:30 PM

Attendees: Binu Korah, Region of Peel, Eng'g & Const., Public Works
Jim Hoddinott, Region of Peel, Eng'g & Const., Inf. Planning
Sean Ballaro, Region of Peel, Supervisor, Traffic Operations
Eleanor Gillon, Region of Peel, Traffic Operations
Greig Bumstead, Region of Peel, Planning
Damien Jamroz, Region of Peel, Traffic Development
Vince Zammit, Region of Peel, Planning
Dean Kemper, Ministry of Transportation
Carl Wong, iTRANS
Garry Leveck, Stantec Consulting Ltd.
Dave Hallman, Stantec Consulting Ltd.
Jason Lane, Stantec Consulting Ltd.

Distribution: Attendees
Philip Rowe, Region of Peel
Jose Montouto, Region of Peel
Damien Albanese, Region of Peel
Kathy Cater, Region of Peel
Maureen Van Ravens, Region of Peel
Kevin Kelly, MTO
Bram Hurd, URS Cole Sherman
Martin Goorts, Stantec Consulting Ltd.

Item:

Action:

2.1 INTRODUCTION

Binu Korah of the Region of Peel chaired the meeting.
Project Team introductions were made and D. Kemper (MTO)
was briefed on the project.

2.2 REVIEW AND APPROVAL OF NOVEMBER 13, 2002 MEETING MINUTES

1.1.3 J.Hoddinott provided Stantec access to the Region of Peel's
bridge website in November 2002.

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|-------|--|---------|
| 1.1.4 | The Region of Peel will coordinate meetings with the Project Coordination Team and with local municipalities, as well as distribute minutes. Additional details regarding future meetings are contained in other sections of these minutes. | Region |
| 1.1.5 | For meetings with agencies and utilities, Stantec will coordinate the meetings and distribute the minutes. | Stantec |
| 1.2.3 | Stantec will provide drafts of PIC Notices to B.Korah for review and publication prior to the PIC's. | Stantec |
| 1.2.4 | Stantec will provide drafts of the Notice of ESR Filing to B.Korah for review and publication as required. | Stantec |
| | Stantec requested the Region provide a copy of actual newspaper versions of "Notice of Project Initiation" as well as future notices. | Region |
| 1.2.5 | Peel Region has requested Stantec to prepare a draft of the Consulting Services Agreement based on the Standard MEA/COE agreement. The Region has issued a Purchase Order to Stantec. | Stantec |
| 1.3.3 | Region of Peel has provided a list of Councilors to be involved in the project. | |
| 1.3.4 | The Region had provided several traffic and geotechnical reports, and a copy of the Mimico and Etobicoke Creek Watershed Plan. The Watershed Plan must be copied and returned to the Region of Peel. | Stantec |
| 1.3.5 | Mayfield Road is designated as a 50 m right-of-way, and land will likely be required for widening of Mayfield Road. Property requirements should be identified as soon as possible, and provided to Jeff Smith at the Region of Peel in order that property issues can be addressed as soon as possible. | Stantec |
| | Initial contact has been made with Jeff Smith and property requirements will form part of the alternatives developed. | |
| 1.3.7 | A utility coordination meeting should be scheduled after the first Public Information Centre and prior to the Second Public Information Centre. | Stantec |
| | Stantec has sent letters to utility companies indicating the initiation of a study. Further correspondence with interested parties will follow. | |

Stantec

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- 1.3.8 Stormwater management issues must be investigated as part of the Class EA. It was noted that both quantity and quality stormwater management will likely be required. Stantec
- Stantec has initiated this study and will continue to investigate.
- 1.3.9 Stantec's subconsultant, NRSI, will review environmental impacts of the project. As part of the project, the environmental impacts and mitigation measures must be identified and included in the final Environmental Study Report, along with monitoring requirements during and after construction. Stantec
- NRSI has initiated this process and will report at the next Project Team Meeting.
- 1.3.10 A Communication Plan must be developed for the project outlining whom to contact and when as well as a general flow-chart of the main project items. Region/
Stantec
- The Region has developed a draft Communication Plan for the project and will forward to Stantec for review. Stantec to follow up with Project Communication Plan.
- 1.3.11 A Traffic Management Plan must be developed to ensure construction traffic is properly accommodated during the construction phase of the project. This design tool must address the following items: Stantec
- Management of traffic levels (particularly during peak hours) to address economic impacts;
 - Confirm the environmental conditions and sensitivities of the preferred alignment which may impact by the project;
 - Construction traffic in the Cities of Brampton and Town of Caledon related to construction activities;
 - Identification of the traffic levels proposed to be maintained during the construction;
 - The specific construction staging traffic impacts based on the proposed traffic management plan;
 - Details of proposed methods of advising the traveling public, local residents, and other interested parties (i.e. police, municipalities, fire departments, and other emergency) regarding traffic impacts.

Stantec

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Stantec will incorporate the Traffic Management Plan into the Environmental Study Report.

1.3.12 The Region will provide property ownership information within the study limits, including 140 m in each direction along the side roads. This information will form the basis of a property acquisition plan for the report. Region

1.3.13 A Tree Preservation, Landscaping, and Restoration plan must be developed as part of the report. Stantec should review the City of Brampton's Streetscaping Master Plan, to ensure that the City of Brampton's requirements are addressed. Stantec

Stantec will incorporate this item into the meeting with Brampton and Caledon.

1.3.14 An Environmental Management Plan must be included in the study, and should include the following items: Stantec

- Compliance with federal, provincial, and municipal environmental legislation;
- Confirm the environmental conditions and sensitivities as a result of the preferred alternative;
- Acceptability of possible design and construction concepts related to environmental impacts;
- Strategy for obtaining environmental approvals, permits, and agreements;
- Integration of environmental mitigation measures with possible design and construction activities, including monitoring requirements during and after construction to ensure that the project is built and operated in accordance with the approved design and the predicted environmental impacts;
- A strategy for environmental control and risk management during all subsequent phases of the project.

1.3.16 A Project Quality Assurance Plan should be developed to encompass all activities, including management, pre-design, and Environmental Assessment. Stantec

Stantec will provide a Project QA Plan within the next couple of weeks.

Stantec

1.3.17 Preliminary construction cost estimates will be developed as part of the study and included in the final report. Stantec

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|--------|---|--------------------|
| 1.3.18 | Five copies of a Traffic Safety Performance Report must be provided, and 20 copies of the Environmental Study Report provided at the end of the project. It was noted that only 15 copies of the Environmental Study Report were indicated as being required in the Terms of Reference. Extra copies will be billed as an Addendum Fee. | Stantec |
| 1.6.6 | Collision statistics to be provided by the Region of Peel to Stantec/ ITRANS by January 24, 2003. | Region |
| 1.6.7 | Stantec will contact the municipalities regarding cycling policies, trail studies, and required pedestrian crossing within the study limits. | Stantec |
| 1.6.9 | The Planning Department provided a copy of the "Greening our Watersheds Master Plan" to Stantec; the document was copied and returned to the Planning Department at the meeting (V. Zammit). | Stantec |
| 1.6.11 | It was noted that Giffels Associates are undertaking final design of Airport Road, from Mayfield Road southward. It is possible that the Airport Road project will include the design of the intersection of Airport Road and Mayfield Road. Region of Peel to confirm this. | Region |
| 1.7.5 | It was noted that there is a Ministry of Natural Resources valley and stream rehabilitation project proceeding on one of the tributaries of the Humber River. Stantec/NRSI coordinating contacting the MNR regarding this project. | Stantec |
| 1.8.2 | The Region of Peel/Stantec will review properties currently for sale within the study area and deal with them throughout the Study. | Region/
Stantec |
| 1.8.3 | Property plans will be developed as part of the study and provided to Jeff Smith for property purchase requirements. | Stantec |
| 1.9.1 | Meetings with the City of Brampton and Town of Caledon staff should be held before each Public Information Centre. B.Korah will coordinate setting up these meetings. See section on Next Meeting in these Meeting Notes. | Region |
| 1.9.2 | Stantec will coordinate meetings with the TRCA. | Stantec |

Stantec

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- 1.9.3 Stantec will coordinate meetings with utility companies. Meetings with utility companies and the TRCA should include J.Montouto, B.Korah, and P.Rowe, and Operations staff. It was noted that one underground utility included within the study limits is the Chingacousy leachate forcemain to a pumping station near the Mayfield Secondary School. Stantec

This item is discussed later in the Meeting Notes.

- 1.10.1 It was noted that there should be at least one briefing of local Regional Councilors to keep them informed. Region staff will set up and coordinate this meeting. There may possibly be a requirement for a separate briefing of senior management, depending on the issues associated with the project. Region

2.3 PROJECT STATUS

The inclement weather has delayed some of the investigations and survey work. However; Stantec's intent is to still complete the Environmental Study Report by Summer 2003.

2.4 REVIEW OF TRAFFIC STUDY

Carl Wong of iTRANS Consulting reviewed preliminary traffic work completed to date.

The traffic study is preliminary and is based on the Region's traffic models. The traffic volumes were not investigated other than volumes from connectors.

Annual Average Daily Traffic (AADT) volumes from 1992 to 1995, West of Heart Lake Road, steadily increased to a maximum of 16,000 vehicles per day (v.p.d.).

AADT volumes, West of Heart Lake Road, have held constant from 1995 to 2001 at 16,000 v.p.d. The traffic volumes are constrained by the capacity of the existing road and the intersection of Heart Lake Road and Mayfield Road.

Preliminary traffic work indicates a 4 lane requirement for Mayfield Road within 5 years. 6 lanes may be warranted by year 2011 for Mayfield Road.

Stantec

MTO and the Region are discussing funding issues associated with initially constructing a 6 lane superstructure at the Hwy 410 interchange. Region

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Stantec to identify the traffic need to deal with the interchange at Highway 410, after receipt of an interim report from ITRANS (2-3 weeks). Stantec

ITRANS will complete the traffic portion of the project in approximately three weeks. ITRANS

A traffic safety study will follow later, after receipt of the collision statistics ITRANS

2.5 REVIEW OF MTO'S PROPOSED HIGHWAY 410 PLANS AT MAYFIELD ROAD

Preliminary MTO plans (subject to MTO EA Addendum approval) presented, indicate Highway 410 interchange at Mayfield Road that will ultimately consist of a structure with 6 lanes (Mayfield Road) of through traffic plus ramp lanes, for a total of eight lanes.

MTO has a legal agreement with the Region of Peel to the year 2007, for the construction of Highway 410 Extension.

Based on discussions and legal agreement between MTO and Peel, MTO is currently proposing to build the ultimate 6 lane plus ramp lanes **substructure** with a 4 lane plus ramp lanes **superstructure**.

Total completion within 3 to 5 years for the Highway 410 Extension is optimistic, according to D. Kemper. Presently, MTO does not intend to open Highway 410 Extension in stages, but open it to traffic when the full Extension is complete. Property acquisition is currently delaying the Highway 410 Extension schedule.

Timing of construction is dependant on other 'non-project' factors, as well, including other Highway priorities in the Province.

MTO indicated that property acquisition should be factored in the Mayfield Road project to facilitate the Highway 410 interchange at both Mayfield Road and Heart Lake Road. Region/
Stantec

MTO suggested that the Highway 410 interchange alignment at Mayfield Road be considered a design constraint for the Mayfield Road alignment. The preliminary interchange profiles are available from URS Cole Sherman (B. Hurd). Stantec

Stantec

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Previous MTO plans for the Mayfield Road-Highway 410 Extension interchange indicated a shift in Mayfield Road to avoid unsuitable peat material and a large watermain in the existing Mayfield Road road-allowance. MTO's proposed plans, as presented at this meeting, show a shift in Mayfield Road, and will cost over \$1 million more to remove the unsuitable soils and relocate the watermain.

2.6 REVIEW OF AGENCY COMMENTS TO DATE

52 letters were sent to potential agencies and a total of 10 responses have been received to date.

A Summary of Agency comments received to date is attached.

2.7 REVIEW OF GEOTECHNICAL FINDINGS

The geotechnical field work has been completed.

A tertiary review of the borehole logs indicates suitable subgrade soils with localized areas of poor subgrade soils.

Stantec is expecting completion of the geotechnical report by mid-February.

Stantec

2.8 REVIEW OF ENVIRONMENTAL INVENTORY FINDINGS

The Environmental Inventory has been delayed by inclement weather.

Stantec indicated that a total inventory is expected to be complete before the second Public Information Centre, with preliminary information available by March

Stantec

2.9 REVIEW OF HERITAGE AND ARCHAEOLOGICAL SURVEY

Stantec indicated that the Heritage and Archaeological survey would be complete by the end of February.

Stantec

2.10 STATUS OF TOPOGRAPHICAL SURVEY

The survey has been delayed by inclement weather.

Stantec indicated that base plans should be completed by the end of January/early February 2003.

Stantec

Stantec

Reference: »Mayfield Road, Heart Lake Road to Airport Road
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2.11 REVIEW OF SCHEDULE

The Project schedule will be updated subject to discussion at this Project Team Meeting. Stantec

The first Public Information Centre can tentatively be scheduled for approximately March 26, 2003. The Region will look into availability of the Peel Secondary School (intersection of Bramalea Road and Mayfield Road). Region

The Peel Agricultural Advisory Working Group has requested a meeting with the Project Team (selective) prior to the first Public Information Centre. The Region will inquire about potential dates/times for this meeting. Region

It was agreed that a utility coordination meeting would be scheduled following the first Public Information Centre. Stantec

2.12 JANUARY 30, 2003 PROJECT INITIATION MEETING WITH BRAMPTON AND CALEDON

It was agreed by the Project Team that the Project Initiation Meeting with Brampton and Caledon be postponed from January 30, 2003. B. Korah will contact Brampton/Caledon to reschedule during the week of February 24, 2003. Region

Stantec will prepare a draft agenda for the meeting. Stantec

2.13 OTHER BUSINESS

Environmental Inventory Findings should be available for the Brampton/Caledon meeting, including the preliminary design alternates with impacts on the environment. Stantec indicated that NRSI (subconsultant) would be in attendance at this meeting to provide input into Environmental Inventory Findings. Stantec

It was noted that an aerial photo of the project site was most recently captured in 2002. The Region will investigate and provide a copy to Stantec. Region

The Region noted that creek/stream crossings relative to culvert/bridge sizing must be incorporated into the Study. Stantec indicated that this would be evaluated after completion of the preliminary design phase. Stantec

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J. Hoddinott noted that cost estimates for the Project, for input into the Capital Program, would be required in July.

Stantec

2.14 NEXT MEETING

It was agreed that the next meeting would be held in conjunction with the Brampton/Caledon meeting during the week of February 24, 2003. The Region will coordinate and advise regarding the next meeting.

Region

Note: B. Korah called later to advise that the Project Team Meeting and the Brampton/Caledon meeting should be held on separate days.

The meeting adjourned at 3:30 PM.

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

STANTEC CONSULTING LTD.

Jason J. Lane, EIT.
Engineer in Training, Transportation
jlane @stantec.com

Attachment – Agency Comments Received to January 20, 2003.

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Meeting Notes



Stantec

**MAYFIELD ROAD, HEART LAKE ROAD TO AIRPORT ROAD
CLASS ENVIRONMENTAL ASSESSMENT
CITY OF BRAMPTON WARDS 2 AND 10,
TOWN OF CALEDON WARDS 2 AND 4**

PROJECT TEAM MEETING

REGION OF PEEL REFERENCE NO. 02-4375

602 10370 / FILE 45

Date: February 26, 2003

Place/Time: Region of Peel HQ, Caledon Room / 2:00 PM

Attendees: Philip Rowe, Region of Peel
Binu Korah, Region of Peel
Gayle Gorman (for Jeff Smith), Region of Peel Real Estate
Vince Zammit, Region of Peel
Eleanor Gillon, Region of Peel
Nadeem Siddiqui, Region of Peel
Murray McLeod, Region of Peel
Carl Wong, iTRANS Consulting
Garry Leveck, Stantec Consulting Ltd.
Martin Goorts, Stantec Consulting Ltd.
Dave Hallman, Stantec Consulting Ltd.

Distribution: Attendees

Item:	Action:
1.0 MINUTES OF PREVIOUS MEETING: JAN. 20, 2003	
The following items are carried forward from the January 20, 2003 Project Team Meeting:	
1.1.5 For meetings with agencies and utilities, Stantec will coordinate the meetings and distribute the minutes.	Stantec
1.2.3 Stantec will provide drafts of PIC Notices to B.Korah for review and publication in early March.	Stantec
1.2.4 Stantec will provide drafts of the Notice of ESR Filing to B.Korah for review and publication as required.	Stantec

Stantec received a copy of the actual newspaper versions of "Notice of Project Initiation" from the Region.

Reference: Mayfield Road, Heart Lake Road to Airport Road, Class Environmental Assessment

- 1.2.5 Stantec has received a marked-up copy of the Consulting Services Agreement from the Region of Peel, and are preparing the final contract to be sent to Peel in early March. Stantec
- 1.3.4 The Mimico and Etobicoke Creek Watershed Plan was returned to the Region of Peel.
- 1.3.5 Mayfield Road is designated as a 50 m right-of-way, and land will likely be required for widening of Mayfield Road. Property requirements should be identified as soon as possible, and provided to Jeff Smith at the Region of Peel in order that property issues can be addressed as soon as possible. Stantec
- Initial contact has been made with Jeff Smith and property requirements will form part of the alternatives developed.
- 1.3.7 A utility coordination meeting should be scheduled after the first Public Information Centre and prior to the Second Public Information Centre. Stantec
- Stantec has sent letters to utility companies indicating the initiation of a study. Further correspondence with interested parties will follow.
- 1.3.8 Stormwater management issues must be investigated as part of the Class EA. It was noted that both quantity and quality stormwater management will likely be required. Stantec
- Stantec has initiated this study and will continue to investigate.
- 1.3.9 Stantec's subconsultant, NRSI, will review environmental impacts of the project. As part of the project, the environmental impacts and mitigation measures must be identified and included in the final Environmental Study Report, along with monitoring requirements during and after construction. Stantec
- An update on the environmental impacts will be provided at this meeting.
- 1.3.10 A Communication Plan has been developed for the project, and will be forwarded to B.Korah. Stantec
- 1.3.11 A Traffic Management Plan must be developed to ensure construction traffic is properly accommodated during the construction phase of the project. This design tool must address the following items: Stantec

Reference: Mayfield Road, Heart Lake Road to Airport Road, Class Environmental Assessment

- Management of traffic levels (particularly during peak hours) to address economic impacts;
- Confirm the environmental conditions and sensitivities of the preferred alignment which may impact by the project;
- Construction traffic in the Cities of Brampton and Town of Caledon related to construction activities;
- Identification of the traffic levels proposed to be maintained during the construction;
- The specific construction staging traffic impacts based on the proposed traffic management plan;
- Details of proposed methods of advising the traveling public, local residents, and other interested parties (i.e. police, municipalities, fire departments, and other emergency) regarding traffic impacts.

Stantec will incorporate the Traffic Management Plan into the Environmental Study Report.

1.3.12 The Region provided property ownership information within the study limits, which will form the basis of a property acquisition plan for the report. G.Gorman provided some updated drawings at the meeting, to supplement the property ownership information previously sent to Stantec.

1.3.13 A Tree Preservation, Landscaping, and Restoration plan must be developed as part of the report. Stantec should review the City of Brampton's Streetscaping Master Plan, to ensure that the City of Brampton's requirements are addressed.

Stantec

Stantec will incorporate this item into the design.

1.3.14 An Environmental Management Plan must be included in the study, and should include the following items:

Stantec

- Compliance with federal, provincial, and municipal environmental legislation;
- Confirm the environmental conditions and sensitivities as a result of the preferred alternative;
- Acceptability of possible design and construction concepts related to environmental impacts;
- Strategy for obtaining environmental approvals, permits, and agreements;

Reference: Mayfield Road, Heart Lake Road to Airport Road, Class Environmental Assessment

- Integration of environmental mitigation measures with possible design and construction activities, including monitoring requirements during and after construction to ensure that the project is built and operated in accordance with the approved design and the predicted environmental impacts;
- A strategy for environmental control and risk management during all subsequent phases of the project.

- 1.3.16 Stantec provided a Project Quality Assurance Plan to the Region of Peel, which has been accepted by the Region.
- 1.3.17 Preliminary construction cost estimates will be developed as part of the study and included in the final report. Stantec
- 1.3.18 Five copies of a Traffic Safety Performance Report must be provided, and 20 copies of the Environmental Study Report provided at the end of the project. It was noted that only 15 copies of the Environmental Study Report were indicated as being required in the Terms of Reference. Extra copies will be billed as an Addendum Fee. Stantec
- 1.6.6 Collision statistics were provided by the Region of Peel to Stantec/iTRANS.
- 1.6.7 Stantec will contact the municipalities regarding cycling policies, trail studies, and required pedestrian crossing within the study limits. This information will be confirmed at the Brampton/Caledon meeting on March 5, 2003. Stantec
- 1.6.11 The Region has confirmed that Giffels Associates are undertaking the final design of Airport Road, from Mayfield Road southward. B.Korah has arranged to have Giffels Associates forward an electronic version of the Airport Road design, for inclusion into the Mayfield Road Class EA.
- 1.7.5 It was noted that there is a Ministry of Natural Resources valley and stream rehabilitation project proceeding on one of the tributaries of the Humber River. An update on this issue will be provided at this meeting.
- 1.8.2 The Region of Peel/Stantec will review properties currently for sale within the study area and deal with them throughout the Study. G.Gorman to attempt to drive the project limits and document the properties for sale. Region/
Stantec

Stantec

Reference: Mayfield Road, Heart Lake Road to Airport Road, Class Environmental Assessment

- 1.8.3 Property plans will be developed as part of the study and provided to Jeff Smith for property purchase requirements. Stantec
- 1.9.1 Meetings with the City of Brampton and Town of Caledon staff should be held before each Public Information Centre. B.Korah will coordinate setting up these meetings. The first meeting has been scheduled for March 5, 2003 at the Region of Peel. Region
- 1.9.2 Stantec will coordinate meetings with the TRCA. Stantec
- 1.9.3 Stantec will coordinate meetings with utility companies. Stantec
- 1.10.1 It was noted that there should be at least one briefing of local Regional Councilors to keep them informed. Region staff will set up and coordinate this meeting. There may possibly be a requirement for a separate briefing of senior management, depending on the issues associated with the project. Region
- 2.2.5 MTO has noted that a legal agreement with the Region of Peel for the construction of Highway 410 extension indicates a completion date of 2007. However, the agreement does not expire if this date is not achieved.
- 2.2.10 The topographic base plans have been completed.
- 2.2.11 A meeting has been set up with the Peel Agricultural Advisory Working Group for March 20, 2003.
- 2.2.13 The Region of Peel provided Stantec with an up-to-date aerial photo of the project site.
- The Region noted that creek/stream crossings relative to culvert/bridge sizing must be incorporated into the study. Stantec indicated that this would be evaluated after completion of the preliminary design phase.
- Stantec indicated that this would be evaluated after completion of the preliminary design phase.
- Project cost estimates are required by J.Hoddinott in July, for input into the capital program.
- P.Rowe noted that Council has now requested signage be placed on all sites of Class Environmental Assessment, and that the Region will be installing a sign at each end of the limits of the Mayfield Road project, within the next couple of weeks. A copy of the signage layout will be forwarded to Stantec, for inclusion in the ESR. Region of Peel/
Stantec

Stantec

Reference: Mayfield Road, Heart Lake Road to Airport Road, Class Environmental Assessment

P.Rowe noted that the agreement execution between the Ministry of Transportation of Ontario and the Region of Peel, for the Highway 410 extension, will be executed on Feb. 27, 2003. A copy of the report to Council, with respect to the agreement execution, will be provided to Stantec.

Region of
Peel

2.0 REVIEW OF PRELIMINARY DESIGN DRAWINGS

M.Goorts reviewed the preliminary design drawings prepared for the six lane/four lane cross section on Mayfield Road, between Heart Lake Road and Airport Road. The following general comments arose from a review of the design drawings:

- It was noted that the section between Heart Lake Road and Dixie Road has been designed with a six lane cross section, which reflects the traffic demands (discussed later in the meeting), as well as the requirement for a six lane structure over the 410 extension.
- It was noted that the balance of the corridor has been shown as a four lane cross section. The timing of development of the four lane section will be discussed under the traffic analysis agenda item.

G.Leveck noted that the Environmental Assessment for Mayfield Road, between Hurontario and Heart Lake Road, generated discussion with respect to property takings for the 50 m corridor. Caledon had expressed concern over the degree of land acquisition required for the corridor in Caledon, which resulted because property line limits had already been "fixed" due to existing developments on the Brampton side (south). It was agreed in principle, at that time, that a "balancing" of property taking would be reviewed in the next Class EA for Mayfield Road, between Heart Lake and Airport Road.

P.Rowe made it clear that the EA should not "manufacture" a shift of property limits to the Brampton side, strictly to deal with a possible "balancing" of property takings between Caledon and Brampton, per the previous EA. The Environmental Assessment for this section of Mayfield Road should put forward the best possible design, based on the environmental and social conditions. If the property line is required to be shifted to the south (Brampton side) as a result of specific design or environmental concerns, then action should be taken accordingly. If, however, there is no shift required to accommodate specific natural environmental or social constraint areas, then an arbitrary shift should not be made. Political intervention may ultimately result in a shift of property takings between Caledon and Brampton, as part of the ESR.

Reference: Mayfield Road, Heart Lake Road to Airport Road, Class Environmental Assessment

It was agreed that the Public Open House should include a display of the four lane option, between Heart Lake Road and Dixie Road. Since the iTRANS traffic study shows justification for a six lane cross section in the near future (2015), and the 410 extension will not be constructed until at least 2006/2007, then it is a fair assumption that the six lane option will be built initially within this corridor section. Information from the "Caledon Transportation Master Plan Update" will also be considered as part of this decision process.

Stantec

M.Goorts reviewed the access issues associated with the Mayfield High School. E.Gillon is to investigate any possible commitments of the Mayfield High School to access requirements once the roadway is widened to four lanes. Any previous traffic impact study, if available, should be provided to Stantec.

Region of Peel

It was noted that the property at the northeast corner of Mayfield Road/Dixie Road will require acquisition immediately.

Region of Peel

In addition, a review of the minimum property requirements needed for the property east of Dixie Road, south side of Mayfield Road, will be considered. Region Real Estate will comment on how long the house can stay, and what kind of "injurious affection" impacts will affect any ability to retain the property and residence. It may be more cost effective to acquire the property outright.

Region of Peel

The Design Criteria associated with the Mayfield Road corridor was discussed. A decision between a 100 km/hour and a 90 km/hour design speed is to be made, and Stantec will review this issue and provide a recommendation to the Region of Peel. It was noted that a posted speed of 10 km/hour less than the design speed is acceptable in many jurisdictions, and a "balancing" of 100 km/hour and 90 km/hour design speeds may be appropriate, in view of fill requirements at valleys/watercourse crossings.

Stantec

The future property line for the 50 m right-of-way impacts on the Apple Orchard parking lot, between Dixie Road and Bramalea Road. This site may be a possible location for a property line shift to the south, to retain a portion of the apple orchard property and avoid injurious affection associated with a "centred" corridor alignment. This issue will be discussed at a future meeting.

Stantec/
Region of Peel

Reference: **Mayfield Road, Heart Lake Road to Airport Road, Class Environmental Assessment**

3.0 PRELIMINARY ROADWAY CROSS SECTION/ ROAD DESIGN DETAILS

After a general discussion of the four lane/six lane design alternatives for Mayfield Road, it was agreed that Stantec will examine further alternative cross sections to determine potential expanded right-of-way widths. It was noted that the present proposal is for six lane **urban** cross sections, between Heart Lake Road and Dixie Road, which accommodates all traffic design requirements associated with the 410 extension. Elsewhere, east of Dixie Road to Airport Road, the preliminary four lane cross section provides for a **rural** design with ditches. It was noted that, in the long term, rural cross sections within urban developing areas create difficulties for sidewalk crossings, driveways, and other design features which complicate the rural/urban interface.

After much discussion, it was agreed that Stantec will do a preliminary assessment of the following alternative cross sections, and their associated alternate right-of-way requirements:

- Six lane rural, undivided, with a centre 1 to 2 m painted median;
- Six lane urban, with a 5 m centre raised median;
- Six lane rural, with a 4 m wide continuous left-turn lane.

It was agreed that, in the review of the above cross section alternatives, Stantec will list the issues and concerns, and design impacts, associated with the various alternatives. This information will be helpful to the Region of Peel in presenting alternatives to Council.

Stantec

It was also agreed that provision for **sidewalk and bike lanes** should be accommodated within the above design alternatives.

It was agreed that this information will **not** be illustrated at the meeting of March 5, 2003, with City of Brampton and Caledon representatives.

4.0 REVIEW OF AGENCY COMMENTS

53 letters were sent to agencies, and 17 responses have been received to date. Any agencies that did not respond, were sent follow-up letters in early February 2003.

The agency comments received to date are summarized as follows:

Stantec

Reference: Mayfield Road, Heart Lake Road to Airport Road, Class Environmental Assessment

MOE:

- Received standard comments with respect to groundwater stormwater management report, heritage, archaeological, and environmental impacts.

Environment Canada:

- Indicated that DFO would be responding on their behalf.

Department of Fisheries and Oceans (DFO):

- DFO issues will be addressed by TRCA.
- Application must be made under the Navigable Waters Protection Act.
- Stantec will specifically request the DFO to specify if any creek within the project limits are considered navigable. Stantec

MTO:

- An Encroachment Permit is required.

Peel Region Police:

- No concerns with the EA, but would like to be kept informed of progress. Stantec/Peel

Brampton Transit:

- Would like to provide comments regarding potential transit facilities. Stantec
- Would like drawings of intersections and above-ground facilities when they are available.

Reference: Mayfield Road, Heart Lake Road to Airport Road, Class Environmental Assessment

Caledon Planning:

- There is a Tullamore Community Secondary Plan established with community design guidelines.
- A community development plan has also been developed for the area from Heart Lake to Dixie Road.
- An environmental protected area is located on the north side of Mayfield Road near Heart Lake Road.
- Wildlife corridors must be studied for the Heart Lake Wetland complex.
- Caledon agreed to the 50 m right-of-way as part of Peel's Official Plan process, with the assumption that widening would be taken equally on both sides of Mayfield Road. Since the previous Class EA required additional widening to the north into the Town of Caledon, consideration must be given to widening to the south for this Class EA. Stantec
- Sidewalk, or provisions for sidewalk, must be made on the north side of Mayfield Road.
- Heritage and archaeological resources must be identified.
- These issues will be addressed and discussed further at the March 5, 2003 meeting with Caledon and Brampton.

Niagara Escarpment Commission:

- They are not participating in the study, as it is outside their limits.

Dufferin Peel Roman Catholic School Board:

- They are not participating in the study.

Peel District School Board:

- They are very interested in improvements at the Mayfield Secondary School. Stantec

TRCA:

- Requested to be put on formal mailing list to provide formal comments. Stantec

Enbridge Gas:

- Have a high pressure gas main throughout the project limits. Stantec
- Would like to review drawings once alternative evaluation has been completed.

Stantec

Reference: Mayfield Road, Heart Lake Road to Airport Road, Class Environmental Assessment

Brampton Hydro:

- Currently have overhead lines along the south side of the road.
- If relocation required, Peel should acquire right-of-way for the hydro relocations. Stantec
- Clear zone guidelines required for pole setbacks, but poles should never be less than 2 m from back of curb.

Bell Canada:

- Bell will respond in the next few weeks.

Canadian Transportation Agency:

- Requested to advise if there are any railway crossings within the project limits. Stantec has advised them that there are no railway crossings within the project limits.

Hydro One:

- Stantec must advise if their facilities will be affected. Stantec

Ministry of Culture:

- Standard comments were received. We must advise if heritage or archaeological resources are affected. Stantec

5.0 REVIEW OF TRAFFIC STUDY: ITRANS CONSULTING

C.Wong presented a concise overview of the draft Traffic Impact Analysis for the Mayfield Road project, which provides the Need and Justification for a widening of the corridor to either four or six lanes. C.Wong presented various hand-outs, which are attached to these minutes, for review by the attendees. The following comments were noted:

- Region of Peel considers a level of service "breakdown" at intersections to be LOS=D. In other words, the Region permits a level of service deterioration to reach an LOS=D before reconstruction action is warranted at a specific location.
- G.Leveck questioned the width of receiving lanes in lieu of a double-left turn movement, within the Region of Peel. It was agreed that B.Korah will check the width of double left "receiving" lanes and provide the criteria to Stantec (Stantec suggested that normal receiving lane widths are approximately 4.6 m). Stantec Region of Peel

Reference: Mayfield Road, Heart Lake Road to Airport Road, Class Environmental Assessment

- C.Wong suggested that the preliminary drawings should provide for the continuation of the right-turn lane, in the eastbound direction at Heart Lake Road, through the intersection, as part of the six lane widening between Heart Lake Road and Dixie Road. Stantec

- It was agreed that iTRANS will provide a table outlining the "Timing of Intersection Improvements to deal with Level of Service Breakdowns". In conjunction with the traffic analysis and report, the intersection improvements may be completed prior to the actual corridor widening, as noted in the four/six lane table of widening dates, to improve traffic operations. iTRANS

Caledon Transportation Needs Study (CTNS)

M.McLeod provided an overview of a joint study being initiated by the Region of Peel, Caledon, and the City of Brampton, called the "Caledon Transportation Needs Study". M.McLeod provided the following comments, and a discussion ensued with respect to the impact of this study on the Mayfield Road Class Environmental Assessment:

- The CTNS will be a "melding" of the current three Transportation Plans for Brampton/Peel/Caledon.
- Tim Manley, of Caledon, will be the Chair of the CTNS Committee, and Nadeem Siddiqui will be the prime engineer working on the traffic analysis and summarization.
- Terms of Reference for Consultant Selection to complete the study will be issued by the Region in the near future, and M.McLeod suggested that the project will take approximately 7 to 10 months for completion, after Consultant Selection.
- Public consultation is anticipated to be completed by the end of June 2003, and a significant modeling component will be provided as part of the study and under review by the public.
- Caledon feels that 70% of the traffic in the municipality is from outside the area, and so there is a need to identify future corridor expansion requirements to take care of this extremity traffic. Truck traffic growth is a significant problem, particularly on the Mayfield link, and is becoming a major factor within Caledon.

Reference: Mayfield Road, Heart Lake Road to Airport Road, Class Environmental Assessment

- The impact that the CTNS study will have on the Mayfield Class Environmental Assessment was questioned. It was agreed that filing of the Mayfield Road ESR, on the public record, should wait until the traffic study data is available from the CTNS study, later in the year. However, the Mayfield Road EA study should continue to proceed, but all traffic data by iTRANS should be complementary to the CTNS study. The timing of the CTNS study will have an impact on the timing of the Mayfield Class EA project.
- P.Rowe suggested that Peel Region is attempting to address the immediate operational concerns on Mayfield Road, as a result of significant traffic growth that is, and will, occur over the next few years, as a result of Brampton development. Long-term studies associated with the Caledon CTNS report (20+ years into the future) may not have a significant bearing on plans to widen and improve Mayfield Road. Concern was expressed for the potential delay in reaching conclusions and an action plan from the CTNS study, which may, in turn, have an impact on the Mayfield ESR schedule.
- It was agreed that the CTNS study, its schedule, and the overall impact on the Mayfield Class EA should be on the agenda for the March 5, 2003 meeting, involving Caledon and Brampton. Region of Peel
- It was agreed that it would be desirable to have the final traffic data from the CTNS study no later than December 31, 2003, which will mesh with the overall schedule of the Mayfield Road study and design/construction. CTNS
- It was suggested that data from the CTNS study may only modify the timing of the four to six lane requirement on Mayfield Road; therefore, impacts on the current plans for four lane development for Mayfield Road, as part of the on-going Class EA, will not be significantly impacted, in the opinion of the Committee. It was noted that a future Class EA will undoubtedly be required for the six lane widening, in 15 to 20 years from now. Therefore, the main issue here is ensuring that the two studies are integrated, and that they are visibly recorded as such in public.
- It was agreed that M.McLeod will request the CTNS Committee to provide a list of milestone dates on the CTNS study, which will allow the Study Team for the Mayfield project to schedule future actions. M.McLeod

Reference: Mayfield Road, Heart Lake Road to Airport Road, Class Environmental Assessment

- P.Rowe suggested that the CTNS Committee should be required to "sign off" on the conceptual details of the Mayfield study, upon completion of the melding of the two traffic study components, and the conclusions arising. M.McLeod
- As noted, the most important outcome of the two studies is the need to provide a clear indication to the public that there is equality in the process between the current Mayfield Road Class EA and the CTNS study, over the course of development of the two projects.

6.0 ENVIRONMENTAL INVENTORY

Staff from Stantec's environmental subconsultant (NRSI) were unable to attend the meeting. D.Hallman provided the following update.

- Various information has been requested from the Conservation Authority, and is expected to be received soon.
- A portion of the provincially significant Heart Lake wetland complex is found south of Mayfield Road and east of Heart Lake Road. This area is in a location that will be affected by the Highway 410 interchange.
- A small area to the north of Mayfield Road and east of Heart Lake Road is designated as an Environmental Constraint Policy Area by the Town of Caledon. This area will be affected by the Highway 410 interchange.
- Redside Dace has been reported in the past at the Mayfield Road crossing of the Humber River tributary just west of Airport Road. Redside Dace is a nationally, provincially, and regionally significant fish species that prefers cool, clear flowing water with ripple pool sequences and overhanging bank vegetation. It is designated as a threatened species due to loss of habitat and deteriorating water quality.
- Drainage courses in the study area are primarily grassed streams with intermittent flows, with the exception of three tributaries of the Humber Creek. A number of perennial channels are also found in the area. A restoration project through the MNR is found along one creek. The restoration appears to consist of fencing to keep grazing cattle out of the channel, some plantings, and a gate system for passing the cattle across the creek.

Reference: Mayfield Road, Heart Lake Road to Airport Road, Class Environmental Assessment

- The Heart Lake Wetland complex (impacted by the Highway 410 interchange) is the same complex dealt with on the previous Class EA, and the CA is looking for a similar type of approach to impact avoidance and mitigation. Stantec

- The background report for the Etobicoke/Mimico Creek has recommended that linkages under Mayfield Road be incorporated into the design as appropriate. The existing culverts are not large enough to accommodate wildlife crossings, but must be considered if the culverts are being replaced. Stantec

- The creek crossings within the Humber River portion of the study area will require care in terms of design and impact avoidance, mitigation, and compensation. This is especially case at the easternmost watercourse where Redside Dace has been reported. As in past projects, impacts of extension of the culvert on fish habitat (HADD) will need to be further assessed. Stantec

7.0 REVIEW OF HERITAGE/ARCHAEOLOGICAL INVENTORY

125 years ago, the community of Mayfield had a population of approximately 50 people, with a general store, post office, blacksmith shop, hotel, and school house.

It was noted that the house on north side of Mayfield Road, just east of Dixie Road at 4524 Mayfield Road, will likely be impacted by road construction, and further study on this building should be conducted if it has to be removed.

Further east on Mayfield Road, at 4615 Mayfield Road, a concrete block house painted brown, with brown shingles, was apparently the residence of an early rural automotive garage. Although it is set back from the road, it may be impacted by road construction, and should be the subject of further investigation if this is the case.

The community of Tullamore at Airport Road and Mayfield Road briefly had a hotel, a number of stores, post office, blacksmith shop, a wagon shop, harness shop, and a cabinet factory, as well as a school. There are two structures remaining today from these earlier times that are of concern. First is a clapboard building on the west side of Airport Road just south of Mayfield Road, as well as the cemetery just to the south of this building. It is not clear at this time whether this project will impact these buildings, subject to information received from Giffels Associates. At this point, it is assumed that Giffels Associates have addressed these facilities.

Reference: Mayfield Road, Heart Lake Road to Airport Road, Class Environmental Assessment

A Stage 1 archaeological assessment has been undertaken, and based on the fact that the settlements Mayfield and Tolmar are within the current study area, and that the soil and topography were suitable for human habitation, the undisturbed portions of the study area exhibit high potential for the discovery of pre-contact aboriginal and Euro-Canadian archaeological resources. Stantec to confirm with their subconsultants regarding the limits of existing disturbance within the existing right-of-way.

Stantec

8.0 REVIEW OF GEOTECHNICAL FINDINGS

A geotechnical investigation consisted of a visual pavement survey, as well as a borehole investigation. A total of 24 boreholes were drilled to approximately 1.5 m depths on the existing road and shoulders, at intervals of approximately 250 m along Mayfield Road. At significant culverts, boreholes were drilled deeper to provide information for the possible extension of culverts.

Boreholes found that the roadway had a base material consisting of 0.3 to 1.2 m of granular fill underlying a silty clay fill with some sand and gravel. It was noted that there is a peat area in the vicinity of the Highway 410 interchange. Pavement design will be provided soon.

Stantec

**9.0 PROJECT INITIATION MEETING WITH BRAMPTON/
CALEDON: MARCH 5, 2003**

All information is in place for the meeting of March 5, 2003 with Brampton and Caledon on the project. A full review of the preliminary design drawings will be provided by Stantec, as presented on February 26, 2003.

An agenda for the March 5, 2003 meeting should be provided by the Region of Peel (B.Korah).

Region of
Peel

10.0 MEETING WITH PAAWG: MARCH 20, 2003

All items are in place for the meeting with PAAWG on March 20, 2003. Any further information arising from the March 5, 2003 meeting may be provided as part of this meeting.

The agenda for the PAAWG meeting should be developed by the Region of Peel (B.Korah).

Region of
Peel

Stantec

11.0 PUBLIC INFORMATION CENTRE: MARCH 27, 2003

B.Korah noted that the Mayfield High School is available for the Public Information Centre. This space will be available between 4:30 PM and 9:30 PM, in the cafeteria.

Reference: Mayfield Road, Heart Lake Road to Airport Road, Class Environmental Assessment

The actual Open House session will be between 6:00 PM and 9:00 PM.

Advertisement for the Open House will be provided to B.Korah, by Stantec, at least two weeks in advance of the Open House. B.Korah will arrange for placement of the advertisement in the local newspaper. Stantec/
Region of Peel

The contact at the Mayfield High School is Susan Morrison (Vice Principal), at 905-846-6060, ext. 309.

The information package for the Open House is to be provided by March 17, 2003, to B.Korah for review. Stantec

12.0 SUMMARY OF ACTION ITEMS

Additional documents to be provided by Region of Peel to Stantec, including Highway 410 Preliminary Design Study, copy of signage for EA study to be provided on-site, etc. Region of Peel

The Sensitivity Analysis for the Caledon Transportation Needs Study is to be provided to iTRANS by the CTNS Committee (N.Siddiqui). Region of Peel

A CD incorporating the Airport Road/Mayfield Road design by Giffels is to be provided to Stantec by B.Korah. Region of Peel

Information on transit in the Caledon area is to be provided to Stantec by the Region of Peel. P.Rowe noted that a consistent approach to transit is required on the Mayfield corridor. Region of Peel

A copy of the Traffic Impact Study for the Mayfield High School is to be provided to Stantec by E.Gillon. Region of Peel

A copy of the report to Council, with respect to the agreement execution, will be provided to Stantec. Region of Peel

B.Korah will check the width of double left "receiving" lanes and provide the criteria to Stantec (Stantec suggested that normal receiving lane widths are approximately 4.6 m). Region of Peel

It was agreed that iTRANS will provide a table outlining the Timing of Intersection Improvements. iTRANS

It was agreed that the CTNS study, its schedule, and the overall impact on the Mayfield Class EA should be on the agenda for the March 5, 2003 meeting, involving Caledon and Brampton. Region of Peel

Reference: Mayfield Road, Heart Lake Road to Airport Road, Class Environmental Assessment

M.McLeod will request the CTNS Committee to provide a list of milestone dates on the CTNS Study. M.McLeod

An agenda for the March 5, 2003 meeting should be provided by the Region of Peel (B.Korah). Region of Peel

The agenda for the PAAWG meeting should be developed by the Region of Peel (B.Korah). Region of Peel

Advertisement for the Open House will be provided to B.Korah, by Stantec, at least two weeks in advance of the Open House. B.Korah will arrange for placement of the advertisement in the local newspaper. Stantec/
Region of Peel

The information package for the Open House is to be provided by March 17, 2003, to B.Korah for review. Stantec

The meeting adjourned at 5:30 PM.

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

STANTEC CONSULTING LTD.

G. E. Leveck, P.Eng.
Vice President, Transportation
gleveck@stantec.com

Attachment

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Stantec

Meeting Notes

MAYFIELD ROAD, HEART LAKE ROAD TO AIRPORT ROAD
CLASS ENVIRONMENTAL ASSESSMENT
CITY OF BRAMPTON WARDS 2 AND 10,
TOWN OF CALEDON WARDS 2 AND 4



Stantec

MEETING WITH BRAMPTON/CALEDON

REGION OF PEEL REFERENCE NO. 02-4375

602 10370 / FILE 45

Date: Wednesday, March 5, 2003

Place/Time: Region of Peel HQ, Brampton Room / 1:30 PM

Attendees: Tim Manley, Town of Caledon (tmanley@town.caledon.on.ca)
Karl Lin, City of Brampton (karl.lin@city.brampton.on.ca)
Colin Sizer, City of Brampton (colin.sizer@city.brampton.on.ca)
Kevin Gorman, City of Brampton (kevin.gorman@city.brampton.on.ca)
Henrik Zbogor, City of Brampton (henrik.zbogor@city.brampton.on.ca)
Mike Hoy, City of Brampton (michael.hoy@city.brampton.on.ca)
Jeff Smith, Region of Peel (jeff.smith@region.peel.on.ca)
Eleanor Gillon, Region of Peel (eleanor.gillon@region.peel.on.ca)
Margie Chung, Region of Peel (chungm@region.peel.on.ca)
Michael Hynes, Region of Peel (hynesm@region.peel.on.ca)
Brian Hudson, Region of Peel (hudsonb@region.peel.on.ca)
Greig Bumstead, Region of Peel (bumsteadg@region.peel.on.ca)
Murray McLeod, Region of Peel (murray.mcleod@region.peel.on.ca)
Philip Rowe, Region of Peel (rowep@region.peel.on.ca)
Binu Korah, Region of Peel (korahb@region.peel.on.ca)
Damian Albanese, Region of Peel (part time attendance)
Carl Wong, iTRANS Consulting (cwong@itransconsulting.com)
Martin Goorts, Stantec Consulting Ltd. (mgoorts@stantec.com)
Garry Leveck, Stantec Consulting Ltd. (gleveck@stantec.com)
Dave Hallman, Stantec Consulting Ltd. (dhallman@stantec.com)

Distribution: Attendees
Dean Kemper, MTO (dean.kemper@mto.gov.on.ca)

Item:

Action:

1.0 REVIEW OF PROJECT

P.Rowe gave a general overview of the project as follows:

- The project is proceeding as a Schedule 'C' Class EA.

Reference: Mayfield Road, Heart Lake Road to Airport Road, Class Environmental Assessment

- The purpose of the project is to look at required improvements on Mayfield Road between Heart Lake Road and Airport Road.
- Stantec Consulting is the Region of Peel's Consulting Engineer for the project.
- Construction for this section of road is currently not scheduled for several years, however, the outcome of this study will help determine construction timing.
- Schedule for the project is to complete the Public Information Centres before the summer, and to file the ESR before the end of 2003.

P.Rowe indicated that the purpose of the meeting with municipal staff is to provide them with information, scheduling, etc. for the project such that municipal comments and concerns can be obtained and incorporated into the study. Although comments and concerns expressed at the meeting will be recorded and used for the study, the municipalities will be requested to provide written comments within two weeks of this meeting, such that they can be officially documented and addressed as part of the final alternative for the study.

P.Rowe also reviewed an information sheet (attached) which outlines various requirements of the project. Included with the information sheet is a key plan and a copy of the Notice of Study Commencement for the project. It was noted that Item 2 on the information sheet contains items that may be required from the municipalities. These include Official Plan items, road improvement priority studies, surface transit routes, traffic studies, cycling policies, trail studies, traffic signs, pedestrian crossings, and Plans of Subdivision in the vicinity of the project.

City of Brampton noted that they are developing a Brampton Streetscaping Master Plan, and that these items should be incorporated into the study. It was noted that the Mayfield Road study is not a final design process, but streetscaping issues will be incorporated into the development of alternatives.

It was also noted that land requirements are an important issue for this project, as Mayfield Road is designated as a 50 m right-of-way, and any widening of Mayfield Road will require acquisition of private property.

Contact with the TRCA, utilities, and other agencies, etc. will be made separate from this forum of municipal staff.

Reference: Mayfield Road, Heart Lake Road to Airport Road, Class Environmental Assessment

In summary, it was explained that the Class EA process is not a final design process, but sets up the framework for final design when it is to proceed.

2.0 HIGHWAY 410 / MAYFIELD ROAD INTERCHANGE

The Region of Peel and the MTO are entering into an agreement regarding the construction of Highway 410. This agreement indicates that estimated time of construction completion for Highway 410 is 2007. Region of Peel has signed this agreement, and it has been sent to MTO for signing.

The Highway 410 interchange is contained within this project limits (between Heart Lake Road and Dixie Road). The Mayfield Road bridge over Highway 410 is currently proposed to be six lanes wide.

3.0 CALEDON TRANSPORTATION NEEDS STUDY

The Town of Caledon is proceeding with the Caledon Transportation Needs Study, which is to feed into the consolidation of the Peel Master Transportation Plan, along with the Brampton and Mississauga Transportation Plans. This Needs Study is in its initial stage. Consultants will be hired soon for the study and completed within approximately 7 to 10 months.

The Region of Peel will be proceeding with the Mayfield Road EA, but will likely not file the EA until the Caledon Transportation Needs Study (CTNS) is completed, to ensure findings of both studies are in agreement. T.Manley indicated that the study is a strategic overview of areas in Caledon and should be completed by the end of the year. It is therefore proposed that the Mayfield Road Class EA can be filed before the end of 2003 once the findings of the CTNS are known.

4.0 REVIEW OF PRELIMINARY DRAWINGS

Preliminary drawings developed by Stantec, based on the findings of the study to date, were reviewed by M.Goorts. It was noted that the existing right-of-way varies from between 25 m to 40 m wide, and the existing road is in the middle of the right-of-way. Mayfield Road is designated as a 50 m right-of-way in the Region of Peel's Official Plan, and the "first cut" of the design shows Mayfield Road widened evenly on both sides.

Reference: Mayfield Road, Heart Lake Road to Airport Road, Class Environmental Assessment

From Heart Lake Road to Dixie Road, a majority of the area is taken up by the Highway 410 interchange, for which the design shown has been provided by the MTO. It is proposed to construct the Mayfield Road bridge over Highway 410 to six lanes initially, with ramps at the interchange and turning lanes at both Heart Lake Road and Dixie Road. It is proposed to construct Mayfield Road between Heart Lake Road and Dixie Road to the full six lanes, with curb and gutter the entire length.

The remainder of Mayfield Road, from Dixie Road to Airport Road is shown as four lanes of pavement with gravel shoulders and ditches, with turning lanes at intersections. Curb and gutter is also shown at intersections, with storm sewers to provide drainage at the intersections. Preliminary design of the grading limits has also been developed, to get an idea of property requirements for this stage.

Several existing utilities will be impacted by the widening, including Hydro, Bell, and Enbridge Gas. There are three major culverts that will be required to be extended, and a number of road culverts that will be replaced or extended.

It was also noted that the Mayfield Road/Airport Road intersection has been addressed in the completed Region of Peel Airport Road Class EA, and Giffels Consultants are proposing to construct this intersection as part of a Region of Peel contract in 2003. The proposed "Giffels" design is indicated on the preliminary plans.

A number of comments were generated as a result of the review of the preliminary plans. These comments are summarized as follows:

- T.Manley to check if Giffels/Region are including the Town of Caledon/Tullamore Streetscaping Design Guidelines into the design of the Airport Road/Mayfield Road intersection.
- Brampton Transit indicated that they currently have six to eight buses per day accessing the Mayfield Secondary School. Brampton Transit would like to investigate installing transit stops along Mayfield Road. Brampton Transit also indicated their buses enter the Mayfield Secondary School property to drop off and pick up students, however, they cannot comment on the entrance and exit location at the school.

Caledon

Reference: Mayfield Road, Heart Lake Road to Airport Road, Class Environmental Assessment

- It was noted that the Highway 410 will impact the environmentally protected areas/Heart Lake Wetland Complex in the vicinity of Mayfield Road and Heart Lake Road. The alignment has been approved as part of the Highway 410 Class Environmental Assessment. It was noted that the widening of Mayfield Road outside the limits of the Highway 410 interchange should not impact the Heart Lake Wetland Complex.
- It was noted that the road widening in the vicinity of the Spiers Apple Orchard between Dixie Road and Bramalea Road, will impact their parking lot. However, moving the road widening further to the south will likely impact the farm on the south side of the road.
- In correspondence for the previous Mayfield Road EA to the west, the Town of Caledon has indicated that additional widening was required to the north into the Town of Caledon due to established subdivision on the south side of Mayfield Road. Therefore for this project, it would be desirable for any "unequal" widening on either side of the existing centre of road allowance be taken to the south into the Town of Brampton. T.Manley indicated that an equal widening on both sides of the existing centerline would be acceptable, but if an "unequal" widening must be taken, they request that widening to the south be explored. Stantec/
Peel
- G.Leveck noted that the Region of Peel has requested Stantec to develop some alternate six lane cross sections for both an urban condition with curb and gutter and no shoulders, and a rural condition with gravel shoulders and ditches. This exercise is being undertaken to determine whether the 50 m right-of-way can contain a six lane rural cross section.
- It was noted that the City of Brampton is developing a Streetscaping Design Master Plan, however, it is still in draft form. M.Hoy will send a copy to Stantec. P.Rowe noted that the cost of streetscaping required by the local municipalities is a significant issue and will have to be discussed once final design is underway. Brampton
- T.Manley noted that there is a Mayfield West Development Plan being developed, and is currently in draft form. T.Manley to provide a copy of this plan to Stantec. Caledon

Reference: Mayfield Road, Heart Lake Road to Airport Road, Class Environmental Assessment

5.0 REVIEW OF TRAFFIC STUDY

iTRANS Consulting has prepared a Traffic Study for this project. This study is in draft form at this point, and C.Wong of iTRANS reviewed its findings. Attached to these minutes are a number of graphs which were handed out to the attendees. In general, the findings of the Traffic Study are as noted:

- Based on traffic forecasts, the first two graphs indicate that the existing two lane section of Mayfield Road at Heart Lake Road is currently operating over capacity. In addition, based on both the AM peak hour and PM peak hour, all sections of Mayfield Road between Heart Lake Road and Airport Road will need to be four lanes wide by the year 2012. By the year 2027, Mayfield Road between Heart Lake Road and Airport Road will also need to be six lanes wide.
- Based on the existing road configuration and using 2012 forecasted traffic volumes, the Level of Service is predicted to be E or F for all sections, with the exception of the section between Bramalea Road and Torbram Road, which will be a Level of Service D. The Region of Peel generally permits a Level of Service deterioration to reach an LS=D before reconstruction action is warranted at a specific location.
- Part of the scope of the Traffic Study was to determine the timing for the six laning of Mayfield Road at the Highway 410 interchange. The graph attached indicates that six lanes is required on Mayfield Road at the Highway 410 interchange sometime around 2015.
- The final chart in the hand-out indicates timing for recommended number of lanes on Mayfield Road. It indicates that four lanes are required on Mayfield Road between Heart Lake and Dixie Road by the year 2006, and between Dixie Road and Airport Road between 2010 and 2012. In addition, six lanes are required on Mayfield Road between Heart Lake Road and Dixie Road at approximately 2015 to 2017, and between Dixie Road and Airport Road around 2020 to 2021. This timing for recommended number of lanes on Mayfield Road is based on a Level of Service D capacity.

Reference: Mayfield Road, Heart Lake Road to Airport Road, Class Environmental Assessment

Based on these traffic volumes, the City of Brampton questioned whether culverts will be upgraded to address future capacity upgrades, as opposed to just culvert extensions. It was noted that Stantec will be investigating the culvert's condition and capacity, however, any future development is usually restricted to pre-development flows and therefore, new development should not significantly affect the existing flows. It was also noted that the condition of these culverts appear to be relatively good, and there is no intention to replace these culverts at this time.

A draft Traffic Report will be sent to each municipality for review within a week of this meeting. Municipal staff are asked to review this Traffic Study, and provide any comments by March 20, 2003, so that any comments can be addressed prior to the March 27, 2003 PIC.

Stantec/
iTRANS
Brampton/
Caledon

T.Manley noted that the Mayfield West Development should be taken into the traffic study. iTRANS indicated that their traffic forecasts are based on the Region of Peel traffic model. Region of Peel to check if the Mayfield West Development has been included in the Region's traffic model.

Peel

6.0 REVIEW OF AGENCY COMMENTS

D.Hallman indicated that 53 letters were sent to various agencies, and to date 17 responses have been received. Any agencies that did not respond were sent follow-up letters in early February 2003.

D.Hallman provided highlights of significant agency comments received to date, as follows:

MOE:

- Received standard comments with respect to groundwater, stormwater management report, heritage, archaeological, and environmental impacts.

Department of Fisheries and Oceans (DFO):

- DFO issues will be addressed by TRCA.

Brampton Transit:

- Would like to provide comments regarding potential transit facilities. This item was discussed further later in the meeting.

Reference: Mayfield Road, Heart Lake Road to Airport Road, Class Environmental Assessment

Caledon Planning:

- There is a Tullamore Community Secondary Plan with community design guidelines which must be followed in the Community of Tullamore. It was noted that Giffels Consulting is undertaking the design and construction of the Airport Road/Mayfield Road intersection.
- A community development plan has also been developed for the area from Heart Lake Road to Dixie Road.
- An environmental protected area is located on the north side of Mayfield Road near Heart Lake Road. It was noted that this area is in the vicinity where MTO will be constructing the Highway 410 interchange.
- Wildlife corridors must be studied for the Heart Lake Wetland complex; to allow wildlife to cross Mayfield Road.
- Since the previous Mayfield Road Class EA to the west of Heart Lake Road required additional widening to the north into the Town of Caledon, consideration must be given to widening to the south for this Class EA.
- Sidewalk, or provisions for sidewalk, must be made on the north side of Mayfield Road.
- Heritage and archaeological resources must be identified.

Peel District School Board:

- They are very interested in improvements at the Mayfield Secondary School.

TRCA:

- Requested to be put on formal mailing list to provide formal comments.

Enbridge Gas:

- Have a high pressure gas main throughout the project limits.
- Would like to review drawings once alternative evaluation has been completed.

Brampton Hydro:

- Currently have overhead lines along the south side of the road.
- If relocation required, Peel should acquire right-of-way for the hydro relocations.
- Clear zone guidelines required for pole setbacks behind new edge of pavement.

Reference: Mayfield Road, Heart Lake Road to Airport Road, Class Environmental Assessment

Ministry of Culture:

- Standard comments were received. We must advise if heritage or archaeological resources are affected. It was noted that a heritage and archaeological report has been done and will be submitted to the Ministry of Culture.

7.0 REVIEW OF ENVIRONMENTAL INVENTORY

Natural Resource Solutions Inc. (NRSI) are acting as subconsultants for Stantec on the environmental component of the project.

D.Hallman provided the following update on the environmental inventory:

- Various information has been requested from the Conservation Authority, and is expected to be received soon.
- A portion of the provincially significant Heart Lake Wetland Complex is found south of Mayfield Road and east of Heart Lake Road in the vicinity of the proposed Highway 410 interchange.
- A small area to the north of Mayfield Road and east of Heart Lake Road is designated as an Environmental Constraint Policy Area by the Town of Caledon. This area will be affected by the proposed Highway 410 interchange.
- Redside Dace has been reported in the past at the Mayfield Road crossing of the Humber River tributary just west of Airport Road. Redside Dace is a nationally, provincially, and regionally significant fish species that prefers cool, clear flowing water with riffle pool sequences and overhanging bank vegetation. It is designated as a threatened species due to loss of habitat and deteriorating water quality. As a result, it is proposed to treat this tributary as a cold water stream.
- Drainage courses in the study area are primarily grassed streams with intermittent flows, with the exception of three tributaries to the Humber Creek. An MNR restoration project on one of these tributaries appears to consist of fencing to keep grazing cattle out of the channel, some plantings, and a gate system for passing the cattle across the creek.
- A background report prepared by the TRCA for the Etobicoke/Mimico Creek has recommended that linkages under Mayfield Road be incorporated into the design as appropriate.

Reference: Mayfield Road, Heart Lake Road to Airport Road, Class Environmental Assessment

- The creek crossings within the Humber River portion of the study area will require care in terms of design and impact avoidance, mitigation, and compensation. Impacts of extension of culverts on fish habitat will need to be further assessed.

8.0 REVIEW OF HERITAGE/ARCHAEOLOGICAL INVENTORY

Mayer Heritage Consultants are subconsultants to Stantec, undertaking a Stage 1 heritage and archaeological inventory. D.Hallman reviewed the preliminary findings as follows:

- The community of Mayfield, at the corner of Dixie Road and Mayfield Road, had a population of approximately 50 people approximately 125 years ago. It included a general store, post office, blacksmith shop, hotel, and school house.
- An existing house on the north side of Mayfield Road, just east of Dixie Road at 4524 Mayfield Road, will be impacted by road construction, and further study on this building should be conducted if it has to be removed. In addition, further east on Mayfield Road, at 4615 Mayfield Road, a concrete block house was apparently the site of an early rural automotive garage. Although it is set back from the road, it may be impacted by road construction, and should be the subject of further investigation if this is the case.
- The community of Tullamore at Airport Road and Mayfield Road at one time had a hotel, a number of stores, post office, blacksmith shop, a wagon shop, harness shop, and a cabinet factory, as well as a school. There are two structures remaining today from these earlier times that are of concern. Both are on Airport Road, which is within the limits of the "Giffels" project. The first is a clapboard building on the west side of Airport Road just south of Mayfield Road, as well as a cemetery just to the south of this building. It is assumed that Giffels have addressed these facilities as part of their Class EA and design.
- A Stage 1 archaeological assessment has been undertaken. Based on the fact that the settlements of Mayfield and Tullamore are within the current study area, and that the soil and topography were suitable for human habitation, the undisturbed portions of the study area exhibit high potential for the discovery of pre-contact aboriginal and Euro-Canadian archaeological resources. Stantec will be confirming the limits of existing disturbance within the existing right-of-way.

Stantec

Stantec

Reference: Mayfield Road, Heart Lake Road to Airport Road, Class Environmental Assessment

9.0 REVIEW OF GEOTECHNICAL FINDINGS

A geotechnical investigation consisting of a visual pavement survey and borehole investigation, was undertaken by Thurber Engineering as a subconsultant to Stantec. A total of 24 boreholes were drilled at intervals of approximately 250 m along Mayfield Road. In addition, existing geotechnical boreholes were reviewed and included in the geotechnical investigation.

Boreholes found that the roadway had a base material consisting of between 0.3 to 1.2 m of granular fill over a silty clay fill with some sand and gravel. It was noted that there is a peat area in the vicinity of the Highway 410 interchange. The pavement design, based on this preliminary investigation, will be provided soon.

10.0 COMMENTS/ISSUES FOR THE MAYFIELD ROAD CLASS EA

A number of issues were raised as a result of the information presented on the Mayfield Road project by Stantec/Peel. These comments and issues are summarized as follows:

Property

- The plan, as presented to date, should be sent to Jeff Smith of Peel Real Estate Division. J. Smith indicated that utilities should generally be relocated to fit plans as proposed, and do not necessarily have to be placed in their ultimate six lane location. The utilities can be relocated when the road is widened to six lanes, and likely at that time, development in the area will make additional property available.

Stantec

Sidewalks

- The City of Brampton noted that in addition to the Town of Caledon requirement for sidewalk or a provision for sidewalk on the north side of Mayfield Road throughout the project limits, the City of Brampton would desire that sidewalk or platforms also be included for sidewalk on the south side of Mayfield Road. It was noted that, with the rural cross sections proposed from Dixie Road to Airport Road, and with property purchase requirements, sidewalk may not be able to be provided in all locations. However, it was noted that as development proceeds, additional property can be obtained when the need for sidewalk will be confirmed.

Stantec

Reference: Mayfield Road, Heart Lake Road to Airport Road, Class Environmental Assessment

Brampton Transit

- Brampton Transit is proposing to be operating on the north/south arterials, and currently have plans to provide transit facilities on the south side of Mayfield Road.
- Transit will want to discuss the opportunities for transit facilities on the north side of Mayfield Road with the Town of Caledon. T.Manley noted that he understands that the Town of Caledon has no plans for transit in the near future in this area. Brampton/
Caledon
- It was noted that Brampton Transit currently has buses entering the Mayfield Secondary School parking lot in the morning and afternoon. Stantec will be reviewing entrance configuration as part of this study, and should discuss the entrance and exit configuration with Mayfield Secondary School, in conjunction with Brampton Transit. Stantec
- K.Gorman of Brampton Transit is to provide detailed comments for inclusion into the Environmental Study Report for this project, such that they can get carried through to final design. Brampton
Transit
- It is noted that the study must address impacts of transit and how it will improve the functionality of Mayfield Road. It will include Brampton Transit comments, but will not include final design and final location of transit facilities as part of this study. However, any transit comments will be noted in the study, for inclusion into the final design.

Potential Natural Area Corridors

- It was questioned whether any Potential Natural Area Corridors are located within the Mayfield Road study area. Stantec and Peel Planning staff are to check the Peel Official Plan and advise regarding this issue. Stantec/
Peel

Heritage and Archaeological Report

- Stantec to pass on a draft copy of the heritage and archaeological report to the Region of Peel for distribution to Caledon and Brampton. Stantec

Reference: Mayfield Road, Heart Lake Road to Airport Road, Class Environmental Assessment

Prime Agricultural Land

- It was questioned whether prime agricultural land is being affected by the widening. It was noted that neither OMAFRA nor the Ministry of Municipal Affairs have responded at this point. It was also noted that this issue should have been addressed as part of the Peel Official Plan when the Mayfield Road right-of-way was designated as 50 m, and significant widenings were known to be required.

Torbram Road Reconstruction

- The City of Brampton indicated that Torbram Road, from Countryside Drive to Mayfield Road, is scheduled for reconstruction and widening in 2004. The Class EA will be started in 2003. The City of Brampton to keep Stantec/Peel updated on the progress of this project.

Brampton

11.0 PUBLIC INFORMATION CENTRE

The first Public Information Centre (PIC) for this project is scheduled as follows:

- Thursday, March 27, 2003
- 6:00 PM to 9:00 PM
- Mayfield Secondary School, on the corner of Mayfield Road and Bramalea Road.

In addition, Peel and Stantec staff will be meeting with the Peel Agricultural Advisory Working Group (PAAWG) at their regularly scheduled meeting on March 20, 2003. Details of the project will be provided to this group in advance of the PIC.

Peel/
Stantec

12.0 BRAMPTON/CALEDON COMMENTS TO REGION OF PEEL

P.Rowe indicated that it is very important that comments be received from both Brampton and Caledon, so that their comments can be incorporated into the study. It is important that any comments that they have at this time be received by March 20, 2003, so that issues can be addressed or known for the PIC on March 27, 2003. In order to efficiently receive and address comments from the municipalities, each municipality should have one contact who will gather comments and provide them to the Region of Peel. It was agreed that the City of Brampton contact would be Peter Anderson, and the Town of Caledon contact would be Tim Manley.

Caledon/
Brampton

Reference: Mayfield Road, Heart Lake Road to Airport Road, Class Environmental Assessment

1:1000 scale drawings will be provided to the City of Brampton and the Town of Caledon by the end of this week. It was noted that the drawings are still being worked on and they will be stamped "Preliminary". P.Rowe indicated that drawings are just for our group, and should not be given out to others, as there have been instances on past projects where drawings were given out and development designs were based on preliminary drawings and not on final drawings. Therefore, it is important that these drawings not be given out.

Stantec

The City of Brampton and Town of Caledon agreed that detailed comments, based on the preliminary design, will be forwarded to B.Korah at the Region of Peel no later than March 20, 2003. B.Korah will then pass on any comments to G.Leveck at Stantec.

Brampton/
Caledon

13.0 OTHER BUSINESS

An agreement between Peel and MTO for the construction of the Mayfield Road/Highway 410 interchange has been signed by the Region of Peel, and sent to MTO for their signature.


14.0 NEXT MEETING

The date of the next meeting of the Project Team/municipalities will be scheduled after the first PIC and before the second PIC. Notices will be given ahead of the meeting with respect to time and location.

The meeting adjourned at 3:45 PM.

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

STANTEC CONSULTING LTD.



Dave Hallman, P.Eng.
Managing Principal, Transportation
dhallman@stantec.com

Stantec

Attachment – schedule and traffic information

Meeting Notes



Stantec

MAYFIELD ROAD CLASS EA (PEEL REGION ROAD #14) BETWEEN HEART LAKE ROAD AND AIRPORT ROAD

Utility Coordination Meeting
602 10370/45

Date: Tuesday, July 29, 2003

Place/Time: Region of Peel, 5th Floor Boardroom, 10:00 a.m.

Attendees: Binu Korah, Region of Peel
Kathy Cater, Region of Peel
Jimmy Chong, Region of Peel
Bill Turner, Region of Peel
Vince Cina, Enbridge Consumers Gas (VINCE.CINA@enbridge.com)
Wolf Schaefer, Hydro One Brampton (wschaefer@HydroOneBrampton.com)
Marie Podnar, Bell Canada (marie.podnar@bell.ca)
Chris Steininger, Bell Canada (chris.steininger@bell.ca)
Stephen Collins, URS (stephen.collins@urscorp.com)
Robert Meyer, URS (robert.meyers@urscorp.com)
Martin Goorts, Stantec Consulting Ltd. (mgoorts@stantec.com)
Dave Hallman, Stantec Consulting Ltd. (dhallman@statnec.com)

Distribution: Attendees
Philip Rowe, Region of Peel
Darryl Dimitroff, Rogers Cable (ddimitro@rci.rogers.com)
Bram Hurd, URS
Peter Wowk, URS

Item:

Action:

1.0 INTRODUCTION

- K. Cater welcomed everyone to the meeting and indicated that obtaining comments back from the utilities on this Class Environmental Assessment project is very important to ensure that the planning process includes any utilities impacts.
- It was noted that each of the utility companies will be provided with drawings in order to assist with their review of the project to determine potential impacts on their utilities.

Reference: **Mayfield Road Class EA (Peel Region Road #14)**

2.0 PROJECT BACKGROUND

- D.Hallman indicated that the project is undergoing a Class Environmental Assessment, and several design details have not been determined. An initial Public Information Centre has been held presenting the drawings as displayed at this meeting.

The next steps in the project are to meet with the Project Team and City of Brampton prior to holding the Second Public Information Centre, in late September early October, such that the Class Environmental Assessment can be completed in November of this year.

- The study limits for this Mayfield Road Class Environmental Assessment are from Heart Lake Road to Airport Road. It was noted that just east of Heart Lake Road there is a proposed new interchange with Highway 410 to be constructed as part of the MTO's Highway 410 extension. URS are the consultants for the MTO and are undertaking final design for completion in early 2004. The Mayfield Road/Highway 410 interchange is under the jurisdiction of the MTO and therefore is not included in the Mayfield Road Class Environmental Assessment project. However, the proposed interchange is an important component of the Mayfield Road corridor. In addition, the Region of Peel has hired Giffels Associates Limited to undertake final design on Airport Road including the Mayfield Road/Airport Road intersection.
- Timing of construction is subject to discussions between the Region of Peel and MTO with respect to the timing of the Highway 410 extension and the Mayfield Road interchange, however construction could start as early as next year on the section from Heart Lake Road to Dixie Road. The remaining sections of Mayfield Road between Dixie Road and Airport Road are in subsequent years up to approximately 2012.

Reference: Mayfield Road Class EA (Peel Region Road #14)

3.0 PROPOSED ALTERNATIVES FOR MAYFIELD ROAD

- One main alternative has been developed for the Class EA project. It consists of 6 lanes with an urban section (curb and gutter) between Heart Lake Road and Dixie Road to be constructed in conjunction with the 8-lane Mayfield Road Bridge over Highway 410 (3 lanes in each direction plus 2 "ramp" lanes). From Dixie Road to Airport Road the proposed alternative is for 4 lanes with gravel shoulders, with improved turning lanes and curb and gutter at each intersection including improvements to turning lanes near the Mayfield Road Secondary School. There are a number of existing culverts that must be extended including at the branch of the Humber River where the roadway will be filled requiring the concrete culvert to be extended significantly.

It is currently proposed to widen Mayfield Road equally on both sides along the existing centerline. It was noted that alternatives for the project will likely consist of curb and gutter and storm sewers versus gravel shoulders and ditches, and potentially some unequal widening on one side of Mayfield Road.

- The drawing on display and handed out at the meeting represents an equal widening on both sides with 6 lanes between Heart Lake Road and Dixie Road and 4 lanes with gravel shoulders between Dixie Road and Airport Road. The Highway 410 interchange has been represented on the Stantec drawings as well as the proposed improvements to the Mayfield Road/Airport Road intersection completed by Giffels consultants. It was also noted that the property requirements illustrated are for the ultimate 50m road allowance. Attempts will be made to only take property actually required for the 4-lane section between Dixie Road and Airport Road.

4.0 HIGHWAY 410 INTERCHANGE

- S. Collins reviewed the proposed Mayfield Road interchange with Highway 410 as follows:
 - Based on the negotiations with the Region of Peel, the bridge carrying Mayfield Road over Highway 410 will be 8 lanes wide to accommodate 6 lanes on Mayfield Road plus 2 "ramp" lanes.
 - The current design schedule is to have detail design completed in early winter 2004, with construction potentially occurring in the summer of 2004 subject to property purchase constraints.

Reference: Mayfield Road Class EA (Peel Region Road #14)

- Mayfield Road at Highway 410 will be built in the existing location of Mayfield Road, necessitating a Mayfield Road detour on the north side of the existing Mayfield Road alignment during construction.
- URS provided an AutoCAD disc of their proposed plans and requested that the utility companies confirm the locations of their plant and the impacts the Highway 410/ interchange construction will have on their utility plants.
- The Region of Peel and MTO are still discussing cost sharing with respect to Mayfield Road/Highway 410 interchange and Mayfield Road construction. The Region of Peel requested URS to provide a design with the 8-lane Mayfield Road structure including ramp terminations, tapered to the existing 2 lanes on Mayfield Road. Stantec can then overlay this design on the proposed 6-lane design for Mayfield Road and determine quantities for cost sharing purposes.
- URS indicated they are currently designing Phase II of Highway 410, which extends is just north of Mayfield Road but not as far west as Kennedy Road. K. Cater indicated that the Region and MTO are discussing opening Highway 410 all at once. The Region of Peel is concerned that if Highway 410 is opened to Mayfield Road, then all Highway 410 traffic will use Mayfield Road, which may not be able to handle all the traffic.

Utilities

URS/
Stantec

5.0 PEEL WATER/WASTE WATER ISSUES

- Peel noted that the Northeast Brampton Pumping Station and Reservoir is being expanded and several trucks are required to access the reservoir from Mayfield Road. The current plans show the access within the tapers of the southbound ramp to Highway 410. The Region of Peel has concerns about access for trucks and other vehicles required to maintain and supply the pumping station and reservoir.
- J.Chong to provide URS with truck size and frequency of vehicles using the site. URS will advise the Region of Peel whether the full access proposed at the Northeast Brampton Reservoir and Pumping Station will be able to accommodate these trucks.
- URS will also provide J.Chong with the proposed detour plans to accommodate the construction of the grade separation.

Peel

URS

Stantec

Reference: Mayfield Road Class EA (Peel Region Road #14)

- Peel to provide both URS and Stantec with information on their existing watermains on Mayfield Road. Currently there is an existing 750 mm dia. watermain on the north side of Mayfield Road. There is also the possibility of a new watermain (approximately 300 mm dia.) to be installed to service existing homes along Mayfield Road. The Region of Peel staff will confirm the need for this 300 mm dia. watermain.

Peel

6.0 UTILITY COMPANY COMMENTS

6.1 Bell

- Most of Bell's existing plant is buried with a small section of aerial plant on the south side of Mayfield near Airport Road. Bell is not proposing any major upgrades in the next few years.
- It was noted that Bell has no fibre optic cables within the project limits.

6.2 Brampton Hydro

- Hydro's plant is predominately on the south side of Mayfield Road with some guy and service poles on the north side.
- It was noted that the MTO will be fully illuminating the Mayfield Road/Highway 410 interchange.
- The Region of Peel indicated that there is probably no need to illuminate between Dixie Road and Airport Road other than at the intersections. However it would be desirable to relocate any poles to accommodate future street lighting for a 6-lane section, if possible.
- Hydro indicated that a single pole line could support their long-term plans for upgrades.

6.3 Enbridge Gas

- There is an existing 4-inch extra high-pressure gas main on the south side of Mayfield Road.

Reference: **Mayfield Road Class EA (Peel Region Road #14)**

- There are currently no plans for any upgrades along Mayfield Road, as they propose to feed any subdivisions in Brampton from the south. It was noted Enbridge Gas must coordinate with the MTO regarding encasement of their gas mains at Highway 410.

Enbridge/
MTO

7.0 FORMAL COMMENTS FROM UTILITY COMPANIES

- Based on the drawings of the proposed Mayfield Road/Highway 410 interchange provided by URS, and the preliminary plans for Mayfield Road provided by Stantec, each utility company is requested to review these plans and advise regarding any impacts of both projects on their plant.

Utilities

- It was noted that Mayfield Road will be approximately 8 to 10 metres higher than the existing road due to the new grade separation at Highway 410. Highway 410 will be approximately 1 to 2 metres lower than the existing ground at Mayfield Road.

- The utility companies should also advise regarding the maximum depth of fill that their plant can accommodate in the event that additional fill must be placed over their existing plant for detour roads and for final construction.

Utilities

- Each utility is also requested to provide comments and suggestions for two alternatives for Mayfield Road:

Utilities

One set of comments will be with respect to the 4 and 6 lane sections as shown on the plans being provided. Another set of comments should be provided with respect to an ultimate 6 lane widening in the event that the utility relocations for the 4-lane section can also accommodate a future alternate 6-lane section.

- **All utility companies are requested to provide their comments to Stantec for Mayfield Road, and to URS for the Highway 410 interchange, no later than Friday, September 4, 2003.** This schedule will allow their comments can be incorporated into revised plans at the second Public Information Centre for Mayfield Road, and into the detail design for the Highway 410 interchange.

Utilities

The meeting adjourned at 12:00 p.m.

Stantec

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

Reference: **Mayfield Road Class EA (Peel Region Road #14)**

STANTEC CONSULTING LTD.

Dave Hallman, P.Eng.
Managing Principle, Transportation

DH/dkr

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Meeting Notes



Stantec

MAYFIELD ROAD CLASS EA (PEEL REGION ROAD #14) BETWEEN HEART LAKE ROAD AND AIRPORT ROAD

Project Team Meeting
602 10370/45

Date: Thursday, September 4, 2003

Place/Time: Region of Peel, 5th Floor Boardroom, 1:30 PM

Attendees: Kathy Cater, Region of Peel
Philip Rowe, Region of Peel
Eleanor Gillon, Region of Peel
Michael Hynes, Region of Peel
Sabbir Saiyed, Region of Peel
Dave Hallman, Stantec Consulting Ltd.
Garry Leveck, Stantec Consulting Ltd.

Distribution: Attendees
Binu Korah, Region of Peel
Jose Montouto, Region of Peel
Sean Ballaro, Region of Peel
Maureen Van Ravens, Region of Peel

Item:

Action:

1.0 PURPOSE OF THE MEETING

To update the Project Team on project activities since the last Project Team meeting, which was March 5, 2003. Since that meeting, the first PIC was held for this project (March 27, 2003), and the Consultant was directed to "slow down the project" because of the pending Caledon Transportation Needs Study.

2.0 STATUS OF HIGHWAY 410 EXTENSION AT MAYFIELD ROAD

Stantec confirmed "need and justification", based on traffic study, capital costs and public disruption due to widening, for 6 lanes on Mayfield Road, from Heart Lake Road to Dixie Road, immediately. This will be a recommendation of the ESR.

Therefore, MTO has been informed that 8 lane bridge (6 through lanes plus on/off ramp lanes) be constructed as part of Highway 410 extension.

Reference: Mayfield Road Class EA (Peel Region Road #14) – Project Team Meeting

Financial cost sharing between Region and MTO has been finalized, in principal. However, a formula for cost sharing has to be resolved. URS (Cole Sherman) is preparing cost sharing summary. Region (K.Cater) to contact URS to confirm that they are preparing formula/summary. K.Cater was provided a copy of drawings for use in cost sharing review.

Region of
Peel
(K.Cater)

MTO advised that construction to start by 2005 and be completed by 2007, subject to funding issue resolution and property acquisition. Expropriation may be necessary.

K.Cater expressed concern for design of access to pumping station site, near W-S ramp at Highway 410 interchange. Stantec to contact URS, who are reviewing design, to get a status update.

Stantec

Stantec was requested by the Region to do a "Peer Review" of URS design of access to pumping station, as an extra to the Class EA study.

Stantec

IMPORTANT NOTE:

East of Dixie Road, 6 lanes is not within the Region's 20 year planning horizon. Therefore, the current study is to focus only on the future 4 lane widening need, and not illustrate any potential 6 lane needs on Mayfield Road, from Dixie Road to Airport Road. This need, which may involve future continuous medians, will be part of a future Class Environmental Assessment, when the need arises.

3.0 REVIEW OF PIC NO. 1

Held Thursday, March 27, 2003, at Mayfield Secondary School.

Approximately 40 people attended, and six (6) written comment forms were received. D.Hallman reviewed the written comments which are attached to these minutes in summary format.

There were other verbal comments received at the PIC which were recorded that evening. A summary of these comments are also attached to these minutes. The following clarifications were provided on various comments, as follows:

1. The east-west Caledon corridor (Hwy. 413) study has no relevant status to the Mayfield Class EA.
2. P.Rowe advises that Mrs. Livingston (verbal Item #5) is looking for the Region to confirm support for agricultural designation in Caledon. This issue is beyond the Mayfield Terms of Reference.

Reference: **Mayfield Road Class EA (Peel Region Road #14) – Project Team Meeting**

4.0 AGENCY COMMENTS/MUNICIPAL COMMENTS

D.Hallman reviewed agency and municipal comments received since the last Project Team meeting and PIC No. 1. A summary of these comments are attached to these minutes.

City of Brampton will be proceeding with a Class EA study for widening Torbram Road, south of Mayfield Road. The project start date is unknown, but is apparently imminent. Brampton Project Manager is K.Lin.

Brampton has developed landscape guidelines for projects in the City, which would include widenings like Mayfield Road. Notwithstanding the issue of funding for such improvements, it was agreed that Stantec should forward a set of preliminary plans for the 4 lane proposal (6 lanes Heart Lake to Dixie), plus typical cross sections, to Brampton. Contacts are Steve Dewdney and Carl Walsh.

Stantec

With respect to landscape guidelines, Mayfield Road should include conceptual plans for landscape treatment, irrespective of who pays and/or ability to pay. Issue of cost sharing will be dealt with between Brampton and Region.

Stantec/
Region

Region of Peel to provide Stantec with a copy of Brampton Landscape Guidelines.

Region
(K.Cater)

The Terms of Reference for the Caledon Transportation Needs Study may be of assistance to Stantec. S.Saiyed to have B.Korah fax a copy to Stantec.

Region
(S.Saiyed/
B.Korah)

It was agreed that, contrary to previous direction, Stantec should not be instructed to wait for completion of the Caledon Study. The Mayfield Road Class EA should proceed.

Stantec

5.0 TRAFFIC STUDY

Stantec met with Peel Region to review final Traffic Study, and Region comments, in July 2003. Minor revisions to turn lane storage lengths were recommended.

It was noted that Carl Wong is further reviewing Airport Road EA to confirm traffic volumes in that area.

The Region wants dedicated right turn lanes at all intersections. Stantec has taken this into account. No channelized right turn lanes will be provided in the 4 lane design.

Stantec

Reference: **Mayfield Road Class EA (Peel Region Road #14) – Project Team Meeting**

K.Cater requested that Region staff "sign off" on turning lane storage lengths, recognizing the need to balance any minor differences between 2012 and 2027 values, and perhaps opting for greater storage lengths. E.Gillon will review in-house, confirm results with K.Cater and Stantec, and procure "sign off" by Traffic Department.

Region
(E.Gillon)

6.0 ENVIRONMENTAL INVENTORY

Report forthcoming.

Meeting to be convened with TRCA/MNR by Stantec. M.Hynes to attend.

Stantec/
Region

7.0 ARCHAEOLOGY/HERITAGE

Archaeological: Investigations discovered nothing of significance (ROW disturbed). Study results will be forwarded to MCC.

Heritage: A few homes close to the ROW may be of heritage concern, and are to be investigated.

8.0 MEETING WITH BRAMPTON AND CALEDON

Scheduled for September 18, 2003.

Purpose: Update and final comments by municipalities.

Stantec and Region to attend.

9.0 PIC NO. 2

To be scheduled in January 2004.

It is proposed that the ESR be filed in the public record sometime in March/April 2004.

10.0 OTHER BUSINESS

P.Rowe to provide Stantec with a copy of East-West Corridor Study (Caledon) Terms of Reference, for information.

Region
(P.Rowe)

B.Korah to provide Stantec with a copy of Region's DC Bylaw information.

Region
(B.Korah)

11.0 NEXT MEETING

Date not set.

Stantec

Reference: **Mayfield Road Class EA (Peel Region Road #14) – Project Team Meeting**

The meeting adjourned at 3:30 PM.

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

STANTEC CONSULTING LTD.



for
Garry E. Leveck, P. Eng.
Project Manager, Transportation

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Meeting Notes



Stantec

**MAYFIELD ROAD CLASS EA (PEEL REGION ROAD #14),
BETWEEN HEART LAKE ROAD AND AIRPORT ROAD
PROJECT COORDINATION MEETING**

602 10370 / FILE 45

Date: Thursday, October 30, 2003.

Place/Time: Mississauga Room, Region of Peel / 1:00 PM

Attendees: Kathy Cater, Region of Peel
Philip Rowe, Region of Peel
Binu Korah, Region of Peel
Eleanor Gillon, Region of Peel
Damian Jamroz, Region of Peel
Joe Gallagher, Region of Peel
Tim Manley, Town of Caledon
Pete Anderson, City of Brampton
John McMahon, City of Brampton
Frank Vivacqua, City of Brampton
Adrian Smith, City of Brampton (Bill Winterhalt)
Garry Leveck, Stantec Consulting Ltd.
Martin Goorts, Stantec Consulting Ltd.
Dave Hallman, Stantec Consulting Ltd.

Distribution: Attendees,
Sean Ballaro, Region of Peel
Michael Hynes, Region of Peel
Jose Montolio, Region of Peel
Jeff Smith, Region of Peel
Jim Garrick, Region of Peel
Maureen Van Ravens, Region of Peel
Rick Bino, City of Brampton
Mike Hoy, City of Brampton
Walter Fisher, City of Brampton
Karl Lin, City of Brampton
Steve Campbell, Town of Caledon

Item:

Action:

1.0 INTRODUCTION AND PURPOSE OF MEETING

The Mayfield Road project has essentially been on hold over the summer. The first PIC was held in late March 2003, and the second PIC is scheduled for January 2003, with the ESR finalized after the second PIC.

**Reference: MAYFIELD ROAD CLASS EA (PEEL REGION ROAD #14),
BETWEEN HEART LAKE ROAD AND AIRPORT ROAD
PROJECT COORDINATION MEETING**

P.Rowe added that City of Brampton and Town of Caledon staff received a recent drawing of the design concept (preferred) a few weeks ago. The purpose of this meeting is to receive feedback from the municipalities now that the project is close to finalization. Feedback from the municipality is important, as it is critical to the project process that a list of comments are not received after the second PIC, or after the ESR is presented.

2.0 REVIEW OF PREVIOUS MINUTES (MARCH 5, 2003)

D.Hallman briefly reviewed some of the action items from the previous meeting minutes, as follows:

- The City of Brampton is developing a streetscaping design master plan, however, it is still in draft form at this time. M.Hoy of the City of Brampton was to send a copy to Stantec. To date, Stantec has not yet received a copy of this document.
- A draft Traffic Report was sent to each of the municipalities for review prior to the PIC held on March 27, 2003. The Traffic Study is now finalized.
- The City of Brampton indicated their desire for sidewalk or platforms to be included for sidewalk on the south side of Mayfield Road. At the last meeting, it was noted that, with the rural cross sections proposed from Dixie Road to Airport Road, and with the property purchase requirements, sidewalk may not be able to be provided in all locations. However, it was noted that as development proceeds, additional property can be obtained when the need for sidewalk will be confirmed.
- K.Gorman of Brampton Transit was to provide detailed comments for inclusion into the Environmental Study Report. To date, no detailed comments have been received from Brampton Transit.
- It was noted that Torbram Road, from Countryside Drive to Mayfield Road, was scheduled for reconstruction and widening in 2004, with the Class EA started in 2003. City of Brampton advised that the Class EA has not yet started for Torbram Road.

Brampton

Brampton

Reference: **MAYFIELD ROAD CLASS EA (PEEL REGION ROAD #14),
BETWEEN HEART LAKE ROAD AND AIRPORT ROAD
PROJECT COORDINATION MEETING**

- Peel and Stantec staff met with the Peel Agriculture and Advisory Working Group (PAAWG) on March 20, 2003 prior to the first PIC. In general, comments were related to providing a wider paved shoulder and rollover curb in curbed areas to accommodate farm equipment on the road. In addition, they requested that exact locations for farm entrances be shown on the ESR drawings. However, the Region of Peel indicated that this will not be done as part of the ESR, and will have to be looked at on an individual basis.

3.0 DRAWING REVIEW

Stantec reviewed the drawings and the preferred alternative highlighting the following issues.

3.1 Mayfield High School Access

Two options were presented on the drawings with one option showing the high school access operating as per the existing configuration, and one option revising the high school access in order to obtain more westbound left turn storage at Bramalea Road.

Peel Traffic Department to review the options and provide comments regarding acceptance of the alternative design.

Peel

Stantec/Peel to meet with the School Board to discuss the alternatives prior to the PIC.

Stantec/Peel

3.2 Subwatershed Studies

J. McMahon indicated that there is a Subwatershed study underway for Humber Creek in the Region of Peel, which may impact some of the issues associated with the creek crossing for Mayfield Road.

3.3 MTO Limits at Highway 410/Mayfield Road Interchange

It was noted that the limits of the Class EA study at the Highway 410 interchange with Mayfield Road is considered to be end of the ramp terminals for the interchange.

3.4 Pedestrians

City of Brampton staff questioned whether the 5.0 m wide boulevard shown behind the curb between Dixie Road and Mayfield Road will be sufficient for sidewalks. The need for sidewalk must be reviewed by the City of Brampton.

Brampton

Stantec

**Reference: MAYFIELD ROAD CLASS EA (PEEL REGION ROAD #14),
BETWEEN HEART LAKE ROAD AND AIRPORT ROAD
PROJECT COORDINATION MEETING**

4.0 HIGHWAY 410 INTERCHANGE AT MAYFIELD ROAD

It was noted that the MTO is proceeding with the design of Highway 410 as far as the Mayfield Road interchange.

It was noted that the six through lanes over Highway 410 on Mayfield Road was part of the justification of this Class EA, but the impacts associated with the interchange are the responsibility of the MTO. It was agreed that Stantec/Peel would come up with a scheme to show the widening, and describe in words as to the different responsibilities and/or shade the drawings such that it is clear who is responsible for the various issues associated with the Highway 410 interchange.

City of Brampton inquired regarding the potential of staging Highway 410 construction such that Highway 410 is initially open to Mayfield Road as a "tee" intersection as part of staged construction. It was noted that MTO must define their potential staging program, and discussions will have to take place between MTO, Peel, Brampton, and Caledon. It was noted that the Region will proceed with the EA, and allow the MTO "negotiation" process to proceed at a later date closer to Highway 410 construction.

5.0 PIC #1

D. Hallman briefly reviewed in general the comments received at PIC #1 as follows:

- One property owner was concerned about drainage across their property and the increased difficulty in accessing and exiting their property with a wider four lane road.
- In general, there was no objections to the road widening.
- PAAWG requested rollover curbs at intersections and in curbed areas, partially paved shoulder, wider curb lanes and curb areas, and access to fields. B. Korah will schedule another meeting with PAAWG to review final comments before PIC #2.

It was also noted that Region Traffic will advise of any concerns with a mountable curb.

Stantec/Peel

Peel

Peel

**Reference: MAYFIELD ROAD CLASS EA (PEEL REGION ROAD #14),
BETWEEN HEART LAKE ROAD AND AIRPORT ROAD
PROJECT COORDINATION MEETING**

6.0 UTILITY COORDINATION MEETING

It was noted that a Utility Coordination Meeting was held on July 29, 2003. Attendees included representatives from all the utilities, as well as URS, who are completing the design of the Highway 410 interchange for the MTO.

The following comments have been received from the utilities:

Bell

Bell has indicated that they currently have cable along Mayfield Road, but have no plans for upgrades until development (to the south) proceeds further.

Enbridge Gas

Enbridge Gas indicated that there is one section at the west end with a high pressure gas main. However, no upgrades or extensions are proposed at this time. They felt that any servicing of development south of Mayfield Road would proceed from the south, and no further mains on Mayfield Road are required at this time.

Brampton Hydro

Hydro currently has major lines along Mayfield Road, predominantly on the south side. They indicated that any relocations would be preferred to be put in their ultimate location and provide appropriate setbacks from the edge of pavement.

7.0 TRAFFIC ISSUES

7.1 Caledon Transportation Needs Study

T. Manley indicated that the Caledon Transportation Needs Study is underway and Bill O'Brian of Paradigm is Project Manager for the Consultant. It is expected that the study will be complete in February 2003 and is being done jointly with the Region of Peel.

7.2 Mayfield Road Traffic Study

It was noted that the Traffic Study for this project, completed by iTRANS on behalf of Stantec, has been completed and updated based on comments from the Region of Peel Traffic Department.

**Reference: MAYFIELD ROAD CLASS EA (PEEL REGION ROAD #14),
BETWEEN HEART LAKE ROAD AND AIRPORT ROAD
PROJECT COORDINATION MEETING**

City of Brampton noted that they are undertaking a Transit and Transportation Master Plan for Brampton, and Marshall Macklin Monaghan (MMM), who are the Consultants, should be contacted by iTRANS to ensure the compatibility of the studies. The contact at MMM is Jim Gough. Region of Peel advised that any minor differences between the two traffic studies will not affect the Mayfield Road project.

Stantec/
iTRANS

8.0 ENVIRONMENTAL INVENTORY

The environmental inventory completed by Natural Resource Solutions Inc. (NRSI) on behalf of Stantec is being finalized. Outside the limits of the Highway 410 interchange being completed by the MTO, there are no significant wetlands or ESPAs being affected. An inventory of the two most easterly creeks were reviewed with MNR in attendance, and fish species sampled. No significant species were identified as part of this project, however, the western tributary of the West Humber River does exhibit signs of cool water characteristics, and the eastern, smaller tributary has cool water characteristics to a lesser extent. In addition, sideside dace hybrids have been identified in these creeks in the past.

9.0 HERITAGE/ARCHAEOLOGICAL INVENTORY

Heritage/archaeological inventory has been completed by Mayer Heritage on behalf of Stantec. There are two structures being impacted by the project. The first structure is on the north side of Mayfield Road just east of Dixie Road, and must be removed for the road construction. The other structure is on the south side of Mayfield Road further east of Dixie Road, and may be impacted when Mayfield Road is widened to six lanes. Mayer Heritage also indicated that any undisturbed areas have a high potential for archaeological finds, and should be subject to a Stage 2 archaeological inventory prior to construction. However, most of the existing road right-of-way has already been disturbed and is not of concern.

10.0 OUTSTANDING WORK

The following work must be completed by Stantec prior to the next PIC:

- Complete the natural environment inventory and meet with TRCA/MNR.
- Complete stormwater management details and show on the drawings.

Stantec/Peel

Stantec

Stantec

**Reference: MAYFIELD ROAD CLASS EA (PEEL REGION ROAD #14),
 BETWEEN HEART LAKE ROAD AND AIRPORT ROAD
 PROJECT COORDINATION MEETING**

- Meet with the Peel Agricultural Advisory Working Group before the next PIC. Stantec/Peel
- Meet with the MTO prior to the next PIC. Stantec/Peel
- Meet with the Region of Peel Traffic staff to review the Mayfield Secondary School entrance and the associated turn lanes. In addition, a meeting may have to be held with the School Board to review modifications to the turn lanes on Mayfield Road and to the entrances/on-site circulation. Peel/Stantec

11.0 COMMENTS FROM CALEDON/BRAMPTON

Stantec will circulate updated drawings prior to the next PIC including display boards and background information. Caledon is to receive one copy of information. Stantec will also provide brief, "bullet point" background information outlining the decisions made to date and the reasons why they have been made.

12.0 SUMMARY OF ACTION ITEMS RESULTING FROM THIS MEETING

- P.Anderson to provide contact information for MMM to Stantec. Brampton
- Stantec to meet with Region of Peel Property and Traffic staff to review details on the drawings. Stantec/Peel
- Stantec to set up a meeting with TRCA and MNR. Stantec
- Stantec to set up a meeting with the MTO. Stantec
- B.Korah to advise regarding next meeting with the PAAWG before the next PIC. Peel
- B.Korah to provide Stantec with the draft City of Brampton community design guidelines, to be incorporated into the study where possible. Peel/Stantec
- Stantec to forward copies of the iTRANS Traffic Study to Caledon and Brampton. Stantec
- Stantec to forward a copy of the archaeological report to the Region, who will pass a copy onto T.Manley of Caledon. Stantec

**Reference: MAYFIELD ROAD CLASS EA (PEEL REGION ROAD #14),
BETWEEN HEART LAKE ROAD AND AIRPORT ROAD
PROJECT COORDINATION MEETING**

- Stantec to provide a schedule outlining the work that must be completed up to filing of the ESR. It was noted that the ESR would be completed approximately two months after the PIC. Stantec
- It was noted that the next PIC meeting date would be January 27, 2004. B.Korah to arrange to reserve the Mayfield Secondary School cafeteria for the PIC and to place notices in the local newspaper. Peel
- Senior management and Council will be advised of the project on Thursday, January 22, 2004. Peel

13.0 NEXT MEETING

It was decided that the next meeting of this group need not be scheduled at this time. Another meeting will be scheduled as required.

The meeting adjourned at 3:45 PM.

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

STANTEC CONSULTING LTD.

Dave Hallman, P.Eng.
Managing Principal, Transportation
dhallman@stantec.com

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Meeting Notes

MAYFIELD ROAD, HEART LAKE ROAD TO AIRPORT ROAD CLASS ENVIRONMENTAL ASSESSMENT

REGION OF PEEL REFERENCE NO. 02-4375

602 10370 / FILE 45



Stantec

Date: November 5, 2003

Place/Time: Commissioners Boardroom, Region of Peel 4th Floor, 11:30 AM

Attendees: Philip Rowe, Region of Peel
Binu Korah, Region of Peel
Maureen Van Ravens, Region of Peel
Damian Jamroz, Region of Peel
Sean Ballaro, Region of Peel
Eleanor Gillon, Region of Peel
J. Gallagher, Region of Peel
Martin Goorts, Stantec Consulting Ltd.
Dave Hallman, Stantec Consulting Ltd.

Distribution: Attendees

Item:

Action:

1.0 PURPOSE OF MEETING

The purpose of the meeting is to review various traffic issues and property issues associated with the preliminary design for the Mayfield Road Class EA from Heart Lake Road to Airport Road.

**2.0 TRAFFIC COMMENTS FROM E.GILLON DATED
NOVEMBER 3, 2003**

The following items document the discussion regarding the e-mail and comments from E.Gillon.

- Stantec previously provided E.Gillon with information regarding the turning radius for WB-15 vehicles. E.Gillon noted that all turning radii are satisfactory. E.Gillon to advise of this in writing.
- It was noted that the design speed is based on the existing posted speed, except between Torbram Road and Airport Road, where 90 km/hour design speed was used based on an 80 km/hour posted speed. This 10 km/hour difference was as approved early on in the project to minimize any impacts on private property and culverts.

Peel

**Reference: MAYFIELD ROAD, HEART LAKE ROAD TO AIRPORT ROAD
CLASS ENVIRONMENTAL ASSESSMENT**

- It was agreed that the requirements for tapers from the TAC manual are acceptable for design. As a result, a 70 m taper for a right turn lane with a 100 km/hour design speed is acceptable.

- The survey for the side roads only went 200 m on either side of Mayfield Road. The required storage lanes and tapers on the side roads cannot be shown as they exceed this 200 m limit. Stantec to extend the survey limits on Dixie Road, to take into account the additional taper lengths since Dixie Road is a Regional Road. For the other side roads under the jurisdiction of the City of Brampton and Town of Caledon, the storage lengths and taper requirements will be listed on the drawings, but the survey limits and design drawings need not be extended. Stantec

- The southbound right turn lane at Mayfield Road and Bramalea Road was drawn as 40 m but labeled as 35 m. Stantec to revise the drawing to be labeled 40 m. Stantec

3.0 TURN LANES AT SPIERS APPLE ORCHARD

Stantec has illustrated an option to show a left turn lane and a right lane on Mayfield Road at the main Spiers Apple Orchard entrance, as a result of comments made at PIC #1. Stantec has not undertaken a traffic study to determine exact storage lengths for this left turn lane. It was also noted that traffic congestion at the Spiers Apple Orchard is seasonal, usually during the fall period.

The original design shown on the drawings indicated a four lane section with gravel shoulders and ditches. However, the installation of ditches will impact an internal road on the Spiers Apple Orchard property.

It was agreed that the right turn lane is not required, and should be removed from the drawing. Stantec

Stantec to revise the drawing to show the alternative for a left-turn lane only, with curb and gutter on both sides of the road, to minimize property impacts. Storm sewers installed in this location will outlet to a ditch. Stantec

The drawings should also illustrate another alternative of four lanes without a turning lane, with curb and gutter. Stantec

It was noted that the Traffic staff can live with both options (i.e. with or without turn lanes).

Stantec

**Reference: MAYFIELD ROAD, HEART LAKE ROAD TO AIRPORT ROAD
CLASS ENVIRONMENTAL ASSESSMENT**

Since the widening of Mayfield Road will require property from the Spiers Apple Orchard, it will be noted on the drawing that the construction of the turn lanes and final details will be determined during detailed design and be subject to obtaining appropriate property from the Spiers Apple Orchard.

Stantec

4.0 MAYFIELD SECONDARY SCHOOL

Due to the location of the entrance to the Mayfield Secondary School, the required storage of 100 m for the westbound left turn lane at Bramalea Road could not be obtained. By installing a 60 m westbound left turn lane at Bramalea Road, a left turn lane into Mayfield School can be accommodated. Therefore, an alternative design showing the main entrance at the School's easterly entrance has been developed by Stantec. However, this alternative will significantly change on-site circulation at the Mayfield Secondary School. The alternative includes realigning the entrance to the greenhouse property on the south side of the road to line up with the easterly Mayfield Secondary School entrance. It is also possible that this revised intersection can be signalized at some point in the future.

S. Ballaro noted that the current entrance configuration and turn lanes on Mayfield Road is the result of at least two or three iterations in order for the on-site circulation to work acceptably. S. Ballaro recommended that a meeting be set up with the School Board and the Principal to discuss the alternatives. S. Ballaro to try and set up a meeting within the next few weeks to discuss the potential impacts of the alternative on the school on-site circulation. It was noted that it would be preferable to obtain the appropriate storage for the westbound left turn lane at Bramalea Road, however, due to the extensive discussions and agreements in place with the Mayfield Secondary School for the existing configuration, that the 60 m storage on Mayfield Road could be acceptable.

Peel

5.0 MAYFIELD GARDEN CENTRE

A few hundred metres east of the easterly Mayfield Secondary School entrance, the Mayfield Garden Centre has an entrance on the south side of Mayfield Road. If a left turn lane is provided for the greenhouse centre opposite the Mayfield Secondary School entrance as a result of the implementation of the alternative entrance at the secondary school, the Region of Peel will consider extending the widening for the left turn lane to provide a left turn lane at the Mayfield Garden Centre to the east.

MEETING NOTES

November 5, 2003

Page 4 of 4

Reference: **MAYFIELD ROAD, HEART LAKE ROAD TO AIRPORT ROAD
CLASS ENVIRONMENTAL ASSESSMENT**

6.0 PROPERTY ISSUES

The drawings were reviewed showing shaded areas for property requirements. The property requirements have been established based on a straight line incorporating all the disturbed areas required for installing the ditches and backslopes for the widened Mayfield Road. J.Gallagher reviewed the drawings and agreed that the property requirements as shown are acceptable. It was noted that the required property should be appropriate for any utility relocations to be undertaken for the four lane widening.

The meeting adjourned at 1:30 PM.

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

STANTEC CONSULTING LTD.



Dave Hallman, P.Eng.
Managing Principal, Transportation
dhallman@stantec.com

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Meeting Notes

MAYFIELD ROAD CLASS EA
HEART LAKE ROAD TO AIRPORT ROAD
REGION OF PEEL



Stantec

MEETING WITH MAYFIELD SECONDARY SCHOOL/PEEL DISTRICT SCHOOL BOARD

602 10370 / FILE 45

Date: Wednesday, December 3, 2003

Place/Time: Mayfield Secondary School Conference Room / 9:30 AM

Attendees: Philip Rowe, Region of Peel
Eleanor Gillon, Region of Peel
Damien Jamroz, Region of Peel
Bruce Parrack, Mayfield Secondary School Principal 905-846-606
Michael Arruda, Peel District School Board
Jaspal Gill, Peel District School Board
Martin Goorts, Stantec Consulting Ltd.
Dave Hallman, Stantec Consulting Ltd.

Distribution: Attendees
Sean Ballaro, Region of Peel

Item:

Action:

1.0 INTRODUCTION OF PROJECT

P.Rowe provided background regarding the Mayfield Road Class EA. The background information is summarized in the Public Information Centre #1 (PIC#1) information package and PIC#1 Notice, which was provided to the Mayfield Secondary School and School Board representatives at the meeting.

P.Rowe indicated that from Heart Lake Road to Dixie Road, Mayfield Road is scheduled to be six lanes wide with curb and gutter. This area to include the new Highway 410 interchange. From Dixie Road to Airport Road, including in front of the Mayfield Secondary School, Mayfield Road is proposed to be four lanes wide with gravel shoulders and ditches, except in front of the High School where some curb and gutter is included east of Bramalea Road. The timing for the Class EA project is to have the second and final Public Information Centre on January 27, 2004 (at Mayfield Secondary School), and file the project under the Class EA process in March/April 2004.

**Reference: MAYFIELD ROAD CLASS EA - HEART LAKE ROAD TO AIRPORT ROAD
MEETING WITH MAYFIELD SECONDARY SCHOOL/PEEL DISTRICT SCHOOL
BOARD**

The purpose of the meeting is to discuss potential changes to the Mayfield Secondary School access on Mayfield Road. It was noted that no final decisions have been made on the project. The discussion at this meeting will assist the Project Committee in finalizing the recommended solution for Mayfield Road.

It was noted that construction is currently scheduled by the Region of Peel's Road Program to start in 2005/2006 for Mayfield Road between Heart Lake Road and Dixie Road. From Dixie Road to Airport Road, construction will be staged in the period 2008 to 2010. Any future construction timing will be subject to budget constraints and other issues.

2.0 REVIEW OF ALTERNATE ACCESS ARRANGEMENTS FOR MAYFIELD SECONDARY SCHOOL

D.Hallman reviewed alternatives for Mayfield Road in front of the Mayfield Secondary School as they impact access to the school as follows.

2.1 Maintaining Existing Accesses and Traffic Flows Onto Mayfield Road

This alternative is very similar to the "4 lane" alternative shown at PIC#1.

It maintains both the eastern and western accesses from Mayfield Secondary School to Mayfield Road, including maintaining the western access as an entrance only, and the eastern access as an exit only. It also maintains the westbound right turn lane and eastbound left turn lane on Mayfield Road at the western entrance.

One problem with this alternative is that it does not provide sufficient westbound left turn lane storage length (according to normal design criteria) on Mayfield Road at Bramalea Road, to meet future traffic volumes.

2.2 Western Access as a Right-In/Right-Out Only Access and Eastern Driveway as a Full Movement Access

This alternative includes a median on Mayfield Road from Bramalea Road to just west of the eastern access. This will block any left turn movements at the western Mayfield Secondary School entrance, making it a right-in/right-out access only.

**Reference: MAYFIELD ROAD CLASS EA - HEART LAKE ROAD TO AIRPORT ROAD
MEETING WITH MAYFIELD SECONDARY SCHOOL/PEEL DISTRICT SCHOOL
BOARD**

The eastern access would allow full entrance and exit movements, including an eastbound left turn lane on Mayfield Road. At this access point, the access to the nursery on the south side of Mayfield Road would have to be realigned to match this intersection at the Mayfield Secondary School eastern entrance.

It was noted that the full access at the eastern entrance could potentially be signalized at some point in the future. However, no signals are warranted nor are proposed as part of this project.

Opportunities to realign the access of the nursery on the south side of Mayfield Road with the Mayfield Secondary School eastern access would be subject to site plan applications by the property owners.

This alternative provides the appropriate amount of westbound left turn lane storage at Bramalea Road for the efficient operation of the Mayfield/Bramalea intersection (according to standard design criteria).

3.0 REVIEW OF OPERATIONS OF ON-SITE CIRCULATION OF MAYFIELD SECONDARY SCHOOL

Bruce Parrack reviewed the existing vehicle operation and circulation at Mayfield Secondary School as follows:

- No cars park in the large lot immediately north of Mayfield Road. This lot is used exclusively for bus parking/pick-up and drop-off, as well as a kiss-and-ride area for parents/students.
- Cars are allowed to enter the western entrance on Mayfield Road in the morning to park east of the main school building, north of the bus parking lot. Partway through the morning, the driveway north of the bus parking lot on the east side of the school is gated, such that cars are not allowed to exit onto Mayfield Road or access the car parking from Mayfield Road. All cars must exit via the north side of the school out onto Bramalea Road. This prevents conflicts between cars and students entering and exiting buses in the bus parking lot.

**Reference: MAYFIELD ROAD CLASS EA - HEART LAKE ROAD TO AIRPORT ROAD
MEETING WITH MAYFIELD SECONDARY SCHOOL/PEEL DISTRICT SCHOOL
BOARD**

- The main reason for the current configuration of the parking lots and entrances and accesses is to minimize on-site conflicts between vehicles, students, and buses. It was noted that this results in all cars using the single Bramalea Road exit. It is estimated that approximately 150 to 200 cars use each of the Bramalea entrance and the Mayfield entrance each morning. It was also noted that the parking lot on the west and south side of the school also must use the Bramalea Road entrance.
- It is estimated that 40 to 45 full sized school buses and approximately 10 Brampton Transit buses use the bus parking lot in the morning and the afternoon.
- Mayfield Secondary School is a specialty school serving the northern part of the Region of Peel, with very little local or pedestrian traffic. Since students come from a very large area, bus operations and cars will be an on-going issue. Bruce Parrack also indicated that ideally, sidewalks could be located on Mayfield Road and Bramalea Road to address an area for student smokers and "illegal" student drop-off. Peel noted that sidewalks are the responsibility of the local municipalities, and no sidewalks are proposed at this time on either Mayfield Road or Bramalea Road other than potentially a small area of sidewalk in the immediate area of the intersection.

4.0 DISCUSSION REGARDING ALTERNATIVES

It was noted that without some major modifications or changes to on-site circulation (i.e. relocation of car parking areas, expanded car parking areas, a new entrance onto Bramalea Road, and/or expansion of Mayfield Secondary School property to allow for expanded or relocated parking lots), that the second alternative with a median on Mayfield Road and allowing full movement access for the eastern entrance, would not meet the circulation and safety issues associated with the school.

It was thought that the original alternative maintaining the western access as an entrance only and the eastern access as an exit only will work best. It was noted that it may be more difficult for buses to make turning movements to and from both accesses when the road is widened, since there will be two additional lanes of traffic to cross. This may also impact the existing left turn into the school as eastbound vehicles may queue in front of the left turn lane into the school.

**Reference: MAYFIELD ROAD CLASS EA - HEART LAKE ROAD TO AIRPORT ROAD
MEETING WITH MAYFIELD SECONDARY SCHOOL/PEEL DISTRICT SCHOOL
BOARD**

Bruce Parrack indicated that the original alternative appears best, however, a signal at the east entrance could enhance the access operation since traffic on Mayfield Road often stops for the school buses to exit the property in the afternoon.

Peel and Stantec will review the issue regarding the accesses, and provide Mayfield Secondary School and Peel District School Board with information regarding the preferred alternative prior to the next PIC scheduled for January 27, 2004 at the Mayfield Secondary School.

Stantec/
Peel

5.0 NEXT MEETING

A meeting was tentatively scheduled for Thursday, January 8, 2004, from 10:00 AM to 12:00 PM at the Mayfield Secondary School, to discuss additional issues prior to the next PIC. The meeting will only be held if further discussion is deemed necessary.

The meeting adjourned at 11:15 AM.

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

STANTEC CONSULTING LTD.



Dave Hallman, P.Eng.
Managing Principal, Transportation
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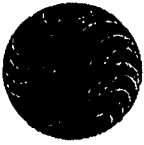
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Meeting Notes

**MAYFIELD ROAD CLASS EA,
HEART LAKE ROAD TO AIRPORT ROAD, REGION OF PEEL**

MEETING WITH TRCA/MNR

602 10370 / FILE 45



Stantec

Date: Thursday, December 4, 2003

Place/Time: Highland Room, TRCA Offices, 5 Shoreham Drive, Downsview/
1:30 PM

Attendees: Jackie Burkhart, MNR
Suzanne Bevan, TRCA
Noah Gaetz, TRCA
Steve Hollingworth, TRCA
Philip Rowe, Region of Peel
Jennifer Wright, NRSI
Steve Brown, Stantec Consulting Ltd.
Martin Goorts, Stantec Consulting Ltd.
Dave Hallman, Stantec Consulting Ltd.

Distribution: Attendees
June Murphy, TRCA

Item:

Action:

1.0 PURPOSE OF MEETING

D.Hallman advised that the purpose of the meeting is to review the natural environment and stormwater management investigations completed to date for the project, and to obtain input from the TRCA and MNR prior to finalization of the Class EA.

2.0 GENERAL REVIEW OF PROJECT

The purpose of the project is to look at alternatives to address increased traffic flows on Mayfield Road between Heart Lake Road and Airport Road. It was noted that the Highway 410 extension crosses Mayfield Road just east of Heart Lake Road. Therefore, the limits of the Highway 410/Mayfield interchange do not form part of the Class EA, as the Highway 410 extension project has been previously approved.

Reference: MAYFIELD ROAD CLASS EA, HEART LAKE ROAD TO AIRPORT ROAD, REGION OF PEEL - MEETING WITH TRCA/MNR

The second and final Public Information Centre for the project is scheduled for January 27, 2004, with the ESR scheduled to be filed in March/April 2004. Construction of the proposed improvements are scheduled for 2005/2006 between Heart Lake Road and Dixie Road in conjunction with the proposed Highway 410/Mayfield interchange. The section from Dixie Road to Airport Road is not scheduled for construction until approximately 2008 and onward, when construction will be staged. The timing of construction will be subject to budget deliberations by the Region of Peel.

The preferred solution is to widen Mayfield Road. The preferred alternative at this time is to widen Mayfield Road to six lanes in conjunction with the Highway 410 interchange between Dixie Road and Heart Lake Road, with the widening occurring equally on both sides of centerline of the existing Mayfield Road. The section between Heart Lake Road and Dixie Road is proposed to be curb and gutter with storm sewers. From Dixie Road to Airport Road, it is proposed to widen Mayfield Road to four lanes, with the widening occurring equally on both sides of the existing centerline. From Dixie Road to Airport Road, the proposed cross section is a rural cross section, with gravel shoulders and ditches.

3.0 REVIEW OF NATURAL RESOURCE SOLUTIONS INC. DRAFT REPORT

Natural Resource Solutions Inc. (NRSI) have prepared a draft Natural Environment Technical Report on behalf of Stantec for this project. It has been written as a "stand alone" report, and will form part of the appendices of the Environmental Study Report.

J.Wright highlighted some of the findings of their study, as follows.

- The Provincially Significant Heart Lake Wetland Complex is within the study area, however, it is entirely within the area impacted by the Highway 410 interchange with Mayfield Road. Therefore, there are no impacts to the Heart Lake Wetland Complex as a result of the Mayfield Road improvements forming part of this Class EA.
- There are no significant wildlife species found within the area of the proposed road widening.

Reference: MAYFIELD ROAD CLASS EA, HEART LAKE ROAD TO AIRPORT ROAD, REGION OF PEEL - MEETING WITH TRCA/MNR

- Tributaries of Etobicoke Creek and West Humber River Watersheds are intermittent streams, with the exception of Creeks 7, 10 and 11 which are permanent. The remaining eight tributaries have no direct fish habitat value, and are not considered to be significant nor highly sensitive aquatic environments.
- Two tributaries of the West Humber River are ecologically functioning headwater reaches. One is cool water habitat (Creek 10), based on temperature monitoring and fish community sampling, and Creek 7 has cool water potential with historical occurrences of brook trout. Both creeks have the potential for reseed dace, due to existing habitat conditions and historical occurrences. It is considered sensitive in terms of the level of protection for the existing habitat features.
- N.Gaetz to undertake a field visit, to review the creeks and to provide information regarding permit impacts for each of the creeks. TRCA
- It was noted that the smaller culverts are being looked at for replacement in that same location with longer culverts, thereby maintaining the existing drainage patterns.
- The larger culverts (Creeks 7, 10, and 11) are all open bottom culverts, and are proposed for extensions only. Stantec requested flooding information to determine whether the culverts are sized adequately and do not have to be made larger. The TRCA provided floodline mapping information to Stantec at the meeting. TRCA
- A copy of NRSI's report will be sent to the TRCA and to J.Burkhart from the MNR for their review and comments. Stantec/
NRSI
- It was noted that it would be desirable to receive any comments by mid-January 2004, so that any comments could be incorporated into the second PIC on January 27, 2004. TRCA

Reference: **MAYFIELD ROAD CLASS EA, HEART LAKE ROAD TO AIRPORT ROAD, REGION OF PEEL - MEETING WITH TRCA/MNR**

4.0 DRAINAGE AND STORMWATER MANAGEMENT

Between Dixie Road and Heart Lake Road, it is proposed to install curb and gutter and storm sewers. The high point on Mayfield Road in this area is at the Highway 410 interchange. Within the interchange, drainage will be accommodated by the MTO design. The short stretch between the interchange and Heart Lake Road is proposed to be outletted into the existing ditches such that the existing drainage patterns will be maintained. TRCA indicated that there may be a potential for oil/grit separators in this area, which could be accommodated due to the small drainage area.

Between Highway 410 and Dixie Road, it is proposed to outlet the storm sewer near Dixie Road into the Dixie Road ditch. Existing drainage from Mayfield Road enters existing drainage courses which flow southerly toward Dixie Road. Once again, the potential for oil/grit separators should be investigated for quality treatment.

Stantec

From Dixie Road to Airport Road, ditches are proposed to be maintained outletting to the existing drainage courses. Due to the relatively small increase in drainage due to the additional pavement, the ditch drainage should be acceptable for stormwater management. The TRCA indicated that the MOE standard ditch with 3/4 m wide flat bottom should be used. It was noted that this flat bottom ditch may impact the property requirements to some extent.

Stantec

It was noted that a review of any flooding issues at the culverts will be undertaken, based on information provided by the TRCA, however, current conditions do not appear to indicate that there are any flooding problems currently at these culverts. S. Hollingworth to forward digital copies of available hydraulic modeling and any known flooding issues to Stantec.

Stantec/TRC
A

S. Brown of Stantec to prepare a short memo regarding the drainage/stormwater management issues to be submitted to the TRCA and MNR, along with the Natural Environment Report.

5.0 RECEIPT OF FORMAL TRCA COMMENTS

Stantec to submit copies of updated Natural Environment Report along with the brief drainage/SWM memo to the TRCA and MNR by early next week. The reports for the TRCA should go through S. Bevan, who will distribute them to the appropriate parties.

Stantec

Stantec

A copy of the road drawing and the air photo for the Natural Environmental Report was left with the TRCA.

Reference: **MAYFIELD ROAD CLASS EA, HEART LAKE ROAD TO AIRPORT ROAD, REGION OF PEEL - MEETING WITH TRCA/MNR**

It was noted that the TRCA comments are important and it would be desirable that formal comments are received before the PIC on January 27, 2004. The TRCA indicated that this may not be possible due to existing workload, however, it was noted that on-going dialogue should be undertaken between Stantec and the TRCA/MNR such that any major issues are highlighted and can be addressed as soon as possible. It was noted that written formal comments from the TRCA and MNR must be obtained by February, such that the ESR can be finalized shortly after.

TRCA/
MNR

The meeting adjourned at 2:45 PM.

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

STANTEC CONSULTING LTD.



Dave Hallman, P.Eng.
Managing Principal, Transportation
dhallman@stantec.com

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Meeting Notes

MAYFIELD ROAD CLASS EA, HEART LAKE ROAD TO AIRPORT ROAD, REGION OF PEEL

MEETING WITH MTO/City of Brampton

602 10370 / FILE 45



Stantec

Date: Monday, January 19, 2004

Place/Time: Commissioners Boardroom, 3rd Floor, Region of Peel/10:00 a.m.

Attendees: Peter Wowk, URS
Chris Tschirhart, MTO
Dean Kemper, MTO
Eleanor Gillon, Region of Peel
Anthony Parente, Region of Peel
Binu Korah, Region of Peel
Jimmy Chong, Region of Peel
Philip Rowe, Region of Peel
Peter Anderson, City of Brampton
Martin Goorts, Stantec Consulting Ltd.

Distribution: Attendees:
Dave Hallman, Stantec Consulting Ltd.

Item:

Action:

1.0 PURPOSE OF MEETING

Purpose of the meeting was to review various items pertaining to the extension of Hwy 401 and the proposed interchange at Mayfield Road between Heart Lake Road and Dixie Road. The following points highlight the items discussed.

2.0 REVIEW OF MAYFIELD ROAD EA PROJECT

- Purpose of the project is to look at alternatives to address increased traffic flows on Mayfield Road. Project limits are Mayfield Road from Heart Lake Road to Airport Road.
- A previous EA for the four laning of Mayfield Road from Hurontario Street (Hwy 10) to Heart Lake Road has been completed and approved. Construction of the new bridge over the Etobicoke Creek between Hurontario Street and Kennedy has started. The widening of Mayfield Road and Hurontario Street intersection west of the new bridge is scheduled for later this year. Mayfield Road reconstruction east of the new bridge (Inder Heights Drive to Heart Lake Road) may proceed later this year contingent upon property, approvals and utility relocations.

Reference: MAYFIELD ROAD CLASS EA, HEART LAKE ROAD TO AIRPORT ROAD, REGION OF PEEL

- The Second and Final Public Information Centre for this project is scheduled for Tuesday, January 27, 2004 from 6 to 9 p.m. at Mayfield Secondary School, 5000 Mayfield Road (corner of Mayfield Road and Bramalea Road) Brampton. It is anticipated the ESR will be filed by late Spring of this year.
- Construction of the proposed improvements between Heart Lake Road and Dixie Road are scheduled to commence in 2005/2006 in conjunction with the proposed Hwy 410/Mayfield Road interchange. Construction timing for the remaining sections of Mayfield Road towards Airport Road will be phased in as required.

3.0 HIGHWAY 410 PROJECT UPDATE

- Preliminary estimates indicate project costs would be about 35 million not including property costs. The construction phase of the project is contingent upon government funding and the new provincial government has not yet committed any funding towards the project.
- URS Canada Inc. is the design consultant for Hwy 410 up to and including the Mayfield Road interchange. URS could have the design completed in approximately 9 months.
- Goffels is the design consultant for the next section of Hwy 410 (Mayfield Road to Hurontario Street). The status of that project is about 1 year behind the URS Canada project.
- The Hwy 410/Mayfield Road interchange will take 2 years to construct and is tentatively scheduled to commence in 2005. However, not all of the required property acquisitions have been completed and should expropriation of these properties be required it could take up to 18 months to obtain all the necessary property.
- An addendum to the Hwy 410/Mayfield Road Interchange EA for the six laning of the Mayfield Road structure over Hwy 410 has been completed and approved.
- It was noted that should construction of the project be delayed due to property and/or funding that the Ministry would still prefer that all utility relocations proceed as scheduled to ensure all relocations are completed prior to construction of the project.

Reference: MAYFIELD ROAD CLASS EA, HEART LAKE ROAD TO AIRPORT ROAD, REGION OF PEEL

4.0 MAYFIELD ROAD – HEART LAKE ROAD TO DIXIE ROAD

- Region of Peel is committed to the construction of the ultimate 6 lane section between Heart Lake Road and Dixie Road.
- MTO section of Mayfield Road between the proposed ramp terminals will be designed as an urban section (curb and gutter with a 3.5 m boulevard) using an 80 km/hr design speed. Mayfield Road profile has been as modified slightly, URS will forward design to Stantec. URS
- Interchange will be illuminated with high mast lighting. Streetlighting will still be required on both sides of Mayfield Road through the interchange area.
- Region of Peel portion of Mayfield Road outside of interchange area is proposed to be an urban section with curb and gutter and storm sewers. It is also proposed that the existing road crossing culverts will be maintained where possible.
- Storm drainage flows on Mayfield Road within the interchange area will be controlled/contained within Hwy 410 interchange area. Any storm water quality/management requirements on Mayfield Road outside of interchange area will be the responsibility of the Region of Peel. Stantec
- After some discussion regarding an access through the median into the Regional Reservoir site, it was concluded that due to safety concerns an access would not be provided. To avoid confusion the Region will provide access/egress directions to the commercial carriers delivering to the site. Region

Subsequent to this meeting it was clarified with MTO that peel requires to maintain full move access to the site. In the detailed design stage MTO and Region of Peel has to finalize the access issue. At this stage the drawing have to illustrate an opening in the centre median to allow full move access to and from North East Brampton Reservoir site.

5.0 HEART LAKE ROAD/MAYFIELD ROAD INTERSECTION

- After a review of the proposed intersection improvements/concept it was agreed that this portion of Mayfield Road should also be constructed to the ultimate 6 lane section with turn lanes and that Heart Lake Road illustrate the lane configurations as per the traffic study recommendations. The following points summarize the requested changes.

Stantec

Reference: MAYFIELD ROAD CLASS EA, HEART LAKE ROAD TO AIRPORT ROAD, REGION OF PEEL

- Mayfield Road west of Heart Lake Road to reflect a 6 lane section with left/right turn lanes. Mayfield Road to transition back into a 4 lane section as required. Stantec
 - Mayfield Road east of Heart Lake Road to reflect a 6 lane section with a centre median and left/right turn lanes. Stantec
 - Illustrated property requirements should represent/reflect ultimate property requirements. Stantec
 - Use of curb and gutter vs. gravel shoulders to be reviewed on ultimate roadway sections. Barrier curb and gutter (vs. semi-mountable curb) to be installed at intersection.
 - 30 m right turn storage length noted on both legs of Heart Lake Road to be reviewed with Traffic Study. Stantec
Region
 - Improvements on Heart Lake Road to reflect current design standards however the reconstruction limits/property impacts should be minimized where possible. Stantec
 - Illustrate requirements for street lighting on Mayfield Road typical sections where applicable. Stantec
 - Required improvements to accommodate the ultimate intersection design on Heart Lake Road and the west leg of Mayfield Road are to be illustrated/incorporated into this EA. Stantec
- 6.0 WATERMAIN RELOCATION**
- URS will forward Region of Peel digital copies of the Mayfield Road design cross sections to assist Region in determining preliminary alignments for the required watermain relocations. For maintenance reasons, the Region's preferred alignments for the relocations will be outside of any proposed embankment areas. URS
Region
 - Region is not opposed to the possibility of installing watermain relocations in temporary easements until such time that the MTO can complete the required property acquisitions. Region of Peel Real Estate Group to review the legalities and advise. Region
 - URS will review the CD previously provided by the Region of Peel to ensure the North Brampton Pumping Station information is the latest. URS

Reference: **MAYFIELD ROAD CLASS EA, HEART LAKE ROAD TO AIRPORT ROAD, REGION OF PEEL**

- Region of Peel requested copies of the Structure General Arrangement drawings to assist in the preparation of the consultant tender design packages. URS to forward copies to the Region. URS

7.0 OTHER BUSINESS

- URS will forward Stantec the latest interchange layout drawing. URS
- Stantec to forward URS copies of the EA drawings for their information upon completion of EA report. Stantec
- Region requested that a representative from the MTO be present at upcoming PIC to address any questions pertaining to the extension of HWY 410 and the Mayfield Road interchange. MTO

The meeting adjourned at 12:15 PM.

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

STANTEC CONSULTING LTD.

Martin Goorts, C.E.T.
Transportation Division
mgoorts@stantec.com

MG/dkr

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JAN 08 2003

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January 02, 2003

Stantec Consulting Ltd.
49 Frederick Street
Kitchener, ON
N2H 6M7

Attention: Mr. D. Hallman, P. Eng.

Re: Region of Peel – Mayfield Road Improvements
Between Heart Lake Road and Airport Road
Class Environmental Assessment and Preliminary Design Study.

Dear Sir:

Thank you for your letter of December 23, 2002 regarding the above noted matter.

Hydro One Brampton currently own and operate overhead electrical distribution facilities along the south portion of Mayfield Road for the full limit of your study area.

In the event that your preliminary design study requires the relocation of our facilities, we would request that the Region of Peel acquire sufficient right-of-way to accommodate such relocations.

Our poles are typically located at 3.5m from the limit of the right of way. The offset of our poles from the travelled portion of the roadway is usually identified by the Region of Peel following the MTO clear zone guidelines, however, the offset should never be less than 2m from face of curb to face of pole.

Yours truly,
Hydro One Brampton

A handwritten signature in black ink, appearing to read "W. Schaefer". The signature is fluid and cursive.

W. Schaefer, C.E.T.
Engineering Supervisor – Capital and Maintenance
WS/lm

60 - 10370/37

602



facsimile transmittal

To: Binu Korak Fax: 905 791 1442
 From: MARTON PLANT Date: JAN 6 2002
 Re: _____ Pages: 2
 cc: Garry Leveck 519 579 6733

- Urgent For Review Please Comment Please Reply Please Recycle

Notes:

N.E.C. does not have
a direct interest in this
project

[Handwritten signature]

www.escarpment.org

232 Guelph Street
 Georgetown, Ontario
 L7G 4B1
 Phone: (905) 877-5191
 Extension # 257
 Fax: (905) 873-7452

December 23, 2002

Page 2

**Reference: Mayfield Road Improvements, Between Heart Lake Road and Airport Road
Class Environmental Assessment and Preliminary Design Study**

Assessment Study. We recognize that this project may not be of any consequence to the policies and/or mandate of your agency. Should this be the case, we would appreciate your response accordingly, either by return correspondence or by returning a copy of this letter, dated and signed in the area provided.

We thank you in advance for your cooperation in this matter, and we look forward to your assistance in the identification of preferred improvements to this roadway corridor. If you have any questions and/or comments prior to a written submission, please contact either of the following Project Team members:

Mr. Binu Korah,
Project Manager
Region of Peel
10 Peel Centre Drive, 4th Floor
Brampton, Ontario L6T 4B9
Phone: 905-791-7800, Ext. 4463
Fax: 905-791-1442
Email: korahb@region.peel.on.ca

Mr. Garry Leveck, P. Eng.
Project Manager
Stantec Consulting Ltd.
49 Frederick Street
Kitchener, Ontario N2H 6M7
Phone: 519-585-7316
Fax: 519-579-6733
Email: gleveck@stantec.com

Sincerely,

STANTEC CONSULTING LTD.



Dave Hallman, P.Eng.
Managing Principal, Transportation

Attachment

c. Mr. Binu Korah, Region of Peel

This project does not appear to have any consequence to the policies and/or mandate of this agency. Therefore, this agency will not be providing any input and will not be participating in the study.

Date: JAN 6 2003

Name: MARCO PLANT

Title: Senior Strategic Advisor

Address: Niagara Escarpment

Commission
232 Dufferin St.
Georgetown, Ont.
L7G 4B1

Stantec

Reibling, Debbie

From: Leveck, Garry
Sent: Tuesday, January 07, 2003 10:14 AM
To: Reibling, Debbie
Cc: Hallman, Dave; Goorts, Martin
Subject: FW: Mayfield EA-Heart Lake to Airport

Debbie: Please file in 602-10370/37 (Agencies).

Garry E. Leveck, P. Eng.,
Vice President, Transportation,
Stantec
Ph: (519) 585-7316
Fx: (519) 579-6733
gleveck@stantec.com
www.stantec.com

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

From: June_Murphy@trca.on.ca [SMTP:June_Murphy@trca.on.ca]
Sent: Tuesday, January 07, 2003 9:16 AM
To: Leveck, Garry
Subject: Mayfield EA-Heart Lake to Airport

----- Forwarded by June Murphy/MTRCA on 01/07/2003 09:36 AM -----

June Murphy
01/07/2003 09:07 AM

To: korahb@region.peel.on.ca,
cc: Suzanne Bevan/MTRCA@MTRCA

Subject: Mayfield EA-Heart Lake to Airport

Binu Korah, Peel
Garry Leveck, Stantec

Thank you for providing a copy of the Notice of Initiation for the above noted Environmental Assessment. The TRCA is expressing an interest in this EA and would like to be put on the mailing list and participate in the study by providing formal comments. The contact for the file will be June Murphy.

Thanks
June Murphy
Plans Analyst-EAs
Toronto and Region Conservation Authority
5 Shoreham Drive, Downsview
M3N 1S4
416-661-6600 ext 5304
416-661-6898 fax
jmurphy@trca.on.ca

602-10370/37

JAN 13 2003



Fisheries and Oceans
Canada

Pêches et Océans
Canada

Coast Guard

Garde côtière

Central & Arctic Region

Région du Centre et de l'Arctique

201 N. Front Street, Suite 703
Sarnia, Ontario
N7T 8B1

Your file Votre référence
6020 10370/37
Our file Notre référence
8200-13-1

January 9, 2003

Region of Peel
c/o Stantec Consulting Ltd
49 Frederick Street
Kitchener, ON N2H 6M7

Attention: Dave Hallman, P. Eng.

Dear Sir:

**Re: Region of Peel – Mayfield Road Improvements, Between Heart Lake Road and
Airport Road**

We are in receipt of information relating to the aforementioned proposed works.

Please note that our Department is responsible for the administration of the Navigable Waters Protection Act, which prohibits the construction or placement of any "works" in navigable waters without first obtaining approval from this office. You are requested to prepare and submit an application in accordance with the requirements as outlined in the attached Application Guide. Please note that all existing and proposed construction should be detailed in your submission. The plan should show the river width and any prominent features, e.g. other groynes, docks, etc. You are advised that no construction shall take place without approval under the Act.

Should you have any further questions, please contact this office at 519-383-1866.

Yours truly,

Mark Wright
A/NWP Inspections Officer
Navigable Waters Protection

MW/dmp
Encl.

Canada

MARTIN/BILL 602-10370/24

please incorporate
info on dwgs.
JAN 20 2003
Thr DJM



Donna Naulls

01/13/2003 02:19 PM

To: dhallman@stantec.com

cc:

cc:

Subject: Region of Peel - Mayfield Rd Improvements Btwn Heart Lake Rd & Airport Rd - Class EA & Prelim Design Study

Attention: Dave Hallman

- Enbridge has significant NPS 4 Steel Extra High Pressure gas main located on the south side of the Mayfield Road allowance - see attached paperwork. The latter supplies many communities in this area.
- This NPS 4 ST XHP gas main supplies a number of pressure reducing stations located on the north side of Mayfield Rd at (a) Heart Lake Rd - northeast corner (b) Dixie Rd - northwest corner. The gas main crosses from the south to the north side of the road at these locations where the depth of cover may be compromised with changes in the road grade. The road crossings will be an issue for many of our services to homes or businesses on the north side of Mayfield Rd.
- We do not have any gas main on Mayfield Rd between Bramalea Rd east to approximately 410m west of Airport Rd. We may want to install main at this location in coordination with your road work.
- Enbridge has concerns about the following:
 - (a) the depth of main and services in relation to the road reconstruction and grade changes. We strongly recommend you do test holes to verify conflicts in advance. Enbridge does not provide this information with our mark-ups.
 - (b) location of our pressure reducing stations may be compromised with road widening work

If you have any question please call me. An information package will be sent to you via the mail.

Thanks Donna

Donna Lynn Naulls
 Special Projects Supervisor
 Distribution Planning Dept.
 Enbridge Gas Distribution Inc.
 500 Elgin Mills Rd East
 Richmond Hill, ON L4C 5G1
 Business: 905-883-2694
 Fax: 905-883-2615
 E-mail donna.naulls@enbridge.com

Reibling, Debbie

From: Leveck, Garry
Sent: Monday, January 13, 2003 12:26 PM
To: Hallman, Dave; Goorts, Martin; Reibling, Debbie
Subject: FW: Region of Peel-Mayfield Road Improvements

FYI. Debbie: Forward copy to 602-10370/Agency

Garry E. Leveck, P. Eng.,
Vice President, Transportation,
Stantec
Ph: (519) 585-7316
Fx: (519) 579-6733
gleveck@stantec.com
www.stantec.com

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

From: steve.hare@peelsb.com [SMTP:steve.hare@peelsb.com]
Sent: Monday, January 13, 2003 11:14 AM
To: korhahb@region.peel.on.ca
Cc: Leveck, Garry; jaspal.gill@peelsb.com
Subject: Region of Peel-Mayfield Road Improvements

Thank you for Dave Hallman's letter dated Dec 23, 2002. As you may be aware the Region of Peel recently took a road widening at the Mayfield SS site as part of an addition the board was constructing for the school. We are interested in being involved in any discussion regarding future improvements to Mayfield Road. Please forward any preliminary design drawings or information for the section that forms the frontage of Mayfield SS.

Steve Hare Senior Planner,
905 890 1010 2207

602-11370 / 37 JAN 1 / 2003
AERWAY

Ministry of
Transportation

Ministère des
Transports



Phone: (416) 235-5558
Fax: (416) 235-4267

Central Region Operations
Corridor Management Office
7th Floor, Atrium Tower
1201 Wilson Avenue
Downsview, Ontario
M3M 1J8

January 14, 2003

Stantec Consulting Ltd.
40 Frederick Street
Kitchener, Ontario
N2H 6M7

Attn: Dave Hallman, P. Eng.

**RE: Region of Peel – Mayfield Road Improvements
Between Heart Lake Road and Airport Road
Class Environmental Assessment and Preliminary Design Study**

Dear Sir:

Thank you for your notice on the initiation of this Peel Region project.

This project will have significant impacts on the proposed Highway 410/ Mayfield Road interchange design. Therefore, we request that the Ministry of Transportation (MTO), Project Engineer, Dean Kemper and the MTO design consultant, URS Cole Sherman's, (Bram Hurd) be included as key contacts and be kept updated on the study's progress. Additionally, please ensure Dean Kemper be included as a member of the External Project Team and be invited to all key meetings where decisions impacting the Highway 410 will be discussed. Both Dean Kemper and Bram Hurd should also be copied with all project correspondence relative to Highway 410. Their addresses are listed below.

Mr. Dean Kemper, P.Eng.
MTO - Highway Engineering
Project Engineer
1201 Wilson Ave, 4th Flr., Building D
Downsview, Ontario
M3M 1J8
Tel: (416) 235-4664
Fax (416) 235-4008

Mr. Bram Hurd, P.Eng.
Project Manager
URS Cole Sherman & Ass. Ltd.
75 Commerce Valley Drive East
Thornhill, Ontario
L3T 7N9
Tel: (905) 882-4401
Fax: (905) 882-4399


Additionally, the Region of Peel will require a Ministry Encroachment Permit to construct any of the works within the highway right of way. A permit can be obtained from the MTO, Central Region, Corridor Management Office (CMO). The CMO will require at least four (4) copies of

detail design plans for review and may require additional information at the time of application by the region. The applicable fee for the permit is \$350.00 and the cheque should be made payable to the "Minister of Finance".

I am also requesting to be included on the External Project Team and be copied with all project correspondence relative to Highway 410.

Thank you for the opportunity to provide initial comments on this project.

Yours truly

A handwritten signature in black ink, appearing to read 'Kevin Kelly', written over a horizontal line.

Kevin Kelly
Permits Officer

Cc: Dean Kemper - MTO - Highway Engineering
Ted Lagakos - MTO - Corridor Management Office
Bram Hurd - URS Cole Sherman
Binu Korah - Peel Region



JAN 20 2003

Ministry of the
Environment
Central Region
Technical Support
Section

Ministère de
l'Environnement
Région du Centre
Section d'appui
technique

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

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

5775, rue Yonge
8ième étage
North York (Ontario)
M2M 4J1

January 15, 2003

Dave Hallman, P. Eng
Managing Principal, Transportation
Stantec Consulting Ltd.
49 Frederick Street
Kitchener, Ontario
N2H 6M7

Fax: 519-579-6733

**RE: Region of Peel - Mayfield Road Improvements
Between Heart Lake Road and Airport Road
Class Environmental Assessment and Preliminary Design Study
Our File EA-05-02-05**

Dear Mr. Hallman:

This letter is our response to your notice of project commencement on behalf of the Region of Peel to initiate a study to examine roadway widening/improvement options on Mayfield Road (Regional Road 14), between Heart Lake Road and Airport Road. On the basis of our review of the information submitted, we are providing the following general comments to assist you and your project team members in the proposed undertaking:

Groundwater

1. Our records indicate a number of water wells within the study area along Mayfield Road. Care should be taken to ensure that water supplies and/or monitoring activities will not be adversely affected by any proposed roadway improvements. The principal concerns include contamination and potential interruption of groundwater movement, particularly in the case of shallow wells. Background data should be obtained which define existing water quality and quantity relationships and this information should be included in the Environmental Study Report (ESR). If construction activities are likely to encounter water, then an assessment of impact is required. In cases where trenching, grading or cuts will be deep, an assessment of the subsequent impact on wells, streams, wetlands, or any known contaminant plumes should be carried out. Construction techniques designed to limit impacts should be employed and a Contingency Plan for dealing with adverse effects on surface water and ground water should be developed that includes reporting to this Ministry. The Contingency plan should at a minimum outline the Region's responsibilities

for supplying water to affected persons if groundwater supplies are impacted by construction or de-watering activities associated with the undertaking.

2. If proposed construction activities will involve de-watering in excess of 50,000 liters per day, a Permit To Take Water must be obtained from this Ministry. Any subsequent discharge of water should be planned to avoid adverse effects on receiving waters including wetlands and streams located within the Study Area and may require a Certificate of Approval from this Ministry.

Surface Water

3. The Study Area is located within parts of the West Humber River and Etobicoke Creek watersheds. The potential impacts to fish habitat in the numerous tributaries that cross Mayfield Road within the study require careful consideration in this study. Measures should be put in place during all phases of construction to minimize disturbance and ecological impacts to these water features from inputs of soil and other materials. Measures should also be included in the planning and design process to ensure that storm water impacts will be minimal and that water features are protected as part of proposed construction. Strategies to address potential water quantity and erosion impacts related to storm water from sheet flow into streams and wetlands should be incorporated into the ESR.
4. A Storm Water Management Plan/Report should be prepared as part of project planning and included in the ESR. The report should integrate existing background information e.g. sub-watershed information, wetland information, existing drainage conditions, future drainage conditions, storm water management options, selection of storm water approaches(including alternative road drainage systems), information on mitigation including erosion and sediment control during construction, and information on maintenance and monitoring commitments.
5. A plan or diagram explaining what drainage and mitigation measures will be undertaken related to runoff and storm water management within the right of way and adjacent lands should be included as part of the Plan/Report. The most recent version of the MOE *Storm Water Management Practices Planning and Design Manual* and the MOE *Guidelines for Evaluating Construction Activities Impacting on Water Resources* should be utilized when designing a Storm Water Management Plan/Report. The 1997 Toronto Region Conservation Authority commissioned study entitled *An Evaluation of Roadside Ditches and Other Related Storm Water Management Practices* may also be useful in determining appropriate storm water management approaches. The MOE guidelines can be accessed via the publications link on our Ministry's web site at www.ene.gov.on.ca.
6. A water quality assessment should be prepared and included in the ESR. The assessment should include the use of applicable standards and technical protocols such as Provincial Water Quality Objectives/Guidelines (PWQO).
7. Since roadways contribute high levels of runoff including chlorides, sediments, cadmium and copper, an assessment of existing and projected chloride levels should occur in order to ensure that the project maintains or reduces the amount of chlorides entering the creeks crossing Mayfield Road. We request that limits to de-icing chemicals and application of road salts also be considered in the ESR.

Contaminated Soils and Waste

8. With respect to the removal and/or movement of soils, if contamination is suspected, they should be tested. If the soils are contaminated, a decision on how and where they are to be disposed of will be required. The Ministry's *Guideline for Use at Contaminated Sites in Ontario* Feb. 1997 should be used with respect to the removal and/or movement of soils. If contaminated sites are identified in or adjacent to the Study Area, the MOE Halton-Peel District office in Burlington should be contacted.
9. All wastes generated during construction activities must receive proper disposal.

Ecosystem Protection

10. Along with the tributaries of the West Humber River and Etobicoke Creek, our records indicate two ecosystem features of interest within the study area. The first are the two small lakes north of Mayfield Road and west of Airport Road. The second area for which existing conditions and potential effects of the proposed project should be identified is the Heart Lake Conservation Area and its associated wetland. There is also a landfill site adjacent to the northwest corner of this area for which potential effects should also be considered.
11. In addition, we also note that the study area is within close proximity to Oak Ridges Moraine, and may include important ecosystem linkages and habitats of the West Humber River Watershed. Any impact to these types of significant ecosystem features should be avoided and project planning should incorporate measures to protect and enhance the ecosystem connectivity functions within the study area.
12. The study should incorporate background information on ecosystem features including water quality and quantity, aquatic habitats, and protection and restoration strategies from the *Report Card on the Health of the Humber River Watershed, July 2000* and the *1997 Humber Watershed Legacy: A Strategy for a Healthier Humber*. Consultation is also advised with the Ministry of Natural Resources, the Toronto and Region Conservation Authority, and the Humber Watershed Alliance.
13. Applicable Brampton and Peel Region Official Plan designations and policies related to the Study Area should be referred to in the ESR and during project planning.

Socio-Economic Impacts

14. An assessment of socio-economic impacts and proposed mitigation measures that includes information on potential business interruptions and property impacts (if any) should be prepared and included in the ESR.
15. There may be archaeological sites and cultural heritage features in the study area. The Ministry of Culture should be contacted to determine the location of any cultural heritage features and required approvals.

Dust, Noise and Vibration

16. Dust, vibration and noise control measures will need to be addressed and included in the ESR and construction plans to ensure that homes, businesses and institutions within the study area are not adversely affected by the undertaking. Reference to pertinent MOE guidelines found on the Ministry's web site may be useful.

Mitigation and Monitoring

17. All mitigation measures should be clearly identified in the ESR document.
18. The ESR should provide additional information on how environmental commitments will be implemented. If an environmental inspector will be utilized, please note this and provide details on monitoring and reporting relationships. We recommend preparation of a report to relevant agencies and stakeholders documenting environmental conditions at pre-construction, construction and post-construction stages.
19. Project planning documents should include methods to ensure that contractors are aware of all environmental considerations so that all related procedural standards and comments for both construction and operation work are addressed. Regular monitoring by the proponent of mitigation measures(e.g. silt fencing, check dams) should occur during the construction stages of the project.

Please forward us the notice of project completion and the draft and final ESR when complete. We request that you please circulate the draft ESR to our office at least one month in advance of the 30 day notice of completion period so that we may review the document and provide further input to the study if required. Should you or any members of your project team have any questions regarding the above, I can be reached at (416) 326-5745.

Yours sincerely,



Ronald Morrison, MES, MCIP
Environmental Assessment and Planning Coordinator
Air, Pesticides and Environmental Planning

- c. J. Budz
E. Hartt
A & P File

TORONTO AND REGION
Conservation
for The Living City

DJH
File 602-10370/46549

FEB - 3 2003

January 27, 2003

CFN 33964

Mr. Garry Leveck, P.Eng.
Stantec Consulting Ltd.
49 Frederick Street
Kitchener, Ontario
N2H 6M7

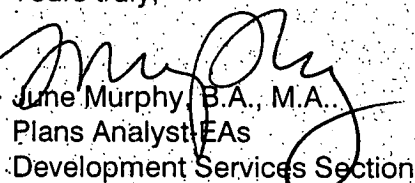
Dear Mr. Leveck:

**Re: Mayfield Road Improvements
Between Heart Lake Road and Airport Road
Schedule C
Town of Caledon, City of Brampton, Regional Municipality of Peel**

The Toronto and Region Conservation Authority (TRCA) received a copy of the Notice of Initiation for the above noted project on December 30, 2002. The TRCA is expressing interest in this project and would like to be kept informed regarding the progress. Please forward any notices, the handouts from the Public Information Sessions, as well as three copies of the DRAFT Environmental Study Report prior to filing it with the Ministry of Environment (MOE) in order that TRCA can provide comments. Please also provide a copy of all the notices and handouts to TRCA's Humber River Specialist, Gary Wilkins and Etobicoke/Mimico Creeks Watershed Project Manager, Kristin Geater.

In the meantime, TRCA staff will research the study area and determine the locations of the natural features. The extent of these natural features within the study area will dictate whether we will book a meeting in order for you to introduce the project to the TRCA's review team. Please call when the alternatives have been established and we will discuss whether a meeting will be necessary. The contact for the file will be June Murphy, Plans Analyst, 416-661-6600 extension 5304.

Yours truly,


June Murphy, B.A., M.A.
Plans Analyst/EAs
Development Services Section

JM/SB/gc

cc: TRCA's Development Services Section Manager, Carolyn Woodland
TRCA's Senior Planner, Peel, Laurie Nelson
TRCA's Humber River Watershed Specialist, Gary Wilkins
TRCA's Etobicoke/Mimico Creeks Watershed Project Manager, Kristin Geater
TRCA Property Section, Ron Dewell
TRCA's Archaeologist, Bob Burgar
Binu Korah, Region of Peel

F:\PRS\Corresp\CALEDON\2003\mayfieldintro.wpd



Reibling, Debbie

From: Leveck, Garry
Sent: Friday, February 07, 2003 1:33 PM
To: Hallman, Dave; Reibling, Debbie
Subject: FW: Region of Peel - Mayfield Road Improvements

Dave: FYI
Debbie: File 602-10370/Agency ³⁷

Garry E. Leveck, P. Eng.,
Vice President, Transportation,
Stantec
Ph: (519) 585-7316
Fx: (519) 579-6733
gleveck@stantec.com
www.stantec.com

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

From: mccormick.bj@HydroOne.com [SMTP:mccormick.bj@HydroOne.com]
Sent: Friday, February 07, 2003 12:55 PM
To: Leveck, Garry
Cc: jc.martin@HydroOne.com; denise.compostella@HydroOne.com
Subject: Region of Peel - Mayfield Road Improvements

In reference to your letter of Feb 4, we are not in the position to offer comments on project proposals.

We ask all proponents to determine whether Hydro One facilities are or may be affected by the proposals. If so, please contact me with the specifics.

As you can appreciate, we have extensive assets in Ontario and there are many consultants and proponents who similar requests to us on a daily basis. We do not have the resources to assess project affects and respond with specific comments or issues.

Thanks

Brian J. McCormick
Manager
Environmental Services and Approvals
HydroOne
483 Bay Street
Toronto, Ontario
M5G 2P5

Phone 416 345 6597
Fax 416 345 6919
E-Mail mccormick.bj@hydroone.com

FEB 14 2003



Fisheries and Oceans
Canada

Pêches et Océans
Canada

Coast Guard

Garde côtière

Central & Arctic Region
201 N. Front Street, Suite 703
Sarnia, Ontario
N7T 8B1

Région du Centre et de l'Arctique

Your file Votre référence

Our file Notre référence
8200-13-1

February 10, 2003

Region of Peel
c/o Stantec Consulting Ltd.
49 Fredrick Street
Kitchener, ON N2H 6M7

Attention: Dave Hallman, P. Eng

Dear Sir:

**Re: Region of Peel – Mayfield Road Improvements, between Heart Lake Road
and Airport Road.**

This office is in receipt of your letter dated February 4, 2003 concerning the above noted project. Please be advised that, as per the attached, Mr. Dave Hallman of your organization was provided with a response to the December 23 letter by Mark Wright. That letter provided a copy of the "NWPA Application Guide".

Please note that our Department is responsible for the administration of the Navigable Waters Protection Act, which prohibits the construction or placement of any "works" in navigable waters without first obtaining approval from this office.

Should you have any further questions concerning the above, please contact the undersigned at (519) 383-1863.

Yours truly,

Barry Putt
A/Inspections Supervisor
Navigable Waters Protection

BP/dmp

Hallman, Dave

From: Korah, Binu [KorahB@Region.Peel.on.ca]
Sent: Monday, February 10, 2003 12:24 PM
To: 'Paul Heeney'
Cc: Hallman, Dave; Leveck, Garry; Rowe, Philip
Subject: RE: Mayfield Road Improvements, from Heart Lake Road to Airport Road, Project# 02-4375

Hello Mr. Heeney,

Thank you for the information. We will be sending all the study details and upcoming Public information centre invitation/notification to Mr. Ernie Hartt, Supervisor, Air, Pesticides and Environmental Planning, Ministry of the Environment.

If you have any queries or require further information please do not hesitate to contact me.

Dave: Please include Mr. Ernie Hartt to our mailing list for the above Project.

Regards,
Binu J. Korah
Project Manager
Engineering and Infrastructure Planning
Engineering and Construction
Region of Peel
Phone:(905) 791 7800, ext 4463
Fax:(905) 791 1442
email: korahb@region.peel.on.ca
Web Site: www.region.peel.on.ca

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

From: Paul Heeney [mailto:Paul.Heeney@ene.gov.on.ca]
Sent: February 10, 2003 11:38 AM
To: korahb@region.peel.on.ca
Cc: Ernie Hartt
Subject: Mayfield Road Improvements

Mr. Korah,

This Branch has received you letter dated February 4, 2003, seeking input to the above-noted project.

Please be sure that, in accordance with the Municipal Class Environmental Assessment, you solicit input from this ministry's Central Regional Office. The Regional Office is the appropriate contact for your project as you proceed through the Class EA process. You can contact Mr. Ernie Hartt, Supervisor, Air, Pesticides and Environmental Planning of the Regional Office.

The specific role of this Branch in the Class EA process is to coordinate the review of Part II Order requests, should any be received.

Regards,

Paul

Paul A. Heeney
Senior Project Coordinator
Client Services Section
Environmental Assessment and Approvals Branch
Ministry of the Environment
2 St. Clair Street West, 14th Floor
Toronto, Ontario M4V 1L5
Tel: (416) 314-7237
Fax: (416) 314-8452
paul.heeney@ene.gov.on.ca

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This footnote also confirms that this email message has been swept by MIMESweeper for the presence of computer viruses.

Molnar, Leslie

From: Leveck, Garry
Sent: Monday, February 10, 2003 9:57 AM
To: Hallman, Dave; Molnar, Leslie
Subject: FW: Mayfield Rd. Improvements

Dave: Since there is no rail crossing for this project, have Leslie draft a letter to Mr. Aird advising that their involvement is not required, and we apologize for the letter to CTA. It was an error on our part, and we will take them off the list. In the future, we should have our staff double check the agency mailing list in advance to ensure that these situations do not occur.

Leslie, please prepare a draft letter for Dave to review and sign when he returns. Thanks, GARRY

File 602-10370/agency, and remove CTA from list. Also note that Mrs. Renaud is no longer with CTA.

Garry E. Leveck, P. Eng.,
Vice President, Transportation,
Stantec
Ph: (519) 585-7316
Fx: (519) 579-6733
gleveck@stantec.com
www.stantec.com

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

From: Bill Aird [SMTP:Bill.Aird@cta-otc.gc.ca]
Sent: Monday, February 10, 2003 9:07 AM
To: Leveck, Garry
Subject: Mayfield Rd. Improvements

Garry

I am responding to your letters of Dec. 23/02 and Feb 4/03 regarding the Mayfield Road Improvements Project.

I am unable to give you any comments as your map contained in your Public Notice does not indicate whether any rail crossings are involved. If they are you have two options:

- * file a copy of the signed agreement between Peel and the railway (no EA required)
- * apply to the Canadian Transportation Agency under section 101(3) (EA required).

Please advise whether a rail crossing is involved.

Please note that Mrs. Delores Renaud is no longer with the Canadian Transportation Agency. All enquiries regarding environmental assessments should be directed to me.

thanks

Bill Aird, Senior Environmental Officer
Rail Infrastructure Directorate
Canadian Transportation Agency
15 Eddy Street
Hull QC K1A 0N9
(819) 953-9924



Works & Transportation Department

Alex D. MacMillan, P. Eng.
Commissioner, Works & Transportation

2 Wellington Street West, Brampton, Ontario L6Y 4R2

February 18th, 2003

Mr. Binu Korah
Project Manager
Region of Peel
10 Peel Centre Drive, 4th Floor
Brampton, Ontario
L6T 4B9

FAX → *Stantec Consulting*
1519-579-67330
 → *Gary Leszek*
DATE: *February 21, 03*

Dear Mr. Korah:

**RE: Region of Peel – Mayfield Road Improvements
Between Heart Lake Road and Airport Road
Class Environmental Assessment and Preliminary Design Study**

The Corporation of the City of Brampton's, Transit Department would be pleased to participate through the provision of comments with respect to potential transit facilities within the specified work area.

The Transit Department will require any drawings of above ground services or intersectional improvements for this purpose.

Thank you for your consideration.

Kevin Gorman
Superintendent of Operations

c. G. Marshall

PUBLIC WORKS		
FILE _____		
RECEIVED		
FEB 20 2003		
ROUTE TO	INITIAL	DATE
<i>Binu Korah</i>	<i>BK</i>	<i>Feb 21, 2003</i>

City of Brampton



THE CORPORATION
OF THE
TOWN OF CALEDON

Box 1000, Caledon East, Ontario. L0N 1E0

Telephone: 905-584-2272

Toll Free: 1-800-303-2546

February 20, 2003

Mr. Gary Leveck, P. Eng.
Project Manager
Stantec Consulting Ltd.
49 Frederick Street
Kitchener, Ontario
N2H 6M7

VIA FAX & MAIL

Dear Mr. Leveck:

**Reference: Region of Peel – Mayfield Road Improvements
Between Heart Lake Road and Airport Road
Class Environmental Assessment and Preliminary Design Study**

Thank you for your letter dated December 23, 2002, requesting initial comments from the Town of Caledon on the possible improvements to Mayfield Road between Heart Lake Road and Airport Road.

The Town of Caledon was asked to identify any known issues/constraints with the overall development of the Class Environmental Assessment (EA) Study. Town staff has had an opportunity to review the material provided by Stantec to date, and are pleased to submit the following comments and concerns:

1. The eastern end of the EA study area abuts the Town of Caledon Tullamore Secondary Plan Area. Associated with this secondary plan is a set of Tullamore Community Design Guidelines. As such, future improvements to the Mayfield Road / Airport Road area should have regard for the design guidelines. Among other things, the Guidelines provide suggestions for future road improvements at the intersection of Mayfield Road and Airport Road (eg: landscaped medians, Caledon entry features, etc.) For your information, I have enclosed a copy of the Tullamore Community Design Guidelines.
2. The Town will be completing the Mayfield West Community Development Plan during 2003. This Plan will likely provide some direction regarding community design and transportation considerations in the western end of the EA study area – from Heart Lake Road over towards Dixie Road. Depending on the timing of the two initiatives, there may be a possibility that the Community Development Plan could provide some inputs to the EA study later this year.
3. The provincially significant wetlands along the north side of Mayfield Road are designated Environmental Policy Area (EPA) in the Town's approved Official Plan (OP). New infrastructure is generally prohibited within EPA with the exception of "essential infrastructure" as defined in the OP. Essential infrastructure is subject to sections 5.7.3.5.1 and 5.7.3.5.2 of the Caledon OP. In addition, the project will be subject to the Town's ecosystem performance measures, and in particular, Section 3.1.5.4.5, which requires the quality and quantity of surface water entering wetlands to be maintained and enhanced. These policies should be explicitly addressed through the EA document. In relatively straightforward projects, the Town relies on the Toronto Region Conservation Authority (TRCA) to

review proposals to ensure conformity with the Town's environmental policies, from a technical perspective. Copies of the above noted sections are enclosed for your information.

4. The Etobicoke and Mimico Creek Watersheds Strategy recommended that some form of wildlife corridor under Mayfield Road be studied that would connect the Heart Lake Wetlands complex on either side of the road. Ms. Beth Williston of the TRCA should be contacted for a copy of the Strategy.
5. When the Region of Peel Official Plan was approved with the 50 metre right of way along Mayfield Road, the Region indicated that the right of way dedication would come equally from the Brampton and Caledon lands. On the first EA (Huronario Street to Heart Lake Road) Caledon excepted that, due to existing residential development, an uneven distribution of property acquisition was required between Caledon to the north and Brampton to the south. However, Caledon accepted this uneven distribution of property acquisition on the understanding that Caledon's concerns related to environmental features along the remaining widening would be taken into account. Caledon was assured that property acquisition would be greater on the Brampton side where there were environmental features in Caledon that had to be protected.
6. If the preferred option for the road widening does not include the construction of sidewalks on the north side of the new road, the Town's Infrastructure Department is seeking provisions in order that the construction of future sidewalks on the north side of the road is not impeded.
7. As part of the project Class EA, cultural heritage resources must be identified. These resources include built heritage, cultural heritage landscapes, known archaeological sites and areas of pre-historic and historic archaeological potential.

Town staff will be attending the Project Initiation Meeting scheduled for March 5, 2003. In the meantime, should you have any questions, please do not hesitate to contact the undersigned at (905) 584 2272 ext. 2285.

Yours truly,



Tim Manley
Intermediate Policy Planner

cc: Councillor Morrison
Councillor Lyons
Heather Konefat
Hans Muntz
Dan Kennaley
Craig Campbell
Sally Drummond
Brian Baird
Todd Salter
Binu Korah – Region of Peel

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

From: Thornton, William [mailto:William.Thornton@peelpolice.on.ca]
Sent: February 18, 2003 8:25 AM
To: 'GLEveck@Stantec.com'; 'Korahb@region.peel.on.ca'
Subject: Regional of Peel - Mayfield Road Improvements

Gentlemen,

Further to your correspondence. File # 602 10370 / 37

While the Peel Regional Police have no concerns regarding the environmental assessment portion of this process, we would appreciate being informed of the progress of the project. We are encouraged by any project which would increase safety upon our roadways.

William Thornton
Emergency Planning Officer
Peel Regional Police

On behalf of:
Inspector L. Favreau
Operational Planning and Resources

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This footnote also confirms that this email message has been swept by MIMESweeper for the presence of computer viruses.

www.region.peel.on.ca

Hallman, Dave

From: Leveck, Garry
Sent: Thursday, February 20, 2003 8:56 AM
To: 'Brian Baird'
Cc: Tim Manley; Hallman, Dave; Reibling, Debbie
Subject: RE: Mayfield Road Improvements Between Heart Lake Road and Airport Road

Brian: Thank you for your response. Yes, I am aware of the scheduled meeting, and we hope to see you there. Notwithstanding the meeting, we are required under the EA Process to issue Notice to all agencies of the initiation of the study. As a matter of interest, Caledon was not issued a Project Initiation letter on the Mayfield EA, from Hurontario Street to Kennedy Road, and Stantec and Peel Region was subsequently criticized. We wanted to avoid this situation this time around.

With respect to your comments, I offer the following:

- We would like to get a copy of your Tullamore Community Design Guidelines as soon as possible. Please forward to our office.
- Environmentally Sensitive areas adjacent to the road corridor will receive the appropriate attention as part of the EA, but stand alone Impact Statements will not be prepared. Our Environmental team members will respond to issues in the ESR.
- Our design road section will provide for sidewalk on the north side of Mayfield, with construction dates dependent on warrants.

We look forward to seeing you soon, and to receiving the above noted Guideline Report. GARRY

FILE 602-10370/agency

Garry E. Leveck, P. Eng.,
Vice President, Transportation,
Stantec
Ph: (519) 585-7316
Fx: (519) 579-6733
gleveck@stantec.com
www.stantec.com

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

From: Brian Baird [SMTP:bbaird@town.caledon.on.ca]
Sent: Tuesday, February 18, 2003 9:42 AM
To: Leveck, Garry
Cc: Tim Manley
Subject: Mayfield Road Improvements Between Heart Lake Road and Airport Road

Dear Mr. Leveck:

I recently received a letter from you requesting comments regarding the Mayfield Road Improvements Between Heart Lake Road and Airport Road. I understand that there is a meeting scheduled to discuss this project on March 5, 2003. Perhaps after this meeting I will be in a better position to comment on this project as I really do not know much about the scope of works. I can make some general comments and they are as follows:

1. The Town of Caledon has developed Tullamore Community Design Guidelines for the Mayfield-Airport Road Area. These guidelines were adopted by Council on May 15, 2002. The Town of Caledon would like to see streetscape improvements developed in these guidelines incorporated into the design of Mayfield Road at the relevant location.
2. There are areas designated as Environmentally Protected Areas (EPA's) within the study area. The Town of Caledon will need to see an impact study on those EPA's affected.
3. There should be an allowance for future sidewalk on the north side of Mayfield Road to accommodate any future development.

Brian Baird
Landscape Architect/Project Coordinator
Town of Caledon

602 10370/37



3573 Wolfedale Road
Mississauga, Ontario L5C 3T6
Tel. (905) 897-3929
Fax (905) 273-9073

February 26, 2003

Stantec Consulting Ltd.
49 Frederick Street
Kitchener, Ontario
N2H 6M7

Attention: Mr. Garry Leveck, P.Eng.

Dear Mr. Leveck:

RE: REGION OF PEEL – MAYFIELD ROAD IMPROVEMENTS
- YOUR FILE NUMBER 602 10370/37
- OUR FILE NUMBER M030646

Please be advised that Rogers Cable has no conflict, we do not have any buried plant at the above location(s).

If you have any questions or need further information, please contact me at 905-897-3914.

Yours truly,

A handwritten signature in cursive script that reads "Kathy Brown".

Handwritten initials "Jor" in cursive, positioned to the left of the typed name.
Agatha Le Donne
Planning Co-ordinator

Stantec Consulting Ltd.
49 Frederick Street
Kitchener ON N2H 6M7
Tel: (519) 579-4410 Fax: (519) 579-6733
stantec.com

MAR 03 2003

M030646

RECEIVED

FEB 06 2003

PLANNING DEPT
RECEIVED FEB 21 2003



Stantec

4 February 2003
File: 602 10370 / 37

Tel: (519) 585-7316
Fax: (519) 579-6733
GLEveck@Stantec.com

Rogers Cable TV Limited
3573 Wolfedale Road
Mississauga, ON L5C 3T6

Attention: Mr. Luis Garcia, Planning Supervisor

Dear Mr. Luis Garcia:

Reference: **Region of Peel - Mayfield Road Improvements
Between Heart Lake Road and Airport Road
Class Environmental Assessment and Preliminary Design Study**



Further to our correspondence of December 23, 2002 regarding widening/improvement options on Mayfield Road (Regional Road 14), between Heart Lake Road and Airport Road, we have not yet received your comments, positive or otherwise, related to this study.

We kindly request your input, in writing, no later than February 20, 2003, to Stantec Consulting Ltd. at the following address. If you have any questions and/or comments prior to your written submission, please contact either of the following Project Team members. Otherwise, we will assume that you have no further issues or concerns with this project.

Buildings
Environment
Industrial
Transportation
Urban Land

Mr. Binu Korah,
Project Manager
Region of Peel
10 Peel Centre Drive, 4th Floor
Brampton, Ontario L6T 4B9
Phone: 905-791-7800, Ext. 4463
Fax: 905-791-1442
Email: korahb@region.peel.on.ca

Mr. Garry Leveck, P. Eng.
Project Manager
Stantec Consulting Ltd.
49 Frederick Street
Kitchener, Ontario N2H 6M7
Phone: 519-585-7316
Fax: 519-579-6733
Email: GLeveck@Stantec.com

602-10370/37

Works & Transportation Department

Alex D. MacMillan, P. Eng.
Commissioner, Works & Transportation

MAR 21 2003

2 Wellington Street West, Brampton, Ontario L6Y 4R2



City of Brampton

March 12, 2003

Mr. Martin Goorts
Stantec Consulting Ltd.
49 Frederick Street
Kitchener, Ontario – N2H 6M7

Dear Mr. Goorts

**RE: Mayfield Road, Class Environmental Assessment
Heart Lake Road to Airport Road
Region of Peel – Reference No. 02-4375**

Further to the Project Team Initiation Meeting on March 5, 2003 and your subsequent submission of conceptual plot plan dated March 6, 2003 we would like to comment as follows:

- (1) The City is in the process of arranging a Class Environmental Assessment Study for the reconstruction and/or widening of Torbram Road between Mayfield Road and Sandalwood Parkway. This EA Study is scheduled to start in spring 2003.
- (2) Torbram Road, Bramalea Road and Heart Lake Road are jurisdiction of the City of Brampton. Major intersection improvement works at Mayfield Road/Torbram Road, Mayfield Road/Bramalea Road and Mayfield Road/Heart Lake Road will impact on City road lane configuration. The Region will require City financial contributions to fund part of these road improvements and landscaping needs. Therefore cost estimates and City/Region cost sharing analysis should be included as part of this study.
- (3) The City of Brampton will install sidewalk along the south side of Mayfield Road in the future. Please ensure that future sidewalk platform space and grading considerations are included in the EA study and are presented in proposed road cross-section alternatives.

Your attention to this matter would be appreciated.

Yours truly,

Karl Lin, P. Eng.,
Senior Project Engineer
Tel: (905) 874-2544 Fax: (905) 874-2599
karl.lin@city.brampton.on.ca

KL/mp

c.c. Mr. Binu Korah, Region of Peel
Mr. John McMahon, City of Brampton
Mr. Bill Winterhalt, City of Brampton

www.city.brampton.on.ca

REGIONAL MUNICIPALITY OF PEEL

Minutes of the Peel Agricultural Advisory Working Group (PAAWG)

Meeting No. 02-03

Thursday, March 20, 2003

Mayfield United Church – 12496 Dixie Rd.

Present: Councillor Marolyn Morrison Cliff Laidlaw
 David Lyons Anne Livingston
 Frances Johnston David Armstrong

Absent with Regrets: Councillor Chris Harker Councillor John Hutton
 Blythe Meek Bill Jackson
 Kevin Watson Jim Moore
 John Pesce

Planning Staff: Shelley Partridge, Region of Peel
 Rick Reitmeier, Region of Peel
 Marsha Paley, Town of Caledon

The meeting started at 7:30 p.m.

1. Agenda Approval

MOTION: Moved by David Lyons, seconded by Anne Livingston.
 “That the agenda be approved as circulated.”

CARRIED

2. Minutes Approval

MOTION: Moved by Marolyn Morrison, seconded by David Lyons.
 “That the minutes from Meeting No. 01-03 held January 16, 2003 be approved as circulated.”

CARRIED

3. Discussion Item: Mayfield Road Environmental Assessment (EA)

Shelley introduced the subject matter and the representatives presenting the issue - Binu Korah and Philip Rowe of the Region of Peel Public Works Department and Dave Hallman of Stantec Consulting. Philip discussed the Environmental Assessment process, which includes consulting the public, assessing property impacts and implications, and building a consensus. The portion of Mayfield Road impacted by this EA is between Heart Lake Road and Airport Road. Dave Hallman explained the rationale for the widening of Mayfield Road. Traffic volumes have increased significantly in the last few years and this trend is

expected to continue as urban growth moves closer to the area. The plan calls for a widening to four lanes through most of the study area. Six lanes will be built in conjunction with the Highway 410 interchange immediately, while the rest of the plan area will grow to six lanes in the future.

A large design drawing of the project and orthodigital images were shown to PAAWG members for review and comments. Members were given the opportunity to provide input verbally, or write them on the map or comment sheets that were distributed. The following outlines the input and discussion with PAAWG members regarding the EA:

- It was asked why the plan area didn't extend beyond Airport Road – the response was that the traffic volume is lower past Airport Road and that stretch is not included in the 10-year Capital Budget of the Official Plan.
- Design features were discussed, such as urban intersections where farm machinery generally has trouble negotiating turns. It was proposed that lanes be widened at the throat of intersections and that extended rollover curbs are used. It was suggested that signage warning of slow moving vehicles be installed throughout that stretch and at intersections.
- Soil studies were only done where impacted by the placement of the road itself. No agricultural soil study was being considered to determine if a different route should be taken to preserve the best agricultural soils. Philip mentioned that it's usually the center-line of the road that is used for determining the placement of the new road, since this area has already been disturbed.
- It is expected that between Dixie and Airport, the road will be four lanes, designed with a rural style. Expressed that roads with good shoulders are important for the movement of farm machinery.
- Pedestrian safety where a Mayfield bridge will cross over the 410, was expressed as a concern – suggested the need for sidewalks and bicycle lanes.
- Suggested that there would be traffic and parking concerns with Ken Spiers' Apple Orchard – during the busy season, cars park along the side of the road – a turning lane may need to be constructed.
- Expressed a concern about where farm machinery has to cross the road to move from field to field – can not have curbs restricting access to fields.
- PAAWG members were invited to attend the March 27th Public Information Centre, to be held at the Mayfield Secondary School from 6:00-9:00 p.m.
- Any specific concerns regarding City of Brampton roads (such as Countryside Drive) should be directed to Karl Lin at (905) 874-2544 or fax at (905) 874-2599.

Action: PAAWG members were asked to write comments on the Engineering Design drawings and/or comment sheets. These will be forwarded to the Region of Peel Public Works department.

4. **GTA Agricultural Workshop**

Shelley updated PAAWG members on the status of the upcoming Workshop, to be held on March 29th. The discussion generated at the Workshop will feed into the development of a GTA Agricultural Action Plan, aimed at improving the competitiveness of agriculture in the GTA. The Action Plan will be the basis for discussion at a Symposium to be held this November, involving a cross-section of key agricultural representatives and all levels of government to co-operatively set the direction for the future of agriculture in the GTA.

Action: The Region will distribute the Workshop Summary and Recommendations to PAAWG members.

5. **Northwest Brampton Agricultural Study Update**

Shelley and Cliff provided an update regarding Brampton's initiative to study the feasibility of bringing Northwest Brampton's 6000 acres of agricultural land into the urban envelope. The City of Brampton will be hiring a consultant to study the significance of the rural/agricultural area within Northwest Brampton. Shelley and Cliff will be participating as members of the Steering Committee which will help guide the work of the consultant undertaking this project.

6. **Updates on Recently Attended Workshops**

Region of Peel Smart Growth Workshop (Feb. 7th)

David Armstrong and David Lyons both attended the workshop and raised agricultural and rural issues. The input received at the workshop will help the Region plan how to implement Smart Growth principles in Peel.

Action: A summary document of the Smart Growth Workshop will be distributed to PAAWG Members.

East Credit Subwatershed Focus Group (Feb. 10th)

The subwatershed lies west of Caledon East. A significant portion of it is in agricultural use. It is felt that this should continue and that agricultural activities should be taken into consideration throughout the process. The Peel Federation of Agriculture was well represented at the Focus Group meeting. Credit Valley Conservation is currently undertaking a natural heritage study which means that Conservation Authority personnel may be requesting to enter private properties to conduct their research.

**7. Update on Advanced Agricultural Leadership Program (AALP)
International Study Tour**

Shelley provided the group with a quick update on her recent travels to China with the Advanced Agricultural Leadership Program (AALP). Copies of recent articles from the Ontario Farmer were distributed that provide an overview of the tours and agricultural/political leaders that met with the AALP class in China. Shelley will be giving a presentation on this experience at a future meeting or in conjunction with a Peel Federation meeting.

8. Other Business

- a) **Peel Agricultural Incentive Program Evaluation Night**
Shelley distributed an invitation to the group from Credit Valley Conservation and the Toronto and Region Conservation Authority. The two conservation authorities are jointly hosting a meeting to discuss how to improve and/or redevelop their agricultural stewardship financial incentive programs. The meeting will be held on March 24th at the Brampton Fairgrounds, beginning at 7:00 p.m.
- b) **Town of Caledon Agricultural and Rural Area Policy Review**
Marsha updated the group on this work. The policy formulation section is progressing well. The original public meeting date of May 13th is going to be delayed and the new date will be passed on to Shelley for distribution, once it is known.
- c) **Ontario Fruit and Vegetable Convention**
Cliff Laidlaw complimented Marsha on her presentation and involvement with the "Growing Together" 2003 Ontario Fruit & Vegetable Convention held on February 18th and 19th at Brock University. Marsha was part of a team presenting on Innovations in Municipal Zoning and she did an excellent job. It was also mentioned that Marsha has recently been elected President of the Ontario Chapter of the Soil & Water Conservation Society.
- d) **Nutrient Management Act Update**
Shelley, along with a few other PAAWG members, recently attended a meeting in Orangeville where updates to the Draft Stage 2 Nutrient Management Act Regulations were presented. Some of the issues outlined in the Regulations have been identified as needing more discussion and debate and will be referred to a provincial technical advisory committee. The Draft Stage 3 Regulations will not be released in the immediate future. The group discussed the possible impacts a change of government could have on the proposed regulations.

9. Next Meeting

The next Meeting is to be held at the Mayfield United Church (on Dixie Rd. just north of Mayfield Rd.) on **Thursday, May 29th, 2003 at 7:30 p.m.**

10. Adjournment

MOTION: Moved by Councillor Marolyn Morrison, seconded by Cliff Laidlaw.

“That the meeting be adjourned.”

CARRIED

The meeting was adjourned at 10:00 p.m.

Reibling, Debbie

From: Leveck, Garry
Sent: Friday, April 25, 2003 9:30 AM
To: Reibling, Debbie
Subject: FW: Mayfield Road from Heart Lake Rd to Airport Rd - Class EA

FILE 602-10370/³⁷agency

Garry E. Leveck, P. Eng.,
Vice President, Transportation,
Stantec
Ph: (519) 585-7316
Fx: (519) 579-6733
gleveck@stantec.com
www.stantec.com

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

From: mark.heaton@mnr.gov.on.ca [SMTP:mark.heaton@mnr.gov.on.ca]
Sent: Wednesday, April 23, 2003 4:36 PM
To: Leveck, Garry
Cc: korahb@region.peel.on.ca; Hallman, Dave; Reibling, Debbie; judi.orendorff@mnr.gov.on.ca
Subject: RE: Mayfield Road from Heart Lake Rd to Airport Rd - Class EA

Hello Gary,

Thank you for the update. We are aware of MTO's intentions with the HWY 410 extension.

Please be advised that channel works beyond culvert extensions should include OMNR in the preliminary agency discussions as they may require approval under the Lakes and Rivers Improvement Act. Public information sessions are not suited for public agency consultations.

Regards,

Mark Heaton

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

From: Leveck, Garry [mailto:GLEveck@stantec.com]
Sent: April 09, 2003 9:54 AM
To: 'mark.heaton@mnr.gov.on.ca'
Cc: korahb@region.peel.on.ca; Hallman, Dave; Reibling, Debbie
Subject: RE: Mayfield Road from Heart Lake Rd to Airport Rd - Class EA

Mark: Thank you for your response. The Project Team for the EA Study has developed alternatives to the widening and improvements to Mayfield Road, and I can confirm that there are no significant impacts on the noted environmental areas. We do note, however, that the Highway 410 Extension, under the jurisdiction of the Ministry of Transportation, will impact on the Heart Lake Wetland Complex, in the area of its proposed crossing of Mayfield Road. I believe that all approvals are in place with the MTO's project, relative to the wetland crossing, but if you require further information on their project you may contact Mr. Dean Kemper at MTO, 1-416-235-4664.

Our team for the Mayfield Road EA will continue to converse with the TRCA on issues related to the environment, specifically in the area of creek crossings, which may require some culvert extensions and associated channel

work. We have successfully worked with staff at the TRCA on the first Mayfield Road EA Study (Hurontario Street to Heart Lake Road).

We trust that the above information is helpful, and we will keep you up to date on future Public Information Meetings for this project, in the event that you would want to be in attendance. If we can be of further assistance, please call.

Regards, GARRY

FILE 602-10370/Agencies

Garry E. Leveck, P. Eng.,
Vice President, Transportation,
Stantec
Ph: (519) 585-7316
Fx: (519) 579-6733
gleveck@stantec.com
www.stantec.com

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> -----Original Message-----

> From: mark.heaton@mnr.gov.on.ca [SMTP:mark.heaton@mnr.gov.on.ca]

> Sent: Tuesday, April 08, 2003 4:00 PM

> To: Leveck, Garry

> Cc: korahb@region.peel.on.ca

> Subject: Mayfield Road from Heart Lake Rd to Airport Rd - Class EA

>

> Hello Garry,

>

> We are in receipt of your letter dated March 14th, 2003 regarding the

> above

> noted project.

>

> Please be advised that there are a number of natural heritage features

> within the study area including the Heart Lake Wetland Complex (PSW) and

> tributaries of Etobicoke Creek and the West Humber River. (See attached)

>

> We ask that you keep us advised of your proposed alternatives and consult

> with us regarding any proposed alterations to these natural heritage

> features. Filling of provincially significant wetlands is generally not

> supported.

>

> Regards,

>

> Mark Heaton

>

> <<Mayfield Road EA.bmp>> << File: Mayfield Road EA.bmp >>

Reibling, Debbie

From: Hallman, Dave
Sent: Wednesday, May 28, 2003 6:23 AM
To: Reibling, Debbie
Subject: FW: MTO Response on Status of Proposed GTA East-West Transportation Corridor

Please file in 602-10370/37. Thanks.

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

From: Korah, Binu [mailto:KorahB@Region.Peel.on.ca]
Sent: Friday, May 23, 2003 9:20 AM
To: Hallman, Dave; Leveck, Garry
Cc: Rowe, Philip
Subject: FW: MTO Response on Status of Proposed GTA East-West Transportation Corridor

Hello,
Please find attached email. For your information.

Regards,
Binu J. Korah
Project Manager
Engineering and Infrastructure Planning
Engineering and Construction
Region of Peel
Phone:(905) 791 7800, ext 4463
Fax:(905) 791 1442
email: korahb@region.peel.on.ca
Web Site: www.region.peel.on.ca

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

From: McLeod, Murray
Sent: May 23, 2003 9:10 AM
To: AppaRao, Tom; Tunnacliffe, Nick; Chan, Wayne; Albanese, Damian; Carrick, Jim; Korah, Binu
Subject: FW: MTO Response on Status of Proposed GTA East-West Transportation Corridor

MTO's response is attached. No specifics yet on the timing of the route selection stage re Mayfield Rd.

Murray McLeod
Manager
Transportation Planning
Region of Peel
10 Peel Centre Drive, 6th Floor
Brampton ON L6T 4B9
Tel: 905-791-7800 Ext. 4352
Fax: 905-791-7920
Email: murray.mcleod@region.peel.on.ca

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

From: Ganesh, Steve (MTO) [mailto:Steve.Ganesh@mto.gov.on.ca]
Sent: May 22, 2003 2:43 PM
To: 'Murray.McLeod@region.peel.on.ca'
Cc: Ogden, Brian (MTO)
Subject: Proposed GTA East-West Transportation Corridor - Status Update

Hi Murray:

Further to your May 21, 2003 email to Brian Ogden the purpose of this email is to provide you with a status update of the GTA East-West Transportation Corridor.

As you may be aware, on March 1, 2001, the Province announced a proposed new east-west corridor in the GTA as part of Ontario's future transportation network. Since that time, municipal and regional stakeholders were involved in the ministry's strategic directions workshops during January of 2002, which again reinforced the ministry's intention to undertake a needs study for the GTA East-West Transportation Corridor. Brian Ogden and I have met with a number of key municipalities and regions, including Peel, Brampton and the Town of Caledon to provide an overview of the study process, timing, etc.

To date, the ministry is preparing a Terms of Reference and intends to retain a consultant to undertake this assignment by the Fall of 2003. The assignment is expected to take approximately 24 months to complete and the Region of Peel will be involved through a study technical advisory committee.

I trust this provides you with an update on the GTA East-West Transportation Corridor.

Regards,
Steve

Steve Ganesh, MCIP, RPP
Planner
Ministry of Transportation
Urban Planning Office
3rd Floor, Building B
1201 Wilson Avenue
Downsview, ON, M3M 1J8
Tel. (416)235-4019
Fax. (416)235-5224
E-mail: Steve.Ganesh@mto.gov.on.ca

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This footnote also confirms that this email message has been swept by MIMESweeper for the presence of computer viruses.

www.region.peel.on.ca



Memorandum

Environmental Assessment Comments

DATE: 7 January 2004

TO: Binu Korah
Region of Peel

FROM: Brad Hale, Supervisor Transportation Planning

DEPARTMENT: Planning Design and Development
Engineering and Development Services

RE: Mayfield Road EA – Preliminary Review

General Comments:

We have no objection with the plans as circulated to this office on December 4, 2003 from Stantec Consulting Ltd. being displayed at the upcoming PIC for the Mayfield Road EA. However, there could be some changes to the drawings required when proposed intersection improvements on City roadways intersecting Mayfield Road are reviewed in the future, in context with background traffic projections. We will require the necessary traffic data that was used to identify these intersection improvements for our review and comment.

Please contact the undersigned should you have any questions in this regard.

Regards,

Brad Hale
Supervisor, Transportation Planning
Planning, Design and Development Department
City of Brampton



Memorandum

Environmental Assessment Comments

DATE: January 7, 2004

TO: Binu Korah, Region of Peel

FROM: William Winterhalt, Associate Director Policy Planning and Growth Management

DEPARTMENT: Planning Design and Development
Planning and Land Development Services

RE: Review comments on Preliminary Drawings for Mayfield Road Heart Lake Road to Airport Road - Region of Peel EA#02-4375

General Comments:

The following comments of a general nature are provided:

1. Facilitation of Staging of Highway 410 Extension to Mayfield Road: We had made the suggestion that the optimum location and configuration of the Mayfield Road interchange at Highway 410 (i.e. including a bridge online or displaced to the north) ought to be partly determined based on the consideration of throwaway works associated with an interim terminus at Mayfield Road. We were advised by the consultant that the ultimate proposed interchange location and configuration would not preclude an interim intersection arrangement or greatly affect interim costs, but that these interim staging issues are best addressed through the detailed design stages for Highway 410 and Mayfield Road.
2. Urban Design Requirements: We note the need to consider whether the proposed boulevard widths and intersection areas and associated property requirements are adequate to incorporate the necessary lanes, as well as gateways, entrance features, sidewalks, trails and other urban design elements. We expect that staff of the Urban Design Section of the Department will address these matters.
3. Transit Facilities: Similarly, we note that consideration should be given to transit intersection priority treatments and other transit requirements, and the associated ultimate pavement/property requirements. Presumably, Transit staff will give this consideration.
4. Timing of 4/6 Lanes and Rural/Urban Cross Section: At the last project team meeting, there was some discussion about the timing of an initial 4 lane project east of Dixie Road and the timing of a widening to an ultimate 6 lanes, as well as the difficulty of providing an urban cross section in advance of the adjacent urban development. It is also understood that there are difficulties providing adequate sidewalks, trails, transit

facilities, etc. in conjunction with a rural cross section. In that context, and given the City's forecast for the start of development of the adjacent Secondary Plan 48 area in the 2011 to 2016 timeframe, the option of constructing a fully urban 6 lane cross section in that same timeframe should be seriously considered.

5. TTMP Input. The City's Transportation and Transit Master Plan requirements should be substantially determined in the next few weeks, and these findings may clarify the transit and road timing requirements that will assist in addressing the latter two issues.

Memorandum



Environmental Assessment Comments

DATE: January 6, 2004

TO: Binu Korah, Region of Peel

FROM: John A. McMahon, Environmental Engineer

DEPARTMENT: Planning Design and Development
Engineering and Development Services

RE: Review comments on Preliminary Drawings for Mayfield Road
Heart Lake Road to Airport Road - Region of Peel EA#02-4375

The following comments are provided based on the mapping supplied. It is understood that additional documentation will be provided at a later date with more detailed information.

General Comments:

1. Macro level stormwater management should be addressed at this preliminary stage to determine if proposed individual catchment areas will be of sufficient size to warrant the construction of a pond for treatment. If this is the case, property acquisition issues will need to be identified at this time to widen the ROW at the appropriate locations.
2. Similarly, discussions should be held with MTO to determine if drainage from Mayfield Road between Heart Lake Road and Dixie Road and will be permitted to discharge to the SWM ponds located near the 410 off-ramps. This is especially relevant for this section as it is proposed to be 6 lanes with an urban cross section in the near future, while the remainder of the road widening is not projected until after 2010 and will be a rural cross-section.
3. An additional option for the quality treatment of runoff for smaller catchments (especially with rural cross-sections) is the use of the City of Brampton's Cash-in-Lieu policy. If you need additional information please contact the undersigned at your convenience.
4. Ultimately it would be beneficial for the road drainage to be treated by the SWM facilities that will be constructed during future urban development. While details are premature at this time, maintaining an awareness of this future option, particularly with respect to any proposed road profile changes should be taken into consideration.

cc: Bill Winterhalt, City of Brampton EA Review Team
Peter Anderson, City of Brampton EA Review Team
Brad Hale, City of Brampton EA Review Team
Mike Hoy, City of Brampton EA Review Team
Steve Hollingworth, TRCA



Memorandum

Environmental Assessment Comments

DATE: January 5, 2004

TO: Binu Korah, Region of Peel

FROM: Michael Hoy, Open Space Planner

DEPARTMENT: Planning Design and Development
Community Design, Parks Planning and Development

RE: Review comments on Mayfield Road Widening from Heart Lake Road to Airport Road

General Comments:

The following comments of a general nature are provided:

The City's Street Corridor Master Plan identifies Mayfield Road as a Perimeter Arterial Road, which includes:

- Sidewalks well back from road
- Continuous street trees every 15 metres
- Bike path adjacent to splash strip (where appropriate)
- Arterial identifier signage

Specific Issues:

The following comments are related to specific issues identified during the review of the above noted submission:

Gateway features

The following intersections with Mayfield Road – Heart Lake, Bramalea and Torbram are identified as Floral Feature intersections. The design and planning of this gateway features will include a floral bed located at the daylight triangle of the south west corner sloping up from the curb and facing the motorist.

The Mayfield Road and Dixie Road and the Mayfield Road and Airport Road intersections are identified as Secondary Gateway transition zone. The design will involve a feature wall and planter within the boulevard.

Splash Strips

Enhanced splash strips will be 1.0 wide with coloured, impressed concrete.

Medians

All proposed medians will consist of coloured impressed concrete.

At Secondary Gateway Transition zones – Airport Road and Dixie Road – will consist of a planted, irrigated widened median.

Pathways

The City's Pathways Master Plan identifies two Class I Off Road pathways that intersect Mayfield Road. The first is located at the Mayfield Road and Bramalea Road intersection. The second is located within the valley corridor in between Torbram Road and Airport Road. These will involve the dedication of a 3 metre wide pathway connections.

602-10370/37

TORONTO AND REGION
Conservation
for The Living City

1AN 2 3 2004

January 19, 2004

CFN 33964

Mr. Garry Leveck, P.Eng.
Stantec Consulting Ltd.
49 Frederick Street
Kitchener, Ontario
N2H 6M7

Dear Mr. Leveck:

**Re: Mayfield Road Improvements
Between Heart Lake Road and Airport Road
Schedule C
Town of Caledon, City of Brampton, Regional Municipality of Peel**

The Toronto and Region Conservation Authority (TRCA) have received the notice for the Public Information Session for the above noted project on January 27, 2004.

While staff will not be able to attend this meeting, we will require that three copies of the DRAFT Environmental Study Report be submitted to our office prior to filing it with the Ministry of Environment (MOE) in order that TRCA can provide comments. We trust that the ESR will reflect our discussion at your meeting with Suzanne Bevan and the technical review team at our office on December 4, 2003.

Please do not hesitate to contact me at extension 5304 if you have any questions.

Yours truly,



For

June Murphy, B.A., M.A.
Plans Analyst-EAs
Development Services Section

/bw

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H.J.A. Brown Education Centre

5650 Hurontario Street, Mississauga, Ontario L5R 1C6 Fax: (905) 890-6747 Tel: (905) 890-1099 1-800-668-1146 www.peelschools.org

February 18, 2004

FEB 23 2004

Mr. Gary Leveck, P.Eng
Project Manager
Stantec Consulting Ltd
49 Frederick Street
Kitchener, ON N2H 6M7

Dear Mr. Leveck:

**RE: Class Environmental Assessment and Preliminary Design Study
Mayfield Road Improvements – Heart Lake Road to Airport Road
Region of Peel**

Thank you for your letter of February 6, 2004 informing us of the public meeting for commencement of the above noted project. The Peel District School Board is interested in this project as we are a property owner in the study area and this project will have an impact on Mayfield Secondary School.

We wish to be involved in this process so that we may monitor the progress of this project. We would also appreciate receiving any information that you can provide to us so that we can identify any potential impacts that there may be to Mayfield Secondary School.

If you require any further information please contact me at 890-1010, ext. 2217.

Yours truly,

Paul Mountford, MCIP RPP
Intermediate Planning Officer
Planning and Accommodation Department

cc. Steve Hare, Peel District School Board
Binu J. Korah, Region of Peel, Public Works Department

Mayfield Road.doc

TRUSTEES

Janet McDougald (Chair)
Ruth Thompson (Vice-Chair)
Valerie Arnold-Judge
Beryl Ford

Daljit Gill
David Green
Steve Kavanagh
Warren Kennedy

Brad MacDonald
Sue McFadden
Don Stephens
Rick Williams

**DIRECTOR OF EDUCATION
& SECRETARY**
Jim Grieve

ASSOCIATE DIRECTOR - INSTRUCTIONAL SUPPORT SERVICES
Judith Nyman

ASSOCIATE DIRECTOR - OPERATIONAL SUPPORT SERVICES
Wayne McNally



Fisheries and Oceans
Canada

Pêches et Océans
Canada

Coast Guard

Garde côtière

Central & Arctic Region

Région du Centre et de l'Arctique

201 N. Front Street, Suite 703
Sarnia, Ontario
N7T 8B1

Your file Votre référence

Our file Notre référence
8200-04-6220

March 24, 2004

Regional Municipality of Peel
c/o Stantec Consulting Ltd
49 Frederick Street
Kitchener, ON N2H 6M7

MAR 31 2004

Attention: Dave Hallman, P. Eng.

Dear Sir:

RE: Navigability Enquiry of West Humber Tributary, 3 Crossings, Mayfield Road, Between Heart Lake Road and Airport Road, Region of Peel, Province of Ontario.

Reference is made to your correspondence dated March 9, 2004 regarding the above navigability inquiry.

In the opinion of Coast Guard officials, the waterway at these sites indicated are considered **not navigable**. Consequently, we have no interest in any works at these sites.

The project may cause adverse effects on fish and fish habitat and the proponent should contact Fisheries and Oceans, Fish Habitat Management, 3027 Harvester Road, Suite 304, PO Box 85060, Burlington, Ontario, L7R 4K3 for expert advice as it pertains to the Fisheries Act.

Should you have any questions, please contact our office at telephone number 519-383-1866.

Yours truly,


Mark Wright

A/NWP Inspections Officer
Navigable Waters Protection

MW/dmp

cc FHM Burlington

Canada

Stantec Consulting Ltd.
49 Frederick Street
Kitchener ON N2H 6M7
Tel: (519) 579-4410 Fax: (519) 579-6733

stantec.com



Stantec

March 9, 2004
File: 602 10370/37

Fisheries and Oceans Canada, Coast Guard
Central and Arctic Region, 201N Front Street, Suite 703
Sarnia, ON N7T 3B1

Attention: Mr. Mark Wright
A/NWP Inspection Officer, Navigable Waters Protection

Dear Mr. Wright:

Reference: Your File No. 8200-13-1
Mayfield Road Improvements, Between Heart Lake Road and Airport Road,
Region of Peel – Class Environmental Assessment (Class EA)

Thank you for the correspondence from your office dated January 9, 2003 and February 10, 2003 (copies attached) regarding the above noted project. We note your requirement to submit an application to your Department for any "works" in "navigable waters".

Although no construction is being proposed as part of this Class EA project, the Region of Peel will be proceeding to construction of the Mayfield Road Improvements at some time in the future. It would therefore be helpful at this point in our study for you to advise which of the watercourses within the study limits are considered "navigable" at Mayfield Road. In order to assist you in this regard, we enclose a copy of a key plan as well as a 1:10000 scale topographic map identifying the "permanent" watercourses within the Mayfield Road Study limit. In addition we have enclosed copies of photo's/general information for the culverts at the permanent watercourses.

We look forward to hearing from you identifying the navigable waters as noted above. Please do not hesitate to contact the undersigned if you have any questions.

Sincerely,

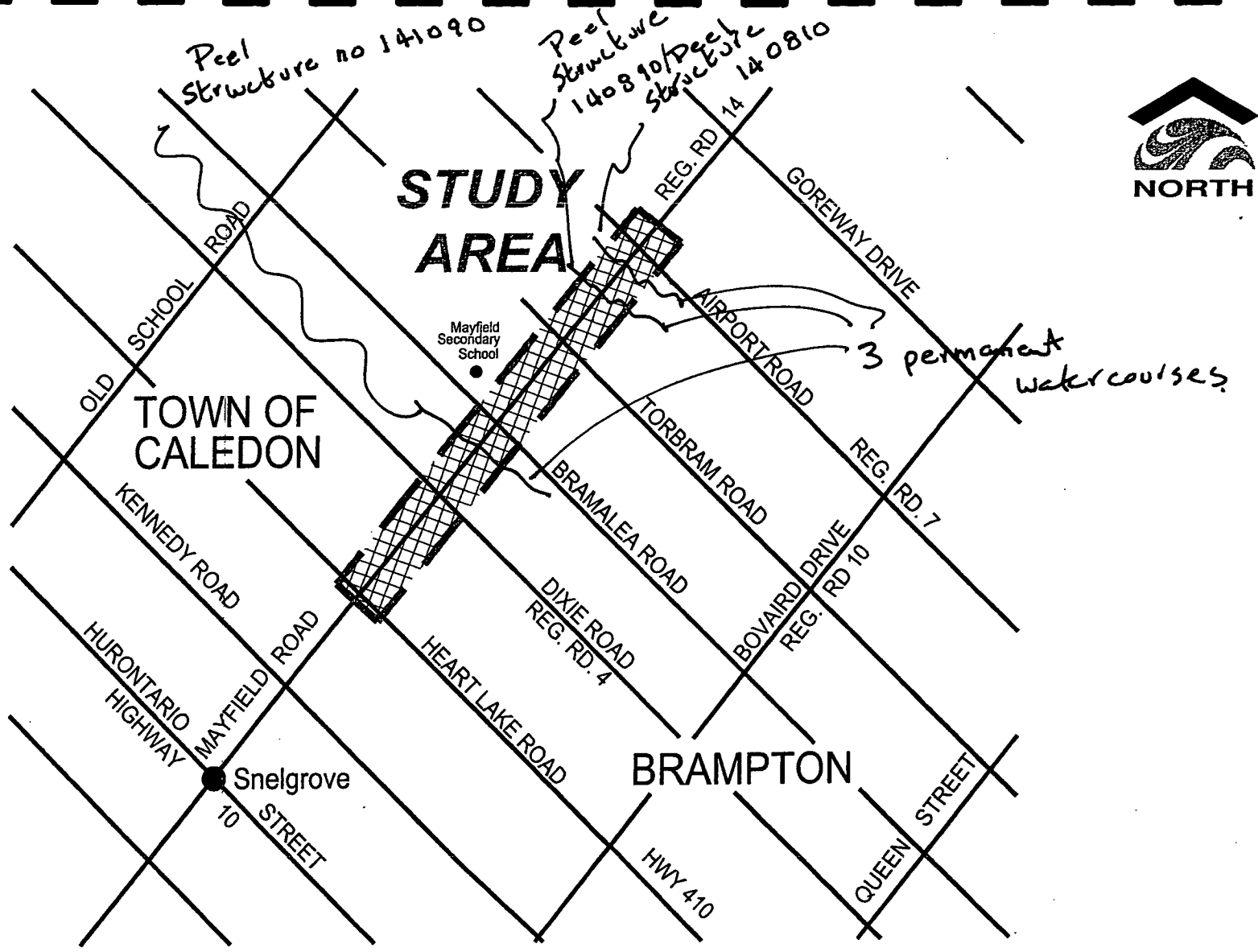
STANTEC CONSULTING LTD.



Dave Hallman, P.Eng.
Managing Principal, Transportation
Tel: (519) 585-7444
Fax: (519) 579-4239
dhallman@stantec.com

Attachment: DH/dkr

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2004-03-09 02:53PM By: bwhite



Legend

MAYFIELD ROAD CLASS EA
REGION OF PEEL
HEART LAKE ROAD TO AIRPORT ROAD

STUDY AREA
KEY PLAN

Date:	Scale:	Project No.	Figure No.
03/09/04	N.T.S.	60210370	Figure 1



Stantec

comprehensive list of all natural features which have been assessed for this project. Only the natural features noted above are of concern in this study need to be addressed in the environmental study document.

In addition to the requirements noted in TRCA Appendix 1, the final EA report should include specific information regarding TRCA programs and policies. Given that this project moves to the detailed design stage, this information will assist future study teams in developing the detailed design for the preferred alternative. This information is detailed in TRCA Appendix 2.

Selecting the Preferred Alternative

In the selection of the preferred alternative, TRCA will require that services are carefully sited and designed to:

- Prevent risk associated with flooding, erosion or slope instability;
- Protect and rehabilitate existing landforms, features and functions; and
- Provide for aquatic, terrestrial and human access.

Should this project proceed to the detailed design phase, permits will be required from this office under Ontario Regulation 158. This will be confirmed upon receipt of the Notice of Study Completion and the Final EA document.

We trust that this information will be of assistance to you in developing the EA document. Should you have any questions or require any additional information please contact me directly at 416-661-6600 extension 5304.

Yours truly,

June Murphy, B.A., M.A..
Plans Analyst-EAs
York, Durham, Toronto, Peel, Simcoe,
Development Services Section

/sb

cc: Binu Korah, Regional Municipality of Peel
Carolyn Woodland, TRCA, Manager, Development Services Section
Laurie Nelson, TRCA, Senior Planner
Chandra Sharma, TRCA, Etobicoke/Mimico Watershed Specialist
Gary Wilkins, TRCA, Humber Watershed Specialist
George Leja, TRCA, Real Estate Coordinator, Property Section
Bob Bugar, TRCA, Archaeologist

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TRCA Appendix 1: Natural Features and Study Requirements to include in the Environmental Assessment Report

Applies to Study Area	Natural Feature	Background Information	Policy Requirements	Details to include in the EA report
—	Watercourses	<p>several crossings of the Etobicoke and Humber watersheds have been identified.</p> <p>Digital photographs and field visits may be required at a later date to confirm these watercourse features.</p>	<p>TRCA <i>Valley and Stream Corridor Management Program (VSCMP)</i>, Section 4.3 - Infrastructure and Servicing should be adhered to. Details can be found on the TRCA web site at www.trca.on.ca</p>	<ol style="list-style-type: none"> 1. Please indicate the watercourses in the mapping. 2. Discuss in detail how the project design at the relevant portions of the VSCMP so that the corridors and areas of concern will be addressed. 3. Note which portions of the project will require permits from TRCA.
—	Regional Storm Flood Plains	<p>TRCA has flood plain mapping for some of the watercourses.</p> <p>Additional flood plain mapping may be required for streams draining less than 125 hectares.</p>	<p>TRCA <i>Valley and Stream Corridor Management Program (VSCMP)</i>, Section 4.3 - Infrastructure and Servicing should be adhered to. Details can be found on the TRCA web site at www.trca.on.ca</p>	<ol style="list-style-type: none"> 1. Please indicate in the text and mapping which areas are flood plain. 2. Discuss in detail how the project design at the relevant portions of the VSCMP so that the corridors and areas of concern will be addressed. 3. Note which portions of the project will require permits from TRCA.
—	Fill Regulated Areas	<p>TRCA has Fill Regulation mapping for some of the watercourses</p>	<p>TRCA <i>Valley and Stream Corridor Management Program (VSCMP)</i>, Section 4.3 - Infrastructure and Servicing should be adhered to. Details can be found on the TRCA web site at www.trca.on.ca</p>	<ol style="list-style-type: none"> 1. Please indicate in the text and mapping which areas are fill regulated. 2. Discuss in detail how the project design at the relevant portions of the VSCMP so that the corridors and areas of concern will be addressed. 3. Note which portions of the project will require permits from TRCA.
—	Fill Extension Areas	<p>At this time, these lines are not registered with the Province of Ontario, but should be registered within two to five years. Permit requirements in these areas will need to be confirmed at the detailed design stage</p>	<p>TRCA <i>Valley and Stream Corridor Management Program (VSCMP)</i>, Section 4.3 - Infrastructure and Servicing should be adhered to. Details can be found on the TRCA web site at www.trca.on.ca</p>	<ol style="list-style-type: none"> 1. Please indicate in the text and mapping which areas are within the fill line extensions. 2. Note which portions of the project may require permits from TRCA once the line is approved.

TRCA Appendix 1: Natural Features and Study Requirements to include in the Environmental Assessment Report

Applies to Study Area	Natural Feature	Background Information	Policy Requirements	Details to include in the EA report
—	Valley Corridors	There are valley corridors located in the study area.	In accordance with the TRCA <i>Valley and Stream Corridor Management Program (VSCMP)</i> , a 10-metre setback from the stable top of bank is required.	<ol style="list-style-type: none"> 1. Please indicate in the text and mapping as are valley corridors. 2. Discuss in detail how the project design at the relevant portions of the VSCMP so that the corridors and areas of concern will be protected.
—	Stream Corridors	There are stream corridors located in the study area.	In accordance with the TRCA <i>Valley and Stream Corridor Management Program (VSCMP)</i> , a 10-metre setback from the Regional Storm Flood plain or meander belt is required.	<ol style="list-style-type: none"> 1. Please indicate in the text and mapping as are stream corridors. 2. Discuss in detail how the project design at the relevant portions of the VSCMP so that the corridors and areas of concern will be protected.
✓ close proximity	TRCA Property	A Permission to Enter (PTE) will be required from TRCA Property Section prior to any investigations on TRCA lands. An archaeological investigation on all TRCA lands is required to be undertaken by TRCA archaeologist.		<ol style="list-style-type: none"> 1. Please indicate in the text and mapping as are TRCA property. 2. Contact George Leja at extension 5342 for any investigations on TRCA lands and to obtain a Permission to Enter (PTE). 3. Contact TRCA staff archaeologist Bob Leja at extension 5xxx to conduct an archaeological investigation on all TRCA land.
	Oak Ridges Moraine (ORM)	The property is located on the ORM.	The <i>Oak Ridges Moraine Conservation Plan Section 41-Transportation, Infrastructure and Utilities</i> , from must be adhered to. Copies of the plan can be obtained from the Ministry of Municipal Affairs and Housing at 416-585-6583.	<ol style="list-style-type: none"> 1. Please indicate in the text and mapping as are located within the ORM. 2. Detail how the proposal will conform to the requirements of Section 41.
✓ close proximity	Environmentally Significant Areas (ESAs)	There is an ESAs located in close proximity to the study area.	TRCA <i>Valley and Stream Corridor Management Program (VSCMP)</i> , Section 4.3 - Infrastructure and Servicing item 16 and 17 should be adhered to. Details can be found on the TRCA web site at www.trca.on.ca	<ol style="list-style-type: none"> 1. Please indicate in the text and mapping as are ESAs. 2. Detail how the proposal will conform to the requirements of TRCA <i>Valley and Stream Corridor Management Program (VSCMP)</i>, Section 4.3 - Infrastructure and Servicing items 16 and 17.

TRCA Appendix 1: Natural Features and Study Requirements to include in the Environmental Assessment Report

Applies to Study Area	Natural Feature	Background Information	Policy Requirements	Details to include in the EA report
<p>✓ close proximity</p>	<p>Provincially Significant Wetlands (PSWs)</p>	<p>There is a PSW located in close proximity to the study area.</p> <p>The location of the PSWs should be confirmed with the Ministry of Natural Resources (MNR) in Aurora (905-713-7400).</p>	<p>The Province of Ontario has approved a provincial planning policy statement for wetlands. The Ministry of Natural Resources should be contacted directly at 905-713-7000</p> <p>TRCA Valley and Stream Corridor Management Program (VSCMP), Section 4.3 - Infrastructure and Servicing item 16 and 17 should be adhered to. Details can be found on the TRCA web site at www.trca.on.ca</p>	<p>1. Please indicate in the text and mapping as are PSWs.</p> <p>2. Detail how the proposal will conform to elements of TRCA Valley and Stream Corridor Management Program (VSCMP), Section 4.3 - Infrastructure and Servicing items 16 and 17.</p>
<p>✓ close proximity</p>	<p>Areas of Natural and Scientific Interest (ANSIs)</p>	<p>There is an ANSIs located in close proximity to the study area.</p> <p>The location of the ANSIs should be confirmed with the Ministry of Natural Resources in Aurora (905-713-7400).</p>	<p>The Ministry of Natural Resources is responsible for ANSIs and should be contacted directly at 905-713-7000</p> <p>TRCA Valley and Stream Corridor Management Program (VSCMP), Section 4.3 - Infrastructure and Servicing item 16 and 17 should be adhered to. Details can be found on the TRCA web site at www.trca.on.ca</p>	<p>1. Please indicate in the text and mapping as are ANSIs.</p> <p>2. Detail how the proposal will conform to elements of TRCA Valley and Stream Corridor Management Program (VSCMP), Section 4.3 - Infrastructure and Servicing items 16 and 17.</p>

TRCA Appendix 2:

Program and Policy Information to include in the Environmental Assessment Report

2. All TRCA correspondence on letterhead, all minutes from meetings with TRCA staff and all field visit minutes with TRCA staff in the EA document.
3. A copy of Section 4.3 - Infrastructure and Servicing, from the TRCA *Valley and Stream Corridor Management Program*. This can be obtained from our website at www.trca.on.ca.
4. A copy of Ontario Regulation 158. This can be obtained from our website. Please indicate that permit issuance is at the discretion of the TRCA's Executive Committee.
5. Fisheries timing window(s) for construction. Please contact the Ministry of Natural Resources in writing and request the timing windows associated with the watercourses in the study area. Please forward a copy of the response to TRCA.
6. Section 41-Transportation, Infrastructure and Utilities, from the *Oak Ridges Moraine Conservation Plan* in the EA document. A copy of Section 41 can be obtained from the Ministry of Municipal Affairs and Housing at 416-585-6583.
7. Detail that the TRCA has a Level 3 Agreement with the Department of Fisheries and Oceans. The appropriate wording is as follows:

On July 24, 1998, the TRCA signed a Level 3 Agreement with the DFO, which established a streamlined approach to addressing issues pertaining to the Federal Fisheries Act. Conservation Authorities with a Level 3 Agreement determine whether the proposal has a potential for a Harmful Alteration, Disruption or Destruction (HADD) of fish habitat. CA staff will work with the proponent to suggest ways to mitigate the HADD and if mitigatable write Letters of Advice on behalf of DFO. If the CA determines that the HADD cannot be mitigated then the CA will provide a skeleton of a Letter of Intent and a DFO application in order for the proponent to prepare a compensation package. Note that only the DFO through the Minister of Fisheries can authorize compensation regarding a HADD pursuant to Section 35 (2) of the Federal Fisheries Act.
8. The list of CEAA triggers, including a section in the text which indicates what aspects of the EA may trigger the CEAA. The CEAA list may be obtained from the TRCA website.

We also advise that it is very important to contact the Superintendent at the Navigable Protection Program (519-383-1866) at the onset of your project if you will be working in water to obtain a Navigable Determination. Please note that this is only one of the more common CEAA triggers.