

# **Appendix M Consultation**

# **Notice of Study Commencement**



Ms. Darlene Presley  
Lehman and Associates Planning Consultant  
Trans Canada Pipeline  
97 Collier Street  
Barrie, ON L4M 1H2

November 17, 2014

**RE: Winston Churchill Boulevard Improvements from Highway 401 to  
Embleton Road/5 Side Road, Regional Municipalities of Peel and Halton  
Class Environmental Assessment Study**

Dear Sir/Madam:

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If you have any questions or require additional information, please contact the undersigned.

Very truly yours,  
Hatch Mott MacDonald

Gene Chartier, P.Eng.  
Associate and Senior Project Manager  
T 905-940-5827  
[Gene.Chartier@hatchmott.com](mailto:Gene.Chartier@hatchmott.com)

Encl.

cc: G. Dela Cruz, Region of Peel  
P. Monaghan, Region of Halton  
M. Alexander, HMM



Cindy Latendresse  
Admin Assistant / Coordinator, District Office  
Fisheries and Oceans Canada  
3027 Harvester Road Unit 304  
Burlington, ON L7R 4K3

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Encl.

cc: G. Dela Cruz, Region of Peel  
P. Monaghan, Region of Halton  
M. Alexander, HMM



Ms. Allison Berman  
Program Officer  
Consultation & Accommodation Unit  
Aboriginal Affairs and Northern Development Canada  
Comprehensive Land Claims Ontario  
10 Wellington Street Room 1310  
Gatineau, QC K1A 0H4

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cc: G. Dela Cruz, Region of Peel  
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Francois Lachance  
Senior Policy Advisor  
Ministry of Aboriginal Affairs - Aboriginal & Ministry Relationships Branch  
160 Bloor Street East 9th Floor  
Toronto, ON M7A 2E6

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cc: G. Dela Cruz, Region of Peel  
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Ms. Tracy Goodwin  
District Manager, Halton-Peel District Office  
Ministry of the Environment  
4145 North Service Road Suite 3000  
Burlington, ON L7L 6A3

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Katherine Kirzati  
Heritage Planner  
Ministry of Tourism and Culture  
401 Bay Street, Suite 1700  
Toronto, ON M7A 0A7

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Mr. Garry Morden  
Fire Chief  
Peel Fire and Emergency Services  
15 Fairview Road West  
Mississauga, ON L5B 1K7

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Mr. Peter Dundas  
Director  
Region of Peel Ambulance Services  
5299 Maingate Drive  
Mississauga, ON L4W 1G6

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Ed De Grosbois  
Director, Transportation & Works  
City of Mississauga  
3185 Mavis Road  
Mississauga, ON L5C 1T7

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cc: G. Dela Cruz, Region of Peel  
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Mr. Carmelo Tancioco  
Manager of Special Projects  
Enbridge Gas Distribution Inc.  
500 Consumers Road  
North York, ON M2J 1P8

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Mr. Kerry Dick  
Construction and Maintenance Department  
Enbridge Gas Distribution Inc.  
6 Colony Court  
Brampton, ON L6T 4E4

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Markup Department  
Enbridge Gas Distribution Inc., Records Department  
Post A2 P.O. Box 650  
Scarborough, ON M1K 5E3

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*Eugene J. Chartier*

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Ms. Josee Beaugard  
Litigation Case Manager  
Aboriginal Affairs and Northern Development Canada  
Federal Litigation  
25 Eddy Street  
Gatineau, QC K1A 0H4

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Mr. Vito Cassano  
System Planner  
Rogers Cable TV Limited  
3573 Wolfedale Road  
Mississauga, ON, L5C 3T6

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Ms. Angatha Le Donne  
Planning Co-ordinator  
Rogers Cable TV Limited  
3573 Wolfedale Road  
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Mr. Brian Kilbride  
Implementation Coordinator  
861 Redwood Square  
Oakville, ON L6L 6N3

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Anthony Segreto  
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Telus Communications  
2700 Matheson Boulevard East 5th Floor, West Tower  
Mississauga, ON L4W 4V9

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Wendy Lefebvre  
Design Manager – Access Network  
Bell Canada  
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Mississauga, ON L4W 5R1

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Embleton Road/5 Side Road, Regional Municipalities of Peel and Halton  
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Dear Sir/Madam:

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Very truly yours,  
Hatch Mott MacDonald

Gene Chartier, P.Eng.  
Associate and Senior Project Manager  
T 905-940-5827  
[Gene.Chartier@hatchmott.com](mailto:Gene.Chartier@hatchmott.com)

Encl.

cc: G. Dela Cruz, Region of Peel  
P. Monaghan, Region of Halton  
M. Alexander, HMM



Ms. Janice Young  
Manager – Right-of-Way  
Bell Canada  
100 Borough Drive, Floor 3 Green  
Scarborough, ON M1P 4W2

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Encl.

cc: G. Dela Cruz, Region of Peel  
P. Monaghan, Region of Halton  
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Ms. Denise Graham  
Band Administrator  
Alderville First Nation  
11696 2nd Line Road P.O. Box 46  
Roseneath, ON K0K 2X0

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Ms. Rolanda Elijah  
Director of Intergovernmental Affairs  
Association of Iroquois and Allied Indians  
387 Princess Avenue  
London, ON N6B 2A7

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Mr. Allan Dokis  
Director - Intergovernmental Affairs  
Anishinabek Nation/Union of Ontario Indians  
Nippissing First Nation PO Box 611  
North Bay, ON P1B 8J8

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Chief Roland Monague  
Beausoleil First Nation  
1 Ogema Street  
Christian Island, ON L0K1C0

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Chiefs of Ontario  
111 Peter Street Suite 804  
Toronto, ON M5V 2H1

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Chief Sharon Stinson Henry  
Chippewas of Mnjikaning First Nation (Rama)  
5884 Rama Road Suite 200  
Rama, ON L0K 1T0

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Ms. Janice Taylor  
Contact Administrator  
Chippewas of Georgina Island  
R.R. #2 P.O. Box N13  
Sutton West, ON L0E 1R0

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Attention: Ms. Sandy-Mckenzie  
Chippewas of Rama First Nation  
8 Creswick Court  
Barrie, ON L4M 1H2

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Mr. Ryan McBride  
Credit River Metis Council  
56 Baccarat Crescent  
Brampton, ON L7A 1K8

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M. Alexander, HMM



Ms. Debbie Halves  
President  
Credit River Metis Council  
1515 Matheson Boulevard. E. #103  
Mississauga, ON L4W 2P5

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Chief Allen MacNaughton  
Haudenosaunee Confederacy Chiefs Council  
2634 6th Line Road RR2,  
Ohsweken, ON N0A 1M0

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Chief Laurie Carr  
Hiawatha First Nation  
123 Paudash Street R.R.#2  
Keene, ON K0L 2G0

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Sir / Madam  
Métis Consultation Unit  
Métis Nation of Ontario  
500 Old St. Patrick Street Unit D  
Ottawa, ON K1N 9G4

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Sir/Madam  
Metis Consultation Unit  
Metis Nation of Ontario Head Office  
500 Old St. Patrick Street, Unit D  
Ottawa, ON K1N 9G4

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Chief Tracy Gauthier  
Mississaugas of Scugog Island  
22521 Island Road  
Port Perry, ON L9L 1B6

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Chief M. Bryan LaForme  
Mississaugas of New Credit First Nation  
8545 Townline Road RR 1  
Hagersville, ON N0A 1H0

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- *Preference to remain on Project Contact List, or be removed from future notification; and*
- *Agency's areas of interest or concern/Preliminary comments.*

If you have any questions or require additional information, please contact the undersigned.

Very truly yours,  
Hatch Mott MacDonald



Gene Chartier, P.Eng.  
Associate and Senior Project Manager  
T 905-940-5827  
[Gene.Chartier@hatchmott.com](mailto:Gene.Chartier@hatchmott.com)

Encl.

cc: G. Dela Cruz, Region of Peel  
P. Monaghan, Region of Halton  
M. Alexander, HMM



Ms. Patricia Chrisjohn  
Chair  
Peel Aboriginal Network  
5 Wellington Street East  
Brampton, ON L6W 1Y1

November 17, 2014

**RE: Winston Churchill Boulevard Improvements from Highway 401 to  
Embleton Road/5 Side Road, Regional Municipalities of Peel and Halton  
Class Environmental Assessment Study**

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Chief William K. Montour  
Six Nations of the Grand River Territory  
P.O. Box 5000, Ohsweken, ON, L5K 1R8

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Encl.

cc: G. Dela Cruz, Region of Peel  
P. Monaghan, Region of Halton  
M. Alexander, HMM

Ms. Kate Cave  
Land & Resources  
Six Nations Council  
2498 Chiefswood Road P.O. Box 5000  
Oshweken, ON N0A 1M0

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Encl.

cc: G. Dela Cruz, Region of Peel  
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Mr. Jake Linklater  
Case Manager  
Saugeen Ojibway Nation  
RR# 5  
Warton, ON N0H 2T0

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Chief Gros-Louis  
Huron Wendat Nation  
255, Place Chef Michel Laveau  
Wendake, QC G0A 4V0

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*Eugene J. Chartier*

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Associate and Senior Project Manager  
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Encl.

cc: G. Dela Cruz, Region of Peel  
P. Monaghan, Region of Halton  
M. Alexander, HMM

**Notice of Study Commencement  
Contact List**

Agency/Organization	Title	First Name	Last Name	Position	Street	Suite	Address	Email	Telephone
Trans Canada Pipeline	Ms.	Darlene	Presley	Lehman and Associates Planning Consultant	97 Collier Street		Barrie, ON L4M 1H2		
Transport Canada, Ontario Region	Environmental Engineering			Environmental Assessment Coordinator	4900 Yonge Street,	Suite 300	Toronto, ON M2N 6A5		
Fisheries and Oceans Canada		Cindy	Latendresse	Admin Assistant / Coordinator, District Office	3027 Harvester Road	Unit 304	Burlington, ON L7R 4K3		
Aboriginal Affairs and Northern Development Canada Comprehensive Land Claims Ontario	Ms.	Allison	Berman	Program Officer Consultation & Accommodation Unit	10 Wellington Street	Room 1310	Gatineau, QC K1A 0H4		
Ministry of Aboriginal Affairs - Aboriginal & Ministry Relationships Branch		Francois	Lachance	Senior Policy Advisor	160 Bloor Street East	9th Floor	Toronto, ON M7A 2E6		
Ministry of the Environment	Ms.	Tracy	Goodwin	District Manager, Halton-Peel District Office	4145 North Service Road	Suite 3000	Burlington, ON L7L 6A3		
Peel District School Board		Cherry	Greenland	Transportation Coordinator					
Peel Regional Police	Chief	H.M.	Metcalf	c/o Sergeant Dale Waller	7750 Hurontario Street		Brampton, ON L6V 3W6		
Peel Regional Police, Corporate Planning & Resources	Mr.	Mike	Grodzinski	Inspector of Operational Planning	7750 Hurontario Street		Brampton, ON L6V 3W6		
Peel Fire and Emergency Services	Mr.	Garry	Morden	Fire Chief	15 Fairview Road West		Mississauga, ON L5B 1K7		
Region of Peel Ambulance Services	Mr.	Peter	Dundas	Director	5299 Maingate Drive		Mississauga, ON L4W 1G6		
City of Mississauga		Ed	De Grosbois	Director, Transportation & Works	3185 Mavis Road		Mississauga, ON L5C 1T7		
Enbridge Gas Distribution Inc.	Mr.	Carmelo	Tancicco	Manager of Special Projects	500 Consumers Road		North York, ON M2J 1P8		(416) 758-7956
Enbridge Gas Distribution Inc.	Mr.	Kerry	Dick	Construction and Maintenance Department	6 Colony Court		Brampton, ON L6T 4E4		
Enbridge Gas Distribution Inc., Records Department				Markup Department	Post A2	P.O. Box 650	Scarborough, ON M1K 5E3		
Hydro One Networks Orangeville	Mr.	Steve	Davey		40 Olympic Drive		Dundas, ON		
Rogers Cable TV Limited	Mr.	Vito	Cassano	System Planner	3573 Wolfedale Road		Mississauga, ON L5C 3T6		
Rogers Cable TV Limited	Ms.	Angela	La Dorne	Planning Co-ordinator	3573 Wolfedale Road		Mississauga, ON		
Rogers Cable TV Limited	Mr.	Brian	Kilbride	Implementation Coordinator	861 Redwood Square		Oakville, ON L6L 6N3		
Telus Communications	Mr.	Anthony	Segreto	Access Planning Manager, Telus Central Region	2700 Matheson Boulevard East	5th Floor, West Tower	Mississauga, ON L4W 4V9		
Bell Canada	Ms.	Wendy	Lefebvre	Design Manager - Access Network	5115 Creekside Road West	FL3	Mississauga, ON L4W 5R1		
Bell Canada	Ms.	Lynn	Chaput	Municipal Operations Centre	100 Borough Drive,	Floor 5 Blue	Scarborough, ON M1P 4W2		
Bell Canada	Ms.	Jenice	Young	Manager - Right-of-Way	100 Borough Drive,	Floor 5 Green	Scarborough, ON M1P 4W2		
Alderville First Nation	Ms.	Denise	Graham	Band Administrator	11696 2nd Line Road	P.O. Box 46	Rosemeath, ON K0K 2X0	mwarren@aldervillefirstnation.ca	905-352-3242
Association of Iroquois and Allied Indians	Ms.	Rolanda	Elijah	Director of Intergovernmental Affairs	387 Princess Avenue		London, ON N6B 2A7		1-888-269-9593
Anishinabek Nation/Union of Ontario Indians	Mr.	Allan	Dokis	Director - Intergovernmental Affairs	Nipissing First Nation	PO Box 611	North Bay, ON P1B 8J8	info@anishinabek.ca	1-877-702-5200
Beausoleil First Nation	Chief	Roland	Monague		1 Ogema Street		Christian Island, ON L0K1C0	info@chimnissing.ca	
Chiefs of Ontario					111 Peter Street	Suite 804	Toronto, ON M5V 2H1		1 877 517 6527
Chippewas of Mnjwaning First Nation (Rama)	Chief	Sharon	Stinson Henry		5884 Rama Road	Suite 200	Rama, ON L0K 1T0	sap-amp@oc-cla.gc.ca	1-866-854-2121
Chippewas of Georgian Island	Ms.	Jenice	Taylor	Contact Administrator	R.R. #2	P.O. Box N15	Sutton West, ON L0E 1R0		705-437-1337
Chippewas of Rama First Nation	Attention:	Ms.	Sandy-Mckenzie		8 Creswick Court		Barrie, ON L4M 1H2		
Credit River Metis Council	Mr.	Ryan	McBride		56 Baccarat Crescent		Brampton, ON L7A 1K6	creditrivermetiscouncil@hotmail.ca	
Credit River Metis Council	Ms.	Debbie	Halvas	President	1515 Matheson Boulevard, E. #103		Mississauga, ON L4W 2P5		
Cure Lake First Nation	Chief	Allen	MacNaughton		2634 6th Line Road RR2		Ohaweken, ON N0A 1M0	duyboconsult@curelakefn.ca	519-75-2769
Haudenosaunee Confederacy Chiefs Council	Chief	Laurie	Carr		123 Paudash Street	R.R.#2	Keene, ON K0L 2G0	http://mail.knet.ca/srcl/login.php	(705) 295-4421
Hiawatha First Nation	Sir / Madam			Mets Consultation Unit	500 Old St. Patrick Street	Unit D	Ottawa, ON K1N 8G4	education@metisnation.org	613-725-4225
Metis Nation of Ontario	Sir/Madam			Mets Consultation Unit	500 Old St. Patrick Street, Unit D		Ottawa, ON K1N 8G4		
Metis Nation of Ontario Head Office	Chief	Tracy	Gauthier		22521 Island Road		Port Perry, ON L9L 1B6		
Mississaugas of Scouog Island	Chief	M. Bryan	LaForme		8545 Townline Road	RR 1	Hagersville, ON N0A 1H0	bryanlaforme@newcreditfirstnation.com	905-768-1133
Mississaugas of New Credit First Nation	Ms.	Kathy	Erant	Contact Administrator	R.R. #5	22521 Island Road	Port Perry, ON L9L 1B6	kbrant@scougoifirstnation.com	905-985-3337 ext. 222
Mississaugas of Scouog Island First Nation	Ms.	Patricia	Chisnold	Chair	5 Wellington Street East		Brampton, ON L6W 1Y1	wkm@isnations.ca	
Peel Aboriginal Network	Ms.	William K.	Montor		P.O. Box 5000, Ohaweken, ON, L5K 1R8				
Six Nations of the Grand River Territory	Ms.	Kate	Cave	Land & Resources	2498 Chiefswood Road	P.O. Box 5000	Ohaweken, ON N0A 1M0		
Six Nations Council	Mr.	Jake	Linklater	Case Manager	RR# 5		Warton, ON N0H 2T0		
Saugen Ojibway Nation	Chief	Gros-Louis			255, Place Chef Michel Laveau		Wendake, QC G0A 4V0		418-943-3767

**Notice of Study Commencement  
Responses**

Central Region  
Technical Support Section

Région du Centre  
Section d'appui technique

5775 Yonge Street, 8<sup>th</sup> Floor  
North York, Ontario M2M 4J1

5775, rue Yonge, 8<sup>ème</sup> étage  
North York, Ontario M2M 4J1

Tel.: (416) 326-6700  
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November 24, 2014

File No.: EA 01-06-05

Mr. Gino Dela Cruz, P.Eng.  
Project Manager, Infrastructure Programming & Studies  
Transportation Division, Public Works, Region of Peel  
10 Peel Centre Drive, Suite B 4<sup>th</sup> Floor  
Brampton, ON L6T 4B9

RE: Winston Churchill Boulevard Improvements from Highway 401 to Embleton Road/5 Side Road  
Region Municipalities of Peel and Halton  
Class Environmental Assessment Schedule C  
Response to Notice of Commencement

Dear Mr. Gino Dela Cruz,

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

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

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

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

### **Ecosystem Protection and Restoration**

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



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

### **Surface Water**

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

### **Groundwater**

- The status of, and potential impacts to any well water supplies should be addressed. If the project involves groundwater takings or changes to drainage patterns, the quantity and quality of groundwater may be affected due to drawdown effects or the redirection of existing contamination flows. In addition, project activities may infringe on existing wells such that they must be reconstructed or sealed and abandoned. Appropriate information to define existing groundwater conditions should be included in the ESR.
- If the potential construction or decommissioning of water wells is identified as an issue, the ESR should refer to Ontario Regulation 903, Wells, under the *Ontario Water Resources Act*.
- Potential impacts to groundwater-dependent natural features should be addressed. Any changes to groundwater flow or quality from groundwater taking may interfere with the ecological processes of streams, wetlands or other surficial features. In addition, discharging contaminated or high volumes of groundwater to these features may have direct impacts on their function. Any potential effects should be identified, and appropriate mitigation measures should be recommended. The level of detail required will be dependent on the significance of the potential impacts.
- Any potential approval requirements for groundwater taking or discharge should be identified in the ESR. In particular, a Permit to Take Water (PTTW) under the *Ontario Water Resources Act* will be required for any water takings that exceed 50,000 litres per day

## **Air Quality, Dust and Noise**

- Dust and noise control measures should be addressed and included in the construction plans to ensure that nearby residential and other sensitive land uses within the study area are not adversely affected during construction activities.
- The ESR should consider the potential impacts of increased noise levels during the operation of the undertaking due to potentially higher traffic volumes resulting from this project. The proponent should explore all potential measures to mitigate significant noise impacts during the assessment of alternatives.

## **Servicing and Facilities**

- Any facility that releases emissions to the atmosphere, discharges contaminants to ground or surface water, provides potable water supplies, or stores, transports or disposes of waste must have an Environmental Compliance Approval (ECA) before it can operate lawfully. Please consult with the Environmental Approvals Branch to determine whether a new or amended ECA will be required for any proposed infrastructure.
- We recommend referring to the ministry's "D-Series" guidelines – *Land Use Compatibility* to ensure that any potential land use conflicts are considered when planning for any infrastructure or facilities related to wastewater, pipelines, landfills or industrial uses.

## **Contaminated Soils**

- Since the removal or movement of soils may be required, appropriate tests to determine contaminant levels from previous land uses or dumping should be undertaken. If the soils are contaminated, you must determine how and where they are to be disposed of, consistent with *Part XV.1 of the Environmental Protection Act (EPA)* and Ontario Regulation 153/04, *Records of Site Condition*, which details the new requirements related to site assessment and clean up. We recommend contacting the ministry's Halton Peel District Office in Burlington for further consultation if contaminated sites are present.
- The location of any underground storage tanks should be investigated in the ESR. Measures should be identified to ensure the integrity of these tanks and to ensure an appropriate response in the event of a spill. The ministry's Spills Action Centre must be contacted in such an event.
- Any current or historical waste disposal sites should be identified in the ESR. The status of these sites should be determined to confirm whether approval pursuant to Section 46 of the *Environmental Protection Act* may be required for land uses on former disposal sites.
- The ESR should identify any underground transmission lines in the study area. The owners should be consulted to avoid impacts to this infrastructure, including potential spills.

## **Mitigation and Monitoring**

- Design and construction reports and plans should be based on a best management approach that centres on the prevention of impacts, protection of the existing environment, and opportunities for rehabilitation and enhancement of any impacted areas.
- All waste generated during construction must be disposed of in accordance with ministry

requirements.

- Contractors must be made aware of all environmental considerations so that all environmental standards and commitments for both construction and operation are met. Mitigation measures should be clearly referenced in the ESR and regularly monitored during the construction stage of the project. In addition, we encourage proponents to conduct post-construction monitoring to ensure all mitigation measures have been effective and are functioning properly. The proponent's construction and post-construction monitoring plans should be documented in the ESR.

### **Planning and Policy**

- Parts of the study area are subject to the *Growth Plan for the Greater Golden Horseshoe*. The ESR should demonstrate how the proposed study adheres to the relevant policies in these plans.
- The Provincial Policy Statement contains policies that protect Ontario's natural heritage and water resources, including designated vulnerable areas mapped in source water protection assessment reports under the *Clean Water Act*. Applicable policies should be referenced in the ESR, and the proponent should demonstrate how this proposed project is consistent with these policies. Assessment reports can be found on the Conservation Ontario website at: [http://www.conservation-ontario.on.ca/source\\_protection/otherswpreionsindex.htm](http://www.conservation-ontario.on.ca/source_protection/otherswpreionsindex.htm).

### **Class EA Process**

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

## Aboriginal Consultation

- Your proposed project may have the potential to affect Aboriginal communities who hold or claim Aboriginal or treaty rights protected under Section 35 of Canada's Constitution Act 1982. The Crown has a duty to consult First Nation and Métis communities when it knows about established or credibly asserted Aboriginal or treaty rights, and contemplates decisions or actions that may adversely affect them.
- Although the Crown remains responsible for ensuring the adequacy of consultation with potentially affected Aboriginal communities, it may delegate procedural aspects of the consultation process to project proponents.
- The environmental assessment process requires proponents to consult with interested persons and government agencies, including those potentially affected by the proposed project. This includes a responsibility to conduct adequate consultation with First Nation and Métis communities.
- The ministry relies on consultation conducted by proponents when it assesses the Crown's obligations and directs proponents during the regulatory process.
- Where the Crown's duty to consult is triggered in relation to your proposed project, the Ontario Ministry of the Environment and Climate Change is delegating the procedural aspects of rights-based consultation to you through this letter.
- Steps that you may need to take in relation to Aboriginal consultation for your proposed project are outlined in the attached "Aboriginal Consultation Information" document. Please complete the checklist contained there, and keep related notes as part of your consultation record. Doing so will help you assess your project's potential adverse effects on Aboriginal or treaty rights.
- You must contact the Director, Environmental Approvals Branch if you have reason to believe that your proposed project may adversely affect an Aboriginal or treaty right, consultation has reached an impasse, or if a Part II Order request has been submitted. The ministry will then assess the extent of any Crown duty to consult in the circumstances, and will consider whether additional steps should be taken and what role you will be asked to play in them.

Thank you for the opportunity to comment on this project. A draft copy of the ESR should be sent to this office prior to the filing of the final draft, allowing approximately 30 days review time for the ministry's reviewers to provide comments. Please also forward our office the Notice of Completion and ESR when completed. Should your team have any questions regarding the above, please contact me at 416-326-5745.

Yours sincerely,

*Amanda Geham*

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

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

## ABORIGINAL CONSULTATION INFORMATION

### Consultation with Interested Persons under the Ontario Environmental Assessment Act

Proponents subject to the Ontario *Environmental Assessment Act* are required to consult with interested persons, which may include First Nations and Métis communities. In some cases, special efforts may be required to ensure that Aboriginal communities are made aware of the project and are afforded opportunities to provide comments. Direction about how to consult with interested persons/communities is provided in the Code of Practice: Consultation in Ontario's Environmental Assessment Process available on the Ministry's website:

<http://www.ontario.ca/environment-and-energy/consultation-ontarios-environmental-assessment-process>

As an early part of the consultation process, proponents are required to contact the Ontario Ministry of Aboriginal Affairs' Consultation Unit and visit Aboriginal Affairs and Northern Development Canada's Aboriginal and Treaty Rights Information System (ATRIS) to help identify which First Nation and Métis communities may be interested in or potentially impacted by their proposed projects.

ATRIS can be accessed through the Aboriginal Affairs and Northern Development Canada website:

[http://sidait-atris.aadnc-aandc.gc.ca/atris\\_online/](http://sidait-atris.aadnc-aandc.gc.ca/atris_online/)

For more information in regard Aboriginal consultation as part of the Environmental Assessment process, refer to the Ministry's website:

[www.ontario.ca/government/environment-assessments-consulting-aboriginal-communities](http://www.ontario.ca/government/environment-assessments-consulting-aboriginal-communities)

You are advised to provide notification directly to all of the First Nation and Métis communities who may be interested in the project. You should contact First Nation communities through their Chief and Band Council, and Metis communities through their elected leadership.

### Rights-based consultation with First Nation and Métis Communities

Proponents should note that, in addition to requiring interest-based consultation as described above, certain projects may have the potential to adversely affect the ability of First Nation or Métis communities to exercise their established or credibly asserted Aboriginal or treaty rights. In such cases, Ontario may have a duty to consult those Aboriginal communities.

Activities which may restrict or reduce access to unoccupied Crown lands, or which could result in a potential adverse impact to land or water resources in which harvesting rights are exercised, may have the potential to impact Aboriginal or treaty rights. For assistance in determining whether your proposed project could affect these rights, please refer to the attached "Preliminary Assessment Checklist: First Nation and Métis Community Interest."

If there is likely to be an adverse impact to Aboriginal or treaty rights, accommodation may be required to avoid or minimize the adverse impacts. Accommodation is an outcome of consultation and includes any mechanism used to avoid or minimize adverse impacts to Aboriginal or treaty rights and traditional uses. Solutions could include mitigation such as adjustments in the timing or geographic location of the proposed activity. Accommodation may in

certain circumstances involve the provision of financial compensation, but does not necessarily require it.

For more information about the duty to consult, please see the Ministry's website at:

[www.ontario.ca/government/duty-consult-aboriginal-peoples-ontario](http://www.ontario.ca/government/duty-consult-aboriginal-peoples-ontario)

The proponent must contact the Director, Environmental Approvals Branch if a project may adversely affect an Aboriginal or treaty right, consultation has reached an impasse, or if a Part II Order or an elevation request is anticipated; the Ministry will then determine whether the Crown has a duty to consult.

The Director of the Environmental Approvals Branch can be notified either by email with the subject line "Potential Duty to Consult" to [EAASIBgen@ontario.ca](mailto:EAASIBgen@ontario.ca) or by mail or fax at the address provided below:

<b>Email:</b>	<a href="mailto:EAASIBgen@ontario.ca">EAASIBgen@ontario.ca</a> Subject: Potential Duty to Consult
<b>Fax:</b>	416-314-8452
<b>Address:</b>	Environmental Approvals Branch 12A Flr 2 St Clair Ave W Toronto ON M4V1L5

### **Delegation of Procedural Aspects of Consultation**

Proponents have an important and direct role in the consultation process, including a responsibility to conduct adequate consultation with First Nation and Métis communities as part of the environmental assessment process. This is laid out in existing environmental assessment codes of practice and guides that can be accessed from the Ministry's environmental assessment website at

[www.ontario.ca/environmentalassessments](http://www.ontario.ca/environmentalassessments)

The Ministry relies on consultation conducted by proponents when it assesses the Crown's obligations and directs proponents during the regulatory process. Where the Crown's duty to consult is triggered, various additional procedural steps may also be asked of proponents as part of their delegated duty to consult responsibilities. In some situations, the Crown may also become involved in consultation activities.

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

The proponent's responsibilities for procedural aspects of consultation include:

- Providing notice to the elected leadership of the First Nation and/or Métis communities (e.g., First Nation Chief) as early as possible regarding the project;
- Providing First Nation and/or Métis communities with information about the proposed project including anticipated impacts, information on timelines and your environmental assessment process;

- Following up with First Nation and/or Métis communities to ensure they received project information and that they are aware of the opportunity to express comments and concerns about the project. If you are unable to make the appropriate contacts (e.g. are unable to contact the Chief) please contact the Environmental Assessment and Planning Coordinator at the Ministry's appropriate regional office for further direction.
- Providing First Nation and/or Métis communities with opportunities to meet with appropriate proponent representatives to discuss the project;
- Gathering information about how the project may adversely impact the relevant Aboriginal and/or Treaty rights (for example, hunting, fishing) or sites of cultural significance (for example, burial grounds, archaeological sites);
- Considering the comments and concerns provided by First Nation and/or Métis communities and providing responses;
- Where appropriate, discussing potential mitigation strategies with First Nation and/or Métis communities;
- Bearing the reasonable costs associated with these procedural aspects of consultation, which may include providing support to help build communities' capacity to participate in consultation about the proposed project.
- Maintaining a Consultation Record to show evidence that you, the proponent, completed all the steps itemized above or at a minimum made meaningful attempts to do so.
- Upon request, providing copies of the Consultation Record to the Ministry. The Consultation Record should:
  - summarize the nature of any comments and questions received from First Nation and/or Métis communities
  - describe your response to those comments and how their concerns were considered
  - include a communications log indicating the dates and times of all communications; and
  - document activities in relation to consultation.

Successful consultation depends, in part, on early engagement by proponents with First Nation and Métis communities. Information shared with communities must be clear, accurate and complete, and in plain language where possible. The consultation process must maintain sufficient flexibility to respond to new information, and we trust you will make all reasonable efforts to build positive relationships with all First Nation and Métis communities contacted. If you need more specific guidance on Aboriginal consultation steps in relation to your proposed project, or if you feel consultation has reached an impasse, please contact the Environmental Assessment and Planning Coordinator at the Ministry's appropriate regional office.

### **Preliminary Assessment Checklist: First Nation and Métis Community Interests and Rights**

In addition to other interests, some main concerns of First Nation and Métis communities may pertain to established or asserted rights to hunt, gather, trap, and fish – these activities generally occur on Crown land or water bodies. As such, projects related to Crown land or water bodies, or changes to how lands and water are accessed, may be of concern to Aboriginal communities.

Please answer the following questions and keep related notes as part of your consultation record. “Yes” responses will indicate a potential adverse impact on Aboriginal or treaty rights.

Where you have identified that your project may trigger rights-based consultation through the

following questions, you should arrange for a meeting between you and the Environmental Assessment and Planning Coordinator at the Ministry's appropriate regional office to provide an early opportunity to confirm whether Ontario's duty to consult is triggered and to discuss roles and responsibilities in that event.

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



December 9, 2016

Melissa Alexander  
Environmental Planner / Transportation & Logistics  
Hatch Mott MacDonald  
5035 South Service Road, 6<sup>th</sup> Floor  
Burlington, ON  
L7L 6M9

Sent via email [Melissa.alexander@hatch.com](mailto:Melissa.alexander@hatch.com)

Re: Winston Churchill Boulevard Environmental Assessment from Highway 401 northerly to  
Embleton Road, Regions of Peel and Halton

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Dear Ms Alexander:

Infrastructure Ontario (IO) is a crown agency responsible for the strategic management of the provincial realty portfolio on behalf of the Ministry of Infrastructure (MOI). Part of IO's mandate is to protect and optimize the value of the province's real estate portfolio, while ensuring real estate decisions reflect public policy objectives. We appreciate the opportunity to provide you with comments for consideration on the above noted EA.

The EA study area includes provincially-owned lands at 7870 Winston Churchill Blvd, just north of Highway 407. The 4.3 acres property is currently vacant (see site image below). The property does not have frontage on Winston Churchill Blvd but has access via a service road owned by the Region of Halton (PIN 20260146). Staff with the Region have confirmed that they will continue to allow access to the property via this road.



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The EA information online notes that Winston Churchill Blvd is recommended to be widened to 6 lanes at this location. The purpose of this comment letter is to request that long term access to the property from Winston Churchill be maintained, via the existing access road, after construction of the EA-approved widening and/or other improvements. IO would also be interested in pursuing direct access off of Winston Churchill should there be an opportunity as a result of the recommended road widening (subject to other requirements being met, e.g. sight lines, grading, etc.). Please contact the undersigned to discuss this option further.

Yours truly,



Jordan Erasmus MCIP, RPP  
Sr. Planner

cc: Gino Dela Cruz, Project Manager, Region of Peel ([gino.delacruz@peelregion.ca](mailto:gino.delacruz@peelregion.ca))  
Monika Stade, Project Manager – Sales, Easements, and Acquisitions, IO

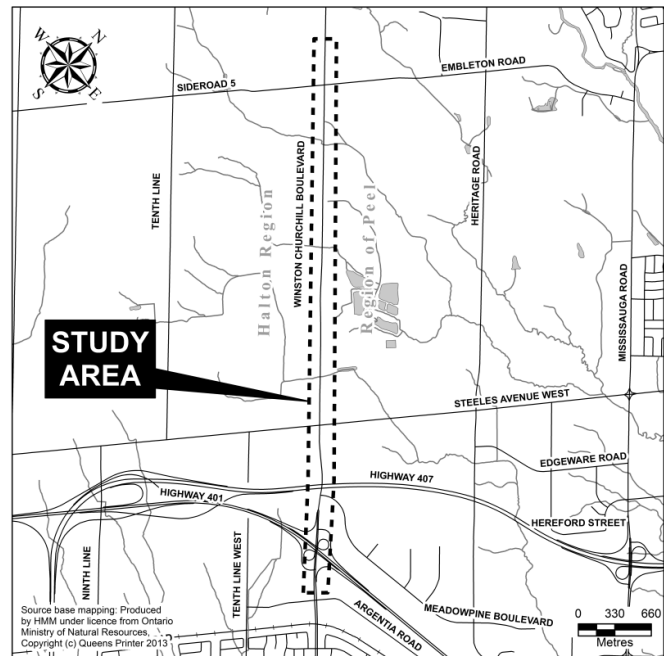
# **Notice of Public Information Centre #1**

# Notice of Public Information Centre #1

## Municipal Class Environmental Assessment Study for Winston Churchill Boulevard Improvements from Highway 401 to Embleton Road/5 Side Road Regional Municipalities of Peel and Halton

### The Study

The Regional Municipalities of Peel and Halton are conducting a Schedule 'C' Municipal Class Environmental Assessment (Class EA) for improvements to Winston Churchill Boulevard from Highway 401 to Embleton Road/5 Side Road (see map). Winston Churchill Boulevard is a north-south arterial road and forms the boundary between the City of Brampton and the Town of Halton Hills. The study will examine the need and justification, as well as feasibility for improvements, including widening, changes to road and intersection geometrics and pavement rehabilitation on Winston Churchill Boulevard to address short and long term issues related to planned future growth; operational and servicing requirements; and road link capacity limitations. The study will also review opportunities to better facilitate public transit and active transportation.



### The Process

The study is being conducted in accordance with the approved requirements for a Schedule 'C' project as described in the Municipal Engineers Association's Municipal Class EA document (as amended 2007 and 2011). A key component of the study is consultation with interested stakeholders (public, landowners and agencies). Two Public Information Centres (PICs) will be held throughout the Study to provide interested stakeholders with an update, as well as an opportunity to provide comments.

The purpose of this Notice is to invite you to attend the first PIC, which has been arranged to present existing conditions and a problem statement to address transportation requirements along Winston Churchill Boulevard, as well as solicit input and feedback from participants. Representatives from both Regions and the Consultant will be present at the PIC to address questions and comments regarding the study. Anyone with an interest in the study is invited to attend and participate. If you cannot attend and would like to provide comments, please forward them by November 5, 2015 to the project team. Following the PIC, the study findings will be reviewed in light of comments received and the preferred solution will be confirmed or modified as necessary. The second PIC will be held in Spring 2016.

**Date:** October 22, 2015  
**(Drop-in-Centre Format)**  
**Time:** 6:00 p.m. to 8:00 p.m.  
**Location:** Norval Queen of Peace  
Croatian Franciscan Centre (CFC) – Large Hall  
9118 Winston Churchill Boulevard, Norval, ON

### Comments and Information

Please visit our website <http://www.peelregion.ca/pw/transportation/assessments.htm> for updates on the project. To provide comments or request additional information about this project, please contact either of the following team members.

**Mr. Gino Dela Cruz, P.Eng.**  
**Project Manager, Infrastructure Programming & Studies**  
**Region of Peel**  
Transportation Division, Public Works  
10 Peel Centre Drive, Suite B 4<sup>th</sup> Floor  
Brampton, ON L6T 4B9  
Phone: 905-791-7800 ext. 7805  
Email: [gino.delacruz@peelregion.ca](mailto:gino.delacruz@peelregion.ca)

**Ms. Melissa Alexander, MCIP, RPP**  
**Environmental Planner**  
**Hatch Mott MacDonald**  
5035 South Service Road, 6<sup>th</sup> Floor  
Burlington, ON L7L 6M9  
Phone: 519-489-4109  
Email: [Melissa.alexander@hatchmott.com](mailto:Melissa.alexander@hatchmott.com)

This Notice first issued on October 8, 2015.

With the exception of personal information, all comments will become part of the public record of the study. The study is being conducted according to the requirements of the Municipal Class Environmental Assessment, which is a planning process approved under Ontario's Environmental Assessment Act.

**Public Information Centre #1  
Memo**

**To** Gino Dela Cruz, Region of Peel  
**From** Melissa Alexander & John Hemingway  
**Date** October 22, 2015  
**Project #** 336921  
**Page** 1 of 5  
**CC** Patrick Monaghan  
**Subject** **Winston Churchill Blvd – Frequently Asked Questions  
Preparation for Public Information Centre (PIC) #1**

The Regional Municipalities of Peel and Halton have initiated a Schedule 'C' Municipal Class Environmental Assessment (EA) for improvements to Winston Churchill Blvd from Highway 401 to Embleton Road/5 Sideroad.

***What is the purpose of the Class EA?***

The purpose of the Class EA is to examine the need and justification, as well as feasibility for improvements including widening, changes to road and intersection geometry and pavement rehabilitation on Winston Churchill Boulevard to address short and long-term issues related to planned future growth; operational and servicing requirements and road link capacity limitations. The study will also review opportunities to better facilitate public transit and active transportation.

***The road was just widened in 2012; why does it need to be widened again?***

The Region of Peel completed a Long Range Transportation Plan in 2012 which identified the need for improvements to Winston Churchill Boulevard, including widening Winston Churchill Boulevard to 6 lanes, as well as transit and travel demand management improvements. The improvements/widening in 2012 were the result of an EA that was initiated in 1997. This study identified the need to widen Winston Churchill Blvd to 6 lanes from Highway 401 to Embleton Road/5 Sideroad, however there were property acquisition delays, resulting in a delay to the overall construction of the widening. The previous EA focused on the widening of Winston Churchill Boulevard between Steeles Avenue and Embleton Road. The focus of this EA will be on the widening between Highway 401 and Embleton Road. By the year 2021, the south end of Winston Churchill Blvd will be widened to 6 lanes from Highway 401 up to Steeles Avenue, and from 2km south of Embleton Road up to Embleton Road will be widened to four lanes. By the 2031, Winston Churchill Blvd will be widened to 6 lanes from Steeles Avenue to Embleton Road/5 Side Road.

***What are the opportunities to get more involved with this project?***

There are many opportunities to get involved with this project. Interested parties can; request to be added to the Project Contact list to receive regular updates on the study, attend Public



**To** Gino Dela Cruz  
**Date** October 16, 2015  
**Page** 2 of 5

Information Centres (PICs) to find out more about the project and provide feedback to Project Team Members, and visit the Project website to find out about upcoming activities. The Project Team encourages comments and input at any point in the study, including questions and feedback.

***What environmental inventories/studies will be completed as part of this Class EA?***

The studies to be completed as a part of this Class EA include; Natural Heritage, Archaeology and Cultural Heritage, Geomorphology, Geotechnical, Hydrology and Pavement Assessment, Noise and Air Quality Assessment, Drainage and Stormwater Management, and a Traffic and Transportation study.

***If trees will be impacted, will new ones be planted?***

As part of Phase 3 of the Class EA, a tree inventory will be undertaken to identify which trees will be impacted by the proposed widening. Based on the by-laws of the Regions, trees may be required to be replaced away from the new alignment.

***What is the proposed project schedule?***

The technical investigations are expected to be complete by summer 2016. Following the completion of technical studies, the alternative design concepts will be identified and evaluated in advance of PIC 2 currently proposed for summer 2016. The Study process will be documented in an Environmental Study Report and be available for review and comment by the public, review agencies and stakeholders in the Fall 2016.

***How will property owners be compensated?***

Following the completion of this Class EA, preliminary impacts to properties will be identified. During the next phase of the project (Detailed Design), the property required will be confirmed and residents/land owners will be contacted to discuss the cost of the required property. The cost of the properties will be calculated based on market value. In addition to permanent property impacts, there may also be temporary property impacts, which will be required for construction staging. Temporary property impacts will be discussed with individual property owners as necessary.

***When will property be acquired by the Regions for construction?***



**To** Gino Dela Cruz  
**Date** October 16, 2015  
**Page** 3 of 5

Following the completion of the Class EA, and the subsequent Detailed Design phase, the Region will be in a position to identify the specific property requirements. The Region anticipates that this will occur in the 5-10 year time frame. Similar to other projects, we anticipate that the improvements to Winston Churchill Blvd will be divided into two sections for Detailed Design and construction. Given this, the southern section of the Study Area, and the 2 km northern section will be moving to Detailed Design and construction first, preferably prior to 2021. The remaining length of Winston Churchill Boulevard from Steeles Avenue up to 5 Sideroad/Embleton Road will be widened to 6 lanes under a separate design and construction contract by 2031, subject to funding availability.

***How will property owners access their property during construction?***

Property owners will access their property in the same manner as before construction, although there might be slight delays. During construction staging, the contractor will ensure that property owners have access to their properties throughout the construction period.

***What about safety of getting into/out of our properties during construction?***

Safety of the community is of utmost importance to the Region of Peel. The Region will provide traffic calming and control measures, as well as appropriate signing to ensure that property owners are able to safely access their driveways and properties throughout construction.

***Widening will increase noise and decrease air quality impacting our quality of life.***

A noise assessment will be completed during Phase 3 of the Class EA process. This will include an assessment of the existing noise that residents currently receive, as well as what the noise increase will be as a result of the road widening. The noise study will also identify areas that will incur increased noise and recommend mitigation measures to address the potential impact. In addition, an air quality assessment will also be completed during Phase 3 of the Class EA to determine existing air quality, as well as future air quality, as well as the recommendation of mitigation measures to minimize the impact.

***What about construction noise?***

During construction, the contractor must follow the noise by-laws outlined by the Region of Halton and the Region of Peel.





**To** Gino Dela Cruz  
**Date** October 16, 2015  
**Page** 4 of 5

***When will Halton residents be receiving municipal services?***

The west side of Winston Churchill Boulevard is currently considered “rural”; therefore there are no plans to provide municipal services within the 2031 timeframe.

***What if my private well is impacted during construction?***

A well-water survey will be undertaken as part of the Class EA to identify existing wells within the study area. As part of the construction, a water-well survey will be required to be completed before construction starts, during construction and again following construction to identify impacts as a result of the construction. All residents whose wells are impacted by the construction will be compensated.

***What is being done to mitigate the pollution caused from construction? Will the roads be sprayed/watered to reduce dust/debris exposure?***

Standard mitigation measures will be applied during construction to minimize impact to surrounding residents. The roads will be sprayed with water to minimize dust during construction. In addition, silt fences will be placed around watercourses to minimize the impact to the terrestrial and aquatic environments.

***How will the GTA West impact this project?***

The Ministry of Transportation Ontario’s (MTO) Greater Toronto Area West (GTA West) project will not impact this project. The GTA West has recently become active again and there continue to be discussions regarding the location of the future Highway alignment. Questions would be best directed to the MTO for further clarification (Paul Ahn)?

***Why are we putting active transportation along Winston Churchill Blvd?***

The Peel Active Transportation Study (February 2012) provides a framework to increase the number of walking and cycling trips, with connections to transit to provide a safer and friendlier environment for pedestrians and cyclists. Winston Churchill Blvd was recommended to have a multi-use trail to promote cycling within the Study Area. The ATP responds to some of the goals and strategic actions in the Region of Peel’s Strategic Plan (2011-2014) including improving air quality and adapting to climate change; to support and influence sustainable transportation systems; to maintain and improve the health of the community through community design and to promote a supportive environment for health weights through

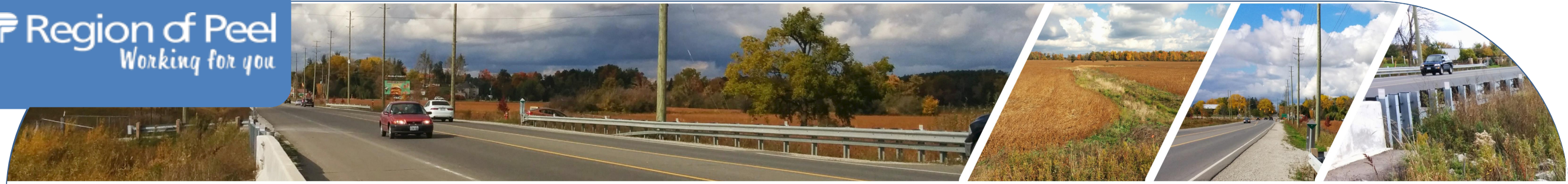


**To** Gino Dela Cruz  
**Date** October 16, 2015  
**Page** 5 of 5

increasing physical activity. The vision of the plan is to create a safe place to promote alternative transportation options. The approach for developing the network was based on the following principles:

- Providing active transportation within all Regional corridors for access to adjacent land uses and destinations
- Provide separate space for users along Regional roads for safety and comfort
- Active transportation facilities should be within the existing/planned right-of-way where possible
- The Active Transportation network to connect and integrate with existing and planned transit services, stops and locations; and
- Additional enhancements for the pedestrian environment should be implemented in areas where there is a high potential for walking trips to encourage people to walk for short trips.

# **Public Information Centre #1 Presentation**



# Public Information Centre #1

**Winston Churchill Boulevard  
Municipal Class Environmental Assessment Study  
Highway 401 to Embleton Road / 5 Sideroad**

Regional Municipalities of Peel and Halton

Date: October 22, 2015

# Get Involved!

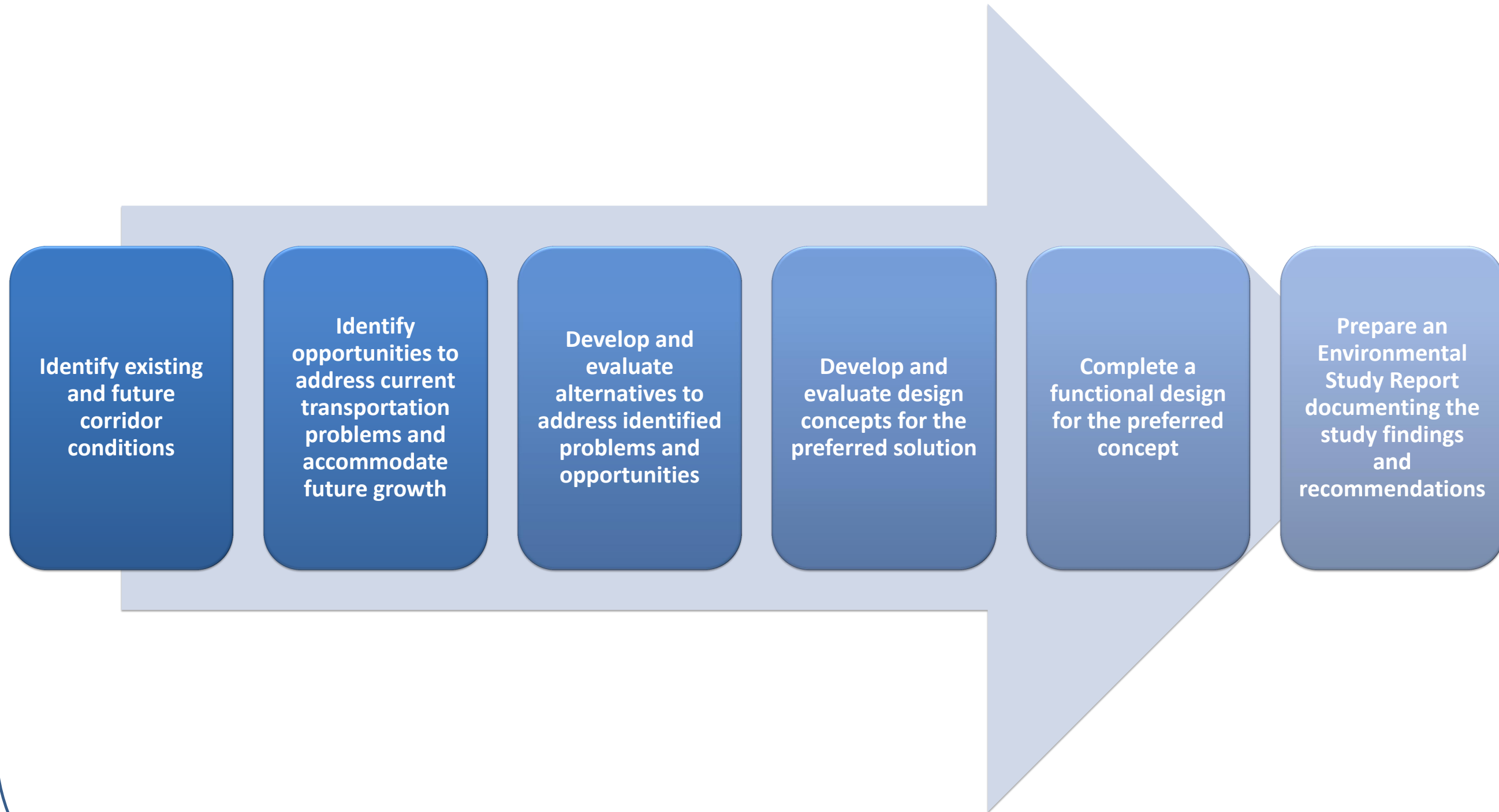
Please participate by:

- Signing the attendance register;
- Reviewing the display panels;
- Asking questions and sharing your experience with the Project Team;
- Completing a comment form; and
- Visiting the Region's website for more information as the study progresses:

<http://www.peelregion.ca/pw/transportation/assessments.htm>

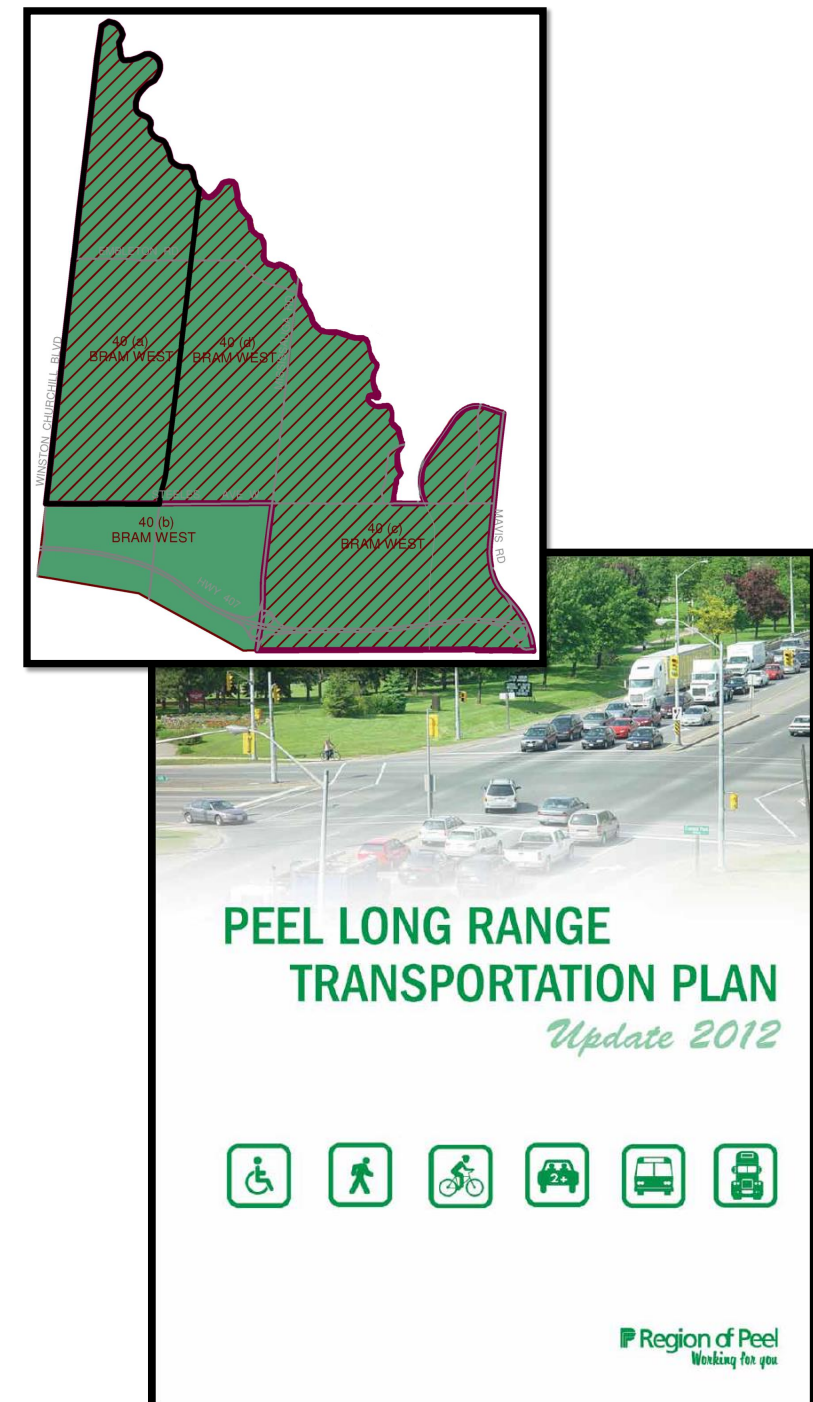


# Study Objectives



# Study Background

- Significant growth has been and is planned in/around the study area, including:
  - The Bram-West Secondary Plan area on the east side of Winston Churchill Blvd
- The 2012 Long Range Transportation Plan Update identifies transportation challenges and an improvement plan to address them, including:
  - Transit and travel demand management improvements
  - Widening Winston Churchill Blvd to 6 lanes



# Future Projects

## Peel Region

- Steeles Avenue widening (Winston Churchill Blvd to Chinguacousy Road)

## Halton Region

- Steeles Avenue widening (Eighth Line North to Winston Churchill Blvd)

## City of Brampton

- Bram West Secondary Plan
- Bramwest Parkway/ Financial Drive EA

## Ministry of Transportation

- Widening Highway 401 (west of Hurontario Street to Regional Road 25 beyond 2016)
- GTA West

## 407 ETR

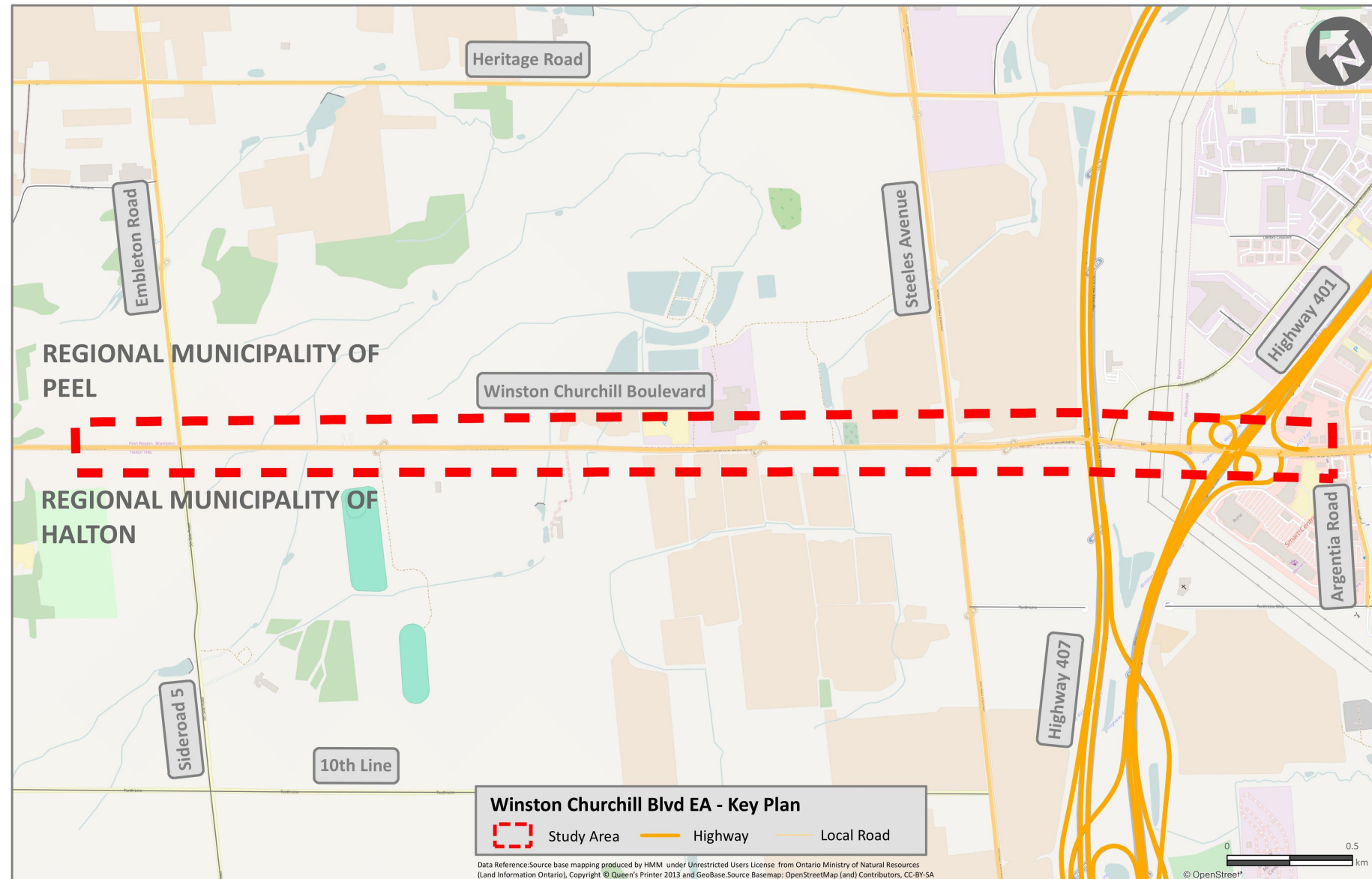
- Widening Highway 407

## Future Transit

- Lisgar GO Station BRT

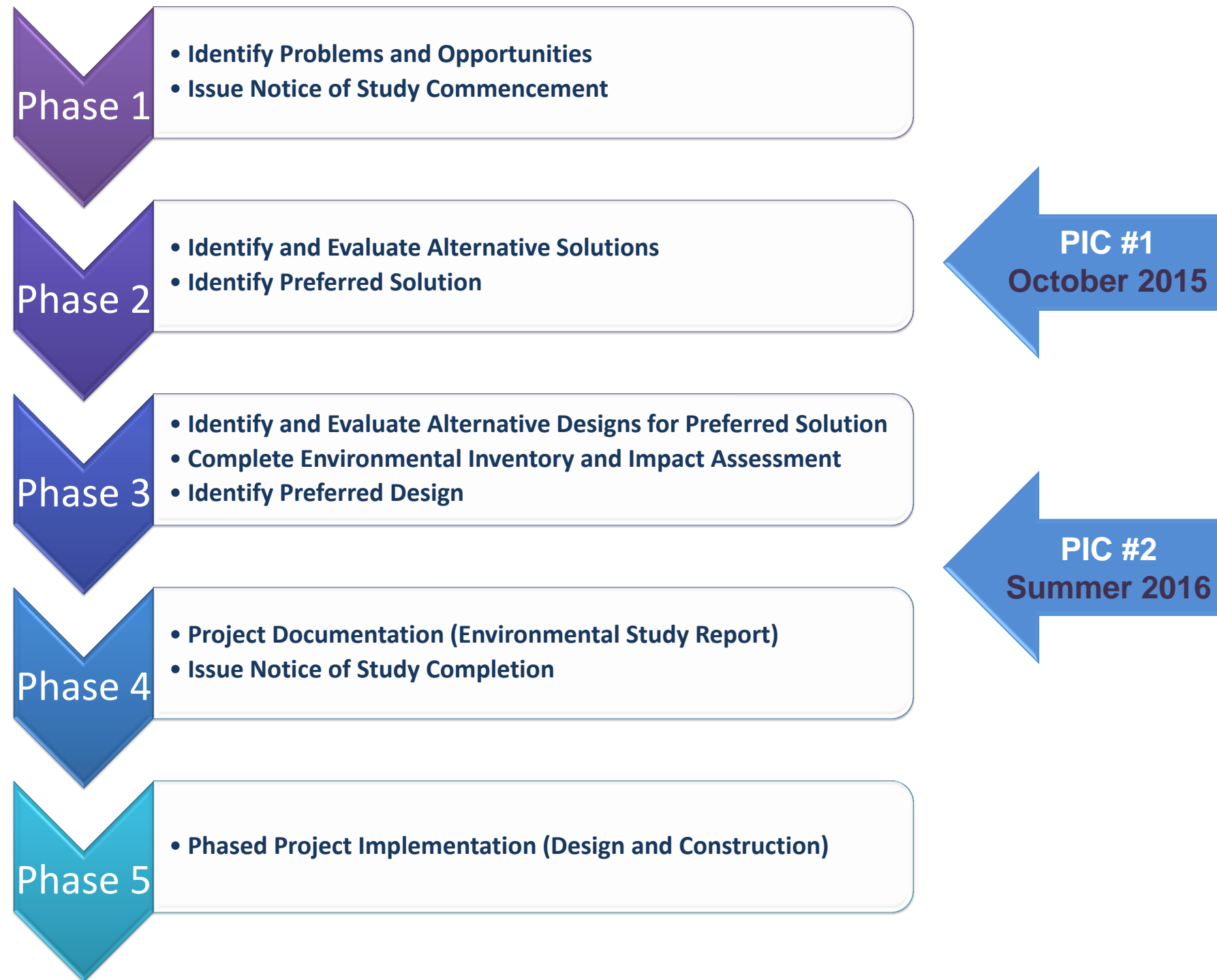


# Study Area



The Winston Churchill Blvd Study Area extends 4.2 km from Highway 401 to Embleton Road/5 Sideroad, bordering the Cities of Brampton and Mississauga and the Town of Halton Hills.

# Class EA Process

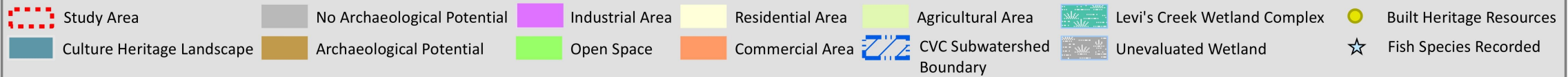


# Existing Conditions

## Natural, Cultural and Archaeology



**Winston Churchill Blvd EA - Existing Natural, Cultural and Archaeology**

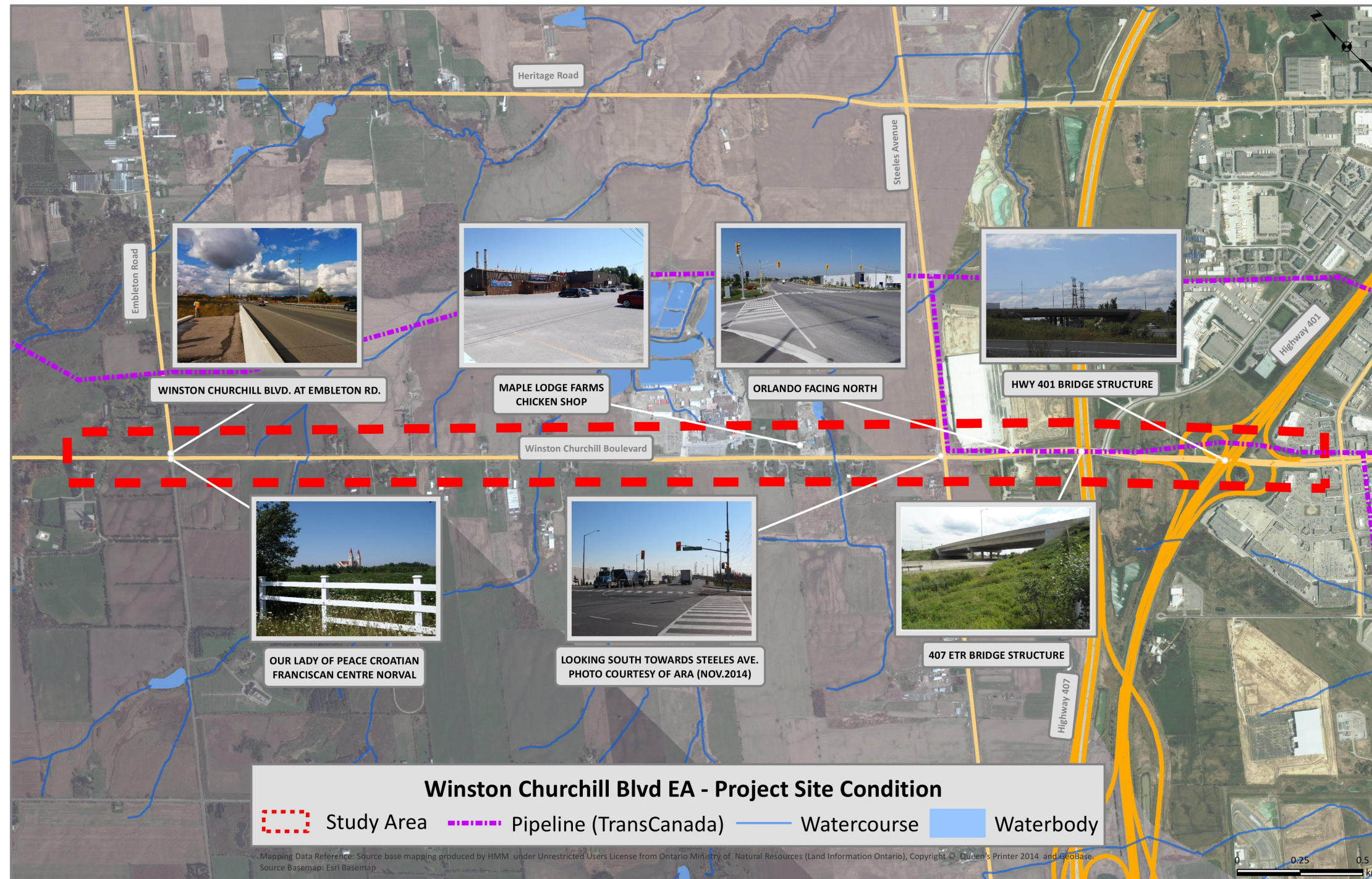


# Natural Environment

- Study Area located in headwaters of two subwatersheds (Levi Creek and Mullet Creek)
- Three warm-water watercourses: Levi North and South, Mullet Creek
- Remainder of crossings are ephemeral
- Brook Stickleback identified in Mullet Creek and North Levi Creek – tolerant species
- Tributaries of Levi Creek are upstream of regulated Redside Dace habitat (may be subject to Endangered Species Act (2007))
- A unit of the Provincially Significant Levi Creek Wetland Complex is associated with Levi Creek

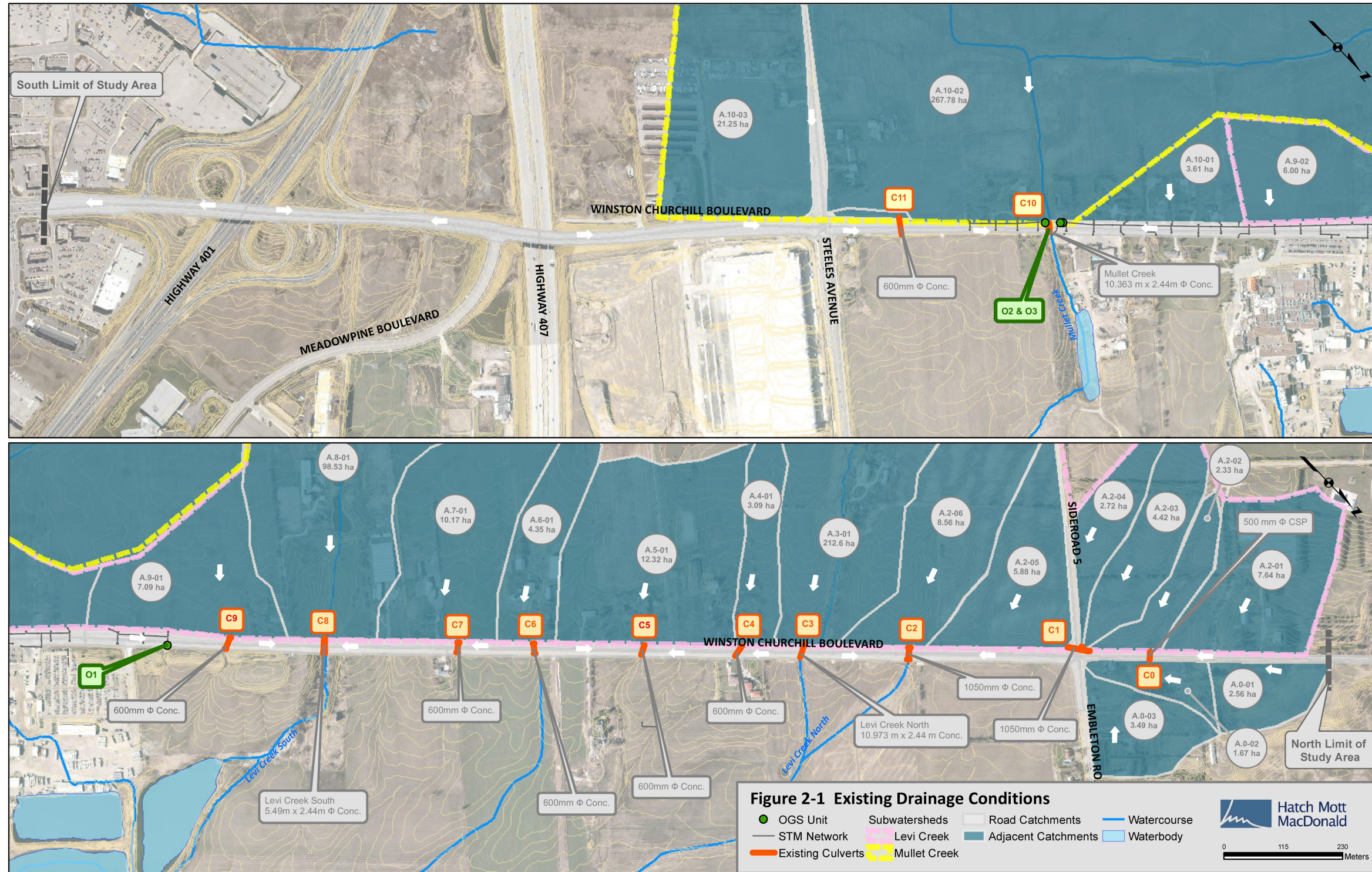
# Existing Conditions

## Project Site Conditions

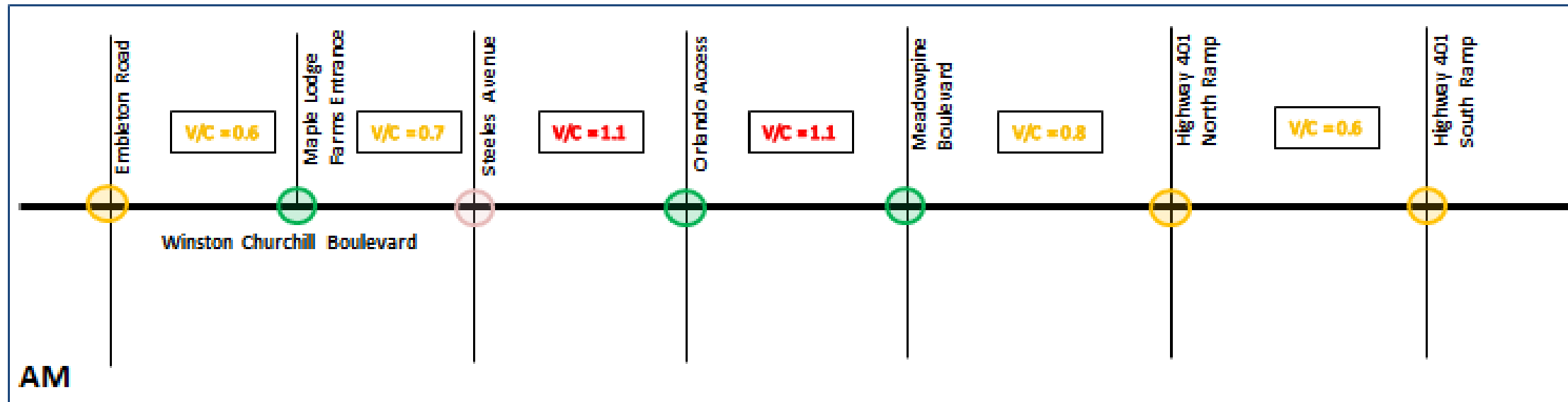


# Existing Conditions

## Existing Drainage Conditions

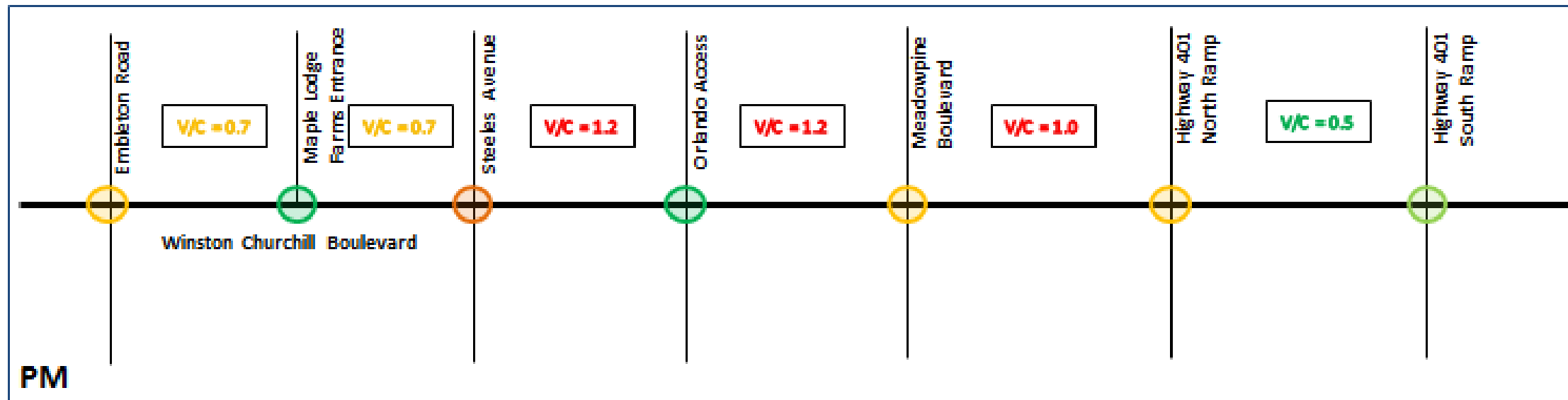
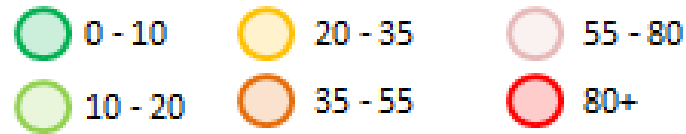


# Existing (2014) Conditions

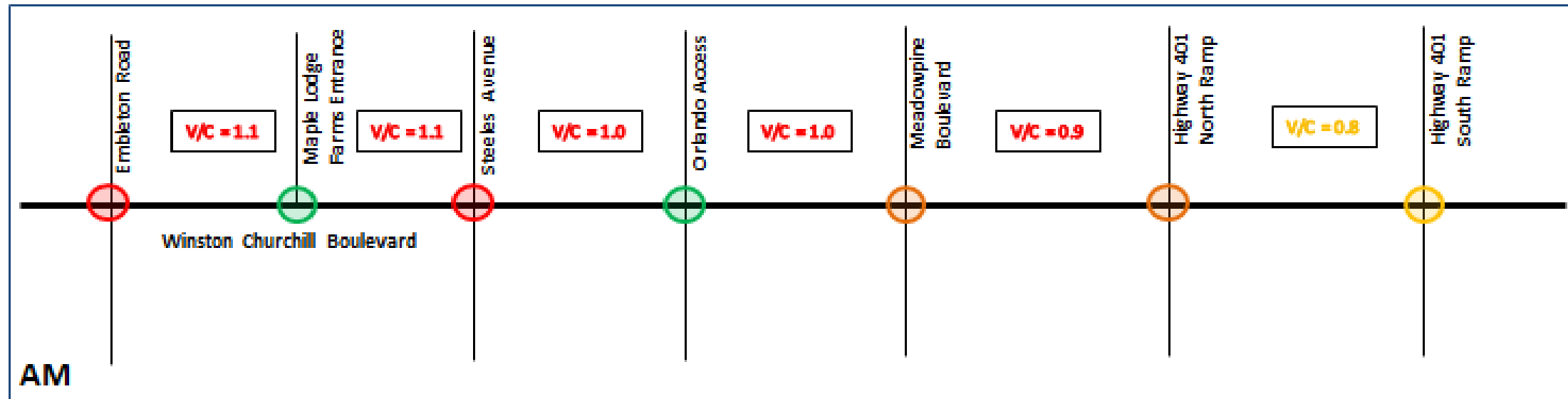


**LEGEND**

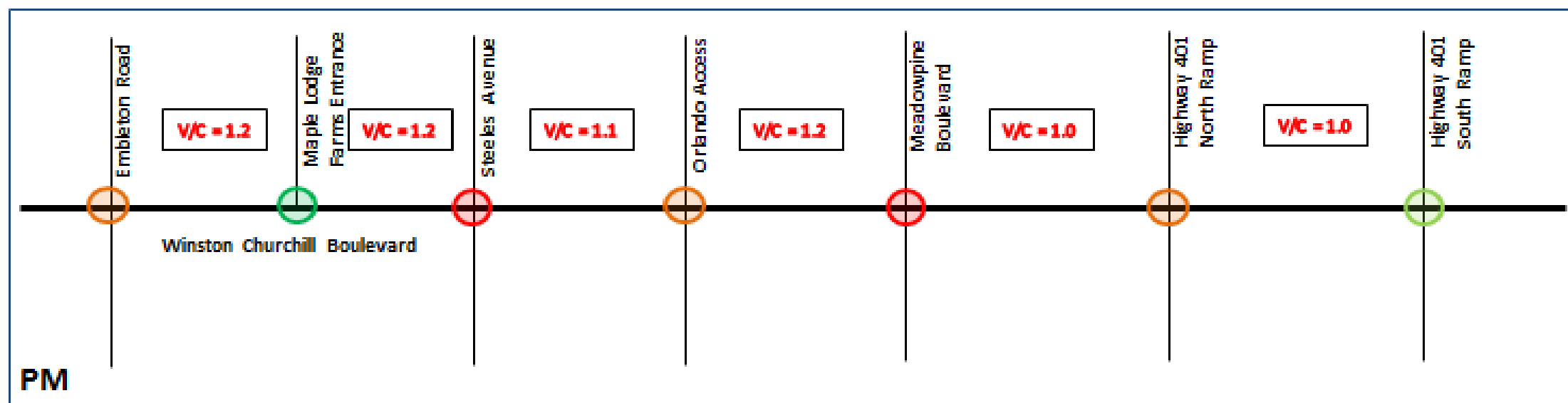
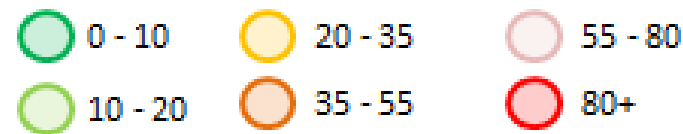
AVERAGE DELAY PER VEHICLE (SECONDS)



# Future (2031) Conditions - No Improvements

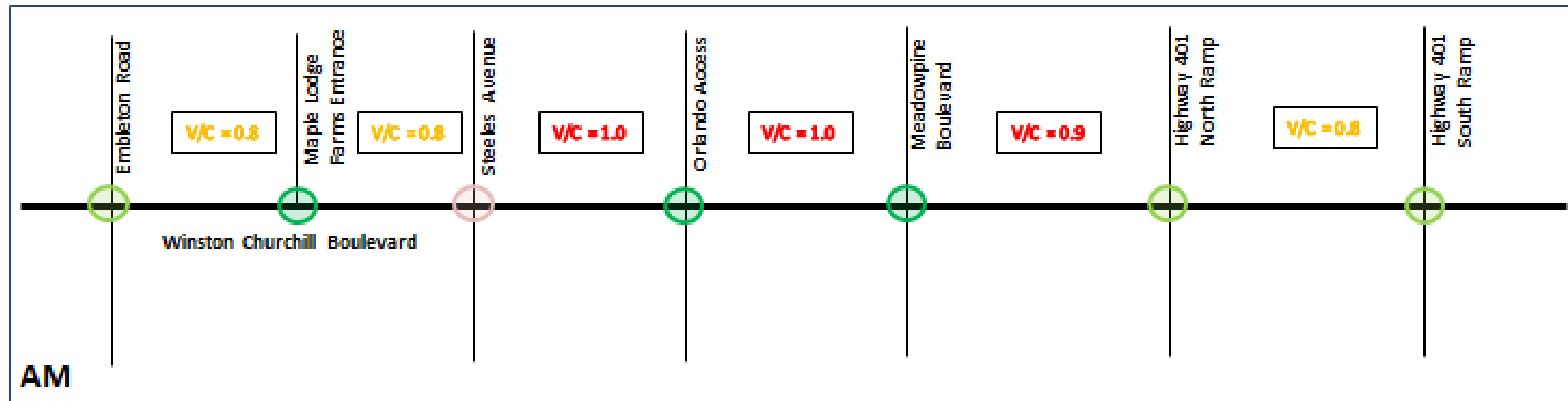


**LEGEND**  
AVERAGE DELAY PER VEHICLE (SECONDS)

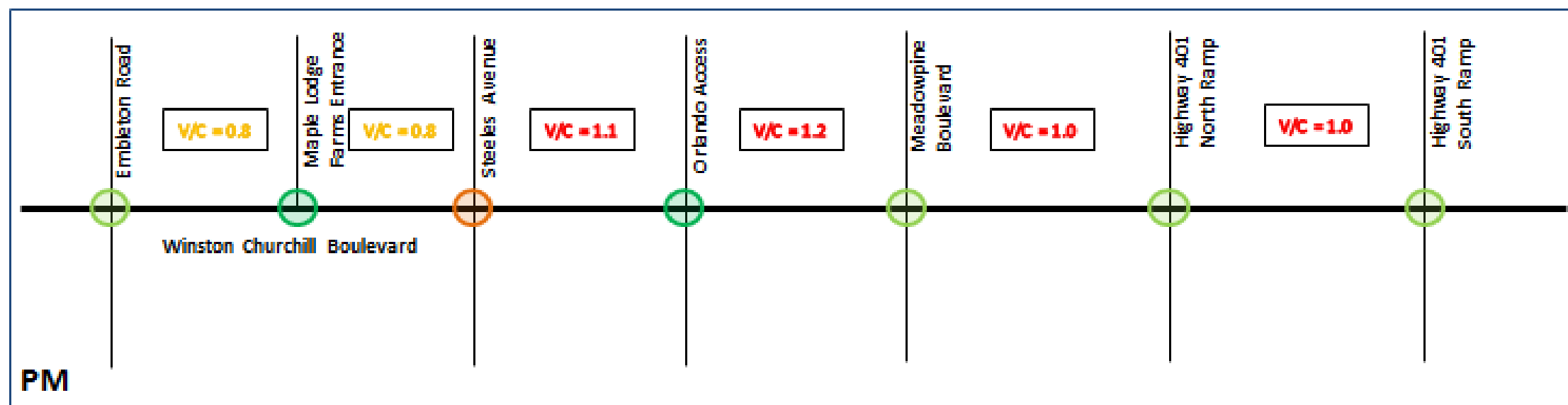
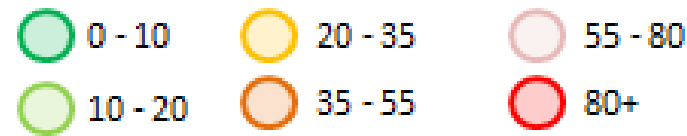




# Future (2031) Conditions – With Improvements



**LEGEND**  
AVERAGE DELAY PER VEHICLE (SECONDS)








## Traffic Analysis Summary

- By 2021 – Winston Churchill Blvd recommended to be widened to 6 lanes from Highway 401 to Steeles Avenue and widened to 5 lanes from 2km south of Embleton Road to Embleton Road
- By 2031 – Winston Churchill Blvd recommended to be widened to 6 lanes from Steeles Avenue to Embleton Road
- The section from Highway 401 to Steeles Avenue and the section north of the Maple Lodge Farms entrance are at capacity
- With continued growth, Winston Churchill Blvd will be operating well over capacity unless improvements are made

# Recommended Active Transportation



	multi-use trail		proposed sidewalk (one side)
	proposed bike lane		proposed class I pathway (off-street)
	proposed sidewalk (two sides)		

# Problem Statement

Although Winston Churchill Boulevard currently operates at acceptable travel conditions and poses minimal safety and operational issues, the forecasted growth for Peel Region suggests that Winston Churchill Boulevard will experience congestion, safety and operational issues if no improvements are implemented by 2021.

An opportunity exists to improve Winston Churchill Boulevard to accommodate future traffic demand, including active transportation facilities and improved streetscaping.

Improvements will be assessed using a number of factors including the ability to minimize impacts to the natural, social and cultural environments.

# Alternative Solutions

The following alternative solutions were identified to address the Problem Statement.

**1) Do Nothing**

- As a baseline for comparison with other alternatives

**2) Transportation Demand Management/System Management (TDM/TSM)**

- Change travel demand, reduce traffic volumes (encourage active transportation), encourage use of other modes of travel

**3) Widen/Improve Winston Churchill Boulevard**

- Involves widening Winston Churchill Blvd to accommodate additional lanes, cycling lanes, sidewalks, and safety improvements

**4) Widen Other Roads or Construct New Roads**

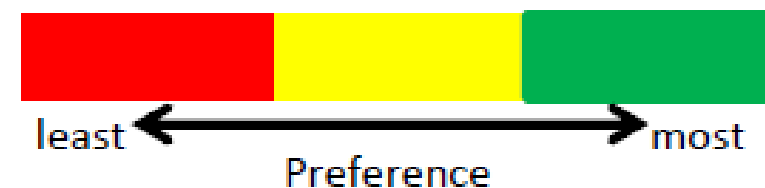
- Involves widening other parallel roads or constructing new roads

# Evaluation Criteria

<p><b>Natural Heritage</b></p> <ul style="list-style-type: none"> <li>• Natural heritage resources</li> <li>• Fisheries and aquatic resources</li> <li>• Vegetation</li> <li>• Surface water</li> <li>• Groundwater</li> <li>• Geotechnical</li> <li>• Fluvial geomorphology</li> </ul>	<p><b>Cultural Environment</b></p> <ul style="list-style-type: none"> <li>• First Nation communities</li> <li>• Archaeological resources</li> <li>• Built heritage and cultural heritage resources</li> </ul>	<p><b>Social Environment</b></p> <ul style="list-style-type: none"> <li>• Communities, recreational facilities, land uses</li> <li>• Noise/vibration</li> <li>• Air quality and aesthetics</li> <li>• Property impacts</li> </ul>
<p><b>Land Use Planning</b></p> <ul style="list-style-type: none"> <li>• Consistency with Provincial, Regional and Municipal Policies</li> </ul>	<p><b>Transportation</b></p> <ul style="list-style-type: none"> <li>• Mobility improvements</li> <li>• Safety improvements</li> <li>• Design standard</li> </ul>	<p><b>Costs</b></p> <ul style="list-style-type: none"> <li>• Property costs</li> <li>• Maintenance costs</li> </ul>

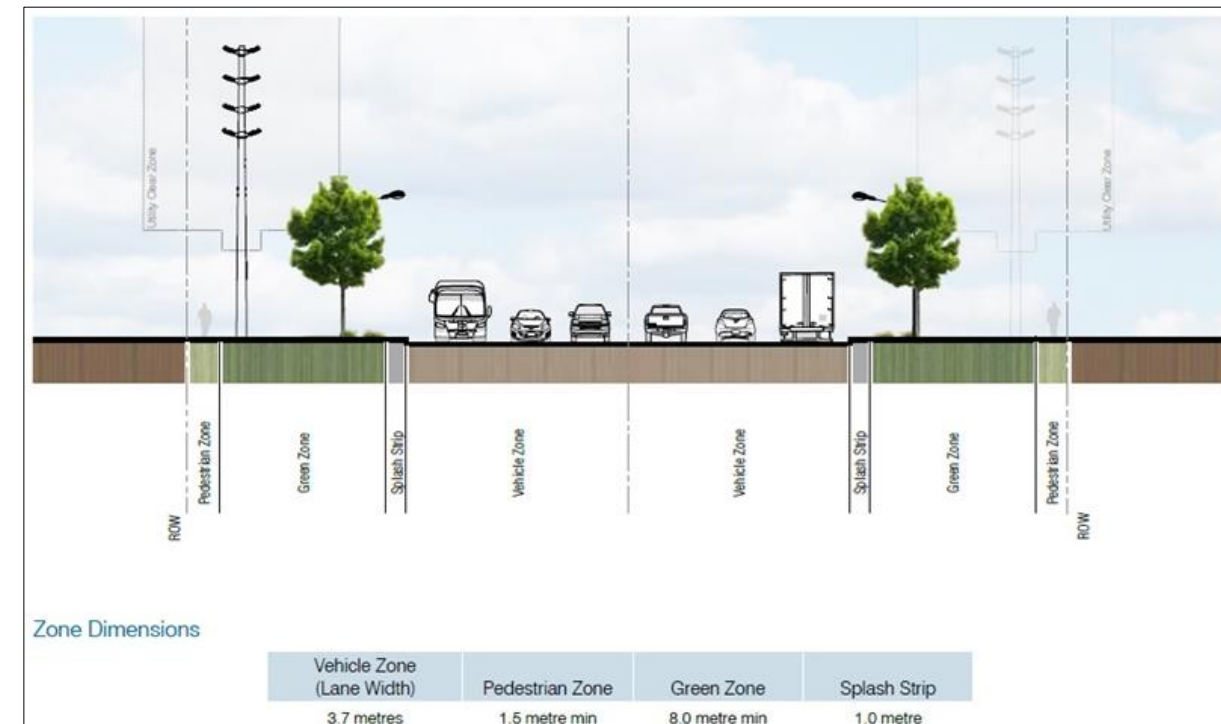
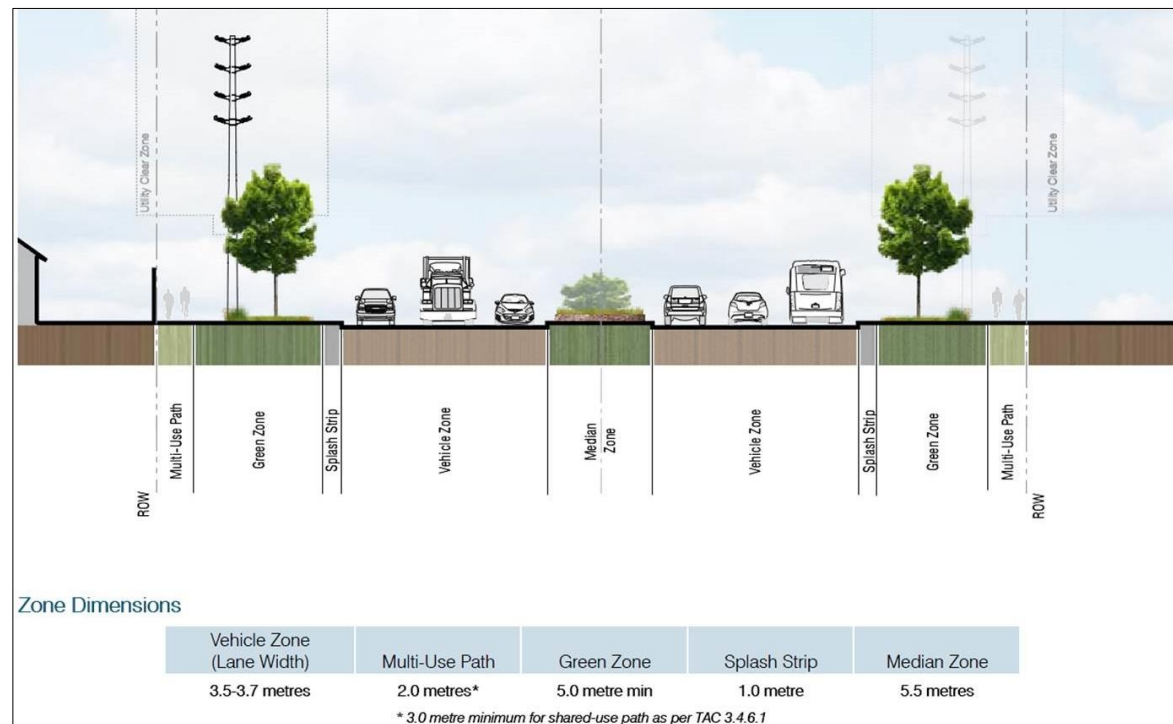
# Assessment of Alternative Solutions

	Alternative 1 Do Nothing	Alternative 2 Transportation Demand Management	Alternative 3 Widen/Improve Winston Churchill Blvd	Alternative 4 Widen other roads/ construct new
Natural Heritage	Green	Green	Yellow	Red
Cultural	Yellow	Yellow	Red	Red
Social Environment	Yellow	Green	Green	Red
Land Use	Red	Yellow	Green	Red
Transportation	Red	Red	Green	Red
Costs	Yellow	Yellow	Red	Red
Recommendation	<b>NOT CARRIED FORWARD</b> <ul style="list-style-type: none"> <li>• No impact on the natural environment</li> <li>• Does not address the transportation needs along the corridor</li> </ul>	<b>CARRIED FORWARD</b> <ul style="list-style-type: none"> <li>• No impact on the natural environment</li> <li>• Encourages use of non-auto travel</li> <li>• Does not fully address transportation needs along the corridor</li> </ul>	<b>CARRIED FORWARD</b> <ul style="list-style-type: none"> <li>• Potential to impact natural, cultural environment</li> <li>• Improves social environment including recreational facilities and aesthetics through landscaping</li> <li>• Addresses transportation needs along the corridor</li> </ul>	<b>NOT CARRIED FORWARD</b> <ul style="list-style-type: none"> <li>• Greatest impact on natural, cultural and social environment</li> <li>• Not consistent with land use planning policy</li> <li>• Does not address transportation needs along corridor</li> </ul>



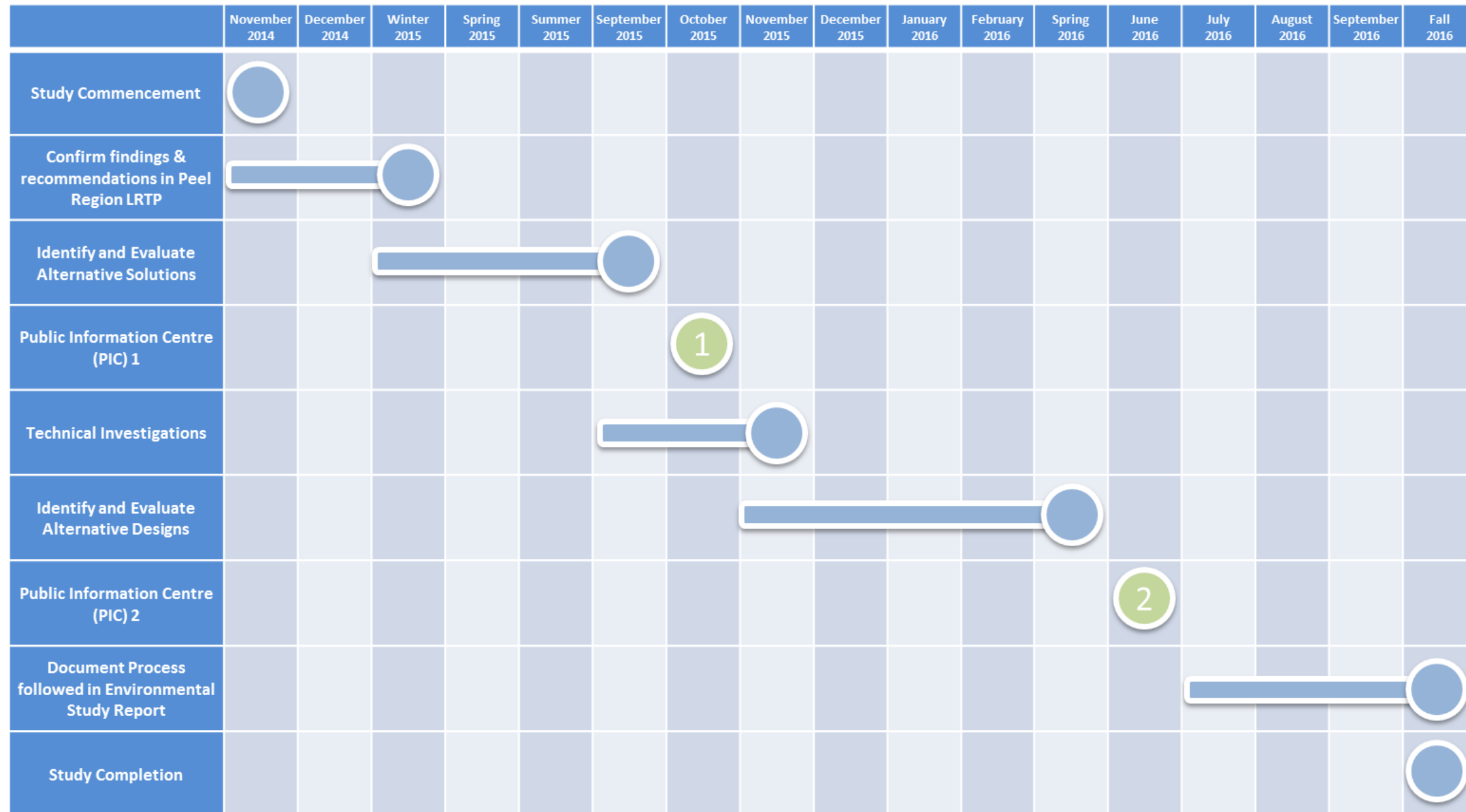
# Preliminary Typical Cross Sections

- **Industrial Connector** by the Region of Peel's Road Characterization study
- 45m Right-of-Way





# Project Schedule/Timeline



\*Dates are approximate

# Next Steps

The next steps in the study process are as follows:

- Receive comments from the public and other stakeholders regarding the evaluation and identification of the preliminary preferred solution;
- Identify alternative design concepts for the preferred solution;
- Complete technical investigations to evaluate alternative design concepts; and
- Hold PIC #2 to present the preliminary preferred design concept.

# Thank You!

- We appreciate the time you have taken to learn about our plans.
- You can view today's information boards on the Project website:  
<http://www.peelregion.ca/pw/transportation/assessments.htm>
- Please complete a Comment Sheet and place it in the Comment Sheet box, or forward to the Project Manager by November 5<sup>th</sup>, 2015:

Melissa Alexander, MCIP, RPP  
5035 South Service Road, 6<sup>th</sup> Floor  
Burlington, ON L7L 6M9  
[Melissa.Alexander@hatchmott.com](mailto:Melissa.Alexander@hatchmott.com)

**Public Information Centre #1  
Comment Sheet**

**Winston Churchill Boulevard  
Municipal Class EA Study  
Highway 401 to Embleton Road / 5 Sideroad**

Thank you for providing us with input regarding the Winston Churchill Boulevard Class EA. Please submit your comments today or forward by November 5, 2015 to: **Melissa Alexander, MCIP, RPP, Environmental Planner, Hatch Mott MacDonald, 5035 South Service Road, 6<sup>th</sup> Floor, Burlington, ON L7L 6M9, [Melissa.Alexander@hatchmott.com](mailto:Melissa.Alexander@hatchmott.com)**

**Please provide us with some contact information:**

Name	E-mail
Address	Phone
City, Prov., Postal Code	

**1. Please indicate your reason for attending tonight's PIC:**

Local Resident

Business Owner

General Interest

**2. What transportation issues are you experiencing in the Study Area?**

Add a list with check boxes

**3. How did you hear about the PIC? (Please circle)**

**Put the options from #7**

**4. Do you have additional existing condition information to provide regarding the study area?**

Add lines here

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**5. What information presented today surprised you. Please explain.**

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**6. What factors should be used to evaluate the alternative solutions? (ie., proximity to environmental, residential, commercial land uses, safety, etc.)**

**7.**

**Newspaper**

**Website**

**Friend**

**Other: (Please state) \_\_\_\_\_**

***Thank you for your participation!***

8.

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**9. Please rate the following by circling the appropriate number**

a. How informative were the display boards?

Very		Somewhat		Not at all
1	2	3	3	5

b. How helpful were the staff and consultants in attendance?

Very		Somewhat		Not at all
1	2	3	3	5

**10. Do you require a written response to these comments?**

Yes

No

**11. Please provide any additional comments below:**

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**THANK YOU FOR YOUR TIME**

Personal information submitted (e.g., name, address and phone number) is collected, maintained and disclosed under the authority of the *Environmental Assessment Act* and the *Municipal Freedom of Information and Protection of Privacy Act* for transparency and consultation purposes. Personal information you submit will become part of a public record that is available to the general public, unless you request that your personal information remain confidential.

*Thank you for your participation!*

## **Notice of Public Information Centre #2**



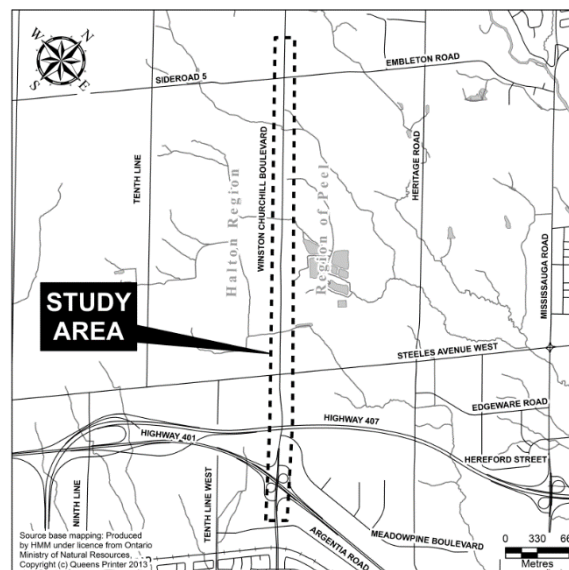
## Environmental Assessment Study NOTICE OF VIRTUAL PUBLIC INFORMATION CENTRE #2

### Winston Churchill Boulevard Improvements from Highway 401 to Embleton Road/5 Side Road Regional Municipalities of Peel and Halton

#### The Study

The Regional Municipalities of Peel and Halton are conducting a Schedule 'C' Municipal Class Environmental Assessment (Class EA) for improvements to Winston Churchill Boulevard from Highway 401 to Embleton Road / 5 Side Road (see map). Winston Churchill Boulevard is a north-south Regional arterial road and forms the boundary between the City of Brampton and the Town of Halton Hills.

The purpose of the study is to examine the need and justification, as well as feasibility for improvements (including widening), changes to road and intersection geometrics, and pavement rehabilitation on Winston Churchill Boulevard to address short and long-term needs related to planned future growth. The study will also review opportunities to better facilitate public transit and active transportation.



#### The Study Process Includes:

- Indigenous engagement
- Stakeholder consultation (e.g., public, landowners and review agencies)
- An evaluation of alternative solutions and alternative design concepts
- The identification of a preferred design concept
- Two Public Information Centres (PICs)
- Mitigation measures to reduce impacts on the surrounding environment

#### Virtual Public Information Centre

The purpose of this Notice is to invite you to attend the second PIC that will be held to receive input from the public and interested stakeholders. The PIC information will be provided online at the website linked below. The material will include a summary of PIC #1 and activities that have occurred since, the alternative design concepts which are currently being considered to address transportation requirements in the Study Area. The PIC material will be made available from May 19 to June 9, 2022. Comments regarding the project will be received until June 19, 2022. A summary of questions and answers will be posted online following the PIC.

#### Comments and Information

Please visit our website <https://peelregion.ca/pw/transportation/construction/environmental-assessment/winston-churchill-boulevard.asp> for updates on the project.

If you would like to provide comments or have questions, or if you would like to be added to the Project Contact List, please contact one of the Project Managers listed below.

#### **Tareq Mahmood**

Project Manager, Infrastructure Programming & Studies  
Region of Peel  
Transportation Division, Public Works  
10 Peel Centre Drive, Suite B 4<sup>th</sup> Floor  
Brampton, ON L6T 4B9  
Phone: 905-791-7800 ext. 7828  
Email: [tareq.mahmood@peelregion.ca](mailto:tareq.mahmood@peelregion.ca)

#### **Ms. Melissa Alexander, MCIP, RPP**

Project Manager  
Hatch Ltd.  
2800 Speakman Drive  
Mississauga, ON L5K 2R7  
Phone: 905-486-0744  
Email: [melissa.alexander@hatch.com](mailto:melissa.alexander@hatch.com)

#### **Patrick Monaghan, CET, PMP**

Halton Region Representative  
Halton Region  
Infrastructure Planning & Policy, Public Works  
1151 Bronte Road  
Oakville, ON L6M 3L1  
Phone: 905-825-6000, ext. 7213  
Email: [Patrick.monaghan@halton.ca](mailto:Patrick.monaghan@halton.ca)

This Notice first issued on May 5, 2022.

**Notice of Public Information Centre #2  
Responses**

From: Mahmood, Tareq <tareq.mahmood@peelregion.ca>  
Sent: March 15, 2022 1:16 PM  
To: Stacey.laforme@mncfn.ca; FawnS@mncfn.ca; info@hdi.land; lonnybomberry@sixnations.ca; consultations@metisnation.org; JesseF@metisnation.org; louis.lesage@wendake.ca  
Cc: Alexander, Melissa; MacDonald, Carling  
Subject: Winston Churchill Boulevard Class EA - PIC-2 slides and Preliminary design  
Attachments: WCB Class EA Preliminary Design.pdf; WCB Class EA PIC No. 2 slides.pdf

**\*\* CAUTION: This email originated outside Hatch. Do not click links or open attachments unless you can authenticate the sender and the content**

Hi everyone,

The Region of Peel and the Region of Halton have undertaken Winston Churchill Boulevard Municipal Class Environmental Assessment Study, from Highway 401 north to Embleton Road/5 Sideroad, which is currently leading up to Public Information Centre (PIC#2) in the last week of April 2022, wherein the alternative concepts will be presented.

Please find the attached updated preliminary design and PIC-2 slides for your review. We request to provide comments by Tuesday, March 29, 2022. Should you have any questions or require further clarification with regards to the material that has been shared – please reach out to me or the Consultant project manager, Melissa Alexander ([melissa.alexander@hatch.com](mailto:melissa.alexander@hatch.com)).

Best regards,

Tareq Mahmood  
Project Manager, Infrastructure Programming and Studies  
Transportation, Public Works, Region of Peel  
10 Peel Centre Dr., Suite B, 4<sup>th</sup> floor  
Brampton, ON L6T 4B9  
Tel: 905-791-7800 ext. 7828  
Cell: 905-872-6475  
Email: [tareq.mahmood@peelregion.ca](mailto:tareq.mahmood@peelregion.ca)



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From: Contini, Rachael (IO) <Rachael.Contini@infrastructureontario.ca>  
Sent: June 3, 2022 12:46 PM  
To: MacDonald, Carling  
Subject: EA Notice Response - Notice of Public Information Centre No. 2 for Winston Churchill Blvd Road Improvements  
Attachments: Notice of PIC 2 for Winston Churchill Blvd Class EA.pdf

**\*\* CAUTION: This email originated outside Hatch. Do not click links or open attachments unless you can authenticate the sender and the content**

Good Afternoon,

Thank you for sending us the Notice of Virtual Public Information for the Winston Churchill Boulevard Improvements from Highway 401 in Halton.

Our initial scan indicates that property owned by the Minister of Government and Consumer Services is within and adjacent to your project's study area. This property is identified by the following Pins:

N72199  
N72199

While this was identified in our scan, it is ultimately the proponent's responsibility to verify if provincial government property is within the study area. Title documents may identify owners of provincial government property as any of the following:

Her Majesty the Queen  
His Majesty the King  
Hydro One  
Hydro One Networks Inc.  
Management Board Secretariat (MBS)  
Minister of Economic Development, Employment and Infrastructure (MEDEI)  
Minister of Energy and Infrastructure (MEI)  
Minister of Government and Consumer Services (MGCS)  
Minister of Infrastructure (MOI)  
Minister of Natural Resources and Forestry (MNRF)  
Minister of Public Infrastructure Renewal (PIR)  
Minister of Public Works  
Minister of Transportation (MTO)  
Ontario Lands Corporation (OLC)  
Ontario Realty Corporation (ORC)

If provincial government property in the study area is not required for the project, please continue to consult us as a directly affected stakeholder. However, if government property is required for the project, the proponent should contact us so that we can advise about requirements for obtaining government property.

Additionally, please remember to send notices to our dedicated notice email address: [noticereview@infrastructureontario.ca](mailto:noticereview@infrastructureontario.ca)

Kind regards,



**Rachael Contini** (she, her)  
Infrastructure Ontario  
Co-op, Environmental Management  
[rachael.contini@infrastructureontario.ca](mailto:rachael.contini@infrastructureontario.ca)  
Phone: +1 647-264-0969  
[www.infrastructureontario.ca](http://www.infrastructureontario.ca)

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June 6<sup>th</sup>, 2022

Dear Tareq Mahmood, Patrick Monaghan and Melissa Alexander,

**SUBJECT: Notice of Virtual Public Information Centre #2**

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The Ministry of Northern Development, Mines, Natural Resources and Forestry (NDMNRF) received the Notice of Virtual PIC 2 for Winston Churchill Boulevard on May 13<sup>th</sup>, 2022. Thank you for circulating this to our office. Please note that we have not completed a screening of natural heritage or other resource values for the project at this time. This response, however, does provide information to guide you in identifying and assessing natural features and resources as required by applicable policies and legislation, as well as engaging with the Ministry for advice as needed.

Please also note that it is the proponent's responsibility to be aware of, and comply with, all relevant federal or provincial legislation, municipal by-laws or other agency approvals.

**Natural Heritage**

NDMNRF's natural heritage and natural resources GIS data layers can be obtained through the Ministry's [Land Information Ontario \(LIO\)](#) website. You may also view natural heritage information online (e.g., Provincially Significant Wetlands, ANSI's, woodlands, etc.) using the [Make a Map: Natural Heritage Areas](#) tool.

We recommend that you use the above-noted sources of information during the review of your project proposal.

**Natural Hazards**

A series of natural hazard technical guides developed by NDMNRF are available to support municipalities and conservation authorities implement the natural hazard policies in the Provincial Policy Statement (PPS). For example, standards to address flood risks and the potential impacts and costs from riverine flooding are addressed in the *Technical Guide River and Stream Systems: Flooding Hazard Limit (2002)*. We recommend that you consider these technical guides as you assess specific improvement projects that can be undertaken to reduce the risk of flooding.

**Petroleum Wells & Oil, Gas and Salt Resources Act**

There may be petroleum wells within the proposed project area. Please consult the Ontario Oil, Gas and Salt Resources Library website ([www.ogsrlibrary.com](http://www.ogsrlibrary.com)) for the best-known data on

any wells recorded by NDMNRF. Please reference the 'Definitions and Terminology Guide' listed in the publications on the library website to better understand the well information available. Any oil and gas wells in your project area are regulated by the *Oil, Gas and Salt Resource Act*, and the supporting regulations and operating standards. If any unanticipated wells are encountered during development of the project, or if the proponent has questions regarding petroleum operations, the proponent should contact the Petroleum Operations Section at [POSRecords@ontario.ca](mailto:POSRecords@ontario.ca) or 519-873-4634.

### **Fish and Wildlife Conservation Act**

Please note, that should the project require:

- The relocation of fish outside of the work area, a Licence to Collect Fish for Scientific Purposes under the *Fish and Wildlife Conservation Act* will be required.
- The relocation of wildlife outside of the work area (including amphibians, reptiles, and small mammals), a Wildlife Collector's Authorization under the *Fish and Wildlife Conservation Act* will be required.

### **Public Lands Act & Lakes and Rivers Improvement Act**

Some Project may be subject to the provisions of the *Public Lands Act* or *Lakes and River Improvement Act*. Please review the information on NDMNRF's web pages provided below regarding when an approval is, or is not, required. Please note that many of the authorizations under the *Lakes and Rivers Improvement Act* are administered by the local Conservation Authority.

- For more information about the *Public Lands Act*: <https://www.ontario.ca/page/crown-land-work-permits>
- For more information about the *Lakes and Rivers Improvement Act*: <https://www.ontario.ca/page/lakes-and-rivers-improvement-act-administrative-guide>

After reviewing the information provided, if you have not identified any of NDMNRF's interests stated above, there is no need to circulate any subsequent notices to our office. If you have identified any of NDMNRF's interests and/or may require permit(s) or further technical advice, please direct your specific questions to [Karen.Cook2@ontario.ca](mailto:Karen.Cook2@ontario.ca).

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

Best Regards,

*[original signed by]*

Karen Cook  
Regional Planner  
Ministry of Northern Development, Mines, Natural Resources and Forestry (NDMNRF)  
(705) 772-3096



Authorized commenting Agency for



KITCHENER  
WOODBRIDGE  
LONDON  
KINGSTON  
BARRIE  
BURLINGTON

May 30, 2022

Tareq Mahmood, Project Manager  
Infrastructure Programming & Studies  
Transportation Division, Public Works  
[tareq.mahmood@peelregion.ca](mailto:tareq.mahmood@peelregion.ca)

Region of Peel  
10 Peel Centre Drive, Suite B 4<sup>th</sup> Floor  
Brampton, ON  
L6T 4B9

Patrick Monaghan, CET, PMP  
Halton Region Representative  
Infrastructure Planning & Policy, Public Works  
[Patrick.monaghan@halton.ca](mailto:Patrick.monaghan@halton.ca)

Halton Region  
1151 Bronte Road  
Oakville, ON  
L6M 3L1

Dear Tareq Mahmood & Patrick Morgan:

Re: Notice of Virtual Public Information Centre #2 – Class Environmental Assessment  
Winston Churchill Blvd Improvements – Highway 401 to Embleton Rd/5 Side Rd  
Regional Municipalities of Peel and Halton  
Our File: PAR 31928

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MacNaughton Hermsen Britton Clarkson (MHBC) are the planning consultants for TransCanada PipeLines Limited (TCPL). This letter is in response to notification of the Schedule 'C' Municipal Class Environmental Assessment Study for the Winston Churchill Boulevard Improvements from Highway 401 to Embleton Road/5 Side Road in the Regional Municipalities of Peel and Halton (the "Study Area").

TCPL has two high pressure natural gas pipelines crossing the Study Area as outlined on the map provided, between Highway 407 and Highway 401. TCPL's pipelines and related facilities are subject to the jurisdiction of the Canada Energy Regulator (CER) – formerly the National Energy Board ("NEB"). As such, certain activities must comply with the CER Act ("Act") and the NEB Damage Prevention Regulations ("Regulations"). The Act and the Regulations noted can be accessed from the CER's website at [www.cer-rec.gc.ca](http://www.cer-rec.gc.ca).

TCPL has reviewed the Public Information Centre #2 materials and provides the following comments:

1. This project may require mitigations to TCPL's pipelines. The proponent will be responsible for the costs associated with any mitigations required.
2. The proponent shall engage TCPL well in advance of construction (minimum of 2 years in advance) to ensure that mitigations to the pipelines can be accommodated prior to the commencement of roadworks.

3. The proponent shall verify the existing depth of cover and alignment of TCPL's pipelines and provide TCPL with cross-sections of the roadworks over the pipelines. Written consent is required for daylighting activities through: <https://writtenconsent.tcenergy.com/>.

In addition, TCPL provides the following general requirements:

1. General Requirements:
  - Crossings must be as close to 90 degrees as possible, and no less than 45 degrees.
  - Crossings shall not occur at a bend in a TCPL pipeline.
  - TCPL may require the installation of permanent protective measures depending on site-specific conditions and engineering analyses.
2. General Conditions for Crossings of TCPL Pipelines by Highways:
  - A highway or private road shall be constructed so that the travelled surface is no less than 1.5 meters above the top of the pipeline.
  - The bottom of the ditches adjacent to roads should not be less than 1.4 meters above the top of the pipeline.
  - Any costs associated with the road crossing will be at the expense of the owner/applicant.
4. Original depth of cover over the pipelines within TCPL's right-of-way shall be restored after construction. This depth of cover over the pipelines shall not be compromised over the life of the road due to rutting, erosion or other means.
5. Roads shall be constructed to ensure drainage is directed away from the right-of-way so erosion that would adversely affect the depth of cover over the pipelines does not occur.
6. Written consent must be obtained from TCPL prior to undertaking the following activities:
  - a. constructing or installing a facility across, on, along or under a TCPL pipeline right-of-way.
  - b. conducting a ground disturbance (excavation or digging) on TCPL's pipeline right-of-way or within 30 meters of the centreline of TCPL's pipe (the "Prescribed Area");
  - c. driving a vehicle, mobile equipment or machinery across a TCPL pipeline right-of-way outside the travelled portion of a highway or public road; and
  - d. using any explosives within 300 meters of TCPL's pipeline right-of-way.
7. The following is a link to TCPL's website for additional information on approval requirements: <https://www.tcenergy.com/sustainability/safety/safe-digging/canada/landowners-and-neighbours/>
8. Storage of materials and/or equipment on TCPL's right-of-way is not permitted.

TCPL provided comments on the Public Information Centre #1 in October, 2015 and entered into a Confidentiality Agreement with Hatch Ltd. (Consulting Engineering) and provided GIS shape files of the pipelines' centreline throughout the Study Area.

Thank you for the opportunity to comment. Kindly forward future study details to the undersigned by mail or by email to [TCEnergy@mhbcpplan.com](mailto:TCEnergy@mhbcpplan.com). If you have any questions, please do not hesitate to contact our office.

Sincerely,



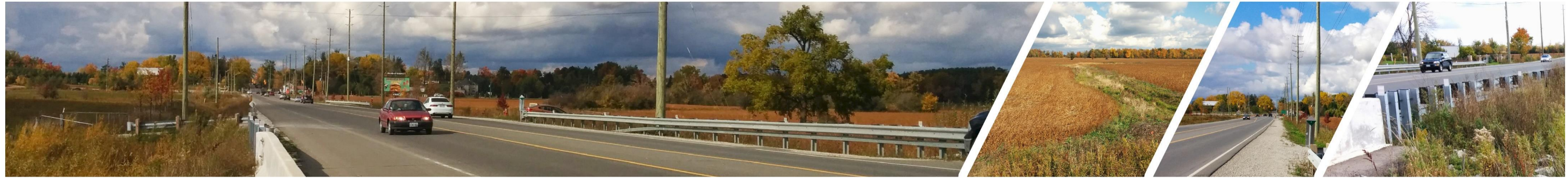
A handwritten signature in black ink, appearing to read "K. Webber". The signature is written in a cursive, flowing style.

Kaitlin Webber,  
Planner

on behalf of TransCanada PipeLines Limited

cc. Melissa Alexander, MCIP, RPP – Project Manager, Hatch Ltd. ([Melissa.alexander@hatch.com](mailto:Melissa.alexander@hatch.com))

# **Public Information Centre #2 Presentation**



# Public Information Centre (PIC) 2

Winston Churchill Boulevard Municipal Class EA Study  
Highway 401 to Embleton Road / 5 Sideroad

Regional Municipalities of Peel and Halton

**May 19, 2022 to June 9, 2022**

**HATCH**

 **Region of Peel**  
working with you

# Indigenous Land Acknowledgment

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We would like to begin by acknowledging the land on which we gather, and which the Region of Peel operates, is part of the Treaty Lands and Territory of the Mississaugas of the Credit. For thousands of years, Indigenous Peoples inhabited and cared for this land, and continue to do so today. In particular, we acknowledge the territory of the Anishinabek, Huron-Wendat, Haudenosaunee and Ojibway/Chippewa peoples; the land that is home to the Métis; and most recently, the territory of the Mississaugas of the Credit First Nation who are direct descendants of the Mississaugas of the Credit.

We are grateful to have the opportunity to work on this land, and by doing so, give our respect to its first inhabitants.

# Summary of PIC #1 (October 2015)

## Topics Covered:

- Existing Traffic Conditions / Traffic Analysis
- Existing Environment
- Alternative Solutions
- It was determined that Winston Churchill Blvd. needed to be widened to accommodate future traffic demands.

## Feedback

- Request for additional information related to timing of project, property requirements, and construction
- Interest in other ongoing projects, including Financial Drive, GTA West, Halton-Peel Boundary Study

## Activities Since

- A Stage 2 Archaeological Assessment was completed for Mount Zion Cemetery in 2017
- Alternative Design Concepts were evaluated to identify a preliminary preferred design



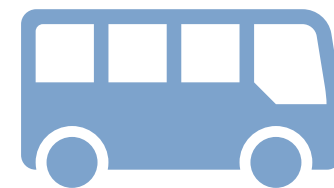
# Public Information Centre #2

## Purpose of the Study

- Complete a Schedule C Municipal Class EA and Preliminary Design for improvements to Winston Churchill Blvd.
- Identify, define and evaluate existing and future capacity, traffic safety, design and operational needs along Winston Churchill Blvd.
- Identify improvements to accommodate existing and future transportation needs.
- Identify potential impacts to the natural, social, cultural, economic and technical environments.

## Objectives of PIC #2

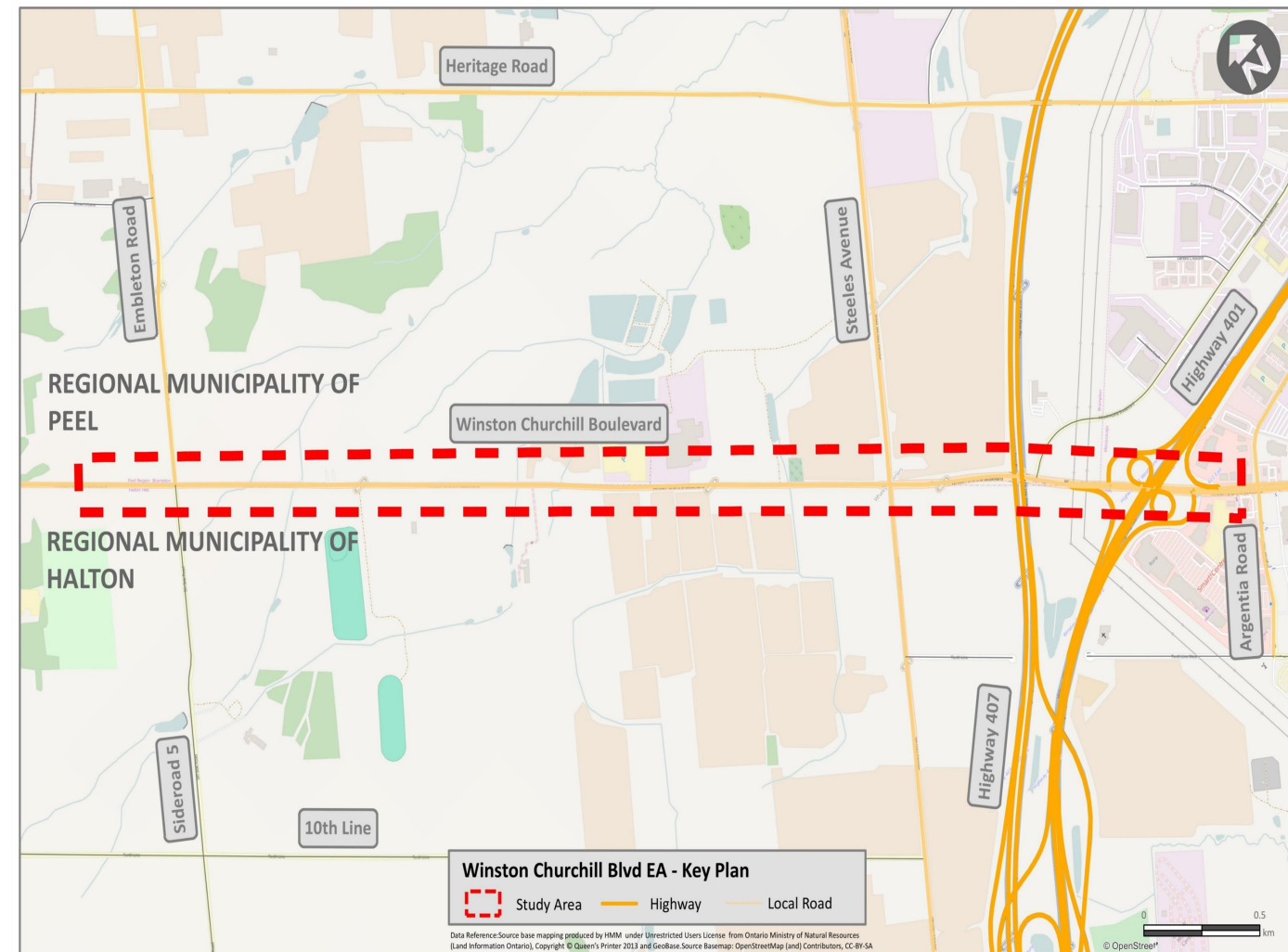
1. Learn about the alternative design concepts
2. Review the technical work completed in support of the study to date
3. Provide input on the preliminary preferred design concept and evaluation methods
4. Discuss next steps and obtain your input



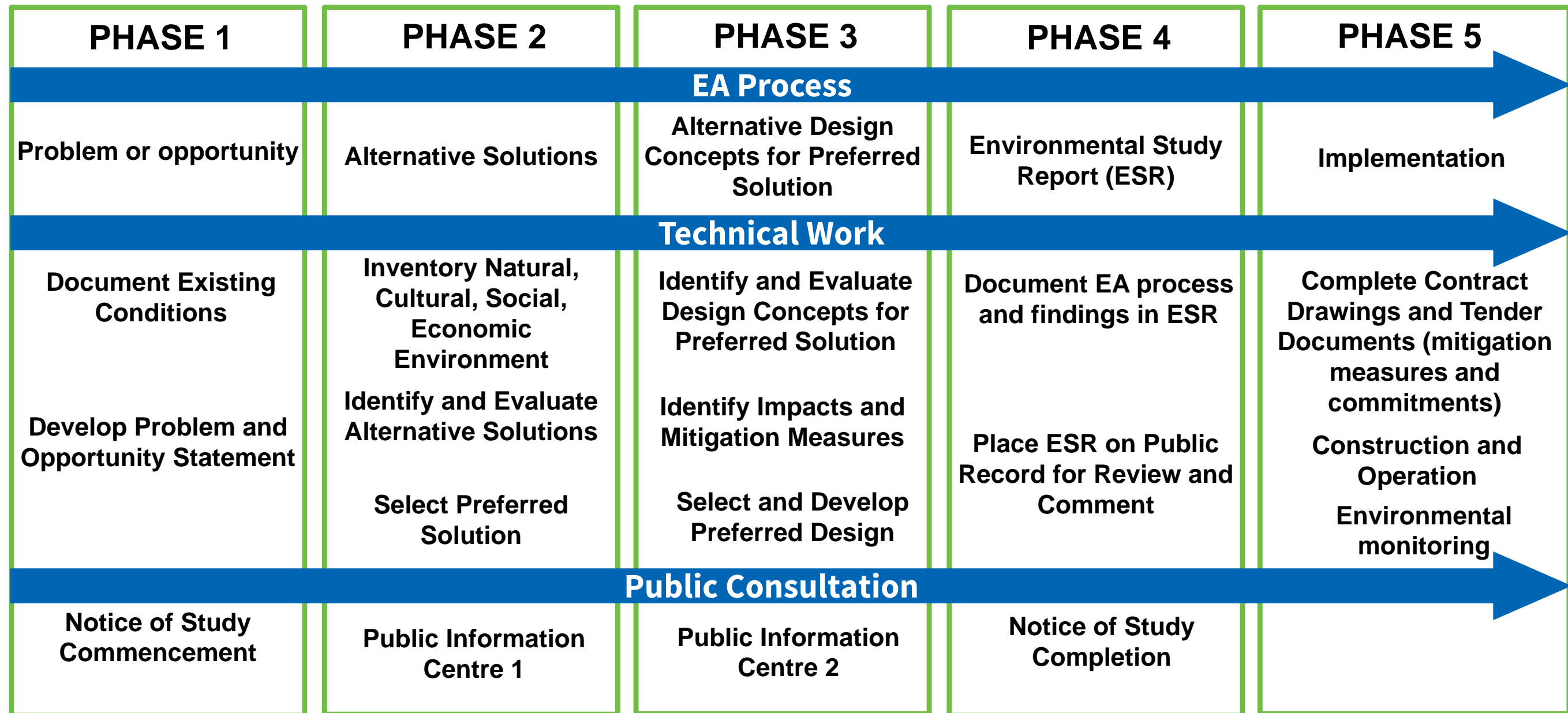
# Study Background

## Existing Characteristics

- 4.2 km long (between Hwy 401 to Embleton Road) boundary road (with shared jurisdiction) between the Region of Halton and the Region of Peel
- Bordering Cities: Brampton and Mississauga
- Bordering Towns: Town of Halton Hills
- 3 watercourses
- 4 travel lanes + two-way left-turn lane (Hwy 401 to just north of Maple Lodge Farms)
- 2 lanes from Maple Lodge Farms (MLF) northerly
- Varying posted speed limits (60-70 km/h)



# Class EA Process – Schedule ‘C’ Project



**WE ARE HERE**



# Transportation Planning

## Region of Peel

- Region of Peel Long Range Transportation Plan (2012 / 2019)
- Region of Peel Sustainable Transportation Strategy (2018)

## Halton Region

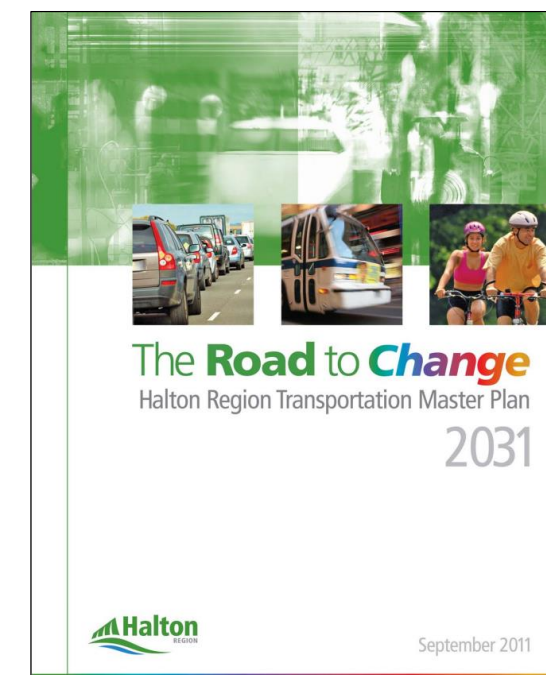
- The Road to Change – Halton Transportation Master Plan 2031 (2011)
- Halton Region Active Transportation Master Plan 2031 (2015)

## City of Brampton

- Bram West Secondary Plan
- Bram West Parkway / Financial Drive Environmental Assessment
- Heritage Heights Secondary Plan and
- Heritage Heights Transportation Master Plan

## Town of Halton Hills

- Premier Gateway Phase 2B Secondary Plan (ongoing)



# Traffic Analysis

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The Traffic Analysis study demonstrated delays are expected to occur within the Study Area by 2031 if there are no improvements. All sections of the Study Area are expected to be “at or beyond capacity”.

1. Increase corridor multi-modal capacity

2. Improve safety and comfort for both walking and cycling on both sides of the roadway

3. Improvements to transit services and facilities

4. Improve travel time reliability of all users

# Physical Constraints

## 407ETR Structure

New piers and pier cap constructed on east side of structure to support future expansion of Winston Churchill Blvd. and 407/ETR. Design of existing structure constrains ability to widen Winston Churchill Blvd. to the west.

## Hydro Corridor

Currently extends along the east side of Winston Churchill Blvd and will require relocation to support any widening of the roadway.

## Existing Development

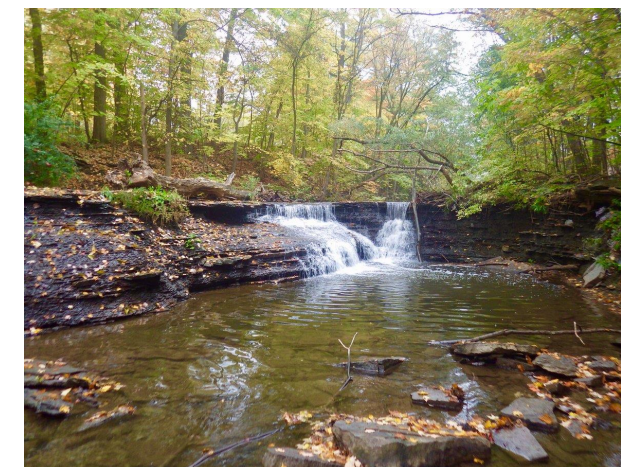
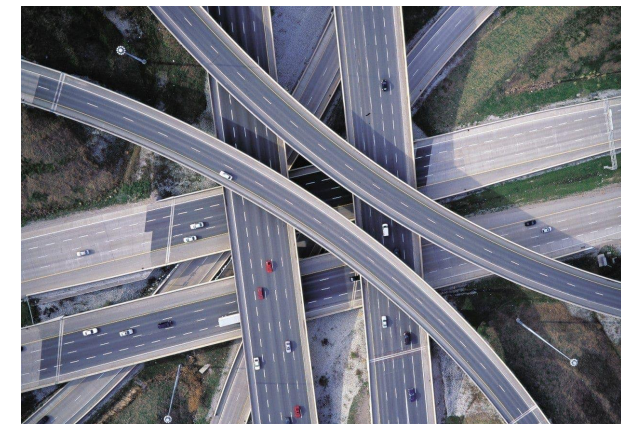
Existing residences located on west side of roadway north of Steeles Ave. Existing industrial development on east side south of Steeles Ave.

## Watercourses

There are three watercourses which cross the corridor, including Mullet Creek, Levi Creek South and Levi Creek North, which are conveyed through concrete box structures under the roadway.

## Mount Zion Cemetery

The cemetery is located close to the east side of the roadway. A Stage 2 Archaeological Assessment was completed and additional investigations required to protect this resource.



# Studies by Others

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## **New Development**

Town of Halton Hills is undertaking a Secondary Plan, which may include a new connection with Winston Churchill Blvd. City of Brampton is undertaking an update to the Bram West Secondary Plan, which includes multiple connections to Winston Churchill Blvd.

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## **Highway 401**

The existing Highway 401 structure is being reconstructed to provide improved sidewalk width and a re-alignment of Winston Churchill Blvd. to the east to support provision of a carpool lot in the northwest quadrant of interchange.

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## **Highway 413 (GTA West)**

Highway 413 (GTA West freeway) is proposed to cross Winston Churchill Blvd. south of Embleton Rd.

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## **Heritage Heights Transportation Study**

The Heritage Heights Transportation Study (to be completed in 2022) seeks to develop a narrower north-south boulevard crafted to provide defined spaces for pedestrians. The increased capacity of Winston Churchill Blvd. and the cross-section improvements will help facilitate traffic flow through the area.

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# Technical Studies



**Traffic and Transportation**



**Drainage & Stormwater Management**



**Noise Impact**



**Natural Environment – Terrestrial & Aquatic**



**Cultural Heritage Assessment**



**Air Quality**



**Geotechnical, Contamination and Hydrogeological**



**Meanderbelt Analysis**







**Structural and Culvert Assessment**



**Stage 1 Archaeological Assessment**

# Evaluation Criteria

	Transportation Services		Economic Environment/Cost
	<ul style="list-style-type: none"> <li>Improves public transit</li> <li>Improves safety for all travel modes</li> <li>Improve mode choice</li> <li>Reduce congestion and delays</li> <li>Create pedestrian &amp; cycling friendly environment</li> <li>Meets transportation planning objectives</li> </ul>	\$	<ul style="list-style-type: none"> <li>Accommodate planned development and growth</li> <li>Minimize impacts on business properties</li> <li>Improve access to business and key employment areas</li> <li>Minimize Construction value</li> <li>Minimize operating costs</li> <li>Minimize property requirements</li> </ul>
	Engineering		Natural Environment
	<ul style="list-style-type: none"> <li>Accommodates SWM and Drainage needs</li> <li>Minimizes utility relocations</li> <li>Minimizes constructability complexity</li> <li>Minimizes disruption due to construction</li> </ul>		<ul style="list-style-type: none"> <li>Protect designated natural areas</li> <li>Protect vegetation, wildlife and aquatic habitat</li> <li>Protect surface water and groundwater</li> </ul>
Socio-Cultural Environment			
	<ul style="list-style-type: none"> <li>Improve air quality</li> <li>Minimizes impact on existing residential properties</li> <li>Improves access to residential areas</li> <li>Minimize traffic noise</li> <li>Preserves archaeological and cultural heritage features</li> </ul>		

# Technical Findings – Cultural Heritage

- The following Cultural Heritage Landscapes (CHLs) and Built Heritage Resources (BHRs) influenced the evaluation of alternative design concepts:
  1. Mount Zion Cemetery
  2. Maple Lodge Farms Complex
  3. Humphrey Farm
  4. 8768 Winston Churchill Blvd.
  5. Croatian Franciscan Social and Cultural Centre
  6. 9065 Winston Churchill Blvd.
  7. 9021 Winston Churchill Blvd.



## Mitigation

- All efforts to be taken during detailed design to reduce impact to CHLs and BHRs

## Commitments

- Preparation of Heritage Impact Assessment to document direct impacts to BHRs and CHLs
- Avoid laydown areas on CHL and BHR properties

# Technical Findings - Archaeology

- A Stage 2 Archaeological Assessment was undertaken to review alternatives to reduce the impact on residential properties on the west side and investigate opportunities to shift the road farther to the east.
- A Stage 2 Archaeological Assessment was completed in 2017 for Mount Zion Cemetery - one location containing archaeological materials was identified adjacent to the project limits and will not be directly impacted by construction.

## Commitments

- A partial Stage 3 assessment to determine whether any areas of cultural heritage value and interest require Stage 4 excavation.
- Cemetery investigation to confirm no burial features are present.
- Implementation of an avoidance strategy including temporary barrier to be established along the interface between the protected area and the project limits during construction.
- Construction activities to be monitored by licensed archaeologist.

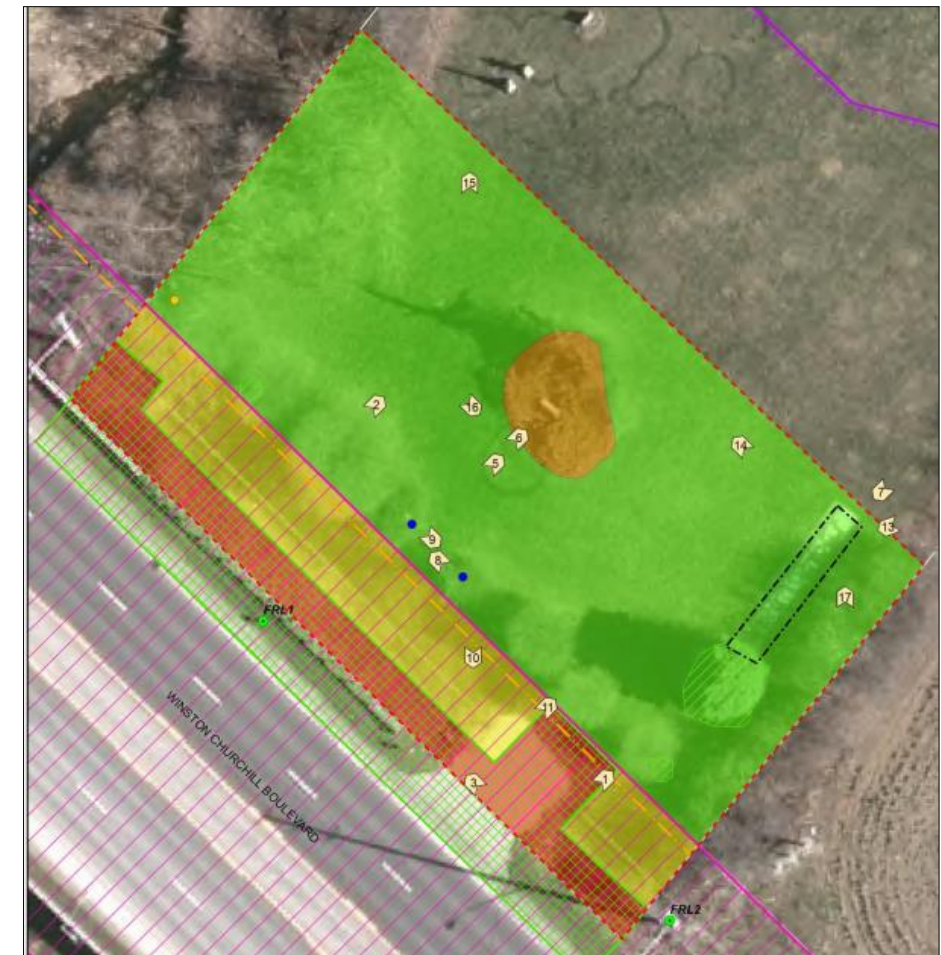


Image Location and Direction	<b>Areas Surveyed</b>
Fixed Reference Landmark (FRL)	Test Pit Survey at an Interval of 5 m
Study Area	Test Pit Survey at a Modified Interval
Ultimate 45 m ROW	<b>Areas Not Surveyed</b>
Property Parcel	Previously Assessed - Requires Further Assessment
Fencepost	Previously Assessed - No Further Concerns
Gatepost	<b>Previous Assessments</b>
Consolidated Monument	PIF #P018-288-2009 (Stage 1-2)
Tree Area	PIF #P018-325-2010 (Stage 3)
	PIF #P007-0678-2014 (Stage 1)



# Technical Findings – Noise & Air Quality

## Noise Assessment

- Noise assessment determined there is only a marginal increase in ambient noise from traffic.
- The expansion of Winston Churchill Boulevard is predicted to produce less than 3 dB increase from current noise levels, remaining below the daytime limit required by the Ministry of the Environment, Conservation and Parks and Region of Peel.

## Commitments

- During construction, will follow best practices and abide by noise complaint process and applicable noise by-laws

## Air Quality

- Sensitive receptors chosen for the assessment include 35 residential locations surrounding the roadway.
- Ambient monitoring data outlined that all contaminants are below respective guidelines except for certain forms of particulate matter, total suspended particles and annual benzene.
- Total Greenhouse Gas emissions were reduced within the study area except between Steeles Ave. and Maple Lodge Farms.

## Commitments

- Follow best practices during construction such as using equipment in good repair, machinery equipped with emission controls, and on-site dust suppression.

# Technical Findings - Natural Environment

## Potentially Impacted Features

Tributaries of Levi Creek that flow through the Study Area are upstream of regulated Redside Dace habitat.

Potential Bobolink breeding habitat - risk of harming Bobolink during construction or disturbing species habitat (via increased noise, dust, human-species interaction, etc.).

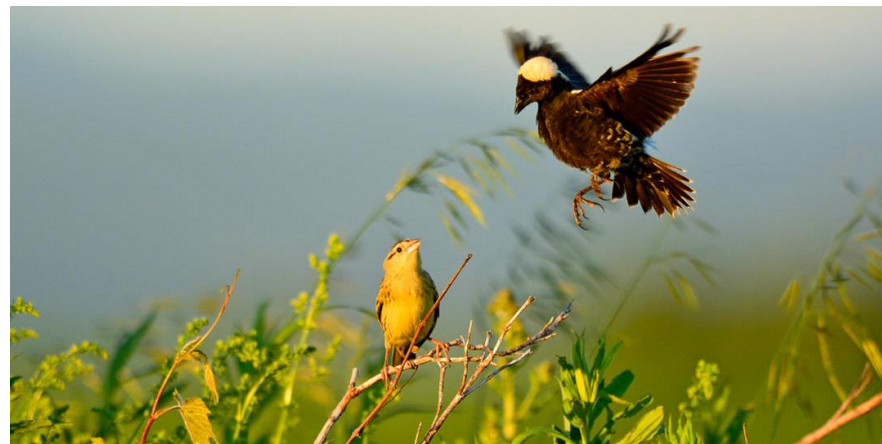
Potential to adversely impact the Levi Creek Wetland Complex Provincially Significant Wetland (PSW) associated with Levi Creek North, as well as the three watercourses within CVC regulation via sedimentation caused by construction activities.

## Commitments

- Minimize work within the watercourse channels, to minimize potential impact to Redside Dace habitat.

- Construction and vegetation clearing to occur outside bird breeding window.
- Additional surveys may be required to confirm presence of suitable Bobolink habitat.

- Reduce impacts to watercourses, PSW and marsh areas associated with Levi Creek South and Mullet Creek, including the implementation of an Erosion and Sediment Control Plan



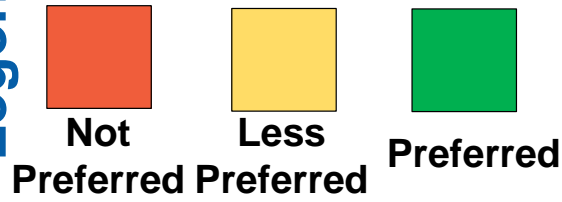
# Technical Findings – Stormwater Management

## Existing Stormwater System

- Storm water runoff from the study area catchments is currently conveyed via a combination of overland sheet flow to low spots along both sides of the right-of-way and/or storm sewer networks and eventually discharges into ten (10) outfall locations in the Levi Creek North and Levi Creek South and Mullet Creek sub-watersheds.
- Post-development runoff for road catchments is expected to increase due to the increase in overall imperviousness coverage.
- The stormwater management strategy was developed in consultation with CVC and will control the quantity increases to pre-development conditions.

## Recommendations

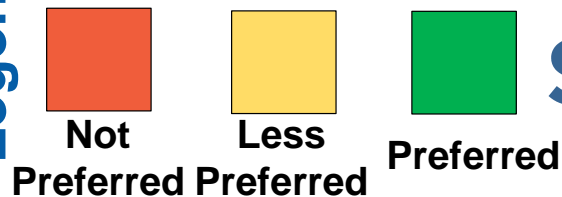
- *Storage Volume:* Provided through proposed underground infiltration chambers at each outlet.
- *Major Storms:* Runoff resulting from major storms will be conveyed to the existing outlets
- *Minor Drainage/Overland Flows:* Will be collected by a series of catch basins and conveyed to the underground infiltration chambers with which are connected to the storm sewer network located under the median of the road.
- *Water Quantity Control:* Water quantity control via underground storage chambers.
- *Water Quality Control:* Water quality using oil grit separators and bioretention planters.



# Highway 401 to Steeles Avenue

## Evaluation of Alternative Design Concepts

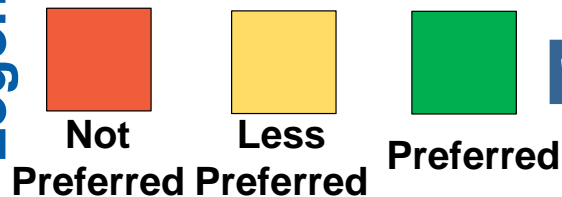
Criteria	Alternative 2: Widen along Centre	Alternative 3: Widen to the East	Alternative 4: Widen to the West
Transportation	All alternative designs result in similar transportation service improvements.		
Engineering	<ul style="list-style-type: none"> <li>407ETR structure to be widened</li> <li>Requires reconfiguration of Hwy 401 N-Westbound ramp and W-N/S ramp</li> </ul>	<ul style="list-style-type: none"> <li>407ETR structure supports widening to east</li> <li>Requires reconfiguration of Hwy 401 N-Westbound ramp and W-N/S ramp</li> <li>Can accommodate proposed MTO improvements at Hwy 401 carpool lot</li> </ul>	<ul style="list-style-type: none"> <li>407ETR structure to be widened</li> <li>Requires reconfiguration of Hwy 401 N-Westbound ramp and W-N/S ramp</li> </ul>
Socio-Cultural	Minimal impact on air / noise Archaeological potential on west side Minimal impact to cultural heritage resources No residential/institutions properties		
Natural Environment	Minimal impact on natural heritage		
Costs	<ul style="list-style-type: none"> <li>Minimal property costs</li> <li>Encroaches businesses on east side</li> </ul>	<ul style="list-style-type: none"> <li>Minimal property costs</li> <li>Encroaches businesses on east side</li> </ul>	<ul style="list-style-type: none"> <li>Minimal property costs</li> <li>Minimal impact to businesses on west side</li> <li>Potential impacts to access to business' just north of Hwy 407</li> </ul>
Recommendation	<b>NOT PREFERRED</b>	<b>PREFERRED</b>	<b>NOT PREFERRED</b>



# Steeles Avenue to Maple Lodge Farms

## Evaluation of Alternative Design Concepts

Criteria	Alternative 2: Widen along Centre	Alternative 3: Widen to the East	Alternative 4: Widen to the West
Transportation	All alternative designs result in similar transportation service improvements.		
Engineering	Requires extension of Mullet Creek culvert Requires new sewer installation to accommodate expanded roadway		
Socio-Cultural	<ul style="list-style-type: none"> <li>Moderate impact to cultural heritage resources</li> <li>Moderate impact to Maple Lodge Farms and residential properties on west side</li> </ul>	<ul style="list-style-type: none"> <li>Significant impact to cultural heritage resources</li> <li>Significant impact to the Maple Lodge Farms</li> </ul>	<ul style="list-style-type: none"> <li>Minimal impact to cultural heritage resources</li> <li>Significant impact to residential properties on west side</li> </ul>
Natural Environment	Potential impact to natural heritage features Potential to impact fish and fish habitat		
Costs	Moderate costs		
Recommendation	<b>PREFERRED</b>	<b>NOT PREFERRED</b>	<b>NOT PREFERRED</b>



# Maple Lodge Farms to Embleton Road

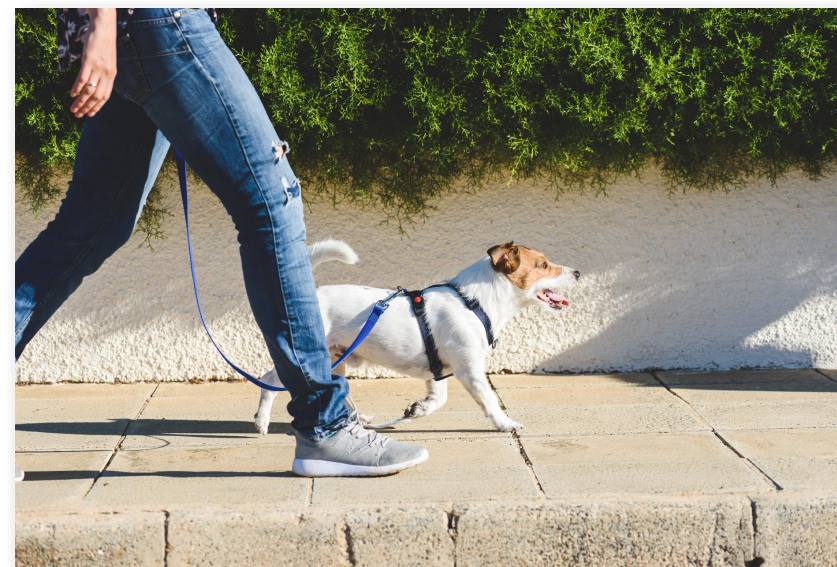
## Evaluation of Alternative Design Concepts

Criteria	Alternative 2: Widen along Centre	Alternative 3: Widen to the East	Alternative 4: Widen to the West
Transportation	All alternative designs result in similar transportation service improvements.		
Engineering	Requires reconstruction of storm sewers northward to accommodate expanded roadway Requires realignment of Levi Creek North Culvert needs to be extended on both sides		
Socio-Cultural	<ul style="list-style-type: none"> <li>Minimal impact to archaeological and cultural heritage resources</li> <li>Reduced impact to residential properties</li> </ul>	<ul style="list-style-type: none"> <li>Moderate impact to archaeological features</li> <li>Significant impact to residential properties on east side</li> </ul>	<ul style="list-style-type: none"> <li>Moderate impact to archaeological and cultural heritage resources</li> <li>Significant impact to residential properties on the west side</li> </ul>
Natural Environment	<ul style="list-style-type: none"> <li>Potential impact to natural heritage features</li> <li>Potential impact to fish species</li> </ul>		<ul style="list-style-type: none"> <li>Minimal impact to natural heritage features</li> <li>Potential impacts to Bobolink and fish species</li> <li>Requires realignment of Levi Creek North</li> </ul>
Costs	Moderate costs		
Recommendation	<b>PREFERRED</b>	<b>NOT PREFERRED</b>	<b>NOT PREFERRED</b>

# Active Transportation

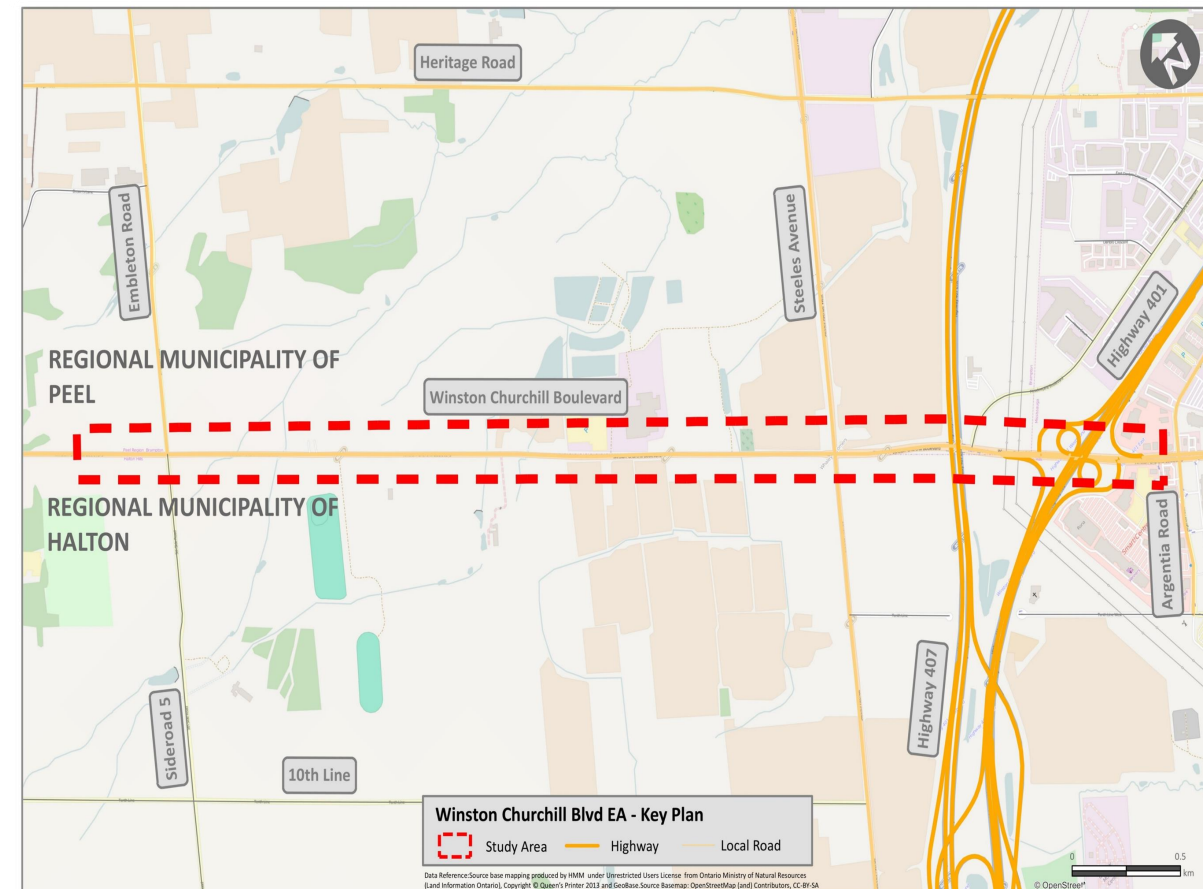
## Active Transportation Recommendations

- **Multi-Use Path** on both the east and west sides of Winston Churchill Blvd:
  - Provides cycling and walking on both sides of the roadway
  - Provides safety for all active transportation users
  - Cross rides will be provided at all intersections
  - Multi-use path to transition to sidewalk at north side of Highway 401 crossing (until Highway 401 crossing widened).
- **Bus Stop Locations:** Preference for far-side bus stop locations. Near-side bus stops recommended in specific locations to reduce property impact, as well as in locations to improve cross-walk connectivity across Winston Churchill.



# General Components & Traffic Management

- Expanded to six lanes across all segments of the Study Area
- Posted speed limit of 60 km/h (pending Council approval)
- Multi-use path (MUP) on one or both sides of the corridor between Highway 401 and Embleton Road to accommodate cyclists and pedestrians.

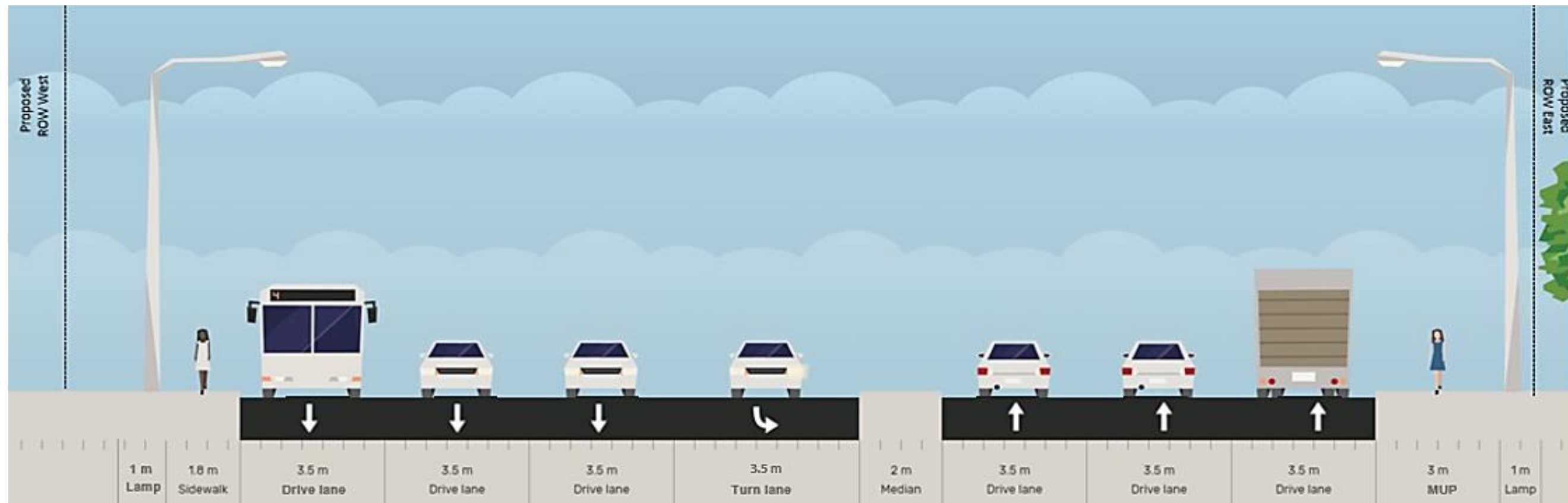




# Preliminary Preferred Design: Highway 401 to Steeles Avenue

The typical cross-section will generally include the following improvements:

- Widening from **4 to 6 lanes**
- Cross section is approximately **47.5 m wide (varied width)**
- Multi-use path on both sides of the corridor, including cross-rides at intersections
- Stormwater management to include underground storage chambers and Oil/Grit Separators

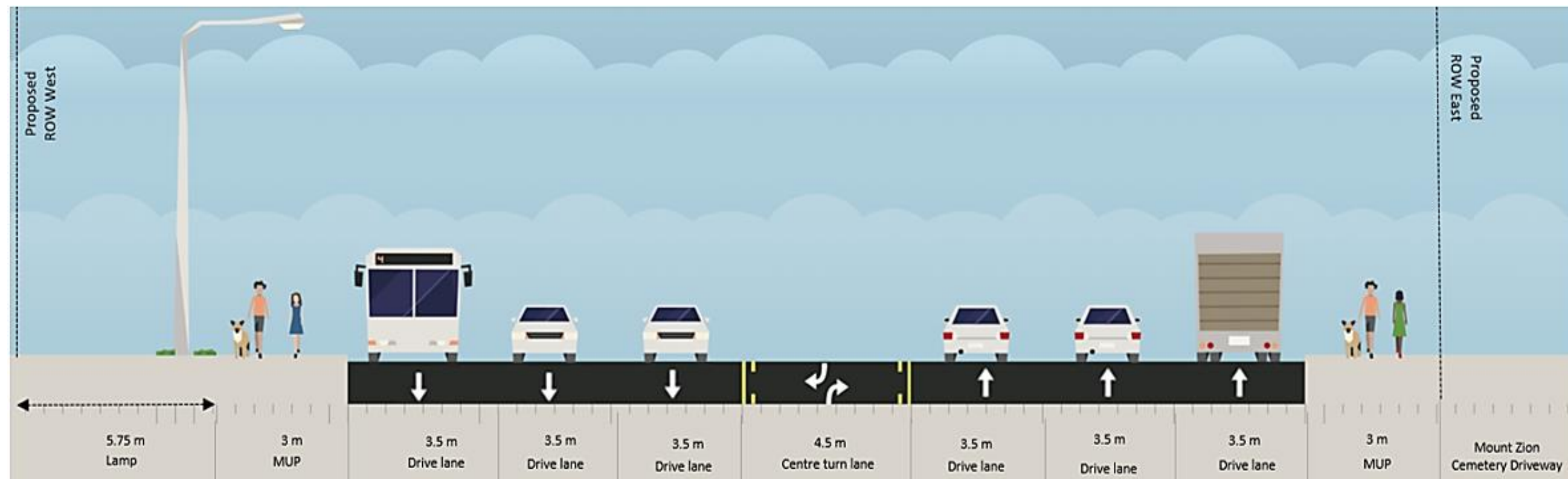


Reference: These images were created using Streetmix and is subject to the Creative Commons BY-SA 4.0 license (<https://creativecommons.org/licenses/by-sa/4.0/>)

# Preliminary Preferred Design: Steeles Avenue to Maple Lodge Farms

The typical cross-section will generally include the following improvements:

- Widening from **4 to 6 lanes** with flush median
- Cross section is approximately **40 m wide** to reduce impact on residences and the Mount Zion Cemetery
- Multi-use path on both sides of the corridor, including cross-rides at intersections
- Opportunity for landscaping within the right-of-way
- Stormwater management to include underground storage chambers and Oil/Grit Separators

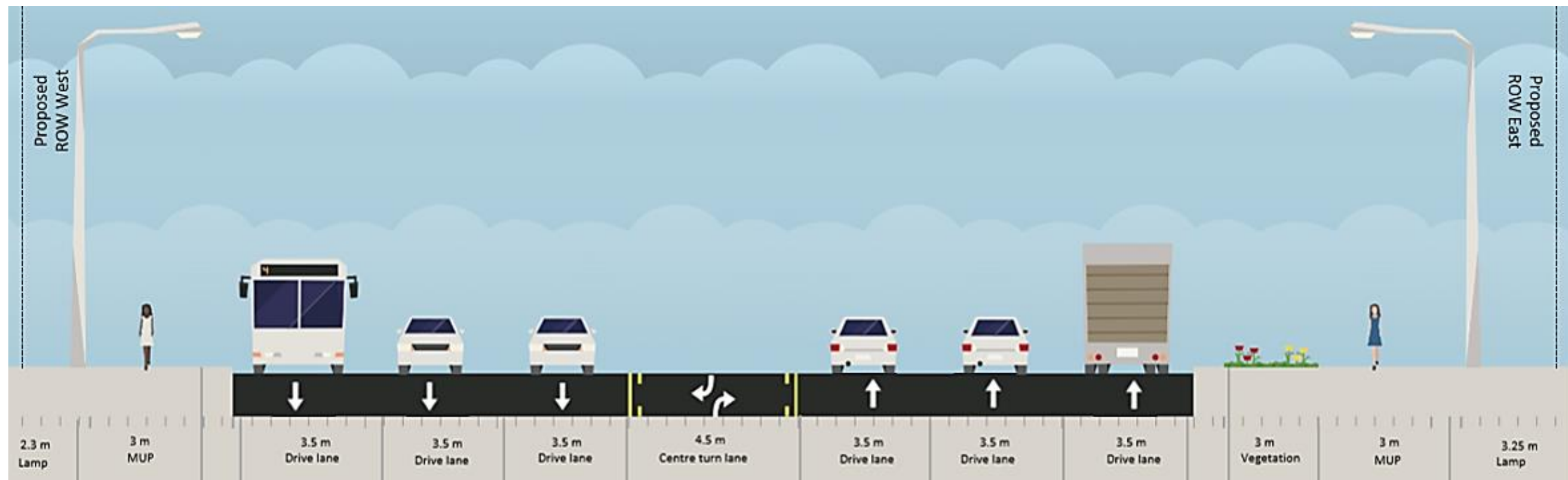


Reference: These images were created using Streetmix and is subject to the Creative Commons BY-SA 4.0 license (<https://creativecommons.org/licenses/by-sa/4.0/>)

# Preliminary Preferred Design: Maple Lodge Farms to Embleton Road

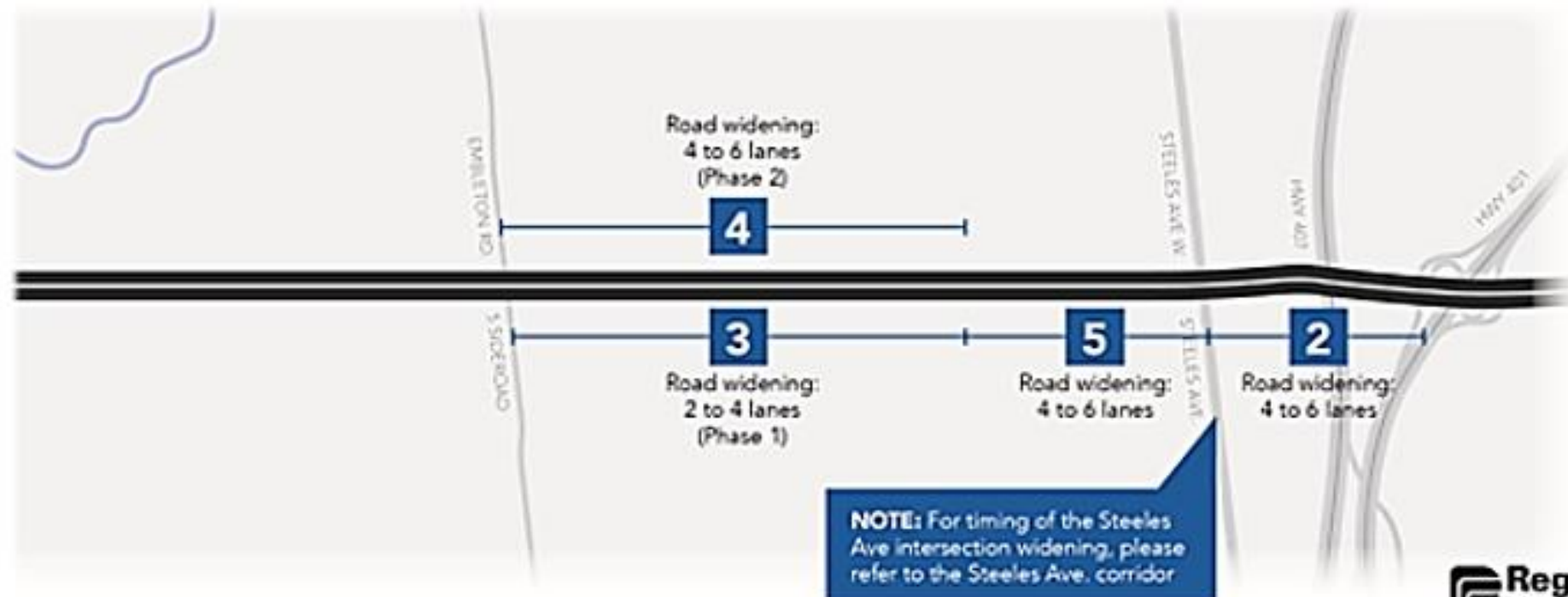
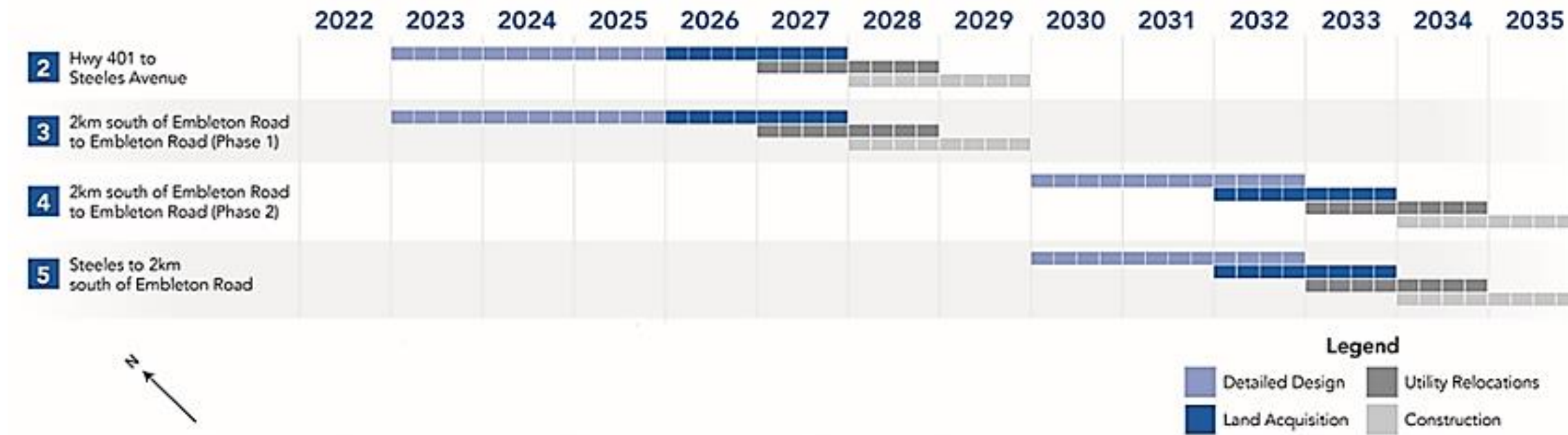
## The typical cross-section will generally include the following improvements:

- Widening from **2 to 6 lanes** with flush median
- Cross section is approximately **40-42.5 m wide (varied width)**
- Multi-use path on both sides of the corridor, including cross-rides at intersections
- Opportunity for landscaping within the right-of-way
- Stormwater management to include underground storage chambers and Oil/Grit Separators

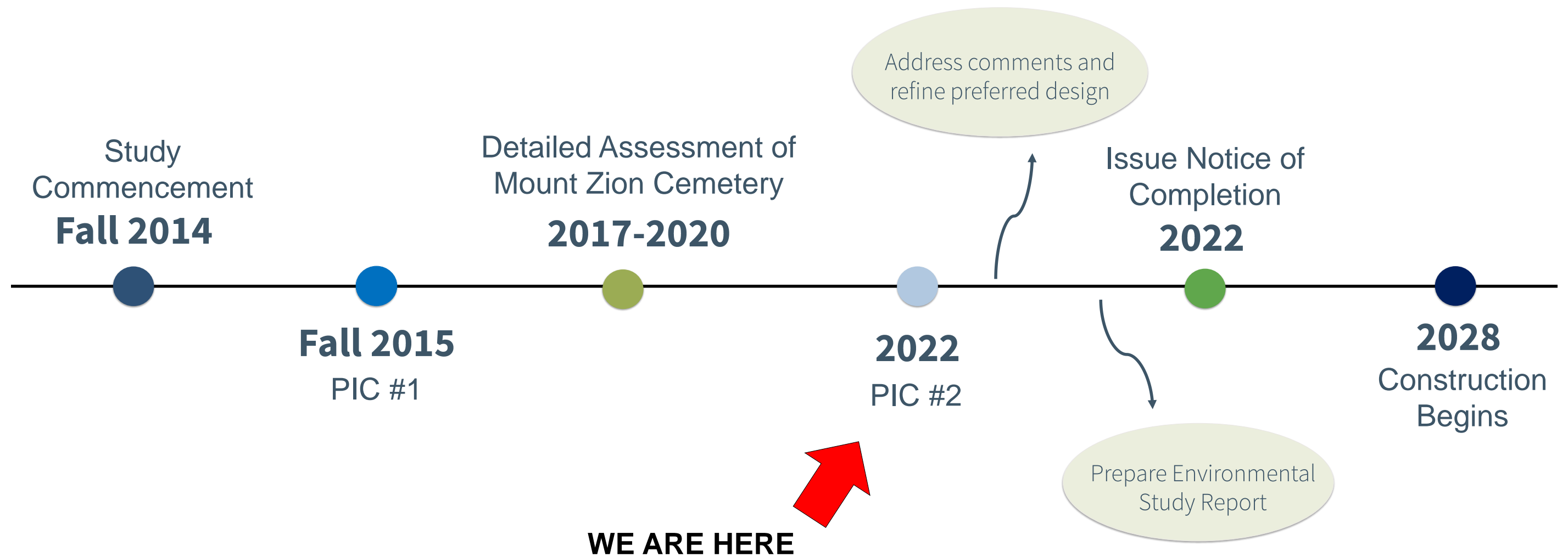


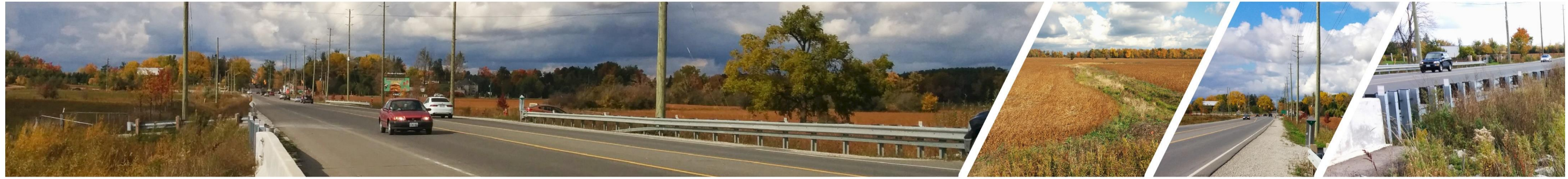
Reference: These images were created using Streetmix and is subject to the Creative Commons BY-SA 4.0 license (<https://creativecommons.org/licenses/by-sa/4.0/>)

# Working with You to Deliver Winston Churchill Blvd



# Project Schedule & Next Steps





# Thank you!

## Questions or Comments?

**You can view today's information boards on the Project website:**  
<https://peelregion.ca/pw/transportation/construction/environmental-assessment/winston-churchill-boulevard.asp>

Please complete a Comment Sheet and forward to the Project Manager by June 19, 2022.

Melissa Alexander, MCIP, RPP  
Environmental Planner / Project Manager  
2800 Speakman Drive  
Mississauga, ON L5K 2R7  
[Melissa.Alexander@hatch.com](mailto:Melissa.Alexander@hatch.com)

**HATCH**

 **Region of Peel**  
working with you

**Public Information Centre #2  
Meeting with Property Owners**

From: Monaghan, Patrick <Patrick.Monaghan@halton.ca>  
Sent: June 17, 2022 2:44 PM  
To: [REDACTED]  
Cc: Larkin, Ann; 'Mahmood, Tareq'; Koussarnia, Mohammed; Alexander, Melissa  
Subject: FW: Winston Churchill Blvd. [REDACTED] and potentially [REDACTED]  
Attachments: WCB MCEA\_ June 3 2022 Slides.pdf

**\*\* CAUTION:** This email originated outside Hatch. Do not click links or open attachments unless you can authenticate the sender and the content

Hi Everyone,

Thanks again for taking the time to meet with us on June 3<sup>rd</sup> to discuss the ongoing Winston Churchill Boulevard Municipal Class Environmental Assessment. I re-attached the meeting slides I used to present the project and included a summary my key talking points. I also tried to capture the highlights from our discussion below.

## Presentation Information

### Study Area and Context (slide 2)

The Study limits, the MCEA is for Winston Churchill Boulevard from 5 Side Road Embleton Avenue in the north down to Highway 401 in the south.

Winston Churchill Boulevard is a boundary road between Halton and Peel Region as such Peel and Halton Region are working together on this project however, Peel is formally leading the project. Your property is located on the west side of Winston Churchill Boulevard in Halton Region as such Halton is leading the consultation with you.

### Transportation Planning Background (slide 3)

The need for this project was identified in both the Peel and Halton Region Transportation Master Plans. The role of a Transportation Master Plan is to identify at a high level what infrastructure will be required to accommodate future growth. Please note other land use related secondary plan projects on going in the area. On the Brampton side there is the Bram West and Heritage Heights Secondary Plans and on the Halton Hills side the Premier Gateway Phase 2B Secondary Plan which is on going and is led by the Town of Halton Hills.

### Public Information Centre #2 (slide 4)

Public Information Centre #2 is on going. This PIC is being completed virtually with more detailed information about the project provided on the Peel Region website. The purpose is to get feedback from the public on the work completed to date including the preliminary preferred design concept.

The roll plan is available for download by clicking on the following link:

[https://www.peelregion.ca/pw/transportation/environ-assess/\\_media/WCB-PIC2-preferred-preliminary-design.pdf](https://www.peelregion.ca/pw/transportation/environ-assess/_media/WCB-PIC2-preferred-preliminary-design.pdf)

Additional Project information is available on the Peel Region website, see the link below.

<https://www.peelregion.ca/pw/transportation/construction/environmental-assessment/winston-churchill-boulevard.asp>

### MCEA Process (slide 5)

This project is following the Class C Municipal Class Environmental Assessment Process. Currently the project is in the third phase, so following the second PIC an Environmental Study Report will be placed on public record for review and comment. You will receive a Notice of Study Completion later this year when the Environmental Study report is available.

Following the completion of this study the project will enter the implementation phase which includes a Detail Design project phase and ultimately construction.

### WCB Capital Timing Plan (slide 6)

It is important to note that these times are subject to change and require Council approved funding. Currently the Peel Region Capital Budget has this widening project broken into smaller sections and phased for implementation.



For example you can see the section of WCB Steeles Avenue to Maple Lodge Farms is planned to start the detail design in 2030 and construction in 2034.

## Preliminary Preferred Alignment Review

The team walked through the Draft Preliminary Preferred Design and explained that the Zion Cemetery located on the east side of the road has resulted in the need to shift the alignment towards the west. Informed by additional archaeological investigations, this westerly shift was minimized to reduce impacts to the residential properties on the west side of Winston Churchill Boulevard. In addition the Draft Preliminary Preferred Design includes a reduced boulevard width to further mitigate impacts the residential houses located on the west side Winston Churchill Boulevard. However, even with these mitigation measures land impacts are anticipated to the properties on the west side Winston Churchill Boulevard.

The mitigated right of way and preliminary land requirement estimate is illustrated on the plans with a purple dashed line.

## Discussion

### Water Servicing

Currently Halton has no plans to provide municipal water / wastewater services along Winston Churchill Boulevard. See the latest information provided in the 2022 Development Charges Update Water/Wastewater Technical Report. The Water and Wastewater Capital Map is on pages ES - 6 and 7 (pdf pages10&11)

<https://www.halton.ca/The-Region/Finance-and-Transparency/Financing-Growth/Development-Charges-Background-Study>

As highlighted during the meeting many of the properties discusses have private wells or septic beds in the front yard and in close proximity to the future right of way limit.

Only a preliminary design will be developed as part of this study, Detail Design plans and detailed discussions regarding land requirements will follow in advance of construction. During the Detail Design phase of this project a monitoring program and all potential water servicing solutions will be considered.

### 8148 Winston Churchill Boulevard

As part of the MCEA Study, a preliminary design will be developed. Detail Design plans and detailed discussions regarding land requirements will follow in advance of construction. Based on the preliminary information currently available, proximity to the traveled road combined with the culvert extension impacts, Halton Realty Services has advised that 8148 Winston Churchill Boulevard will likely be offered a full buy out option when negotiating in the Detail Design phase.

If I missed anything or you have any follow up questions please don't hesitate to let me know.

Best Regards,

Patrick

**Patrick Monaghan, CET, PMP**

**Project Manager II**

Infrastructure Planning & Policy

Public Works

**Halton Region**

905-825-6000, ext. 7213 | 1-866-442-5866



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From: Monaghan, Patrick <[Patrick.Monaghan@halton.ca](mailto:Patrick.Monaghan@halton.ca)>

Sent: Saturday, June 04, 2022 10:36 AM

To: [REDACTED]

<[Mohammed.Koussarnia@halton.ca](mailto:Mohammed.Koussarnia@halton.ca)>

Subject: RE: Winston Churchill Blvd. [REDACTED] and potentially [REDACTED]

Hi Everyone,

Thanks again for your time yesterday. As requested please find attached the meeting slides. The roll plan we reviewed is available for download by clicking on the following link:

[https://www.peelregion.ca/pw/transportation/envIRON-ASSess/\\_media/WCB-PIC2-preferred-preliminary-design.pdf](https://www.peelregion.ca/pw/transportation/envIRON-ASSess/_media/WCB-PIC2-preferred-preliminary-design.pdf)

Additional Project information is available on the Peel Region website, see the link below.

<https://www.peelregion.ca/pw/transportation/construction/environmental-assessment/winston-churchill-boulevard.asp>

We look forward to the written comments I understand you will provide.

If you have any questions or clarifications please don't hesitate to reach out to me,

Best Regards,

Patrick

**Patrick Monaghan, CET, PMP**

**Project Manager II**

Infrastructure Planning & Policy

Public Works

**Halton Region**

905-825-6000, ext. 7213 | 1-866-442-5866



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

From: Monaghan, Patrick

Sent: Tuesday, May 10, 2022 9:59 AM

To: Monaghan, Patrick; Larkin, Ann; 'Mahmood, Tareq'; Koussarnia, Mohammed; [REDACTED]

Cc: [REDACTED]

Subject: Winston Churchill Blvd. 8120, 8148, 8182, 8194 and potentially 8232

When: Friday, June 03, 2022 1:00 PM-3:00 PM (UTC-05:00) Eastern Time (US & Canada).

Where: <https://halton.zoom.us/j/97411389922>

Meet to discuss Winston Churchill Boulevard Improvements from Highway 401 to Embleton Road/5 Side Road Regional Municipalities of Peel and Halton on [REDACTED] and potentially [REDACTED] Winston Churchill Blvd.

Draft Agenda –June 3, at 1pm

Introductions

Short project presentation

Review property plan and answer questions

Join Zoom Meeting

<https://halton.zoom.us/j/97411389922>

Meeting ID: 974 1138 9922

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+1 438 809 7799 Canada

+1 587 328 1099 Canada

+1 647 374 4685 Canada

+1 647 558 0588 Canada

+1 778 907 2071 Canada

From: Monaghan, Patrick <Patrick.Monaghan@halton.ca>  
Sent: June 6, 2022 4:35 PM  
To: [REDACTED]  
Cc: 'Mahmood, Tareq'; Koussarnia, Mohammed; Alexander, Melissa  
Subject: RE: [REDACTED]  
Attachments: [REDACTED] Slides.pdf; LPS115-19-PW-48-19.pdf.pdf

Follow Up Flag: Follow up  
Flag Status: Flagged

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Hi [REDACTED]

Thanks again for taking the time to meet with us on May 31<sup>th</sup> to discuss the ongoing Winston Churchill Boulevard Municipal Class Environmental Assessment. I attached the meeting slides I used to present the project for your information and some key highlights from our discussion.

### **Presentation Information**

#### **Study Area and Context (slide 2)**

The Study limits, the MCEA is for Winston Churchill Boulevard from 5 Side Road Embleton Avenue in the north down to Highway 401 in the south.

Winston Churchill Boulevard is a boundary road between Halton and Peel Region as such Peel and Halton Region are working together on this project however, Peel is formally leading the project. Your property is located on the west side of Winston Churchill Boulevard in Halton Region as such Halton is leading the consultation with you.

#### **Transportation Planning Background (slide 3)**

The need for this project was identified in both the Peel and Halton Region Transportation Master Plans. The role of a Transportation Master Plan is to identify at a high level what infrastructure will be required to accommodate future growth.

Please note other land use related secondary plan projects on going in the area. On the Brampton side there is the Bram West and Heritage Heights Secondary Plans and on the Halton Hills side the Premier Gateway Phase 2B Secondary Plan which is on going and is led by the Town of Halton Hills.

#### **Public Information Centre #2 (slide 4)**

Public information centre #2 is on going. This centre is being completed virtually with more detailed information about the project provided on the Peel Region website. The purposed is to get feedback from the public on the work completed to date including the preliminary preferred design concept.

The roll plan is available for download by clicking on the following link:

[https://www.peelregion.ca/pw/transportation/envIRON-ASSess/\\_media/WCB-PIC2-preferred-preliminary-design.pdf](https://www.peelregion.ca/pw/transportation/envIRON-ASSess/_media/WCB-PIC2-preferred-preliminary-design.pdf)

Additional Project information is available on the Peel Region website, see the link below.

<https://www.peelregion.ca/pw/transportation/construction/environmental-assessment/winston-churchill-boulevard.asp>

#### **MCEA Process (slide 5)**

This project is following the Class C Municipal Class Environmental Assessment Process. Currently the project is in the third phase, so following the second PIC a Environmental Study report will be assembled and placed on public record for review and comment. You will receive a notice of Study completion later this year when the Environmental Study report is available.

Following the completion of this study the project will enter the implementation phase which includes a Detail Design project phase and ultimately construction.

## **WCB Capital Timing Plan (slide 6)**

It is important to note that these times are subject to change and require council approved funding. Currently the Peel Region capital budget has this widening project broken into smaller sections and phased for implementation.

For example you can see the section of WCB from 5 side road Maple lodge farms is planned to start the detail design of a 4 lane cross section in 2023.

## **Discussion**

### **Future Easement**

As discussed only a preliminary design has been developed, detail design plans and detailed discussions regarding land requirements will follow in advance of construction. At this time the permanent easement noted on the plan provided represent land that may be required for street lights / utilities poles. Typically these poles would be located in the Boulevard, however the Project Team has proactively reduced Boulevard which minimizes property impacts to your property and the heritage building on it. The exact location and number of poles will be confirmed at the detailed design phase when street lighting and utilities relocation plans are completed. As such based on information available the Project Team has illustrated a blue block across the frontage.

As discussed at the meeting given the multi use path is located in close proximity to the property line there may also been a need for temporary easements along the frontage of your property to permit construction to occur.

### **Ministry of Transportation GTA West Project (Highway 413)**

The GTA West Project (Highway 413) is a Provincial project and is not directly related to the ongoing Winston Churchill Boulevard MCEA led by Peel and Halton.

As promised at our meeting, please see below and attached information related to Halton Region Council's position on the Ontario Ministry of Transportation proposed new highway located in the northwest Greater Toronto Area (GTA West Project or Highway 413).

On November 20, 2019, Halton Region Council endorsed a motion opposing further investment by the Province in the GTA West Transportation Corridor, and as noted in the attached staff report (LPS115-19/PW-48-19) dated October 16, 2019 titled "Greater Toronto Area West Transportation Corridor Route Planning and Environmental Assessment Study Public Information Centre #2 - Technically Preferred Route".

If I missed anything or you have any follow up questions please don't hesitate to let me know.

Best Regards,  
Patrick

---

From: [REDACTED]  
Sent: Tuesday, May 31, 2022 2:07 PM  
To: Monaghan, Patrick <[Patrick.Monaghan@halton.ca](mailto:Patrick.Monaghan@halton.ca)>  
Subject: Re: [REDACTED] Winston Churchill Boulevard

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Thank you so much.

On Tue, May 31, 2022 at 1:59 PM Monaghan, Patrick <[Patrick.Monaghan@halton.ca](mailto:Patrick.Monaghan@halton.ca)> wrote:

Hi [REDACTED]

I got your voicemail, its no problem we can start at 230, I will just have to reduce the meeting length to 30mins rather than an hour, which should be long enough anyway.

Talk to you at 230.

Patrick

**Patrick Monaghan, CET, PMP**

**Project Manager II**

Infrastructure Planning & Policy

Public Works

**Halton Region**

905-825-6000, ext. 7213 | 1-866-442-5866



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

**From:** Monaghan, Patrick

**Sent:** Tuesday, May 24, 2022 4:19 PM

**To:** Monaghan, Patrick; Koussarnia, Mohammed; Larkin, Ann; 'Mahmood, Tareq'; '[skavita2991@gmail.com](mailto:skavita2991@gmail.com)'

**Subject:** [8800 Winston Churchill Boulevard](#)

**When:** Tuesday, May 31, 2022 2:30 PM-3:00 PM (UTC-05:00) Eastern Time (US & Canada).

**Where:** <https://halton.zoom.us/j/97943055910>

**Revised Start time to 230pm**

**Draft Agenda –May 31, at 230pm – 3pm**

- Introductions
- Short project presentation
- Review property plan and email questions provided

Join Zoom Meeting

<https://halton.zoom.us/j/97943055910>

Meeting ID: 979 4305 5910

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+1 438 809 7799 Canada

+1 587 328 1099 Canada

+1 647 374 4685 Canada

+1 647 558 0588 Canada

**Public Information Centre #2**  
**Public Comments**

From: Monaghan, Patrick <Patrick.Monaghan@halton.ca>

Sent: Monday, June 6, 2022 11:54 AM

To: [REDACTED]

Cc: 'Mahmood, Tareq' <tareq.mahmood@peelregion.ca>; Alexander, Melissa <melissa.alexander@hatch.com>; Larkin, Ann <Ann.Larkin@halton.ca>;

Koussarnia, Mohammed <Mohammed.Koussarnia@halton.ca>

Subject: RE: [REDACTED]

**\*\* CAUTION:** This email originated outside Hatch. Do not click links or open attachments unless you can authenticate the sender and the content

Hi [REDACTED]

Thanks again for taking the time to meet with us on May 18<sup>th</sup> to discuss the ongoing Winston Churchill Boulevard Municipal Class Environmental Assessment. I attached the meeting slides I used to present the project for your information and included some key highlights and notes from our discussion:

### **Presentation Information**

#### **Study Area and Context (slide 2)**

The Study limits, the MCEA is for Winston Churchill Boulevard from 5 Side Road Embleton Avenue in the north down to Highway 401 in the south.

Winston Churchill Boulevard is a boundary road between Halton and Peel Region as such Peel and Halton Region are working together on this project however, Peel is formally leading the project. Your property is located on the west side of Winston Churchill Boulevard in Halton Region as such Halton is leading the consultation with you.

#### **Transportation Planning Background (slide 3)**

The need for this project was identified in both the Peel and Halton Region Transportation Master Plans. The role of a Transportation Master Plan is to identify at a high level what infrastructure will be required to accommodate future growth.

Please note other land use related secondary plan projects on going in the area. On the Brampton side there is the Bram West and Heritage Heights Secondary Plans and on the Halton Hills side the Premier Gateway Phase 2B Secondary Plan which is on going and is led by the Town of Halton Hills.

#### **Public Information Centre #2 (slide 4)**

Public information centre #2 is on going. This centre is being completed virtually with more detailed information about the project provided on the Peel Region website. The purposed is to get feedback from the public on the work completed to date including the preliminary preferred design concept.

The roll plan is available for download by clicking on the following link:

<https://www.peelregion.ca/pw/transportation/environ-assess/ media/WCB-PIC2-preferred-preliminary-design.pdf>

Additional Project information is available on the Peel Region website, see the link below.

<https://www.peelregion.ca/pw/transportation/construction/environmental-assessment/winston-churchill-boulevard.asp>

#### **MCEA Process (slide 5)**

This project is following the Class C Municipal Class Environmental Assessment Process. Currently the project is in the third phase, so following the second PIC a Environmental Study report will be assembled and placed on public record for review and comment. You will receive a notice of Study completion later this year when the Environmental Study report is available.

Following the completion of this study the project will entre the implementation phase which includes a Detail Design project phase and ultimately construction.

advance of construction. At this time the permanent easement noted on the plan provided represent land that may be required for street lights / utilities poles. Typically these poles would be located in the Boulevard, however the Project Team has proactively reduced Boulevard which minimizes property impacts to your property and the heritage building on it. The exact location and number of poles will be confirmed at the detailed design phase when street lighting and utilities relocation plans are completed. As such based on information available the Project Team has illustrated a blue block across the frontage.

As discussed at the meeting given the multi-use path is located in close proximity to the property line there may also been a need for temporary easements along the frontage of your property to permit construction to occur.

### **Halton Servicing Plans**

As discussed during our meeting you asked if Halton Region had plans to provide Municipal Water Wastewater servicing to residents on the west side of Winston Churchill Boulevard in your area 8768 Winston Churchill Boulevard.

Currently Halton has no plans to provide municipal water / wastewater services along Winston Churchill Boulevard. See the latest information provided in the 2022 Development Charges Update Water/Wastewater Technical Report. The Water and Wastewater Capital Map is on pages ES - 6 and 7 (pdf pages10&11)

<https://www.halton.ca/The-Region/Finance-and-Transparency/Financing-Growth/Development-Charges-Background-Study>

### **Ministry of Transportation GTA West Project (Highway 413)**

The GTA West Project (Highway 413) is a Provincial Project and is not directly related to the ongoing Winston Churchill Boulevard MCEA led by Peel and Halton. As promised at our meeting, please see below and attached information related to Halton Region Council's position on the Ontario Ministry of Transportation proposed new highway located in the northwest Greater Toronto Area (GTA West Project or Highway 413).

On November 20, 2019, Halton Region Council endorsed a motion opposing further investment by the Province in the GTA West Transportation Corridor, and as noted in the attached staff report (LPS115-19/PW-48-19) dated October 16, 2019 titled "Greater Toronto Area West Transportation Corridor Route Planning and Environmental Assessment Study Public Information Centre #2 - Technically Preferred Route".

Best Regards,  
Patrick

---

From: Monaghan, Patrick <[Patrick.Monaghan@halton.ca](mailto:Patrick.Monaghan@halton.ca)>

Sent: Tuesday, May 17, 2022 10:32 AM

To: 'Adam Tam' [REDACTED]

Cc: 'Mahmood, Tareq' <[tareq.mahmood@peelregion.ca](mailto:tareq.mahmood@peelregion.ca)>; 'Alexander, Melissa' <[melissa.alexander@hatch.com](mailto:melissa.alexander@hatch.com)>; Larkin, Ann <[Ann.Larkin@halton.ca](mailto:Ann.Larkin@halton.ca)>;

Koussarnia, Mohammed <[Mohammed.Koussarnia@halton.ca](mailto:Mohammed.Koussarnia@halton.ca)>; [REDACTED]

Subject: RE: [REDACTED]

Hi [REDACTED],

I took a quick stab at answering the questions you provided below in red but we can recap and review tomorrow if something isn't clear.

1. Do we need any software program to open the virtual meeting link? Please specify and send us the instructions prior to the meeting.

**The meeting will be hosted virtually on the Zoom platform**

2. Enclosed in the received registered letter shows an aerial view of our property (S.W. side) with some drawn lines of different colours. The legend does not cover all the colours/symbols for a better understanding. Please clarify the followings:



shore line 1.

- c) The Legend shows the hashed blue lines on our property are the permanent easement.  
What items/equipments are going to be installed in this easement on ground, underground and above ground?

It is important to note that is a preliminary design, detail design plans and detailed discussions regarding land requirements will follow in advance of construction. At this time the permanent easement noted on the plan provided represent land that may be required for street lights / utilities poles. Typically these poles would be located in the Boulevard, however the Project Team has proactively reduced Boulevard which minimizes property impacts to your property and the heritage building on it.

The exact location and number of poles will be confirmed at the detailed design phase when street lighting and utilities relocation plans are completed. As such based on information available the Project Team has showed a blue block across the frontage to be conservative.

- c. What are the numbers 2.26 and 2.16 mean at the two end sides of the picture on our property?

This is a rough estimate of the potential permeant easement width.

- d. What are those 8 solid black lines ( marked as A to H) represent? Previous property lines? What are the widths between the lines?

The black lines are the road design features:

Between A and B is the future multi use path

C is the curb line

Between D and E is the painted center median

F is the far side curb line

Between F and G is the Boulevard

Between G and H is the future far side multi use path

- e. What are the meanings of 3+240, 3+260.....?

These are design chainages, they are used in road designs to reference locations.

- f. What is permanent easement mean to an ordinary person? Right involved?

We can discuss this and the process / options in more detail tomorrow. We will also explain

- g. How much frontage land have we lost since day 1 from the Winston Churchill boulevard expansion project?

Not sure I understand this question, we can discuss tomorrow.

- i) Other than this project, will the GTA West Corridor project be on top as well?

The GTA West project is a separate provincially led project. This project is led by the Region of Peel and Halton.

I hope this helps, if not we can confirm tomorrow.

Patrick

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From: Monaghan, Patrick <Patrick.Monaghan@halton.ca>

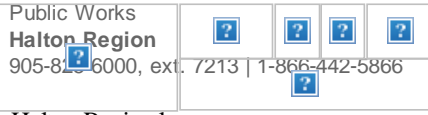
Sent: Tuesday, May 10, 2022 3:59 PM

To: [REDACTED]

Cc: [REDACTED]

Subject: RE: [REDACTED]

Hi [REDACTED]



Halton Region logo

This message, including any attachments, is intended only for the person(s) named above and may contain confidential and/or privileged information. Any use, distribution, copying or disclosure by anyone other than the intended recipient is strictly prohibited. If you are not the intended recipient, please notify us immediately by telephone or e-mail and permanently delete the original transmission from us, including any attachments, without making a copy.

From: [REDACTED]  
Sent: Tuesday, May 10, 2022 1:24 PM  
To: Monaghan, Patrick <[Patrick.Monaghan@halton.ca](mailto:Patrick.Monaghan@halton.ca)>  
Cc: [REDACTED]  
Subject: [REDACTED]

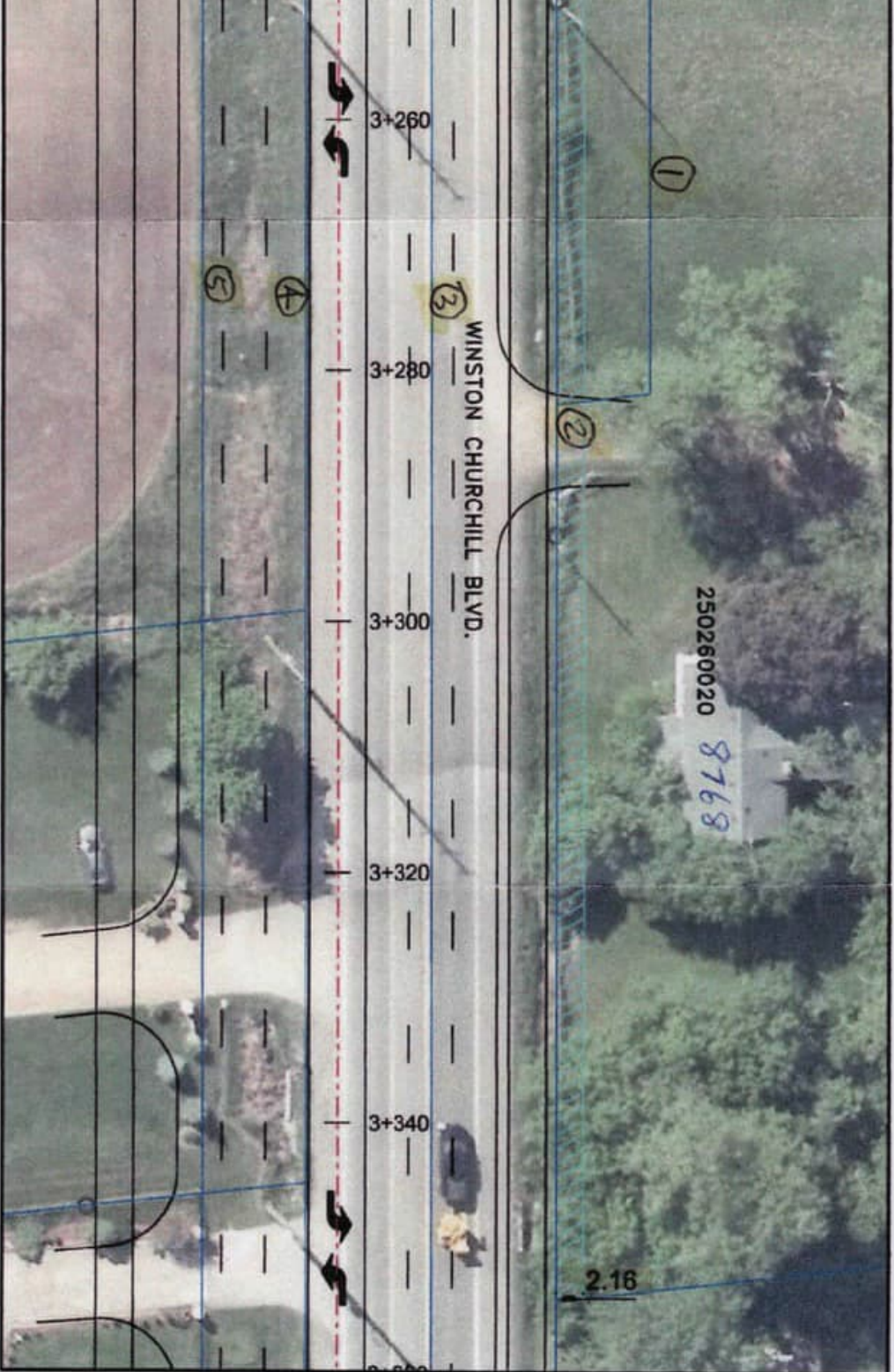
**CAUTION:** This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. If you are unsure or need assistance please contact the IT Service Desk.

Dear Patrick,  
I have received a registered letter from your office regarding a proposed virtual meeting to be held on May 18, 2022 @ 9:00 am to review your preliminary preferred alternative public road plan in the vicinity of our property (8768 Winston Churchill Blvd., Norval, Ontario) and to discuss the potential impacts and mitigation measures proposed.  
We are very interested to discuss with the team to see what the impacts are. The proposed time is good for us. Other than myself, the other shareholder also would like to be in the virtual meeting as well. Will you please send the link to both [REDACTED]. Chances are I will join Peter Chin in his office.

I have the following questions

1. Do we need any software program to open the virtual meeting link? Please specify and send us the instructions prior to the meeting.
- 2) Enclosed in the received registered letter shows an aerial view of our property (S.W. side) with some drawn lines of different colours. The legend does not cover all the colours/symbols for a better understanding. Please clarify the followings:
  - a) From the legend, the solid blue lines represents the **existing** property line. The marked aerial picture shows a total of 5 horizontal solid blue lines including the opposite property ( see attached picture below marked with 1 to 5). Will you explain what are these lines? Are some of these blue lines representing the original property line of our land? What are the widths between the lines?
  - b) Between line 1 and line 2 there is a short vertical blue line. What does that vertical blue line represent?
  - c) The Legend shows the hashed blue lines on our property are the permanent easement. What items/equipments are going to be installed in this easement on ground, underground and above ground?
  - d) What are the numbers 2.26 and 2.16 mean at the two end sides of the picture on our property?
  - e) What are those 8 solid black lines ( marked as A to H) represent? Previous property lines? What are the widths between the lines?
  - f) What are the meanings of 3+240, 3+260.....?
  - g) What is permanent easement mean to an ordinary person? Right involved?
  - h) How much frontage land have we lost since day 1 from the Winston Churchill boulevard expansion project?

# 8768 Winston Churchill Boulevard



**LEGEND:**



PERMANENT EASEMENT

\*FOR RELOCATED POLES TO PROVIDE MAINTENANCE FOR RELOCATED POLES



EXISTING PROPERTY LINE

**on**  
REGION

**of Peel**

own for the

NOTE: MEASUREMENTS ARE APPROXIMATE

From: [REDACTED]  
Sent: June 13, 2022 8:55 PM  
To: tareq.mahmood@peelregion.ca; Alexander, Melissa; Patrick.Monaghan@halton.ca  
Subject: Winston Churchill Blvd./Financial Drive Intersection and 8597 WCB Impacts  
Attachments: 8597 Winston Churchill Boulevard\_ROP.220218.pdf

Follow Up Flag: Follow up  
Flag Status: Flagged

\*\* CAUTION: This email originated outside Hatch. Do not click links or open attachments unless you can authenticate the sender and the content

Hello Tareq,

Regarding the attached document which we received from you on February 18, 2022 and the information contained in PIC #2 on May 19, 2022 for the joint proposal to widen Winston Churchill Blvd (WCB) we, [REDACTED] being the owners of the property at [REDACTED], wish to make known our vehement objections to the proposal. Although Peel Region claims that they have chosen their preferred alignment for the section of roadway adjacent to our property because it has fewer property impacts and more evenly balances those impacts, we strongly disagree. For example, the information we received on February 18th makes it very clear that at some point in time the proposal will cause severe limitations to our property access whereas this will not be the case for the property located directly across the road at 8602 WCB, unless certain things happen which at this point in time are only remote possibilities at best. Sightline obstructions, applicable bylaws and safety concerns, among other things, will also have much greater negative impacts on our property than at 8602 WCB if the existing proposal is implemented.

Your suggestion that we raise these concerns with the City of Brampton due to their preferred alignment for the Financial Drive extension is not valid. We have been through the EA process with the COB and are satisfied with the results. The proposed widening of WCB and the opening of the intersection are regional initiatives and it is these that we object to. If it is your opinion that pressure should be applied to the COB in order to decrease the adverse impacts to our property relative to other nearby properties by having the alignment of Financial Drive altered, then we will leave it to you to take appropriate action and inform us of the results.

We look forward to your response on this matter.

[REDACTED]

**Public Information Centre #2**  
**Agency Comments**

Report To:	Regional Chair and Members of Regional Council
From:	Bob Gray, Acting Commissioner, Legislative and Planning Services and Corporate Counsel Jim Harnum, Deputy CAO and Commissioner of Public Works
Date:	October 16, 2019
Report No. - Re:	LPS115-19/PW-48-19 – Greater Toronto Area West Transportation Corridor Route Planning and Environmental Assessment Study Public Information Centre #2 - Technically Preferred Route

## RECOMMENDATION

1. THAT Report No. LPS115-19/PW-48-19 – “Greater Toronto Area West Transportation Corridor Route Planning and Environmental Assessment Study Public Information Centre #2 - Technically Preferred Route” be endorsed.
2. THAT the Regional Clerk forward a copy of Report No. LPS115-19/PW-48-19 to the Ministry of Transportation, the Greater Toronto Area West Corridor Project Team, the City of Burlington, the Town of Halton Hills, the Town of Milton, the Town of Oakville, the City of Brampton, the Regional Municipality of Peel, Credit Valley Conservation Authority and Conservation Halton for their information.

## REPORT

### **Executive Summary**

- The purpose of this report is to provide an update and seek Council’s endorsement of Halton Region’s comments on the technically preferred route for the Greater Toronto Area (GTA) West Transportation Corridor Planning and Environmental Assessment Study.
- The GTA West Transportation Corridor Route Planning and Environmental Assessment Study Project Team released the technically preferred route and supporting documents at three identical Public Information Centres held in September 2019.
- Public and agency comments on the material and the technically preferred route are requested by October 31, 2019.

- Following an evaluation of public and agency comments the project team will confirm the preferred route and Focused Analysis Area (FAA) in spring 2020. A preliminary design will follow.
- Staff will report back to Council as further information is made available.

## **Background**

In March 2008, the Ontario Ministry of Transportation (MTO) initiated Stage 1 of the GTA West Transportation Corridor Route Planning and Environmental Assessment Study for a transportation corridor in the western GTA. A final 'Transportation Development Strategy' was released in November 2012 identifying a north-south corridor similar to the corridor recommended in the Halton-Peel Boundary Area Transportation Study (HPBATS). More background information on the HPBATS initiative, among other initiatives related to the GTA West, is provided in Attachment #1. The GTA West Transportation Corridor Route Planning and Environmental Assessment Study recognizes the HPBATS north-south corridor as a Provincial facility. Attachment #2 includes a map identifying the recommended road network associated with HPBATS.

In 2014, Stage 2 of the MTO's GTA West Transportation Corridor Planning and Environmental Assessment Study was initiated. As part of Stage 2, route alternatives for a new transportation corridor were developed within the Route Planning Study Area including a long list of alternatives. The alternatives were screened to arrive at a short list of route alternatives (Route 1-C and 1-E on Attachment #3) and a Focused Analysis Area (FAA) was established. The FAA restricts development on properties that are directly impacted by the corridor.

Through Report No. LPS22-15, an update to Council was provided on the GTA West Transportation Corridor Route Planning and Environmental Assessment Study. The report indicated a preliminary preference to Route 1C. The Project Team for the GTA West Transportation Corridor Route Planning and Environmental Assessment Study intended to evaluate the short list of route alternatives based on public and agency input and present a preferred route at a Public Information Centre in the fall/winter of 2015.

In December 2015 MTO suspended its work on the GTA West Transportation Corridor Planning and Environmental Assessment Study. Subsequently, an Advisory Panel was appointed to provide the MTO with advice on the need for the GTA West corridor, in light of changes in government policy at that time, and transportation technology that could impact the demand for travel in the GTA. At the time, the project team had identified a technically preferred route but had not yet presented the route to the stakeholders or the public.

In May 2017, the GTA West Advisory Panel released its final report and recommendations to the MTO. In February 2018, it was announced that the study would not be proceeding as outlined in Report No. LPS37-18/PW-14-18.

On June 19, 2019, the MTO announced that the GTA West Transportation Corridor Route Planning and Environmental Assessment Study would resume. The Study would focus on the planning and preliminary design of a new multimodal transportation corridor that includes a 400-series highway, transitway, and potential goods movement priority features. The Study resumed at the point it left off in 2015 and is anticipated to be completed by the end of 2022.

## **Discussion**

In September 2019, the GTA West Project Team presented the technically preferred route for the GTA West corridor at a series of three identical Public Information Centres (PIC #2). The PIC#2 included the following material:

- A presentation of the technically preferred route.
- Study background, analysis and process.
- Rationale and analysis justifying the choice of the preferred route.
- Information on permissions to enter which will allow the project team to access private property at the consent of the owner(s) to conduct field investigations.
- List of Indigenous Communities and Indigenous Councils impacted by the project.
- Community Advisory Group Application information and forms.
- Community Value Plan Team Application information and forms.
- Greenbelt Transportation Advisory Group Application information and forms.

The MTO project team has evaluated the short list of routes and interchanges identified in 2015 to arrive at a technically preferred route alignment (previously short listed route 1-E) as well as a refined 2019 Focused Area Analysis (see Attachment #5).

The technically preferred route alignment includes an interchange at Bovaird Drive in the Region of Peel east of Winston Churchill Boulevard and an interchange at Winston Churchill Boulevard south of 5 Side Road at the Halton-Peel boundary. There is also an interchange proposed where Highway 401 and Highway 407 intersect, east of Trafalgar Road. There are no connection points proposed to the Halton Regional road network, beyond the proposed Winston Churchill interchange (see Attachment #6). The proposed cross-section is 170 m wide and includes a multi-modal transportation corridor that would accommodate a 4 to 6 lane highway with an adjacent and separate transitway (see Attachment #7). It is understood that the proposed hydro/transmission corridor would be in addition to the 170 m wide multi-modal corridor, and is subject to a separate study being led by the Ministry of Energy, Northern Development and Mines (ENDM) and the Independent Electricity System Operator (IESO).



A confirmed preferred route and a reduced FAA will be complete by spring 2020, at which time MTO will commence preliminary design of the preferred route and consult with property owners who are directly impacted. By fall/winter 2021, MTO is expecting to present the preliminary design of the preferred route at Public Information Centre #3.

### Preliminary Regional Comments

Regional staff have reviewed the materials presented at PIC #2 and provide the following comments for Council's consideration and endorsement.

#### *Potential Impacts on the Existing and Planned Transportation Network*

- Depending on the preferred route, the GTA West could have significant impacts on the existing and planned transportation network. Further detailed analysis is required by the GTA West Project Team to understand the nature of impacts of the technically preferred route alternative on the existing and planned road network within Halton Region. Solutions to address these impacts must also be identified in consultation with the Region and Town of Halton Hills.
- Additional analysis by the GTA West Project Team is required to identify how east-west travel demand generated from the proposed interchange at Bovaird Drive will be accommodated without impacting the Norval community. The Halton-Peel Boundary Area Transportation Study (HPBATS) identified the need for an east-west connection and Norval Bypass to alleviate traffic through the Hamlet of Norval; as such, it is recommended that as a part of this project the GTA West Project Team identify a solution to address this impact.
- The proposed interchange at Highway 401/407 would provide access to the Premier Gateway Employment Lands through the existing Highway 401/Trafalgar Road interchange. It is anticipated that there will be an increase in demand at both the Trafalgar Road interchange and the Trafalgar Road/Steeles Avenue intersection. It is recommended that additional analysis be undertaken as a part of this project to understand the nature of impacts, and to develop solutions to mitigate the impacts on the Trafalgar Road/Steeles Avenue intersection.
- It is recommended that the project team undertake further consultation with Halton Region and the Town of Halton Hills to determine the preferred option to cross Steeles Avenue as the impact of the proposed interchange at Highway 401/407 on Steeles Avenue has not been clearly defined.
- It is important that any changes to the Highway 401/Trafalgar interchange resulting from the GTA West study does not preclude a future interchange with Highway 401 west of Trafalgar Road. This interchange has been identified in Halton Region's 2011 Transportation Master Plan – A Road to Change and is an important part of the regional transportation network that must be protected.

- It is recommended that the study demonstrate and confirm the provision of safe access for pedestrians and cyclists for all road crossings and interchanges.

#### *Potential Impacts on Planned Water and Wastewater Servicing*

- Once details are released regarding the configuration near Steeles Avenue, an assessment on the feasibility of servicing designated employment lands east of the proposed interchange at Highway 401/401 in Halton Hills must be undertaken. The alignment of the technically preferred route could negatively impact Halton Region's ability to provide water and wastewater services to these lands.

#### *Potential Impacts to Planned Land Uses*

- The proposed alignment of the technically preferred route includes lands that are part of the Regional Natural Heritage and Agricultural systems. These lands are protected through the Regional Official Plan. It is recommended that negative impacts to natural heritage and agricultural areas can be avoided, where possible, by the proposed preferred routes.
- The technically preferred route and 2019 FAA at the Highway 401/407 interchange occupy a significant portion of employment lands along Steeles Avenue east of Eighth Line. These lands are part of the Urban Area with Regional Phasing identified between 2021 and 2031, per Map 5 of the Regional Official Plan. MTO is expected to confirm the preferred route in Spring 2020, at which time the quantum of lands impacted by the alignment and interchange will be known. Regional staff will then determine the impact that the preferred route will have on the Region's land budget. It is recommended that the footprint for the new corridor be minimized where possible to preserve opportunities for planned employment land development.
- Through the process of proposing a technically preferred route, the GTA West Project Team has identified zones where the MTO has a reduced interest in properties which are areas identified in green in the 2019 FAA (see Attachment #6). Following confirmation of the preferred route, Regional staff, in consultation with MTO, will then determine the next steps in the release of these lands from the corridor protection policies adopted through ROPA 43 (see Attachment # 1). It is recommended that the study identify clearly and expeditiously lands that can be released from corridor protection.
- The technically preferred route and 2019 FAA also extend through the Region's Future Strategic Employment lands along Winston Churchill Boulevard and Tenth Line south of 5 Side Road (as identified on Map 1C of the Regional Official Plan) and proposed intersection at Winston Churchill Boulevard. This supports the long term vision of the Regional Official Plan to provide strategic transportation access to future strategic employment areas in Halton Region. It is recommended that the

footprint for the new corridor be minimized where possible to preserve opportunities for potential future planned employment land development.

### **Next Steps**

Regional staff will continue to monitor the progress of the GTA West Transportation Corridor Route Planning and Environmental Assessment Study and will report back to Council when the GTA West Project Team confirms the preferred route and commences detailed design of the corridor.

FINANCIAL/PROGRAM IMPLICATIONS

There are no financial implications associated with this report.

Respectfully submitted,



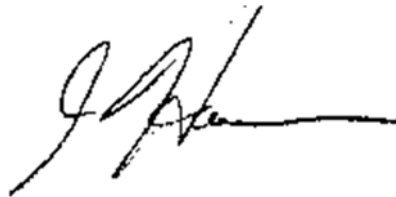
Curt Benson  
Director, Planning Services and Chief  
Planning Official



Bob Gray  
Acting Commissioner, Legislative and  
Planning Services and Corporate Counsel



Lisa De Angelis P. Eng.  
Director, Infrastructure Planning and Policy



Jim Harnum  
Deputy CAO and Commissioner of Public  
Works

Approved by



Jane MacCaskill  
Chief Administrative Officer

If you have any questions on the content of this report,  
please contact:

Curt Benson  
Lisa De Angelis

Tel. # 7181  
Tel. # 7547

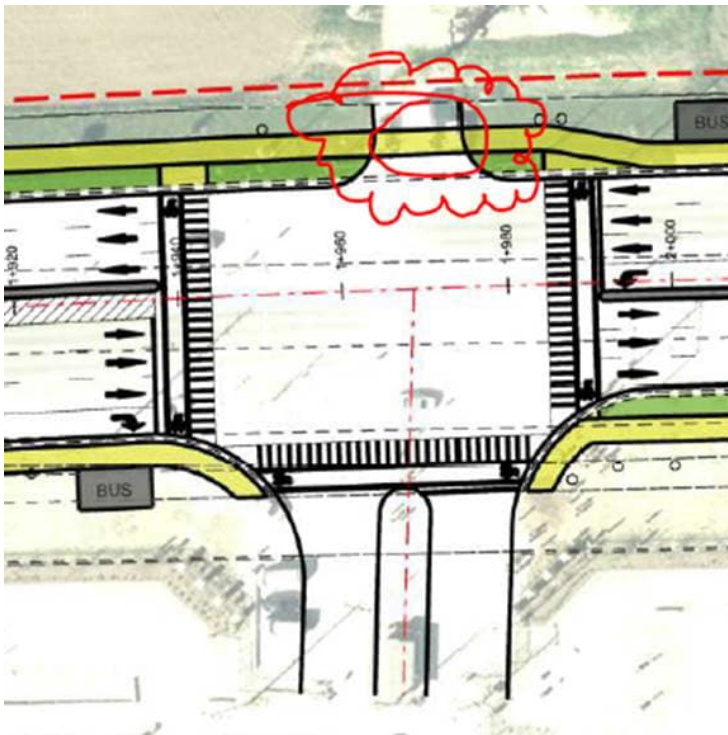
Attachments: Attachment #1 - Initiatives Related to the GTA West Study  
Attachment #2 - HPBATS Recommended Road Network, 2031  
Attachment #3 - 2015 GTA West Short List of Route Alternatives  
Attachment #4 - IESO Northwest Greater Toronto Area Transmission Corridor  
Identification Study Area  
Attachment #5 - Refined 2019 Focused Analysis Area  
Attachment #6 - GTA West 2019 Technically Preferred Route  
Attachment #7 - GTA West 2019 Proposed Cross-section

From: Yap, Michael  
Sent: March 29, 2022 7:09 AM  
To: Mahmood, Tareq  
Subject: RE: Winston Churchill Boulevard Class EA - PIC-2 slides and Preliminary design  
Attachments: WCB Class EA Preliminary Design.pdf

Follow Up Flag: Follow up  
Flag Status: Flagged

Good morning Tareq,  
Hope all is well with you and your family.  
Comments:

1. Suggestion that Hydro line should be part of the cross section if it will be within ROW and if it will be used for streetlighting
2. Maple lodge entrance is signalized. The west side is a private driveway. That should also have a crosswalk and crossride. It's currently signalized. The west leg crossing should be consistent with the intersection.



Kind Regards,

Michael Yap  
 **Region of Peel**  
working with you

Technical Analyst | Traffic Signal and Streetlighting | Traffic Engineering  
10 Peel Centre Drive Suite B, 4<sup>th</sup> Floor, Brampton, ON, L6T 4B9  
P: 905.791.7800 ext. 7857 | E: [Michael.Yap@peelregion.ca](mailto:Michael.Yap@peelregion.ca)

---

From: Mahmood, Tareq <[tareq.mahmood@peelregion.ca](mailto:tareq.mahmood@peelregion.ca)>  
Sent: March 9, 2022 5:02 PM  
To: Monaghan, Patrick <[Patrick.Monaghan@halton.ca](mailto:Patrick.Monaghan@halton.ca)>; Saddi, Asha <[asha.saddi@peelregion.ca](mailto:asha.saddi@peelregion.ca)>; Lee, Arthur <[arthur.lee@peelregion.ca](mailto:arthur.lee@peelregion.ca)>; Sinka, Nathan <[nathan.sinka@peelregion.ca](mailto:nathan.sinka@peelregion.ca)>; Yap, Michael <[michael.yap@peelregion.ca](mailto:michael.yap@peelregion.ca)>; Ansari, Seema <[seema.ansari@peelregion.ca](mailto:seema.ansari@peelregion.ca)>; Ahuja, Sidharth <[sidharth.ahuja@peelregion.ca](mailto:sidharth.ahuja@peelregion.ca)>; Hamdani, Hashim <[hashimali.hamdani@peelregion.ca](mailto:hashimali.hamdani@peelregion.ca)>; Saini, Sakshi <[sakshi.saini@peelregion.ca](mailto:sakshi.saini@peelregion.ca)>; Tan, Jerry <[jerry.tan@peelregion.ca](mailto:jerry.tan@peelregion.ca)>; Dave, Richa <[richa.dave@peelregion.ca](mailto:richa.dave@peelregion.ca)>; Amaral, Patrick <[patrick.amaral@peelregion.ca](mailto:patrick.amaral@peelregion.ca)>; Saiyed, Sabbir <[sabbir.saiyed@peelregion.ca](mailto:sabbir.saiyed@peelregion.ca)>; Smith, Neal <[neal.smith@peelregion.ca](mailto:neal.smith@peelregion.ca)>; Mulcahy, Finbarr <[finbarr.mulcahy@peelregion.ca](mailto:finbarr.mulcahy@peelregion.ca)>; Martino, Alexander <[alex.martino@peelregion.ca](mailto:alex.martino@peelregion.ca)>; Ardeleanu, Bogdan <[bogdan.ardeleanu@peelregion.ca](mailto:bogdan.ardeleanu@peelregion.ca)>; Lavhey, James <[james.lavhey@peelregion.ca](mailto:james.lavhey@peelregion.ca)>; Oldford, Steven <[steven.oldford@peelregion.ca](mailto:steven.oldford@peelregion.ca)>; ZG-Peel Health & Built Environment <[zzg-peelhealthbuiltenvironment@peelregion.ca](mailto:zzg-peelhealthbuiltenvironment@peelregion.ca)>; Aymar, Matthew <[matthew.aymar@peelregion.ca](mailto:matthew.aymar@peelregion.ca)>; Bennington, Michael

From: Ansari, Seema  
Sent: March 29, 2022 12:41 PM  
To: Mahmood, Tareq  
Cc: Sinka, Nathan  
Subject: RE: Winston Churchill Boulevard Class EA - PIC-2 slides and Preliminary design

Hello Tareq,

Please revise PIC 2 Slide 8 to include safety.

Traffic Analysis- revise point 2. Improve **safety** and comfort for both walking and cycling on both sides of **the** roadway

Thank you and have a great day.

Best Regards,

Seema Ansari, C.E.T.  
Technical Analyst, Traffic Safety  
Traffic Engineering, Public Works  
[seema.ansari@peelregion.ca](mailto:seema.ansari@peelregion.ca)



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---

From: Sinka, Nathan <[nathan.sinka@peelregion.ca](mailto:nathan.sinka@peelregion.ca)>  
Sent: March 28, 2022 2:39 PM  
To: Mahmood, Tareq <[tareq.mahmood@peelregion.ca](mailto:tareq.mahmood@peelregion.ca)>  
Cc: Smith, Neal <[neal.smith@peelregion.ca](mailto:neal.smith@peelregion.ca)>; Ansari, Seema <[seema.ansari@peelregion.ca](mailto:seema.ansari@peelregion.ca)>; Yap, Michael <[michael.yap@peelregion.ca](mailto:michael.yap@peelregion.ca)>; Jamroz, Damian <[damian.jamroz@peelregion.ca](mailto:damian.jamroz@peelregion.ca)>  
Subject: FW: Winston Churchill Boulevard Class EA - PIC-2 slides and Preliminary design

Hi Tareq,

You had mentioned in the PIC-2 presentation material that the existing posted speed limit is a 60/70km/h mix. For the proposed slides you may want to add that the posted speed limit will be revised to 60km/h for the entire study area pending council approval.

Thanks,

Nathan Sinka  
Technical Analyst, Traffic Operations  
Traffic Engineering  
Region of Peel  
10 Peel Centre Drive Suite B, 4th Floor  
Brampton, ON L6T 4B9  
Office No.: 905-791-7800 ext. 7863



---

From: Mahmood, Tareq <[tareq.mahmood@peelregion.ca](mailto:tareq.mahmood@peelregion.ca)>  
Sent: March 9, 2022 5:02 PM  
To: Monaghan, Patrick <[Patrick.Monaghan@halton.ca](mailto:Patrick.Monaghan@halton.ca)>; Saddi, Asha <[asha.saddi@peelregion.ca](mailto:asha.saddi@peelregion.ca)>; Lee, Arthur <[arthur.lee@peelregion.ca](mailto:arthur.lee@peelregion.ca)>; Sinka, Nathan <[nathan.sinka@peelregion.ca](mailto:nathan.sinka@peelregion.ca)>; Yap, Michael <[michael.yap@peelregion.ca](mailto:michael.yap@peelregion.ca)>; Ansari, Seema <[seema.ansari@peelregion.ca](mailto:seema.ansari@peelregion.ca)>; Ahuja, Sidharth <[sidharth.ahuja@peelregion.ca](mailto:sidharth.ahuja@peelregion.ca)>; Hamdani, Hashim <[hashimali.hamdani@peelregion.ca](mailto:hashimali.hamdani@peelregion.ca)>; Saini, Sakshi <[sakshi.saini@peelregion.ca](mailto:sakshi.saini@peelregion.ca)>; Tan, Jerry <[jerry.tan@peelregion.ca](mailto:jerry.tan@peelregion.ca)>; Dave, Richa <[richa.dave@peelregion.ca](mailto:richa.dave@peelregion.ca)>; Amaral, Patrick <[patrick.amaral@peelregion.ca](mailto:patrick.amaral@peelregion.ca)>; Saiyed, Sabbir <[sabbir.saiyed@peelregion.ca](mailto:sabbir.saiyed@peelregion.ca)>; Smith, Neal <[neal.smith@peelregion.ca](mailto:neal.smith@peelregion.ca)>; Mulcahy, Finbarr <[finbarr.mulcahy@peelregion.ca](mailto:finbarr.mulcahy@peelregion.ca)>; Martino, Alexander

From: Oldford, Steven  
Sent: March 23, 2022 11:52 AM  
To: Mahmood, Tareq  
Subject: RE: Winston Churchill Boulevard Class EA - PIC-2 slides and Preliminary design

Hi Tareq,

Further to my last message, I have the following additional suggested comments pertaining to the Roll Plan:

Where the intersection of WCB and Financial Drive is shown (STN 2+810), should we identify the proposed intersection as "in accordance with the Bram West Parkway/Financial Drive EA"

Where the proposed GTA West intersects with WCB, should we include a bubble around the area and label "Subject to further impacts of the GTA West Plan EA" - Not sure if it is common practise to identify other possible EA impacts

The above are just suggestions.

Regards,

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

---

From: Oldford, Steven  
Sent: March 22, 2022 6:17 PM  
To: Mahmood, Tareq <[Tareq.Mahmood@peelregion.ca](mailto:Tareq.Mahmood@peelregion.ca)>  
Subject: RE: Winston Churchill Boulevard Class EA - PIC-2 slides and Preliminary design

Hi Tareq,

I have provided a summary of my comments below as well as on the attached:

#### PIC Slides

Page 20 – Add to "Alternative 4 Widen to the West"

Significant impacts to residential properties on the west side

Page 22

Why is the ROW identified as 47.5 m and the cross-section only shows 43m? Should they not match?

Page 23

Why is the ROW identified as 45 m and the cross-section only shows 31.5m? Should they not match?

#### Preliminary Design

Question – has Alectra been circulated for comments regarding hydro pole relocation on Peel's side and potential aerial easement requirements or will this be addressed at detailed design? Sections of the ROW appear to have hydro poles on or within close proximity to the future property line (i.e. STN 2+180R, STN 2+240R, STN 2+295R, etc.), with Alectra typically requiring a 5 metre aerial swing allowance. Will the poles be relocated next to the MUP and not less than 5m from the new property line, in order to ensure any swing requirements are contained within the future ROW and that no permanent hydro aerial easements are required on private property?

Regards,

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

From: Tan, Jerry  
Sent: March 10, 2022 8:34 AM  
To: Mahmood, Tareq  
Cc: melissa.alexander@hatch.com  
Subject: RE: Winston Churchill Boulevard Class EA - PIC-2 slides and Preliminary design

Hi Tareq, looking at the preliminary design and I noticed that the road grades ranges from 0.00 to 0.01. Could you please clarify if these are the existing grades? If so, what are the proposed grades?

Thanks,

Jerry Tan, C.E.T.

Project Manager

Roads-Design and Construction



From: Dominic Ste-Marie <Dominic.Sainte-Marie@wendake.ca>  
Sent: March 30, 2022 10:40 AM  
To: Mahmood, Tareq  
Cc: Lori-Jeanne Bolduc; Mario Gros Louis  
Subject: RE: Winston Churchill Boulevard Class EA - PIC-2 slides and Preliminary design

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Ndio' Tareq,

Please note that the Huron-Wendat Nation is interested in participating in all archaeological fieldwork for this project, as well as receiving copies of the draft reports for review and comments. Funding must be made available to insure our participation. In addition, the Wendat Nation would like to be kept informed of any upcoming environmental studies, specifically as they relate to wildlife such as birds bats and fishes and the associated streams wetlands and watersheds.

Tiawenhk chia' önenh  
Dominic Ste-Marie



**NATION HURONNE-WENDAT**  
**Bureau du Nionwentsïo**

**Dominic Ste-Marie**

Conseiller en gestion du territoire

255, Place Chef Michel-Laveau

Wendake (Qc) GOA 4V0

Téléphone : 418-843-3767

Courriel : dominic.ste-marie@wendake.ca



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ATTENTION: Please note that Maxime Picard has a new position at the Huron-Wendat Nation Council and is no longer in charge of Ontario consultations. Any new consultation from Ontario must be sent to Mario Gros-Louis ([mario.groslois@wendake.ca](mailto:mario.groslois@wendake.ca)), Lori-Jeanne Bolduc ([lori-jeanne.bolduc@wendake.ca](mailto:lori-jeanne.bolduc@wendake.ca)) and Dominic Ste-Marie ([dominic.ste-marie@wendake.ca](mailto:dominic.ste-marie@wendake.ca)).

For inquiries relating specifically to archaeology (fieldwork planning, monitoring, reports review, etc.), please contact Marie-Sophie Gendron ([marie-sophie.gendron@wendake.ca](mailto:marie-sophie.gendron@wendake.ca)), Isabelle Lechasseur ([isabelle.lechasseur@wendake.ca](mailto:isabelle.lechasseur@wendake.ca)) and Jean-François Richard ([jean-francois.richard@wendake.ca](mailto:jean-francois.richard@wendake.ca)).

From: Monaghan, Patrick <Patrick.Monaghan@halton.ca>  
Sent: March 16, 2022 12:00 PM  
To: Mahmood, Tareq  
Cc: Larkin, Martin  
Subject: RE: Winston Churchill Blvd - PIP+Roll Plan

Follow Up Flag: Follow up  
Flag Status: Flagged

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Hi Tareq,

Please see comments on the roll plan and PIP's. As noted below the Halton Road Ops department is also reviewing but will not have their review done till March 25<sup>th</sup>. I am happy to discuss with you and or Hatch.

PIP comments

- a. Please make sure the Aerial photos are the most up to date (similar to roll plan).
- b. Aerial photos show up differently than previous versions and as a result the line work for the MUP, driveways and traveled way doesn't show up well. Could you please darken the line work so its clear? (other than the ultimate ROW that looks good).
- c. Slide 4, consistent with comment 3 from Halton Transportation Planning Comments – roll plan, it is not clear what the 7.5m wide area is adjacent to the box culvert. Do we need this land or is it just a maintenance access/ easement?
- d. Slide 5, 6 and 7 – consistent with comment 2 from Halton Transportation Planning Comments – roll plan, it is understood that the future intersection with Winston Churchill Boulevard just north of Steeles Avenue (1+500) will be unsignalized. Please confirm why a raised centre median has been shown at an unsignalized intersection. It is our preference that if a signal will not be installed that the medians be removed so access can be maintained to the adjacent properties.
- e. Slide 10 and 11 - A property requirement isn't identified here, please confirm if property is required to build the road. Consider comment 4 from Halton Transportation Planning Comments – roll plan.
- f. Slide 12 and 13 – consistent with comment 3 from Halton Transportation Planning Comments – roll plan, if temporary easements are required please confirm what the purpose of the easement is in a note as the land owner will be interested,

Halton Transportation Planning Comments – roll plan

1. Please provide an update on the construction of Steeles Avenue at Winston Churchill Boulevard, in particular consultation and access considerations for the property at the northwest corner of Steeles Avenue at Winston Churchill Boulevard. We would like to understand how this has been completed before we present the property impacts in the draft preliminary preferred plan to the public.
2. It is understood that the future intersection with Winston Churchill Boulevard just north of Steeles Avenue (1+500) will be unsignalized. Please confirm why a raised centre median has been shown at an unsignalized intersection. It is our preference that if a signal will not be installed that the medians be removed so access can be maintained to the adjacent properties.
3. If temporary easements are required please confirm what the purpose of the easement is in a note. For example the 3+240 to 3+400 has turquoise hatching along the westerly property line, however it is not clear based on the drawing what this means to the land owner. Similarly some culverts have a property requirement box around them, it is not clear how the size of the property requirement was established or if this is an actual property requirement or just an access/maintenance easement.
4. 2+580 to 2+340 transitions curb face MUP between culvert C8 and C9 back out to a full size boulevard width. Could we please smooth out the transition so there are no property impacts to the west side properties?
5. An existing driveway is missing from the drawing at 2+440. Please add to the design.
6. Please relabel the "proposed right of way" line to "Ultimate Right of way requirement"

Halton E and C comments - roll plan:

7. I do not see any ditch grading to the culverts on the North side or storm works that are to direct water. Seeing this is a schematic, should this not be shown? How is the water actually draining? Residents may be interested drainage modifications.

Detailed culvert related questions:

8. I believe the culvert at C9 needs to be extended and potential property required as it presently ends under the sidewalk shown. Property required to get access for maintenance. Similar to C10? Should there be a blue dotted line?
9. The C8 CULVERT - What does the blue 2 dot – line represent as it does not follow the existing watercourse through the culvert? I believe additional property is to being taken to accommodate maintenance and installation purposes.
10. C7 culvert. Would additional property be required for in service works, should the culvert end need to be accessed?. It may need to be extended as it is at the edge of sidewalk.
11. I believe the culvert at C6 needs to be extended as it presently ends under the sidewalk, I believe additional property may be required. Blue watercourse ends with no connection to the culvert south side.
12. I believe the culvert at C5 needs to be extended as it presently ends under the sidewalk shown.
13. I believe the culvert at C4 needs to be extended as it presently ends under the sidewalk, shown I believe this culvert is going to be difficult to maintain on Peels side. Due limited access to remove siltation once installed. Driveway entrance beside C4 I believe needs to be wider to accommodate the driveway area at property.
14. Note sure as to what is happening with the water course at C3 – Levi Creek. Watercourse is not aligned with the culvert crossing.
15. C2 culvert. Would additional property be required for in service works, the culvert needs to be extended should in need to be accessed? Presently ends under the sidewalk?

Halton Road Operations comments - roll plan:

To be provided by March 25<sup>th</sup>.

Regards,  
Patrick

---

From: Monaghan, Patrick <[Patrick.Monaghan@halton.ca](mailto:Patrick.Monaghan@halton.ca)>  
Sent: Friday, November 19, 2021 10:52 AM  
To: 'Mahmood, Tareq' <[tareq.mahmood@peelregion.ca](mailto:tareq.mahmood@peelregion.ca)>  
Cc: Oldford, Steven <[steven.oldford@peelregion.ca](mailto:steven.oldford@peelregion.ca)>; Larkin, Ann <[Ann.Larkin@halton.ca](mailto:Ann.Larkin@halton.ca)>  
Subject: RE: Winston Churchill Blvd - Class EA - PIPs

Hi Tareq,

Question for Peel:

I noticed there is a PIP for a property at the north east corner of WCB and Steeles Avenue, my assumption was that property owners impacted by the Steeles Avenue and WCB intersection design would have been consulted with through the Steeles Avenue project given it is already in the latter phases of Detail Design? If this didn't happen we will need to add the property owner on the north west corner to the list of PIP's, it looks like the property has started to develop (see google) since the Preliminary Design aerial photos were taken.

Comments on the PIPs:

As requested in my original email (attached), the PIPs submitted are missing some information we originally requested (comment 1-3), the rest are more detailed comment that apply to all of the drawings. In addition I attached a mark up of the detailed PIPs for information that is unique to each property. I should also note that given the volume of comments that I have, I did NOT circulated these internally for comment yet.

1. "A mitigated property line that represents a reduced right of way width to estimate the least amount of land required while fitting in all the infrastructure." Please outline in another color (not red).

2. "Any important street lighting, utilities, grading, noise barriers, or stormwater easements / features."
- a. It is acknowledged that an "easement" is noted on some PIPs, however it is not clear what the purpose of the easement is. Further it is acknowledged that some of these design features will be finalized in the Detail Design Phase, however in order to estimate a reduced right of way width we could assume existing lighting / utilities will need to be relocated to the outside of the travelled right of way/ outside the MUP if curb faced. Any assumptions should be noted on the drawings.
  - b. Halton had comments on the Noise Report, have these been addressed?
3. "The 10 properties noted in the first image only require the ultimate 6 lane scenario I understand this stretch of WCB wont change until it goes to six lanes. However the last two properties on the second image will need to see what the cross section looks like at 4 then 6 lanes because this stretch will change from 2 to 4 lanes in short term then to 6 in the long term."

I only see a six lane scenario, Is Peel still recommending the 4 lane scenario? If so we should show a 4 lane scenario for the impacted houses.

- 4. It is not clear to me what "Fee simple" means?, I assume this is the ultimate ROW as per OP? Please use a more public friendly word and just include the line, (ie don't hatch this in red).
- 5. Each plan needs an address or property description.
- 6. The access to each property does not seem to have been updated as per the conversation with Peel Traffic (ie maintain full movement access if possible via depressed or painted median). Access needs to be clearly illustrated or noted on the drawing.

Regards,  
Patrick

### Patrick Monaghan, CET, PMP

#### Project Manager II

Infrastructure Planning & Policy

Public Works

Halton Region

905-825-6000, ext. 7213 | 1-866-442-5866



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From: Mahmood, Tareq <[tareq.mahmood@peelregion.ca](mailto:tareq.mahmood@peelregion.ca)>  
Sent: Monday, November 15, 2021 4:30 PM  
To: Monaghan, Patrick <[Patrick.Monaghan@halton.ca](mailto:Patrick.Monaghan@halton.ca)>; Oldford, Steven <[steven.oldford@peelregion.ca](mailto:steven.oldford@peelregion.ca)>  
Subject: Winston Churchill Blvd - Class EA - PIPs

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Hello Patrick and Steven,

Please see attached PIPs — pages 1 to 6 for the properties located in Peel Region and pages 7 to 19 for the properties located in Halton Region.

Thanks,

Tareq Mahmood  
PM, Infrastructure Programming  
and Studies, Transportation

From: Jeffrey Reid <Jeffrey.Reid@mississauga.ca>  
Sent: March 29, 2022 9:23 AM  
To: Mahmood, Tareq  
Cc: Jeremy Blair; Lin Rogers; Matthew Sweet; Fred Sandoval; Amy Parker; Laura Zeglen; melissa.alexander@hatch.com; carling.macdonald@hatch.com  
Subject: RE: Winston Churchill Boulevard Class EA - PIC-2 slides and Preliminary design

Follow Up Flag: Follow up  
Flag Status: Flagged

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Hi Tareq,  
Thank-you for circulating both the draft preliminary design and PIC #2 Slides to the City of Mississauga.  
Below are the City's comments.

### PIC #2 Slides:

1. Slide 7 (Regional Transportation Planning) – may want to consider re-naming the slide to “Transportation Planning” for consistency with the City of Brampton and Town of Halton Hills. It would be great if the City of Mississauga could also be included, highlighting our approved Cycling Master Plan (2018) and Pedestrian Master Plan (2021).
2. New Slide 22 (Preliminary Preferred Design) – while there is an evaluation of alternative design concepts and typical cross-section for the ‘South End’ (Steeles Avenue to Maple Lodge Farms), a typical cross-section does not exist from Highway 401 to Steeles Avenue. Please add a typical cross-section from Highway 401 to Steeles Avenue.

### Draft Preliminary Design:

3. Addition of Multi-use Path (east side) – To provide continuity of cycling facilities along the corridor, the City of Mississauga requests a multi-use pathway (1.0 m splash pad and 3.0 m asphalt trail) be constructed on the east side of Winston Churchill Boulevard (from Highway 401 to Meadowpine Boulevard) as part of the Winston Churchill Boulevard Class EA project. This would replace the proposed 1.5m sidewalk on the east side and provide a continuous multi-use pathway from Highway 401 to Steeles Avenue, northerly.

In Mississauga, Winston Churchill Boulevard has an existing, continuous multi-use pathway on the east side of the roadway (from Crosscurrent Drive to Eglinton Avenue West). As per the City of Mississauga 2018 Cycling Master Plan, the corridor of Winston Churchill Boulevard north of Crosscurrent Drive has been identified to receive a multi-use pathway to Highway 401. A multi-use pathway on the east side of Winston Churchill Boulevard (from Crosscurrent Drive to Argentia Road) is scheduled for construction this year.

Once PIC #2 has been arranged, please send me the details as I would like to attend.

Let me know if you have any follow-up questions or would like to discuss.


Thanks,

Jeff



**Jeffrey Reid, LET, C.E.T.**  
Transportation Project Engineer  
T 905-615-3200 ext. 8527  
[jeffrey.reid@mississauga.ca](mailto:jeffrey.reid@mississauga.ca)

City of Mississauga | Transportation & Works Department  
201 City Centre Drive, Suite 800 | Mississauga ON | L5B 2T4

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From: Mahmood, Tareq <[tareq.mahmood@peelregion.ca](mailto:tareq.mahmood@peelregion.ca)>  
Sent: Tuesday, March 15, 2022 1:11 PM  
To: Jeremy Blair <[Jeremy.Blair@mississauga.ca](mailto:Jeremy.Blair@mississauga.ca)>

From: Blain, Caleb <Caleb.Blain@brampton.ca>  
Sent: April 1, 2022 3:21 PM  
To: Mahmood, Tareq; Alexander, Melissa  
Cc: Mohammad, Ghazanfar  
Subject: RE: [EXTERNAL]Winston Churchill Boulevard Class EA - PIC-2 slides and Preliminary design  
Attachments: fig 1. Planted Median.pdf; fig.2 Removed Center Turn Lane.pdf; fig.3\_ Four Lane Option.pdf; fig 4. Reconfigured blvd treatment.pdf

Follow Up Flag: Follow up  
Flag Status: Flagged

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Good afternoon Tareq and Melissa,

Please find below the PIC#2 and preliminary design comments received from the various City groups.

General comments:

There have been significant changes to the City's transportation policy direction since the date of the first PIC for the Winston Churchill Boulevard Municipal Class EA Study. Within the Brampton Vision 2040, the primary direction of transportation planning and management is providing travel choices as alternatives to the car, and reclaiming road space for other users and activities. The Vision establishes a hierarchy of priorities for the City's transportation agenda, emphasizing first walking, then cycling, transit, goods movement, and then shared vehicles and private vehicles. In support of this approach are other recent policy directions such as Vision Zero and Complete Streets that should all be reflected and/or referenced within the slide deck.

In PIC #1, Winston Churchill Boulevard was identified as an Industrial Connector within the Regional Road Characterization Study. The cross-sections included with the slide deck for PIC#2 are not reflective of what is intended as an Industrial Connector. Cross-sections included within the slide deck should be revised to include more "green zone" and the green zone should be strategically placed - as depicted on the sample cross-sections attached. *fig 1 & fig 2* (i.e. between the road and pedestrian realm).

Given that the Region's Long Range Transportation Plan does not proposed improvements (widening) of Winston Churchill Boulevard, north of Embleton Road/5 Side Road or along Embleton Road, what is the benefit of introducing 6/7 lanes north of Steeles Avenue? Perhaps a multi-modal level of service evaluation can be applied to this corridor to arrive at a more appropriate 'preliminary preferred design'.

We strongly recommend that a four lane option with an enhanced streetscape and pedestrian/cycling infrastructure be considered as a part of this EA and be included in the material presented to the public. *fig.3*

As previous specified from the start of this EA. CoB Park Dept. do not support the current 'green zone' location for tree plantings in the preliminary design. If these are to remain, confirmation will be in required in writing that the Region will be fully responsible for all 'landscape' operational needs for this stretch of Winston Churchill Blvd. And it will be excluded from future maintenance agreements with the CoB. An alternate blvd configuration for slides #22 & #23 that support CoB's position on tree plantings has been provided for your reference. *fig.4*

PIC Slide Deck Comments:

Throughout the presentation the project limits are referred to as Hwy 401. Amend to Hwy 407

What is the proposed design and posted speed? This should be included in the Slide Deck

Slide 17. Stormwater Management. In addition to underground infiltration chambers. Provide reference to Provincial ECA – Environment Compliance Approval. What other LID's are being proposed? i.e tree trenches

Slides 22 & 23. Title headings reflect the wrong cross-section locations, please amend.

Slide 23. Bullet #4. Opportunity for landscaping within the ROW. Where? Provide response.

Please let me know if you have any questions or concerns.

Regards,

Caleb Blain., P.Eng  
Project Engineer, Infrastructure Planning

From: Lafleur, Chris <Chris.Lafleur@brampton.ca>  
Sent: April 1, 2022 2:17 PM  
To: Mahmood, Tareq; Charles, Andrew  
Subject: RE: [EXTERNAL]Winston Churchill Boulevard Class EA - PIC-2 slides and Preliminary design

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Hi Tareq,

Transit Comments are as follows:

ROLL PLAN

Remove the label “proposed ZUM station” and replace with “existing ZUM station” at NB Winston Churchill Boulevard south of Steeles Avenue

PIC SLIDES

Change wording on Slide 21 as follows – “Bus Stop Locations: Bus stops are recommended in locations to improve cross-walk connectivity across Winston Churchill, as well as in specific locations to reduce property constraints.”

\*\*\* Brampton Transit prefers near-side bus stops, and far side bus stops are considered when there are property constraints or where a bus bay / queue jump will be beneficial.

Chris Lafleur, A.Sc.T  
Planning Coordinator, Transit | City of Brampton  
O 905 874 2750 x 62620  
E [chris.lafleur@brampton.ca](mailto:chris.lafleur@brampton.ca)  
W [www.bramptontransit.com](http://www.bramptontransit.com)

From: Joel Lacombe <joel.lacombe@alectrautilities.com>  
Sent: March 24, 2022 10:36 AM  
To: Mahmood, Tareq  
Cc: Emily Pelleja; Dave A. Robinson  
Subject: RE: Winston Churchill Boulevard Class EA - PIC-2 slides and Preliminary design

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Hi Tareq,

Alectra Central South (Mississauga) has no concerns. Please reach out again further in detailed design (60%) phase to confirm any conflicts. We reviewed the preliminary plan and see no major issues. Emily and/or Dave will be able to provide comment for Alectra Central North (Brampton) if not already done so.

Thanks,  
Joel



**Joel Lacombe**  
**Supervisor, Distribution Design, Customer Capital**  
3240 Mavis Road, Mississauga, ON L5C 3K1  
t 905.798.2382 | m 416.454.1392  
[alectrautilities.com](http://alectrautilities.com)  
f t in

*At Alectra, the health and safety of our employees remains our highest priority and we have implemented vaccination policies for all our worksites and offices. Effective **November 12, 2021**, all visitors and contractors entering any Alectra worksite or facility must provide satisfactory proof of vaccination at Security when requested. Couriers and deliveries are excluded. Please review our [visitor vaccine policy](#).*

From: Mahmood, Tareq <[tareq.mahmood@peelregion.ca](mailto:tareq.mahmood@peelregion.ca)>  
Sent: Wednesday, March 23, 2022 11:02 AM  
To: Monaghan, Patrick <[Patrick.Monaghan@halton.ca](mailto:Patrick.Monaghan@halton.ca)>; Saddi, Asha <[asha.saddi@peelregion.ca](mailto:asha.saddi@peelregion.ca)>; Lee, Arthur <[arthur.lee@peelregion.ca](mailto:arthur.lee@peelregion.ca)>; Sinka, Nathan <[nathan.sinka@peelregion.ca](mailto:nathan.sinka@peelregion.ca)>; Yap, Michael <[michael.yap@peelregion.ca](mailto:michael.yap@peelregion.ca)>; Ansari, Seema <[seema.ansari@peelregion.ca](mailto:seema.ansari@peelregion.ca)>; Ahuja, Sidharth <[sidharth.ahuja@peelregion.ca](mailto:sidharth.ahuja@peelregion.ca)>; Hamdani, Hashim <[hashimali.hamdani@peelregion.ca](mailto:hashimali.hamdani@peelregion.ca)>; Saini, Sakshi <[sakshi.saini@peelregion.ca](mailto:sakshi.saini@peelregion.ca)>; Tan, Jerry <[jerry.tan@peelregion.ca](mailto:jerry.tan@peelregion.ca)>; Dave, Richa <[richa.dave@peelregion.ca](mailto:richa.dave@peelregion.ca)>; Amaral, Patrick <[patrick.amaral@peelregion.ca](mailto:patrick.amaral@peelregion.ca)>; Saiyed, Sabbir <[sabbir.saiyed@peelregion.ca](mailto:sabbir.saiyed@peelregion.ca)>; Smith, Neal <[neal.smith@peelregion.ca](mailto:neal.smith@peelregion.ca)>; Mulcahy, Finbarr <[finbarr.mulcahy@peelregion.ca](mailto:finbarr.mulcahy@peelregion.ca)>; Martino, Alexander <[alex.martino@peelregion.ca](mailto:alex.martino@peelregion.ca)>; Ardeleanu, Bogdan <[bogdan.ardeleanu@peelregion.ca](mailto:bogdan.ardeleanu@peelregion.ca)>; Lavhey, James <[james.lavhey@peelregion.ca](mailto:james.lavhey@peelregion.ca)>; Oldford, Steven <[steven.oldford@peelregion.ca](mailto:steven.oldford@peelregion.ca)>; ZG-Peel Health & Built Environment <[zzg-peelhealthbuiltenvironment@peelregion.ca](mailto:zzg-peelhealthbuiltenvironment@peelregion.ca)>; Aymar, Matthew <[matthew.aymar@peelregion.ca](mailto:matthew.aymar@peelregion.ca)>; Bennington, Michael <[michael.bennington@peelregion.ca](mailto:michael.bennington@peelregion.ca)>; Perez, Julian <[julian.perez@peelregion.ca](mailto:julian.perez@peelregion.ca)>; Alexander, Tamara <[tamara.alexander@peelregion.ca](mailto:tamara.alexander@peelregion.ca)>; ZG-PWI <[pwi@peelregion.ca](mailto:pwi@peelregion.ca)>; Racioppo, Monika <[monika.racioppo@peelregion.ca](mailto:monika.racioppo@peelregion.ca)>; Woodtke, Trevor <[trevor.woodtke@peelregion.ca](mailto:trevor.woodtke@peelregion.ca)>; Lee, Anna (Public Works) <[anna.lee2@peelregion.ca](mailto:anna.lee2@peelregion.ca)>; Grzesiak, Ryan <[ryan.grzesiak@peelregion.ca](mailto:ryan.grzesiak@peelregion.ca)>; Blain, Caleb <[Caleb.Blain@brampton.ca](mailto:Caleb.Blain@brampton.ca)>; Lafleur, Chris <[Chris.Lafleur@brampton.ca](mailto:Chris.Lafleur@brampton.ca)>; Cambas, Matthew <[matthew.cambas@peelregion.ca](mailto:matthew.cambas@peelregion.ca)>; Ivan Drewnitski <[idrewnitski@haltonhills.ca](mailto:idrewnitski@haltonhills.ca)>; Kilis, Jakub <[Jakub.kilis@cvc.ca](mailto:Jakub.kilis@cvc.ca)>; Stewart, Rebecca <[Rebecca.Stewart@cvc.ca](mailto:Rebecca.Stewart@cvc.ca)>; Craig, Joanna (IO) <[Joanna.Craig@infrastructureontario.ca](mailto:Joanna.Craig@infrastructureontario.ca)>; Merey, Sabina (MTO) <[Sabina.Merey@ontario.ca](mailto:Sabina.Merey@ontario.ca)>; Dave A. Robinson <[DaveA.Robinson@alectrautilities.com](mailto:DaveA.Robinson@alectrautilities.com)>; Hossein.Hosseini <[Hossein.Hosseini@ontario.ca](mailto:Hossein.Hosseini@ontario.ca)>; Saulnier, Kyle (MTO) <[Kyle.Saulnier@ontario.ca](mailto:Kyle.Saulnier@ontario.ca)>; Shapero, David <[david.shapero@wsp.com](mailto:david.shapero@wsp.com)>; Surgeoner, Derek <[Derek.Surgeon@parsons.com](mailto:Derek.Surgeon@parsons.com)>; Jeff Booker <[jbooker@407ETR.com](mailto:jbooker@407ETR.com)>; [Meetpal.Chhina@enbridge.com](mailto:Meetpal.Chhina@enbridge.com); [utility.circulations@zayo.com](mailto:utility.circulations@zayo.com); [Edgar.Henriquez@rci.rogers.com](mailto:Edgar.Henriquez@rci.rogers.com); Jeremy Blair <[Jeremy.Blair@mississauga.ca](mailto:Jeremy.Blair@mississauga.ca)>  
Cc: Rook, Sally <[sally.rook@peelregion.ca](mailto:sally.rook@peelregion.ca)>; Kelly, Terry <[terry.kelly@hatch.com](mailto:terry.kelly@hatch.com)>; Hemingway, John <[john.hemingway@hatch.com](mailto:john.hemingway@hatch.com)>; Itner, Cory <[cory.itner@hatch.com](mailto:cory.itner@hatch.com)>; Alexander, Melissa <[melissa.alexander@hatch.com](mailto:melissa.alexander@hatch.com)>; May, Evan <[evan.may@hatch.com](mailto:evan.may@hatch.com)>; Jamroz, Damian <[damian.jamroz@peelregion.ca](mailto:damian.jamroz@peelregion.ca)>; Zia, Solmaz <[solmaz.zia@peelregion.ca](mailto:solmaz.zia@peelregion.ca)>; Crawford, Mark <[mark.crawford@peelregion.ca](mailto:mark.crawford@peelregion.ca)>; Larkin, Ann <[Ann.Larkin@halton.ca](mailto:Ann.Larkin@halton.ca)>; Parajuli, Bishnu <[Bishnu.Parajuli@brampton.ca](mailto:Bishnu.Parajuli@brampton.ca)>; [maureenv@haltonhills.ca](mailto:maureenv@haltonhills.ca); Chu, Kelvin (IO) <[Kelvin.Chu@infrastructureontario.ca](mailto:Kelvin.Chu@infrastructureontario.ca)>; Erasmus, Jordan (IO) <[Jordan.Erasmus@infrastructureontario.ca](mailto:Jordan.Erasmus@infrastructureontario.ca)>; Khan, Moin (MTO) <[Moin.Khan@ontario.ca](mailto:Moin.Khan@ontario.ca)>; [Dean.Kemper@ontario.ca](mailto:Dean.Kemper@ontario.ca); [Curtis.Beyer@ontario.ca](mailto:Curtis.Beyer@ontario.ca); [Jonathan.McGarry@ontario.ca](mailto:Jonathan.McGarry@ontario.ca); Joel Lacombe <[joel.lacombe@alectrautilities.com](mailto:joel.lacombe@alectrautilities.com)>  
Subject: Winston Churchill Boulevard Class EA - PIC-2 slides and Preliminary design

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From: Dragan Mrkela <[dmrkela@407etr.com](mailto:dmrkela@407etr.com)>  
Sent: March 28, 2022 3:58 PM  
To: Mahmood, Tareq  
Cc: Jeff Booker  
Subject: RE: Winston Churchill Boulevard Class EA - PIC-2 slides and Preliminary design

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Hi Tareq


We have reviewed the documents provided for the PIC, the only comment I have is why the finalized design for the 407 crossing isn't shown anywhere on the plan or the slide deck?

Thanks,

Dragan Mrkela  
Engineering Technologist - Highway Engineering Services  
905-265-4070 x.5479  
407 ETR Concession Company Limited  
6300 Steeles Avenue West  
Woodbridge, ON L4H 1J1



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From: Jeff Booker <[jbooker@407ETR.com](mailto:jbooker@407ETR.com)>  
Sent: March 23, 2022 12:48 PM  
To: Dragan Mrkela <[dmrkela@407etr.com](mailto:dmrkela@407etr.com)>  
Subject: FW: Winston Churchill Boulevard Class EA - PIC-2 slides and Preliminary design

Hi Dragan,

I have another one here for Winston Churchill.  
Comments are due end of next week.

Sincerely,

Jeff Booker  
Senior Manager, Highway Technical Services  
Highway 407 ETR  
6300 Steeles Avenue  
Woodbridge, ON  
L4H 1J1  
Tel (905) 265-4070 Ext 5485  
Fax (905)264-5379  
[jbooker@407etr.com](mailto:jbooker@407etr.com)

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**Environmental:**

**Technical Advisory Committee No. 1  
Meeting Minutes**

**Record of Meeting**

<b>Project Title</b>	<b>Winston Churchill Boulevard Class EA</b>	<b>Division</b>	WTC
<b>Subject</b>	Technical Advisory Committee Meeting No. 1	<b>Region Project No.</b>	
<b>Location</b>	Region of Peel, 10 Peel Centre Drive, Brampton	<b>Project No.</b>	336921
<b>Present</b>	Gino Dela Cruz (GD) – Region of Peel John Hemingway (JH) – HMM Melissa Alexander (MA) – HMM Daniel Ridgway (DR) – Town of Halton Hills Martin Larkin (ML) – Halton Region Patrick Monaghan (PM) – Halton Region Jakup Kilis (JK) – CVC Chris Hale (CH) – Halton Hills Hydro John Nemeth (JN) – Region of Peel	<b>Date of Meeting</b>	08/27/2015
			Ryan Gulyas (RG) – Region of Peel Wayne Chan (WC) – Region of Peel Ramona Mirtorabi (RM) – Peel Mark Crawford (MC) – Peel Arthur Lo (AL) – Peel Alex Sales (AS) – Peel Dana Glofcheskie (DG) – City of Mississauga Compton Bobb (CB) – City of Brampton

<b>Recorded by:</b>	<b>Distribution</b>
MA	Attendees, those that could not attend

Item	Text	Action by
<b>1.</b>	<b>Introduction</b>	
.1	MA welcomed everyone to the meeting and initiated introductions.	Info
<b>2.</b>	<b>Project Overview</b>	
.1	MA initiated the presentation including: outlining the background; the Class EA process; future projects in the area; existing natural and cultural conditions; existing and future land uses; and existing drainage. JH provided the background traffic and transportation component, including findings by 2031, which supported the need for improvements. Existing and future volume to capacity ratios were presented, which support the need and justification for improvements along Winston Churchill Blvd by 2031.	Info
<b>3.</b>	<b>General Discussion</b>	
.1	The following outlines some of the general discussion had during the meeting: <ul style="list-style-type: none"> <li>• GTA West was not included because of the timing of the study. Improvements are recommended to WCB for the 2021 and 2031 horizons, and the GTA West will not be implemented until after 2031. At this point, the location of the GTA West corridor and its connections to other roads is uncertain - there are still many alignments being considered</li> </ul>	Info.

## Record of Meeting

### Winston Churchill Boulevard Class EA

Project No. 336921

Date of Meeting August 27, 2015

Item	Text	Action by
	<ul style="list-style-type: none"> <li>• HMM to be aware of the storm drainage early in the Study. It is important to identify where the minor system will flow. It is also an important design consideration. Region reminded HMM to use the guide</li> <li>• HMM to note in the traffic report that the forecasts include development of the Bram West Parkway area. All HMM's data came from the LRTP which would have included this data.</li> <li>• HMM to consider how to address access to private property when the road is widened to 6 lanes. Halton currently only allows right-in/right-out for 6-lane cross-sections.</li> </ul>	<p>HMM</p> <p>HMM</p> <p>HMM</p>
.2	<p>Peel Region provided the following input regarding ROW:</p> <ul style="list-style-type: none"> <li>• Peel Real Estate Group recommends identifying the land required to accommodate the designated 45m ROW during Preliminary Design, and then in Detailed Design, any future property acquisitions for the road may be minimized to reduce the impact/actual property requirements if a reduction is warranted. It is much more difficult to go back and ask for more property. Peel Real Estate Group made the following comments regarding the study area, and residents/property owners: <ul style="list-style-type: none"> <li>• Stage 4 AA completed for Cemetery. No graves were identified up to the property line and up to the monument. Property now owned by City of Brampton.</li> <li>• Halton Region currently no plans to extend water and waste water servicing to the west side of Winston Churchill Boulevard. Peel Region has plans to extend water and waste water servicing to the east side of Winston Churchill Boulevard.</li> <li>• Recommend that planners and employees from Municipal Water and Sewer Servicing Dept. from both Regions attend the PIC.</li> <li>• Residents are educated and are questioning the need for the widening, with many other transportation projects currently being undertaken in the area.</li> </ul> </li> <li>• DG recommends that there be colour banding identifying the existing property and the required property.</li> <li>• WC recommended that someone be at the PIC to be able to discuss future projects (i.e., one person from MTO/407 to answer questions). If an individual is not available the project team should have a standard response prepared to address questions regarding the GTA West Corridor.</li> <li>• As per the boundary road agreement and Halton's Draft Active Transportation Master Plan, Peel Region will take the lead on planning active transportation facilities on Winston Churchill Boulevard.</li> </ul>	<p>Project Team</p> <p>Peel</p> <p>Info.</p> <p>Project Team Info.</p> <p>Project Team</p> <p>Info.</p> <p>Project Team</p>

## Record of Meeting

### Winston Churchill Boulevard Class EA

**Project No.** 336921

**Date of Meeting** August 27, 2015

Item	Text	Action by
	<ul style="list-style-type: none"> <li>• DR questioned whether there are issues with the number of driveways regarding the multi-use path.</li> <li>• Book 18 will help determine whether it's an on-road facility or a Multi-use Path (MUP).</li> </ul>	<p>Project Team</p> <p>Info</p>
.3	<p>CVC provided the following input:</p> <ul style="list-style-type: none"> <li>• There are two structures for Levi Creek and one for Mullet creek.</li> <li>• HMM to be aware that Levi Creek travels down a private driveway, along WCB and then out the east side. If relocation is required, it should not impact private property</li> <li>• Effort to narrow the ROW at the culvert crossings to minimize extensions. Culverts to be extended only on one side if possible.</li> <li>• Hydraulics work is required at the culverts to confirm sizing.</li> <li>• HMM advised that we are still waiting for the updated model from the construction completed in 2013. CVC to follow up</li> <li>• Geomorphology also required</li> <li>• Culverts for Levi and Mullet Creek were overbuilt, but will still require extensions to accommodate additional width from active transportation facilities.</li> <li>• RG advised that wherever possible at the time, a 36m ROW (or greater) was secured for the culverts for the previous study.</li> </ul>	<p>Info.</p> <p>Project Team</p> <p>Project Team</p> <p>Project Team CVC</p> <p>Info.</p> <p>Info.</p> <p>Info.</p>
.4	<p>City of Brampton provided the following input:</p> <ul style="list-style-type: none"> <li>• Show location of future Financial Drive on drawings (EA to be completed by end of year). CB to provide HMM with copy of Preliminary Design.</li> </ul>	<p>CB</p>
.5	<p>Additional comments include:</p> <ul style="list-style-type: none"> <li>• Project Team met with 407 ETR and MTO in July to discuss structures and constraints between Highway 407 and Highway 401, including the Meadowpine intersection. There is insufficient clearance for Highway 407 traffic to widen WCB to the west, and widening to the east impacts the Hwy 401 E-N/S ramp.</li> <li>• CH advised that HH Hydro is putting together their 5 year plan <ul style="list-style-type: none"> <li>○ Discussions with utility will be held during alternative design concepts regarding impacts. Timing for any potential future relocation would be 5 years.</li> </ul> </li> </ul>	<p>Info.</p> <p>Info.</p>

## Record of Meeting

### Winston Churchill Boulevard Class EA

**Project No.** 336921

**Date of Meeting** August 27, 2015

Item	Text	Action by
4.	<p><b>Next Steps</b></p> <ul style="list-style-type: none"> <li>• RG advised that construction by 2021 is quite aggressive given the property issues that occurred during the first EA. Acquisition of lands may take up to 6+ years (EA – 2 years; Detailed Design – 2 years, land 2 years). Land acquisition for the previous widening along same project limits took 10+ years.</li> <li>• RG recommended that a statement should be provided from Peel Municipal Servicing Dept. regarding cross-boundary requests for services. Believe is that Peel’s new standard is to reject all requests for cross-boundary servicing.</li> <li>• HMM to consider snow removal operations within the corridor, including snow fencing at end of properties on west side.</li> <li>• JN advised that drainage report should be completed sooner in the project because there may be an opportunity for additional property.</li> </ul> <p>MA and JH thanked everyone for attending and providing input. First PIC will be held mid-late October. Attendees will receive a copy of the TAC boards to provide their input in advance of finalizing the PIC panels.</p>	<p>Info. Project Team  HMM HMM          Info.</p>

Minutes prepared by MA and reviewed by JH. Please report any discrepancies or omissions in this Record of Meeting within one week of receipt.

**Technical Advisory Committee No. 2  
Meeting Minutes**

## Record of Meeting/Discussion

<b>Project Title</b>	Winston Churchill Boulevard Improvements Municipal Class EA and Preliminary Design Study	<b>Division</b>	WTC
<b>Subject</b>	Technical Advisory Committee Meeting No. 2	<b>Project No.</b>	136921
<b>Location</b>	10 Peel Centre Drive, Suite B, 1 <sup>st</sup> Floor Peel Conference Centre	<b>Date of Meeting</b>	Oct. 4, 2016
<b>Present</b>	Gino Dela Cruz (GD) – Region of Peel John Hemingway (JH) – Hatch Melissa Alexander (MA) – Hatch Jonce Tolovski (JT) - Hatch David Jackson (DJ) – Hatch  Dan Ridgway – Town of Halton Hills Patrick Monaghan – Halton Region Martin Larkin – Halton Region Compton Bobb – City of Brampton Robert Agostini – Hydro One Brampton Bianca Bielski – Peel District School Board	Serguei Kabanov – Region of Peel Steven Oldford – Region of Peel Lori-Ann Thomsen – Region of Peel Cam Woodgate – Region of Peel Chris Hale – Halton Hills Hydro Nathan Sinka – Region of Peel Lisa Ma – Region of Peel Arthur Lo – Region of Peel Hashim Hamdani – Region of Peel Wayne Chan – Region of Peel Chris Lafleur – City of Brampton/Transit Dana Glofcheskie – City of Mississauga	

<b>Recorded by</b>	<b>Distribution</b>
MA	Attendees

Item	Text	Action by
<b>1.</b>	<b>Project Update</b>	
.1	MA welcomed everyone and initiated introductions. MA identified the list of Action Items from TAC No. 1 held in August 2015, and how they have been addressed. MA outlined the items that have occurred since the last TAC, including PIC No. 1 held in October 2015, as well as the evaluation of the alternative design concepts.	Info.
<b>2.</b>	<b>Project Overview</b>	
.1	MA outlined that for the evaluation of alternative design concepts, the Study Area was divided into three sections: Highway 401 to Steeles Ave; Steeles Ave to Maple Lodge Farms (MLF) and MLF to Embleton Road/5 <sup>th</sup> Sideroad. Within these three areas, there are components that must be avoided, shifting the preferred design concept to the west, east or along the centre line accordingly.  The preferred alignment in the south section includes a shift to the east to accommodate the 407 clearance requirements; a shift to the west in the central section to avoid the cemetery just north of Steeles Avenue and in the north section a shift along the centre-line to equally impact property on both sides of the road, as well as to reduce the impact to Cultural Heritage Landscapes along the corridor.	Info.



# Record of Meeting/Discussion Continuation Sheet



Project No. 136921

Date of Meeting October 4, 2016

	<p>In two sections, the recommendation is to narrow the cross-section from 45m to 36m to reduce the impact to the cemetery (east side) and residences (west side) in the central section (Steeles to Maple Lodge Farms); and to the cultural heritage landscape (west side) and residences (east side) as well as reduce requirements to extend the existing culverts and impact existing drainage courses in the northern section (MLF to Embleton/5 Sideroad).</p>	
.2	<p>JT and DJ provided the details related to the Preliminary Preferred Design concept and drainage for each of the segments. Between Hwy 401 and Steeles Ave: the 407 structure will be widened by 12m on the east side. For SWM and Drainage, two options are being considered: an LID infiltration system that is piped to a ditch and a storm drain that outlets to the ditch. Under either option there will be no impact on 407 drainage.</p>	Info.
.3	<p>From Steeles Ave to MLF: This section will include a 45m ROW, narrowed down to 36m in the area of the cemetery. The existing storm sewer network has capacity to accommodate drainage from the widened roadway. Catchbasins will be relocated to the curb line; the existing OGS's at Mullet Creek will remain.</p>	Info.
.4	<p>From MLF to Embleton Road/5<sup>th</sup> Sideroad, it will be a 45m ROW, and will be narrowed down to the 36m cross-section just south of C3 at the CHL. Property will be acquired equally on both sides. All existing culverts will be maintained and 4 structures will be upsized. At C7 at Financial Drive, the culvert will be redirected to reduce the impact on property. At C3, the watercourse will be realigned to accommodate the Multi-Use Path, with consideration for reducing property impacts.</p>	Info.
.5	<p>JT advised that the 36m cross-section is attained by reducing the boulevard and centre median width, while maintaining the widths for the traffic lanes and two 3m Multi-Use Paths. The MUP will be separated by a minimum 1.45m boulevard to provide snow storage.</p>	Info.
.6	<p>AL questioned the lane-widths (change from 3.5m to 3.65m), as these widths are greater than those shown in the Road Categorization Study. For the purposes of the EA study, the Project Team agreed that wider widths consistent with current design standards be used. These widths are to be reviewed again at the time of detailed design and adjusted in accordance with prevailing policy/guidelines at that time. AL advised that the reason for the narrower lanes (consistent with the RCS) is to reduce the distance that pedestrians have to cross at intersections. Also, research has shown that there is no safety advantage for lanes wider than 3.5m, and narrowed lanes provide traffic calming.</p>	Info.

# Record of Meeting/Discussion Continuation Sheet



Project No. 136921

Date of Meeting October 4, 2016

.7	RA advised that the recommended plan will have significant impacts on Hydro. HH Hydro takes the lead for poles south of Steeles Avenue, and Brampton Hydro takes the lead north of Steeles up to Embleton Road. There is a substation in the south-west corner of Steeles Ave/WCB that cannot be moved. RA questioned where street lighting will be placed. CB advised that generally street lighting will be on hydro poles. RA advised that their clearance requirements for poles are based on design speed. With a design speed of 80km/h, there is a 4m clearance requirement from the edge of curb and an additional 3m clearance behind the pole for a working easement. Ultimately, Hydro may require additional property. Hatch to provide roll plan to Hydro, to complete a red-line mark up, to identify property requirements. Other issues along the corridor affecting hydro locations include is grade differentials (i.e., at watercourse crossings) where there is a minimum span that can be accommodated.	Hatch
.8	JT advised that using the geotechnical recommendations, we are trying to address minimizing the horizontal alignment. RA advised that in areas that they know there will be no development adjacent to the roadway (i.e., at cemeteries and other green spaces), there is more lee-way to reduce the requirements for easements. Large intersections are difficult to span as well (i.e., Steeles Ave). Hydro will review these requirements based on the preferred design and indicate any areas where islands or other measures are needed to be able to span these distances.	Info.
.9	Question raised regarding provision of access to the Safe Storage site on the west side south of Steeles Avenue. Project Team confirmed that access will be restricted to right-in/right-out for all properties along the corridor once the road is widened to 6 through lanes. Once future developments in this area are identified, this access will be revisited.	Info.
.10	Hatch requested further information from City of Mississauga regarding Active Transportation recommendations south of the 401. DG confirmed that there is no plan to have a MUP on Meadowpine Blvd. MUP to end at this crossing.	Hatch
<b>.4</b>	<b>Next Steps</b>	
.1	MA to provide attendees with material presented including: roll plan (for mark up by Brampton Hydro and Halton Hills Hydro), GA for 407 structure, Design Criteria (MTO/407 and remainder of corridor), and cross-sections to receive input within two weeks.	Hatch
.2	MA advised that PIC is scheduled for November 30 <sup>th</sup> and TAC will receive invites in advance.	Hatch
.3	Hatch to identify property impact plans, based on input received from Hydro One, and realignment of Levi Creek North on west side of Culvert. Property (Region of Peel and Halton) to meet with Property owners in advance of PIC.	Hatch & Region of Peel and Halton

Minutes prepared by M. Alexander and reviewed by J. Hemingway. Please report any discrepancies or omissions in this Record of Meeting within one week of receipt.

**Technical Advisory Committee No. 3  
Meeting Minutes**

Minutes of Meeting

H136921

September 14, 2021

## Region of Peel Winston Churchill Blvd Class EA

### Distribution

Those present

## TAC Meeting #3

Meeting Date: September 14, 2021, 10:00 – 12:00 PM

Location: Online

Present:

Tareq Mahmood, Region of Peel	Melissa Alexander, Hatch
Tamara Alexander, ROP	Carling MacDonald, Hatch
Lee Arthur, ROP	Evan May, Hatch
Neal Smith, ROP	Cory Itner, Hatch
Bogdan Ardeleanu, ROP	John Hemingway, Hatch
Sally Rook, ROP	Mritunjay Mallik, Hatch
Steven Oldford, ROP	Matthew Roy, Halton
Sakshi Saini, ROP	Maureen Van Ravens, Halton
Bob Nieuwenhuysen, ROP	Drewnitski Ivan, Halton
Nathan Sinka, ROP	Melissa Ricci, Halton
Ali Aamir, ROP	Caleb Blain, City of Brampton
Sabbir Saiyed, ROP	Chris Lafleur, City of Brampton
Solmaz Zia, ROP	Bishnu Parajuli, City of Brampton
Hashim Hamdani, ROP	Miao Zhou, MTO
Michael Yap, ROP	Amanda Naylor, MTO
Julian Perez, ROP	Hossein Hosseini, MTO
Anna Lee, ROP	Kyle Saulnier, MTO
Italia Ponce Vanelli, ROP	Jeff Booker, 407 ETR
Seema Ansari, ROP	Joanna Craig, Infrastructure Ontario
Trevor Woodtke, ROP	Lori Cook, CVC
Serguei Kabanov, ROP	Jakub Kilis, CVC
Richa Dave, ROP	Maxwell Watters, Alectra Utilities

Purpose: To review TAC comments, and discuss how they will be addressed, prior to holding the second PIC #2, scheduled for Fall 2021.

If you disagree with any information contained herein, please advise immediately.

H136921, Rev. A

Page 1

Item	Action By
<b>1. Updates on Winston Churchill Blvd Municipal Class EA Study</b>	
1.1 Melissa provided an update on the Project (presentation attached).	Info.
1.2 Cory provided an overview of the roll plan. An updated roll plan will be provided to TAC members, as the previous one was missing the overlay/details from the proposed improvements at Highway 401.	Hatch
1.3 City of Brampton recommended that the southbound far-side ZUM platform be clearly indicated on the roll plan (20 x 4.5m bus pad). The recommendation is for far-side with bus bays for 6-lane cross-sections. Queue jump lanes were noted as not being included in the current design. City advised that the far-side northbound bus stop is probably not needed – as there is already a stop on the north side of Steeles Avenue, westbound, that turns northerly on Winston Churchill.	Hatch
1.4 Alectra Utilities identified existing poles between the Highway 401 westbound off-ramp and Meadowpine Blvd. that may conflict with the proposed widening. Alectra has an existing overhead plant along the east side of Winston Churchill Blvd. from Steeles Ave. to Embleton Rd. that may conflict with proposed works. Alectra has also proposed an underground plant in the northeast quadrant of the intersection of Steeles Ave. and Winston Churchill Blvd. that is part of the Steeles Ave. widening between Winston Churchill Blvd. to Mississauga Rd. Alectra has poles south of 407ETR within the TransCanada corridor.	Hatch
1.5 Hatch will be preparing a plan for the preferred pole locations. Existing poles will be recommended to be relocated further away to permit the proposed widening.	
1.6 Coordination with Halton Hills Hydro and Alectra required when relocating poles north of Highway 407. Hatch to follow-up with respective utilities regarding potential conflicts.	
1.7 ROP advised that according to the OP, intersections should be 50.5m, rather than 47.5m to acquire the full ROW for future turning lanes, divisional islands and boulevard needs. The Region of Peel prefers that property acquisition be only undertaken once. Hatch to review and ensure that intersections reflect the wider ROW. In contrast, Halton will only acquire land for what is needed in the short-term, but the full ROW will be protected and acquired at a later date following development.	Hatch

Item	Action By
1.8 ROP inquired as to whether the constrained sections will accommodate 6-lanes in the future. Hatch advised that the boulevard has been narrowed in constrained areas and the MUP moved closer to the roadway.	Info.
1.9 ROP requested an update for the timelines of the Project, in particular as they may affect installation of future watermain and stormwater connections. ROP PM advised that in the mid-term improvements are recommended up to Steeles, and the long-term improvements are recommended from Steeles to Maple Lodge Farms.	Info.
<b>2. TAC Comment Review</b>	
2.1 The Hwy 401 design shown in the roll plan was shared with Hatch and Region of Peel in January, 2021. The roll plan will be submitted to MTO/Highway 401 Design Team to confirm that it is up-to-date. MTO (Kyle) advised that there may be minor design changes at the interchange.	Info.
2.2 Comment regarding maintenance of underground storage, and impact on MTO corridor requires additional clarification from MTO on policy and applicability for Peel Region roadways.	MTO
2.3 Cory identified property that is required between the Highway 401 west bound off-ramp and the 407 to accommodate the proposed widened roadway for Winston Churchill. Property details to be confirmed, as to whether it is within the MTO right-of-way or not. Environmental effects to MTO property to be confirmed in ESR, and documented in roll plan	Hatch / MTO
2.4 A Halton Region by-law restricts access to 6-lane roads to right-in/right-out movement. Opportunities to mitigate impacts will require further discussion. Generally full movement access is restricted on 6-lane roads, and a raised concrete median is incorporated into the cross section. Concerns raised with opening up the median for all residential properties along the roadway and how a flush (drivable) median may have adverse impacts in terms of traffic and the safety of home owners. Discussion with Peel traffic required, in order to come to an agreement prior to meeting with the public.	Region of Peel - Traffic
2.5 Further risk analysis may be required, and opportunities to mitigate impacts will be discussed with affected property owners during subsequent design stages, such as permitting 'U'-Turns at signalized intersections.	Info.
2.6 Solema (Peel Capital Group) prefers that all recommendations/future commitments are captured in EA, so that these details don't need to be	Region of Peel

Item	Action By
<p>revisited in detailed design. Sally (Peel Infrastructure) advised that there are many projects in the area which are to be confirmed, including GTA West, City of Brampton Secondary Plan, which includes a new vision in response to the GTA West. The WCB study needs to be finalized, as many of the adjacent projects are more than 2 years away. There can be a pause prior to detailed design. The Region and Hatch to make all reasonable efforts to incorporate existing information in the design.</p>	
<p>2.7 As a result of various updates to the GTA West proposals, the current design does not reflect these changes since the planning of GTA West is on-going and subject to change. A report narrative and notes on the roll plan may be adjusted to reflect the current status of the GTA West.</p>	Info.
<p>2.8 Halton Region recommends that the Halton Hills Secondary Plan be reviewed by the design team to ensure that road connections are not overlooked, and that roll plan and ESR incorporate information which is currently available.</p>	Hatch
<p>2.9 “The City requests that the Region of Peel temporarily pause any ongoing EA in the west side of the City until BramWest transportation network has been updated in early/mid 2022.</p> <p>Hatch advised that the preliminary design concept includes provisions for future local and collector road connections from the east shown as part of the BramWest plan. The location of these intersections could be impacted by the GTA West alignment and interchange as currently proposed. The EA approval for the WCB preliminary design concept is being sought on the basis of available information and the project will not be going into construction immediately.</p>	Info.
<p>2.10 WCB Transportation Study was completed in 2016, and does not warrant any updates to reflect updated studies in the area. Additional commitments will be added to the ESR to reflect the state of the technical documents at that time, following stakeholder consultation. Hatch to update details related to Active Transportation TMP (Halton Hills), and add commitment related to Halton Hills Secondary Plan’s future connection to Winston Churchill Blvd.</p>	Info.
<p>2.11 The Study Area only extends up to Embleton Road / 5 Side Road, therefore, widening requirement north of Embleton Road will be the subject of a future study. The current design for the ultimate widening to 6 lanes south of Embleton Road is transitioned back to match the existing cross section at Embleton Road. Region of Peel to advise of timing of study and improvements north of Embleton Road.</p>	Region of Peel

Item	Action By
2.12 The City of Brampton recommends that the preliminary design for the intersection of Financial Drive with Winston Churchill Boulevard shown in the Financial Drive EA be included in the WCB design. Correspondence with the City will be undertaken to confirm that the latest design for Financial Drive is reflected in the Winston Churchill Boulevard widening design.	City of Brampton
<b>3. Additional Comments</b>	
3.1 Jeff advised that the 407ETR median widening project is complete, including provision for a pier and pier cap for the future widened structure at Winston Churchill Boulevard. A tri-party agreement is already in place between the Region of Halton/Region of Peel and MTO for improvements to the Highway 407 overpass.	Info.
3.2 City of Brampton advised there are many projects on-going on the western limits of the City, including Financial Drive, as well as the BramWest Parkway. City of Brampton advised that the EA for BramWest has been approved, but nothing has advanced, including future interchange with 407ETR	Info
<b>4. Next Steps</b>	
4.1 Public Information Centre (PIC #2) scheduled for Fall 2021. Notice of completion planned for Winter 2022.	Info.
4.2 Separate discussion to be held with the Region of Peel to address specific comments post meeting.	Info.

Melissa Alexander

MA:ma

Attachment(s)/Enclosure: TAC 3 Presentation & Comment / Response Table



## Winston Churchill Blvd Class EA

Item No.	Agency	Reviewer Name	Review Comment	Hatch / ROP Response	1: Ok 2: Discuss 3: Out of Scope
1	Alectra Utilities	Joel Lacombe	Alectra has existing poles between the H401 westbound off-ramp and Meadowpine Blvd. that may conflict with the proposed widening. Please refer to attached screenshot of Alectra records. Please review and confirm.	Noted. Will follow-up with respective utilities regarding conflicts.	1
2	Alectra Utilities	Dave Robinson	Alectra utilities has existing overhead plant along the the west side of Winston Churchill Blvd. from steeles ave. to Embleton Rd. that may conflict with your work. Alectra also has proposed underground plant in the north east quadrant of the intersection of steeles ave and winston churchill blvd. proposed plant is part of steeles ave. widening between winston churchill blvd. to mississauga Rd. RVA is the Region's consultant for this road work.	Noted. Will follow-up with respective utilities regarding conflicts.	1
3	MTO	Amanda Naylor	"GTA West - a new highway and transit corridor is planned to extend from Highway 401/407 ETR to Highway 400. On May 3, 2021, the Federal Minister of the Environment and Climate Change of Canada determined that the GTA West Transportation Project warrants designation under the Impact Assessment Act. The province is now required to complete the planning phase of the Impact Assessment process in order for the Impact Assessment Agency of Canada to determine whether an Impact Assessment is required or not. The designation of the GTA West project under the IAA does not replace the provincial EA process underway.	Noted.	2
4	Region of Peel		Please confirm the proposed trench locations won't compromise existing utilities, no conflicts with the proposed locations of hydro poles. How has the desired outflow been determined for each catchment area as presented in Appendix D? The storage volume in the Appendix, but it is not clear if that's for water quantity only, or does it provide volume control? And if so, does it mean the 90th percentile rainfall control criteria. In addition, the proposed culverts are not adversely affecting the headwater elevations, and they meet the other criteria as well. Staff have no further comments on the hydraulic analysis.	Based on the hydro pole locations, two storm chambers are in conflict which can be relocated without any issue. Based on known utilities - there are some conflicts with bell boxes and fire hydrants. Utility conflicts to be identified as part of the ESR.  The desired outflow is the target pre-development flow for each catchment and volume storage is based on modified rational method.  Storage volume calculated using modified rational method is for water quantity only. However each storm chamber has isolator row which meets the 90th percentile rainfall control criteria and other benefits like peak flow reduction.	1
5	MTO	Kyle Saulnier	Could you provide further information regarding how the additional lane along WCB will tie into the Hwy 401 interchange? MTO can provide current drawings for the interchange if needed	The design for the widened cross section of Winston Churchill Blvd was designed to tie into the improvements to the Highway 401 interchange proposed under the current Highway 401 widening contract, through consultation with the Highway 401 design team and the MTO. The design that is currently shown in our roll plan was shared with Hatch/Region of Peel by the Highway 401 Design Team in January 2021. Hatch to share roll plan with MTO/Hwy 401 Design Team to confirm it is the most up-to-date version.  The IFC design for the Hwy 401 improvements to be included as Appendix to ESR, and commitment to be added to ESR to recommend tie-in design to be reviewed during detailed design, as well as continuation of coordination with MTO/WCC.	2
6	MTO	Shahbaz Asif	Underground storage is proposed within the site making use of chamber system. Unconventional underground and rooftop storages are not considered in calculations as per MTO's policy. MTO does not consider underground storage provided by chamber system to be permanent in nature. Underground storages provided in manholes, stormsewer, super pipe or storage tank are permitted as such storages are accessible through a manhole and can be easily inspected for their continued functionality. If the consultant insists on using a chamber type of system, then they must undertake an evaluation of SWM system assuming that underground storage system is lost and the site still meets the quantity control criteria and confirm that there is no impact on MTO's drainage system.	To be discussed for clarification for MTO policy applicability for Peel Region roadways. Additional information required.	2
7	MTO	Jeff Seibert	the Stg 1 archaeological report identifies a number of areas within what appears to be our ROW where archaeological potential has been identified. Has the Region of Peel committed to completing all necessary archaeological work within our ROW? Will the region honour their obligations under the EA act and Ontario Heritage Act (and all assoc regs. and S&Gs).	Stage 2 AA will be completed following the EA, in advance of Detailed Design. In addition, Stage 3 AA is required for areas associated with the cemetery during detailed design.	1
8	MTO	Christopher Copeland	It is unclear whether the proposed scope of work impacts the MTO ROW (It appears it might) but I couldn't find a confirmation of that in the documents provided and whether the MTO Class EA was considered for those aspects of the project. If the region is completing their obligations under the Ontario EA Act then I do not have any further comments but in the documents provided it has not been made clear what the impact is to the MTO ROW.	Environmental effects to MTO property will be clarified and elaborated upon in the ESR and associated plans.	2
9	MTO	Lynn Whitnall	Please note that within the MTO ROW our standard practice would be to mill 40mm and pave 90mm. Super pave mix types must be used within the MTO ROW.	Noted. Final pavement structure for existing and widened sections of pavement will be determined in detailed design. Pavement treatments for sections that are under MTO jurisdiction will be designed to MTO standards.	1
10	MTO	Andrew DeSira	1. The FIDR indicates that monitoring of the existing structure should be conducted during construction of the widening. The FIDR should be updated with a proposed structure monitoring plan, including monitoring frequency and review / alert levels. The monitoring plan should consider both settlement / vibration. 2. The foundation design is in accordance with the 2014 version of the CHBDC. It is assumed that since this is a preliminary design, the structural design will be in accordance with the most recent version of the CHBDC. Please clarify the CHBDC version used in the structural design. The foundation design should be updated in accordance with this code. 3. Please update the FIDR, as needed once the structural design is finalized.	FIDR to be updated during detailed design. This will include description of monitoring plan (frequency and review and consideration of settlement/vibration). Foundation design will be in accordance with the most current version of the CHBDC in effect when the detailed design for foundations is completed.	1
11	Infrastructure Programming at Region of Peel	Lee Arthur	Commented on Roll Plan Preliminary Design drawing pdf (attached): Potential Property Acquisition Right turn lane here on cross section? Remove through right arrow. Will additional property be required for aerial hydro running over private property? Is additional property required for the MUP and hydro poles here? Please consider the access movements for these properties.	Right turn pavement markings to be revised as noted. Easements will be sought to accommodate aerial lines passing over private property. These requirements will be confirmed/refined during detailed design. Requirements for additional property to accommodate the MUP and hydro poles noted on roll plan will be reviewed.	1

## Winston Churchill Blvd Class EA

Item No.	Agency	Reviewer Name	Review Comment	Hatch / ROP Response	1: Ok 2: Discuss 3: Out of Scope
12	Region of Peel	Seema Ansari	<p>1.WCB Roll Plan - For the north leg of WCB at Embelton Rd, there are three receiving lanes for the southbound direction even though there is only one through lane. How will it be tied in?</p> <p>2.WCB Roll Plan - At the future intersection of Financial Dr in the northeast quadrant ensure the crosswalks terminate separately at the curb and not into each other.</p> <p>3.Transportation and Traffic Study Report, section 3.9.4, Page 68 -</p> <p>a.Please include recommendations and mitigative solutions to be implemented for the identified contributing collision factors.</p> <p>b.The report "Safety Performance Report – Existing Condition" should be a part of the main document and not a stand alone document.</p> <p>c.Please provide a copy of the "Safety Performance Report – Existing Condition" report for review.</p> <p><i>*Inserted an image of text which reads:</i>  <i>Appendix C contains tables that identify design and operational treatments that would be appropriate for various factors contributing to collisions at intersections and that could be considered during the design of improvements at intersections in the study area. The expected safety benefits are based on Crash Modification Factors (CMFs) available from the CMF Clearinghouse (CMFClearinghouse.org). Some treatments do not have CMFs available. The appropriateness and feasibility of the design and operational considerations are examined in detail in the Safety Assessment Investigation being completed for the section of Winston Churchill Boulevard within the Study Area (under separate cover). Specific Improvement and operational treatments have been reviewed in a separate safety assessment titled "Safety Performance Report-Existing Condition" and is available as a standalone document that compliments this report</i></p>	Safety Report to be provided.	1
13	Region of Peel	Sakshi Saini	Would the proposed storage volume for quantity control provide volume control? and if so, how much?	Proposed storage for quantity control is for the 100- Year storm event.	1
14	Region of Peel	Sakshi Saini	how was the desired outflow calculated?	The desired outflow is the target pre-development flow for each catchment and volume storage is based on the rational method.	1
15	Region of Peel	Anna Lee	The initial plan to build out to 6-lanes based on a phased approach (4 separate projects) by 2031 is becoming less practical as it is now 2021. Have any alternatives been considered for how we be should staging the works to an ultimate configuration for the overall limits?	Ongoing discussions with ROP.	2
16	Region of Peel	Anna Lee	Are there any affected properties that would be affected by the Region's private noise wall conversion program?	Ongoing discussions with ROP.	2
17	Region of Peel	Ali Aamir	There is a watermain along the northern side of Winston Churchill Blvd which stretches the entire length of the road, please overlay this onto the roll plan and consider potential impacts to this utility during design phase	Watermain added to roll plan; impacts to be reviewed.	1
18	Region of Peel	Steven Oldford	Potential property requirements should be identified for the culverts located at Stations 1+080 L, 3+460 R and 3+680 R. Station 1+560 R to 1+880 R - why has the ultimate ROW dashed red line been removed across the Maple Lodge Farms property from previous versions?	Property requirements in noted locations will be reviewed and refined.	1
19	Region of Peel	Nathan Sinka	During October 8, 2019 meeting, it was discussed that to keep the desired and proposed Design Speed (with the entire study area) to 70 AUD. The design criteria should reflect that as well (e.g. for highway classification should be UAD 70).	Design speed on DC will be reviewed as noted to 70 km/h in accordance with the October 2019 discussion.	1
20	Region of Peel	Nathan Sinka	Note that the existing posted speed limit on RR19 from Hwy 401 to around the Chicken Shop is 60km/h (no change required). However; the existing posted speed limit from the Chicken Shop to Embleton Road is 70km/h, the posted speed in this area will need to be reduced to 60km/h.	Speed limit zones to be reviewed with Region of Peel traffic department. Ongoing discussions with ROP.	1
21	Region of Peel	Nathan Sinka	In the future an amendment to our Traffic By-law will be required to reduce the posted speed limit for the northern section.	OK.	1
22	Region of Peel	Nathan Sinka	Winston Churchill/Steeles Intersection - There are farside bus bays the right turn channelized islands should be modified to allow bus queue jump lane for these directions. Will provide Peel's design standard to revise drawing.	Noted. Ongoing discussions with ROP.	2
23	Region of Peel	Nathan Sinka	Consider cutting the island back and pushing the crosswalk back 3m for all intersection approaches when a crossride is present at an intersection	Ok.	1
24	Region of Peel	Nathan Sinka	Winston Churchill/Steeles Intersection - Has autoturn been run using a WB-20 design vehicle for all right and left turn movements	Intersection design is adequate for WB-20 design vehicle.	1
25	Region of Peel	Nathan Sinka	Designs north of Steeles shows a raised centre median instead of the existing centre refuge area (centre left turn lane). Are property owners ok with this restriction. How they access their driveway from both direction of travel?	Right-in/right-out - in-line with Halton Region by-law. This design treatment to be reviewed with affected property owners during subsequent design stages to identify opportunities to mitigate the access impact, such as permitting 'U'-Turns at signalized intersections. Ongoing discussions with ROP traffic team.	2
26	Region of Peel	Nathan Sinka	Winston Churchill/Embleton Intersection - how will new cross-section property tie in with existing? Additionally, southbound left turn seems to be aligned with the farside southbound thru lane.	Intersection tie-in to be reviewed and refined as appropriate. The widened cross section south of Embleton is to be reduced in width south of the intersection to permit a tie-into the existing cross section. The widening requirements north of Embleton will be the subject of a future study.	1
27	Region of Peel	Michael Yap	<p>Maple Lodge Ent:</p> <p>-Private driveway should be part of the traffic signal intersection</p> <p>-Is the intent to keep this a T-Intersection? If not there should be crosswalk / crossride</p>	<p>At this time there is no information on future street network or development on the west side of the intersection. Intersection to stay as a 'T' intersection but may change in the future if required to serve any redevelopment of property on the west side.</p> <p>Requirements for a cross ride / cross walk will be reviewed with Region of Peel traffic staff and incorporated if appropriate. Ongoing discussions with Region of Peel.</p>	1

## Winston Churchill Blvd Class EA

Item No.	Agency	Reviewer Name	Review Comment	Hatch / ROP Response	1: Ok 2: Discuss 3: Out of Scope
28	Region of Peel	Michael Yap	Lighting Analysis: - Entire corridor review since many poles are affected based on Roll plan - MUT to maintain minimum 5 lux average. This is to be considered minimum until Peel has developed standard design practice	Illumination lighting review and preliminary lighting recommendations to be completed by design team.	1
29	Region of Peel	Michael Yap	Roll plan shows major Hydro Power line relocations for both east and west side. - Seems to be major expense of utility relocation. Alectra Hydro 70ft transmission poles on the east side. Many streetlighting on the west side. - Request for higher hydro neutral and to help with pole spacing for roadway lighting and MUT lighting For detail design considerations	Design intent was to maintain the existing hydro line on the east side and to relocate/augment the pole/stree light line on the west side to provide alternating street lighting pattern. This design is currently being refined by the design team and will be reviewed again during detailed design.	1
30	Region of Peel	Michael Yap	Draft Transportation and Traffic Study: 5.2.3 -Steeles NBR is free flow channel. Not Signalized therefore cannot be overlapped. - Steeles_EBL already has Protected permissive phase.	WCB Transportation Study was completed in 2016, and doesn't warrant any updates to reflect updated studies in the area. Text to be included in ESR to reflect the state of the technical documents at that time. The Report reflects a snapshot in time. Commitments will be added to the ESR. Reports to be updated to reflect changes during detailed design, following consultation with stakeholders.  Ongoing discussions with Region of Peel.	1
31	Region of Peel	Richa Dave	Section 2 (Planning Context) refers to the GTA West Transportation Corridor, HPBATS, and the 2008 Metrolinx Big Move. The infrastructure recommendations from these studies appear to be used to inform the assumptions for the Future Transportation Network (Section 2.4). Given that this study was undertaken in 2015, a few of the assumptions are based on outdated information:  GTA West Transportation Corridor: at the time of completing this study, the GTA West Project Team was evaluating route alternatives for the GTA West Corridor. We now know that the Province has confirmed a Preferred Route for the GTA West Corridor and is currently working on a preliminary design for the highway and transitway which includes an interchange on Winston Churchill Boulevard south of Embleton Road. The WCB EA team should coordinate with MTO on the EA and preliminary design.  Metrolinx RTP: at the time of completing this study, Metrolinx's Regional Transportation Plan (RTP) was the 2008 Big Move however Metrolinx is required to update their RTP every 10 years and the plan was last updated in 2018 and called the Metrolinx 2041 Regional Transportation Plan. While the 2008 Big Move recommended BRT along Steeles Avenue from with a connection to Lisgar GO station through Winston Churchill Boulevard, the new Metrolinx 2041 RTP downgraded the facility from BRT to priority bus. That being said, the MTO is currently undertaking a Greater Golden Horseshoe Transportation Plan and recently released a discussion paper which proposes "higher order transit" along the Steeles corridor with a connection to Lisgar GO Station. The WCB EA team should coordinate with Metrolinx as well as local municipal transit agencies throughout the EA.  Heritage Heights Secondary Planning: The project team is also advised that the City of Brampton is currently undertaking secondary planning for Heritage Heights (secondary plan areas 52 and 53) which is directly north of the study area and have proposed a draft land use and transportation concept. Regional staff have not yet received the technical information to support the City's transportation plan however the WCB project team is encouraged to monitor the progression of the secondary plan and approvals.  It is our understanding that while the traffic and transportation study is outdated, the WCB project is considering the most up to date information with respect to transit and the GTA West Corridor in the actual EA and design. This information should be reflected in the traffic and transportation study as well as the ESR.	There have been many updates to the GTA West proposals during the course of the study, as well as some coordination between the design team and the GTA West. These refinements have not been reflected in the design at this stage since the GTA West planning is on-going and may change again. The report narrative and notes on roll plan can be adjusted and refined to reflect the current status of the GTA West but another TTIA is not being proposed at this time.  WCB Transportation Study was completed in 2016, and doesn't warrant any updates to reflect updated studies in the area. Text to be included in ESR to reflect the state of the technical documents at that time. The Report reflects a snapshot in time. Commitments will be added to the ESR. Reports to be updated to reflect changes during detailed design, following consultation with stakeholders.	2
32	Region of Peel	Richa Dave	For section 2.4 - Mid Term : See above comment regarding Steeles BRT/priority bus For section 2.4 - Long Term: There would only be one of the two facilities in place - either the GTA West Transportation Corridor or the North-South Transportation Corridor.	Text to be included in ESR to reflect the state of the technical documents at that time. The Report reflects a snapshot in time. Commitments will be added to the ESR. Reports to be updated to reflect changes during detailed design, following consultation with stakeholders.  Ongoing discussions with ROP.	1
33	Active Transportation	Neil Smith	Commented on Roll Plan Preliminary Design drawing pdf (attached): Please ensure that there is 0.5m lateral clearance from outside of the pole and the MUP. Apply to all poles. It appears that property is required here? Is there a proposed property line? Consider pushing crosswalk/crossride and stop back to proposed property line. Is there a reason we cannot move the MUP back so a grass strip can be installed? (x2) the crosswalk should connect to the MUP (drawings show it partly on the grass. Space to add curb cut and tactile plates is required. Consider cutting the island back and pushing the crosswalk back about 3m (x 5) Consider reducing the curb radii to 8m, if trucks use this access consider truck aprons. (x3) Are hand railing require for the section of MUP over the structure? (x2) Consider pushing crosswalk/crossride and stop back to proposed property line. Can the double dashed line where the cub be added to the legend, it is the 1.0m concrete splash pad? Unsure that the relocated hydro poles are offset 0.5m away from the MUP.	Property line is included in the roll plan. Hand railing to be confirmed at detailed design. Updated property information shared with Hatch from Region of Halton and Region of Peel to be incorporated into roll plan prior to PIC.	1

## Winston Churchill Blvd Class EA

Item No.	Agency	Reviewer Name	Review Comment	Hatch / ROP Response	1: Ok 2: Discuss 3: Out of Scope
34	City of Brampton	Anand Balram	<p><b>Summary of Letter:</b> Advising the region that the City will be conducting a Secondary Plan Review of the entire Bram West Area. This review process is expected to begin shortly with an RFP released to secure a consultant in 2021 and conceptual planning and vision completed in early-mid 2022. The goal of this update is to reflect the Brampton 2040 Vision and other Council endorsed strategic planning documents, consider the GTA West Corridor/corridor protection policies, Local and Regional Council's position on the GTA West Corridor, and provide an updated policy framework that provides clarity for all landowners and other stakeholders. As part of this process a new Transportation Master Plan will be prepared that explores alternatives to GTA West Corridor, and more opportunities to provide a more robust street network through these areas to support better land use outcomes. <b>At this time the City would request that the Region temporarily pause any ongoing Environmental Assessments in the west side of the City, particularly in Bram West,</b> until robust stakeholder engagement has been conducted and until the planning vision for this area has been established early-mid next year.</p>	<p>The WCB EA has been on-going since 2014 and to date, the study has referenced findings of the traffic analysis completed for the BramWest Parkway. Both studies have recommended a widening to WCB to accommodate future traffic demand. The proposed work by the City should consider the effects of the widening of WCB and how it will affect the overall network improvements proposed under the secondary plan.</p> <p>The WCB preliminary design concept includes provisions for future local and collector road connections from the east shown as part of the BramWest plan. The locations of these intersections may be affected by the GTA West alignment and interchange as currently proposed.</p> <p>Project not going to construction immediately, but EA approval for a preliminary design concept is being sought on the basis of available information.</p>	2
35	City of Brampton	Brian Caleb	<p>Stage 3 Archaeological Assessment</p> <p>A Stage 2 Archaeological Assessment was conducted in August 2017 under Project Information Form #P007- 0831- 2017 which resulted in the identification of one location of archaeological materials: Site 1 (AJGw-581). It is recommended that this area be subject to a Stage 3 site-specific assessment in accordance with the requirements set out under MHSTCI - Standards and Guidelines for Consultant Archaeologists.</p> <p>The cemetery investigation must be conducted in accordance with Section under Standards and Guidelines for Consultant Archaeologists. Bereavement Authority of Ontario must be engaged throughout the process. If the Stage 3 site-specific assessment results in the discovery of areas requiring Stage 4 hand excavation, then the cemetery investigation will need to be conducted after any recommended activities are completed. In such a case, the Stage 4 excavation and cemetery investigation should be carried out and reported on concurrently.</p> <p>It is indicated in the report that an avoidance strategy must also be implemented to ensure that the remainder of the protected area is not impacted during construction. Though this can be further detailed out through a Stage 3 assessment report.</p> <p>Please follow recommendations provided in Stage 2 Archaeological Assessment Report.</p>	<p>Noted, commitment will be added to ESR. Stage 3 site specific to be undertaken during detailed design.</p>	1
36	City of Brampton	Brian Caleb	<p>The Preliminary Role Plan file is hard to read in its current form. Is there any other options I can use to open and review?</p> <p>WCB Draft Natural Environment Report. 2.2.1 Vegetation Communities and Flora. Provide the referenced Vegetation Assessment completed on June 9, 2016 for COB review and comments.</p> <p>Provide images / bullet form comments on what the streetscape improvements will be? No just adding MUP on both side of the ROW</p>	<p>Streetscape details to be included as part of draft final design. Vegetation Assessment included in NER, provided to TAC as part of package in early August.</p>	1
37	Region of Peel	Ryan Grzesiak	<ul style="list-style-type: none"> <li>•The report does a good job to identify the areas of potential environmental concern (APECs) based on the surrounding land uses</li> <li>•This report should only be used as a precursor to further investigation of the Site. <ul style="list-style-type: none"> <li>oThis report is more than 5 years old and needs an update</li> <li>oAs recommended by Thurber Engineering, a complete Phase One ESA should be completed for areas of land being utilized by the Region of Peel</li> <li>oGiven the nature of the APECs there is also a significant chance that there is soil and groundwater contamination present on the ROP land.</li> <li>oFollowing the Phase One ESA a Phase Two ESA to address soil and groundwater contamination is recommended</li> </ul> </li> </ul>	<p>Noted. Commitment to be added to ESR that Phase 1 ESA to be completed for areas of land to be acquired by Region of Peel.</p>	1
38	Town of Halton Hills	Ivan Drewnitski	<p>Transportation Planning</p> <p>The findings for the Transportation and Traffic Study Report has been satisfied by the report submitted by Hatch, dated May 2015. The Study concludes that under the Future 2021 'Base' Scenario Analysis indicated that the eastbound approach to the intersection of 5 Side Road/Embleton Road is approaching its capacity with overall capacity of 0.96. The report recommends the following Medium Term Needs for 2021:</p> <p>"The intersection of 5 Side Road/ Embleton Road requires an additional turning lane for both the eastbound right and westbound left turn movements. Currently the road has a single lane on the east and west approaches operating as a shared left-through-right movement. Turning lanes should incorporate the 2031 storage length requirements of 65 meters for the eastbound right turn and 50 meters for the westbound left turn movement. No additional signal modifications other than optimization are required."</p> <p>To ensure we have a fully satisfied Transportation and Traffic Study Report, the only comment Transportation has is to please update Section 2.3.3 Town of Halton Hills Cycling Master Plan, as this plan is now no longer applicable. On October 26, 2020 Town Council endorsed the Active Transportation Master Plan. As such, the EA shall reference the ATMP in regards to any active transportation facilities being implemented Town wide. All relative information for our ATMP can be found at <a href="https://www.haltonhills.ca/en/residents/active-transportation-master-plan.aspx">https://www.haltonhills.ca/en/residents/active-transportation-master-plan.aspx</a>. Please note, the Town's ATMP does not identify bike lanes on 5 Side Road (Pg. 32, Active Transportation).</p> <p>Finally, as part of our Phase 2B Secondary Plan, we would like the EA to consider the future road connection to Winston Churchill Blvd. This needs to align with any roads/accesses on the east side of Winston Churchill Blvd.</p>	<p>WCB Transportation Study was completed in 2016, and doesn't warrant any updates to reflect updated studies in the area. Text to be included in ESR to reflect the state of the technical documents at the time. The Report reflects a snapshot in time. Commitments will be added to the ESR. Reports to be updated to reflect changes during detailed design, following consultation with stakeholders.</p> <p>Project Team to consider incorporating some details into EA. Hatch advised that as planning proceeds in Halton/Halton Hills/City of Brampton - there should be some guidelines as to where those future connections may be.</p> <p>Hatch to recognize the future connection west of WCB, which is currently being discussed with Region of Halton. The Secondary Plan for this future connection has commenced.</p> <p>Halton Hills to provide some text to be included in the ESR, as well as on the Roll Plan, to reflect future connection.</p>	2

## Winston Churchill Blvd Class EA

Item No.	Agency	Reviewer Name	Review Comment	Hatch / ROP Response	1: Ok 2: Discuss 3: Out of Scope
39			<p>Traffic Operations</p> <p>Pg. 20, Section 2.3.2 Identifies Transportation Master Plan and discusses the Town's Strategic Plan.</p> <p>Pg. 26, 5 Side Road/ Embleton Road, 5 Side Road, west of Winston Churchill Boulevard, has a posted speed limit of 70 km/h</p> <p>Pg. 65, Section 4.1 Travel Characteristics and Growth</p> <p>"Traffic volumes on the crossing roadways have all been assumed to be growing at a rate of 2% per annum along the entire corridor for the horizon years of 2021 and 2031, with the exception of Steeles Avenue. Steeles Avenue is assumed to grow at 2.5% per annum until 2021. Beyond 2021 the growth rate is assumed to be only 0.5% per annum due to capacity limitations identified with the 6-lane cross-section".</p> <p>Two (2) percent (%) seems low for 5 Side Road due to the ongoing secondary plans in Halton Hills.</p> <p>Pg. 72, Section 4.41, Future 2021 Intersection Operations</p> <p>The analysis should identify taper lengths and any widening impacts on 5 Side Road.</p>	<p>WCB Transportation Study was completed in 2016, and doesn't warrant any updates to reflect updated studies in the area. Text to be included in ESR to reflect the state of the technical documents at that time. The Report reflects a snapshot in time. Commitments will be added to the ESR. Reports to be updated to reflect changes during detailed design, following consultation with stakeholders.</p> <p>The Study Area extends up to 5 Side Road - widening requirements north of Embleton will be the subject of a future study.</p>	2
40			<p>*Farming activity on 5 Side Road should be identified</p> <p>*Trucking routes and restrictions in the study area should be discussed</p>	Noted. Draft ESR to be updated	1
41	Region of Peel	Michael Yap	Bus Stop : - suggest if layby can be accomodated (Financial Future Access, Future Colier Access, Maple Lodge)	Follow-up discussion with Region of Peel.	1
42	Region of Peel	Michael Yap	Crossrides: MUT all along corridor. Analyze if crossrides applicable to all intersections. Layout should follow AT standard (this comment may be more for detail design)...	Follow-up discussion with Region of Peel.	1

Winston Churchill Boulevard Schedule 'C' Class Environmental Assessment

Master Comment Table April 2023

Date	Agency	Name	Point of Contact	Comment	Response
<b>Indigenous Communities</b>					
3/30/2022	Huron Wendat Nation	Tiawenhk chia' onenh	General	Please note that the Huron-Wendat Nation is interested in participating in all archaeological fieldwork for this project, as well as receiving copies of the draft reports for review and comments. Funding must be made available to insure our participation. In addition, the Wendat Nation would like to be kept informed of any upcoming environmental studies, specifically as they relate to wildlife such as birds bats and fishes and the associated streams wetlands and watersheds.	Response (Sept 17, 2022) - A Stage 1 Archaeological Assessment was completed in 2015, and a follow-up Stage 2 Archaeological Assessment for the Cemetery was completed in 2021. Link to both reports shared.  There are a number of additional studies to be completed during detailed design at the cemetery include but not limited to a Stage 3 assessment, Stage 4 mitigation of development impacts and a cemetery investigation to confirm that there are no burial features within or beyond the legal property line. In addition, the Region will be undertaking a Stage 2 Archaeological Assessment along the Winston Churchill Blvd corridor following the completion of this EA. Both completed reports have been entered into the Ontario Public Register of Archaeological Reports with the MTCS. The Region will reach out following this EA about having field monitors on site during subsequent studies.
Dec-22	Haudenosaunee Development Institute		Draft ESR	Nya:weh/Thank-you for the notification sent to Haudenosaunee Development Institute (HDI) regarding the proposed project. Currently, the HDI and our nations do not hold this notification as engagement or consent and address we have significant concerns with respect to the proposed project. Particularly with the Peel Region and HATCH not applying an application and fee with HDI to review the project. How are we to provide feedback and consider engagement when we have no funds to review and/or comment on this proposed project? It is required that the proponent of the project provide a completed application and fee so we can analyze the effects, impairment, and interference within our treaty rights. Once we complete our evaluation, we can begin participation in a meaningful way. You may access the application on the link below and see the provided instructions to complete our application process.	ROP to follow-up with HDI.
<b>Provincial Agencies</b>					
11/17/2014	Ministry of Agriculture, Food and Rural Affairs	Vicky Osborne	NOSC	Your enquiry has been forwarded to the Ministry's rural planner for Region of Peel and Halton.	Noted.
11/17/2014	Ministry of Natural Resources and Forestry	Mark Heaton	NOSC	Mark Heaton of MNRF will be involved in this EA addressing Redside Dace issues.	Comment noted. Project Contact List updated.
6/6/2022	Ministry of Natural Resources and Forestry	Karen Cook	PIC 2	Notice of PIC 2 Received May 13th, 2022. We have not completed a screening of natural heritage or other resource values for the project at this time. This response, however, does provide information to guide you in identifying and assessing natural features and resources as required by applicable policies and legislation, as well as engaging with the Ministry for advice as needed. Please also note that it is the proponent's responsibility to be aware of, and comply with, all relevant federal or provincial legislation, municipal by-laws or other agency approvals.  <b>Natural Heritage</b> NDMNR's natural heritage and natural resources GIS data layers can be obtained through LIO website. You may also view natural heritage information online using the Make a Map: Natural Heritage Areas tool. A series of natural hazard technical guides developed by NDMNR are available to support municipalities and conservation authorities implement the natural hazard policies in the Provincial Policy Statement (PPS). We recommend that you consider these technical guides as you assess specific improvement projects that can be undertaken to reduce the risk of flooding.  <b>Petroleum Wells &amp; Oil, Gas and Salt Resources Act</b> There may be petroleum wells within the proposed project area. Any oil and gas wells in your project area are regulated by the Oil, Gas and Salt Resource Act, and the supporting regulations and operating standards.  <b>Fish and Wildlife Conservation Act</b> - permit may be required  <b>Public Lands Act &amp; Lakes and Rivers Improvement Act</b> Some Project may be subject to the provisions of the Public Lands Act or Lakes and River Improvement Act. Please note that many of the authorizations under the Lakes and Rivers Improvement Act are administered by the local Conservation Authority. If you have not identified any of NDMNR's interests, there is no need to circulate any subsequent notices to our office. If you have identified any of NDMNR's interests and/or may require permit(s) or further technical advice, please direct your specific questions to Karen.	Response (October 21, 2022) - Thank you for sharing these details with us. As this Project has been ongoing since 2014 - we have had many points of contact with the MNRF since that time, including a number of meetings to discuss the Natural Heritage report, and other concerns related to stormwater management and drainage. The draft Environmental Study Report will be shared with agencies in the coming weeks for comment.  We do not anticipate that the Project will require a permit under the Lakes & Rivers Act, as the project is located within the Credit Valley Conservation Authority.  Given that, we don't anticipate that our project meets any of the NDMNR's interests.
11/20/2014	Ministry of Agriculture and Food / Ministry of Rural Affairs	Carol Neumann	NOSC	Please note the rural planner for the region of Halton and Peel is Jackie Van de Valk (Jackie.VandeValk@ontario.ca).	Comment noted. Project Contact List updated. (Mar 23, 2015)
11/24/2014	Ministry of the Environment, Conservation and Parks	Amanda Graham	NOSC	This letter is our response to the Notice of Study Commencement for the above noted project. This response acknowledges that the Regions of Peel and Halton has indicated that its study is following the approved environmental planning process for a Schedule C project under the Municipal Engineers Association Municipal Class Environmental Assessment (Class EA). Based on the information submitted, we have identified the following areas of interest with respect to the proposed undertaking: • Ecosystem Protection and Restoration • Surface Water • Groundwater • Air Quality, Dust and Noise • Servicing and Facilities • Contaminated Soils • Planning and Policy • Class EA Process  A draft copy of the ESR should be sent to this office prior to the filing of the final draft, allowing approximately 30 days review time for the ministry's reviewers to provide comments. Please also forward our office the Notice of Completion and ESR when completed. Should your team have any questions regarding the above, please contact me.	Response (July 1, 2015) –Thank you for your comments. We will make sure that the areas of interest as outlined in your letter are addressed through the Class EA and properly documented in the ESR.

12/20/2022	MECP	Trevor	Draft ESR Air Quality	Please clarify why the PM2.5 deposition velocity in Table 21 of the Air Quality Report is 0.01 cm/s, instead of 0.1cm/s, as suggested in the Ministry of Transportation Environmental Guide for Assessing and Mitigating the Air Quality Impacts and Greenhouse Gas Emissions of Provincial Transportation Projects (May 2020).	The raw input from the modelling files has been reviewed and it is confirmed that this is a typo in the report. The deposition velocity used in the modelling was 0.1 cm/s, as suggested in the Guidance Document and based on previous consultation with the MECP.
12/20/2022	MECP	Trevor	Draft ESR Air Quality	The Air Quality Report was completed in 2016 with an existing emission scenario representing the year 2014. Please confirm whether the background concentration, the sensitive receptors, and the road traffic data predicted for the 2031 future scenario are still valid.	The Air Quality Report considered traffic generation for 2021 and 2031. Given that it accounted for anticipated transportation to the year 2031, the future scenario is still valid. However, it should be noted that the Traffic Report was prepared in 2014, and there are a number of developments along the roadway that could not have been anticipated that are different. In addition, it is unknown what the future holds with regards to Highway 413, and it's potential impact on Winston Churchill Blvd.  We agree with the comments above but would make the correction – the SLR report considered the Existing year of 2014 and Future Build year of 2031. Regarding background data, the assessment considered 5 years of ambient data, and though more recent data is available now, this data is overall considered representative and would allow for a representative worst case. We wouldn't expect a significant change in our overall results/conclusions if we were to update to include more recent background data. As you noted, we included existing sensitive receptors identified at the time of the assessment. While there may be new development in the area, the assessment did include several receptors in close proximity to the roadway. Results at these receptors would be considered representative of new receptors located at similar distances from the roadway, and we would not expect to see a significant change in the worst-case predicted impacts with the inclusion of additional receptors. Regarding road traffic data, the assumptions in the traffic report included a conservative estimate for future traffic growth in the corridor that should still be representative. Updated traffic data will be collected during detailed design to confirm whether there have been significant changes to the traffic forecasts.
12/20/2022	MECP	Trevor	Draft ESR Air Quality	According to Table 22 of the Air Quality Report, Receptors 6 and 7 are predicted to have the worst-case particulate matter impacts for the 2031 future build scenario. Although there are a small number of days during which particulate matters are predicted to exceed the guideline, it is recommended that roadside vegetation barriers, especially conifer hedge plants, are constructed close to Receptors 6 and 7.	Yes vegetation can be used for mitigation of fine particulate matter; based on this comment, the ministry is recommending vegetation be used for mitigation for receptors west Winston Churchill and Steeles Ave (R6&R7); however looking at recent imagery it appears that R6 at the NW corner of Steeles and Winston Churchill no longer exists.  Commitment included for detailed design to review the need for roadside vegetation barriers at R6 and R7 to be reviewed during detailed design.
12/20/2022	MECP	Trevor	Draft ESR Air Quality	The report indicates in Section 7.1.6 that five indigenous communities were consulted throughout the study, but the Summary of Indigenous Engagement in Section 7.1.6.2 only mentions one community, the Huron-Wendat.  Please include a detailed record of consultation with Indigenous communities. If no responses were received from other Indigenous communities identified as potentially interested in the project, attempts to follow-up should be made by the project team to ensure they are aware of their opportunity to participate in consultation activities. Please document any attempts to follow-up with Indigenous communities in the record of consultation.	Section to be updated, given that the Draft ESR as part of the agency review, was also released to the MECP for an extended review period up to end of December. In addition, comment provided by HDI to provide funding for their review. ROP to follow-up to confirm HDI's request in participating in the New Year. Updated text in executive summary and Section 7.1.6.2 to note funding was provided for Haudenosaunee Confederacy review.
12/20/2022	MECP	Trevor	Draft ESR Air Quality	The report on page 7 states that Section 16 Order requests are formally referred to as a Part II Order. This should say formerly referred to as a Part II Order.	Noted. Typo adjusted.
10/26/2015	Infrastructure Ontario	Lisa Myslicki	Notice of PIC #1	IO is responsible for managing lands owned by her Majesty the Queen in Right of Ontario. IO lands may fall within your study area and therefore the proponent of the project is to conduct a title search by reviewing parcel register(s) for adjoining lands. Please contact IO if any provincial government lands are known to occur within your study area and are proposed to be impacted. If potential for any impacts to IO owned lands is present, please contact the undersigned.  IO is required to follow the MOI Public Work Class EA Process (PW CLASS EA). Completion of any other EA process does not provide an approval for MEDEI's Class EA obligations. In summary the purchase of MEDEI-owned lands or disposal of rights and responsibilities for IO managed lands triggers the application of the MEDEI Class EA. If any of these realty activities affecting IO-managed lands are being proposed as part of any alternative please contact the undersigned. Remove IO if no MEDEI owned lands are expected to be impacted.	Emailed Keith Noronha regarding study to confirm properties. Advised new contact is Christopher Wylie  Letter (Dec 2, 2015) – Thank you for your comments. We have reviewed the property information and have identified that there are at least 8 properties that are owned/managed by Infrastructure Ontario, near the southern end of the Study Area near Highway 401/Highway 407. Attached is a map outlining these properties. We will be in contact to discuss the next steps regarding this additional work.
12/9/2015	Infrastructure Ontario	Jordan Erasmus		The EA study area includes provincially owned lands at 7870 Winston Churchill Blvd just north of Hwy 407. The 4.3 acre property is currently vacant and no frontage on WCB but has access via a service road owned by the Region. The Region has confirmed that they will continue to allow access to the property via this road. Please ensure that long-term access to the property from Winston Churchill is maintained via the existing access road, after construction of the EA approved widening and/or improvements. IO would be interested in direct access off of WCB should there be an opportunity as a result of the recommended road widening.	Commitment added to ESR.
3/28/2017	Infrastructure Ontario	Jordan Erasmus		Please provide update on status of EA. Has second PIC been scheduled yet?	Email (March 28, 2017) – The project is on hold until some issues related to property north of Steeles Avenue can be addressed.
6/3/2022	Infrastructure Ontario	Rachel Contini	PIC 2	Our initial scan indicates that property owned by the Minister of Government and Consumer Services is within and adjacent to your project's study area. This property is identified by the following Pins: •N72199 •While this was identified in our scan, it is ultimately the proponent's responsibility to verify if provincial government property is within the study area. Title documents may identify owners of provincial government property. If provincial government property in the study area is not required for the project, please continue to consult us as a directly affected stakeholder. However, if government property is required for the project, the proponent should contact us so that we can advise about requirements for obtaining government property.  Additionally, please remember to send notices to our dedicated notice email address: noticerreview@infrastructureontario.ca	Between Highway 401 and 407ETR, there are a number of properties that have not changed ownership following the construction of the 407ETR. Commitment added to ESR to revisit property plans during detailed design, and seek opportunities to reduce property impacts. Region of Peel to determine need for IO EA during detailed design in the event that property from IO is required.
9/14/2016	Ministry of Heritage, Sport, Tourism and Cultural Industries	Dan Minkin	Stage 1 AA / Stage 2 AA	Comment (Sept. 14, 2016) – Recommendation to remove reference to 'Any landscape altered by humans constitutes a cultural landscape' and a clearer focus on defining CHL's, this does not match the definition from the PPS nor the UNESCO's Operational Guidelines.	Submitted Stage 1 AA July 2015, and Stage 2 AA (Cemetery) June 2019.

9/14/2016	Ministry of Tourism, Culture and Sport	Dan Minkin	CHAR	Received Built Heritage Resource (BHR) and Cultural Heritage Landscape (CHL) Assessment for this project. Following comments: - Section 2.5 may benefit from the removal of this introduction "Any landscape altered by humans constitutes a cultural landscape" and definition of the term "cultural landscape", and a clearer focus on defining CHLs. - The report makes several references to the Region of Waterloo's Implementation Guideline for CHL Conservation - Preferable to remove the references to the Region of Waterloo Implementation Guideline. - Section 2.7.1, Local Value, contains the entirety of the content of its parent Section 2.7. As it is not necessary for purposes of the Environmental Assessment to distinguish between local value and another type of value, and in any case there are no further subsections to Section 2.7, it may be advisable to remove the 2.7.1 subheading. - Recommendations - Section 8 recommends that the EA consider design alternatives that avoid the BHRs and CHLs identified as having the potential to be directly impacted by road widening activities, that any direct impacts to these resources be preceded by an HIA at the earliest stage possible, and that construction activities avoid layout areas on the properties of the identified CHLs and BHRs. MTCS supports these recommendations and looks forward to seeing them applied in the EA process through the design and evaluation of alternatives and, if necessary, the commitment to mitigation measures. - Please continue to do so through the EA process, and contact me for any questions or clarification.	Submitted CHAR May 25, 2016.  Letter and updated Report resubmitted (October 19, 2022). Changes to Report include: -Updated address and header/footer -Removed reference to CHLs being 'altered by humans' -Removed reference to the Region of Waterloo's Implementation Guidelines -Removed 2.7.1 subheading
11/2/2015	407 ETR	Jeff Booker		407 ETR requires a legal agreement with Peel Region for widening over 407; MTO encroachment permit required for works within MTO and 407 ETR ROW; Region of Peel is responsible for all costs in relation to widening; Region of Peel is hereby notified about the forecasted widening of the 407 ETR east/west bound for the year 2021 and 2022, and 407 ETR construction will take precedence over WCB widening; all design, staging, and construction should comply with MTO standards, restoration within 407 ETR ROW shall meet MTO standards and Schedule 20 of the Concession Ground Lease Agreement; construction and traffic staging within 407 ETR ROW will be subject to 407 ETR specific operational constraints; 407 ETR may perform a design review at detailed design stage, and proponent will be responsible for additional review costs; if a new separate active transportation structure for multi-use trail is proposed, cost of new structure is subject to same conditions; and 407 ETR shall continue to receive subsequent submissions regarding the WCB widening.	Letter (Dec 2, 2015) – Thank you for your comments. We will ensure your comments are incorporated into the Environmental Study Report to be carried forward into detailed design. We will inform you of any future notifications and consultation activities as they occur throughout the study.  We look forward to meeting with you in advance of the next PIC scheduled for the Spring 2016.
9/14/2021	407 ETR	Jeff Booker	TAC 3	407ETR median widening project is complete, including provision for a pier and pier cap for the future widened structure at Winston Churchill Boulevard. A tri-party agreement is already in place between the Region of Halton/Region of Peel and MTO for improvements to the Highway 407 overpass.	Noted.
4/12/2022	407 ETR	Dragan Mrkela	Roll Plan	Finalized design for the 407 crossing isn't shown anywhere on the plan or the slide deck?	We've made a note on the roll plan to reference the design by SNC Lavalin. Updated cross-section to be added to roll plan.
3/28/2022	407 ETR	Dragan Mrkela	Roll Plan	We have reviewed the documents provided for the PIC, the only comment I have is why the finalized design for the 407 crossing isn't shown anywhere on the plan or the slide deck?	Cross section for 407ETR structure updated based on SNC detailed design. Also included in appropriate Appendix of ESR.
11/20/2014	Ministry of Transportation	Alice Kam	NOSC	Please update contact list to Joseph Lai, and remove my name.	Comment noted. Project Contact List updated. (Mar 23, 2015)
4/22/2021	Ministry of Transportation	Kyle Saultier, Moin Khan, Miao Zhou	Draft Roll Plan	1) Could you provide further information regarding how the additional lane along WCB will tie into the Hwy 401 interchange? 2) Is the red line shown in the roll plan to the west of Meadowpine Blvd property requirement? 3) The 401 off-ramp shows the right turn lane going into a through lane on WCB. There should only be 2 receiving lanes (from south of intersection matching with 2 lanes north of intersection) which then taper into a third lane. Typically the upstream and downstream lanes are equal at the ramp terminals and additional lane start with the taper outside the intersection. 4) Have AutoTurn (AT) movements been checked for all the movements at the ramp terminal? please provide AT envelope for ministry's review 5) Continuous sidewalk is going to be provided on west side along WCB with AODA drop curb/tactile surface at the N-W ramp? 6) Any potential contractor issue with current 401 expansion project and this project? When is construction planning to occur? 7) Please check Sidewalk connection at 401-off ramp going eastbound along with on road pedestrian crossing? Considering WCC design is matching with the existing geometry of WCB, coordination is required for matching the WCC and Region proposed designs, especially at the north ramp terminal, ensuring safe infrastructure will be constructed for all users, meeting the ministry standards.	1. Design updated to include tie-in of 3 NB and SB basic lanes across the Highway 401 Structure and interchange. Additional NB lane to be provided after N-W-bound ramp. 2. Red Line is proposed property line. It is under review to ensure sufficient property is provided to accommodate hydro line relocation and working area. 3. The lane arrangement now includes an additional taper lane just north of the N-W onramp, to provide 3 receiving lanes at the intersection. 4. Will provide Ministry with updated AutoTurn movement envelopes. 5. Confirmed: continuous sidewalk along the west side of WCB with AODA ramps and tactile plates provided at intersections and crossings. 6. WCB widening will be done as separate contract. Detailed design to be commenced in 2023, with utility relocation slated to commence in 2027 and construction of the widening in 2028, subject to council approval. 7. Sidewalk connections confirmed.
4/22/2021	Ministry of Transportation	Shahbaz Asif	Draft Roll Plan	Underground storage is proposed within the site making use of chamber system. Unconventional underground and rooftop storages are not considered in calculations as per MTO's policy. MTO does not consider underground storage provided by chamber system to be permanent in nature. Underground storages provided in manholes, stormsewer, super pipe or storage tank are permitted as such storages are accessible through a manhole and can be easily inspected for their continued functionality. If the consultant insists on using a chamber type of system, then they must undertake an evaluation of SWM system assuming that underground storage system is lost and the site still meets the quantity control criteria and confirm that there is no impact on MTO's drainage system.  MTO requires post to pre development control for 5 to 100 year storm events and Regional, if required by Conservation Authority. A table should be provided in report to confirm that 5, 10, 25, 50 and 100 year and Regional storm events are controlled to pre development level.  Provide a table indicating Head Water Level, Freeboard and HW/D as per MTO's Design Standards (HDDS, 2008) for existing and proposed condition at all MTO crossings. MTO doesn't accept any increase in flows and water levels within MTO's RoW  Final Stormwater Management Report should be signed and stamped by a P.Eng.	No storage systems have been proposed within the MTO ROW.  A summary of the volumetric storage requirements for peak flow reduction up to the 100-year event has been provided and is found within Table 4.11 of the SWM Report.  No MTO culvert crossings proposed for extension or replacement are within the limits of work. No culvert work will be completed within the MTO ROW.  Report will be stamped when released to the public in December 2022.
4/22/2021	Ministry of Transportation	Jeff Seibert	Archaeological Assessment Reports	The Stage 1 archaeological report identifies a number of areas within what appears to be our ROW where archaeological potential has been identified. Has the Region of Peel committed to completing all necessary archaeological work within our ROW? Will the region honour their obligations under the EA act and Ontario Heritage Act (and all assoc regs, and S&Gs).	Stage 2 AA will be completed following the EA, in advance of Detailed Design. In addition, Stage 3 AA is required for areas associated with the cemetery during detailed design.
4/22/2021	Ministry of Transportation	Christopher Copeland	Environmental Reports	It is unclear whether the proposed scope of work impacts the MTO ROW (It appears it might) but I couldn't find a confirmation of that in the documents provided and whether the MTO Class EA was considered for those aspects of the project. If the region is completing their obligations under the Ontario EA Act then I do not have any further comments but in the documents provided it has not been made clear what the impact is to the MTO ROW.	Environmental effects to MTO property will be clarified and elaborated upon in the ESR and associated plans.
4/22/2021	Ministry of Transportation	Lynn Whitnall	Geotechnical Report	Please note that within the MTO ROW our standard practice would be to mill 40mm and pave 90mm. Super pave mix types must be used within the MTO ROW.	Noted. Final pavement structure for existing and widened sections of pavement will be determined in detailed design. Pavement treatments for sections that are under MTO jurisdiction will be designed to MTO standards.
4/22/2021	Ministry of Transportation	Andrew DeSira	Foundations Report	1. The FIDR indicates that monitoring of the existing structure should be conducted during construction of the widening. The FIDR should be updated with a proposed structure monitoring plan, including monitoring frequency and review / alert levels. The monitoring plan should consider both settlement / vibration. 2. The foundation design is in accordance with the 2014 version of the CHBDC. It is assumed that since this is a preliminary design, the structural design will be in accordance with the most recent version of the CHBDC. Please clarify the CHBDC version used in the structural design. The foundation design should be updated in accordance with this code. 3. Please update the FIDR, as needed once the structural design is finalized.	FIDR to be updated during detailed design. This will include description of monitoring plan (frequency and review and consideration of settlement/vibration). Foundation design will be in accordance with the most current version of the CHBDC in effect when the detailed design for foundations is completed.



8/25/2021	Ministry of Transportation	Amanda Naylor	TAC 3	*GTA West - a new highway and transit corridor is planned to extend from Highway 401/407 ETR to Highway 400. On May 3, 2021, the Federal Minister of the Environment and Climate Change of Canada determined that the GTA West Transportation Project warrants designation under the Impact Assessment Act. The province is now required to complete the planning phase of the Impact Assessment process in order for the Impact Assessment Agency of Canada to determine whether an Impact Assessment is required or not. The designation of the GTA West project under the IAA does not replace the provincial EA process underway.	Noted.
8/25/2021	Ministry of Transportation	Kyle Saulnier	TAC 3	Could you provide further information regarding how the additional lane along WCB will tie into the Hwy 401 interchange? MTO can provide current drawings for the interchange if needed	The design for the widened cross section of Winston Churchill Blvd was designed to tie into the improvements to the Highway 401 interchange proposed under the current Highway 401 widening contract, through consultation with the Highway 401 design team and the MTO. The design that is currently shown in our roll plan was shared with Hatch/Region of Peel by the Highway 401 Design Team in January 2021. Hatch shared roll plan (Oct 19, 2021) with MTO/Hwy 401 Design Team to confirm it is the most up-to-date version.  The IFC design for the Hwy 401 improvements to be included as Appendix to ESR, and commitment to be added to ESR to recommend tie-in design to be reviewed during detailed design, as well as continuation of coordination with MTO/WCC.
8/25/2021	Ministry of Transportation	Jeff Seibert	TAC 3	the Stg 1 archaeological report identifies a number of areas within what appears to be our ROW where archaeological potential has been identified. Has the Region of Peel committed to completing all necessary archaeological work within our ROW? Will the region honour their obligations under the EA act and Ontario Heritage Act (and all assoc regs. and S&Gs).	Stage 2 AA will be completed following the EA, in advance of Detailed Design. In addition, Stage 3 AA is required for areas associated with the cemetery during detailed design.
4/12/2022	Ministry of Transportation	Tim Apostolopoulos	Traffic	•Southbound requires minor modifications near the N-W ramp, for their new third lane to align with the developed Lane 3 shown on layout. •The EA is only showing three northbound lanes north of the E-N/S ramp. Three lanes south of the E-N/S ramp would be required as well, we do not want two approach lanes with three receiving lanes, as that leads to lane changes within the intersection and possible lack of red light compliance for daily E-N commuters who know they can proceed without conflict. Without three approach lanes, the third northbound lane will need to develop, using a taper, north of the ramp terminal. That may pose a challenge as Meadowpine has its own developing right turn lane.  Also, is the bus lane an error on Pages 22 & 23 of the PDF? A bus lane in one direction is atypical.	Third southbound lane provided with adjustment to N-W ramp taper. # SB lanes continued to access to parking lot where separate right turn added, three through lanes continue across structure. Added NB through lane on the south approach to the E-N/S off ramp intersection. Added NB parallel lane and taper added to terminate at the gore for the S-W loop ramp. In future added northbound lane and MUP on east side to be extended across Hwy 401 with structure widening.  Bus lane reference is in error and has been removed.
4/12/2022	Ministry of Transportation	Mohammad Alvi	Traffic	South end of the proposed side walk on the west side of WCB is unconnected. MUP terminates at Meadowpine Blvd.;in my opinion it should provide access to the Parking Lot.	Sidewalk on west side will be extended down to the start of the 401 construction and tie-into the proposed design. MUP extended to the W-N/S ramp.  MUP to terminate at E-N/S ramp, providing access across the intersection to the parking lot.
4/12/2022	Highway 413 Team	Jonathan McGarry	Traffic	• Please note the Highway 413 corridor is proposed to cross Winston Churchill Blvd around 300 to 1000 m south of Embleton Rd and includes an interchange at this location. • The proposed future roads at 2+820 and 3+600 may be in conflict with or undesirably close to the Highway 413 interchange and may require refinement. Future Collector Road would be in conflict with the north interchange ramp terminal and the Future Financial Drive will be approximately 300 m south of the other interchange terminal (traffic analysis would be required to confirm operations). Future Financial Drive may also be in conflict with a future transitway station, though preferred station locations have not yet been confirmed. • The cross-section for WCB as part of the Highway 413 project is a 6 lane (3.65 m) urban section with 2 m raised median. A 5 m boulevard is shown beyond the curb and gutter that protects for a future continuation of the 3.0 m MUP on the structure. ROW width is approximately 34 m. The cross-section ROW shown for the EA is approximately 42-45 m which also includes a 6 lane (3.5 m) urban section but with a median left/right turn lane (4.5 m), 3.0 m MUP, 0.5 m splash pad, green and utility zones. Since WCB is a preferred site for an interchange, the MTO cross-section should be considered in between the ramp terminals and at the structure. • We encourage the WCB Class EA Preliminary Design team to coordinate with our team with respect to future infrastructure improvements within the Highway 413 Focused Analysis Area.	The future collector road locations are shown to reflect the recommendations from other studies including the secondary plan for the BramWest area and the Class EA for the Financial Drive Extension and North – South roadway.  There should be no need for further traffic analysis at this stage. The Region is planning on constructing the widening to the northern section 2028, with design starting in 2023 and relocations in 2027. The road is being widened to an ultimate 6-lane cross section with centre flush median (convertible to a raised median if possible through the interchange. The right of way at the interchange will be wider so we are not restricted by the 47.5 – 50.25m width shown in the remaining corridor. The proposed highway interchange won't be built for some time after 2031, so traffic analysis at this stage is premature. We would just ensure that future intersections are spaced out according to MTO/Regional guidelines (ideally around 800m between intersections but could be less depending on conditions). At this spacing the Financial Drive intersection should move about 200m to the south (Sta. 2+600 just north of Levi Creek S Branch and 630 m north of the MLF access – the effective spacing from MLF northerly is about 600m between intersections, up to the highway ramp, hopefully).  We are showing a wider ROW, which can accommodate the cross-section during detailed design. Shouldn't be a conflict currently.  Approximate limits of interchange presented on roll plan
4/12/2022	Highway 413 Team	Jonathan McGarry	PIP	We encourage the WCB Class EA Preliminary Design team to coordinate with our team with respect to future infrastructure improvements within the Highway 413 Focused Analysis	WCB Detailed Design team to coordinate with Hwy 413 Team as appropriate.
December 2022	MTO Hwy 413 Project Team	Jonathon McGarry	Draft ESR	•Given timelines are still in development for the Highway 413 project, it is recommended that our teams continue to coordinate regarding timelines, the initial limits of work on WCB may need to be set south of the future WCB/Highway 413 interchange should the projects advance concurrently. •We anticipate future discussions will be required between MTO/Brampton/Peel regarding the location of the Financial Drive intersection. •We look forward to coordination discussions with the Region when the WCB project enters detail design.	Added to commitments in Table 10-1..
December 2022	Metrolinx	Malvika Rudra	Draft ESR	The Metrolinx 2041 Regional Transportation Plan (RTP), developed in collaboration with our municipal partners, identified a full range of regionally-significant transit projects as part of the Frequent Rapid Transit Network (FRTN). Project #69 Steeles West of the FRTN is identified as a Priority Bus corridor between Milton GO Station and Jane Street, providing critical east-west transit connectivity to major destinations. A segment of this project runs along Winston Churchill Blvd to access Lisgar GO Station from Steeles Avenue, which falls within the southern terminus of the ESR project limits. Given the infrastructure improvements proposed along this corridor, the Region should consider providing transit priority measures to further encourage multimodal travel. Examples of transit priority measures that could be incorporated during the detailed design stage include transit signal priority, queue jump and bypass lanes and bus stop relocation.	Added to commitments in Table 10-1 and Section 3.2.5.
<b>Municipalities</b>					
8/27/2015	Credit Valley Conservation	Jakub Kilis	TAC 1	•There are two structures for Levi Creek and one for Mullet creek. •HMM to be aware that Levi Creek travels down a private driveway, along WCB and then out the east side. If relocation is required, it should not impact private property •Effort to narrow the ROW at the culvert crossings to minimize extensions. Culverts to be extended only on one side if possible. •Hydraulics work is required at the culverts to confirm sizing. •HMM advised that we are still waiting for the updated model from the construction completed in 2013. CVC to follow up •Geomorphology also required •Culverts for Levi and Mullet Creek were overbuilt, but will still require extensions to accommodate additional width from active transportation facilities. •RG advised that wherever possible at the time, a 36m ROW (or greater) was secured for the culverts for the previous study.	Comments noted.  Noted - discussions with CVC to continue.

4/22/2021	Credit Valley Conservation	Jakub Kilis	Drainage Management Plan	I've downloaded the PIC presentation and preliminary design. We'll review these and provide comments on the evaluation criteria but you should expect that most of our technical comments will be provided when the technical studies noted in the PIC slides are submitted for our review. We'll try to turn it around as quick as possible to stick close to your requested April 31st date below.	Natural Heritage Report to be provided; Stormwater Management Report already provided, including an update and comment/response table.
6/28/2021	Credit Valley Conservation	Jakub Kilis	Draft Stormwater Management Report	How has the desired outflow been determined for each catchment area as presented in Appendix D?	The desired outflow is the target pre-development flow for each catchment and volume storage is based on modified rational method.
6/28/2021	Credit Valley Conservation	Jakub Kilis	Draft Stormwater Management Report	The storage volume in the Appendix, but it is not clear if that's for water quantity only, or does it provide volume control? And if so, does it mean the 90th percentile rainfall control criteria.	Storage volume calculated using modified rational method is for water quantity only. However each storm chamber has isolator row which meets the 90th percentile rainfall control criteria and other benefits like peak flow reduction.
6/28/2021	Credit Valley Conservation	Jakub Kilis	Draft Stormwater Management Report	The comments below are specific to the draft SWM report submitted or review. As CVC has not seen any additional updated works/reports related to the EA we may provide additional comments in the future when a comprehensive submission is provided for our review. Our comments below are based on an engineering review of the report and additional ecological information may be provided for these crossings when corresponding reports are submitted for CVC review.	Noted.
6/28/2021	Credit Valley Conservation	Jakub Kilis	Draft Stormwater Management Report	An aspect of the proposed EA may require the relocation of the north tributary of Levi Creek which runs along the existing road embankment on the west side of Winston Churchill Blvd. Any alteration to this watercourse and expansion of the road to the west may have impacts on the flooding and erosion hazards of this feature. CVC does not support projects which result in offsite impacts, as such, any such alternatives will need to consider the requirement to mitigate these impacts including the potential of property acquisition to ensure all impacts are contained within the Region's future right of way. This can be further discussed as a more comprehensive submission is provided for CVC review.	Flooding has been addressed in Section 4.5 of the report. The hydraulic criteria has been met for Levi Creek North. Additionally, geomorphic report for this EA has been included in Appendix D. Additional requirements have been added to Section 5.1 of the report. We understood that the proposed road widening may result in stream alteration. The mitigation measures will be further assessed in detailed design stage. Potential property acquisition due to Levi Creek North stream alteration is added in Section 4.6 of the report and the limit is shown in Drainage Exhibit P-6 and P-7 in Appendix A.
6/28/2021	Credit Valley Conservation	Jakub Kilis	Draft Stormwater Management Report	Section 2.2 in the SWM Report outlines CVC's criteria for stormwater management. Note that CVC applies this criteria to the increase in impervious surface due to the road reconstruction. It is CVC's preference that a stormwater management strategy is applied as best efforts to the existing impervious surface along the ROW. a. Please note that some proposed SWM approaches may address multiple criteria simultaneously so please consider the opportunity for integrated criteria when finalizing the SWM strategy. b. Please clearly define how the proposed SWM strategy will adhere to each criteria. It is not clearly stated and documented how the erosion control criteria will be met in the subsequent sections.	a. In the SWM report, storm chambers are proposed for water quantity control whereas OGS and the isolator rows of the storm chamber are proposed for water quality control. This approach has provided an integrated solution to stormwater management. b. please see below for the criteria and the strategy provided. Additional design requirements have been added in "Recommendations and Next Steps" Section of the report. More details on how the criteria are met will be provided in detail design stage. -Flood control criteria: due to the road widening, storm chambers are provided for water quantity control and the storm chambers are sized to retain 100-year storm. - Water Quality Control: isolator rows and OGS units are provided for water quality control. They are used as part of the treatment train approach to achieve 80% TSS removal. - Water Balance and Runoff Volume Control Criteria: the runoff from the first 27-28mm of all rainfall event will be retained and infiltrated by underground storage chambers and the green areas in ROW. Please see Section 5.1 of the report for further details.
6/28/2021	Credit Valley Conservation	Jakub Kilis	Draft Stormwater Management Report	4.Section 4.7.2 states that bioretention planters are recommended to achieve the 80% TSS Removal for water quality control. Please provide additional details regarding these planters, including the proposed locations and required sizing. Please visit the Sustainable Technologies Evaluation Program for additional design guidance of Bioretention facilities and stormwater planters. a.A detailed design of these facilities will be required once the project reaches the detailed design stage.	Currently 80% removal is achieved through proposed Isolator rows and OGS units treatment train. The bioretention planters is an option that can be explored during future stage of the project. Additional details of the bioretention planters have been added to the report. It is proposed to place the bioretention planters at the proposed green zone and/or the sidewalk to collect additional runoff from the road. The sizing will be provided in detail design.  <u>Agreed SWM report revised.</u>
6/28/2021	Credit Valley Conservation	Jakub Kilis	Draft Stormwater Management Report	5.An assessment comparing the post-development peak flow to the pre-development peak flows has taken place up to the 100-year event. CVC's criteria is for all flows up to the Regional event must be controlled from post to pre-development conditions. Please provide the additional analysis as necessary. Have the chambers been sized to accommodate peak flow control up to the regional storm event?	The pre-development and post-development peak flow for regional storm (i.e. 12hr Hurricane Hazel) added to the report (See table 3.5, 3.6 and 4.3 in the report). Based on the modelling results, the peak flows for the regional storm are much lower than those for the 100-year storm event. Therefore, 100 year storm event is chosen to size the storm chambers.
6/28/2021	Credit Valley Conservation	Jakub Kilis	Draft Stormwater Management Report	6.CVC performed a site visit on June 14th, 2021 to investigate the condition of the regulated watercourse crossings of Mullet Creek, Levi Creek North and Levi Creek South. a.Section 4.5 states that "it is recommended that the substrate of the structure be altered to provide proper embedment and promote fish passage. The low-flow channel should be designed based on MTO principles (WC-12)." Based on the site visit, Mullet Creek and Levi Creek South appear to incorporate a low flow channel and substrate that is in good working condition. If required, geomorphic input at the detailed design stage can assist with determining the optimal solution for these two regulated crossings. CVC's typical practice is to match the existing conditions to the best extent possible and therefore would recommend that for any additional works as part of the lengthening of the crossings. b. There appears to be ponding within the culvert at Levi Creek North. This may be due to the dense vegetation on the upstream and downstream sides, the lack of a low flow channel or a grading issue. Further investigation would be required in order to optimize the flow through this crossing during the proposed lengthening of the culvert. c. During the site visit and as shown on Exhibit P-6/P-7, this branch of Levi Creek runs adjacent to Winston Churchill Blvd on the upstream side of the crossing (west). It is CVC's understanding that the ROW is being widened to the west, which may have an impact on the erosion and flooding hazard of that section of the watercourse. Therefore, if alteration to a watercourse or regulated crossing is proposed as a part of the preferred design concept, please note that a geomorphic assessment completed by a Fluvial Geomorphologist must be conducted.  More detailed guidance related to the crossing design of a regulated watercourse crossing with respect to geomorphology is identified within the above noted Technical Guidelines for Watercourse Crossings. In addition to this document, the CVC's Fluvial Geomorphic Guidelines (specifically Fact Sheets I and III) will assist in determining the hazard delineation and address fluvial geomorphological concerns, as well as providing information regarding the sizing and design of substrate through a proposed crossing.	a. There is a geomorphological assessment for the regulated watercourse crossings back in 2016 by Water's edge. By considering CVC's recent field visit results and the geomorphology report, we understand that for Mullet Creek and Levi Creek South, there is already a low flow channel and a good amount of substrate. CVC's recommendation has been added to Section 4.5 of the report. b. At this stage, based on the hydraulic results for the proposed condition, with the culvert lengthening, Levi Creek North Culvert meets the design criteria at 100-year event and there is no road overtopping for all storm events up to regional. Therefore, the culvert is able to convey the flow safely under all storm events. Hydraulic modelling is recommended at detailed design stage to further assess the impacts of road widening and bridge design at all three regulated watercourse crossings. c. noted. Geomorphic assessment completed for all regulated watercourses. Report includes a proposed realignment of Levi Creek North and required property to support the realignment.
6/28/2021	Credit Valley Conservation	Jakub Kilis	Draft Stormwater Management Report	7.Please keep in mind the following items when determining the extent of work and developing the workplan for the identified subject sites: a.The proposed works associated with the crossing should not create additional offsite flooding upstream and/or downstream of the crossing. Therefore, any alterations to existing crossings must not have any off-site flooding impacts during all design storms from 2-year to 100-year and Regional events. CVC's expectation for crossing replacements is that the crossing should be designed to be flood free to the best extent possible. If changes to the design are proposed, a hydraulic assessment will be required. It must be confirmed that the preferred alternative will not have any offsite flooding impacts due to the proposed work being completed. Please refer to CVC's Technical Guidelines for Watercourse Crossings (September 2019) for more detailed guidance on CVC's expectations. b.Please ensure the model follows the CVC Standard Parameters unless otherwise directed or justified.	General comments, not specific to this project. Commitments into future recommendations at the end of the Report.

6/28/2021	Credit Valley Conservation	Jakub Kilis	Draft Stormwater Management Report	8.A method of pre-treatment would be required to ensure that the underground chambers and isolator rows would function as per intended design. Once determined, please indicate the location(s) of the pre-treatment measures on the typical cross-sections to ensure they are utilized in the appropriate location.	Added to the recommendation section of the report
6/28/2021	Credit Valley Conservation	Jakub Kilis	Draft Stormwater Management Report	9.Section 4.8 states the OGS plus the isolator rows within the underground chamber system will achieve the water quality target. However, it is also stated that these soils have low permeability and infiltration will be limited. CVC finds this methodology acceptable, however, an in depth investigation must take place to determine the soil conditions and elevated groundwater conditions within the study area and design the measures appropriately.  Please refer to the following for additional design considerations for the storage chambers: a.Please visit the Sustainable Technologies Evaluation Program for additional design guidance of Infiltration Chambers. b.Provide a typical detail of the storm chambers including details of the overflow method and depth of separation between the bottom of the chamber and the seasonally high groundwater elevation. The MECP requires a minimum separation of 1.0m from the bottom of the infiltration gallery to the seasonally high groundwater elevation. c.Clearly indicate the method being used as an overflow for the underground storage chambers.	Added to the recommendation section of the report
6/28/2021	Credit Valley Conservation	Jakub Kilis	Draft Stormwater Management Report	10.Section 4.8 provides further detail of the underground detention chambers. An orifice will be designed and installed to encourage complete infiltration of the design flows. Provide the design parameters and details of each orifice.	Added to the recommendation section of the report
6/28/2021	Credit Valley Conservation	Jakub Kilis	Draft Stormwater Management Report	11.Include a detailed General Arrangement plan for the regulated watercourse crossings of Levi Creek North, Levi Creek South and Mullet Creek. Include the existing and proposed crossing details (invert and obverts, sizing, etc) on these plans.	General arrangement drawings prepared and included in ESR Appendix.
6/28/2021	Credit Valley Conservation	Jakub Kilis	Draft Stormwater Management Report	12.All proposed infrastructure (specifically storm outlets) must be located outside of the local erosion hazard associated with the regulated watercourses. This will be determined in conjunction with the geomorphic assessment at the detailed design stage. a.The detailed design of these outlets must incorporate appropriate erosion control measures and treatment as outlined in the EA.	Added to the recommendation section of the report
6/28/2021	Credit Valley Conservation	Jakub Kilis	Draft Stormwater Management Report	13.The proponent is responsible for the submission and ultimate implementation of a comprehensive ESC plan for each stage of construction, specific to the work completed at and adjacent to the regulated watercourse crossings. If the construction duration is relatively long and/or the watercourse is sensitive, multi-stage construction ESC plans will be required to ensure adequate control for the entire period of work. b.If necessary, a flow diversion or by-pass plan must also be submitted. c.In the instances where groundwater is high and dewatering is required, during construction activities, a dewatering plan will be required by a qualified person. d.Please refer to the Standard Notes for Drawings Submitted for CVC Review and apply the notes to the Erosion and Sediment Control drawings as necessary	Added to the recommendation section of the report
6/28/2021	Credit Valley Conservation	Jakub Kilis	Draft Stormwater Management Report	14.Clearly define the limit of disturbance within the subject site and incorporate appropriate silt control to ensure downstream regulated features and watercourses do not receive sediment laden runoff due to the construction of the bridge.	Added to the recommendation section of the report
6/28/2021	Credit Valley Conservation	Jakub Kilis	Draft Stormwater Management Report	15.All drawings and reports must be signed and stamped by a registered Professional Engineer / qualified professionals prior to receiving approval from the conservation authority.	General comments. Noted
8/25/2021	Credit Valley Conservation	Jakub Kilis	Stormwater Management Report	The roll plan provided is not considered detailed enough for CVC to provide a comprehensive review. We require appropriate detailed plan and profile drawings to provide preliminary design specific comments.	Shared as part of agency review prior to PIC 2.
8/25/2021	Credit Valley Conservation	Jakub Kilis	Stormwater Management Report	We have no comments on the Geotechnical or Hydrogeology reports at this time. The conclusions have been incorporated into the SWM report to determine that the exfiltration rates are low within this area. The SWM strategy has accounted for this.	Noted.
8/25/2021	Credit Valley Conservation	Jakub Kilis	Stormwater Management Report	There is no discussion regarding the possible property acquisition and if it will be required for the proposed channel realignment, however, there is a note on the drawing showing potential acquisition. The geomorphic report just specifies that property acquisition may need to take place once there are more details regarding the road widening. The geomorphic assessment has determined that a realignment will be required and a Meander Belt Width has been calculated in order to ensure the realignment stays within the existing observations and conditions. As there is no conceptual design at this stage and no confirmation that property acquisition won't be taking place, CVC cannot move forward to accept this realignment until there is that further confirmation.	Roll plan updated to reflect need for additional property related to proposed channel realignment. Fluvial Geomorphic Report includes a sketch of the proposed realignment of Levi Creek North. This is also incorporated into the Roll Plan.
8/25/2021	Credit Valley Conservation	Jakub Kilis	Stormwater Management Report	The SWM Report does not clearly state how the erosion control criteria will be met. Please clearly outline this within the report	Erosion control storage volume has been added in the Section 5.1 of SWM Report.
8/25/2021	Credit Valley Conservation	Jakub Kilis	Stormwater Management Report	Please include a higher level assessment of landscape function on adjacent lands to include discussions on connectivity and corridor functions. The intent here is to ensure that the works don't impede wildlife passage and gene flow to and along the larger natural heritage system (e.g Peel Greenlands). Further to this, given that motor vehicle-wildlife interactions are expected to increase with future populations growth, CVC recommends using the Fish and Wildlife Crossing Guidelines (CVC 2017) in the assessment and design phase of all private and public linear infrastructure and crossing proposals and recommends incorporating "crossing systems" in the design as appropriate (e.g. assess for wildlife passage and fencing options). Please note that thresholds for determining significance tends to be lower in urban areas compared to rural areas given the more fragmented landscape, and lower quality of habitat available. Also, it is anticipated that the significance of existing connections will increase as future development scenarios increase pressure on these connections as the landscape becomes less permeable to wildlife movement.	Acknowledged. Text has been added to the report (Section 4.6) to address landscape connectivity and wildlife passages. While the current connectivity along these corridors is relatively low, it is recognized that the maintenance of these corridors should remain, as land use changes (i.e., rural to urban) occur within these areas.  Hatch has added text to Section 6.2.4 acknowledge landscape linkages, as well as mitigation measures in Section 10 related to wildlife passage.
8/25/2021	Credit Valley Conservation	Jakub Kilis	TAC 3	More specifically, please update the NHR to include an assessment of aquatic and terrestrial passage for all relevant crossings (e.g Culverts 3, 8, 10) under existing conditions. Following this thread, please then update the mitigation section of the report to include the recommendation of relevant BMP's (e.g. ensure that the substrate along the length of the culvert margins are appropriate for targeted wildlife footing).	An assessment for Openness Index (OI) was completed for each of the culverts, resulting in an OI of 0.35, 0.21 and 0.33 for culverts 3, 8 and 10, respectively. Per the Fish and Wildlife Crossing Guidelines (CVC 2017), these are suitable for reptiles, and amphibians and small mammals. Additional mitigation measures including substrate (varied to fill interstitial spaces), cover, fencing and landscape design have been proposed in Section 8.1.1 of the report.
8/25/2021	Credit Valley Conservation	Jakub Kilis	TAC 3	Although amphibian surveys were not included as part of the field work and assessment for this project, given the proximity of wetlands to the road crossings, amphibian use should be assumed using the precautionary principle.	Acknowledged. Features that may support amphibian breeding habitat include ELC units 8 and 9 located at the north end of the study area. The narrow bands of meadow marsh located along Levi Creek North and Mullet Creek are less likely to support breeding anurans.

8/25/2021	Credit Valley Conservation	Jakub Kilis	TAC 3	Although not addressed in the report, Significant Wildlife Habitat should also be included in the assessment of habitat passage and functions.	The report has been updated to include a discussion on landscape connectivity and linkages (Section 4.6). The main creeks within the study are (Levi Creek North and Mullet Creek) provide potential local landscape linkage functions and may support some wildlife movement through the existing agricultural matrix. However, the creek corridors are generally narrow and heavily influenced by adjacent farming; therefore, it is expected that these creeks would only support movement of small mammals and reptiles such as snakes.  The Significant Wildlife Habitat Criteria Schedules for Ecoregion 7E (MNR 2015) recognizes Amphibian Movement Corridors between breeding and summer habitat as a type of SWH. Within the study area, there are no apparent features that would provide connections to breeding and summer amphibian habitat. Furthermore, according to the SWH criteria, animal movement corridors should only be identified as SWH where a confirmed or Candidate SWH has been identified by MNR or the planning authority. Beacon is not aware of Candidate or confirmed SWH having been identified by MNR or the planning authority within the study area.																																												
8/25/2021	Credit Valley Conservation	Jakub Kilis	TAC 3	In terms of vegetation communities, please update the ELC section to include size, function and potential significance of the FOD community.	This section of the report (4.1.1.) has been updated. This FOD has not been identified by the Region or City as a significant woodland. The widening of Winston Churchill Blvd will not impact this woodland.																																												
Dec-22		Jakub Kilis	Draft ESR	1. Typically CVC prefers that all EA specific comments are addressed prior to filing of an EA. We understand that is not always possible, however, the following comments must still be resolved to our satisfaction as this project moves forward. We have split the comments below into comments we would typically expect to be addressed at the EA stage and comments that can be deferred to detailed design.	Noted.																																												
Dec-22		Jakub Kilis	Draft ESR	2. Please provide a comment response table with the next submission	Next submission will be the final ESR, with comment / response table noted in the Consultation Appendices. A separate CVC-specific comment/response table to be included separately.																																												
Dec-22		Jakub Kilis	Draft ESR	3. CVC had previously provided comments including comments for future detailed design. Those comments remain outstanding for the future phase of this project.	Noted.																																												
Dec-22		Jakub Kilis	Draft ESR	4. Please clearly define how the proposed SWM strategy will adhere to each criteria. It is not clearly stated and documented how the erosion control criteria will be met in the subsequent sections.	Refer to design criteria included in Section 2.2 Stormwater Management Objectives For; <i>Erosion Control</i> To provide a minimum post development recharge of the first 5 mm for any precipitation event. Subsequent sections demonstrate 27mm of infiltration within water balance section 4.11.																																												
Dec-22		Jakub Kilis	Draft ESR	5. There appears to be ponding within the culvert at Levi Creek North. This may be due to the dense vegetation on the upstream and downstream sides, the lack of a low flow channel or a grading issue. Further investigation would be required in order to optimize the flow through this crossing during the proposed lengthening of the culvert.	Noted. Optimization can be completed during detailed design of the project, beyond scope of EA stage.																																												
Dec-22		Jakub Kilis	Draft ESR	6. Table 10-1 in the ESR should provide a more comprehensive list on commitments to future work, specifically for the following SWM and Watercourse/Wetlands. The following have been stated in the provided appendices but should be incorporated into Table 10-1 or be committed to and confirmed in writing: a. Stormwater management – state the specific criteria (CVC's in combination with Region of Peel) that will be confirmed at the detailed design stage b. Stormwater management report clearly states that hydraulic modelling for the extended (regulated) culverts will be required. This must follow CVC technical guidelines for watercourse crossing ( <a href="https://cvc.ca/wp-content/uploads/2021/06/CVCCrossingGuidelines_2f_20191025.pdf">https://cvc.ca/wp-content/uploads/2021/06/CVCCrossingGuidelines_2f_20191025.pdf</a> ), specifically in the context of lengthening an existing structure.  Hydraulic modelling is recommended at detailed design to more accurately assess the impacts of road widening and bridge design at Mullet Creek and Levi Creek North and South. The final hydraulic model should include the following: • design of structures; • road profiles and • additional stream survey data along the corridor.	Tables ES-1 and 10-1 of the ESR has been revised to indicate the following <u>Stormwater management criteria shall meet all requirements of the Regional of Peel and Credit Valley Conservation Authority and additional criteria identified within this Study.</u>																																												
Dec-22		Jakub Kilis	Draft ESR	7. Table 4-11 in the SWM report identifies the existing and proposed conditions 100-year flow, respectively, and the quantity control storage required. Please provide more discussion if the storage required can be accommodated at each of the locations. Will there be any constraints on infiltration chamber sizing due to right-of-way etc.?	The design has been completed to scale. Please refer to Appendix A of report for exhibits of the locations. Discussion is not required to demonstrate whether the storage can be accommodated at each of the locations. Additionally, the design is at the EA stage and can be adjusted to be further optimized during the detailed design stage.																																												
Dec-22		Jakub Kilis	Draft ESR	8. Why was the regional storm event excluded from the preliminary hydraulic analysis presented in the SWM report? For example, the regulatory storm event for the Mullet Creek – Winston Churchill crossing is the regional storm.	Regional storm analysis was provided throughout the report, per example, see below table from SWM report  <table border="1"> <caption>Table 4-4: Proposed Watercourse Crossing Hydraulics</caption> <thead> <tr> <th>Description</th> <th>Proposed Span (m)</th> <th>Proposed Rise (m)</th> <th>Deck Width (m)</th> <th>Stream Invert (m)</th> <th>Top of Road Deck (m)</th> <th>100-yr Flow WSEL (m)</th> <th>Change in WSEL (m)</th> <th>Regional 100-yr WSEL (m)</th> <th>100-yr HD Ratio</th> <th>100-yr Floodboard (m)</th> </tr> </thead> <tbody> <tr> <td>C10 Mullet Creek</td> <td>10.36</td> <td>2.44</td> <td>30</td> <td>203.55</td> <td>206.19</td> <td>205.43</td> <td>0.03</td> <td>205.67</td> <td>0.77</td> <td>0.76</td> </tr> <tr> <td>C4 Levi Creek South</td> <td>5.49</td> <td>2.44</td> <td>20</td> <td>204.41</td> <td>207</td> <td>205.32</td> <td>0.02</td> <td>205.35</td> <td>0.37</td> <td>1.68</td> </tr> <tr> <td>C3 Levi Creek North</td> <td>10.97</td> <td>2.44</td> <td>23.69</td> <td>208.78</td> <td>209.22</td> <td>207.70</td> <td>-0.1</td> <td>207.59</td> <td>0.41</td> <td>1.43</td> </tr> </tbody> </table>	Description	Proposed Span (m)	Proposed Rise (m)	Deck Width (m)	Stream Invert (m)	Top of Road Deck (m)	100-yr Flow WSEL (m)	Change in WSEL (m)	Regional 100-yr WSEL (m)	100-yr HD Ratio	100-yr Floodboard (m)	C10 Mullet Creek	10.36	2.44	30	203.55	206.19	205.43	0.03	205.67	0.77	0.76	C4 Levi Creek South	5.49	2.44	20	204.41	207	205.32	0.02	205.35	0.37	1.68	C3 Levi Creek North	10.97	2.44	23.69	208.78	209.22	207.70	-0.1	207.59	0.41	1.43
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Dec-22		Jakub Kilis	Draft ESR	9. Previous comment: A method of pre-treatment would be required to ensure that the underground chambers and isolator rows would function as per intended design. Once determined, please indicate the location(s) of the pre-treatment measures on the typical cross-sections to ensure they are utilized in the appropriate location. Updated Comment - Comment has been partially addressed. ESR report states that detention chambers will be connected to manholes at the inlet (as well as outlet) with orifice. Proponent to confirm that the orifice is size should that it will prevent debris from entering the chamber and resulting in a failure of the system	Orifice size will be confirmed during the detailed design stage to mitigate the potential for blockage, per industry standard this is typically a minimum of 75mm to 100mm and not within the scope of the EA as this should be coordinated with the manufacturer. Design of an appropriate sump depth within the manholes and the corresponding maintenance schedule developed during the detailed stage will also provide the most significant reduction of the potential for debris to enter the system.																																												

		Jakub Kilis		<p>10. It is understood that grading work will be required for the proposed culvert extension C3, C8, and C10. Please provide details on the proposed ground improvements outlined in the structural report. It is anticipated that this work will require significant in-water works and diversion (depending on water levels) at the time of construction. Please be sure to include these details in the erosion and sediment control plan.</p>	<p>Requirements for in water works have been identified within the ESR in Table ES-1 and 10-1. Erosion and sediment control plans will not be developed in the EA stage and will be required and developed during the detailed design stage of the project as noted in Tables ES-1 and 10-1.</p>
Dec-22		Jakub Kilis	Draft ESR		
Dec-22		Jakub Kilis	Draft ESR	<p>11. Please provide additional details on the proposed grading at the location of the culvert extensions. The placement of fill within the floodplain must be limited as much as possible, and there must be no impact to the flooding hazards upstream or downstream of the crossing.</p>	<p>Grading limits have been provided. The extents have been developed based on the road widening. No additional grading beyond roadway embankments have been developed with the extensions of the culverts. The extents have been limited per the scope of work. WSE have been maintained to provide no impact to the crossings</p>
Dec-22		Jakub Kilis	Draft ESR	<p>12. Please comment on why infiltration chambers have not been implemented at C3, as per the roll plan drawings? Is there any opportunity for implementing this LID here as well?</p>	<p>Culvert C3 sits on a high point and through design optimization this area was not viewed as an ideal location</p>
Dec-22		Jakub Kilis	Draft ESR	<p>13. Please provide details of infiltration chambers.</p>	<p>Infiltration facilities details have been provided within the Stormwater Management Report</p>
8/27/2015	Region of Peel		TAC 1	<ul style="list-style-type: none"> <li>•Peel Real Estate Group recommends identifying the land required to accommodate the designated 45m ROW during Preliminary Design, and then in Detailed Design, any future property acquisitions for the road may be minimized to reduce the impact/actual property requirements if a reduction is warranted. It is much more difficult to go back and ask for more property. Peel Real Estate Group made the following comments regarding the study area, and residents/property owners:</li> <li>•Stage 4 AA completed for Cemetery. Property now owned by City of Brampton.</li> <li>•Halton Region currently no plans to extend water and waste water servicing to the west side of Winston Churchill Boulevard. Peel Region has plans to extend water and waste water servicing to the east side of Winston Churchill Boulevard.</li> <li>•Recommend that planners and employees from Municipal Water and Sewer Servicing Dept. from both Regions attend the PIC.</li> <li>•Residents are educated and are questioning the need for the widening, with many other transportation projects currently being undertaken in the area.</li> <li>•DG recommends that there be colour banding identifying the existing property and the required property.</li> <li>•WC recommended that someone be at the PIC to be able to discuss future projects (i.e., one person from MTO/407 to answer questions).</li> <li>•As per the boundary road agreement and Halton's Draft Active Transportation Master Plan, Peel Region will take the lead on planning active transportation facilities on Winston Churchill Boulevard.</li> <li>•DR questioned whether there are issues with the number of driveways regarding the multi-use path.</li> <li>•Book 18 will help determine whether it's an on-road facility or a Multi-use Path (MUP).</li> </ul>	<p>Noted.</p>
10/4/2016	Region of Peel	Arthur Lo	TAC 2	<p>AL questioned the lane-widths (change from 3.5m to 3.65m), as these widths are greater than those shown in the Road Categorization Study. For the purposes of the EA study, the Project Team agreed that wider widths consistent with current design standards be used. Widths are to be reviewed again during detailed design and adjusted in accordance with prevailing policy/guidelines at that time. Narrower lanes (consistent with the RCS) is to reduce the distance that pedestrians have to cross at intersections. Research has shown that there is no safety advantage for lanes wider than 3.5m, and narrowed lanes provide traffic calming.</p>	<p>Hatch advised that using the geotechnical recommendations, we are trying to address minimizing the horizontal alignment. RA advised that in areas that they know there will be no development adjacent to the roadway (i.e., at cemeteries and other green spaces), there is more lee-way to reduce the requirements for easements. Large intersections are difficult to span as well (i.e., Steeles Ave). Hydro will review these requirements based on the preferred design and indicate any areas where islands or other measures are needed to be able to span these distances.</p>
6/28/2021	Region of Peel		Utilities	<p>Please confirm the proposed trench locations won't compromise existing utilities, no conflicts with the proposed locations of hydro poles.</p>	<p>A detailed SUE conflict assessment has not been completed at this time. We have not received any detailed/SUE survey information for this project, however based on the CAD file - Winston Churchill Survey Plan_20151030 which was received as part of base map, design has aimed to limit any potential conflicts. However, at some location there are minor conflicts. At this stage in design these conflicts are not major and all chambers are flexible in location and can be revised in later stages of design or utility conflicts can be relocated if more favorable. The proposed trench locations have been revised to avoid any conflicts with the proposed hydro poles</p>
8/25/2021	Region of Peel		TAC 3	<p>How has the desired outflow been determined for each catchment area as presented in Appendix D? The storage volume in the Appendix, but it is not clear if that's for water quantity only, or does it provide volume control? And if so, does it mean the 90th percentile rainfall control criteria. In addition, the proposed culverts are not adversely affecting the headwater elevations, and they meet the other criteria as well. Staff have no further comments on the hydraulic analysis.</p>	<p>Based on the hydro pole locations, two storm chambers are in conflict which can be relocated without any issue. Based on known utilities - there are some conflicts with bell boxes and fire hydrants. Utility conflicts to be identified as part of the ESR.</p> <p>The desired outflow is the target pre-development flow for each catchment and volume storage is based on modified rational method.</p> <p>Storage volume calculated using modified rational method is for water quantity only. However each storm chamber has isolator row which meets the 90th percentile rainfall control criteria and other benefits like peak flow reduction.</p>

8/25/2021	Region of Peel	Seema Ansari	TAC 3	<p>1. WCB Roll Plan - For the north leg of WCB at Embleton Rd, there are three receiving lanes for the southbound direction even though there is only one through lane. How will it be tied in?</p> <p>2. WCB Roll Plan - At the future intersection of Financial Dr in the northeast quadrant ensure the crosswalks terminate separately at the curb and not into each other.</p> <p>3. Transportation and Traffic Study Report, section 3.9.4, Page 68 -</p> <p>a. Please include recommendations and mitigative solutions to be implemented for the identified contributing collision factors.</p> <p>b. The report "Safety Performance Report – Existing Condition" should be a part of the main document and not a stand alone document.</p> <p>c. Please provide a copy of the "Safety Performance Report – Existing Condition" report for review.</p> <p>*Inserted an image of text which reads: Appendix C contains tables that identify design and operations treatments that would be appropriate for various factors contributing to collisions at intersections and that could be considered during the design of improvements at intersections in the study area. The expected safety benefits are based on Crash Modification Factors (CMFs) available from the CMF Clearinghouse (CMFClearinghouse.org). Some treatments do not have CMFs available. The appropriateness and feasibility of the design and operational considerations are examined in detail in the Safety Assessment Investigation being completed for the section of Winston Churchill Boulevard within the Study Area (under separate cover). Specific Improvement and operational treatments have been reviewed in a separate safety assessment titled "Safety Performance Report-Existing Condition" and is available as a standalone document that compliments this report</p>	<p>1) There are some constraints just north of Embleton Road, therefore the transition from six-lanes to four-lanes to two-lanes needs to occur south of Embleton Road, to tie-into the existing WCB north of Embleton Road.</p> <p>2) Updated.</p> <p>3) Transportation and Traffic Report updated. Hatch to provide Safety Performance Report, and will include as Appendix to Transportation Report.</p>
8/25/2021	Region of Peel	Sakshi Saini	TAC 3	<p>Would the proposed storage volume for quantity control provide volume control? and if so, how much?</p> <p>How was the desired outflow calculated?</p>	<p>Proposed storage for quantity control is for the 100- Year storm event.</p> <p>The desired outflow is the target pre-development flow for each catchment and volume storage is based on the rational method.</p>
December 2022	Region of Peel	Sakshi Saini	Draft ESR SWM Report Section 2.2	<p>Please add this text: "The MECP has issued the Stormwater CLI ECA 009-S701 to the Region of Peel. The CLI ECA contains conditions for alterations to the stormwater system. At the time of completion of the EA study, the CLI ECA template and criteria were not available, therefore the EA recommendations for stormwater management do not guarantee compliance with the CLI ECA conditions and criteria. It is recommended that at the Detailed Design Stage, the Engineering Consultant re-assess the EA recommendations against the CLI ECA criteria and make the necessary adjustments and changes to the stormwater recommendations to be in compliance."</p>	<p>Noted. Added as commitment during detailed design. Tables ES-1 and 10.1 updated with this commitment.</p>
December 2022	Region of Peel	Sakshi Saini	Draft ESR SWM Report Section 3.4.2	<p>It has been stated that road ROW catchment is excluded from hydraulic evaluation of the culvert. is that because the road ROW catchments do not drain to the culvert. If so can this be made clear? If not, why has this catchment area and associated flow not been included in the culvert hydraulic evaluation?</p>	<p>As per roll plan in Appendix N, clarity has been provided that ROW catchments discharge to storm sewers and downstream of culverts.</p> <p>No further action.</p>
December 2022	Region of Peel	Sakshi Saini	Draft ESR SWM Report Section 4.7	<p>Suggest OGS upstream of the underground chambers and not downstream.</p> <p>Is the function of the chambers for water balance only? Are they providing any quantity control for the 2-100 Y storm, as per requirements of the CVC for the Levi and Mullet watersheds? If yes, it is not clear how flows above 10 Y storm are to be captured in the chambers for quantity control for storms bigger than 10 Y.</p>	<p>Can be adjusted during the detailed design stage. No impact to EA demonstrating 80% TSS removal requirement.</p> <p>The chambers function within the treatment train to achieve 80% TSS removal as infiltration potential is to be verified within the detailed design stage.</p> <p>Per Section 4.9 of the report, Runoff from ROW will be captured by catch basins and conveyed by storm sewer for the 10-year minor storm event and flow directed to the proposed underground storage chambers. This chamber is designed to control post development flow to the pre-development level for all storm events up to 100-year storm</p>
December 2022	Region of Peel	Sakshi Saini	Draft ESR SWM Report Page 31	<p>Include an inspection port going to the base of each underground chamber.</p>	<p>Noted. Added as commitment during detailed design int Table 10-1.</p>
December 2022	Region of Peel	Sakshi Saini	Draft ESR SWM Report (General)	<p>What size storm event is expected to be infiltrated by the chambers?</p>	<p>It is expected that 27mm of rainfall will infiltrate into the chambers per Section 4.11 of the report</p>
December 2022	Region of Peel	Sakshi Saini	Draft ESR SWM Report Section 4.10	<p>Please clarify that OGS and the underground storage chambers with isolator row are always proposed in treatment train for water quality.</p>	<p>Isolator rows are recommended within the treatment train for quality control.</p>
December 2022	Region of Peel	Sakshi Saini	Draft ESR SWM Report - Section 5	<p>Erosion control, and ESC Control should be 2 diff sections.</p>	<p>Not applicable - Sections have been broken down currently and can be further adjusted to suit in detailed design stage.</p>
December 2022	Region of Peel	Sakshi Saini	Draft ESR SWM Report (General)	<p>There is no analysis of the volume to be provided by the proposed underground storage chambers towards water balance, erosion control, water quality. Only states "best efforts".</p>	<p>Disagree, volumetric requirements have been provided within the report tables 4-11 and 4-12. However, must be confirmed during detailed design stage with infiltration rate testing and confirmation.</p>
8/25/2021	Region of Peel	Anna Lee	TAC 3	<p>The initial plan to build out to 6-lanes based on a phased approach (4 separate projects) by 2031 is becoming less practical as it is now 2021. Have any alternatives been considered for how we should be staging the works to an ultimate configuration for the overall limits?</p> <p>Are there any affected properties that would be affected by the Region's private noise wall conversion program?</p>	<p>Phasing plan included in ESR.</p> <p>Currently there are no noise walls recommended.</p>
8/25/2021	Region of Peel	Ali Aamir	TAC 3	<p>There is a watermain along the western side of Winston Churchill Blvd which stretches the entire length of the road, please overlay this onto the roll plan and consider potential impacts to this utility during design phase</p>	<p>Details to be confirmed during detailed design.</p>
8/25/2021	Region of Peel	Steven Oldford	TAC 3	<p>Potential property requirements should be identified for the culverts.</p>	<p>Property requirements in noted locations will be reviewed and refined.</p>
8/25/2021	Region of Peel	Nathan Sinka	TAC 3	<p>During October 8, 2019 meeting, it was discussed that to keep the desired and proposed Design Speed (with the entire study area) to 70 AUD. The design criteria should reflect that as well (e.g. for highway classification should be UAD 70).</p>	<p>Design speed on DC will be reviewed as noted. Design speed to be UAD 70; posted 60 km/h for consistency along full corridor. Design criteria updated.</p>
8/25/2021	Region of Peel	Nathan Sinka	TAC 3	<p>In the future an amendment to our Traffic By-law will be required to reduce the posted speed limit for the northern section.</p>	<p>OK. Design speed to be posted at 60 km/h for consistency along corridor in conjunction with widening.</p>
8/25/2021	Region of Peel	Nathan Sinka	TAC 3	<p>Winston Churchill/Steeles Intersection - There are farside bus bays the right turn channelized islands should be modified to allow bus queue jump lane for these directions. Will provide Peel's design standard to revise drawing.</p>	<p>Hatch to cut back island to allow bus passage adjacent of rightmost through lane. The recommendations at Steeles Avenue are based on what is recommended in the Steeles Detailed Design (including layby). Additional property may be required to provide right-turn channelized islands. Design standards for the transit queue jump lanes to be provided and incorporated into the design plan.</p>
8/25/2021	Region of Peel	Nathan Sinka	TAC 3	<p>Consider cutting the island back and pushing the crosswalk back 3m for all intersection approaches when a crossride is present at an intersection</p>	<p>Revised.</p>

8/25/2021	Region of Peel	Nathan Sinka	TAC 3	Winston Churchill/Steeles Intersection - Has autoturn been run using a WB-20 design vehicle for all right and left turn movements.	Intersection design is adequate for WB-20 design vehicle.
8/25/2021	Region of Peel	Nathan Sinka	TAC 3	Designs north of Steeles show a raised centre median instead of the existing centre refuge area (centre left turn lane). Are property owners ok with this restriction. How they access the their driveway from both direction of travel?	Right-in/right-out - in-line with Halton Region by-law. This design treatment to be reviewed with affected property owners during subsequent design stages to identify opportunities to mitigate the access impact, such as permitting 'U'-Turns at signalized intersections.  Halton advised that their by-law is not for single residential uses, such is the case along WCB. Property owners will prefer full-access.  ROP recommends that they remain as full movement, and access points will be investigated on a case by case basis, including properties close to islands, or near corners where definite safety issues anticipated. These properties will be restricted to right-in/right-out. When properties are redeveloped, the situation will be revisited.  Post Meeting: ROH ok with Peel Traffic's approach regarding residential property access to protect for full movement until development occurs, at which point it will be restricted.  Locations to be revisited: Property owner in the SE @Financial Drive, and property on west side of future Financial Drive. SE - bus bay relocated to far side, coordination required with Brampton Transit/Peel ZUMto identify any conflicts at this bus stop location, as well as any of the other stop locations and treatments. Design team to review median treatment on south approach to Financial Drive intersection to see if all-turns access feasible or remain as raised median with RIRO access to east and west sides.
8/25/2021	Region of Peel	Nathan Sinka	TAC 3	Winston Churchill/Embleton Intersection - how will new cross-section properly tie in with existing? Additionally, southbound left turn seems to be aligned with the farside southbound thru lane.	Hatch to confirm the alignment of the SB and NB left turn lanes. Current design has them mis-aligned. If necessary, realign to standard opposing left turn lanes. May have to eliminated divisional islands (if any).
8/25/2021	Region of Peel	Nathan Sinka	TAC 3	Maple Lodge Ent: -Private driveway should be part of the traffic signal intersection - Is the intent to keep this a T-Intersection? If not there should be crosswalk / crossride	Private driveway to be revised to be included as part of traffic signal intersection. Cross-walk and cross-rides added.
8/25/2021	Region of Peel	Nathan Sinka	TAC 3	Lighting Analysis: - Entire corridor review since many poles are affected based on Roll plan - MUT to maintain minimum 5 lux average. This is to be considered minimum until Peel has developed standard design practice	Illumination lighting review and preliminary lighting recommendations to be completed by design team.
8/25/2021	Region of Peel	Nathan Sinka	TAC 3	Roll plan shows major Hydro Power line relocations for both east and west side. - Seems to be major expense of utility relocation. Alectra Hydro transmission poles on the east side. Many streetlighting on the west side. - Request for higher hydro neutral and to help with pole spacing for roadway lighting and MUT lighting For detail design considerations	Design intent was to maintain the existing hydro line on the east side and to relocate/augment the pole/tree light line on the west side to provide alternating street lighting pattern. This design is currently being refined by the design team and will be reviewed again during detailed design.
8/25/2021	Region of Peel	Nathan Sinka	TAC 3	Draft Transportation and Traffic Study: 5.2.3 •Steeles NBR is free flow channel. Not Signalized therefore cannot be overlapped. • Steeles_EBL already has Protected permissive phase.	WCB Transportation Study was completed in 2016, and doesn't warrant any updates to reflect updated studies in the area. Text to be included in ESR to reflect the state of the technical documents at that time. The Report reflects a snapshot in time. Commitments will be added to the ESR. Reports to be updated to reflect changes during detailed design, following consultation with stakeholders.
8/25/2021	Region of Peel	Richa Dave	TAC 3	Section 2 (Planning Context) refers to the GTA West Transportation Corridor, HPBATS, and the 2008 Metrolinx Big Move. The infrastructure recommendations from these studies appear to be used to inform the assumptions for the Future Transportation Network (Section 2.4). Given that this study was undertaken in 2015, a few of the assumptions are based on outdated information:  GTA West Transportation Corridor: at the time of completing this study, the GTA West Project Team was evaluating route alternatives for the GTA West Corridor. We now know that the Province has confirmed a Preferred Route for the GTA West Corridor and is currently working on a preliminary design for the highway and transitway which includes an interchange on Winston Churchill Boulevard south of Embleton Road. The WCB EA team should coordinate with MTO on the EA and preliminary design.  Metrolinx RTP: at the time of completing this study, Metrolinx's Regional Transportation Plan (RTP) was the 2008 Big Move however Metrolinx is required to update their RTP every 10 years and the plan was last updated in 2018 and called the Metrolinx 2041 Regional Transportation Plan. While the 2008 Big Move recommended BRT along Steeles Avenue from with a connection to Lisgar GO station through Winston Churchill Boulevard, the new Metrolinx 2041 RTP downgraded the facility from BRT to priority bus. That being said, the MTO is currently undertaking a Greater Golden Horseshoe Transportation Plan and recently released a discussion paper which proposes "higher order transit" along the Steeles corridor with a connection to Lisgar GO Station. The WCB EA team should coordinate with Metrolinx as well as local municipal transit agencies throughout the EA.  Heritage Heights Secondary Planning: The project team is also advised that the City of Brampton is currently undertaking secondary planning for Heritage Heights (secondary plan areas 52 and 53) which is directly north of the study area and have proposed a draft land use and transportation concept. Regional staff have not yet received the technical information to support the City's transportation plan however the WCB project team is encouraged to monitor the progression of the secondary plan and approvals. It is our understanding that while the traffic and transportation study is outdated, the WCB project is considering the most up to date information with respect to transit and the GTA West Corridor in the actual EA and design. This information should be reflected in the traffic and transportation study as well as the ESR.	There have been many updates to the GTA West proposals during the course of the study, as well as some coordination between the design team and the GTA West. These refinements have not been reflected in the design at this stage since the GTA West planning is on-going and may change again. The report narrative and notes on roll plan can be adjusted and refined to reflect the current status of the GTA West but another TTIA is not being proposed at this time.  WCB Transportation Study was completed in 2016, and doesn't warrant any updates to reflect updated studies in the area. Text to be included in ESR to reflect the state of the technical documents at that time. The Report reflects a snapshot in time. Commitments will be added to the ESR. Reports to be updated to reflect changes during detailed design, following consultation with stakeholders.
8/25/2021	Region of Peel	Richa Dave	TAC 3	For section 2.4 - Mid Term : See above comment regarding Steeles BRT/priority bus For section 2.4 - Long Term: There would only be one of the two facilities in place - either the GTA West Transportation Corridor or the North-South Transportation Corridor.	Text to be included in ESR to reflect the state of the technical documents at that time. The Report reflects a snapshot in time. Commitments will be added to the ESR. Reports to be updated to reflect changes during detailed design, following consultation with stakeholders.
8/25/2021	Region of Peel	Ryan Grzesiak	TAC 3	•The report does a good job to identify the areas of potential environmental concern (APECs) based on the surrounding land uses •This report should only be used as a precursor to further investigation of the Site.This report is more than 5 years old and needs an update •As recommended by Thurber Engineering, a complete Phase One ESA should be completed for areas of land being utilized by the Region of Peel • Given the nature of the APECs there is also a significant chance that there is soil and groundwater contamination present on the ROP land. • Following the Phase One ESA a Phase Two ESA to address soil and groundwater contamination is recommended	Noted. Commitment to be added to ESR that Phase 1 ESA to be completed for areas of land to be acquired by Region of Peel.
8/25/2021	Region of Peel	Michael Yap	TAC 3	Crossrides: MUT all along corridor. Analyze if crossrides applicable to all intersections. Layout should follow AT standard.	Cross-rides to be provided at all intersections, to protect for future development.

9/14/2021	Region of Peel		TAC 3	A Halton Region by-law restricts access to 6-lane roads to right-in/right-out movement. Opportunities to mitigate impacts will require further discussion. Generally full movement access is restricted on 6-lane roads, and a raised concrete median is incorporated into the cross section. Concerns raised with opening up the median for all residential properties along the roadway and how a flush (drivable) median may have adverse impacts in terms of traffic and the safety of home owners. Discussion with Peel traffic required, in order to come to an agreement prior to meeting with the public.	Agreement that flush median will be implemented along full corridor to provide full access turning movements to property owners, except in locations where there are safety concerns or in close proximity to intersections to avoid impacting the queue lane for turning movements. Once development is implemented along the west side, turning movements will be limited to intersections and all properties will be restricted to right-in/right-out movements.
9/14/2021	Region of Peel		TAC 3	Preference that all recommendations/future commitments are captured in EA, so that these details don't need to be revisited in detailed design. There are many projects in the area which are to be confirmed, including GTA West, City of Brampton Secondary Plan, which includes a new vision in response to the GTA West. The WCB study needs to be finalized, as many of the adjacent projects are more than 2 years away. There can be a pause prior to detailed design. The Region and Hatch to make all reasonable efforts to incorporate existing information in the design.	As a result of various updates to the GTA West proposals, the current design does not reflect these changes since the planning of GTA West is on-going and subject to change. A report narrative and notes on the roll plan may be adjusted to reflect the current status of the GTA West.
3/22/2022	Region of Peel	Steven Oldford	Roll Plan	Has Alectra been circulated for comments regarding hydro pole relocation on Peel's side and potential aerial easement requirements or will this be addressed at detailed design? Sections of the ROW appear to have hydro poles on or within close proximity to the future property line with Alectra typically requiring a 5 metre aerial swing allowance. Will the poles be relocated next to the MUP and not less than 5m from the new property line, in order to ensure any swing requirements are contained within the future ROW and that no permanent hydro aerial easements are required on private property?	Hydro poles that are less than 5m from the travelled portion of the roadway have been identified to be relocated. Anticipate permanent easement.  Alectra has been circulated for comment. Alectra advised that they will provide a relocation design as part of 60% design.
December 2022	Region of Peel	Steven Oldford	Draft ESR Section 9.13	A 3m buffer zone requirement has been identified from the backside of the hydro pole to the property line, however, Alectra typically requires 5 metres work zone.	Section 9.13 was been updated to include "It has been noted through comments from Alectra that a 5 m buffer is typically required for work zone around poles. This will be reviewed and additional property identified during detailed design, if the 5 m work zone is deemed necessary." This has also been added to Table ES-1 and 10-1.  Check if HH hydro has same requirement.
3/28/2022	Region of Peel	Nathan Sinka	PIC 2	You had mentioned that in the PIC-2 presentation material that the existing posted speed limit is a 60/70km/h mix. For the proposed slides you may want to add that the posted speed limit will be revised to 60km/h for the entire study area pending council approval.	Per comment from City of Brampton - text added that proposed posted speed revised, pending Council approval
3/29/2022	Region of Peel	Michael Yap	Roll Plan	Suggestion that Hydro line should be part of the cross section if it will be within ROW and if it will be used for streetlighting	Cross-sections updated.
3/29/2022	Region of Peel	Michael Yap	Roll Plan	Maple lodge entrance is signalized. The west side is a private driveway. That should also have a crosswalk and crossride. It's currently signalized. The west leg crossing should be consistent with the intersection.	Revised.
4/12/2022	Region of Peel	Seema Ansari	TAC 3	Hatch to provide Safety Performance Report and include as Appendix To Transportation Report	Shared.
11/25/2014	Peel Region Paramedic Services	Dana Ralph Banke	NOSC	Our interest in the study is limited to being kept aware of any closures, detours or hazards that would limit or impede access to the area or those areas of the community requiring response to traverse through study/construction area. Please ensure that we are advised well in advance to disseminate information regarding routes or delays.	Thank you for your comments. As your concerns relate to potential construction impacts, they will be documented in the Environmental Study Report and carried forward into Detail Design to make sure that Peel Regional Paramedic Services are kept informed during construction.
11/4/2014	Halton Region	Shelley Partridge	NOSC	Below is a summary of our comments from Planning Services: <ul style="list-style-type: none"> <li>•Regarding the Regional Official plan Designations, road improvements through an EA process is permitted, however there are a number of other Official Plan policies that provide guidance in how it should be undertaken, especially from a natural heritage perspective. With regards to Natural Heritage, there are portions of the Regional Natural Heritage System in the study area, and ecological improvements to the watercourse crossing structures should be considered if replacements are contemplated. Larger spans and open bottom structures are preferred from an ecological perspective.</li> <li>•Some agricultural concerns include impacts to well water quality and quantity, as livestock can react negatively to changes in water. In addition tractors and farm equipment use local roads in the area to access farm parcels, and thus there is better times of the year for road works to be undertaken. Halton Region Staff will seek the input of the Region's Agricultural Advisory Committee, to ensure that all of the agriculture-related comments are raised. We would like to know when this should be undertaken.</li> <li>•Regional mapping indicates that the area west of WCB is an area with high potential for archaeological resources, and thus an archaeological assessment should be undertaken as part of the EA process.</li> <li>•Project Team should contact Town of Halton Hills to determine whether there are proposals in the western portion of study area to be considered in the EA process.</li> <li>•Coordination should also occur with the provincial GTA West project, and be aware that the Region of Halton has undertaken an amendment to the Region Official Plan to address corridor protection in this area (ROPA 43). Contact me should there be any questions or concerns.</li> </ul> <p>Primary contact for Region of Halton Planning Services and coordinate comments from Planning Services. We will be reviewing any documentation related to this project in the context of the policy direction of the Regional Official Plan. There are a number of designations along that stretch of Winston Churchill, including Urban Area, Agricultural Area and Natural Heritage System. The Region of Halton OPA #43 (corridor protection) covers lands west of WCB and is currently before the OMB. There is a site-specific development application for a trucking operation on the north-west corner of Winston Churchill and Steeles Ave that is before the OMB and hearing date scheduled for Feb. 12, 2015. This part of Halton Region primarily consists of rural residential and agricultural uses which primarily depend on private wells and sanitary systems. There are several rural residential properties on the west side of WCB, north of Steeles Ave that have raised concerns with the Region in the past. Some of wells appear to be in a vulnerable state. Well monitoring may be required as part of project to ensure that any works do not result in well interruption claims from Halton Residents. Halton has a number of Advisory Committees that help inform Regional staff and Regional Council. There may be a need to involve one of these Committees.</p> <p>Response (Dec. 21, 2014) – Thank you for your response and I will find out which addresses West of Winston Churchill have concerns regarding their well.</p>	Response (Dec. 18, 2014) – Thank you for your comments. As part of this EA, a hydrogeological investigation will be undertaken including survey of water wells in the study area. As part of this, the potential impact of dewatering activities on water wells and surface water features within the study area will be assessed, as well as a letter survey of water wells and septic beds within the potential radius of influence (500 m of the study area) will be carried out. This will determine whether there are any active wells that could be impacted by the proposed construction and if a well monitoring program should be undertaken. Based on your knowledge of the area, could you advise of which wells in the Study Area may have concerns. It would be beneficial to have this information prior to completing the letter survey. In addition, this will help us identify the wells that may be impacted by the future construction, so that they can be included in a well monitoring program closer to construction.  We will be in touch regarding contacting Advisory Committees as part of this Project.  Letter (Dec 2, 2015) – Thank you for the information provided. As part of the Class EA, we are aware of the existing Official Plan policies to provide us with guidance relate to the natural heritage system near the study area. The agricultural concerns you described have been noted. We have updated our Halton region Agricultural Liaison Officer contact to Anna DeMarchi-Meyer. She will be invited to participate in the next Technical Advisory Committee (TAC) meeting in advance of PIC #2. At the meeting the preferred preliminary design will be presented and the project team will be available to answer any questions she may have. We have already completed a Stage 1 Archaeological Assessment, which identified areas the full length of the corridor which identified areas that have a potential to locate archaeological resources. As a result, a Stage 2 Archaeological Assessment will be undertaken prior to Detailed Design to assess impacts. The Town of Halton Hills has been contacted and consulted as part of the Technical Advisory Committee to receive their input at key milestones in the project. The Town has not advised of any proposals in the western portion of the study area; however the Project Team will continue to reach out to the Town as necessary as we continue with this EA. We are aware of the provincial GTA West study near the Study Area and understand that their preferred corridor will be presented by the end of 2015. As information becomes available about the GTA West study, we will make the appropriate modifications.



6/27/2019	Halton Region	Jeff Reid	Preliminary Design	<p>1. Corridor lane widths – to accommodate future higher order transit, 3.75m lane widths are acceptable in the curb lane. However, 3.5m lane widths (not 3.65m) for subsequent through lanes. This appears to be the case throughout the corridor, except south of Steeles Avenue. Please confirm if 3.65m lane widths are required by MTO/407 through the interchange</p> <p>2. As WCB is being widened to 6 lanes, consideration should be given to providing a raised concrete median throughout the corridor for operational and safety reasons. Within Halton, this is our policy for 6 lane widening, consistent with our approved Regional Right-of-Way Guidelines</p> <p>3. Adjacent to Zion Cemetery and Maple Lodge Farms, there is opportunity to further decrease impacts to the existing properties on the west side of the road by eliminating the 2.0m boulevard</p> <p>4. For a short distance, a curb-face multi-use path should be considered (with signage for cyclists to dismount). Any other opportunities to tighten the cross-section through this section should be explored</p> <p>5. Note that for trees to be considered within the boulevard (green-zone), a minimum of 2.5m is required</p> <p>6. In terms of proposed WCB alignment north of Steeles Avenue, there are opportunities to shift the road to the east. Currently, the full widening is on the west side. Must consider a symmetric widening</p>	<p>1. It is considered to reduce the lane widths (through and curb lane) on the revised drawing.</p> <p>2. We'll discuss the item during next meeting, we would like to keep option open, but not changing the design by providing a raised concrete median throughout corridor.</p> <p>3. An alternate approach has been considered to reduce the impacts on properties on the west side of WCB.</p> <p>4. It is considered to tighten the right-of-way.</p> <p>5. It is considered to provide a minimum of 2.5m boulevard.</p> <p>6. It is considered to follow a balanced approach for full widening along the corridor.</p>
9/14/2021	Halton Region		TAC 3	Halton Region recommends that the Halton Hills Secondary Plan be reviewed by the design team to ensure that road connections are not overlooked, and that roll plan and ESR incorporate information which is currently available.	Halton Hills Secondary Plan is still in the planning stages. Future discussion with Halton Hills to occur during detailed design once more information available.
11/25/2014	Halton Region Health Department	Fabio Cabarcas	NOSC	Area of interest includes: active transportation (in coordination with Halton Region Transportation Services)	Noted.
12/1/2022	Halton Region	Patrick Monaghan	Draft ESR Section 3.3.2.2	Halton has only met with some impacted property owners not all of them. See proposed modification highlighted in yellow. Proposed text update: "the Region of Peel and the Halton Region have met with some Property owners regarding property impacts."	Revised in Section 9.12
12/1/2022	Halton Region	Patrick Monaghan	Draft ESR Section 3.3.2.2	Has something changed in the implementation since the land owner consultation? The Implementation Schedule suggests all of the sections will be built at the same time, including the same section from two to four and four to six? Please clarify.	Dates were removed in error; text updated in Section 9.10.1
12/1/2022	Halton Region	Patrick Monaghan	Draft ESR Section 3.3.2.2	<p>Halton Region Official Plan (Consolidated November 10, 2021) has evolved over time and the 2021 Interim Office Consolidation of the Regional Official Plan, referred to as Halton Regional Official Plan (2021), incorporates all modifications, subsequent approvals, and approved amendments to the Plan up to and including November 10, 2021.</p> <p>Section 115.3 of the Regional Official Plan outlines the following policy that is applicable to this Winston Churchill Boulevard MCEA Study: The Regional Natural Heritage System is a systems approach to protecting and enhancing natural features and functions and is scientifically structured on the basis of the following components:</p> <ul style="list-style-type: none"> <li>• Key Features</li> </ul> <p>As the study area contains a portion of the Regional Natural Heritage System as shown on Maps 1 and 1G of the Regional Official Plan, Section 116.1 of the Plan is applicable:</p> <ul style="list-style-type: none"> <li>• The boundaries of the Regional Natural Heritage System may be refined, with additions, deletions and/or boundary adjustments, through:</li> <li>• An IEA accepted by the Region, as required by this Plan; or</li> <li>• Similar studies based on terms of reference applicable by the Region.</li> </ul> <p>Update text as follows: "The Official Plan identifies Winston Churchill Boulevard as a Major Arterial Road in Map 3 – Functional Plan of Major Transportation Facilities.</p> <p>Section 173 of the Official Plan outlines the following policy that is applicable to the Winston Churchill Boulevard MCEA Study: 1. Adopt a Functional Plan of Major Transportation Facilities, as shown on Map 3 and described in Table 3, for the purpose of meeting travel demands for year 2021 as well as protecting key components of the future transportation system to meet travel demands beyond year 2021. The functions of a Major Arterial Road as defined in the Regional Official Plan, Table 3 are:</p> <ul style="list-style-type: none"> <li>• Serve mainly inter-regional demands,</li> <li>• May serve as Intensification Corridor,</li> <li>• Accommodate all truck traffic,</li> <li>• Accommodate higher order transit service and high occupancy vehicle lanes,</li> <li>• Connect Urban Areas in different municipalities,</li> <li>• Carry high volumes of traffic,</li> <li>• Distribute traffic to and from Provincial Freeways and Highways,</li> <li>• Accommodate active transportation</li> </ul>	Section 3.3.2.1 updated as noted.
12/1/2022	Halton Region	Patrick Monaghan	Draft ESR Section 3.3.2.2	<p>Update text as follows: "Halton Region Active Transportation Master Plan (2016)</p> <p>The Halton Region Active Transportation Master Plan ("Halton Region ATMP"), 2016, recommends Regional Walking and Cycling Networks to support and encourage people to walk and bike around Halton. Active transportation is any form of human-powered transportation, including walking, cycling, rollerblading, skateboarding, and moving with mobility devices. An active transportation network includes sidewalks, multi-use trails, crosswalks, bike lanes and off-road trails. The objective of the Active Transportation Master Plan is to create a network that will make it easier for people to walk, bike and roll around Halton. The ATMP was a recommendation of the Halton Region Transportation Master Plan – The Road to Change to 2031 to facilitate and promote active transportation.</p> <p>Winston Churchill Boulevard is a boundary road, as such, proposed facilities on this section of Winston Churchill Boulevard are programmed by Peel Region in accordance with the Halton/Peel Boundary Road Agreement."</p>	Section 3.3.2.2 updated as noted.
12/1/2022	Halton Region	Patrick Monaghan	Draft ESR	<p>Update text as follows: "The Road to Change: Halton Region Transportation Master Plan (2011)</p> <p>The Halton Region Transportation Master Plan (to 2031) – The Road to Change, ("Halton Region TMP"), 2011, was completed and meets Phases 1 and 2 of the Municipal Class Environmental Assessment (MCEA) process (October 2000, as amended 2007, 2011, and 2015). The purpose of the study was to develop a strategy that reflects Halton Region's transportation vision to 2031, which would be a dynamic integrated transportation strategy that considers all modes of travel.</p> <p>The study provides the Region with the strategies, tools and policies needed to manage traffic safely, effectively and cost efficiently, to offer a range of transportation choices to meet the needs of Halton Region residents, to identify and protect future transportation corridors, and to identify the estimated costs and timing of transportation improvements.</p> <p>Halton Region is responsible for planning, constructing, operating, maintaining, and improving a network of major arterial roads for the transport of goods and people in a safe and efficient manner. The Regional road system connects the Region's rural and urban centres and provides connectivity to the provincial highway system.</p> <p>The TMP concluded that to address the capacity needs of the Regional transportation system, a combination of measures must be initiated. This includes roadway infrastructure improvements such as road widenings, high order transit service, adequate active transportation networks, and transportation demand management strategies. The TMP has confirmed the need to widen Winston Churchill Boulevard from Highway 401 to Embleton Road to a six-lane C4 Urban Cross Section by the year 2031."</p>	Section 4.4.2.3 updated as noted.
12/1/2022	Halton Region	Patrick Monaghan	Draft ESR Table ES-2	Please add Halton to this commitment item. See proposed modification highlighted in yellow. Proposed text update: "Provide compensation for property purchases in accordance with Region of Peel and Halton Region policies"	Added to Table ES-2

11/28/2014	Conservation Halton	Paul Bond	NOSC	<p>Comment (Nov. 28, 2014) – Majority of study area is located outside our watershed jurisdiction boundary. The south limit of the study area between the Hwy 401 and 407, our watershed boundary approximates the limit of Winston Churchill. We would like to remain on Project contact list, myself as contact and will defer review and comment to CVC. Area of interest and concern relate to any potential changes or adjustments in existing drainage area/catchment boundaries between CH and CVC jurisdictions or alignments which would move road infrastructure and/or associated drainage into our jurisdiction.</p> <p>Response (Dec 16, 2014) – Please be advised Jakub Kilis will be handling the EA at CVC.</p>	<p>Response (Dec. 16, 2014) – Thank you for your comments. You will remain on the Project Contact List and will be informed of future notifications and consultation activities as they occur throughout the study. We will invite you to any meetings that we have with CVC and the Project Team as they relate to drainage within the Study Area.</p> <p>Project Contact List updated (Mar 23, 2015)</p>
8/27/2015	City of Brampton		TAC 1	<p>• Show location of future Financial Drive on drawings (EA to be completed by end of year). CB to provide HMM with copy of Preliminary Design.</p>	Noted. Drawings have been updated accordingly.
10/17/2019	City of Brampton	Chris LaFleur		<p>The City does not have a policy on near-side vs. far-side transit and the recommendation is reviewed on a case by case basis. Summary of details as follows:          -ZUM (high order transit) has preference for far-side bus bay to take advantage of transit signal priority          -City of Brampton prefers bus bays to not block traffic          -Near-side stops would not have a bus bay, just use right-turn lane          -Brampton Transit may request bus bays if needed for transit operational purposes          -Only have buses south of Steeles Avenue          -Anticipate service north of Steeles will be conventional only needing a nearside stop, as long as there are right-turn lanes.</p>	Noted. Preference for far-side transit stops where property allows. Bus stop locations provided up to Maple Lodge Farms, and removed further north. To be confirmed during detailed design with ZUM.
8/25/2021	City of Brampton	Chris Lafleur	TAC 3	<p>Southbound on Winston Churchill Boulevard at Steeles Avenue:          • This is a ZUM station with an enhanced pad and infrastructure, this should be indicated and represented correctly on the drawings. Typically far-side ZUM stations have a bus bay, however if there are property restrictions and geometric restrictions further discussion is required. See Brampton Engineering standard drawings for details regarding ZUM station details.          • How will the MUP integrate with the ZUM station?</p>	Drawing updated.
8/25/2021	City of Brampton	Chris Lafleur	TAC 3	<p>• Northbound on Winston Churchill Boulevard at Steeles Avenue:          • This bus stop will likely not be required. Route 11 currently turns from west to north at this location. The bus stop would be recommended on Steeles Avenue east of Winston Churchill Boulevard.</p> <p>Northbound on Winston Churchill Boulevard just north of Levi Creek. The bus stop should be located on the nearside of the intersection of the future collector road, not the far side. I would recommend a 2 – 2.5 meter by 9 meter bus pad behind the MUP be shown.</p>	<p>Will leave as is and revisit during detailed design.</p> <p>Nearside was identified as the preferred option for bus stop locations, however in areas with limited property impacts, the bus stop location was pushed to the far side.</p>
6/16/2020	City of Brampton	Ghazanfar Mohammad		<p>Follow up from meeting June 1, 2020 - Comments from Parks - Clarification on slide 6 – what does yellow hatched area represent. What is the scheduling of the widening. Language to be added that Mount Zion Cemetery is proposed for gateway improvements to be reviewed during detailed design. What are requirements from City of Brampton regarding closure of cemetery for construction? Roll Plan to reduce 2.5m green zone between splash pad and MUP to 1.0m and relocate remaining 1.5m on far side of MUP and PL to allow boulevard trees to be placed on far side of MUP. Trees would not survive this close to such a wide road. Region does not generally allow vegetation within the clear zone.</p> <p>Comments from Heritage – there is on more CHR east of WCB at 8693 (aka Hyatt Farmhouse) and listed on the Municipal Heritage Register. Please confirm the resource is evaluated as part of the CHR during the EA. The BHR is set back, but the landscape may be impacted during road widening.</p> <p>Comments from Planning – majority of WCB between Steeles and Embleton within the City's corridor protection area and under appeal to the LPAT. As per OP, majority of lands are designated as industrial. Lands located in Bram West Secondary Plan 40a. Lands in question designated as 'employment'. Much of development potential in Bram West SP40(a) not actualized due to City's Interim control by-law 306-2003 (ICBL). The ICBL was initiated in 2003 so that transportation and infrastructure connectivity issues could be studied. ICBLs have the option of renewal for an additional on-year period. Although there were no appeals to the initial passing of the ICBL, an appeal was received when the by-law to renew the ICBL was received. This matter remains before the LPAT, which now has jurisdiction to resolve it. Due to the appeal, the ICBL continues in perpetuity and the lands remains on hold. The main reason that the matter has not progressed before the LPAT is due to the ongoing GTA West study, which is progressing to a stage where the subject area will be refined and those lands not needed for the transportation corridor will be released. The released lands will be available for development. The refinement of the GTA West study area is anticipated later in 2020 however, the MTO has released draft focused area (attached). This draft focused area illustrates that only the corner of Winston Churchill and Embleton Road remain in the area of interest, the remainder of these lands are expected to be released.</p> <p>The Bram West Extension EA includes an interchange to Financial Drive, and is now progressing to detailed design. A further EA will be required to extend north and eventually sync with the GTA West. The timing depends on the GTA West study. The completed WCB widening and Bram West interchange will facilitate future traffic and transportation patterns, especially when residential lands in the north develop.</p>	<p>The hatched area in yellow is an area that was previously assessed, however needs to be assessed again to confirm the findings (see attached Figure).</p> <p>The requirements from the City of Brampton regarding closure of the cemetery:          We completed a Built Heritage Resource and Cultural Heritage Landscape Assessment during Phase 2 of the Class EA process, which identified a number of Built Heritage and Cultural Heritage landscapes within the study area, including four listed properties and seven cultural heritage resources. Three were identified as possessing cultural heritage value or interest. This Report will be shared with all TAC representatives in advance of the TAC meeting planned for Winter 2021.</p>
				<p>Bram West 40(a) Secondary Plan identifies a need to emphasize a distinct gateway to the employment area, south of SP40(a) to bring more presence to unique part of Brampton. Given that lands will taken to widen the road, there may be an opportunity to identify a suitable location to locate this gateway feature. Urban Design should be consulted in this regard.</p> <p>Maple Lodge owns 800 acres of land fronting onto the east and west sides of Winston Churchill Boulevard, from Embleton Road, on the north, to Steeles Avenue West, on the south, in the City of Brampton and the Town of Halton Hills. On the east side of Winston Churchill Boulevard, Maple Lodge operates the main processing plant and related infrastructure of Maple Lodge Farms Ltd.,. In Nov 2019 correspondence to the Council, Maple Lodge has confirmed their intention to expand operations to the west side of Winston Churchill, within the planned expanded Halton Hills employment lands area. It unlikely that the Winston Churchill widening will impact the Maple Lodge operation however, reaching out to Maple Lodge specifically so that they are aware of timing and next steps, would be useful.</p> <p>Given the location of the cemetery – anticipate comments from Heritage Planning have been provided separately.</p> <p>Policy Planning intends to advance the Block Planning in Area 40-5, north of Embleton Road, later this year. Although this is not in the immediate subject area, the road widening of Winston Churchill is relevant to understand the future transportation and traffic patterns as development in the north is planned for. Planning for the Heritage Heights Secondary Plan is also underway. A design charrette to consider land use concept was recently held and a Council presentation/report in expected in July. Further comments on Heritage Heights can be provided by Andrew McNeil or Anand Balram. Please provide the final EA study reports, when available.</p>	Noted.

8/25/2021	City of Brampton	Anand Balram	TAC 3	Advising the region that the City will be conducting a Secondary Plan Review of the entire Bram West Area. This review process is expected to begin shortly with an RFP released to secure a consultant in 2021 and conceptual planning and vision completed in early-mid 2022. The goal of this update is to reflect the Brampton 2040 Vision and other Council endorsed strategic planning documents, consider the GTA West Corridor/corridor protection policies, Local and Regional Council's position on the GTA West Corridor, and provide an updated policy framework that provides clarity for all landowners and other stakeholders. As part of this process a new Transportation Master Plan will be prepared that explores alternatives to GTA West Corridor, and more opportunities to provide a more robust street network through these areas to support better land use outcomes. At this time the City would request that the Region temporarily pause any ongoing Environmental Assessments in the west side of the City, particularly in Bram West, until robust stakeholder engagement has been conducted and until the planning vision for this area has been established early-mid next year.	[Region of Peel] The Region's Long Range Transportation Plan (LRTP) identified the need to widen Winston Churchill Boulevard from Highway 401 to Embleton Road to meet existing and future needs. Further, the Winston Churchill Boulevard study has referenced findings of the traffic analysis completed for the BramWest Parkway. Both Winston Churchill Boulevard and BramWest parkway studies have recommended a widening to WCB to accommodate future traffic demand.  The proposed work by the City should consider the effects of the widening of WCB and how it will affect the overall network improvements proposed under the secondary plan. The WCB preliminary design concept includes provisions for future local and collector road connections from the east shown as part of the BramWest plan. The locations of these intersections may be affected by the GTA West alignment and interchange as currently proposed.  The City is requested to inform the Regional Council if the City would like to temporarily pause any on-going Regional Environmental Assessments which are adjacent to the City's Secondary Plan Review areas.
8/25/2021	City of Brampton	Brian Caleb	Stage 3 Archaeological Assessment	A Stage 2 Archaeological Assessment was conducted in August 2017 which resulted in the identification of one location of archaeological materials: Site 1 (AJGw-581). It is recommended that this area be subject to a Stage 3 site-specific assessment. The cemetery investigation must be conducted in accordance with Section under Standards and Guidelines for Consultant Archaeologists. Bereavement Authority of Ontario must be engaged throughout the process. If the Stage 3 site-specific assessment results in the discovery of areas requiring Stage 4 hand excavation, then the cemetery investigation will need to be conducted after any recommended activities are completed. In such a case, the Stage 4 excavation and cemetery investigation should be carried out and reported on concurrently. It is indicated in the report that an avoidance strategy must also be implemented to ensure that the remainder of the protected area is not impacted during construction. Though this can be further detailed out through a Stage 3 assessment report. Please follow recommendations provided in Stage 2 Archaeological Assessment Report.	Noted, commitment will be added to ESR. Stage 3 site specific to be undertaken during detailed design.
8/25/2021	City of Brampton	Brian Caleb	TAC 3	WCB Draft Natural Environment Report. 2.2.1 Vegetation Communities and Flora. Provide the referenced Vegetation Assessment completed on June 9, 2016 for COB review and comments. Provide images / bullet form comments on what the streetscape improvements will be? Not just adding MUP on both side of the ROW	Streetscape details to be included as part of draft final design. Vegetation Assessment included in NER, provided to TAC as part of package in early August.
9/14/2021	City of Brampton		TAC 3	The City of Brampton recommends that the preliminary design for the intersection of Financial Drive with Winston Churchill Boulevard shown in the Financial Drive EA be included in the WCB design. Correspondence with the City will be undertaken to confirm that the latest design for Financial Drive is reflected in the Winston Churchill Boulevard widening design.	Noted - Intersection included.
9/14/2021	City of Brampton		TAC 3	The City requests that the Region of Peel temporarily pause any ongoing EA in the west side of the City until BramWest transportation network has been updated in early/mid 2022.	Hatch advised that the preliminary design concept includes provisions for future local and collector road connections from the east shown as part of the BramWest plan. The location of these intersections could be impacted by the GTA West alignment and interchange as currently proposed. The EA approval for the WCB preliminary design concept is being sought on the basis of available information and the project will not be going into construction immediately. WCB Transportation Study was completed in 2016, and does not warrant any updates to reflect updated studies in the area. Additional commitments will be added to the ESR to reflect the state of the technical documents at that time, following stakeholder consultation. Hatch to update details related to Active Transportation TMP (Halton Hills), and add commitment related to Halton Hills Secondary Plan's future connection to Winston Churchill Blvd.
9/14/2021	City of Brampton		TAC 3	City of Brampton advised there are many projects on-going on the western limits of the City, including Financial Drive, as well as the BramWest Parkway. City of Brampton advised that the EA for BramWest has been approved, but nothing has advanced, including future interchange with 407ETR	Noted.
4/12/2022	City of Brampton	Chris Lafleur	Roll Plan	Given that the Region's Long Range Transportation Plan does not proposed improvements (widening) of Winston Churchill Boulevard, north of Embleton Road/5 Side Road or along Embleton Road, what is the benefit of introducing 6/7 lanes north of Steeles Avenue? Perhaps a multi-modal level of service evaluation can be applied to this corridor to arrive at a more appropriate 'preliminary preferred design'.	Construction for the segment from Highway 401 to Steeles Avenue is proposed to commence as early as 2028, followed by the segment from 2km south of Embleton Road northerly to Embleton Road. The full widening to 6 lanes is not planned until at least 2034 between Steeles Avenue and Embleton Road. This widening will be in conjunction with further improvements to Winston Churchill Boulevard planned by Halton Region, including a bypass of the community of Norval.  The cross-sections north of Steeles Avenue all include a MUP on both sides of the roadway to encourage active transportation. Currently transit is not planned north of Maple Lodge Farms, however potential bus stops have been identified in the preliminary design, for when service may be expanded in the future.
4/12/2022	City of Brampton	Chris Lafleur	Roll Plan	We strongly recommend that a four lane option with an enhanced streetscape and pedestrian/cycling infrastructure be considered as a part of this EA and be included in the material presented to the public. fig.3	Noted. A 4 - 5 lane cross section is proposed for Winston Churchill Boulevard from 2km south of Embleton Road to Embleton Road such that a consistent 4 - 5 lane cross section with enhanced boulevards is provided. Potential for a further widening of the corridor to a 6 lane cross section is protected for construction by 2034 or later in conjunction with the provision of an interchange with Highway 413 south of Embleton road.
4/12/2022	City of Brampton	Chris Lafleur	Roll Plan	As previous specified from the start of this EA, CoB Park Dept. do not support the current 'green zone' location for tree plantings in the preliminary design. If these are to remain, confirmation will be in required in writing that the Region will be fully responsible for all 'landscape' operational needs for this stretch of Winston Churchill Blvd. And it will be excluded from future maintenance agreements with the CoB.	Cross-sections have been revised to remove tree plantings adjacent to the roadway, however where feasible, green zones for landscaping are identified.
4/12/2022	City of Brampton	Chris Lafleur	Roll Plan	There have been significant changes to the City's transportation policy direction since the date of the first PIC for the Winston Churchill Boulevard Municipal Class EA Study. Within the Brampton Vision 2040, the primary direction of transportation planning and management is providing travel choices as alternatives to the car, and reclaiming road space for other users and activities. The Vision establishes a hierarchy of priorities for the City's transportation agenda, emphasizing first walking, then cycling, transit, goods movement, and then shared vehicles and private vehicles. In support of this approach are other recent policy directions such as Vision Zero and Complete Streets that should all be reflected and/or referenced within the slide deck.	Noted.
4/12/2022	Brampton Transit	Chris Lafleur	Roll Plan	Remove the label "proposed ZUM station" and replace with "existing ZUM station" at NB Winston Churchill Boulevard south of Steeles Avenue	Southbound ZUM Station location to be revised to "Existing ZUM Station"

4/12/2022	Brampton Transit	Chris Lafleur	PIC 2	Change the wording on Slide 21 as follows - Bus Stop Locations: Bus stops are recommended in locations to improve cross-walk connectivity across Winston Churchill as well as specific locations to reduce property constraints * Brampton Transit prefers near-side bus stops, and far side bus stops are considered when there are a property constraints or where a busy bay / queue jump will be beneficial.	Revised.
12/1/2022	City of Mississauga	Chris Trombino	Draft ESR	MUT (east side) and sidewalk (west side) are directly adjacent to the curb allowing for no snow storage for roadway snow. This will result in an ongoing challenge as roadway plows will continuously plow in these areas similar to the yearly challenges faced on Dixie Road. Ideally a 2.0m buffer can be implemented in these areas, similar to the north section of the widening, north of Mullet Creek.	A 1m splash pad has been incorporated into the design where feasible - however in constrained areas it is not possible to incorporate a splash pad without incurring increased property impact.
12/1/2022	City of Mississauga	Chris Trombino	Draft ESR	Maintain 3.0 m clear space throughout entire MUT in order to allow for adequate equipment to clear the MUT in winter. There are usually pinch points at intersections that we hope can be avoided.	Added to commitments in Table 10-1.
12/1/2022	City of Mississauga	Amy Parker	Draft ESR Appendix N	APPENDIX N: Reduce lane widths to decrease vehicular travel speeds and improve safety for all road users. Maximum 3.50 m lane widths for travel and turning lanes accommodating transit operations, 3.35 m lane widths for travel and turning lanes not accommodating transit operations. Additionally, this will provide greater boulevard space to enhance pedestrian and cycling infrastructure. (City of Mississauga Vision Zero Action Item #11, Region of Peel Vision Zero Road Safety Strategic Plan Action Item PED1, PED2, CYC1, AGG4, Region of Peel Sustainable Transportation Strategy Action Item W2, W3, B2).	As a Regional Road - ROP supports lane widths of 3.5m to accommodate both transit movements and truck traffic, as it is an industrial collector. Consistent lane widths should be provided along the corridor with provision for possible transit service improvement in the future.  Because of WCB classification and function lane widths are required to be wider to support transit vehicles and truck traffic.
12/1/2022	City of Mississauga	Amy Parker	Draft ESR Appendix N	APPENDIX N: Tighten curb radii wherever possible to decrease crossing distances, lower motor vehicle turning speeds, and improve intersection safety for all users. Investigate the opportunity to implement mountable truck aprons to allow large vehicles to navigate intersections safely while narrowing the travel lanes and reducing the turning radius for standard vehicles. (City of Mississauga Vision Zero Action Item #30, Region of Peel Vision Zero Road Safety Strategic Plan Action Item AGG4, PED1, PED2, Region of Peel Sustainable Transportation Strategy Action Item W2, W3, B2).	Only one intersection exists within the City of Mississauga boundary, and it includes the W-N/S ramp, most of which has already been designed by the MTO. Corner radii at Meadowpine match existing configuration. Truck aprons may give pedestrians a false sense of security and lead to increased pedestrian/cyclist truck collisions if pedestrians/cyclists are waiting within apron area.
12/1/2022	City of Mississauga	Amy Parker	Draft ESR Appendix N	Implement crossrides with bicycle traffic signals at signalized intersections where feasible to increase the comfort, convenience, and safety of cyclists along the corridor. It is highly suggested to implement a signalized crossride at commuter parking lot intersection, to allow cyclists safe and comfortable access to the parking lot (similar to commuter parking lot at Highway 410 and Courtneypark Drive E) (City of Mississauga Vision Zero Action Item #57, Region of Peel Vision Zero Road Safety Strategic Plan Action Item CYC2, Region of Peel Sustainable Transportation Strategy Action Item B2).	Cross-rides provided at all crossings. Bicycle traffic signals at signalized intersections to be added to commitment table, as part of detailed design/construction.
12/1/2022	City of Mississauga	Amy Parker	Draft ESR Appendix N	Step the stop-bars back from pedestrian crossings and crossrides at all intersections to improve sightlines. (City of Mississauga Vision Zero Action Item #15, Region of Peel Vision Zero Road Safety Strategic Plan Action Item PED 1, PED2, PED8, INT22, Region of Peel Sustainable Transportation Strategy Action Item W2, W3, B2).	Added to commitments in Table 10-1.
12/1/2022	City of Mississauga	Amy Parker	Draft ESR Appendix N	A minimum 1.0 m splash pad is preferred at locations where the multi-use pathway is curb facing to allow for adequate snow storage space and provide a buffer between motor vehicles and trail users. The multi-use pathway can be reduced to a minimum of 3.0 m at these locations.	Project Team has tried to include a 1m splash pad where feasible - however in constrained areas it is not feasible without incurring direct impact to adjacent properties.
12/1/2022	City of Mississauga	Amy Parker	Draft ESR Appendix N	Please confirm the width of the sidewalk for Typical Section Station 0+140.	Hatch tie-in with MTO detailed design for Highway 401 interchange, including 1.5m sidewalk. MTO/CoM and ROP to review sidewalk widths and transitions/terminations within MTO design areas during subsequent rehabilitation of Highway 401 structure to accommodate active transportation at interchange.
12/1/2022	City of Mississauga	Amy Parker	Draft ESR Appendix N	Typical Section Station 0+360 displays a 3.5 m sidewalk on the east side of Winston Churchill Boulevard. Is there an opportunity to revise this section of the corridor to implement a multi-use pathway to accommodate both pedestrians and cyclists? (City of Mississauga Vision Zero Action Item #17, Region of Peel Vision Zero Road Safety Strategic Plan Action Item CYC1, Region of Peel Sustainable Transportation Strategy Action Item B2).	A 3.0 m MUP is proposed on the east side, except over the Hwy 407 structure, which is identified as a sidewalk by MTO. The 3.0 m width is maintained over the Hwy 407 structure.
8/25/2021	Town of Halton Hills	Ivan Drewnitski	Transportation Planning	The findings for the Transportation and Traffic Study Report has been satisfied by the report submitted by Hatch, dated May 2015. The Study concludes that under the Future 2021 'Base' Scenario Analysis indicated that the eastbound approach to the intersection of 5 Side Road/Embleton Road is approaching its capacity with overall capacity of 0.96. The report recommends the following Medium Term Needs for 2021:  "The intersection of 5 Side Road/ Embleton Road requires an additional turning lane for both the eastbound right and westbound left turn movements. Currently the road has a single lane on the east and west approaches operating as a shared left-through-right movement. Turning lanes should incorporate the 2031 storage length requirements of 65 meters for the eastbound right turn and 50 meters for the westbound left turn movement. No additional signal modifications other than optimization are required."  To ensure we have a fully satisfied Transportation and Traffic Study Report, the only comment Transportation has is to please update Section 2.3.3 Town of Halton Hills Cycling Master Plan, as this plan is now no longer applicable. On October 26, 2020 Town Council endorsed the Active Transportation Master Plan. As such, the EA shall reference the ATMP in regards to any active transportation facilities being implemented Town wide. All relative information for our ATMP can be found at <a href="https://www.haltonhills.ca/en/residents/active-transportation-master-plan.aspx">https://www.haltonhills.ca/en/residents/active-transportation-master-plan.aspx</a> . Please note, the Town's ATMP does not identify bike lanes on 5 Side Road (Pg. 32, Active Transportation).  Finally, as part of our Phase 2B Secondary Plan, we would like the EA to consider the future road connection to Winston Churchill Blvd. This needs to align with any roads/accesses on the east side of Winston Churchill Blvd.	WCB Transportation Study was completed in 2016, and doesn't warrant any updates to reflect updated studies in the area. Text to be included in ESR to reflect the state of the technical documents at the time. The Report reflects a snapshot in time. Commitments will be added to the ESR. Reports to be updated to reflect changes during detailed design, following consultation with stakeholders.  Project Team will acknowledge the Halton Hills Secondary Plan and potential connections to WCB in the ESR text and via notes in the Preliminary Design.  The Town of Halton Hills and the City of Brampton have ongoing Secondary Plans on both sides of WCB and are encouraged to align proposed future transportation connections to WCB.  Hatch to 'hatch' the area covering the Halton Hills Secondary Plan and make note of a future connection. Level of detail provided in the ESR will be based on the information available at the time. If a connection point is not finalized in advance of filing the ESR, a commitment will be carried forward into Detailed Design to update the design to reflect connections when possible.  The Study Area extends up to 5 Side Road - widening requirements north of Embleton will be the subject of a future study.
8/25/2021	Town of Halton Hills	Ivan Drewnitski	TAC 3	*Farming activity on 5 Side Road should be identified *Trucking routes and restrictions in the study area should be discussed	Noted. Draft ESR updated
	Town of Halton Hills	Ivan Drewnitski	Draft ESR	Page 25, Section 3.4.2.4 replace with the Towns Active Transportation Master Plan	Updated in Section 3.4.2.4.
	Town of Halton Hills	Ivan Drewnitski	Draft ESR	Page 25, consider adding the Towns Transit Service Strategy	Given that the Strategy is not a publicly available document, it will not be referenced in the EA.

4/12/2022	Town of Halton Hills	Maureen Van Ravens	Roll Plan	Please confirm adequate illumination of proposed MUP on WCB. The lighting levels should meet or exceed the ANSI/IES RP-8-18 design recommendations.	Noted - Project Team to develop detailed lighting plans during detailed design.
12/1/2022	Town of Halton Hills	Maureen Van Ravens	Draft ESR Appendix A	Appendix A is recommending improvements at Winston Churchill Blvd and Embleton/5 Sideroad (EB Right) based on capacity and queuing issues based on existing (2014) and 2021 conditions. However, this intersection has been removed from the ESR. How and when will these be addressed from a capacity perspective?	The design transitions from a 4 to 6 lane cross section just south of Embleton/5 Side Road with tie-ins on the south curb radii. The design will be revised to include a tie-in to a future separate eastbound right turn lane and any other capacity improvements identified for the eastbound and westbound approaches to this intersection.
12/1/2022	Town of Halton Hills	Maureen Van Ravens	Draft ESR Appendix A	Appendix A does not recommend an EB left turn lane at Winston Churchill Blvd and Embleton/5 Sideroad. An EB Left turn lane is required and should be recommended.	Capacity improvements to 5 Side Road / Embleton Rd in Appendix A did not include a separate Eastbound left turn lane at Embleton Road as the 2031 forecast left volume was less than 10 veh/h. A shared through and left turn movement is proposed. However, the forecast is based on 2013 base year traffic data and the configuration
12/1/2022	Town of Halton Hills	Maureen Van Ravens	Draft ESR Appendix A	Pathway lighting is required on the west side of Winston Churchill Blvd for the MUP from Steeles Avenue to Embleton/5 Sideroad, in addition to the streetlighting proposed for the roadway.	The need for and design of pathway lighting will be reviewed during detailed design and incorporated as appropriate to meet current roadway and pathway lighting guidelines.
12/1/2022	Town of Halton Hills	Maureen Van Ravens	Draft ESR Appendix A	Appendix A Safety Performance Report is also dated May 2015 and indicates York Region in the title and footnotes of the document. This needs to be corrected.	Report reference to be revised.
12/1/2022	Town of Halton Hills	Maureen Van Ravens	Draft ESR Section 3.28	The draft ESR, page 13 3.28 should also refer it to Highway 413	Updated Section 3.2.8.
12/1/2022	Town of Halton Hills	Maureen Van Ravens	Draft ESR Section 3.4.2.3	The Draft ESR, page 25, 3.4.2.3, delete 2nd paragraph, not relevant for this document and is dated.	Paragraph 2 deleted.
12/1/2022	Town of Halton Hills	Maureen Van Ravens	Draft ESR Section 4.1.1	The draft ESR, page 27, section 4.1.1 refers to the existing 2014, this is dated and should be removed from the report.	Report was based on a certain base year. No changes.
12/1/2022	Town of Halton Hills	Maureen Van Ravens	Draft ESR Pg 37	The draft ESR, page 37, 1st paragraph refers to GTA west corridor it should be renamed as Highway 413	Revised.
12/1/2022	Town of Halton Hills	Maureen Van Ravens	Draft ESR Section 6.5.9	The draft ESR, page 69, section 6.5.9, the last paragraph should be revised to indicate 2 new road connections to Winston Churchill Blvd on the west side.	This segment is existing conditions. No revisions made. Coordination with Gateway Secondary Plan Phase 2B included in Commitments Table 10-1.
12/1/2022	Town of Halton Hills	Maureen Van Ravens	Draft ESR Pg 85	The draft ESR, page 85, under the preferred design concepts, bullet 4 should indicate a 3.0m MUP on both sides of WCB from Steeles Avenue to Embleton Road	Revised text in Section 8.3.
12/1/2022	Town of Halton Hills	Maureen Van Ravens	Draft ESR Section 9.5	The draft ESR, page 90 section 9.5 indicates proposed intersections, it does not indicate the proposed intersections on the west side of Winston Churchill Blvd as part of the Town of Halton Hills Premier Gateway Phase 2B Secondary Plan. These should be noted. Also GTA WEst Corridor is mentioned again. This should indicate Highway 413.	Previous discussions with the Town of Halton Hills concluded that the proposed intersections would be included as a commitment, as the details on their locations are still to be confirmed, and the proposed locations have not been made publicly available. Coordination with the Town of Halton Hills regarding future intersections as part
12/1/2022	Town of Halton Hills	Maureen Van Ravens	Draft ESR Section 9.14	The draft ESR, page 99, section 9.14, does not indicate illumination for the MUP. Separate illumination is required for the MUP on the west side of Winston Churchill Blvd. This should be reflected in the detailed design but not in the ESR document.	Add commitment to detailed design in Table 10-1 to review requirement for separate illumination for the MUP on the west side of Winston Churchill Blvd.
12/1/2022	Town of Halton Hills	Matt Roj	Draft ESR	Appendix A - Traffic and Transportation Report, page 21, 5 Side Road has a posted speed limit of 70 km/h, west of Winston Churchill Boulevard (R.R. 19)	Doesn't affect the findings of the Report. No change to be made.
12/1/2022	Town of Halton Hills	Matt Roj	Draft ESR	Appendix A - Traffic and Transportation Report, pages 27 & 28: The town's Active Transportation Plan does not include bike lanes on 5 Side Road, west of Winston Churchill Boulevard (R.R. #19).	Based on our review of reports at the time - these were the recommendations - not necessarily from the Active Transportation Plan.
12/1/2022	Town of Halton Hills	Matt Roj	Draft ESR	Report should address if future Winston Churchill Boulevard will permit through truck traffic.	The Report in Appendix A indicates that Winston Churchill Blvd carries significant truck volumes and is an important route accommodating commercial traffic. This will be reflected in the updated ESR.
12/1/2022	Town of Halton Hills	Matt Roj	Draft ESR	Appendix A - Traffic and Transportation Report, pages 75: Eastbound exclusive left turn lane on 5 Side Road should be considered.	Northbound (on WCB) there is an exclusive left-turn lane onto 5 Side Road recommended. No changes required.
10/4/2016	Unknown	Unknown	TAC 2	Question raised regarding provision of access to the Safe Storage site on the west side south of Steeles Avenue.	Access will be restricted to right-in/right-out for all properties between Highway 401 and Steeles Avenue. Access to Safe Storage to be discussed during detailed design with Halton Region to confirm access to Winston Churchill via service road.
<b>Utilities</b>					
12/31/2014	Hydro One	Amy Li	NOSC	Confirmed there is a Hydro One high voltage transmission facility within Study Area however we do not have enough information about your project to provide input on impacts. Consider that this corridor may have provisions for future lines or contain secondary land uses. Please give us the appropriate lead time in the event that the proposed development will require modifications to our infrastructure. Structure foundations must be maintained at all times, with no disturbance of earth around poles, guy wires and tower footings. No grading, excavating, filling or other civil work close to structures. Proponent is responsible for all costs associated with Hydro One facility relocation or modification. Plans to be submitted to Rick Schatz.	Noted.
11/5/2015	Hydro One	Amy Li	NOSC	Based on preliminary assessment we can confirm there are no Hydro One Transmission (above 115kV) facilities in the subject area. Please note there may be Hydro One Distribution Facilities in your area, and in order to cover off all impacts to Hydro One facilities please forward your EA to the following email address: zone3ascheduling@hydroone.com	Thank you for your comments. We have updated our Project Contact List to reflect the change in contact and will keep Hydro One informed as the Study proceeds.  We are preparing for our first Technical Agency Group meeting for end of July and will invite Hydro One to attend to receive an update on the Study.  As per your letter, we will provide the Real Estate Management Department with our Preliminary Design once we are at that Phase of the EA.  Noted. Project Team to follow up with Hydro One regarding distribution facilities in the area.

8/27/2015	Halton Hills Hydro	Chris Hale	TAC 1	<ul style="list-style-type: none"> <li>•CH advised that HH Hydro is putting together their 5 year plan</li> <li>oDiscussions with utility will be held during alternative design concepts regarding impacts. Timing for any potential future relocation would be 5 years.</li> <li>•Land acquisition for the previous widening along same project limits took 10+ years.</li> <li>•RG recommended that a statement should be provided from Peel Municipal Servicing Dept. regarding cross-boundary requests for services. Believe is that Peel's new standard is to reject all requests for cross-boundary servicing.</li> <li>•HMM to consider snow removal operations within the corridor, including snow fencing at end of properties on west side.</li> <li>•JN advised that drainage report should be completed sooner in the project because there may be an opportunity for additional property.</li> </ul>	Noted.
10/4/2016	Hydro One Brampton	Robert Agostini	TAC 2	Hydro One Brampton advised that the recommended plan will have significant impacts on Hydro. HH Hydro takes the lead for poles south of Steeles Avenue, and Brampton Hydro takes the lead north of Steeles up to Embleton Road. There is a substation in the southwest corner of Steeles Ave/WCB that cannot be moved. Clearance requirements for poles are based on design speed. With a design speed of 80km/h, there is a 4m clearance requirement from the edge of curb and an additional 3m clearance behind the pole for a working easement. Ultimately, Hydro may require additional property. Other issues along the corridor affecting hydro locations include is grade differentials (i.e., at watercourse crossings) where there is a minimum span that can be accommodated.	Hydro to provide comment on roll plan - including red line mark-up to ID property requirements.
12/1/2022	Acronym Solutions	Nadeen Wajdi-Houjeily	Draft ESR	<p>Acronym Solutions Inc (formerly Hydro One Telecom) has Fiber optic cable along the path of the environmental study. The fiber cable is all aerial on Hydro poles. I would assume the only instance where the cable would be impacted is if the Hydro poles need to be relocated.</p> <p>Along Steeles Ave – the fiber is on the north side of the road.</p> <p>Along Winston Churchill – the fiber is on the east side of the road from Steeles Ave to 8301 Winston Churchill Blvd (~1Km north of Steeles).</p>	Added detail to ESR. It is anticipated that fiber will need to be relocated the full length on the east side.
8/25/2021	Alectra Utilities	Dave Robinson	TAC 3	Alectra utilities has existing overhead plant along the west side of Winston Churchill Blvd. from steeles ave. to Embleton Rd. that may conflict with your work. Alectra also has proposed underground plant in the north east quadrant of the intersection of steeles ave and winston churchill blvd. proposed plant is part of steeles ave. widening between winston churchill blvd. to mississauga Rd.	Noted. Will follow-up with utilities during detailed design.
8/25/2021	Alectra Utilities	Joel Lacombe	TAC 3	Alectra has existing poles between the H401 westbound off-ramp and Meadowpine Blvd. that may conflict with the proposed widening. Please refer to attached screenshot of Alectra records. Please review and confirm.	Noted. Will follow-up with utilities during detailed design.
9/14/2021	Alectra Utilities	Maxwell Watters	TAC 3	Alectra Utilities identified existing poles between the Highway 401 westbound off-ramp and Meadowpine Blvd. that may conflict with the proposed widening. Alectra has an existing overhead plant along the east side of Winston Churchill Blvd. from Steeles Ave. to Embleton Rd. that may conflict with proposed works. Alectra has also proposed an underground plant in the northeast quadrant of the intersection of Steeles Ave. and Winston Churchill Blvd. that is part of the Steeles Ave. widening between Winston Churchill Blvd. to Mississauga Rd. Alectra has poles south of 407ETR within the TransCanada corridor.	Hatch will be preparing a plan for the preferred pole locations. Existing poles will be recommended to be relocated further away to permit the proposed widening. Coordination with Halton Hills Hydro and Alectra required when relocating poles north of Highway 407. Hatch to follow-up with respective utilities regarding potential conflicts.
3/24/2022	Alectra Utilities	Joel Lacombe	Utilities	Alectra Central South (Mississauga) has no concerns. Please reach out again further in detailed design (60%) phase to confirm any conflicts. We reviewed the preliminary plan and see no major issues. Emily and/or Dave will be able to provide comment for Alectra Central North (Brampton) if not already done so.	(Response, April 13, 2022) Preliminary design shared to confirm conflicts. Sections of the ROW appear to have hydro poles on or within close proximity to the future property line (i.e. STN 2+180R, STN 2+240R, STN 2+295R, etc.). Our understanding is that Alectra typically requires a 5-metre aerial swing allowance. I have marked a few locations (see attached) where the poles are on the property lines (red lines). If Alectra needs swing space, then please advise us. Based on your feedback, we need to update the preliminary design to reflect the easement requirements for the swing space.
4/20/2022	Alectra Utilities	Emily Pelleja	Roll Plan	What percentage is your design ? by me looking at the drawings it appears that we will have to relocate some poles, if the design file that you shared is 60% completed then we will start Alectra's pole relocation design, please let us know.	<p>(Tareq response, April 20, 2022) We are at the 30% design phase, and that's the final stage of the EA phase. The Environmental Report includes 30% design will be submitted to the Ministry later this year.</p> <p>The next phase will be detailed design, through a separate assignment, it will be undertaken sometime next year.</p> <p>The objective during the EA is to delineate the easement requirements; as often, our Realty had a difficult time dealing with property owners for temporary utility easements. Therefore, our preference lies to go for the Fee Simple ownership option.</p> <p>During the EA stage, we generally delineate the property requirements for the proposed improvements, including utility conflicts and relocations.</p>
4/12/2022	Alectra Utilities	Joel Lacombe	Utilities	Alectra Central South (Mississauga) has no concerns. Please reach out again further in detailed design (60%) phase to confirm any conflicts. We reviewed the preliminary plan and see no major issues. Emily and/or Dave will be able to provide comment for Alectra Central North (Brampton) if not already done so.	To be confirmed with Alectra (Brampton); and Project Team to coordinate with Alectra during detailed design.
11/4/2015	TransCanada Pipeline	Darlene Presley		<p>We have two high pressure natural gas pipelines crossing Winston Churchill Boulevard south of Highway 407. We request the following TransCanada and National Energy Board requirements for construction or development in close proximity to the pipeline</p> <ul style="list-style-type: none"> <li>•All crossings of the pipeline right-of-way as defined by the National Energy Board Act Section 112 must have TransCanada's prior written authorization and will be required to enter into crossing agreement with TransCanada prior to construction of facility. All clearances and design requirements outlined in agreement and regulations must be met.</li> <li>•Section 112 (NEB Act) requires leave from pipeline company before starting excavation work with power-operated equipment or explosives within 30m of pipeline ROW before starting work;</li> <li>•Any grading not otherwise permitted by Section 112 that may affect ROW or drainage into it must receive TransCanada's prior written approval; grading activities on ROW will only be permitted if TransCanada representative is present;</li> <li>•No fill or building material is to be stored on pipeline ROW unless written approval obtained; and</li> <li>•Paving is not permitted on pipeline ROW, except at authorized crossings.</li> </ul>	Letter (Dec 2, 2015) – Thank you for your comments. Your comments related to Detailed Design and construction will be incorporated into the ESR. We would greatly appreciate receiving a copy of a map outlining the location of these two high pressure natural gas pipelines to incorporate into our constraints map

5/30/2022	TC Energy	Kaitlin Webber	PIC 2	<p>This project may require mitigations to TCPL's pipelines. The proponent will be responsible for the costs associated with any mitigations required.</p> <p>The proponent shall engage TCPL well in advance of construction (minimum of 2 years in advance) to ensure that mitigations to the pipelines can be accommodated prior to the commencement of roadworks.</p> <p>The proponent shall verify the existing depth of cover and alignment of TCPL's pipelines and provide TCPL with cross-sections of the roadworks over the pipelines. Written consent is required for daylighting activities through: <a href="https://writtenconsent.tcenergy.com/">https://writtenconsent.tcenergy.com/</a>.</p> <p>TCPL provides the following general requirements:</p> <p>1. General Requirements:</p> <ul style="list-style-type: none"> <li>- Crossings must be as close to 90 degrees as possible, and no less than 45 degrees.</li> <li>- Crossings shall not occur at a bend in a TCPL pipeline.</li> <li>- TCPL may require the installation of permanent protective measures depending on site-specific conditions and engineering analyses.</li> </ul> <p>2. General Conditions for Crossings of TCPL Pipelines by Highways:</p> <ul style="list-style-type: none"> <li>- A highway or private road shall be constructed so that the travelled surface is no less than 1.5 meters above the top of the pipeline.</li> <li>- The bottom of the ditches adjacent to roads should not be less than 1.4 meters above the top of the pipeline.</li> <li>- Any costs associated with the road crossing will be at the expense of the owner/applicant.</li> </ul> <p>4. Original depth of cover over the pipelines within TCPL's right-of-way shall be restored after construction. This depth of cover over the pipelines shall not be compromised over the life of the road due to rutting, erosion or other means.</p> <p>5. Roads shall be constructed to ensure drainage is directed away from the right-of-way so erosion that would adversely affect the depth of cover over the pipelines does not occur.</p> <p>6. Written consent must be obtained from TCPL prior to undertaking the following activities:</p> <ul style="list-style-type: none"> <li>a. constructing or installing a facility across, on, along or under a TCPL pipeline right-of-way.</li> <li>b. conducting a ground disturbance (excavation or digging) on TCPL's pipeline right-of-way or within 30 meters of the centreline of TCPL's pipe (the "Prescribed Area");</li> <li>c. driving a vehicle, mobile equipment or machinery across a TCPL pipeline right-of-way outside the travelled portion of a highway or public road; and</li> <li>d. using any explosives within 300 meters of TCPL's pipeline right-of-way.</li> </ul> <p>7. The following is a link to TCPL's website for additional information on approval requirements:</p>	Noted.
<b>Stakeholders</b>					
11/20/2014	Glen Schnarr & Associates Inc.	Carl Brawley	NOSC	Please add me to notification list for the Winston Churchill EA Study.	Added to the Project Contact list.
12/12/2014	Davies Howe Partners	Michael Melling	NOSC	Counsel to owner at 7954 Winston Churchill Boulevard. Client's land in Study Area and he has a serious interest in the conduct and outcome of the EA. Please notify us of all future steps in EA Study. We would also welcome an opportunity to discuss our client's concerns with you	We would welcome the opportunity to meet with you to discuss your client's concerns and will contact you in the New Year to set up a meeting date. The EA will be undertaken as a Schedule C Municipal Class Environmental Assessment and will include the following. The current study will review and confirm the findings of the LRTP through a traffic assessment (Phase 1), identification and evaluation of alternative planning solutions according to technical, economic, social, cultural and natural environment criteria (Phase 2), development of alternative design concepts for the preferred solution (Phase 3) and documentation of the study process and findings in an ESR and placed on public record (Phase 4).
6/1/2015	Davies Howe Partners	Michael Melling	E-mail	This email to advise that our firm is no longer counsel for owner of property at 7954 Winston Churchill. Please direct all future communications to rbailey@keygeneral.ca	We have added you to the Project Contact list and you will be informed of future notifications and consultation activities as they occur throughout the study.
<b>Public / Residents</b>					
11/22/2014	Public Resident		NOSC	Astonished and frustrated with notice of study commencement in local paper. Local residents just finished living through construction and travel delays that lasted months. The project has previously been studied, road widened, just repaved and now a new study about widenings and resurfacing to the road again?? This whole project was just finished a year ago.	<p>Response (Dec. 16, 2014) – Thank you for your comments. The need for improvements to Winston Churchill Boulevard within the study limits was identified in Peel Region's Long Range Transportation Plan Update (LRTP) which was completed in 2012 and looked at transportation system demands throughout the Region taking into account forecasted growth projections to the year 2031. The LRTP identifies the need and justification to widen Winston Churchill Boulevard between Highway 401 and Sideroad 5 and increase the Right-of-Way (ROW) between Steeles Avenue and Embleton Road from 36m to 45m. Although Winston Churchill Blvd within the study limits is not currently congested, traffic forecasts suggest the road will be at capacity by the year 2021 south of Steeles Avenue and by 2031 north of Steeles Avenue if growth continues as projected.</p> <p>*The improvements recently completed are the result of a study which commenced in 1997 and included upgrades from two to five lanes which were completed in 2013. We are aware that the existing road was recently resurfaced between Highway 407 and Steeles Avenue) and reconstructed/widened north of Steeles Avenue to Embleton Road.</p> <p>*The current study will review and confirm the findings of the LRTP through a traffic assessment (Phase 1), identification and evaluation of alternative planning solutions according to technical, economic, social, cultural and natural environment criteria (Phase 2), development of alternative design concepts for the preferred solution (Phase 3) and documentation of the study process and findings in an ESR and placed on public record (Phase 4).</p> <p>You have been added to the Project Contact List</p>
11/23/2014	Public Resident		NOSC	Please add to Project Contact list to be made aware of upcoming PIC.	You have been added to the Project Contact List.
10/22/2015	Property Owner		PIC 1	Local resident concerned with traffic congestion. I have a house that is approximately 22.77 feet from the property line fronting on Winston Churchill Blvd. (PIN: 25026-0020 (LT). Please inform me if the existing house will be affected due to its proximity to the anticipated widened road?	<p>Letter (Dec 2, 2015) – Thank you for your comments. As we move forward into evaluating alternative design concepts of Phase 3 of the Class EA, we will have a better idea of potential impacts to accommodate the proposed improvements. In addition, as part of the Class EA, a Cultural Heritage Evaluation Report was undertaken to document the Cultural Heritage and Built Heritage features within the Study Area. Your house was identified as a Cultural Heritage Landscape. A Heritage Impact Assessment will be undertaken on this house to have a better understanding of the heritage significance during detailed design.</p> <p>You will be invited to the next PIC tentatively scheduled for the spring 2016, where we will be presenting alternative design concepts based on the preferred solution</p>

10/22/2015	Public Resident		PIC 1	Local resident, and business owner concerned with business impact. When considering the widening in front of MLF, consider we cannot afford to lose the dozens of parking spaces fronting on WCB. We will provide further comments under separate cover.	Letter (Dec 2, 2015) - Thank you for your comments. As discussed at the PIC, we understand your concerns, and will have a better idea of the potential impact to your property and business at the next PIC, following the evaluation of alternative design concepts. Should you wish to meet to discuss potential impacts, please let us know and we can set up a meeting.
10/22/2015	Public Resident		PIC 1	Local resident, and business owner concerned with pedestrian safety. It is already 5 lanes and there is a septic bed in front of our house. In addition, Maple Lodge Farms will see impacts on the employee parking and chicken shop.	Letter (Dec 2, 2015) - Thank you for your comments. As discussed at the PIC, we understand your concerns, and will have a better idea of the potential impact to your property and business at the next PIC, following the evaluation of alternative design concepts. The widening in this section is required to 6 lanes up to the Maple Lodge Farm by 2021 to accommodate for traffic growth. As part of the widening, the existing crossings will remain at intersections, and sidewalks will be provided for pedestrians, and a multi-use path for other modes of travel, including cycling.
10/23/2015	Public Resident		PIC 1	What is a reason for the expansion to Embleton? Are you expecting development soon whether it would be commercial or residential and what is Winston Churchill zoned for between Steeles and Embleton?	Letter (Dec 2, 2015) – The reason for the expansion up to Embleton Road is to accommodate traffic growth as a result of future development to the year 2031, as well as to accommodate traffic from the future GTA West Study. According to the Town of Halton Hills Official Plan, the land is designated as Agricultural Area, however also as Employment Area for future development. On the east side, in the Region of Peel, the area is zoned as a 'Designated Greenfield Area', which will accommodate future residential and employment growth. The City of Brampton is forecasted to reach 725,000 people by 2031, and land is needed to meet the anticipated growth by 2031. In the City of Brampton Official Plan, the land use is zoned for industrial, however north of Maple Lodge Farms; it is zoned as a 'Corridor Protection Area' for the future GTA West Study. The widening up to Embleton will satisfy these future plans for both regions.
10/23/2015	Public Resident		PIC 1	Experiencing traffic congestion, turning safety/concerns and pedestrian safety issues in the Study Area. Please notify me of any future meetings on Winston Churchill and 401 to 400.	No Response Required. Added to project contact list.
6/14/2022	Property Owner		PIC 2	Regarding the attached document which we received from you on February 18, 2022 and the information contained in PIC #2 on May 19, 2022 for the joint proposal to widen Winston Churchill Blvd (WCB) we live on the corridor and object to the proposal. Although Peel Region claims that they have chosen their preferred alignment for the section of roadway adjacent to our property because it has fewer property impacts and more evenly balances those impacts, we strongly disagree. For example, the information we received on February 18th makes it very clear that at some point in time the proposal will cause severe limitations to our property access whereas this will not be the case for the property located directly across the road at 8602 WCB, unless certain things happen which at this point in time are only remote possibilities at best. Sightline obstructions, applicable bylaws and safety concerns, among other things, will also have much greater negative impacts on our property than at 8602 WCB if the existing proposal is implemented. Your suggestion that we raise these concerns with the City of Brampton due to their preferred alignment for the Financial Drive extension is not valid. We have been through the EA process with the COB and are satisfied with the results. The proposed widening of WCB and the opening of the intersection are regional initiatives and it is these that we object to. If it is your opinion that pressure should be applied to the COB in order to decrease the adverse impacts to our property relative to other nearby properties by having the alignment of Financial Drive altered, then we will leave it to you to take appropriate action and inform us of the results.	Ongoing discussions with Region of Peel.



# Environmental Treaty Rights Assessment - Response Matrix

Project Name: Winston Churchill Boulevard Class Environmental Assessment Study

Project Number: 14-4380

Date of HDI comments: September 14, 2023

Date of Peel Region response: April 3, 2024

#	HDI Comment	Peel Response
1.	<p style="text-align: center;"><b>Executive Summary</b></p> <p>This Environmental Treaty Rights Assessment, prepared for the Haudenosaunee Development Institute, critically examines the ecological and treaty rights impacts of the Region of Peel’s Winston Churchill Boulevard expansion project on Haudenosaunee lands under the Nanfan Treaty of 1701.</p> <p>Key Environmental Impacts:</p> <p>1. Habitat Loss and Fragmentation: The expansion project threatens significant habitat loss and fragmentation, particularly impacting terrestrial vegetation and wildlife. This includes the destruction of culturally significant "Cultural Thicket" and "Cultural Meadow" communities, leading to potential losses in biodiversity and disruption of natural ecosystems vital to traditional Haudenosaunee practices.</p> <p>2. Species at Risk: Several species, including Redside Dace, Barn Swallow, Bobolink, and potential habitats for the Butternut and Monarch Butterfly, are at risk. The project's construction and operation phases pose a substantial threat to</p>	<p><b>Executive Summary: Winston Churchill Boulevard Widening Project and Its Environmental Implications</b></p> <p>The Region of Peel acknowledges the receipt of the "Winston Churchill Boulevard Class Environmental Assessment Study – Implications for Haudenosaunee Treaty Rights" report and appreciates the comprehensive review conducted by HDI. The report, received in October 2023, highlights concerns related to treaty rights and the natural environment, including impacts on terrestrial vegetation, wildlife, species at risk, watercourses, wetlands, air quality, hydrogeological aspects, and the proximity to the TransCanada pipeline. The Region commits to a joint planning approach and meaningful collaboration with HDI to address these concerns through regular meetings and project-specific discussions.</p>

<p>these species' habitats, impacting species crucial for the Haudenosaunee's ecological, cultural, and spiritual connections to the land.</p> <p>3. Watercourses and Wetlands: The Levi Creek Wetland Complex and other watercourses face risks from sedimentation and pollution due to construction, threatening aquatic life and water quality. These water bodies are integral to the Haudenosaunee's cultural and spiritual practices, as well as their treaty rights tied to fishing and water use.</p> <p>4. Air Quality and Climate Change: The project is likely to have minimal yet significant impacts on air quality, including a 6% increase in GHG emissions in certain areas. These changes can indirectly affect the natural resources the Haudenosaunee depend on, accelerating climate change and impacting treaty lands.</p> <p>5. Hydrogeological Impacts: Potential contamination and alteration of groundwater and private wells may occur, affecting the Haudenosaunee's access to clean water and impacting traditional uses of the land and water.</p> <p>6. Trans Canada Pipeline: The proximity of the high-pressure natural gas pipelines to the project area poses risks of rupture or leakage, threatening severe environmental impacts that could infringe upon Haudenosaunee treaty rights.</p> <p>Implications for Haudenosaunee Treaty Rights:</p> <p>The assessment underscores the project's potential impact on the Haudenosaunee's treaty rights, particularly those related to traditional hunting, fishing, gathering, and spiritual practices.</p>	<p><b>Terrestrial Vegetation:</b> The Region is dedicated to minimizing impacts on terrestrial vegetation, including Eastern Meadowlarks and Butternut trees. Strategies are designed to align with the Natural Environment Report by Beacon Environmental Limited, focusing on tree inventory, preservation plans, and continuous monitoring to ensure the protection of the environment and respect for Haudenosaunee cultural significance.</p> <p><b>Wildlife:</b> Recognizing the potential impacts on wildlife, the Region pledges to maintain habitat conditions suitable for the area's fauna. This includes adherence to the Migratory Birds Convention Act, conducting ecological sweeps, and implementing measures to ensure the safe passage of various species. Efforts to mitigate light pollution and maintain landscape linkages are highlighted as part of the commitment to support safe wildlife movement.</p> <p><b>Species at Risk:</b> The Region values the ecological and cultural significance of the land and its inhabitants, focusing on species such as the Redside Dace and Bobolink. Mitigation strategies include bioswales, filter media for runoff treatment, and the extension of watercourse crossings to enhance ecological connectivity without altering natural habitats.</p>
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The loss of habitat, degradation of watercourses, and threats to species at risk directly conflict with the rights and interests protected under the Nanfan Treaty. Moreover, the lack of sufficient engagement with the Haudenosaunee in planning, mitigation strategies, and long-term monitoring further exacerbates these treaty rights concerns.

### **Background**

The Regional Municipality of Peel has undertaken a Municipal Class Environmental Assessment, referred to as a "Study," focusing on proposed enhancements to a 4.2-kilometre stretch of Winston Churchill Boulevard, which extends from Highway 401 to Embleton Road. The area under consideration, delineated in Figure ES-1, functions as a significant north-south artery, demarcating the boundary lines among the City of Brampton, City of Mississauga, and the Town of Halton Hills, as well as between the Region of Peel and the Halton Region.

The principal objective behind the proposed modifications to Winston Churchill Boulevard is to facilitate anticipated urban expansion, alleviate existing infrastructural and operational inadequacies, and expand the overall capacity of this crucial transportation link. The Study has also probed into the possibility of making provisions for alternative means of transit, including pedestrian pathways, bicycle lanes, and public transportation options along both sides of the route under scrutiny.

The chosen plan for action involves broadening and refining Winston Churchill Boulevard from its starting point at Highway 401 through to Embleton Road. This expansion is

**Watercourse and Wetlands:** The project takes into account the preservation of watercourses and wetlands, developing an Erosion and Sediment Control (ESC) plan to minimize sedimentation risks and protect aquatic life. The commitment extends to minimizing disturbances in sensitive areas and ensuring the preservation of aquatic habitats through careful planning and continuous monitoring.

**Air Quality:** Addressing air quality concerns, the Region is committed to implementing sustainable construction practices, dust suppression techniques, and continuous air quality monitoring. The Peel Climate Change Master Plan underpins efforts to reduce greenhouse gas emissions and improve air quality, with a focus on replanting efforts and ecosystem services.

**Hydrogeological:** In response to insights on hydrogeological impacts, the Region is committed to aligning the project with best practices, emphasizing soil and water quality preservation, chemical hazard mitigation, and low-impact development approaches. Detailed geotechnical investigations will validate conditions and refine measures to minimize environmental impacts.

**TransCanada Pipeline:** Addressing the proximity

<p>designed to increase the road's capacity and mitigate vehicular congestion. While this alternative was deemed to meet the established transportation requirements and enhance the area's socio-economic conditions, it poses potential ramifications for both the natural and cultural landscapes. Despite the Region of Peel suggesting that adequate mitigation measures have been or will be put into place, it is crucial to assess these claims critically, particularly concerning their potential impacts on the Treaty rights of the Haudenosaunee under the Nanfan Treaty of 1701.</p> <p>Potential Habitat for Species at Risk:</p> <p><u>Name: Butternut</u>  Potential Presence Ranking: Unlikely  Habitat Presence within the Study Area: Suitable habitat may be present within the wooded areas within the Study Area.</p> <p><u>Name: Redside Dace</u>  Potential Presence Ranking: Confirmed  Habitat Presence within the Study Area: Supporting habitat may be present within the tributaries of Levi Creek.</p> <p><u>Name: Barn Swallow</u>  Potential Presence Ranking: Confirmed  Habitat Presence within the Study Area: Nesting on nearby building visible from the ROW.</p> <p><u>Name: Bobolink</u>  Potential Presence Ranking: Confirmed  Habitat Presence within the Study Area: Suitable habitat present within the hay/pasture fields.</p>	<p>to the TransCanada pipeline, the Region outlines mitigation strategies and construction planning to preserve the pipeline's integrity and respect the area's environmental and cultural significance. This includes adhering to safety and environmental protection standards and engaging with stakeholders to enhance mitigation strategies during the detailed design phase.</p> <p><b>Engagement and Collaboration:</b> Across all aspects of the project, the Region emphasizes the importance of ongoing dialogue and collaboration with Indigenous communities. The commitment to incorporating traditional knowledge and addressing concerns through engagement is central to the project's approach, ensuring that environmental stewardship, regulatory compliance, and respect for cultural and spiritual values are upheld.</p> <p>As the project moves into the detailed design phase, the Region of Peel reaffirms its dedication to environmental preservation, stakeholder engagement, and the respectful acknowledgment of Indigenous rights and concerns, ensuring a comprehensive and collaborative approach to the Winston Churchill Boulevard widening.</p>
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<p><u>Name: Chimney Swift</u>  Potential Presence Ranking: Potentially Present but unconfirmed  Habitat Presence within the Study Area: N/A</p> <p><u>Name: Eastern Meadowlark</u>  Potential Presence Ranking: Unlikely  Habitat Presence within the Study Area: Suitable habitat may be present within the hay/pasture fields.</p> <p><u>Name: Monarch Butterfly</u>  Potential Presence Ranking: Unlikely  Habitat Presence within the Study Area: Suitable habitat with small amounts of milkweed present near the Cultural Meadow communities.</p> <p><u>Name: Snapping Turtle</u>  Potential Presence Ranking: Unlikely  Habitat Presence within the Study Area: Suitable habitat may be present within watercourses, and potential nesting habitat along the shoulder of the current roadway.</p> <p>The 4.2-kilometres of road encompassed by Winston Churchill Boulevard Project is divided into two distinct sections with different right-of-way (ROW) widths. The section from Highway 401 to Embleton Road / 5th Side Road has a 45-meter ROW which comprises approximately 90% of the 4.2-kilometres of road, while the section north of Embleton Road has a 36-meter ROW encompassing about 10% of the 4.2-kilometres of road.</p>	<p><b>Background:</b></p> <p>Thank you for providing the Region of Peel (hereafter The Region) with the assessment report "Winston Churchill Boulevard Class Environmental Assessment Study – Implications for Haudenosaunee Treaty Rights," dated October 14, 2023, which the Region received on October 21st, 2023. The Region appreciates the time your team took to review the Winston Churchill Boulevard Road Widening Environmental Study Report (ESR) dated April 2023, and offers the following responses.</p> <p>The Region acknowledges HDI's insights on the potential effects of this project on treaty rights, as well as on the natural environment, including various plant and animal species. The Region believes a joint planning approach throughout the project's development, as suggested in HDI's analysis, would be beneficial. This collaboration aims to develop meaningful mitigation strategies in respect of HDI's Treaty rights. The Region commits to working in partnership with HDI, with this partnership effectively managed through regular Region/HDI meetings or specific project-related discussions as agreed upon by both parties.</p>
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<p>2.</p>	<p style="text-align: center;"><b>Terrestrial Vegetation</b></p> <p><b>Potential Impact(s): Removal of vegetation will further fragment the communities and increase the risk of invasive plan species.</b></p> <p>Peel’s mitigation measures: A tree inventory and preservation plan should be developed during detailed design. All equipment will be cleaned prior to arrival at the site to mitigate the potential spread of invasive species.</p> <p>Peel’s commitments to future work: Replanting trees in a nearby location where feasible.</p> <p>Analysis:</p> <ol style="list-style-type: none"> <li>1. Loss of Indigenous Plants and Traditional Knowledge: The removal of native vegetation could lead to the loss of plants that are traditionally significant to the Haudenosaunee for medicinal, cultural, or spiritual purposes. The loss of such plants could consequently lead to the erosion of traditional knowledge associated with these plants.</li> <li>2. Fragmentation of Habitat: The proposed fragmentation of vegetation communities may result in the loss of contiguous areas essential for the survival and migration of wildlife. This could have a negative effect on the Haudenosaunee's traditional hunting practices, a right protected under the Nanfan Treaty.</li> <li>3. Soil Disruption: The removal of vegetation often leads to soil erosion and degradation. This has a direct impact on the quality of the land, affecting its future utility for farming or</li> </ol>	
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<p>other uses that the Haudenosaunee may wish to pursue.</p> <p>4. Negative Effects on Water Quality: Vegetation often serves as a natural filter for water. Its removal could negatively impact the quality of water in nearby rivers or tributaries, which could be crucial for fishing—a significant aspect of Haudenosaunee culture and sustenance.</p> <p>5. Inadequate Mitigation Measures: Peel's measure of "cleaning all equipment prior to arrival" doesn't necessarily guarantee that invasive species will not be introduced. Some invasive plant species can be particularly resilient and may still find a way to establish themselves, thereby affecting the local ecosystem and potentially harming native species important to the Haudenosaunee.</p> <p>6. Potential Inequality in Replanting Efforts: Replanting trees "in a nearby location where feasible" may not necessarily replace the indigenous plants that were removed. The choice of replanting should include indigenous species and should be done in engagement with the Haudenosaunee to ensure that the replacement is culturally and environmentally adequate.</p> <p>7. Lack of Engagement: The absence of explicit engagement with the Haudenosaunee during the planning and mitigation stages could infringe on their treaty rights to be adequately engaged on matters affecting their traditional territories, as established by the Nanfan Treaty.</p> <p>8. Spiritual and Cultural Impacts: The removal of terrestrial vegetation could also have less tangible, but equally significant, spiritual and cultural impacts. Certain plants or types of land may hold specific spiritual or cultural</p>	
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<p>significances that are irreplaceable.</p> <p>9. Cumulative Impacts: While this project might be viewed in isolation, it needs to be considered in the broader context of ongoing and future land developments. The cumulative impacts of multiple projects could have severe consequences on the land and by extension, on the treaty rights of the Haudenosaunee.</p> <p>10. Monitoring: Without ongoing Haudenosaunee monitoring, unexpected negative impacts may go unnoticed until they have caused irreparable damage.</p> <p><b>Potential Impact(s): Clearing within the proposed construction footprint creates a risk of vegetation clearing/damage beyond the working area.</b></p> <p>Peel’s mitigation measures: Equipment should not be operated in areas where the contract does not require. Tree removal will be restricted to the working area, and trees will be felled into the ROW.</p> <p>Peel’s commitments to future work: All disturbed areas will be restored immediately after construction is completed.</p> <p>Analysis:</p> <p>1. Unintended Encroachment: The risk of clearing/damage beyond the designated working area represents potential unintended encroachment on lands and natural resources that are covered by the Nanfan Treaty and essential to the Haudenosaunee way of life. This could infringe on their treaty rights to the land and the resources it provides.</p>	<p><b>Potential Impact: Terrestrial Vegetation</b></p> <p>The Region understands and acknowledges concerns regarding potential impacts to terrestrial vegetation. We are committed to collaborating with the Haudenosaunee to ensure that our project, the Winston Churchill Boulevard widening, respects Haudenosaunee traditions and cultural practices.</p> <p>In response to the concerns raised by Indigenous communities regarding the potential impact of our project to terrestrial vegetation, including impacts to Eastern Meadowlarks and Butternut trees, our team has conducted a thorough review of the existing conditions and proposed mitigation measures</p>
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<p>2. <b>Damage to Sacred Sites:</b> If the clearing extends beyond the construction footprint, there is a risk that it could damage or disturb areas that are sacred or culturally significant to the Haudenosaunee.</p> <p>3. <b>Risk to Wildlife Habitat:</b> Expanding the cleared area could pose a greater threat to the habitats of wildlife, including species crucial for traditional hunting, fishing, and gathering activities by the Haudenosaunee.</p> <p>4. <b>Water Pollution:</b> Unintended clearing beyond the working area could increase the risk of water pollution due to soil erosion, potentially impacting fishing rights and water resources that are culturally significant to the Haudenosaunee.</p> <p>5. <b>Inadequate Mitigation Strategy:</b> The restriction of equipment operation to areas "where the contract does not require" does not provide a comprehensive method to prevent unintended clearing, nor does it address potential human errors that could lead to such an event.</p> <p>6. <b>Inadequate Restoration Commitment:</b> The commitment to restore "all disturbed areas immediately after construction" is vague. It doesn't specify the nature and quality of restoration, whether indigenous plant species will be used, or whether the Haudenosaunee will be engaged in the restoration process.</p> <p>7. <b>Risk of Invasive Species:</b> If clearing extends beyond the planned area, there may be a higher risk of invasive species taking over, which could alter the local ecosystem and displace native species important to the Haudenosaunee.</p>	<p>outlined in the Natural Environment Report prepared by Beacon Environmental Limited. Our strategies are carefully designed to align with the insights provided by the report and to respect the environmental and cultural significance of the area.</p> <p><b>Eastern Meadowlarks:</b> The report indicates that no Eastern Meadowlarks were observed within or adjacent to the study area. However, understanding the species' preference for breeding within moderately tall grasslands, our approach remains cautious and proactive. We will incorporate the following mitigation measures:</p> <ul style="list-style-type: none"> <li>• To address impacts on trees in the project area, a tree inventory will be captured and reviewed for the proposed right of way.</li> <li>• We are looking to implement a Preservation Plan during the detailed design stage and invite Haudenosaunee monitors' input during this phase.</li> <li>• We will continue to monitor the project area and adjacent lands for Eastern Meadowlark's presence, especially during the breeding season, to ensure that any impacts to land use or habitat availability are promptly addressed.</li> </ul> <p><b>Butternut Trees:</b> The Region acknowledges the presence and importance of Butternut trees to the</p>
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<p>8. Soil Compaction and Erosion: Additional clearing could lead to increased soil compaction and erosion, which can affect the land's fertility and thus its utility for the Haudenosaunee in terms of agriculture or other traditional land uses.</p> <p>9. Loss of Plant Species: An expansion of the clearing area could result in the loss of more plant species, some of which might have traditional or medicinal significance to the Haudenosaunee that may not be immediately obvious to others.</p> <p>10. Lack of Monitoring and Accountability: Without Haudenosaunee monitoring mechanisms in place, the adherence to limiting clearing to the designated working area is left to the discretion of the contractors and of colonial entities. Lack of accountability mechanisms increases the risk of ecological harm, thereby impacting the Haudenosaunee treaty rights without recourse.</p> <p><b>Potential Impact(s): Increased risk of the release of construction related sediment, spills and other materials into the vegetation and watercourses.</b></p> <p>Peel’s mitigation measures: A spill prevention and management plan should be developed during detailed design. All equipment will be inspected prior to operation to identify any leakage or damage that could result in leakage.</p> <p>Peel’s commitments to future work: N/A</p> <p>Analysis:</p>	<p>ecosystem and recognizes that they are classified as a Species at Risk. The mitigation measures are as follows: Where trees will be impacted or are recommended for removal, either conservation, restoration, or compensation is provided. The Agency follows the Streetscaping Toolbox (2017) for tree planting guidelines and policy, which informs that proper consideration will be given to the appropriate tree species and ideal conditions needed for them to thrive. The retention potential of trees will be determined within the context of resulting changes to the water table and site drainage.</p> <ul style="list-style-type: none"> <li>• For any Butternut trees impacted by the project, planting new trees and restoration of affected habitats, following the guidelines set forth by the Ministry of Natural Resources and Forestry and in consultation with Indigenous communities.</li> </ul> <p><b>Cultural Thicket and Cultural Meadow:</b> Cultural Thicket dominantly consists of apple (<i>Malus sp.</i>), and Common Buckthorn (<i>Rhamnus cathartica</i>), which is an invasive species classified as a noxious weed in Ontario’s Weed Control Act.</p> <p>Cultural Meadow consists of Smooth Brome Grass (<i>Bromus inermis</i>) (not native to Canada), Tall Goldenrod (<i>Solidago canadensis</i>), Tufted Vetch</p>
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<p>1. Contamination of Fishing Areas: The release of sediment, spills, and other construction-related materials could adversely affect the quality of water in nearby rivers and streams, thereby affecting fish populations and fishing—a right protected under the Nanfan Treaty.</p> <p>2. Water Pollution and Cultural Impact: Contaminated watercourses may also have cultural and spiritual implications for the Haudenosaunee, affecting the way the community engages with these natural resources.</p> <p>3. Impact on Traditional Medicines: The contamination of vegetation and watercourses could result in the loss of or damage to plants used in traditional Haudenosaunee medicine.</p> <p>4. Degradation of Wildlife Habitat: The release of such materials into vegetation and watercourses could harm wildlife habitats, affecting animals that are hunted and trapped by the Haudenosaunee.</p> <p>5. Insufficient Mitigation Measures: While a spill prevention and management plan is mentioned, the absence of a detailed plan makes it unclear how effective this measure will be in preventing the release of harmful materials. Inspecting equipment prior to operation does not address spills that may occur during operation.</p> <p>6. Lack of Emergency Response Strategy: The absence of a specific commitment to future work implies a lack of a long-term emergency response strategy, leaving the potential for irreversible damage to the ecosystem and to Haudenosaunee treaty rights.</p>	<p>(<i>Vicia craca</i>) (not native to Canada), Creeping Thistle (<i>Cirsium arvense</i>) (not native to Canada), and asters (<i>Syphotricum</i> spp.). The project area is within a previously disturbed Cultural Thicket and Cultural Meadow community east of Winston Churchill Blvd along Levi Creek South tributary, surrounded by agricultural fields and urban developments, therefore we do not foresee negative ecological impacts arising from the removal of these vegetation communities.</p> <p><b>Tree Inventory and Health Assessment:</b> A comprehensive tree inventory will be conducted, including health assessments of Butternut trees within and adjacent to the project area, to identify and prioritize conservation or restoration actions.</p> <p><b>Vegetation Management:</b> The Region is committed to implementing vegetation management practices that support the creation and maintenance of suitable habitat conditions for grassland birds within the project’s vicinity, where feasible. When replanting trees, along with ESC measures put in place, any exposed soils are to be stabilized through revegetation using CVC-approved native seed mixes. Fragmentation of habitat is not anticipated as no vegetation removal is anticipated outside of the regional right of way.</p>
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<p>7. Loss of Plant Species: Contaminated water and soil could result in the loss of native plant species that may have various uses, including traditional and medicinal, to the Haudenosaunee.</p> <p>8. Soil Contamination: Spills and other releases could contaminate the soil, affecting its future agricultural utility for the Haudenosaunee.</p> <p>9. Lack of Engagement: No mention is made of involving the Haudenosaunee in the development of the spill prevention and management plan, which could infringe on their rights to be engaged on actions affecting their treaty lands.</p> <p>10. Cumulative Effects: In the absence of a plan for future work, the cumulative effects of possible spills from this and other projects can compound over time, leading to severe long-term impacts that may not be immediately obvious.</p> <p>11. Monitoring: Without continuous Haudenosaunee monitoring, unexpected negative impacts may go unnoticed until they have caused irreparable damage.</p> <p><b>Potential Impact(s): Removal of approximately 1,160m<sup>2</sup> of Cultural Thicket (CUT1) and Cultural Meadow (CUM1) communities east of Winston Churchill Blvd. along Levi Creek South Tributary.</b></p> <p>Peel’s mitigation measures: During detailed design review opportunities to reduce impact.</p> <p>Peel’s commitments to future work: N/A</p>	<p>Incorporating Haudenosaunee monitors' input during the replanting or restoration of traditionally significant vegetation species ensures a collaborative approach to mitigating potential environmental impacts and adhering to treaty rights.</p> <p><b>Land use:</b> The Region has carefully assessed the land and each potential site before proceeding with our project. We will continue to assess the land for potential impacts that may occur in the future and will be doing so with even more detail during growing/breeding seasons. Before site preparation, the limit of the work area is fenced with temporary erosion and sediment control fencing (ESC).</p> <p>Temporary ESC measures are maintained until all work has been completed and soils are well covered. Additionally, equipment will not be operated in areas where the contract does not require it, and the work area will be delineated with exclusion fencing for the protection of existing vegetation.</p> <p>Any removal of vegetation within the right of way will not interfere with breeding bird activity as required by the Federal Migratory Birds Convention Act. In the case that complications arise and there are concerns regarding clearing beyond the permitted area, or if construction activities risk impacting culturally significant vegetation species,</p>
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<p>Analysis:</p> <ol style="list-style-type: none"> <li>1. Loss of Cultural Spaces: The removal of these specific ecological communities, termed as "Cultural Thicket" and "Cultural Meadow," could signify areas of cultural importance that may be affected, thereby infringing upon the Haudenosaunee's treaty rights and cultural practices.</li> <li>2. Impact on Traditional Activities: The removal of such large areas could disrupt traditional activities such as gathering of medicinal plants, hunting, and spiritual practices that are protected under the Nanfan Treaty.</li> <li>3. Risk to Local Flora and Fauna: The removal of these areas may lead to the loss of specific plant and animal species that hold importance in the Haudenosaunee culture or ecosystem.</li> <li>4. Soil Impact: Destruction of these areas may result in soil degradation, which may have implications for future agricultural or other land uses by the Haudenosaunee.</li> <li>5. Erosion and Water Quality: The removal of vegetative cover may result in erosion that could further affect the quality of nearby watercourses, which, in turn, could affect fishing and other water-related activities important to the Haudenosaunee.</li> <li>6. Insufficient Mitigation Plans: The mitigation measure of "reviewing opportunities to reduce impact during detailed design" is not sufficient, nor is it specific. It does not guarantee any reduction in impact and does not include any engagement with the Haudenosaunee.</li> </ol>	<p>Peel will prioritize including Haudenosaunee monitors and qualified professionals, including the Ministry of Environment, when deciding on appropriate protective measures.</p> <p><b>Engagement and Collaboration:</b> The Region values ongoing dialogue and collaboration with Indigenous communities, committing to continuous engagement to incorporate traditional knowledge into our environmental efforts.</p>
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	<p>7. Lack of Future Commitments: The absence of commitments to future work indicates a potential neglect to address the long-term impacts of the removal of these cultural and ecological communities.</p> <p>8. Impact on Biodiversity: The destruction of these specific communities could lead to a decrease in biodiversity, affecting the natural balance and utility of these lands for the Haudenosaunee.</p> <p>9. Monitoring: Without ongoing Haudenosaunee monitoring, unexpected negative impacts may go unnoticed until they have caused irreparable damage.</p> <p>10. Spiritual and Psychological Impact: The removal of land that may be considered sacred or significant to the Haudenosaunee can have spiritual and psychological repercussions that may not be easily quantifiable but are nonetheless impactful.</p>	
3.	<p style="text-align: center;"><b>Wildlife</b></p> <p><b>Potential Impact(s): The loss of some treed and grassed areas will mean the removal of a small portion of wildlife habitat for a variety of common species.</b></p> <p>Peel’s mitigation measures: RA Wildlife Management Plan shall be developed during detailed design. The site shall be swept (by a qualified Ecologist) prior to each day to ensure no mammals or herpetofauna are found within the construction limits. Exclusionary fencing shall be installed to eliminate</p>	

<p>access to the Study Area in advance of construction to prevent reptiles, amphibians, and some mammals from entering the site. Workers shall be provided with training on how to identify species of conservation concern and safe handling procedures for relocating wildlife from the construction site. A tree inventory and preservation plan should be developed during detailed design. Tree removal can be mitigated by planting trees in a nearby location.</p> <p>Peel’s commitments to future work: Additional studies to support detailed design will be completed to identify if hibernaculum are located within the Project footprint. Additional studies to be undertaken during detailed design will be completed to identify if hibernaculum are located within the Project footprint.</p> <p>Analysis:</p> <ol style="list-style-type: none"> <li>1. Displacement of Species: The loss of treed and grassed areas may cause immediate displacement of species that are either common or of special concern, thereby affecting the biodiversity of the area, which in turn affects the Haudenosaunee's traditional hunting, fishing, and gathering activities protected under the Nanfan Treaty.</li> <li>2. Barrier to Movement: The use of exclusionary fencing, while aimed at protecting species, may unintentionally serve as a barrier to the natural movement of species, leading to isolation and potential inbreeding of populations.</li> <li>3. Disturbance During Construction: Daily sweeps by an ecologist, while a positive step, can disturb wildlife and disrupt their natural activities, which may have a domino</li> </ol>	
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<p>effect on the ecosystem and traditional activities.</p> <p>4. Temporary vs. Permanent Habitat Loss: The project makes a distinction between short-term and long-term impacts, but it is unclear how "temporary" impacts will be mitigated in the long run. This has implications for the Haudenosaunee, whose treaty rights could be infringed upon indefinitely.</p> <p>5. Inadequate Staff Training: While workers will be trained to identify species of conservation concern, there's no guarantee that this will prevent harm to these species or their habitats, impacting the Haudenosaunee's relationship with the land and the species on it.</p> <p>6. Tree Replacement: Planting trees in a nearby location does not immediately replace lost habitats and does not guarantee the same ecological balance as the original area, which may include species or plant varieties of particular importance to the Haudenosaunee.</p> <p>7. Species at Risk: The presence of species like Redside Dace, Barn Swallow, and Bobolink, which are confirmed to be in the area, raises concerns about the project's potential impact on species that might have specific importance, whether ecological or cultural, for the Haudenosaunee.</p> <p>8. Haudenosaunee Monitors: Without continual Haudenosaunee monitoring, unexpected negative impacts may go unnoticed until they have caused irreparable damage.</p> <p>9. Potential for Unforeseen Impacts: The study commits to further studies to identify hibernaculum within the project footprint. However, it is unclear how these findings will alter</p>	
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<p>the project's plans, which may have a subsequent impact on the Haudenosaunee.</p> <p>10. Cultural and Spiritual Loss: The destruction or alteration of these natural habitats can result in a loss of places that hold cultural or spiritual importance for the Haudenosaunee, which is harder to quantify but nonetheless impactful.</p> <p><b>Potential Impact(s): Site clearing and grubbing during the construction phase of the project has the potential to destroy the nests, young birds and small mammals.</b></p> <p>Peel's mitigation measures: A Wildlife Management Plan shall be developed during detailed design. Workers shall be provided with training on how to identify species of conservation concern and safe handling procedures for relocating wildlife from the construction site.</p> <p>Peel's commitments to future work: Nesting surveys will be conducted prior to construction commencement.</p> <p>Analysis:</p> <p>1. Nesting Site Destruction: Site clearing and grubbing would likely destroy bird nests, resulting in not only the loss of individual animals but also their breeding grounds. This diminishes bird populations, which may include species critical for the Haudenosaunee for hunting or spiritual practices.</p> <p>2. Impact on Small Mammals: Similarly, small mammals could lose their homes and offspring during site clearing, leading to a decline in their population. This has potential</p>	<p><b>Potential Impact: Wildlife</b></p> <p>The Region acknowledges concerns about potential impacts to wildlife due to the Winston Churchill Boulevard Widening Project. In partnership with the Haudenosaunee, we are committed to ensuring that project activities do not adversely affect Haudenosaunee traditions and cultural practices. Our strategies, informed by the Natural Environment Report by Beacon Environmental Limited, are designed to protect the environmental and cultural significance of the area.</p> <p><b>Impact to Habitat:</b> The Region pledges to uphold wildlife management practices conducive to maintaining suitable habitat conditions within the project vicinity, as feasible. This includes conducting thorough tree inventories and health assessments to inform replanting, restoration, and</p>
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<p>implications for the Haudenosaunee, who might rely on these animals for sustenance or cultural practices.</p> <p>3. Timing of Nesting Surveys: While the commitment to conduct nesting surveys prior to construction is a step in the right direction, the timing of these surveys relative to the construction activities is crucial. Nesting seasons vary, and a poorly timed survey could miss critical periods, leading to nest destruction.</p> <p>4. Efficacy of Worker Training: Training workers to identify species of concern is a positive but inadequate step. The lack of Haudenosaunee monitors, ecologists, and/or traditional-knowledge keepers on-site during construction activities is a significant oversight.</p> <p>5. Relocation Stress on Wildlife: Even if wildlife is safely relocated, the stress and disruption of moving to a new habitat can have negative impacts on survival and reproduction. This affects the Haudenosaunee’s potential to interact with these species as per their traditional ways.</p> <p>6. Broad-Scale Ecological Changes: The loss of nests and small mammals has broader ecosystem implications. Predatory birds and animals may lose a source of food, leading to population declines in these species as well, which may be of particular relevance to the Haudenosaunee.</p> <p>7. Cultural Loss: Sites of particular ecological importance may also have cultural or spiritual significance. The loss of these nesting grounds and small mammal habitats can signify a loss of sites that hold historical, cultural, or spiritual value for the Haudenosaunee.</p>	<p>compensation efforts. Vegetation removal, when necessary, will be limited to the regional right of way, with daily ecological sweeps within construction limits to minimize disruption to wildlife. We will continuously monitor the project area and adjacent lands to ensure that any impacts to land use or habitat are promptly addressed.</p> <p><b>Animals and Habitat Preservation:</b> The Region adheres to the federal Migratory Birds Convention Act and recognizes that the bird breeding season in southern Ontario is generally between mid-April and late July. To prevent any interference with breeding activity, vegetation clearing will occur outside these times. We will continue to assess any impacts to wildlife prior to, during, and post-construction, and if there are any instances where clearing is proposed during the breeding season or when nesting is suspected outside of these expected periods, a qualified ecologist will conduct detailed nest searches before site alteration to ensure there are no active nests.</p> <p>The creeks and corridors that are within the study area (Levi Creek north and bullet Creek) are generally very narrow and are heavily influenced by adjacent farming and therefore only support the movement of small mammals and reptiles. Since they are previously disturbed areas, we do not</p>
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<p>8. Fragmentation of Habitat: Clearing specific areas for the construction can lead to habitat fragmentation, thereby affecting the natural movements and life cycles of local fauna. This fragmentation can affect hunting and gathering practices of the Haudenosaunee.</p> <p>9. Limitations of the Wildlife Management Plan: The plan to be developed during the detailed design phase may not capture the full range of species affected or adequately address their needs, which has downstream effects on Haudenosaunee rights.</p> <p>10. Lack of Haudenosaunee Engagement: The absence of direct engagement with the Haudenosaunee in the development of mitigation measures is a significant gap, as it doesn't allow for the incorporation of traditional ecological knowledge, which could be valuable in minimizing impacts.</p> <p><b>Potential Impact(s): Potential for increased mortality as a result of wildlife crossing the road during the operation phase.</b></p> <p>Peel's mitigation measures: Investigate the potential for adding wildlife crossing signage. Enforce speed limit which minimizes the risk of wildlife mortality.</p> <p>Peel's commitments to future work: Maintain areas which provide potential landscape linkage functions, such as Levi Creek North and Mullet Creek to support safe wildlife movement through the existing agricultural matrix.</p> <p>Analysis:</p>	<p>expect there to be a significant decline in their population or therefore lead to broad-scale changes to the food web in the ecosystem.</p> <p>Field assessments indicate that no fish were observed in the tributaries, however Mullet Creek and Levi Creek North provided habitat for a warm water fish community within the study area. Credit Valley Conservation fish sampling identified Brook Stickleback as the only fish species found, however, this species is labeled as a habitat generalist and is tolerant to some disturbance.</p> <p><b>Impact to Wildlife Passage:</b> The Region plans to design and implement watercourse crossings where feasible to facilitate the passage of fish, amphibians, reptiles, and small mammals. This extends watercourse crossings, particularly, Levi Creek South and North, to enhance connectivity and water flow management without upsizing, as our assessments indicate no overtopping of the road is expected under existing conditions. The medium-sized stones and other materials proposed to fill interstitial spacing and attenuate seasonal flow are specifically chosen based on a thorough assessment of the naturally occurring sediment and material found in the area and are therefore not expected to alter natural watercourses. This design will function to minimize alterations to natural habitats and</p>
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<p>1. <b>Wildlife Mortality:</b> The increased risk of wildlife crossing the road and dying as a result impacts not only the local ecology but also the availability of wildlife for traditional Haudenosaunee hunting practices.</p> <p>2. <b>Inadequate Measures:</b> Investigating the potential for adding wildlife crossing signage and enforcing speed limits are minimal efforts that may not necessarily guarantee the safety of wildlife. These measures may be insufficient in significantly reducing wildlife mortality.</p> <p>3. <b>Ecosystem Connectivity:</b> While the commitment to maintain areas like Levi Creek North and Mullet Creek for landscape linkage is a good initiative, it doesn't necessarily negate the mortality risks posed by increased vehicular traffic on the improved road.</p> <p>4. <b>Seasonal Movements:</b> The movement of wildlife can be seasonal and align with traditional hunting and gathering practices of the Haudenosaunee. The road could disrupt these seasonal migrations and the community's ability to exercise their treaty rights.</p> <p>5. <b>Local Knowledge Gap:</b> The absence of engagement with the Haudenosaunee means that local and traditional knowledge about wildlife movements, breeding grounds, and seasonal behaviour is not integrated into the planning, which is a significant oversight. The presence of Haudenosaunee monitors would help to ameliorate this.</p> <p>6. <b>Long-Term Impacts:</b> Mortality due to road crossing has long-term effects on population genetics and demographics of</p>	<p>support the preservation of Wildlife. Additional measures will be thoroughly planned during the detailed design stage, including fencing placement, and we welcome Haudenosaunee monitors' input during this phase.</p> <p><b>Impacts During Construction:</b> The Region acknowledges concerns regarding the potential impacts that light pollution has on wildlife. To mitigate light pollution, we will look into implementing lighting curfews and using lower-wattage light sources. We will also implement the use of reflective signage to reduce the need for continuous lighting.</p> <p>To reduce the risk of mortality from wildlife road crossings, The Region commits to maintaining areas that provide potential landscape linkage functions, such as Levi Creek North and Mullet Creek, as well as implementing the appropriate fencing measures where feasible. We will continuously monitor these sites and implement speeding and traffic enforcement accordingly. These measures will help support safe wildlife movement through the existing agricultural areas.</p> <p><b>Engagement and Collaboration:</b> The Region recognizes the importance of continuous dialogue and collaboration with Indigenous communities. We</p>
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<p>the species, which might not be readily apparent but would have ramifications on the Haudenosaunee’s interaction with these species in the future.</p> <p>7. Secondary Effects: Roadkill can also attract scavengers, which could, in turn, become roadkill themselves, setting up a cycle of mortality that has broad ecological consequences, affecting both wildlife and the Haudenosaunee people.</p> <p>8. Cultural and Spiritual Impact: Certain species may have particular cultural or spiritual significance. Their loss would be felt more deeply beyond just the physical act of road crossing and mortality.</p> <p>9. Limited Effectiveness of Speed Limits: Speed limits, if not rigorously enforced, are often ineffective in preventing wildlife-vehicle collisions. This approach ignores more effective solutions, such as the installation of wildlife crossing structures.</p> <p><b>Potential Impact(s): During the operation of the road, potential indirect impacts on wildlife as a result of light pollution (from vehicles and street lights).</b></p> <p>Peel’s mitigation measures: Lighting along the road should be designated to limit intrusion into the adjacent natural areas using shielding devices. Street lighting should be of a design that limits incidental light cast.</p> <p>Peel’s commitments to future work: Illumination plan to be undertaken during detailed design.</p> <p>Analysis:</p>	<p>encourage Haudenosaunee monitoring and input to determine landscape features that may have cultural and spiritual significance. Our team is committed to ongoing engagement to share progress, address concerns, and incorporate traditional knowledge into our environmental stewardship efforts.</p>
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<p>1. Light Pollution Disruption: Light pollution from vehicles and streetlights can disrupt wildlife behaviour, potentially impacting migration patterns, hunting and breeding—activities that are intrinsically linked to Haudenosaunee treaty rights.</p> <p>2. Nocturnal Species: Species active during the night might face severe disruptions due to light pollution. These species could be critical for traditional Haudenosaunee hunting, gathering, or cultural practices.</p> <p>3. Vegetation Impact: Excessive artificial light can also have detrimental effects on vegetation patterns, which in turn impact wildlife habitats and subsequently, traditional land uses. Pollinator circadian rhythms and broad life patterns are disturbed by light pollution, which consequently hinders plant reproduction.</p> <p>4. Aquatic Systems: Light pollution can also extend to water systems adjacent to the roadway, affecting fish and amphibian species, some of which may have significance for the Haudenosaunee.</p> <p>5. Insect Behaviour: Light pollution disrupts the natural behaviour of insects, which are at the base of many food webs and critical for pollination. Any decline in insect populations could have a domino effect on the ecosystems.</p> <p>6. Shielding Devices: While the use of shielding devices to limit intrusion is noted, it's uncertain how effective these devices would be, particularly if not combined with other light reduction strategies.</p>	
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7. Inadequate Engagement: As with other aspects of the project, there's no indication that the Haudenosaunee were engaged for their perspective on how light pollution might impact their treaty rights, especially concerning traditional nocturnal activities.

8. Long-term Consequences: The long-term ecological impacts of light pollution on both animal and plant life are not well understood. However, what is clear is that these impacts could affect the Haudenosaunee's traditional practices in the long term.

9. Haudenosaunee Monitors: Without ongoing Haudenosaunee monitoring, unexpected negative impacts may go unnoticed until they have resulted in irreparable damage.

10. Impact on Cultural Practices: The disruption caused by light pollution could also extend to cultural and spiritual practices that involve observation of natural night-time phenomena, thereby affecting the Haudenosaunee beyond just material and ecological terms.

**Potential Impact(s): Potential impact to landscape connectivity and wildlife passage.**

Peel's mitigation measures: Natural substrate should be installed with some cover to provide refuge to wildlife. Medium sized stone should be placed along with smaller materials to fill interstitial spacing to attenuate seasonal flow through the feature.

Peel’s commitments to future work: Examine opportunities to incorporate “crossing systems” where feasible and appropriate per CVC’s the Fish and Wildlife Crossing Guidelines (CVC, 2017) during detailed design. Fencing placement and landscape design which facilitate passage should be included at detailed design.

Analysis:

1. Fragmentation of Habitat: Landscape connectivity is vital for the natural movement of wildlife across regions, which directly impacts the Haudenosaunee's treaty rights tied to hunting, fishing, and gathering.
2. Disruption of Migration Routes: The project could potentially disrupt established migration routes for species important to Haudenosaunee culture and subsistence, thereby infringing upon their treaty rights.
3. Water Flow: The medium-sized stones and other materials proposed to attenuate seasonal flow could alter natural water courses, which may have impacts on fish species and water quality—both significant for the Haudenosaunee.
4. Ambiguity in "Crossing Systems": The term "crossing systems" is vaguely defined. How these systems are designed and implemented could have significant implications on whether they effectively mitigate the impact on wildlife and by extension, Haudenosaunee treaty rights.
5. Haudenosaunee Monitors: Without ongoing Haudenosaunee monitoring, unexpected negative impacts may go unnoticed until they have resulted in irreparable



	<p>damage.</p> <p>6. Lack of Specificity: The commitment to “examine opportunities” is not an actual commitment to implement, which leaves room for neglect or inadequate implementation.</p> <p>7. Fencing Placement: While fencing to facilitate passage is mentioned, it’s unclear how this will be effective across different species and seasons. It also raises questions about long-term maintenance.</p> <p>8. No Engagement: The absence of engagement with the Haudenosaunee on how the landscape changes might affect their treaty rights, particularly in light of traditional ecological knowledge, is a significant oversight.</p> <p>9. Cultural Importance: Landscape features can also have cultural and spiritual importance beyond their ecological value, and these have not been considered in the mitigation measures.</p> <p>10. Impact on Traditional Activities: If landscape connectivity is not adequately maintained or restored, this could have downstream effects on traditional Haudenosaunee activities that depend on the free movement of wildlife, such as hunting.</p>	
<p><b>4.</b></p>	<p style="text-align: center;"><b>Species at Risk</b></p> <p><b>Potential Impact(s): Adversely impact regulated Redside Dace spawning habitat.</b></p> <p>Peel’s mitigation measures: A project review by DFO will be</p>	<p><b>Potential Impact: Species at Risk</b></p> <p>The Region recognizes the profound connection Indigenous communities have with the land and its inhabitants, valuing their ecological and cultural</p>

<p>required for the proposed works.</p> <p>Peel’s commitments to future work: Minimize work within the watercourse to minimize potential impact to Redside Dace</p> <p>Analysis:</p> <ol style="list-style-type: none"> <li>1. Loss of Spawning Grounds: The adverse impact on the regulated Redside Dace spawning habitat can diminish the fish population, which is a natural resource relied upon for subsistence and cultural activities under the Haudenosaunee treaty rights.</li> <li>2. Water Quality: Any construction work near the watercourse could potentially lead to water pollution, affecting the overall health of the habitat. This is an essential factor considering the treaty rights tied to fishing and water quality.</li> <li>3. Ecological Imbalance: Redside Dace plays a crucial role in this ecosystem. A reduction in their numbers can lead to an ecological imbalance, affecting other species and potentially impacting the Haudenosaunee's broader rights to a balanced and sustainable natural environment.</li> <li>4. Cultural Significance: Fish species like the Redside Dace may hold cultural significance for the Haudenosaunee that goes beyond their role as a food source. The decline or extinction of such species would mean a loss of cultural heritage.</li> <li>5. Limited Scope of DFO Review: A project review by the colonial Department of Fisheries may not encompass the full range of concerns specific to the Haudenosaunee.</li> </ol>	<p>significance. In our commitment to mitigate concerns related to environmental impacts and species at risk, thorough assessments have been undertaken to understand the potential effects of our project on natural habitats, focusing on species such as the Redside Dace and Bobolink.</p> <p><b>Levi Creek Channel Conditions and Redside Dace Habitat:</b> Our investigations have shown that the upstream reach of Levi Creek was dry and choked with vegetation, running through an active pasture, whereas the downstream reach hosted minimal water. This suggests that our environmental mitigation strategies, including the implementation of bioswales and filter media for runoff treatment, will be effective in mitigating potential impacts on Redside Dace habitats by reducing contamination risks and preserving ecosystem integrity.</p> <p><b>Bobolink Presence within Study Area:</b> Regarding the Bobolink, a species of great importance both ecologically and culturally, our field surveys within and adjacent to the project area, particularly in hay fields subject to crop rotations, did not identify the presence of Bobolink habitats. Given the dynamic nature of agricultural land use, which will change between the completion of our study and the start of construction, we remain vigilant. Should habitats be identified in the future, or if construction activities</p>
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<p>6. Timing of Mitigation Measures: "Minimizing work within the watercourse" is vague and may not be sufficient to protect the habitat during crucial spawning seasons.</p> <p>7. Inadequate Engagement: There is no mention of engagement with the Haudenosaunee Confederacy Chiefs Council or the Haudenosaunee Development Institute, which is necessary to fully understand the potential impacts on treaty rights.</p> <p>8. Long-term Monitoring: There is no commitment to long-term Haudenosaunee monitoring of the impacts, which could result in irreversible damage before any remedial action is taken.</p> <p>9. Indirect Effects: Changes in land use around the watercourse may increase human activity, such as angling or pollution, which can indirectly impact Redside Dace and thus Haudenosaunee treaty rights.</p> <p><b>Potential Impact(s): Adversely impact potential Bobolink breeding habitat and risk of harming Bobolink during construction or disturbing species habitat (via increase noise, dust, human-species interaction, etc.).</b></p> <p>Peel's mitigation measures: Construction and vegetation clearing to occur outside bird breeding window. Additional surveys required to confirm suitable Bobolink habitat. Removal of vegetation must not interfere with breeding bird activity (generally from mid-April to late-July). Where any proposed vegetation clearing during this timeframe, an ecologist should undertake detailed nest searches immediately</p>	<p>risk impacting these species, we will engage with qualified ecologists and consult the Ministry of Environment, Conservation and Parks to implement appropriate protective measures.</p> <p><b>Direct and Indirect Impacts on SAR Habitat:</b> Anticipating future conditions, we plan to extend watercourse crossings, specifically for Levi Creek South and North, to enhance ecological connectivity and water flow management without the need for upsizing. Our assessments indicate no expected overtopping of the road under current conditions. This approach aims to minimize alterations to natural habitats and supports the preservation of Species at Risk (SAR).</p> <p><b>Migratory Bird Protection:</b> In adherence to the federal Migratory Birds Convention Act, we are mindful of the breeding bird season in Southern Ontario, typically from mid-April to late July. To avoid interference with breeding bird activity, vegetation clearing will be scheduled outside these dates. Should clearing be proposed during the breeding season, or when nesting is suspected outside typical periods, an ecologist will conduct detailed nest searches within two days prior to site alteration to ensure no active nests are present. This measure underscores our commitment to preserving biodiversity and respecting the nesting periods of</p>
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<p>prior (within 2 days) to site alteration to ensure that no active nests are present.</p> <p>Peel’s commitments to future work: Construction and vegetation clearing to occur outside of bird breeding window. Additional surveys may be required to confirm presence of suitable Bobolink habitat.</p> <p>Analysis:</p> <ol style="list-style-type: none"> <li>1. Breeding Habitat Destruction: Construction activities and vegetation clearing can disrupt or destroy potential breeding habitats for Bobolink, a species that may hold both subsistence and cultural significance for the Haudenosaunee.</li> <li>2. Increased Human Activity: Construction work and the eventual use of the improved road can lead to increased human presence, noise, and pollution, thereby affecting Bobolink breeding and nesting habits.</li> <li>3. Stress Factors: Increase in noise, dust, and human-species interaction can stress the birds, affecting their breeding success and even causing potential displacement from original habitats.</li> <li>4. Ecological Imbalance: A decline in Bobolink population could lead to an ecological imbalance, affecting other species and thereby impacting the Haudenosaunee's broader rights to a balanced and sustainable environment.</li> <li>5. Seasonal Timing Gaps: The breeding bird activity window specified may not cover all scenarios, as birds could potentially nest earlier or later due to varying climate</li> </ol>	<p>bird species.</p> <p><b>Comprehensive Mitigation and Engagement:</b> We foresee no need for direct vegetation removal outside the Regional right of way that could potentially impact SAR habitats. Our commitment to environmental integrity extends to implementing comprehensive sediment and erosion control measures designed to protect these sensitive areas from indirect construction impacts. These measures, which include but are not limited to silt fences and sediment basins, are part of our proactive strategy detailed in Section 8 of the Natural Environment Report. They are crafted to minimize land disturbance and protect water quality, reflecting our adherence to best practices and the principles of environmental stewardship. During the detailed design phase, we will further refine these measures in consultation with stakeholders, including Indigenous communities, to ensure they align with both ecological and treaty rights considerations.</p> <p>Our project's dedication to environmental stewardship, particularly concerning species at risk and sensitive habitats, reflects our commitment to minimizing impacts and engaging in meaningful dialogue with Indigenous communities. Recognizing the importance of species at risk, we are committed to conducting presence/absence surveys following</p>
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	<p>conditions.</p> <p>6. Survey Limitations: The planned surveys may not be sufficiently comprehensive to confirm the complete absence of Bobolink or their nests, particularly if they are less visible or hidden.</p> <p>7. Inadequate Engagement: The absence of engagement with the Haudenosaunee Confederacy Chiefs Council or the Haudenosaunee Development Institute ignores the expertise and treaty-specific concerns that the Haudenosaunee have a right to offer.</p> <p>8. Haudenosaunee Monitoring: There's no mention of Haudenosaunee monitoring during or post-construction to assess the ongoing impacts on Bobolink habitat and population.</p> <p>9. Indirect Impacts: The future use of the road and adjoining areas could lead to further development, further impacting Bobolink habitats.</p>	<p>MECP-approved protocols during the detailed design phase, with the valued participation and oversight of HDI to ensure adherence to treaty obligations and mitigation of potential impacts on species such as Redside Dace and Bobolinks. Our approach emphasizes transparent, constructive dialogue and a shared commitment to environmental preservation and respect for Indigenous communities.</p>
<p>5.</p>	<p style="text-align: center;"><b>Watercourses and Wetlands</b></p> <p><b>Potential Impact(s): Potential to adversely impact the Levi Creek Wetland Complex (PSW) associated with Levi Creek North, as well as the three (3) watercourses within CVC regulation (via sedimentation caused by construction activities).</b></p> <p>Peel’s mitigation measures: Disturbance within the watercourse channel and wetlands should be minimized as much as possible. An appropriate ESC plan should be</p>	<p><b>Potential Impact: Watercourse and Wetlands</b></p> <p><b>Potential Impact: Watercourse and Wetlands</b>  In the development of the Winston Churchill Boulevard Widening Project, the Region of Peel has taken into consideration the valuable perspectives offered by Indigenous communities, particularly regarding the preservation of watercourses and wetlands. We acknowledge the ecological and</p>

<p>developed and implemented for the Mullet Creek, Levi Creed South and Levi Creek North crossings and any other locations where the proposed construction activities are adjacent to a drainage feature or natural area. Work should be undertaken during the summer low flow period. Construction material, excess material, construction debris, and empty containers should be stored outside the creek floodplain. A permit will likely be required under CVC's O. Reg. 160/06.</p> <p>Peel's commitments to future work: Reduce impacts to watercourses, PSW and marsh areas associated with Levi Creek South and Mullet Creek, including the implementation of an Erosion and Sediment Control Plan. A sediment control plan should be prepared for the construction phase of the developed and approved by CVC to the standard or Erosion and Sediment Control Guideline for Urban Construction [R]. Develop plan during detailed design for ground improvements and in-water work for culvert extensions. Fluvial Geomorphological assessment required during detailed design to address stream alterations within Levi Creek North.</p> <p>Analysis:</p> <ol style="list-style-type: none"> <li>1. Water Quality: Sedimentation from construction could lead to water quality degradation, impacting the aquatic life that the Haudenosaunee may have the right to fish or harvest.</li> <li>2. Ecosystem Health: Disturbance in the wetland and watercourse areas can disrupt the broader ecosystem, affecting both flora and fauna, with ripple effects on subsistence activities and traditional practices.</li> <li>3. Cultural Impact: Water bodies hold cultural and spiritual</li> </ol>	<p>cultural importance of these natural resources and are committed to sustainable practices that safeguard their integrity throughout the project's duration.</p> <p><b>Erosion and Sediment Control (ESC) Planning:</b>  In line with the guidance provided by Region's stormwater management guidelines, a detailed Erosion and Sediment Control (ESC) plan will be developed and approved prior to construction. This plan will focus on minimizing sedimentation risks by strategically storing construction materials and debris away from floodplain areas, thereby protecting aquatic life and maintaining water quality. The ESC plan will include:</p> <ul style="list-style-type: none"> <li>• Employing Best Management Practices (BMPs) for soil and sediment control.</li> <li>• Strategizing to minimize land disturbance and preserve existing vegetation where feasible.</li> <li>• Implementing silt fences, sediment traps, and other measures to prevent sediment from entering water bodies.</li> </ul> <p><b>Minimizing Disturbances in Sensitive Areas:</b>  Recognizing the critical role of wetlands in climate change mitigation and their importance to the Haudenosaunee, our project prioritizes the preservation of these ecosystems by:</p>
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<p>importance for the Haudenosaunee. Impairment of these water bodies could be seen as an infringement on treaty rights.</p> <p>4. Erosion: Construction activity adjacent to water bodies could increase the risk of erosion, potentially altering the landscape and habitats in a manner that could affect the Haudenosaunee's traditional uses of the land and water.</p> <p>5. Climate Change Resilience: Wetlands often act as natural buffers against climate change impacts like flooding. Their impairment can lead to decreased environmental resilience, affecting lands that are traditionally important to the Haudenosaunee.</p> <p>6. Regulatory Gaps: Permits and regulations such as CVC's O. Reg. 160/06 may not fully account for the particular treaty rights and traditional practices of the Haudenosaunee.</p> <p>7. Fluvial Changes: Any alteration in the stream's flow and course could have long-term implications on aquatic habitats, impacting fish species that may be essential and/or sacred to the Haudenosaunee.</p> <p>8. Lack of Engagement: There is no mention of direct engagement or involvement of the Haudenosaunee Confederacy Chiefs Council or the Haudenosaunee Development Institute in the planning or assessment stages.</p> <p>10. Long-term Impact: Absence of a long-term Haudenosaunee monitoring and an adaptation plan to gauge the continuous impact on the watercourses and wetlands, which are crucial for sustaining the ecosystem and, by</p>	<ul style="list-style-type: none"> <li>• Conducting construction activities during low-flow periods to lessen the impact on watercourses.</li> <li>• Using construction methods that minimize soil disturbance and protect natural habitats near water bodies, as advised in the Fluvial Geomorphological Assessment.</li> <li>• Ensuring that culvert replacements or installations are designed to maintain or enhance aquatic habitat connectivity.</li> </ul> <p><b>Fluvial Geomorphological Assessment:</b> Following the detailed Fluvial Geomorphological Assessment, our project team will ensure that aquatic habitats are preserved, contributing to the overall environmental health of the project area. This includes:</p> <ul style="list-style-type: none"> <li>• Adhering to recommendations related to culvert replacements and channel modifications, ensuring they closely resemble existing geomorphic parameters.</li> <li>• Implementing proper pool/riffle sequences and considering the existing substrate in stone sizing to protect road embankments and culverts.</li> </ul> <p><b>Soil Disruption and Water Quality Monitoring:</b> The project will adhere to strict guidelines for soil management and water quality, with a continuous monitoring plan in place to:</p>
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	<p>extension, Haudenosaunee treaty rights.</p>	<ul style="list-style-type: none"> <li>• Promptly address any instances of soil disruption or water quality degradation.</li> <li>• Ensure compliance with MECP regulations and the Region's Climate Change Master Plan, which is reviewed every five years to align with emerging science and the impacts of climate change.</li> </ul> <p><b>Engagement and Continuous Improvement:</b> In closing this section, the Region reaffirms its commitment to ongoing dialogue and collaboration with Indigenous communities. Our approach to managing the environmental impacts on watercourses and wetlands is rooted in a desire for continuous improvement, informed by traditional knowledge and community feedback. While we strive to avoid repetition in our engagement discussions, we recognize the importance of these conversations in ensuring our actions align with the values and needs of the communities we serve.</p>
<p>6.</p>	<p style="text-align: center;"><b>Air Quality</b></p> <p><b>Potential Impact(s): Minimal impact to air quality, with overall GHG emissions being reduced in all areas except between Steeles Avenue and MLF where there is an increase of 6% in total GHG emissions due to the Project.</b></p> <p>Peel’s mitigation measures: Following best practices during construction as using equipment in good repair and machinery</p>	<p><b>Potential Impact: Air Quality</b></p> <p>The Region recognizes the importance of maintaining high air quality standards and acknowledges the concerns raised by Indigenous communities about the potential air quality implications of the Winston Churchill Boulevard Widening Project. In our efforts to address these</p>



<p>equipped with emission controls. The contractor will be required to limit and control dust during construction. Common dust suppression techniques to be employed during construction. No formal mitigation for air quality is required, as impacts expected to be isolated to a small timeframe (during construction period)</p> <p>Peel’s commitments to future work: N/A</p> <p>Analysis:</p> <ol style="list-style-type: none"> <li>1. Air Quality Degradation: Even minimal changes in air quality can have cascading effects on the ecosystems and natural resources that the Haudenosaunee rely on for sustenance, medicine, and traditional practices. Poor air quality can impact flora and fauna, thus indirectly affecting treaty rights to hunting, fishing, and gathering.</li> <li>2. Climate Change Acceleration: While the Region of Peel states an overall reduction in GHG emissions, the 6% increase in total GHG emissions between Steeles Avenue and MLF could contribute to accelerating climate change, impacting treaty lands and the species that inhabit them.</li> <li>3. Health Concerns: Air pollution can have direct and indirect health impacts on the local population. This can affect the Haudenosaunee's use of the land for traditional practices, such as gathering medicinal plants, which could be contaminated.</li> <li>4. Limited Mitigation Timeline: Peel’s mitigation measures are focused on the construction period. However, operational air quality impacts due to increased traffic flow post-construction were not addressed.</li> </ol>	<p>concerns, we are guided by the principles of environmental sustainability and respect for the natural and cultural significance of the project area.</p> <p><b>Climate Change and Air Quality Initiatives:</b> Our commitment to improving air quality and combating climate change is anchored in the Peel Climate Change Master Plan 2020-2030. This plan outlines our strategies to significantly reduce greenhouse gas (GHG) emissions, aiming for a 45% decrease by 2031 from 2010 levels. With a 29% reduction already achieved by 2016, our ongoing initiatives and sustainable practices are key to reaching our goals.</p> <p><b>Mitigation Strategies for the Winston Churchill Boulevard Project:</b> In response to the concerns highlighted by the Haudenosaunee Development Institute (HDI), the Region has developed comprehensive mitigation strategies to minimize potential air quality impacts during the construction phase. These include:</p> <p><b>Sustainable Construction Practices:</b> Utilizing low-emission construction equipment and vehicles, equipped with the latest emission control technologies, to minimize GHG emissions and particulate matter release.</p>
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<p>5. Lack of Long-term Commitment: There is no commitment to future work on air quality from Peel, which means ongoing or unforeseen impacts would not be proactively addressed.</p> <p>6. Lack of Engagement: Absence of significant direct engagement or involvement of the Haudenosaunee in air quality monitoring and mitigation efforts to date.</p> <p>7. Uncertainty and Risk: There is a risk that Peel's assumptions about minimal impact may not adequately consider cumulative effects or unexpected events (e.g., equipment malfunction leading to significant emissions).</p> <p>8. Operational Oversight: The lack of formal mitigation plans for air quality beyond construction indicates that ongoing operational impacts haven't been fully considered, which may have lasting consequences on treaty rights.</p> <p>9. Inadequate Monitoring: There is no provision for Haudenosaunee monitoring before, during, or after construction, which leaves gaps in understanding the project's true impact on treaty rights.</p> <p><b>Potential Impact(s): Roadside Vegetation Barriers</b></p> <p>Peel's mitigation measures: Consider roadside vegetation barriers close to Receptors 6 and 7.</p> <p>Peel's commitments to future work: The need for roadside vegetation barriers at R6 and R7 to be reviewed during detailed design.</p>	<p><b>Dust Suppression Techniques:</b> Applying water and other environmentally safe compounds to control dust generation at the construction site, ensuring minimal particulate matter dispersion into the surrounding environment.</p> <p><b>Promotion of Public Transit and Carpooling:</b> Encouraging the use of sustainable transportation options among our workforce to reduce the carbon footprint associated with the project.</p> <p><b>Continuous Air Quality Monitoring:</b> Implementing a robust air quality monitoring program to track the impact of construction activities, enabling timely adjustments to our practices as needed.</p> <p><b>Replanting and Ecosystem Services:</b> Our strategy includes replanting efforts focusing on native species of cultural significance to the Haudenosaunee. The proposed planting of trees, shrubs, and herbaceous materials contributes to air quality improvement as their leaves filter out dust and other particulates. These plants play a vital role in filtering dust, mitigating urban heat island effects, improving stormwater management, and contributing to the overall ecosystem services that benefit both the</p>
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<p>Analysis:</p> <ol style="list-style-type: none"> <li>1. Loss of Native Flora: Roadside vegetation barriers could potentially displace native plant species, which may be integral to Haudenosaunee cultural practices, traditional medicine, or food sources.</li> <li>2. Impact on Fauna: Changes in vegetation can also impact local fauna, affecting Haudenosaunee treaty rights related to hunting or gathering.</li> <li>3. Ecosystem Fragmentation: Roadside barriers could contribute to habitat fragmentation, creating isolated patches of ecosystems that could impact species vital for Haudenosaunee treaty rights.</li> <li>4. Invasive Species: The type of vegetation used in the barriers could introduce invasive species, which may outcompete native plants and have ripple effects on the local ecosystem.</li> <li>5. Water Flow Alteration: Vegetation barriers can alter local hydrology by changing surface runoff patterns. This can affect the health of water systems and, in turn, aquatic life, which is of concern to Haudenosaunee treaty rights, especially regarding fishing.</li> <li>6. Aesthetic and Spiritual Implications: The change in the natural landscape due to vegetation barriers can have implications on spiritual and cultural practices, which are integral to Haudenosaunee life and covered under treaty rights.</li> </ol>	<p>environment and the community.</p> <p><b>Engagement and Continuous Improvement:</b> The Region remains dedicated to ongoing engagement with Indigenous communities, ensuring that our projects align with our broader environmental goals while respecting the cultural and environmental values of the communities we serve. The Peel Climate Change Master Plan (<a href="https://www.peelregion.ca/climate-energy/pdf/Climate-Change-Plan.pdf">https://www.peelregion.ca/climate-energy/pdf/Climate-Change-Plan.pdf</a>.) is subject to systematic review every five years, adapting our strategies based on emerging science, climate change impacts, and community feedback.</p>
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	<p>7. Pollution Capture and Release: While vegetation barriers are often used to capture pollutants, they may also become saturated and serve as sources of pollutants over time, thereby negatively impacting treaty rights related to clean air, water, and land.</p> <p>8. Inadequate Monitoring: There is no provision for Haudenosaunee monitoring which leaves gaps in understanding the project's true impact on treaty rights.</p> <p>9. Lack of Engagement: The Haudenosaunee have not been engaged about the species selection for the vegetation barriers, which may impact treaty rights if the selected species are culturally or ecologically significant.</p>	
7.	<p style="text-align: center;"><b>Hydrogeological</b></p> <p><b>Potential Impact(s): Potential impact to groundwater and private wells</b></p> <p>Peel’s mitigation measures: Groundwater to be treated prior to direct discharge into surface water. Prepare well monitoring program for private wells identified consisting of measuring the groundwater level and testing groundwater quality at each well.</p> <p>Peel’s commitments to future work: N/A</p> <p>Analysis:</p> <p>1. Groundwater Contamination: Construction activities and the road itself could contaminate groundwater sources, impacting both the natural ecosystem and Haudenosaunee</p>	<p><b>Potential Impact: Hydrogeological</b></p> <p>In response to the valuable insights provided on the Winston Churchill Boulevard Hydrogeology Investigation Report, we are taking diligent steps to ensure our project aligns with best practices and previous findings. Understanding the soil and bedrock characteristics, notably their low permeability, indicates a reduced necessity for extensive groundwater control measures during construction. To further validate these conditions, the Region is committed to conducting detailed geotechnical investigations in the detailed design phase.</p> <p><b>Erosion Control and Water Quality:</b> A cornerstone</p>

<p>access to clean water, which is fundamental to treaty rights.</p> <p>2. <b>Impact on Aquifers:</b> Groundwater alterations could potentially affect aquifers that may be relied upon for Haudenosaunee ceremonial, agricultural, and/or domestic use, infringing on treaty rights.</p> <p>3. <b>Well Pollution:</b> Pollution of private wells may deprive the Haudenosaunee of a clean water source for consumption, traditional practices, or agricultural uses.</p> <p>4. <b>Water Table Changes:</b> Construction activities can lead to changes in the local water table that could affect surface water levels in nearby streams and rivers, thereby affecting aquatic life and Haudenosaunee treaty rights related to fishing.</p> <p>5. <b>Chemical Runoff:</b> Treated groundwater discharged into surface water can still contain chemical residues, negatively affecting aquatic ecosystems and Haudenosaunee treaty rights related to fishing and the collection of other aquatic resources.</p> <p>6. <b>Disruption of Traditional Practices:</b> Contaminated groundwater or altered water levels can impact cultural or religious sites or practices tied to specific water sources, which could infringe on Haudenosaunee treaty rights.</p> <p>7. <b>Limited Monitoring:</b> The well-monitoring program is specific to private wells identified but does not seem to be comprehensive, lacking provisions for Haudenosaunee monitoring.</p>	<p>of our construction strategy involves employing riprap and other erosion control measures to mitigate water runoff and prevent soil erosion effectively. Riprap, a layer of large stones used along shorelines, embankments, and other areas prone to erosion, acts as a physical barrier to dissipate energy from flowing water, thus minimizing erosion and sediment transport. This practice is complemented by tailored construction techniques that prioritize soil integrity and water quality.</p> <p><b>Chemical Hazard Mitigation:</b> Implementing stringent controls to prevent chemical seepage into the groundwater. This involves the careful storage and handling of construction materials, the use of containment systems for potentially hazardous chemicals, and adherence to industry standards and regulations to ensure any risk of contamination is effectively managed.</p> <p><b>Low-Impact Development (LID) Approaches:</b> Emphasizing the replication of predevelopment hydrologic conditions through strategies that infiltrate, filter, store, evaporate, and detain runoff close to its source. LID techniques are integrated into the urban environment, offering sustainable and efficient water management solutions without requiring extensive land use.</p>
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		<p><b>Source protection:</b> The Region places a high priority on water source protection, guided by comprehensive plans and guidelines to safeguard the areas surrounding municipal wells and surface water intake. In the context of the Winston Churchill Boulevard Hydrogeology Investigation, it's pertinent to highlight that the study area does not encompass any municipal wells. Despite this, the Region upholds a source protection plan to safeguard areas around municipal wells and surface water intakes from activities that could threaten water quality or quantity. This includes the delineation of vulnerable areas where specific activities might be restricted or require management to prevent water quality degradation.</p> <p><b>Private Wells:</b> For private wells within the project area, the responsibility of regular inspection and maintenance of private wells falls on property owners. This includes ensuring proper well caps are in place to prevent surface contamination. The Region emphasizes the importance and conducting water quality testing before and after construction activities.</p> <p><b>Water usage, management, and conservation during construction:</b> Our Road Design and Construction team is dedicated to ensuring compliance with the Ministry of the Environment,</p>
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		<p>Conservation, and Parks (MECP) regulations. This includes the accurate tracking and reporting of water takings for construction projects and municipal operations, adhering to the requirements of Permits to Take Water (PTTW) or Environmental Activity and Sector Registry (EASR) permits.</p> <p><b>Incorporating Feedback into Design:</b> During the detailed design phase, we will refine our measures to control siltation and runoff, ensuring these strategies are thoroughly integrated into the project's detailed design. This commitment underscores our approach to minimizing environmental impacts and safeguarding hydrological and ecological systems throughout construction and beyond. We value the ongoing dialogue with Indigenous communities, recognizing the importance of incorporating traditional knowledge into our hydrogeological management practices.</p>
<p><b>8.</b></p>	<p align="center"><b>Trans Canada Pipeline</b></p> <p><b>Potential Impact(s): Potential to impact the two high pressure natural gas pipelines that cross Winston Churchill Boulevard south of Highway 407.</b></p> <p>Peel's mitigation measures: Avoid storing fill and/or building materials on pipeline ROW. Limit paving to authorized crossing.</p>	<p><b>Potential Impact: Trans Canada Pipeline</b></p> <p>In addressing concerns regarding the project's proximity to the TransCanada pipeline, the Region is committed to implementing construction methods and protocols that preserve the pipeline's integrity. This includes strict measures to prevent the storage of materials on the pipeline right-of-way (ROW) and restrict paving to authorized crossings. As a key</p>

<p>Peel’s commitments to future work: Written approval from TransCanada to be received should grading affect ROW or drainage.</p> <p>Analysis:</p> <ol style="list-style-type: none"> <li>1. Pipeline Rupture or Leakage: Any activity that compromises the integrity of the high-pressure natural gas pipelines could result in a leak or rupture, which would have devastating environmental impacts. These impacts could affect the Haudenosaunee's ability to exercise their treaty rights, including hunting, fishing, and gathering.</li> <li>2. Soil and Water Contamination: In the event of a pipeline failure, the ensuing contamination could affect both the water and the land, thereby potentially infringing on Haudenosaunee treaty rights related to clean water and land use.</li> <li>3. Emergency Response and Long-term Remediation: Any issues with the pipeline could require an emergency response, which could disrupt local ecosystems and Haudenosaunee activities. The long-term remediation could further extend these disruptions.</li> <li>5. Written Approval Uncertainties: The requirement for written approval from TransCanada may not necessarily align with the interests and rights of the Haudenosaunee, potentially leaving their concerns unaddressed.</li> <li>6. Lack of Involvement in Decision-making: The Haudenosaunee haven’t been involved in the discussions with TransCanada regarding grading that affects the ROW or</li> </ol>	<p>element of our strategy, securing all necessary approvals from TransCanada is paramount, especially concerning construction activities that might impact the ROW or drainage systems. During the detailed design phase, our collaboration with stakeholders will intensify to refine and enhance mitigation strategies, ensuring the pipeline’s integrity is safeguarded and the environmental and cultural significance of the area is respected throughout our project.</p> <p><b>Mitigation Strategies and Construction Planning:</b> Our mitigation strategies have been meticulously designed to ensure the pipeline's integrity remains uncompromised. This includes a policy against storing materials on the pipeline's right-of-way (ROW) and limiting paving strictly to authorized crossings. We have engaged in detailed geotechnical assessments to prevent any ground movement that could potentially affect the pipeline.</p> <p><b>Construction Methodology Enhancements:</b> Emphasizing the adoption of Horizontal Directional Drilling (HDD) allows us to perform necessary crossings with minimal environmental footprint, ensuring no direct disturbance to the pipeline and surrounding habitats. This method aligns with our commitment to preserving the ecological and cultural integrity of the area.</p>
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drainage, which could lead to decisions that negatively impact their treaty rights.

8. Haudenosaunee Monitors: Without ongoing Haudenosaunee monitoring, unanticipated negative impacts may go unnoticed until they have caused irreparable harm.

\*The Trans Canada Pipeline is not a natural feature of the environment. However its proximity to the project and potential deleterious environmental impacts, especially if disturbed, merited its inclusion in this report.

**Regulatory Compliance and Safety Measures:** In alignment with TransCanada's (TC Energy) guidelines for construction near pipeline facilities, we are committed to the standards of safety and environmental protection. Our project plan adheres to the Canadian Energy Regulator (CER) guidelines, ensuring that all construction activities near the pipeline meet rigorous safety and environmental standards. Written consent from TransCanada is a prerequisite for any ground disturbance within 30 metres of the pipeline centreline, emphasizing our dedication to compliance and coordination.

**Environmental and Cultural Impact Mitigations:** Recognizing the potential impacts on sensitive habitats and species at risk, our project incorporates comprehensive sediment and erosion control measures to safeguard these areas during construction. Prior to the Construction, we will develop a safety and emergency response plan in close coordination with TransCanada and local authorities, prepared to address any incidents promptly.

**Engagement, Monitoring, and Indigenous Involvement:** As we transition to the detailed design phase of the Winston Churchill Boulevard Widening Project, the Region reaffirms its commitment to

		<p>environmental stewardship, meticulous regulatory compliance, and the safeguarding of cultural and spiritual values. Our comprehensive approach to managing the project's proximity to the TransCanada Pipeline—and indeed all aspects of this initiative—reflects our dedication to safety, minimizing environmental impacts, and engaging with all stakeholders transparently. We are especially committed to continuing our dialogue with Indigenous communities, ensuring that our detailed design phase respects the land and its people, upholding our shared values and responsibilities.</p>
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# Project Map



<b>Site Map</b>	<b>Figure 1</b>
Winston Churchill Blvd. Widening Class EA	
UTM Zone 17 N, NAD 83	
Project 214069 November, 2020	
0 500 1,000 2,000 Metres 	1:60,000

## Winston Churchill Boulevard Mitigation Measures - HDI Comments and Responses

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**Project Name:** Winston Churchill Boulevard Class Environmental Assessment Study

**Project Number:** 14-4380

**Date of HDI comments:** Q1 2024

**Date of Peel Region response:** September 2024

The Region of Peel acknowledges the valuable feedback provided by the Haudenosaunee Development Institute (HDI) regarding Native Plant Species Restoration. The Region of Peel is committed to mitigating the environmental impacts of the Winston Churchill Boulevard project by restoring disrupted natural habitats, with a focus on re-establishing native biodiversity that holds ecological and cultural significance to the Haudenosaunee. This plan aims to uphold both environmental sustainability and cultural heritage. The table below provides responses to HDI’s mitigation comments:

S/N	HDI Comment	Peel Region Response
1	<p><b>Treaty Land Cumulative Impacts Mitigation: Objective:</b></p> <p>The Treaty Land Cumulative Impacts Mitigation Measure aims to address and compensate for the broad environmental and cultural impacts of the Winston Churchill Boulevard project on Haudenosaunee Treaty land. By requiring the reservation of double the project area as mitigatory land, this measure seeks to ensure that land of equivalent ecological value and cultural significance is preserved for the Haudenosaunee, thereby supporting the continuity of their traditional practices, cultural heritage, and ecological stewardship. The compensatory payment recognizes the loss of access and utility of the land during the project's lifespan and aims to provide a tangible means of support for the Haudenosaunee</p>	<p><b>Response to Treaty Land Cumulative Impacts Mitigation</b></p> <p>Treaty infringement and compensation obligations fall under the responsibility of the Crown.</p> <p>The Region of Peel acknowledges the cultural and ecological significance of the Haudenosaunee lands. However, the authority to negotiate financial compensations or land reservations resides with the Crown.</p> <p>The Region of Peel remains committed to collaborating with the HDI to ensure transparency and to incorporate cultural and environmental considerations in project implementation.</p>

<p>Confederacy, facilitating their own environmental and cultural projects. This approach embodies a respect for the sovereignty of the Haudenosaunee and an acknowledgment of the historical and ongoing impacts of colonialism, aiming to foster a more equitable and respectful relationship between the Haudenosaunee and the Region of Peel.</p> <p><b>Strategy:</b></p> <p><u>1. Identification and Reservation of Mitigatory Land:</u></p> <ol style="list-style-type: none"><li>1. Collaborate with Haudenosaunee representatives to identify 91.54 acres of land within or adjacent to Haudenosaunee territories that can be reserved as compensatory habitat. This land should be ecologically equivalent or superior to the affected area and support traditional Haudenosaunee practices.</li><li>2. Officially designate this land for free and unrestricted Haudenosaunee Confederacy use in perpetuity, with legal protections to prevent future development or non-consensual use.</li></ol> <p><u>2. Compensatory Payment Setup:</u></p> <ol style="list-style-type: none"><li>1. Establish an annual compensatory payment of \$1,830,800 to the Haudenosaunee Development Institute, funded by the Region of Peel or the project proponent. This payment compensates for the 45.77 acres of land occupied by the project, calculated at \$40,000 per acre per year.</li><li>2. Create a dedicated fund managed by the Haudenosaunee Development Institute</li></ol>	
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	<p>or a designated Haudenosaunee body to receive these payments. The fund's use will be determined by the Haudenosaunee, potentially supporting ecological restoration, cultural preservation projects, or other community initiatives.</p> <p><u>3. Legal and Administrative Framework:</u></p> <p>1. Develop and sign a binding agreement between the Haudenosaunee and the Region of Peel outlining the specifics of the land reservation and compensatory payment, including mechanisms for dispute resolution and adjustments based on inflation or changes in land value.</p> <p><u>4. Communication and Transparency:</u></p> <p>1. Publicly announce the details of the mitigation measure to ensure transparency and build trust between the Haudenosaunee Confederacy, the Region of Peel, and the public.</p> <p>This strategy emphasizes respect for Haudenosaunee sovereignty, proactive compensation for environmental and cultural impacts, and the establishment of a collaborative framework for ongoing partnership and accountability.</p>	
2	<p><b>Haudenosaunee Treaty Rights Monitors: Objective:</b></p> <p>The inclusion of Haudenosaunee Treaty Rights Monitors as a mitigation measure aims to ensure that the environmental and Treaty rights of the Haudenosaunee are actively protected throughout the lifecycle</p>	<p><b>Response to Haudenosaunee Treaty Rights Monitors</b></p> <p>The Region of Peel is open to further discussion and agrees in principle to the inclusion of Haudenosaunee Treaty Rights Monitors and Field</p>

<p>of the Winston Churchill Boulevard project. By having monitors from the Haudenosaunee Development Institute (HDI) present on-site, the measure seeks to establish a direct line of oversight, communication, and intervention to address any potential violations of Treaty rights or environmental harm as they occur. This initiative is designed to foster a collaborative, transparent, and respectful approach to the project's execution, ensuring that all activities are conducted in a manner that is mindful of and responsive to the Haudenosaunee's sovereign rights and environmental stewardship principles. The presence of these monitors is also anticipated to facilitate the immediate resolution of concerns, enhancing mutual understanding and respect between the Haudenosaunee and the Region of Peel.</p> <p><b>Strategy:</b></p> <p><u>1. Selection and Training of Monitors:</u></p> <ul style="list-style-type: none"> <li>- Select individuals from the Haudenosaunee Confederacy, with knowledge of the natural environment, Treaty rights, and Haudenosaunee cultural practices, to serve as Treaty Rights Monitors.</li> </ul> <p><u>2. Establishment of Monitoring Protocols:</u></p> <ul style="list-style-type: none"> <li>- Develop a comprehensive monitoring protocol, outlining the responsibilities, rights, and procedures for the Treaty Rights Monitors. This should include access to all areas of the project site, communication protocols with project managers, and the authority to halt</li> </ul>	<p>Liaison Representatives (FLRs) for any subsequent environmental and archaeological fieldwork during the detailed design stage. This commitment aligns with the ongoing collaboration between Peel and the HDI as outlined in the existing agreement.</p> <p>As per the agreed template, the Region of Peel hereby enclose the agreement for engaging HDI during the detailed design stage of the project. This engagement ensures that HDI representatives will have access to the site to monitor compliance with environmental and Treaty rights protections, and their feedback will be integrated into the planning and execution of the project.</p>
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<p>activities if Treaty rights are being violated.</p> <p><u>3. Integration into Project Planning:</u></p> <ul style="list-style-type: none"><li>- Integrate the Treaty Rights Monitors into the project planning process, ensuring they have input into all phases of the project, from design to completion. This includes monitoring over in construction, mitigation planning, and review of project modifications.</li></ul> <p><u>4. Regular Reporting and Communication:</u></p> <ul style="list-style-type: none"><li>- Establish a regular reporting system for the Treaty Rights Monitors to document observations, potential impacts on Treaty rights and the environment, and compliance with mitigation measures. These reports should be shared with both the Haudenosaunee Development Institute and the Region of Peel.</li><li>- Set up regular meetings between Treaty Rights Monitors, HDI representatives, and project managers to discuss the progress of the project, address any concerns, and adapt plans as necessary.</li></ul> <p><u>5. Emergency Response and Conflict Resolution:</u></p> <ul style="list-style-type: none"><li>- Develop a clear procedure for the Treaty Rights Monitors to follow in the event of an emergency or if a significant threat to Treaty rights or the environment is identified. This should include steps for immediate escalation to project leaders and, if necessary, cessation of project activities.</li><li>- Implement a conflict resolution mechanism to address any disputes that</li></ul>	
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	<p>arise between the Treaty Rights Monitors and the project team, ensuring that concerns are addressed promptly and effectively.</p>	
<p><b>3</b></p>	<p><b>Digital Information System Development: Objective:</b></p> <p>The objective of developing a digital information system accessible to members of the Haudenosaunee nation is to foster transparency, accountability, and active participation in monitoring and protecting environmental and Treaty rights impacted by the Winston Churchill Boulevard project. By providing real-time land-use and water-use metrics, this system aims to empower the Haudenosaunee Confederacy with the information needed to make informed decisions, advocate for their rights effectively, and ensure that the project adheres to agreed-upon environmental standards and Treaty obligations. This initiative seeks to bridge the information gap between colonial entities and the Haudenosaunee, facilitating a more equitable and collaborative approach to land management and project oversight, while respecting the sovereignty and self-determination of the Haudenosaunee people.</p> <p><b>Strategy:</b></p> <p><u>1. System Design and Requirements Gathering:</u></p> <ul style="list-style-type: none"> <li>- Collaborate with Haudenosaunee</li> </ul>	<p><b>Response to Digital Information System Development</b></p> <p>This request is not applicable to the Winston Churchill Boulevard project. Any discussions regarding the development of a Digital Information System/Platform should be directed to the Region of Peel’s relevant departments, with oversight from the Legal team.</p> <p>The Region of Peel acknowledges the importance of transparency and real-time data sharing, but the implementation of such a system requires a detailed review of legal, data security, and technological aspects, which fall outside the current scope of this project.</p>

<p>representatives to identify key data and metrics that are most relevant to their environmental monitoring and Treaty rights protection needs.</p> <ul style="list-style-type: none"><li>- Define system requirements, including user-friendly interfaces, data security protocols, and accessibility features to ensure the system is usable by a wide range of Haudenosaunee Confederacy members.</li></ul> <p><u>2. Technology Partnership and Development:</u></p> <ul style="list-style-type: none"><li>- Partner with a technology firm with expertise in environmental data platforms and indigenous sovereignty considerations to design and develop the digital information system.</li><li>- Ensure the system is capable of integrating data from various sources, including government databases, environmental sensors, and community-reported observations.</li></ul> <p><u>3. Data Collection and Integration:</u></p> <ul style="list-style-type: none"><li>- Set up mechanisms for collecting real-time data on land and water use within and surrounding the project area, including the impact of construction activities, water quality metrics, and habitat changes.</li><li>- Integrate traditional ecological knowledge shared by the Haudenosaunee as part of the data framework, respecting and acknowledging indigenous ways of knowing and their contributions to environmental stewardship.</li></ul> <p><u>4. System Testing and Training:</u></p> <ul style="list-style-type: none"><li>- Conduct a pilot phase to test the</li></ul>	
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	<p>system's functionality and user experience with a group of Haudenosaunee Confederacy members and adjust the system based on their feedback.</p> <ul style="list-style-type: none"> <li>- Organize training sessions for the Haudenosaunee Confederacy to ensure they can effectively use the system to access information and report concerns.</li> </ul> <p>5. Launch and Ongoing Support:</p> <ul style="list-style-type: none"> <li>- Officially launch the digital information system, making it accessible to the Haudenosaunee Confederacy.</li> <li>- Provide ongoing technical support and system updates to ensure the platform remains effective, secure, and responsive to the community's needs.</li> </ul> <p><u>6. Monitoring and Evaluation:</u></p> <ul style="list-style-type: none"> <li>- Establish a monitoring and evaluation framework to assess the system's impact on enhancing transparency, participation, and protection of environmental and Treaty rights.</li> <li>- Regularly review and update the system based on evolving project impacts, community needs, and technological advancements.</li> </ul>	
<p>4</p>	<p><b>Enhanced Habitat Connectivity: Objective:</b></p> <p>The objective of the Enhanced Habitat Connectivity mitigation measure is to ensure the preservation and enhancement of ecological integrity within the Winston Churchill Boulevard project area, specifically addressing the needs of</p>	<p><b>Enhanced Habitat Connectivity Mitigation Response</b></p> <p>The Region of Peel recognizes the importance of maintaining habitat connectivity within the Winston Churchill Boulevard Widening Project area. While the project is located entirely within the existing right-of-way of a developed regional road, previous land use activities have</p>

<p>species at risk by maintaining and improving their ability to move freely between habitats. This measure aims to counteract the habitat fragmentation and disruption caused by the project, thereby supporting biodiversity, ecological resilience, and the continuation of traditional Haudenosaunee land use practices that are deeply connected to the health and availability of these species. By creating wildlife corridors, this initiative seeks to safeguard not only the physical environments necessary for wildlife survival but also the cultural, spiritual, and subsistence practices of the Haudenosaunee that are tied to these lands and their ecosystems.</p> <p><b>Strategy:</b></p> <p><u>1. Identify Key Areas for Connectivity:</u>  - Conduct a detailed ecological study, utilizing existing environmental assessments to identify critical areas where habitat connectivity is most needed to support species at risk and overall biodiversity.</p> <p><u>2. Design of Wildlife Corridors:</u>  - Design corridors that are wide enough to support the safe passage of wildlife, taking into consideration the needs of different species, including their size, habitat preferences, and movement patterns. Ensure these corridors connect fragmented habitats across the project area, linking larger natural areas and protected spaces.</p>	<p>altered the natural landscape. The Natural Environmental Report acknowledges that the area has been subject to extensive development and agricultural use, which limits the presence of significant wildlife corridors.</p> <p>Nevertheless, the Region of Peel is committed to addressing any localized ecological impacts that may arise. During the detailed design phase, appropriate mitigation measures will be incorporated to ensure compliance with environmental regulations and to minimize disruptions to the existing ecological functions.</p> <p><b>Key Commitments for Habitat Connectivity:</b></p> <p><u>1. Localized Wildlife Movements:</u> As outlined in the <i>Natural Environmental Report</i> (Section 4.6), the landscape within the study area, particularly near Levi Creek and Mullet Creek, is narrow and primarily supports the movement of small mammals and reptiles such as snakes. While large-scale wildlife corridors are not required, during the detailed design phase, the Region of Peel will ensure that localized connectivity for these species is maintained. Measures such as strategic fencing or minor vegetation management will be considered where necessary.</p> <p><u>2. Watercourse Crossings:</u> Consistent with the <i>Natural Environmental Report</i> findings, the Region of Peel will ensure that existing culverts and watercourse crossings, particularly at Levi Creek and Mullet Creek, continue to facilitate the passage of</p>
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<p><u>3. Incorporate Native Vegetation:</u></p> <ul style="list-style-type: none"> <li>- Plant native vegetation within these corridors to provide food, shelter, and breeding sites for wildlife, especially targeting the needs of species at risk. Selection of plant species should be done in consultation with Haudenosaunee ecologists to ensure cultural and ecological appropriateness.</li> </ul> <p><u>4. Install Crossing Structures Where Necessary:</u></p> <ul style="list-style-type: none"> <li>- Where corridors intersect with roads or other barriers, install wildlife crossing structures such as underpasses, overpasses, and culverts designed for the specific types of wildlife expected to use them. Ensure these structures are monitored and maintained.</li> </ul> <p><u>5. Engage with the Haudenosaunee Confederacy:</u></p> <ul style="list-style-type: none"> <li>- Engage with the Haudenosaunee Confederacy to gather input and feedback on the design and placement of wildlife corridors, ensuring that the project aligns with their environmental and cultural priorities.</li> </ul> <p><u>6. Monitor and Adapt the Corridors:</u></p> <ul style="list-style-type: none"> <li>- Establish a monitoring program to assess the effectiveness of the wildlife corridors and crossing structures, involving Haudenosaunee monitors in the observation and reporting process. Use the findings to make any necessary adjustments to the corridor design and management practices.</li> </ul>	<p>small mammals, amphibians, and fish species such as the Brook Stickleback. These measures will be incorporated into the detailed design phase to maintain the current function of these watercourse crossings without significant modification.</p> <p><u>3. Vegetation and Habitat Management:</u> The report emphasizes that the vegetation within the right-of-way is predominantly disturbed. During the detailed design phase, the Region of Peel will implement vegetation management strategies that align with the recommendations in the <i>Natural Environmental Report</i>. Where feasible, native species will be used in restoration efforts to improve localized ecological functions without the need for large-scale habitat restoration.</p> <p><u>4. Monitoring and Compliance:</u> The Region of Peel will establish a monitoring program during the detailed design phase to assess the effectiveness of any mitigation measures. This program will be proportionate to the scope of the project and will ensure compliance with all applicable regulations, including the protection of species at risk, such as Redside Dace.</p> <p>The Region of Peel remains committed to ongoing engagement with the HDI. During the detailed design phase, the Region of Peel will work closely with Haudenosaunee monitors to ensure that the project respects both ecological and cultural priorities. However, any commitments will be tailored to the disturbed nature of the project area</p>
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	<p><u>7. Educational and Awareness Programs:</u></p> <ul style="list-style-type: none"> <li>- Develop educational programs for the local community and project workers about the importance of wildlife corridors and how to minimize human impact on these critical areas, fostering a broader understanding and respect for the project's ecological objectives.</li> </ul> <p><u>8. Legal and Policy Support:</u></p> <ul style="list-style-type: none"> <li>- Work with local, regional, and national authorities to ensure the wildlife corridors receive legal protection, preventing future development that could compromise their effectiveness.</li> </ul>	<p>and will focus on localized impacts.</p>
<p><b>5</b></p>	<p><b>Native Plant Species Restoration Objective:</b></p> <p>The Native Plant Species Restoration mitigation measure is devised to rectify and replenish the natural habitats disrupted by the Winston Churchill Boulevard project, ensuring the re-establishment of native biodiversity that holds ecological, cultural, and spiritual significance for the Haudenosaunee. This restoration plan aims to reinstate native flora, thereby supporting a wide array of indigenous wildlife, enhancing ecosystem services, and preserving the cultural landscapes that are vital for the Haudenosaunee's traditional practices and spiritual beliefs. Through the strategic reintroduction of native plant species, this measure seeks not only to mitigate the project's environmental impacts but also to reaffirm the Haudenosaunee's stewardship over their</p>	<p><b>Preservation of Native Vegetation and Species at Risk</b></p> <p>The Region of Peel is committed to preserving native vegetation and mitigating any potential impacts on species at risk throughout the Winston Churchill Boulevard Widening Project. While the project is situated within a previously developed right-of-way, the Region of Peel recognizes the significance of native species to both the local ecosystem and the cultural practices of the Haudenosaunee.</p> <p><u>Replanting and Restoration Efforts:</u> Upon reviewing the species recommended for replanting and restoration purposes provided by HDI in the <i>Native Vegetation Guide Appendix 1</i>, Narrow-Leaved Cattail and Broad-Leaved Cattail are the only species currently growing on-site within the study limits. These species have been identified near the Mineral</p>

<p>lands, promoting resilience and sustainability in the face of ecological disturbances.</p> <p><b>Strategy:</b></p> <p><u>1. Utilize the Native Vegetation Guide Appendix:</u></p> <ul style="list-style-type: none"> <li>- Refer to the Native Vegetation Guide Appendix prepared by the Haudenosaunee Development Institute as the foundational document for selecting species for restoration, ensuring that the plant species chosen are indigenous to the area and hold significance for the Haudenosaunee.</li> </ul> <p><u>2. Site Assessment and Preparation:</u></p> <ul style="list-style-type: none"> <li>- Conduct thorough site assessments to identify specific areas within and surrounding the project site that require restoration, focusing on habitats most impacted by construction activities.</li> <li>- Prepare the selected sites for restoration, which may include soil preparation, removal of invasive species, and other preparatory work to create conducive conditions for native plant growth.</li> </ul> <p><u>3. Implementation of the Restoration Plan:</u></p> <ul style="list-style-type: none"> <li>- Begin planting native species according to seasonal guidelines to ensure optimal survival and growth rates. Include a mix of trees, shrubs, grasses, and aquatic plants to restore a diverse range of habitats.</li> <li>- Implement companion planting and other indigenous agricultural techniques recommended by Haudenosaunee ecologists to enhance the success of the</li> </ul>	<p>Shallow Marsh at the north end of the study area. If disturbances to these species occur during the project, the Region of Peel will assess and, where feasible, replant Cattail within the study area to maintain ecological balance.</p> <p>Additionally, during the detailed design phase, the Region of Peel will have a qualified arborist review the <i>Native Vegetation Guide</i> to assess the feasibility of planting additional species mentioned by HDI, ensuring that replanting strategies respect both ecological considerations and cultural significance.</p> <p><u>Butternut Trees and Species at Risk:</u> The Region of Peel has conducted a comprehensive tree inventory and health assessment, with special attention to Butternut trees, which are classified as a Species at Risk. Where Butternut trees may be impacted, the Region of Peel will adhere to mitigation measures in line with the Ministry of Natural Resources and Forestry guidelines. These measures include the possibility of replanting and habitat restoration, or compensation, where tree retention is not feasible. The input of Haudenosaunee monitors will be welcomed in reviewing these mitigation strategies during the detailed design phase, ensuring alignment with traditional knowledge and treaty rights.</p> <p><u>Mitigation for Other Species at Risk:</u> Although no Eastern Meadowlarks have been observed within or adjacent to the project area, the Region of Peel remains proactive in monitoring the site, particularly</p>
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<p>restoration.</p> <p><u>4. Monitoring and Maintenance:</u></p> <ul style="list-style-type: none"> <li>- Set up a long-term monitoring program to track the success of the restoration efforts, with regular check-ins and maintenance activities such as watering, supplemental planting, and invasive species removal.</li> <li>- Involve Haudenosaunee monitors in the monitoring process to provide continuous feedback and ensure the restoration aligns with the community's ecological and cultural expectations.</li> </ul> <p><u>5. Education and Community Engagement:</u></p> <ul style="list-style-type: none"> <li>- Organize community planting days and workshops to encourage active participation in the restoration process, strengthening community ties to the land and its restoration.</li> </ul> <p><u>6. Documentation and Reporting:</u></p> <ul style="list-style-type: none"> <li>- Document the restoration process, including species planted, areas restored, and progress over time. Share these reports with the Haudenosaunee Development Institute, project stakeholders, and the broader community to ensure transparency and accountability.</li> </ul>	<p>during the breeding season. If the presence of species like the Eastern Meadowlark is detected, the Region of Peel will ensure that mitigation measures are in place to avoid any disruption to their habitat. This includes adjustments to construction activities during critical breeding periods and habitat preservation where feasible.</p> <p><u>Vegetation Management and Erosion Control:</u></p> <p>In line with the <i>Natural Environmental Report</i> recommendations, the Region of Peel will implement comprehensive erosion and sediment control (ESC) measures throughout the construction phase. Exposed soils will be stabilized through revegetation using CVC-approved native seed mixes, ensuring that disturbed areas are managed responsibly and restored following project completion.</p> <p>ESC measures will be maintained until all work is complete, and soils are fully stabilized. Additionally, temporary fencing and sediment control barriers will be used to delineate work areas and protect adjacent vegetation from unintended disturbances during construction activities. Equipment operations will be limited to areas defined by the project scope to minimize further ecological impacts.</p> <p><u>Monitoring and Adjustments:</u></p> <p>During construction, onsite inspections will be conducted to verify the implementation of all agreed-upon mitigation measures. These inspections will also identify any necessary corrective actions,</p>
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		<p>which could include additional site maintenance or modifications to construction activities to minimize environmental impacts.</p> <p><u>Engagement with Haudenosaunee Monitors:</u> The Region of Peel remains fully committed to collaborating with Haudenosaunee monitors throughout the detailed design and implementation phases. This collaboration ensures that restoration and replanting efforts respect the ecological and cultural priorities of the Haudenosaunee.</p>
<p><b>6</b></p>	<p><b>Erosion and Sediment Control Enhancement:</b> <b>Objective:</b></p> <p>The objective of the Erosion and Sediment Control Enhancement mitigation measure is to significantly reduce the adverse impacts of erosion and sedimentation on watercourses and wetlands resulting from the construction and operational activities of the Winston Churchill Boulevard project. By implementing advanced erosion and sediment control measures, including the construction of sediment traps and the establishment of wetland buffers, this approach aims to protect these critical natural habitats from degradation, preserve water quality, and maintain the ecological integrity of areas that are of cultural and spiritual significance to the Haudenosaunee. This measure seeks not only to comply with environmental regulations but to exceed them, demonstrating a commitment to</p>	<p><b>Erosion and Sediment Control Enhancement – Regional Response</b></p> <p>The Region of Peel recognizes the importance of implementing robust erosion and sediment control measures to mitigate the impacts of construction activities associated with the Winston Churchill Boulevard project. These measures are designed to protect neighboring properties, watercourses, and wetlands, particularly areas of cultural and ecological significance to the Haudenosaunee. The Region of Peel’s approach adheres to best practices while incorporating feedback from HDI.</p> <p><b>Key Mitigation Strategies:</b></p> <p><u>1. Comprehensive Site Assessment:</u> A detailed assessment of the project site will be conducted to identify areas most susceptible to erosion and sedimentation, with a focus on protecting sensitive watercourses and wetlands. This assessment will guide the placement of control measures to</p>

<p>sustainable development practices that honor the treaty rights and environmental stewardship values of the Haudenosaunee.</p> <p><b>Strategy:</b></p> <p><u>1. Comprehensive Site Assessment:</u></p> <ul style="list-style-type: none"> <li>- Conduct a detailed assessment of the project site to identify areas most vulnerable to erosion and sedimentation, prioritizing protection measures for watercourses and wetlands that are critical to the Haudenosaunee and local ecosystems.</li> </ul> <p><u>2. Design and Construction of Sediment Traps:</u></p> <ul style="list-style-type: none"> <li>- Design sediment traps that are strategically located to capture sediment from runoff before it reaches water bodies. Ensure these traps are sized appropriately for the expected volume of runoff and sediment load, based on the site assessment.</li> <li>- Begin construction of sediment traps early in the project timeline to manage sediment from the outset of land-disturbing activities.</li> </ul> <p><u>3. Establishment of Wetland Buffers:</u></p> <ul style="list-style-type: none"> <li>- Define and establish buffer zones around wetlands and watercourses, using native vegetation to stabilize soil and filter out sediments and pollutants before they can enter these sensitive areas.</li> <li>- Select plant species for buffers in consultation with Haudenosaunee ecologists, prioritizing species that are native to the area, have high erosion</li> </ul>	<p>ensure the protection of these natural habitats and maintain water quality. Buffer zones and sediment control devices will be positioned strategically to prevent sediment from entering water bodies.</p> <p><u>2. Sediment Traps and Erosion Control Techniques:</u></p> <p>The Region of Peel will design and implement sediment traps and other erosion control measures, such as riprap, to capture sediment runoff and protect water quality. These measures will be established at the earliest stage of the construction timeline, ensuring that sediment management begins immediately with land-disturbing activities. Riprap, combined with advanced erosion control techniques such as erosion control blankets and bioengineering solutions, will be used to stabilize slopes and reduce the velocity of surface water runoff, preventing erosion.</p> <p><u>3. Establishment of Wetland Buffers:</u></p> <p>To further protect wetlands, buffer zones will be established around watercourses and wetlands. Native vegetation will be used within these buffers to stabilize the soil and filter sediments before they can enter sensitive areas. In consultation with Haudenosaunee ecologists, plant species with high erosion control effectiveness will be prioritized, ensuring both ecological and cultural considerations are respected.</p> <p><u>4. Regular Monitoring and Inspections:</u></p> <p>Erosion and sediment control measures will undergo regular inspections throughout the</p>
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<p>control effectiveness, and hold cultural significance.</p> <p><u>4. Implementation of Advanced Erosion Control Techniques:</u></p> <ul style="list-style-type: none"> <li>- Employ advanced erosion control techniques such as coir logs, erosion control blankets, and bioengineering solutions that utilize living plants to stabilize soil on slopes and along water bodies.</li> <li>- Integrate traditional Haudenosaunee knowledge of land stewardship into the erosion control plan where applicable.</li> </ul> <p><u>5. Training and Awareness for Construction Crews:</u></p> <ul style="list-style-type: none"> <li>- Provide comprehensive training for all construction personnel on the importance of erosion and sediment control measures, including instruction on how to properly install, maintain, and monitor these measures.</li> <li>- Emphasize the cultural and environmental significance of the project area to the Haudenosaunee, fostering a sense of responsibility and stewardship among the project team.</li> </ul> <p><u>6. Monitoring and Adaptive Management:</u></p> <ul style="list-style-type: none"> <li>- Establish a rigorous monitoring program to assess the effectiveness of erosion and sediment control measures throughout the construction phase and beyond, involving Haudenosaunee monitors in the process.</li> <li>- Be prepared to adapt and enhance control measures as needed based on monitoring data and feedback from the</li> </ul>	<p>construction phase. These inspections will occur weekly, after each significant rainfall or snowmelt event, and daily during periods of prolonged precipitation. Any damaged control measures will be repaired or replaced within 48 hours of inspection to ensure the continuous effectiveness of the mitigation strategies.</p> <p><u>5. Adaptive Management and Haudenosaunee Involvement:</u> The Region of Peel is committed to adaptive management based on ongoing monitoring results. Should any issues arise, additional erosion control measures will be implemented as necessary. Haudenosaunee monitors will be invited to participate in the monitoring process, ensuring that the mitigation measures align with both environmental and cultural expectations. This collaboration will help ensure that the Region of Peel meets its environmental protection goals while respecting Haudenosaunee stewardship values.</p> <p><u>6. Continuity Through Detailed Design:</u> As the environmental study report phase concludes, the Region of Peel remains committed to ensuring that any necessary refinements or additional mitigation measures are carried forward into the detailed design phase. The Region of Peel will continue to engage with the HDI during this phase to ensure that all erosion and sediment control strategies remain aligned with both environmental standards and cultural considerations.</p>
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	<p>Haudenosaunee and environmental experts.</p>	
<p>7</p>	<p><b>Installation of Species-Specific Protective Measures:</b></p> <p><b>Objective:</b></p> <p>The objective of installing species-specific protective measures, such as nesting platforms and shelter structures, for species at risk like the Barn Swallow and Bobolink, is to directly address the habitat disruption and potential loss caused by the Winston Churchill Boulevard project. This mitigation measure aims to provide immediate, sustainable habitats for these at-risk species, ensuring their survival and propagation during and after the construction activities. By strategically placing these protective structures within and surrounding the project area, the initiative seeks to mitigate environmental impacts, preserve biodiversity, and uphold the Haudenosaunee's deep-rooted connection to these species and their land. This action is designed to offer a proactive solution that respects the ecological and cultural significance of the area's native wildlife, contributing to the conservation efforts without requiring extensive input or resources from the Haudenosaunee, acknowledging the historical and ongoing challenges of colonialism.</p> <p><b>Strategy:</b></p> <p><u>1. Identification of Key Species and Habitat Needs:</u></p> <ul style="list-style-type: none"> <li>- Collaborate with local wildlife experts and refer to environmental assessments to</li> </ul>	<p><b>Installation of Species-Specific Protective Measures – Regional Response</b></p> <p>The Region of Peel recognizes the importance of protecting species at risk, such as the Barn Swallow and Bobolink, during the Winston Churchill Boulevard widening project. The Region of Peel is committed to mitigating any potential habitat impacts for these species, informed by field assessments, ecological data, and ongoing engagement with the HDI to ensure culturally appropriate measures are implemented.</p> <p><b>Key Species Considerations:</b></p> <p><u>1. Barn Swallow Presence:</u> Our assessments indicate that while Barn Swallows were observed foraging near the project area, no nesting sites were found within the construction limits. The species' nesting preferences for human-made structures (such as barns and culverts) suggest that suitable habitat for this species is not present within the study limits. As such, no immediate action is required; however, the Region of Peel will remain vigilant. Should Barn Swallow nests be identified during construction, the Region of Peel will consult with the HDI and MECP to implement any necessary protective measures, such as artificial nesting platforms, where feasible.</p> <p><u>2. Bobolink Habitat:</u> Field surveys indicate that Bobolink,</p>

<p>identify species at risk and their specific habitat needs, focusing on those confirmed or likely present in the project area, such as the Barn Swallow and Bobolink.</p> <p><u>2. Design and Construction of Protective Structures:</u></p> <ul style="list-style-type: none"> <li>- Design nesting platforms and shelter structures that cater to the specific needs of identified species, ensuring they are suitable for the species breeding, feeding, and sheltering habits.</li> <li>- Construct these structures using materials that are durable, environmentally friendly, and non-intrusive to the natural landscape.</li> </ul> <p><u>3. Strategic Placement of Structures:</u></p> <ul style="list-style-type: none"> <li>- Determine the optimal locations for these structures by analyzing the species' current habitat distributions, movement patterns, and areas most affected by the project.</li> <li>- Ensure placements do not inadvertently lead to negative ecological impacts or disrupt other wildlife.</li> </ul> <p><u>4. Collaboration with Conservation Organizations:</u></p> <ul style="list-style-type: none"> <li>- Partner with local conservation organizations and bird sanctuaries to leverage their expertise in habitat creation and species protection, enhancing the effectiveness of the installed measures.</li> </ul> <p><u>5. Monitoring and Maintenance Program:</u></p> <ul style="list-style-type: none"> <li>- Establish a monitoring program to observe the usage of these structures by</li> </ul>	<p>though identified within adjacent agricultural fields, do not currently have confirmed nesting areas within the project site itself. The dynamic nature of agricultural land use necessitates continued vigilance. During the construction phase, vegetation clearing will be conducted outside the Bobolink breeding season (mid-April to late July). If changes in habitat conditions are observed prior to construction, the Region of Peel will work with qualified ecologists to ensure no active nests are impacted and will explore the feasibility of installing protective structures or alternative habitats if needed.</p> <p><b>Species-Specific Mitigation Measures:</b></p> <p><u>1. Design of Protective Structures:</u> In the event that species-specific protective measures are required, during the detailed design phase, these will be designed to accommodate the specific needs of species at risk. This includes the potential installation of nesting platforms for Barn Swallows or shelter structures for Bobolinks. These structures will be tailored to the species' shelter, feeding, and breeding habits, with a focus on ensuring durability and ecological appropriateness.</p> <p><u>2. Strategic Placement and Design:</u> The placement of any protective structures will take into account existing habitat patterns and movement corridors to minimize ecological disruption. The Region of Peel will coordinate with HDI and refer to environmental assessments to ensure that the placement of these</p>
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<p>the target species, assess their impact on species conservation, and identify any necessary adjustments or maintenance.</p> <ul style="list-style-type: none"> <li>- Involve Haudenosaunee monitors in this program to ensure the measures align with environmental and cultural expectations.</li> </ul> <p><u>6. Report and Feedback Loop:</u></p> <ul style="list-style-type: none"> <li>- Compile annual reports detailing the effectiveness of the protective measures, including data on species usage, breeding success rates, and any observed ecological impacts.</li> <li>- Create a feedback loop with the Haudenosaunee Development Institute, conservation partners, and project stakeholders to continuously improve the protective measures based on the findings.</li> </ul>	<p>structures does not inadvertently interfere with other species or ecosystems.</p> <p><u>Commitment to Continuous Monitoring and Adaptation:</u> While the current findings suggest that species impacts are minimal, the Region of Peel is committed to ongoing monitoring during and after construction. This includes ecological sweeps during construction activities to identify any new nests or wildlife activity. The Region of Peel will continue to consult with the MECP and Indigenous monitors to ensure that all mitigation measures are effectively implemented, and any corrective actions are taken as necessary.</p> <p>Additionally, the Region of Peel will collaborate with stakeholders to review and report on the success of any installed protective measures, adapting the approach as needed based on the outcomes of these monitoring efforts.</p> <p><u>Engagement and Feedback:</u> The Region of Peel is committed to engaging with the HDI and the Haudenosaunee Confederacy during the detailed design phase of the project. As the environmental study report is nearing completion, any future collaboration will focus on ensuring that species-specific protective measures are integrated appropriately during the detailed design. The Region of Peel welcomes HDI's input during this phase to ensure alignment with Haudenosaunee environmental and cultural priorities.</p>
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## Appendix 1: Native Vegetation

In what is now called the Peel Region of Ontario, several native plant species are integral to local ecosystems and could be beneficial for planting. These species are adapted to the local climate and soil conditions and support local wildlife, including pollinators. Here are some native species suitable for the area:

### 1. Trees:

- Sugar Maple (*Acer saccharum*): Known for its vibrant fall colors and important for wildlife.
- Eastern White Pine (*Pinus strobus*): A large pine that provides habitat for birds and other wildlife.
- Red Oak (*Quercus rubra*): A large tree with valuable wood and acorns that support wildlife.

### 2. Shrubs:

- Serviceberry (*Amelanchier spp.*): Produces edible berries and offers beautiful spring blossoms.
- Red Osier Dogwood (*Cornus sericea*): Known for its red bark and is a valuable habitat for wildlife.
- Witch Hazel (*Hamamelis virginiana*): A unique shrub that blooms in late fall.

### 3. Wildflowers and Grasses:

- Black-eyed Susan (*Rudbeckia hirta*): A hardy, sun-loving wildflower that attracts pollinators.
- Big Bluestem (*Andropogon gerardii*): A tallgrass prairie native, excellent for soil conservation.
- Butterfly Milkweed (*Asclepias tuberosa*): Crucial for monarch butterflies and other pollinators.

### 4. Wetland Plants:

- Blue Flag Iris (*Iris versicolor*): A beautiful and hardy plant for wet areas.
- Cattail (*Typha spp.*): Common in wetlands and provides habitat and food for wildlife.
- Joe-Pye Weed (*Eutrochium purpureum*): Attracts butterflies and bees, and thrives in moist conditions.

### 5. Groundcovers:

- Wild Strawberry (*Fragaria virginiana*): Provides ground cover and produces small, edible fruits.

- Canada Anemone (*Anemone canadensis*): A fast-spreading plant ideal for covering large areas.
- Bearberry (*Arctostaphylos uva-ursi*): A low-growing evergreen that's good for erosion control.

When selecting plants for restoration or landscaping projects, it's important to consider the specific conditions of the site, such as soil type, sunlight, and moisture levels. Additionally, using native plants can help maintain the ecological integrity of the area, support native wildlife, and reduce the need for fertilizers and pesticides.