

Kennedy Road Sanitary Trunk Sewer Project

Summary of Public Information Centre #1

Schedule C Class Environmental Assessment

Public consultation is a key element to the success of any Municipal Class Environmental Assessment (Class EA) study. Public Information Centres (PICs) are typically used in Class EA studies as a consultation tool, to provide a platform for information exchange between interested stakeholders and the project team.

PIC #1 Purpose and Notifications

The purpose of PIC #1 was to introduce the project, present the problem/opportunity statement and preliminary assessment results, the next steps in the study, and gather public feedback on the information presented. PIC #1 was held in two formats, one virtual on December 4 and one In-Person.

The in-person PIC was held at the Paul Palleschi Recreation Centre: 30 Loafers Lake Lane (off of Sandalwood Parkway, west of Kennedy Road) on Thursday, January 28, 2025. The team hosted a dedicated session for Developers from 3:00p.m. – 5:00p.m., and a session for the general public from 6:00 p.m. to 8:00 p.m.

Notification of the Virtual PIC was made through issuance of the “Notice of Study Commencement and Public Information Centre #1”, notification of the in-person event was made through issuance of “Notice of in-person Public Information Centre 1 – January 28, 2025”. The notices were also shared on social media and in the local newspaper.

Copies of the notice and stakeholder letters were mailed and/or emailed to those on the project mailing list, including review agencies, Indigenous communities, and residents.

Format and Information Material

The virtual event consisted of a narrated video published on December 4, 2024 on the project website which included the presentation slides available for download. Interested groups were encouraged to email the project team with any questions or concerns they may have.

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The format of the In-Person PIC #1 hosted on January 28, 2025 was a drop-in centre with display panels and large scale aerial roll plans of short-listed routes to facilitate discussions. Project team members including Peel Staff and members from the consultant team, AECOM, were available to speak one-on-one with the public. The public meeting information material as well as a copy of the notice was posted on the Region's webpage in advance of the meeting:

<https://peelregion.ca/construction/environmental-assessments/kennedy-road-sanitary-trunk-sewer-project>

Finally, an online survey was available between December 4, 2024 to February 14, 2025 to collect feedback on the project.

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Comments and Questions

The narrated video had 74 views as of February 25, 2025.

Twelve attendees participated in the in-person PIC meeting event (excluding the Project Team members). One (1) Comment Sheet was completed at the event and left in the comment box. Additional comments, also from residents, were received following the PIC via email.

Table 1 summarizes the comments received from the attendees and the responses provided by the Project Team.

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Table 1: Summary of PIC #1 Comments and Responses

Date/Form of Contact	Comments/Questions	Responses
2025-Jan-23 Email	Inquired about the configuration of the study area in relation to the 2051 urban boundary.	<p>On January 27, 2024, Project Team responded via phone call. The study area is based on the 2051 design period for the Region's Water/Wastewater Master Plan which includes the projected Urban boundary to 2051.</p> <p>Further in the phone conversation the Region also noted that Environmental Assessments would be required if property is needed or if there are creek crossings.</p>
Jan 28, 2025 At PIC #1	Inquired whether the team was considering a pumping station near Kennedy Road and Conservation Drive and was concerned about the noise from the pumping station.	The Project Team confirmed that no pumping station is being considered as part of the project. All project works are underground and gravity-based and any construction-related noise impacts will be temporary.
Jan 28, 2025 At PIC #1	An attendee at the PIC inquired about the 2025 Development Charges (DC) water and wastewater maps and asked if the project team could share the Kennedy Road sewer drainage area map.	The drainage area mapping and 2025 DC water and wastewater maps were sent to the commenter on March 11, 2025.

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Date/Form of Contact	Comments/Questions	Responses
<p>Jan 28, 2025</p> <p>At PIC #1 & Emailed Jan 29, 2025</p>	<p>An attendee had some concerns following the PIC:</p> <ul style="list-style-type: none"> • The trunk should be aligned under Hurontario. My understanding is that Caledon will be requesting that Hurontario (between Old School or perhaps future 413 Connection and Mayfield be downloaded to the Town and downgraded to a kings highway at the very least to allow for connectivity over to Kennedy Rd at Dougal. As such you should have an easier time securing access and constructing the sewer underneath Hurontario. I believe this alignment further provides a more cost-effective (shorter) length of sewer. • We do not believe the McLaughlin or OBR alignments are required for our purposes. Our outlet is ultimately at Mayfield and Edenbrook. We will be tying into the sanitary trunk stub left at McLaughlin and Lipa. From there we will be constructing a gravity sewer, 	<p>We acknowledge your preference for aligning the trunk sewer under Hurontario Street and your rationale regarding potential road jurisdiction changes, improved connectivity, and cost-effectiveness. As part of the MCEA process, we are assessing multiple routing options, including feasibility, constructability, and long-term servicing needs. As part of our long-list and short-listed route evaluation, Hurontario Street corridor from Steeles Avenue to Old School Road was removed from consideration due to complicated Highway 410 trenchless crossing including difficult and lengthy MTO permitting, significant underground utilities, in addition to impacts to road network with high traffic volumes.</p> <p>Your input regarding the future Kennedy trunk and its potential to service the east portion of your lands will be considered in our evaluation.</p> <p>Regarding the McLaughlin and OBR alignments, we understand your concerns related to redundancy, road closures, and construction impacts on future homeowners. These factors, along with technical and environmental considerations, will be reviewed as we refine the preferred alignment. We also like to note the proposed construction method will be trenchless (micro-</p>

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	<p>forcemain, SPS to service the lands up to Old School. All DC items. Our east portion of the lands (east of Etobicoke creek and west of Hurontario) could drain to the future Kennedy trunk if it were located under Hurontario. The McLaughlin alignment would therefore be redundant. It would further be problematic from a road closure perspective.</p> <ul style="list-style-type: none"> • The OBR is definitely the least preferred of the alignments. We own lands on either side of the 20m wide OBR corridor and have concerns with the future deep construction methods and timing. Our future Homeowners would be living there by the time the trunk is constructed in this area - if alignment is selected). • The 413 / Energy / Transportation corridors should be included and considered in this design. Apparently, they will be initiating early works. I 	<p>tunnelling) on either McLaughlin and OBR routes, and for the most part won't impact residents along the sewer alignment, with the exception of the shaft compounds. The preliminary preferred sanitary trunk sewer route including the proposed shaft compounds will be presented at the PIC #2 in late Spring. Additionally, we acknowledge the importance of integrating planned infrastructure projects such as the Highway 413, Energy, and Transportation corridors into our design process. We will coordinate with the relevant authorities to incorporate any available information on early works and project timelines.</p> <p>Your feedback is valuable, and we encourage ongoing engagement as we progress through the planning and design phases.</p> <p>Please feel free to reach out if you have any additional comments or require further discussion. We will be happy to meet with you ahead of the PIC #2 in April when we have more information to share.</p>

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	believe the ramp at Bovaird and Hurontario is slated for later this year.	
Jan 28, 2025 Email x 2	Attendee noted that they are building a temporary pumping station (PS) and inquired if the trunk sewer was deep enough to service the PS	The project team confirmed in both cases that the sewer would be deep enough to capture flows from the development area including the temporary PS.
Jan 28, 2025 At PIC #1	Asked if the sewer on Old School Road is deep enough to service their development. As part of their development, Orlando is willing to build a pumping station east of Hurontario. They also wanted to make sure that Zone 7 infrastructure is in place to service their development. Developer suggested McLaughlin Road be chosen as the preferred route.	The sanitary trunk sewer will be deep enough to capture ultimate flows from the development area including the temporary pumping station. As presented at the PIC, the McLaughlin Road alignment will be considered as part of the short-list route evaluation, the result of which will be presented at PIC #2.
Feb 6, 2025 Email	Noted that they are currently working with the Town of Caledon to advance the proposed Employment Area Secondary Plan for the lands on both sides of Hurontario St., north of the highway 413 corridor, up to King Street. These lands were brought into the Regions	The Kennedy Road STS project will provide a sewage outlet for development in the Town of Caledon including the Hurontario Employment Secondary Plan Area. Details of expansion of the sewage system in Caledon is being

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	<p>Settlement Area by way of the 2022 Region of Peel Official Plan</p> <p>The location of the North Sanitary Trunk Sewer Connection at Hurontario St. and old School Rd. is outside of the proposed Secondary Plan Area and requires the extension of additional sanitary sewers to service the proposed Employment Area. The extension of these services will need to cross the highway 413 corridor and either cross, run through or run adjacent to other natural areas such as valleys and stream corridors. In this regard, we wish to request the Region's confirmation whether the alignment and preliminary design of the external sewers can be undertaken as part of a typical privately led planning application process (i.e., Draft Plan of Subdivision Application) or whether the external sewers would be subject to a MCEA, particularly if the alignment is adjacent to a watercourse or crosses Hwy. 413.</p>	<p>considered by the Region who has retained a consultant to do this work.</p> <p>Given the aggressive timeline to complete the Kennedy Road STS EA (Fall 2025), the current EA study area as shown and subsequent technical review cannot be expanded to include the two new subtrunk sewers which would require additional analysis and investigations, in addition to full documentation to meet the requirements of the Class EA. We note that your developments are located north of the future Hwy 413 on both the east and west sides of Hwy 10. We are assuming that your engineering design will be able to convey flows to the new subtrunk sewer which would ultimately convey flows to Old School Road which is the Kennedy Road STS connection point. Assuming all works for the subtrunk sewer will be installed within the ROW the need for a Schedule B Class EA will not be triggered. We note that any water crossings within block plans would be approved through the Plan of Subdivision Process with TRCA permit approvals at the design stage.</p> <p>We are also monitoring the Province's Environmental Assessment Modernization proposal that would revoke the current 2023 Municipal Class Environmental</p>

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		<p>Assessment MCEA) and replace it with a streamlined Municipal Project Assessment Process where only certain municipal infrastructure planning projects (i.e., not water or wastewater linear infrastructure projects as currently listed in the Municipal Engineers Association Municipal Class Environmental Assessment) would continue to be subject to the Environmental Assessment Act. As the new regulation is yet to be approved (may be approved sometime this year) the Region will confirm MCEA requirements at the sub trunk sewer engineering design stage.</p>
<p>Feb 6, 2025 Email</p>	<p>We understand that the Kennedy Rd. Sanitary Trunk Sewer Project is intended to expedite the construction of essential water and wastewater infrastructure to meet existing needs and future growth within and beyond the MCEA Study Area. However, the current configuration of the Study Area falls short in planning for the infrastructure needs of the proposed Hurontario Employment Secondary Plan.</p> <p>While we recognize the location of the North Sanitary Trunk Sewer Connection at</p>	<p>The Kennedy Road STS project will provide a sewage outlet for development in the Town of Caledon. Details of expansion of the sewage system in Caledon is being considered by the Region who has retained a consultant to do this work.</p> <p>Given the aggressive timeline to complete the Kennedy Road STS EA (Fall 2025), the current EA study area as shown and subsequent technical review cannot be expanded to include the two new subtrunk sewers which would require additional analysis and investigations, in addition to full documentation to meet the requirements of the Class EA. We note that your developments are</p>

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	<p>Hurontario Street and Old School Road is intended to accommodate future wastewater from the proposed Secondary Plan Area, extensions of the wastewater infrastructure from this termination point will be required in order to service the Secondary Plan. These extensions will need to cross watercourses, the Highway 413 corridor, and potentially, other infrastructure and natural heritage systems and features. Without knowing that these types of crossings can be avoided, there exists the strong possibility that additional Municipal Class Environmental Assessments will be required.</p> <p>To avoid the need for additional MCEA's for the extension of the wastewater services to within the Secondary Plan Area, we formally request the Region expand the current MCEA Study Area boundary to include the proposed Hurontario Employment Secondary Plan Area and to plan for the extension of appropriate wastewater services up to the north boundary of the Secondary Plan Area, King Street. The Integration of this area into the current Study</p>	<p>located north of the future Hwy 413 on both the east and west sides of Hwy 10. We are assuming that your engineering design will be able to convey flows to the new subtrunk sewer which would ultimately convey flows to Old School Road which is the Kennedy Road STS connection point. Assuming all works for the subtrunk sewer will be installed within the ROW the need for a Schedule B Class EA will not be triggered. We note that any water crossings within block plans would be approved through the Plan of Subdivision Process with TRCA permit approvals at the design stage.</p> <p>We are also monitoring the Province's Environmental Assessment Modernization proposal that would revoke the current 2023 Municipal Class Environmental Assessment MCEA) and replace it with a streamlined Municipal Project Assessment Process where only certain municipal infrastructure planning projects (i.e., not water or wastewater linear infrastructure projects as currently listed in the Municipal Engineers Association Municipal Class Environmental Assessment) would continue to be subject to the Environmental Assessment Act. As the new regulation is yet to be approved (may be approved sometime this year) the Region will confirm MCEA</p>

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	Eliminates the possibility of having to undertake additional environmental assessments, avoids additional costs and the need for more municipal resources.	requirements at the sub trunk sewer engineering design stage.
Feb 13, 2025 Email	<p>Noted that they are working with the Hurontario Employment Secondary Plan Area Landowner Group on the Hurontario Employment area which is bound by King Street to the north, the Greenbelt Plan Area to the east, the proposed Highway 413 corridor to the south, and McLaughlin Road to the west in the Town of Caledon.</p> <p>To ensure that wastewater infrastructure needs for the Hurontario Employment Secondary Plan area are considered in the planning of the Kennedy Road Sanitary Trunk Sewer, we request that the study area be expanded northward to King Street in the Town of Caledon.</p> <p>At the PIC, two short-listed routes for the northern segment of the sewer were presented, both extending north to Old</p>	<p>The Kennedy Road STS project will provide a sewage outlet for development in the Town of Caledon. Details of expansion of the sewage system in Caledon is being considered by the Region who has retained a consultant to do this work.</p> <p>Given the aggressive timeline to complete the Kennedy Road STS EA (Fall 2025), the current EA study area as shown and subsequent technical review cannot be expanded to include the two new subtrunk sewers which would require additional analysis and investigations, in addition to full documentation to meet the requirements of the Class EA.</p> <p>We note that your developments are located north of the future Hwy 413 on both the east and west sides of Hwy 10. We will confirm the STS obvert elevations as requested as soon as possible in the design process. The intent is to have the STS lower than the required obvert elevation to provide servicing to the Secondary Plan area.</p>

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	<p>School Road. The Secondary Plan area, located north of Highway 413 will require future wastewater infrastructure that must cross the highway corridor, necessitating an EA. To prevent duplication of EA efforts, we request that the project study area be extended beyond Highway 413 to allow early engagement with MTO to account for the Kennedy Road STS in their highway design and potentially include a pre-installed liner, reducing future construction impacts.</p> <p>Our preliminary analysis indicates that for the Kennedy Road STS to effectively service the Secondary Plan area, it should have a maximum obvert elevation of 253m at Hurontario Street and Old School Road. Additionally, at the crossing under the branch of Etobicoke Creek just south of 12615 McLaughlin Road, the maximum obvert elevation should be 238m.</p>	<p>Assuming all works for the subtrunk sewer will be installed within the ROW the need for a Schedule B Class EA will not be triggered. We note that any water crossings within block plans would be approved through the Plan of Subdivision Process with TRCA permit approvals at the design stage.</p> <p>We are also monitoring the Province's Environmental Assessment Modernization proposal that would revoke the current 2023 Municipal Class Environmental Assessment (MCEA) and replace it with a streamlined Municipal Project Assessment Process where only certain municipal infrastructure planning projects (i.e., not water or wastewater linear infrastructure projects as currently listed in the Municipal Engineers Association Municipal Class Environmental Assessment) would continue to be subject to the Environmental Assessment Act. As the new regulation is yet to be approved (may be approved sometime this year) the Region will confirm MCEA requirements at the sub trunk sewer engineering design stage.</p>

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Online Survey Results

The online survey was completed by 11 individuals. The survey gauged the level of understanding participants had about the project, the evaluation criteria that will be used, and alternative routes.

Project Understanding

The survey results indicated that 54% of participants were somewhat to extremely aware of the accelerated water and wastewater program, and respondents generally understood the need for the project.

Evaluation Criteria

With regard to short-list routing evaluation criteria, participants indicated the most important criteria was cost. The full list (ranked from most important to least important) consists of:

1. Cost
2. Property requirements
3. Natural environment
4. Technical
5. Socioeconomic
6. Cultural heritage and archaeology

Participants also indicated that timing, depth of materials buried, and infrastructure locations should also be included in the evaluation.

Alternative Routes (posted on PIC 1 presentation display boards: [Kennedy Road Sanitary Trunk Sewer Project - Public Information Centre #1 - December 4, 2024](#))

South short-listed routes (refer to above link) include:

- Route S1: Kennedy Road including Bovaird Drive Route has an approximate length of 9.5 km
- Route S2: Kennedy Road including Vodden Street and Orangeville Brampton Railway (OBR) route has an approximate length of 8.7 km

The project team shared two south routes for public consideration. Comments were aligned that the railway corridor would meet many of the criteria and would be less disruptive to the community.

North short-listed routes (refer to above link) include:

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- Route N1: Orangeville Brampton Railway (OBR) Corridor including Old School Road Route has an approximate length of 9 km
- Route N2: McLaughlin Road including Old School Road Route has an approximate length of approximately 9 km

The Project Team shared two north routes for public consideration. The comments were more mixed, with one indicating a preference for N1, and another indicating that an environmental assessment should be extended to include employment lands within the area.

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