



# Welcome

## Kennedy Road Sanitary Trunk Sewer Environmental Assessment Project

Public Information Centre #3

**December 11, 2025**

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





# About the Kennedy Road Sanitary Trunk Sewer Project

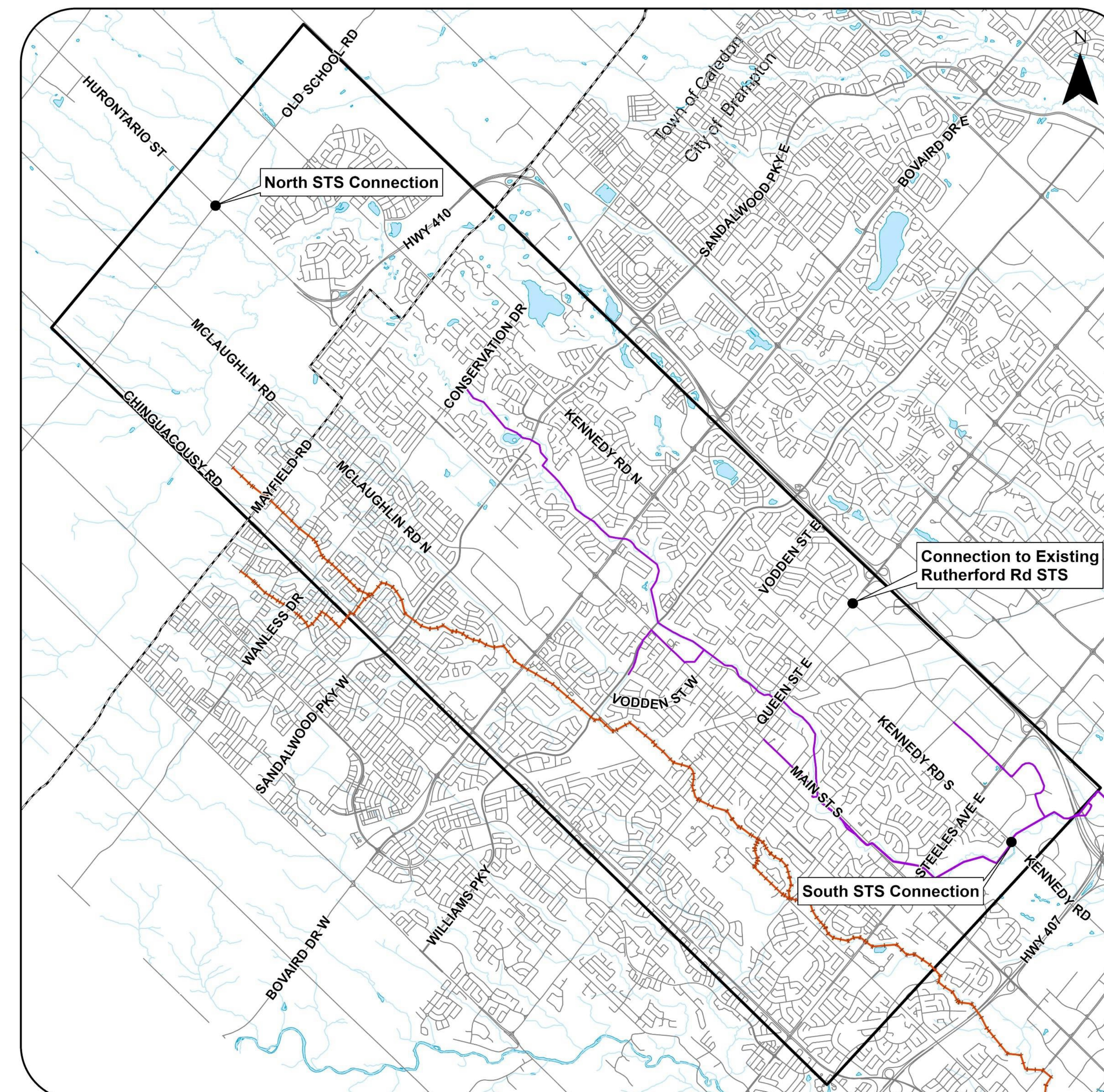
The existing trunk sewer system in Brampton does not have enough capacity to handle the expected increase in sewage from future growth.

Peel Region must increase sewer capacity by 2030 to support planned development in central Brampton and parts of Caledon.

To address this, Peel Region is planning to build a new large sanitary trunk sewer, between 1500 mm and 2100 mm in diameter. It will carry sewage from the area near Old School Road and Hurontario Street in Caledon to a new sewer being built on Kennedy Road in Brampton.

An additional connection is also needed at Queen Street. This will include extending a smaller 1500 mm diameter sewer pipe for about 900 m east, from Kennedy Road to Rutherford Road North, to connect to the existing system.

In order to meet capacity demands by 2030, the construction will need to start in 2027. Construction will be coordinated, where possible, with other municipal infrastructure projects.



**Existing Trunks**  
— Etobicoke Creek  
— Fletchers Creek  
FLOW | Central Brampton

**General Legend**  
□ Kennedy Rd Study Area  
● Sanitary Trunk Sewer Connection  
□ Municipal Boundary  
— Roads  
— Watercourse  
— Waterbody  
  
**Data Sources:**  
Government of Ontario, Region of Peel  
PN: 60736820  
Jun, 09, 2025



## Study Area

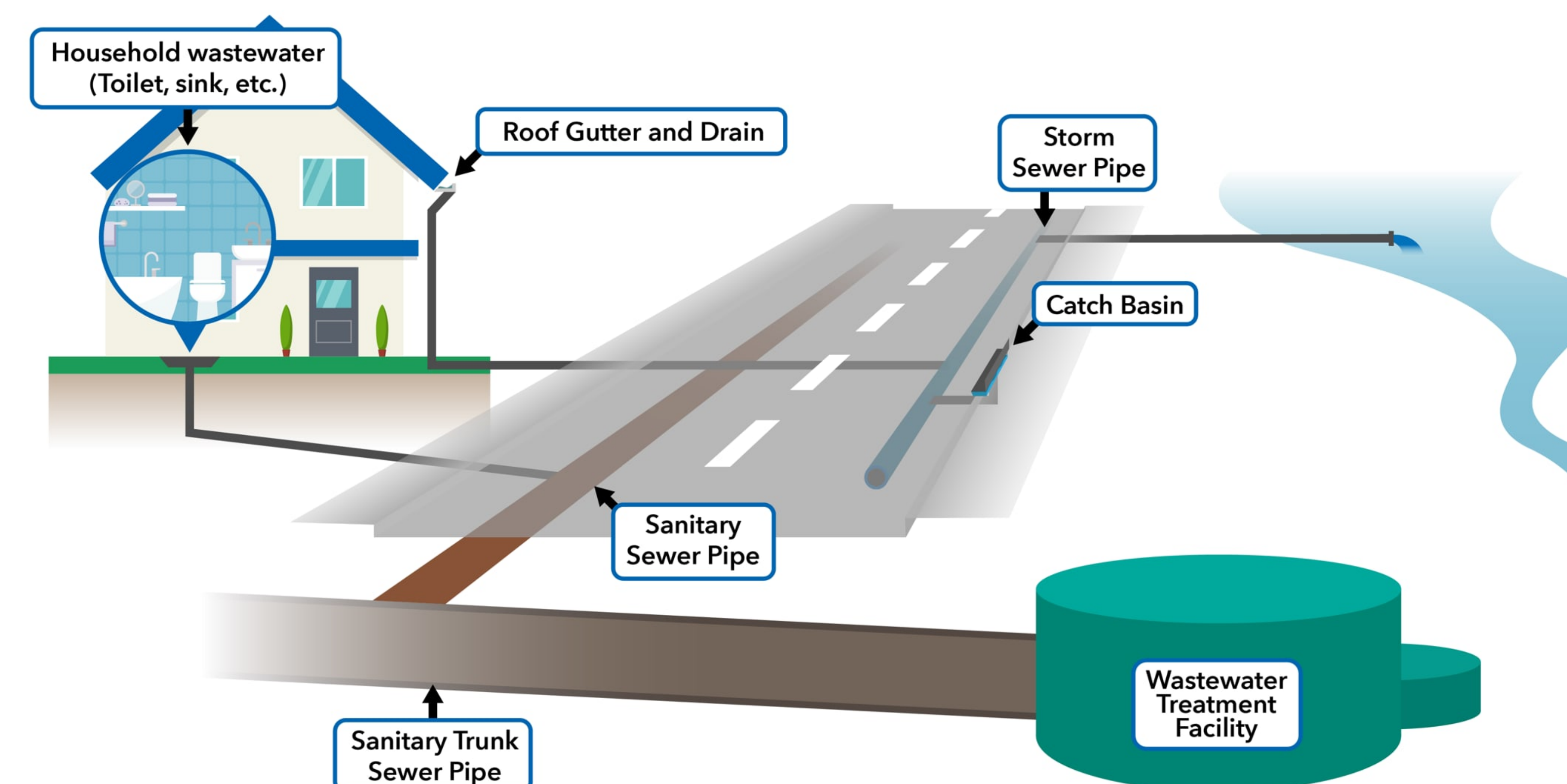
The Study Area boundaries are from Old School Road to the north in the Town of Caledon, south of Steeles Avenue to the south in the City of Brampton, Highway 410 to the east and Chinguacousy Road to the west.



# What is...?

## What is wastewater and what is a sanitary sewer?

- **Wastewater** is the dirty water from toilets and the soapy water from sinks, showers and laundry.
- Pipes running throughout your home collect the wastewater, which leaves your house through a pipe running beneath your home to the street. This pipe leads to the sanitary sewer system.
- The **sanitary sewer** collects wastewater and sends it to a wastewater treatment facility. The facility treats the wastewater before it's returned to Lake Ontario.



## What stormwater and what is a storm sewer?

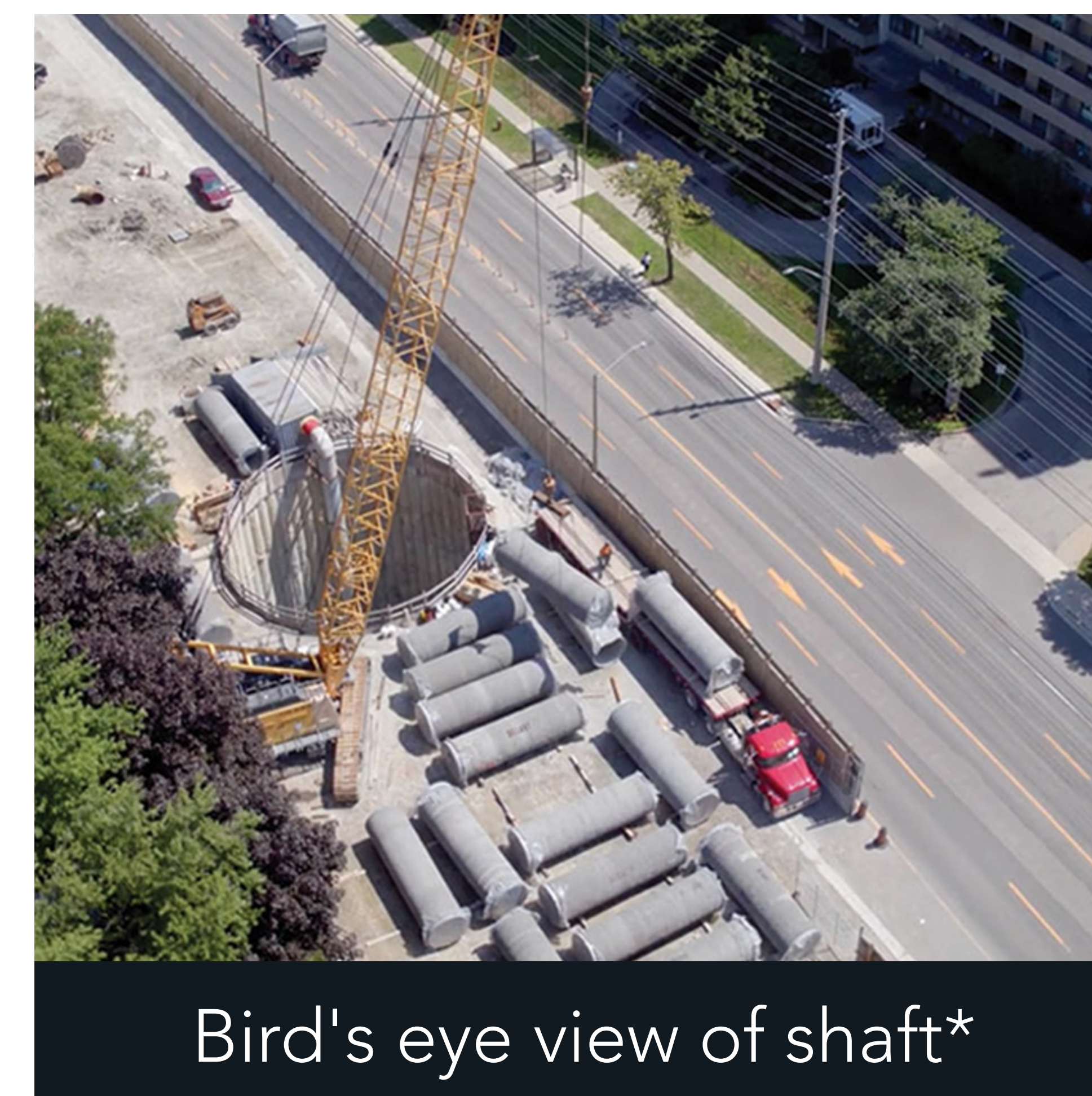
- **Stormwater** is the water from rain and melting snow.
- A **storm sewer** pipe runs beneath the road outside a row of homes. It collects stormwater and leads to the storm sewer system. Some homeowners have ditches or swales that collect stormwater. Stormwater flows directly into stormwater management ponds, or into creeks and rivers, which flow into Lake Ontario.

This Project will consist of a new sanitary trunk sewer, running alongside an existing storm sewer.



## What is a shaft working compound?

A **shaft working compound** is the fenced area where construction will take place. Each compound will require a **staging area** where construction equipment can be stored and excavated material can be brought to the surface for disposal (i.e., hauled away in trucks). Once tunnelling operations are completed, the staging area will be restored to original condition or better.



## What is a shaft?

A **shaft** is a deep hole providing access to underground tunnels where work takes place. The shaft is always inside a compound.



# Municipal Class EA Planning Process

## Phases

### 1 Problem and Opportunity

Review background planning and policy documents and identify study area needs, problems and opportunities.

### 2 Alternative Solutions

Review existing environment, identify and evaluate feasible alternative sanitary sewer routing options, and identify short-list routing options. Evaluate short-list routing options and confirm preferred route.

### 3 Alternative Design Concepts

Develop and evaluate alternative designs (e.g., construction methods) for the preferred route.

Identify environmental impacts and required mitigation measures, and select the Recommended Design Alternative.

### 4 Environmental Study Report

Document the decision-making process in an Environmental Study Report and publish Notice of Study Completion for 30-day comment period.

### 5 Implementation

Complete the detailed design, tender and construction following the completion of the EA study and review period.

WE ARE HERE

August 2024

Winter 2024/2025 – Fall 2025

Winter 2025

Winter 2025 - 2030

Continuous Consultation & Engagement

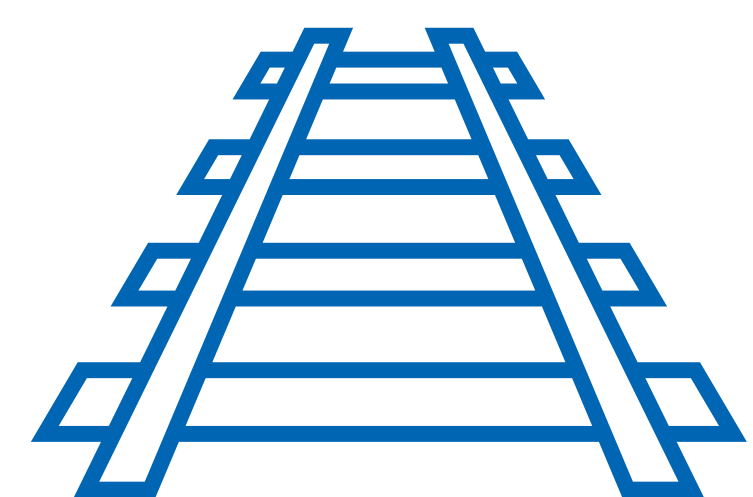


# What Have We Heard?

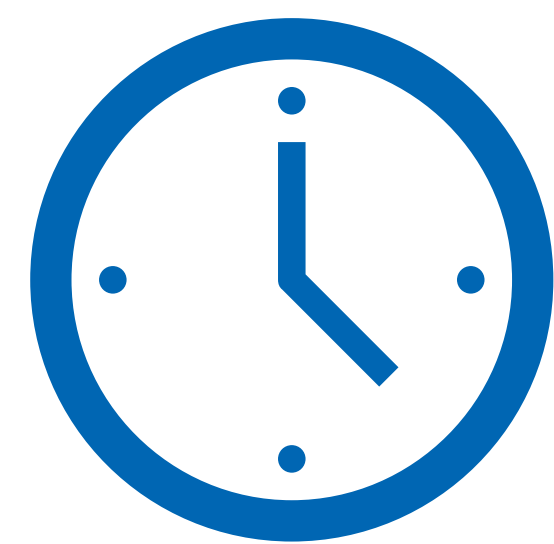
High level feedback themes we heard at PIC #2 and how the feedback has been considered:



- **Funding and Budget:** Sufficient development charge funding has been raised as a concern from developers and members of the public. The Flow | Central Brampton program management approach will streamline project management and cost savings for this project, as well as others under the program.



- **Orangeville-Brampton Railway Corridor:** The project will run along this area, and residents expressed concerns about the future use of the corridor, such as future cycling paths and light rail plans. Construction for the new sewer will be trenchless, via tunneling, and have limited surface disruption. Peel Region is also meeting regularly with the City of Brampton to determine any construction alignments for the planned multi-use trail and any future utilities.



- **Timing:** Concerns were expressed over completing the new sewer and other projects on time, considering the 30+ projects under the Flow | Central Brampton Program. Peel Region is working closely with multiple stakeholders to meet the water and wastewater infrastructure requirements for Brampton's future, including transit, emergency services, traffic, procurement, real estate and more.



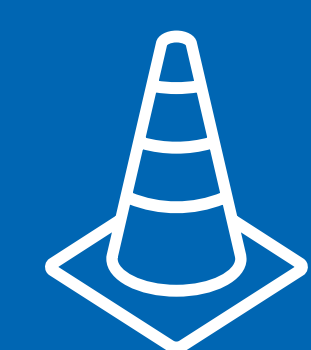
- **Managing Construction Impacts:** Impacts related to construction of the new sewer will be limited to duration and location of construction. Construction will occur via trenchless tunnelling methods and is planned to follow existing corridors such as roadways and the former Orangeville-Brampton Railway. Following construction, all shaft compound areas will be restored to pre-construction conditions.



- **Property Value Impacts:** With this type of underground work, long-term impacts to property value are not anticipated, particularly because the sewer infrastructure will not be visible from the surface once complete.



# Work Completed Since PIC #2



## Traffic Impact Assessment

### What we did

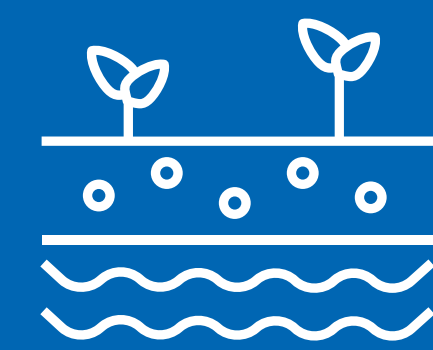
- Analyzed City and Regional road network
- Assessed construction staging areas
- Identified impacts to vehicle traffic, transit, cyclists, and pedestrians

### What we found

- East–west arterial roads are currently near capacity during peak periods
- Multiple intersections will be impacted during construction
- Additional delays are expected on Main St and Hurontario St

### Why it matters

- Multiple concurrent construction projects require congestion management
- Traffic management plans mitigate congestion and help maintain transit, cycling, and pedestrian access



## Preliminary Geotechnical Investigations

### What we did

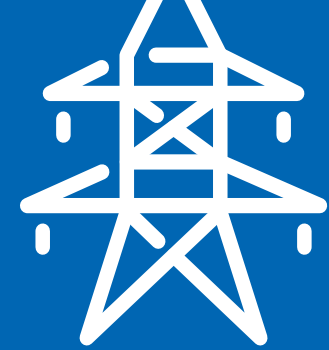
- Reviewed historical records to assess subsurface conditions, groundwater and contamination
- Drilled 15 boreholes to validate findings

### What we found

- Estimated stratigraphy, including fill, till and bedrock
- Groundwater variability
- Historical land use data
- Potential impact from past industrial/commercial activity and undocumented fill

### Why it matters

- Accurate geotechnical, hydrogeological and soil characterization reduces tunneling risk and guide design
- Hauling, disposal and reuse of excavated materials are critical components of the project's design and construction strategy



## Preliminary Subsurface Utility Engineering (SUE)

### What we did

- Completed SUE Level D (utility desktop study) to
  - Identify utility locations (hydro, telecom, gas, water, storm, fibre, rail, etc.).
  - Identify potential utility conflicts with tunnels and shafts

### What we found

- Multiple utilities along the proposed tunnels and shafts
- Major conflicts with hydro poles, Alectra utilities, telecom cables and the gas main

### Why it matters

- Conflicting utilities at shaft locations must be identified early to ensure all relocations are completed prior to tunnelling activities
- Relocating utilities ensures proposed shafts can be constructed safely, cost effectively, and on-schedule



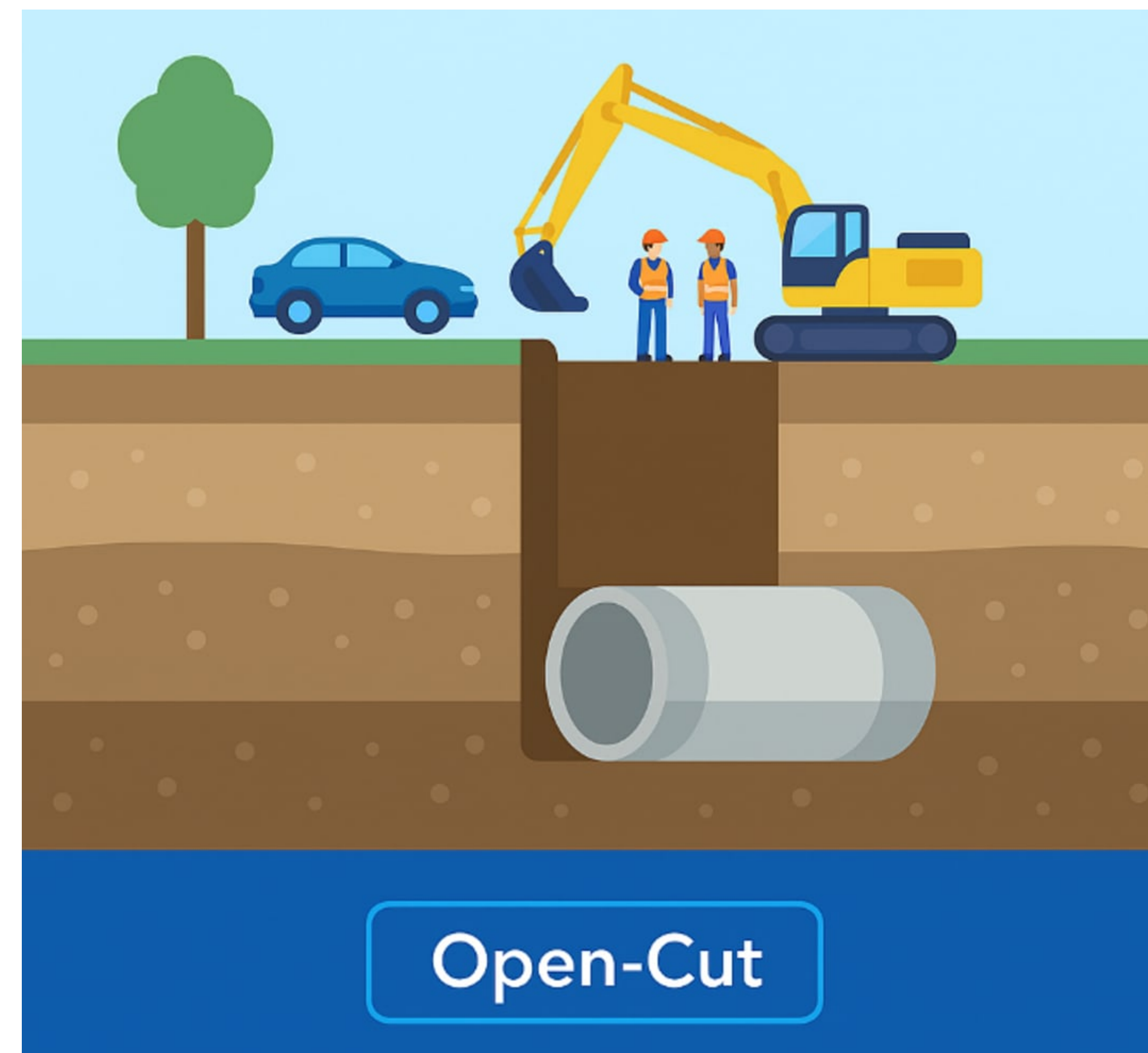
# Construction Methods – Tunnel Boring Machine vs. Microtunneling

## Open-cut

A trench is cut into the ground for the installation of the sewer pipe and maintenance holes.

## Trenchless

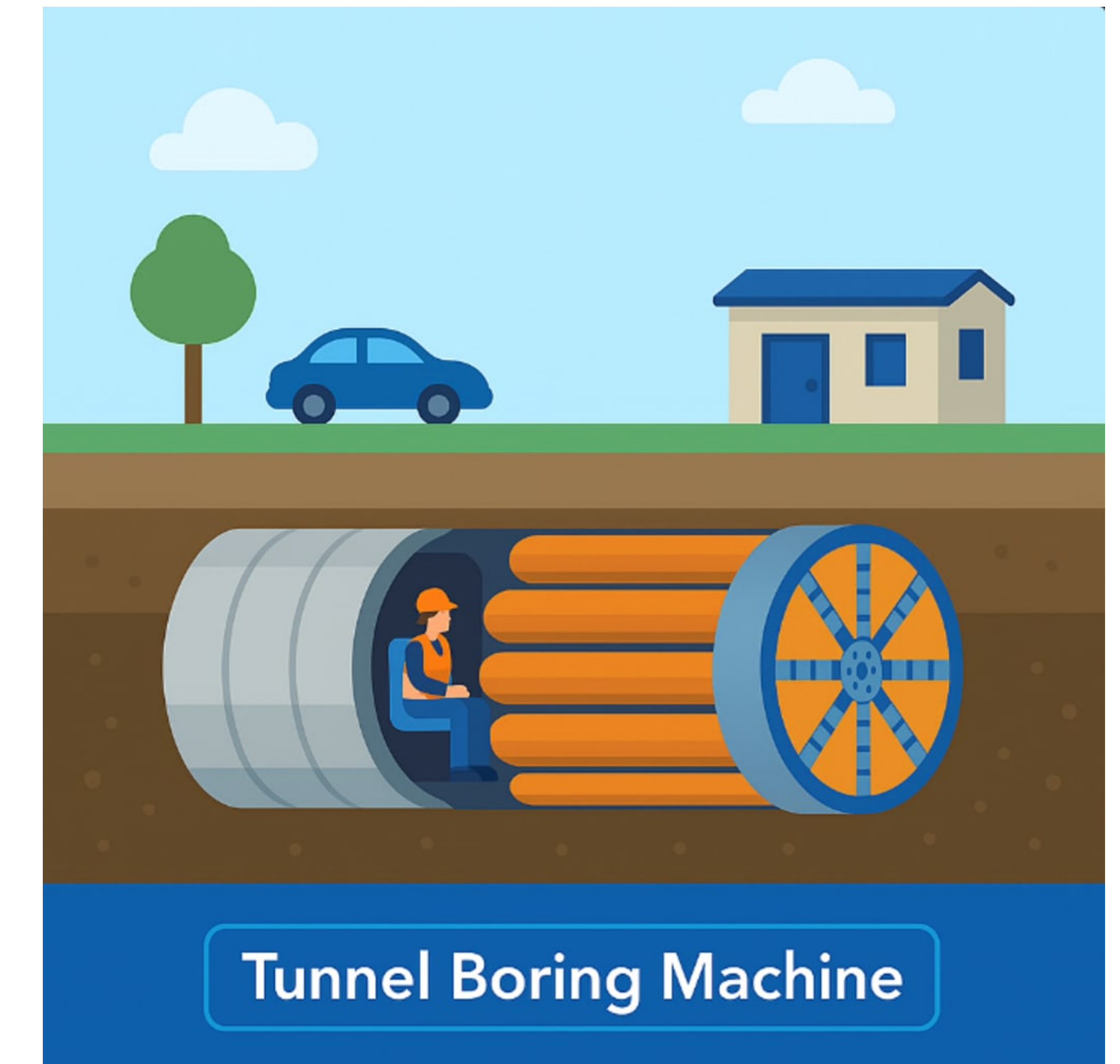
Minimal surface excavation required, except at shaft locations. Shafts are drilled down vertically and used to lower or retrieve tunneling machinery, which then tunnels horizontally underground between shafts. **Tunnel boring and microtunneling are both trenchless methods.**



Open-cut construction will not be used for this project, due to the depth required for sanitary trunk sewer pipes.

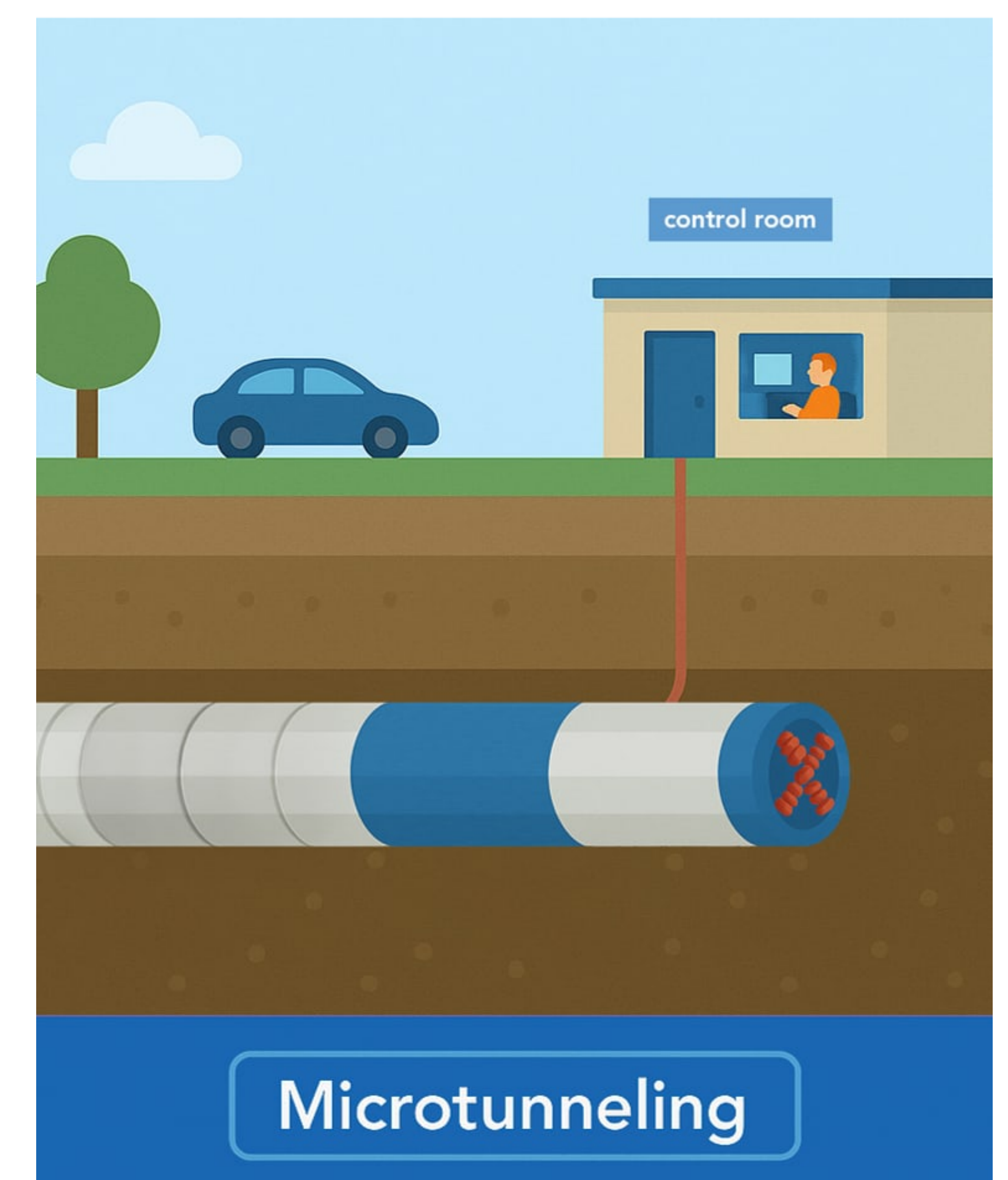
## Tunnel Boring Machine

A large-diameter tunnel boring machine (TBM) tunnels long distances between shafts, which can be spaced further apart. They are controlled by an operator underground.



## Microtunneling

A micro-tunnel boring machine (MTBM) is typically smaller and tunnels shorter distances, requiring less space between shafts. They are operated from control containers located above ground.



This project will have the flexibility to use both TMB and MTBM for segment 1, and MTBM will be used for segments 2 and 3. See the Construction Methodology Evaluation boards for details.



# Phase 3 Process

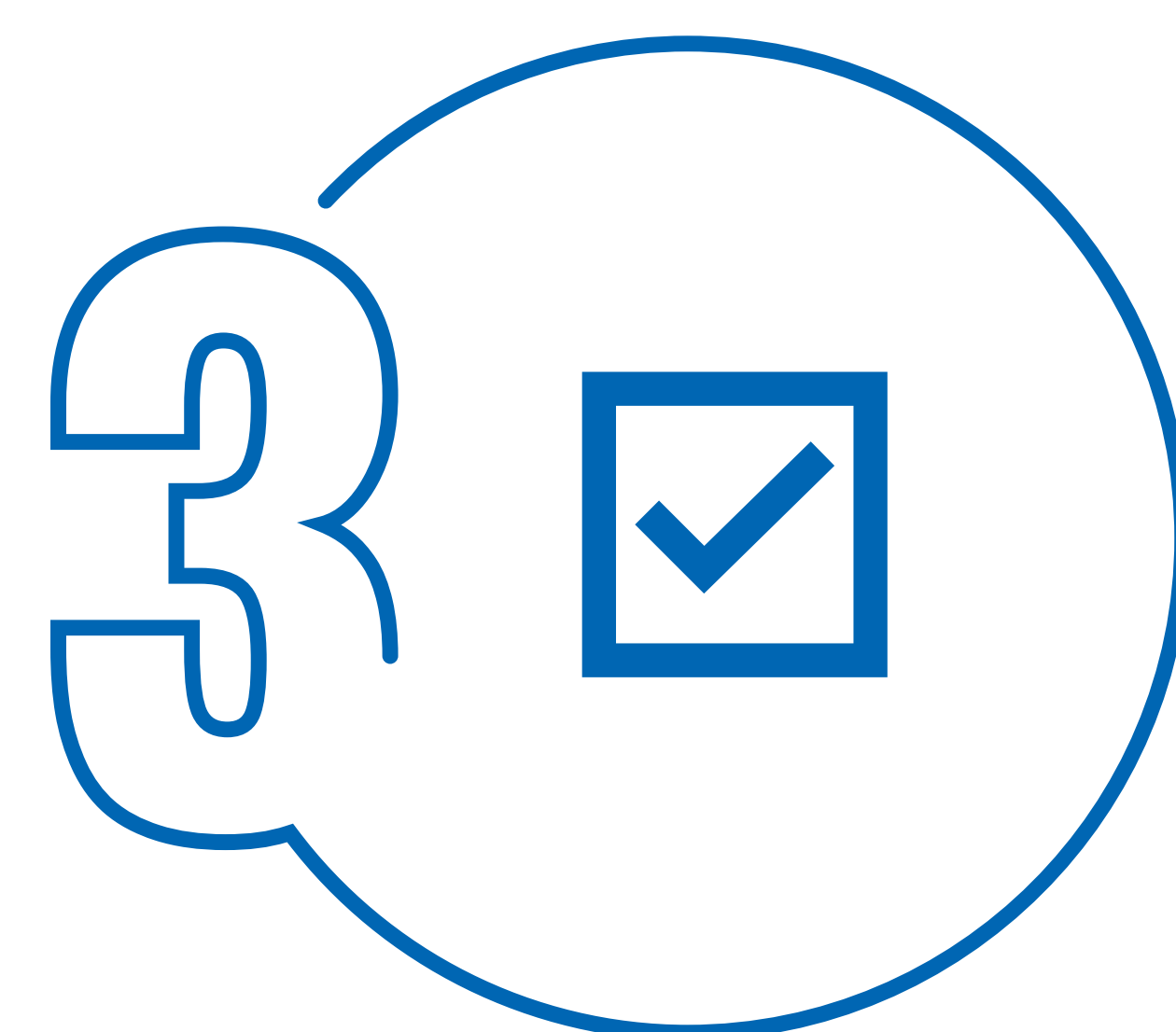


## Preferred Alignment

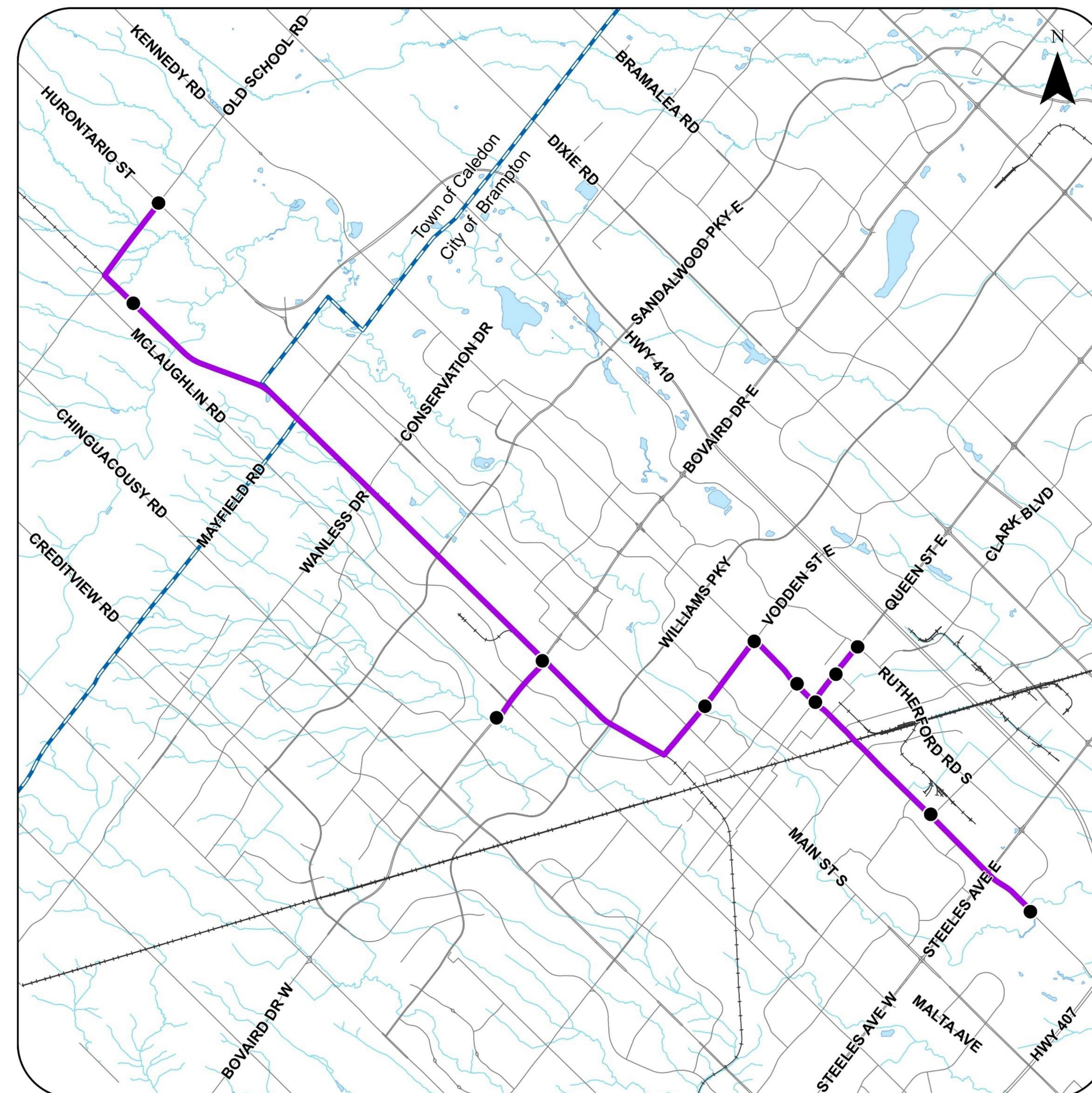
The recommended preferred route is Route S2: Kennedy Road including Vodden Street and Orangeville-Brampton Railway (OBR) Corridor and Route N1: Orangeville-Brampton Railway (OBR) Corridor including Old School Road to Hurontario Street.



## Construction Methodology Evaluation



## Shaft Compound Evaluation



Recommended Preferred Route

FLOW | Central Brampton

### General Legend

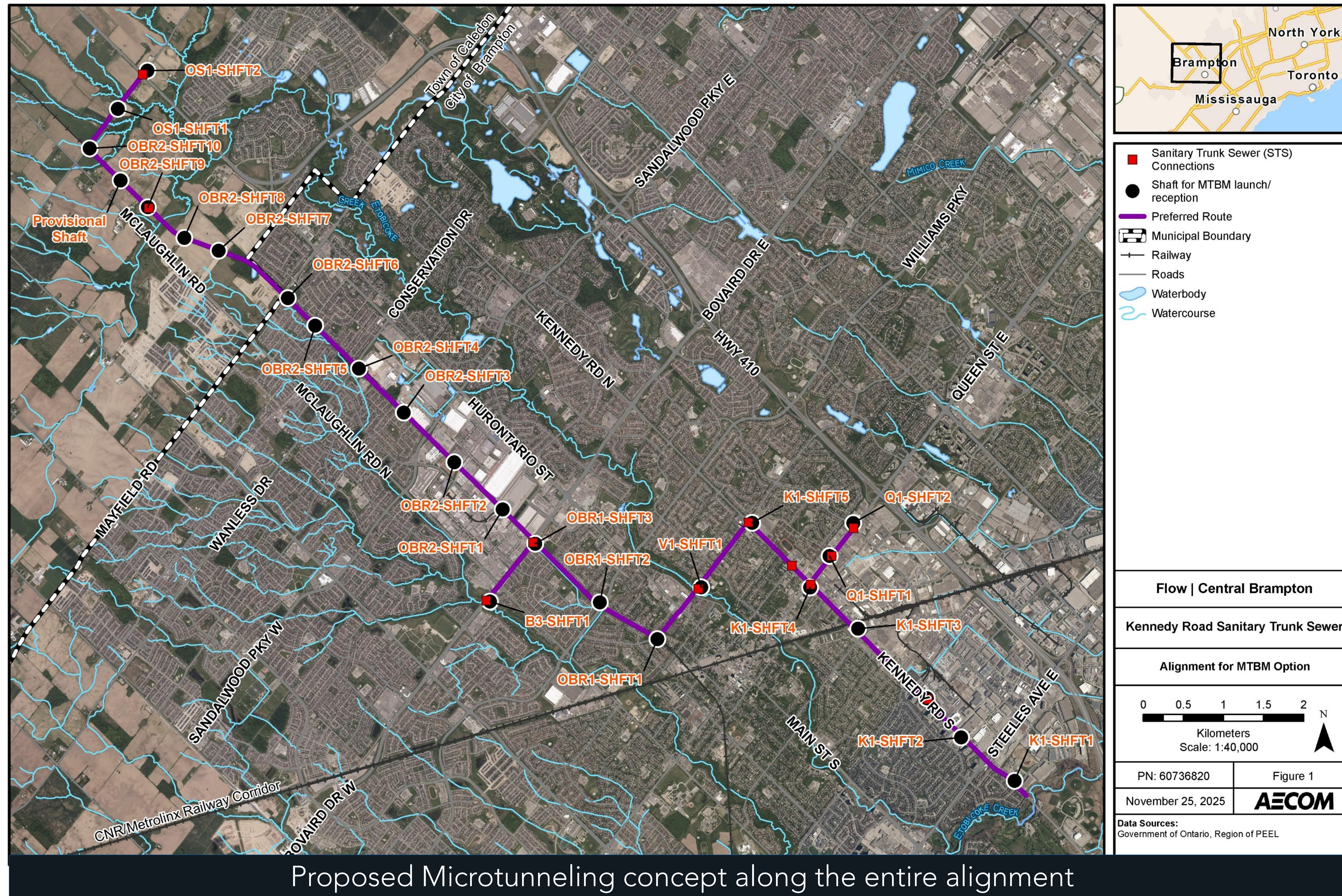
- Municipal Boundary
- Railway
- Roads
- Watercourse
- Waterbody
- Sanitary Trunk Sewer (STS) Connections

**Data Sources:**  
Government of Ontario, Region of Peel  
PN: 60736820  
Nov, 20, 2025



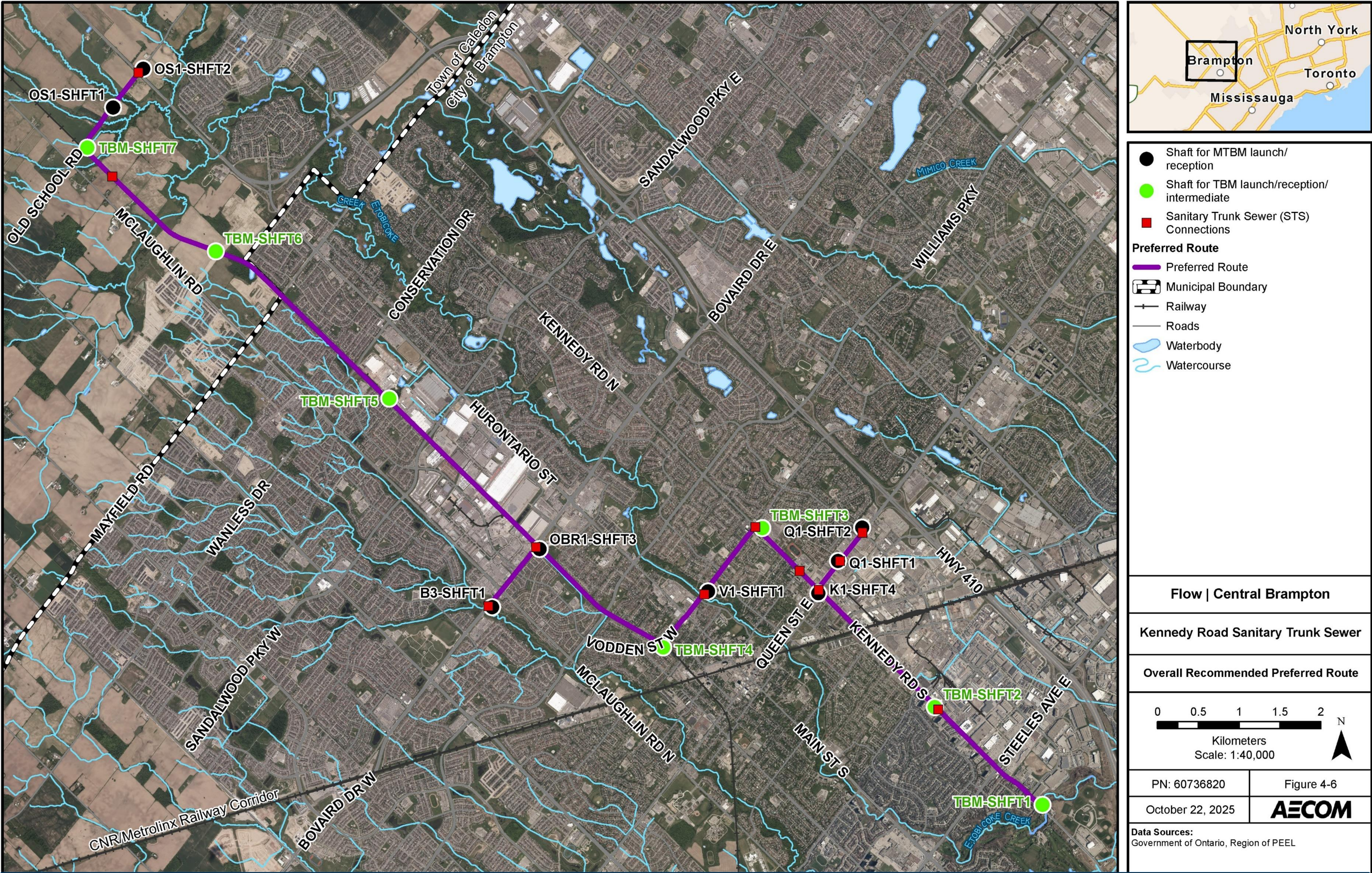


# Microtunneling (MTBM) Concept





# Tunnel Boring Machine (TBM) Concept



Proposed Tunnel Boring Machine (tunneling) concept along the entire alignment



# Construction Methodology Evaluation



Evaluation Category	Evaluation Criteria	Indicators	Segment 1		Segment 2		Segment 3	
			TBM	MTBM	TBM	MTBM	TBM	MTBM
Technical	Tunnelling Considerations	• Tunnel diameter	○	●	○	●	○	●
		• Tunnel drive length and number of shafts	●	◐	●	◐	●	◐
		• Shaft sizes and compound sizes	●	●	◐	●	●	◐
	Geotechnical & Hydrogeological	• Versatility and different ground conditions	●	●	○	●	○	●
	Tunnelling considerations	• Presence of gases	○	●	○	●	○	●
	Construction access	• Ease of accessing shaft locations	●	●	●	●	●	◐
	Schedule	• Project duration	●	●	◐	●	◐	●
Economic / Financial	Construction cost	• Construction cost	◐	●	◐	●	◐	●
		• Ease of maintenance; Ops and maintenance costs	◐	●	◐	●	◐	●
Natural Environment	Potential effects on fish and fish habitat	• Disruption to fish and fish habitat (e.g., in-water works)	●	●	●	●	●	●
	Potential effects on terrestrial features	• Loss of or disruption to natural heritage features	●	●	●	◐	○	◐
	Potential effects on SAR and SAR habitat	• Loss of disturbance to SAR or their habitats	●	●	●	◐	○	◐
	Contaminated lands	• Proximity to areas of potential environmental concern	●	◐	●	●	●	◐
	Groundwater impacts	• Impacts to groundwater levels resulting from tunnelling in rock	◐	●	◐	●	◐	●
Socio-Economic Environment	Number of potentially impacts sensitive receptors during construction	• Parks, high traffic commercial areas, residential areas	◐	○	●	◐	◐	●
	Traffic and active transportation impacts during construction	• Expected number of open lanes during construction; impact on bike lanes and sidewalks; inconvenience	●	◐	●	◐	●	●
	Potential impacts on public transit during construction	• Impact on potential lane closures	●	◐	●	◐	●	●
	Potential impact on agricultural operations	• Impacts on Canada Land Inventory 1-3 Prime agricultural lands	●	●	●	●	◐	◐
Cultural Environment	Potential for loss or disturbance to potential archaeological resources	• Areas requiring future archaeological assessment (e.g., Stage 2 AA)	◐	◐	◐	◐	◐	◐
	Impacts on built heritage and cultural heritage landscapes	• Loss of or disruption to built heritage resources and cultural heritage landscapes	●	●	●	◐	●	◐
Legal/Jurisdictional	Property requirements	• Number of permanent and temporary easements	◐	◐	◐	◐	●	◐
Climate Change	Climate change mitigation	• Potential for generating green house gas emissions	◐	◐	◐	●	◐	●
	Climate change mitigation	• Vulnerability of infrastructure projects/infrastructure to climate change effects (e.g., flooding)	●	●	●	◐	◐	●

The evaluation of construction methods has determined that a combination of tunnel boring machine (TBM) and microtunneling boring machine (MTBM) are the preferred construction methods, which will be confirmed at the soon-to-be initiated detailed design stage.

For segment 1, the evaluation results show there is flexibility to be constructed through TBM or MTBM.

For segments 2 and 3, the evaluation results show MTBM as the preferred construction method.

Legend:

●

 = 1 point (Preferred)

◐

 = 0.5 point (Less Preferred)

○

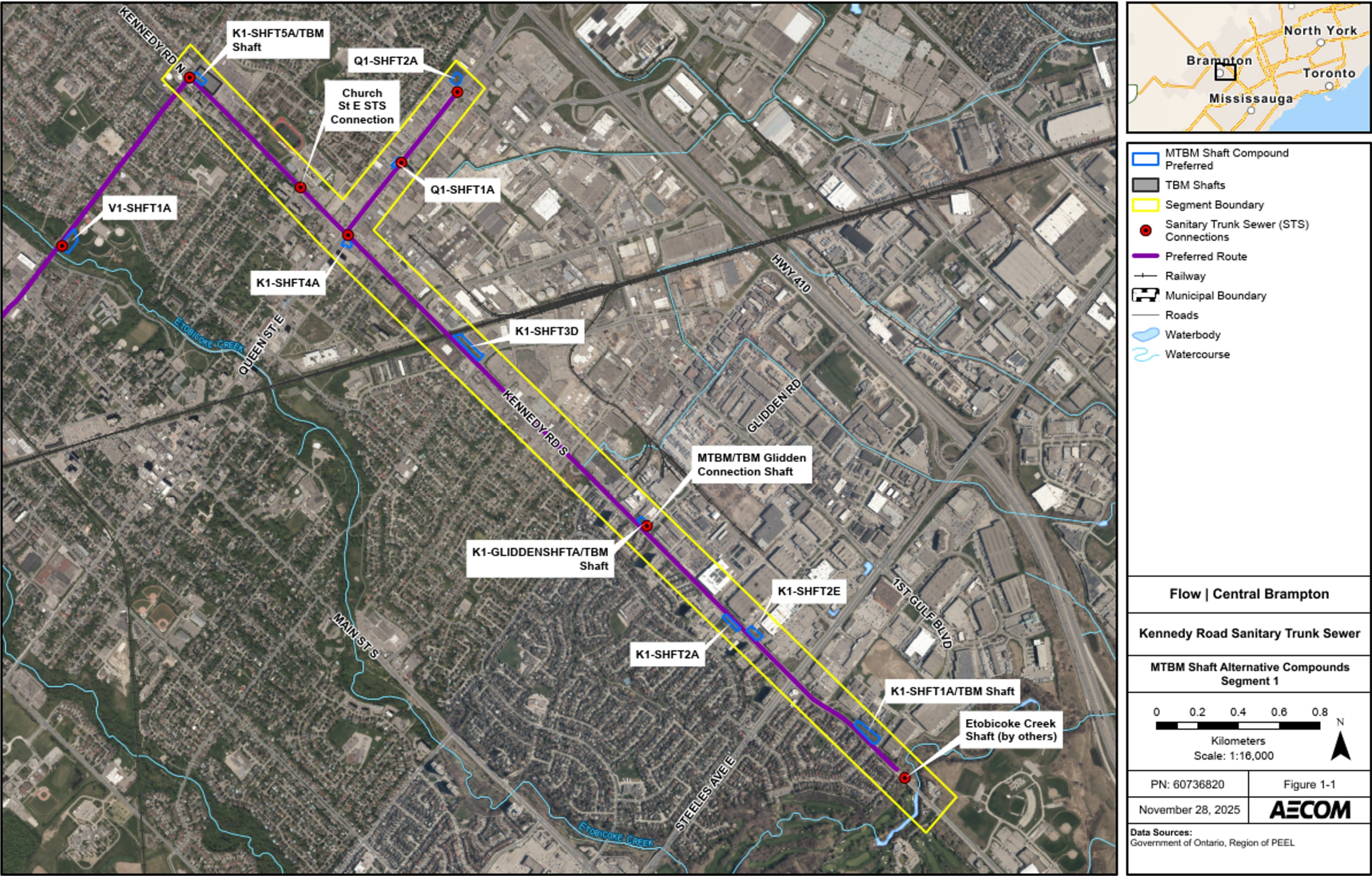
 = 0 point (Least Preferred)

Note: Assumed that a small difference of 1 point between two alternatives results in an equal score (e.g., Segment 1: both TBM and MTBM are equally preferred)

Overall Evaluation	Segment 1		Segment 2		Segment 3	
	TBM	MTBM	TBM	MTBM	TBM	MTBM
	●	●	◐	●	◐	●



# Shaft Compound Evaluation – Microtunneling (Segment 1)





# Shaft Compounds: Segment 1



**MTBM K1-SHFT1A  
TBM SHFT1A**

**Location: Northeast corner of Kennedy Rd and First Gulf Blvd – Turner Fenton Public School**

**Key Factors for Selection:**

- Closest open space area that facilitates connection to Etobicoke Creek Trunk Sewer
- Provides good separation from Etobicoke Creek Trunk Sewer project resulting in improved safety
- Avoids using green space to the north which minimizes access disruption to school

**Community Impacts:**

- Loss of open space area; tree removals
- Requires relocation of bus stop
- Possible temporary loss of ~15 parking spots
- Temporary lane and sidewalk closure
- Permanent easement may be required



**K1-SHFT2A**

**Location: West side of Kennedy Rd south of Rambler Dr.**

**Key Factors for Selection:**

- Provides shorter drive to reception shaft K1-SHFT1A
- Provides optimal site setup

**Community Impacts:**

- Temporary partial displacement of Sir Wilfrid Laurier Public School soccer field berm (can maintain active soccer field)
- Temporary lane and sidewalk closure

K1-SHFT2A or K1-SHFT2E are recommended at this time. The preferred site will be confirmed with property owner.



**K1-SHFT2E**

**Location: East side of Kennedy Rd, north of Steeles Ave.**

**Key Factors for Selection:**

- Provides shorter drive to reception shaft K1-SHFT1A

**Community Impacts:**

- Temporary lane and sidewalk closure



**MTBM/TBM Glidden Connection**  
**\*no alternative identified**

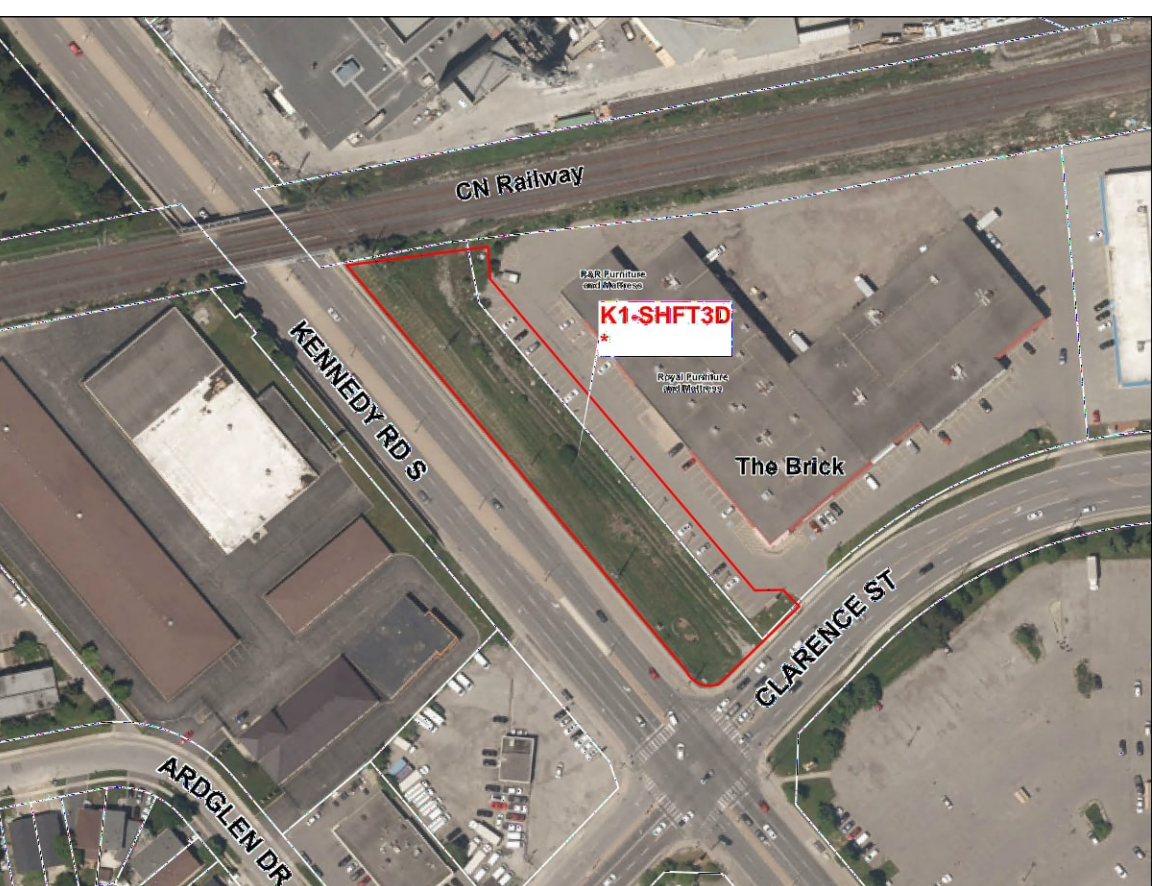
**Location: Northeast corner of Kennedy Rd and Glidden Rd.**

**Key Factors for Selection:**

- Good open space area to accommodate shaft compound

**Community Impacts:**

- Tree removals and temporary loss of ~8-10 parking spots
- Temporary sidewalk closure



**K1-SHFT3D**

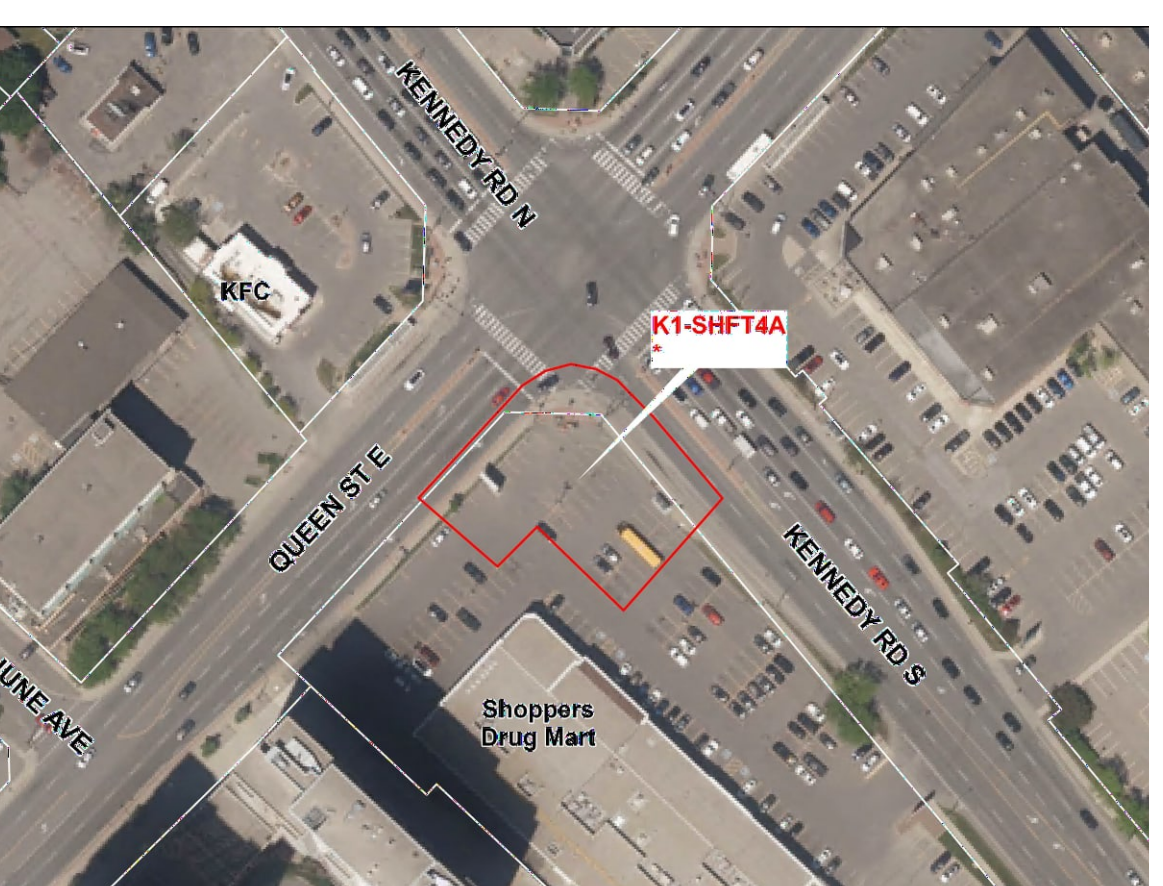
**Location: Northeast corner of Kennedy Rd and Clarence St.**

**Key Factors for Selection:**

- Good open space area to accommodate shaft compound
- Allows for adequate drive length
- Avoids lane and sidewalk closures

**Community Impacts:**

- Tree removals and temporary loss of ~25 parking spots
- Potential lane reduction on Clarence St (westbound)



**K1-SHFT4A**

**Location: Southwest corner of Kennedy Rd and Queen St.**

**Key Factors for Selection:**

- Allows for adequate drive length
- Provides sufficient working area for shaft compound
- Can avoid lane closures with permanent easement
- Maintains internal traffic flow and access to businesses

**Community Impacts:**

- Temporary loss of ~20 parking spots on Shoppers Drug Mart
- Temporary disruption to public transit and sidewalks during construction
- Permanent easement may be required
- Temporary lane and sidewalk closure



**K1-SHFT5A & TBM-SHFT3A**  
**\*no alternative identified**

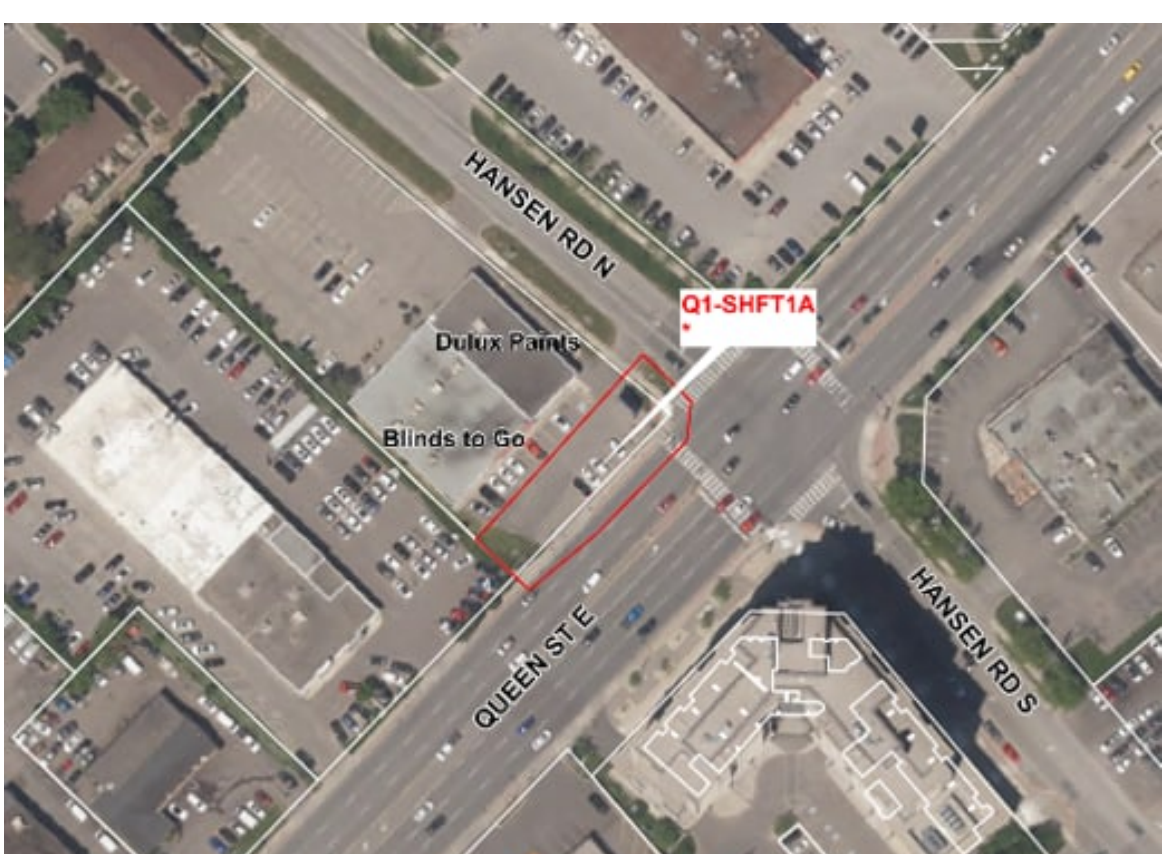
**Location: Southeast corner of Kennedy Rd and Vodden St.**

**Key Factors for Selection:**

- Allows for adequate drive length
- Provides sufficient working area for shaft compound
- Permanent easement required to avoid lane closures
- Site is subject to current development application—opportunity for land dedication

**Community Impacts:**

- Temporary loss of significant number of parking spots
- Temporary sidewalk closure
- Permanent easement may be required



**Q1-SHFT1A**

**Location: Northwest corner of Hansen Rd and Queen St.**

**Key Factors for Selection:**

- Less impacts to businesses
- Fewer utility conflicts

**Community Impacts:**

- Temporary access disruption and loss of ~10-15 parking spots for two local businesses
- Temporary disruption (e.g., noise) to high rise residential building
- Temporary single lane and sidewalk closure



**Q1-SHFT2A**

**Location: Northeast corner of Rutherford Rd and Queen St.**

**Key Factors for Selection:**

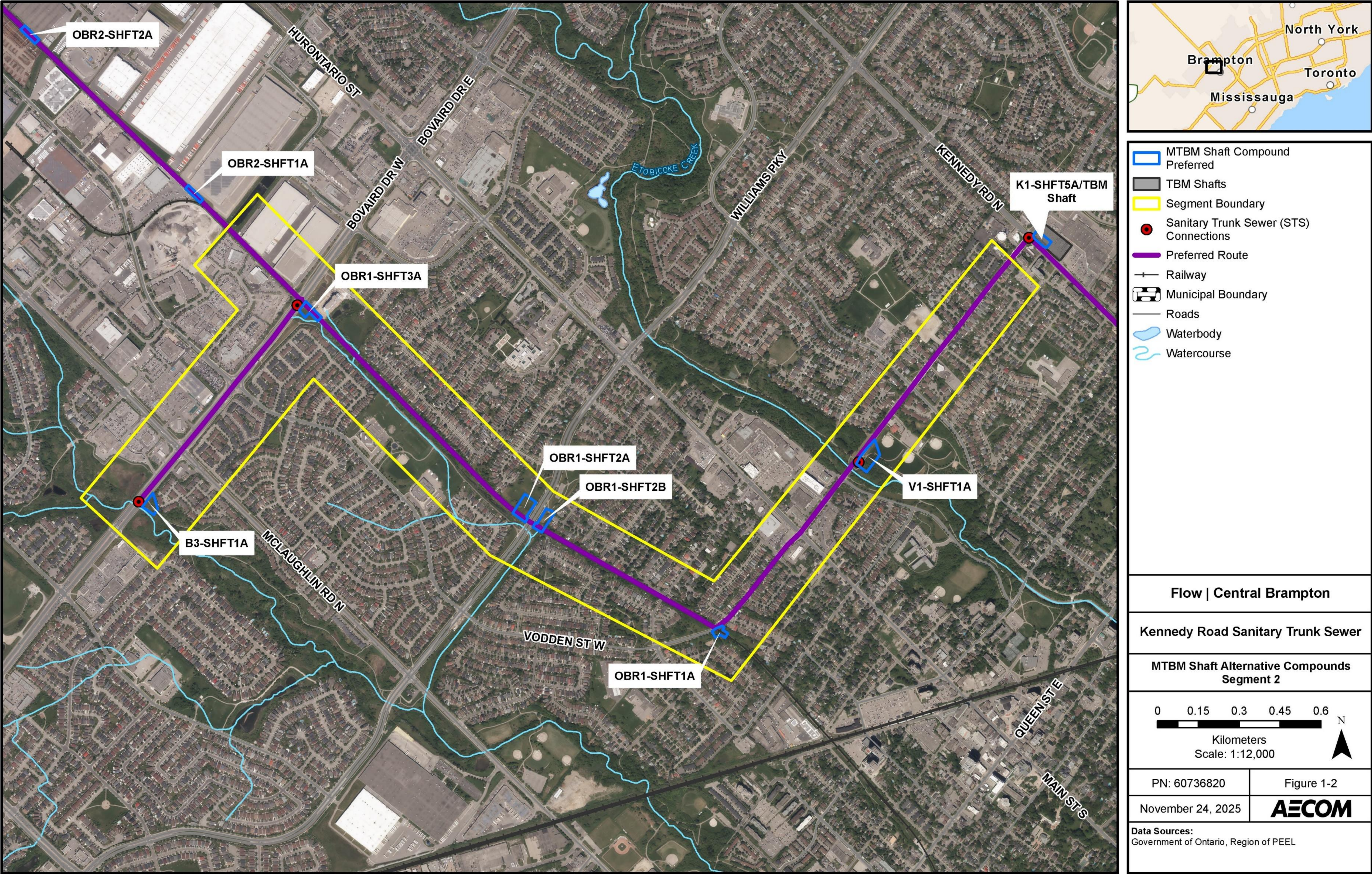
- Easier connection to existing 500 mm sanitary sewer
- Good open space working area with no tree removals or sensitive receptors
- Minimal utility conflicts

**Community Impacts:**

- Temporary sidewalk closure and bus stop relocation



# Shaft Compound Evaluation – Microtunneling (Segment 2)





# Shaft Compounds: Segment 2



## V1-SHFT1A

**Location:** South side of Vodden St, East of Ken Whillans Dr.

### Key Factors for Selection:

- Allows tunnel alignment to remain on one side of the road and facilitates good connection to existing sanitary sewer with new diversion chamber
- Avoids relocation of existing Alectra and telecommunications cables (north side of Vodden St)
- Less disruption to single family residences located on north side of Vodden St E

### Community Impacts:

- Requires tree removals with Species at Risk habitat present
- Requires temporary closure of the Etobicoke Creek trail and a portion of Duggan Park baseball diamond (two baseball diamonds remain in service)
- Anticipated sidewalk and lane closure
- Brampton Fire Station 207 access may be disrupted by lane closure
- Anticipated trail closure / re-routing



## OBR1-SHFT1A

**Location:** South side of Vodden St at OBR.

### Key Factors for Selection:

- Allows tunnel alignment to remain on one side of the road
- Provides some tunnel shaft separation from adjacent residences

### Community Impacts:

- Temporary disruption (e.g., noise) to single family residences
- Displacement of a portion of Nancy McCredie Park
- Potential impact on Orangeville-Brampton Railway Cultural Heritage Landscape



## OBR1-SHFT3A

**Location:** South side Bovaird Dr at OBR.

### Key Factors for Selection:

- Provides good open space working area with all work within road and Orangeville-Brampton Railway right-of-way (ROW)

### Community Impacts:

- Minor temporary disruption (e.g., noise) to single family residences
- Potential impact on Orangeville-Brampton Railway Cultural Heritage Landscape
- Need to address Stormwater Management Facility overflow channel to Orangeville-Brampton Railway



## OBR1-SHFT2B

**Location:** South side of Williams Pkwy at OBR-Burton Park.

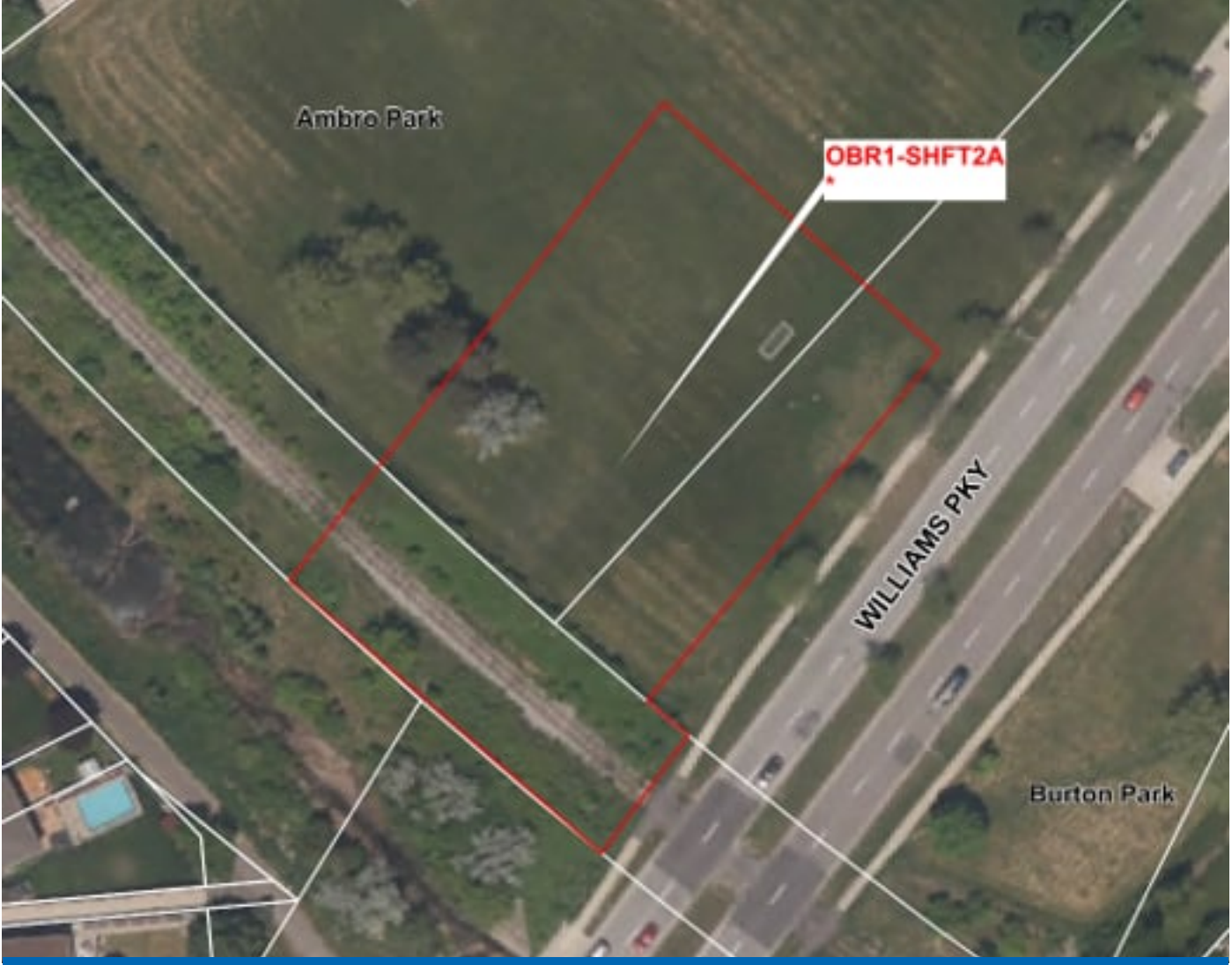
### Key Factors for Selection:

- Good accessibility and working area availability and avoids construction overlap with Region's watermain project
- Potential to utilize current City of Brampton Williams Parkway improvements work compound

### Community Impacts:

- Relocation of trail to Burton Park (Moore St./Burton Road connection)
- Temporary disruption (e.g., noise) to single family residences
- Potential impact on Orangeville-Brampton Railway Cultural Heritage Landscape

OBR1-SHFT2B or OBR1-SHFT2A are recommended at this time. The preferred site will be confirmed considering Region's Watermain Project schedule.



## OBR1-SHFT2A

**Location:** North side of Williams Pkwy at OBR-Armbr Park.

### Key Factors for Selection:

- Good accessibility and working area availability; required to confirm construction overlap with Peel Region's watermain project
- Less temporary disruption to single family residences compared to south side of Williams Parkway

### Community Impacts:

- Extended displacement of Armbr Park's soccer field, which is currently used for the Williams Parkway Watermain Project
- Temporary disruption (e.g., noise) to single family residences
- Potential impact on Orangeville-Brampton Railway Cultural Heritage Landscape



## B3-SHFT1A

**Location:** South side of Bovaird Dr. at Fletchers Creek.

### Key Factors for Selection:

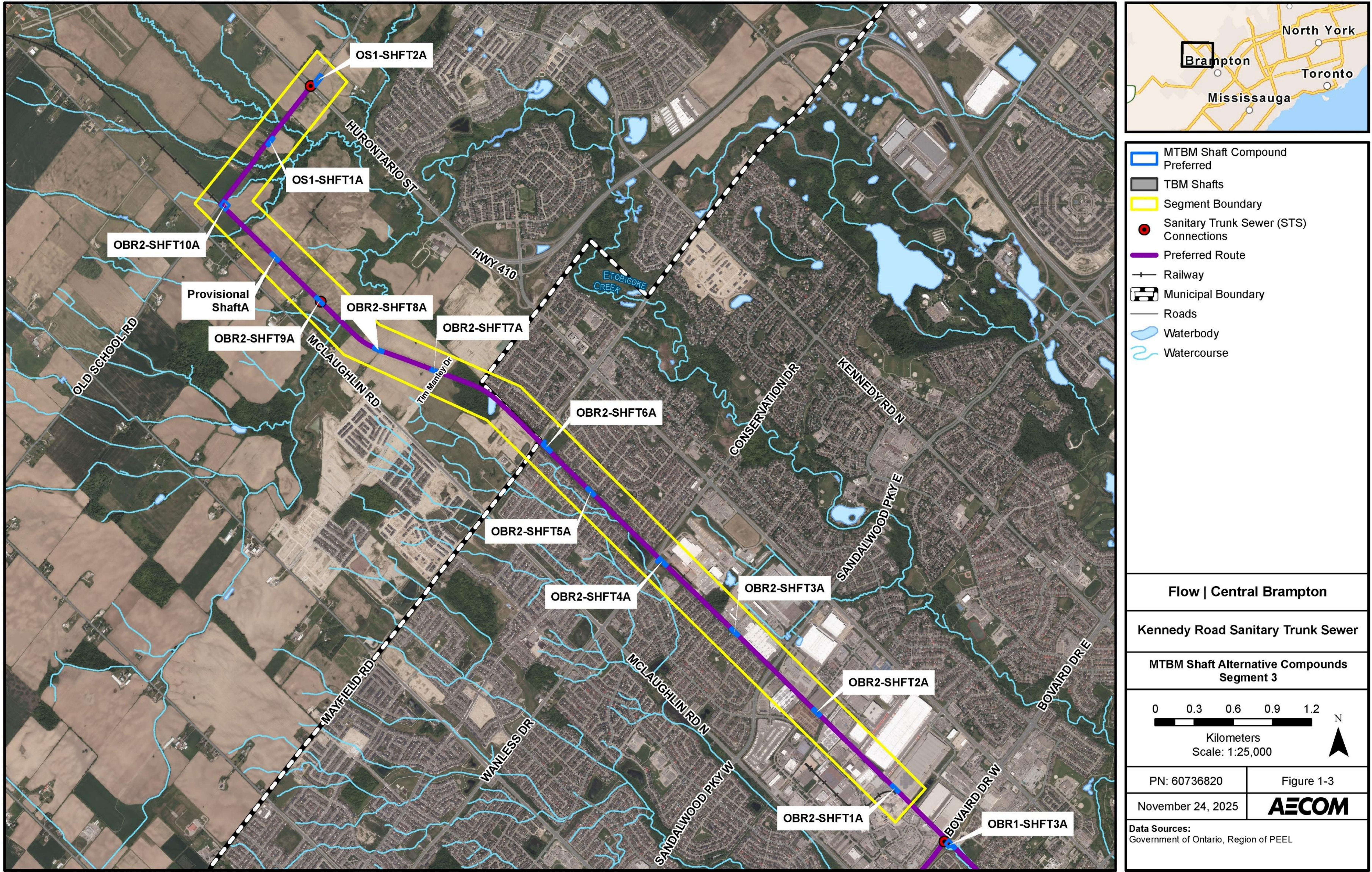
- Allows tunnel alignment to remain on one side of the road and facilitates good connection to existing sanitary sewer with new diversion chamber
- Optimal location to capture flows from existing sewer
- Avoids relocation of existing Alectra and telecommunications cables

### Community Impacts:

- Requires tree removals
- Temporary disruption (e.g., noise) to single family residences
- Temporary trail closure



# Shaft Compound Evaluation - Microtunneling (Segment 3)





# Shaft Compounds: Segment 3



**OBR2-SHFT4A**

**Location:** Southwest corner of Wanless Dr and OBR (Burnt Elm Park).

**Key Factors for Selection:**

- Avoids conflict with hydro and telecommunications cables (north side of Wanless Dr)
- Avoids disruption to single family residences

**Community Impacts:**

- Temporary displacement of small portion of Burnt Elm Park
- Potential impact on Orangeville-Brampton Railway Cultural Heritage Landscape



**OBR2-SHFT5A\***

**\*No alternative identified**

**Location:** South of Mayfield Rd on OBR.

**Key Factors for Selection:**

- Provides sufficient drive length
- All works within Orangeville-Brampton Railway

**Community Impacts:**

- Temporary disruption (e.g., noise) to single family residences



**OBR2-SHFT6A**

**Location:** South side of Mayfield Rd. (Chinguacousy Lions Water Tower Park).

**Key Factors for Selection:**

- Provides good open space working area
- Less conflict with current Mayfield Road widening improvements

**Community Impacts:**

- Temporary displacement of small portion of Chinguacousy Lions Water Tower Park
- Minor temporary disruption (e.g., noise) to single family residences
- Potential impact on Orangeville-Brampton Railway Cultural Heritage Landscape



**OBR2-SHFT7A\***

**\*No alternative identified**

**Location:** North side of Tim Manley Dr (now constructed).

**Key Factors for Selection:**

- Sufficient drive length
- Avoids loss of trees and Species at Risk habitat compared to south side of Tim Manley Dr
- Avoids disruption to soon to be constructed single family residences on south side of Tim Manley Dr
- All works within the Orangeville-Brampton Railway

**Community Impacts:**

- None: No sensitive receptors present



**OBR2-SHFT8A\***

**\*No alternative identified**

**Location:** Approximately 430 m north of Tim Manley Dr on OBR.

**Key Factors for Selection:**

- Sufficient drive length
- All works within the Orangeville-Brampton Railway

**Community Impacts:**

- No sensitive receptors present
- Shaft compound access from McLaughlin Rd to Orangeville-Brampton Railway will require temporary easement and temporarily disrupts agricultural operations



**OBR2-SHFT9A\***

**\*No alternative identified**

**Location:** Approximately 530 m south of Old School Road on OBR.

**Key Factors for Selection:**

- Sufficient drive length
- All works within the Orangeville-Brampton Railway
- Facilitates connection (yellow dashed line) to future development lands
- Provisional ShaftA will only be used if the selected contractor requires it for construction purposes

**Community Impacts:**

- No sensitive receptors present
- Shaft compound access from McLaughlin Rd to Orangeville-Brampton Railway will require temporary easement and temporarily disrupts agricultural operations



**OBR2-SHFT10A**

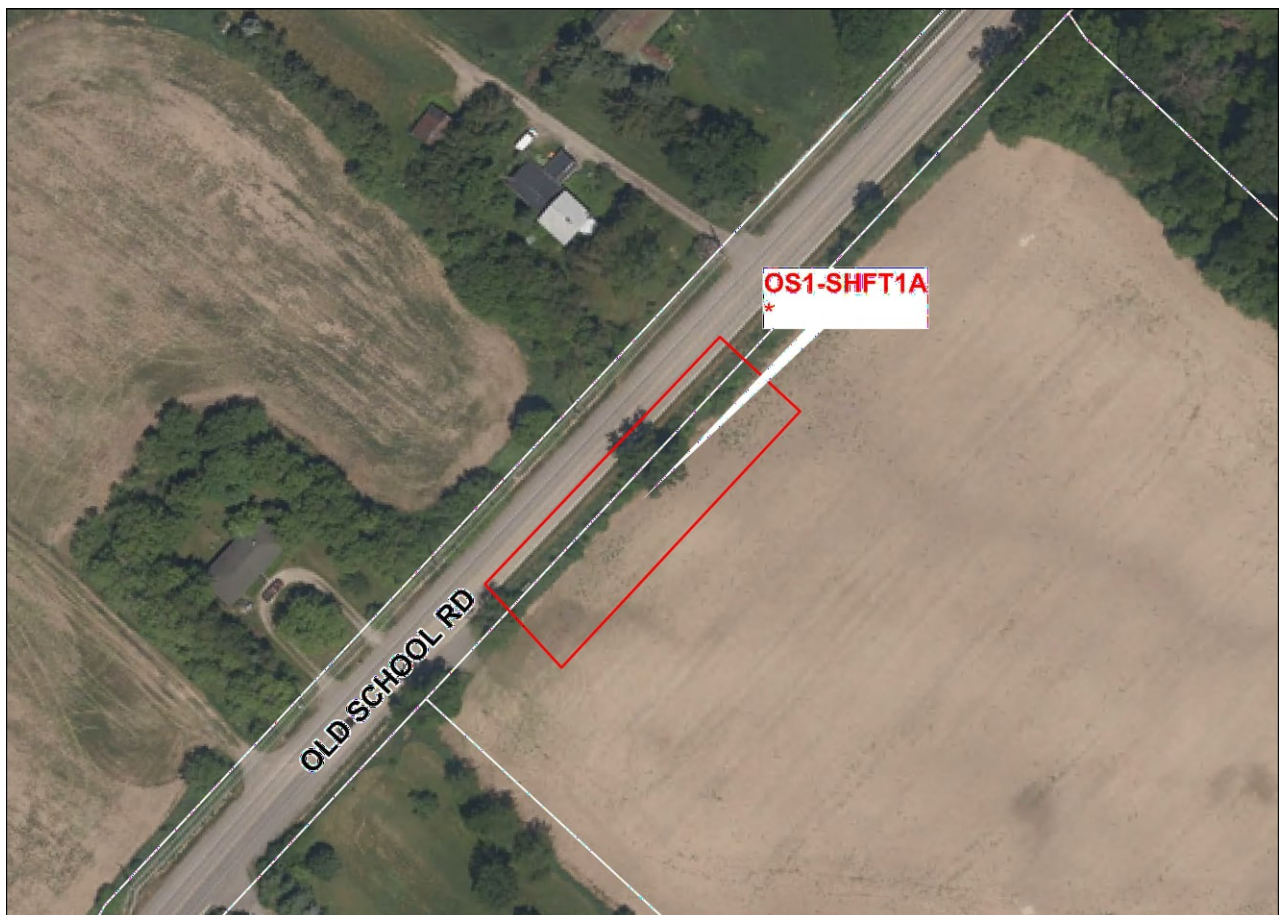
**Location:** Southeast corner of Old School Rd and OBR.

**Key Factors for Selection:**

- Optimal drive length and tunnel alignment geometry
- Avoids relocation of hydro and telecommunication cables
- Site is subject to current development application – opportunity for land dedication

**Community Impacts:**

- No sensitive receptors
- Anticipated single lane closure on Old School Rd



**OS1-SHFT1A**

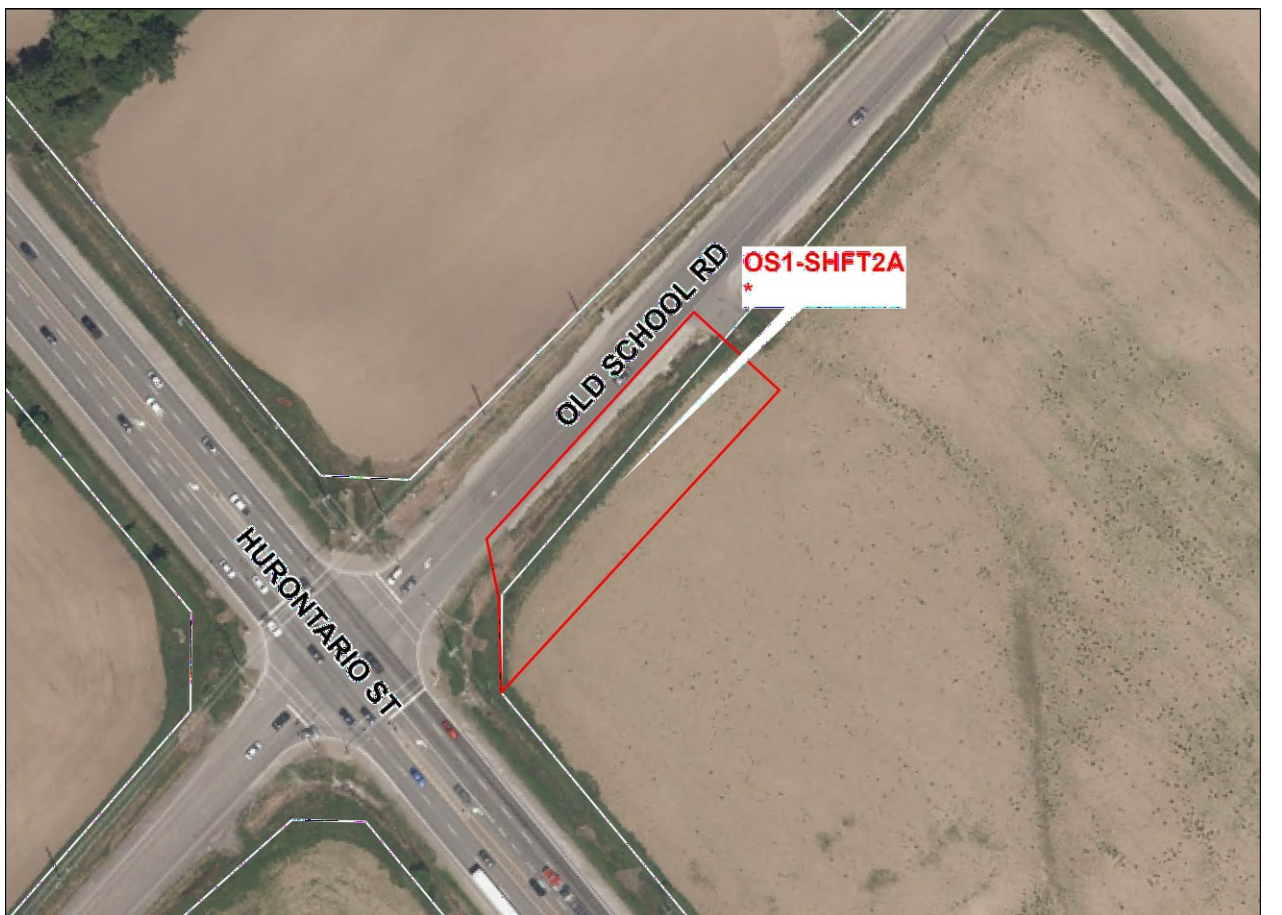
**Location:** South side Old School Rd between OBR and Hurontario St.

**Key Factors for Selection:**

- Maintains alignment on the east side of the road
- Avoids relocation of hydro and telecommunication cables
- Site is subject to current development application – opportunity for land dedication.

**Community Impacts:**

- Minimal temporary disruption (e.g., noise) to three single family residences
- Anticipated single lane closure on Old School Rd



**OS1-SHFT2A**

**Location:** Southeast corner of Hurontario St and Old School Rd (ARGO Development).

**Key Factors for Selection:**

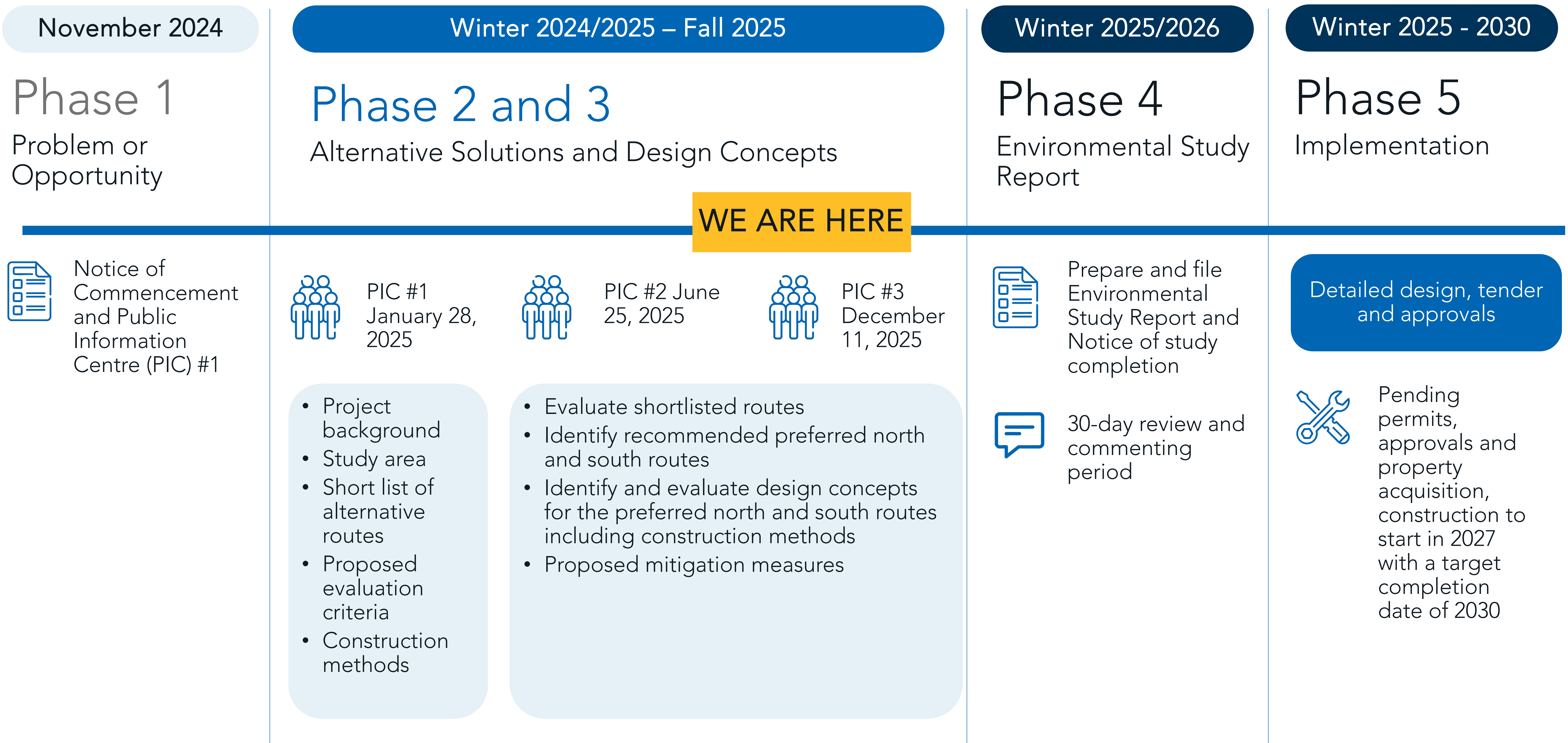
- Maintains alignment on the east side of the road
- Avoids relocation of hydro and telecommunication cables
- Facilitates connection to soon to be developed lands

**Community Impacts:**

- Anticipated single lane closure on Old School Rd



# Project Progress and Next Steps

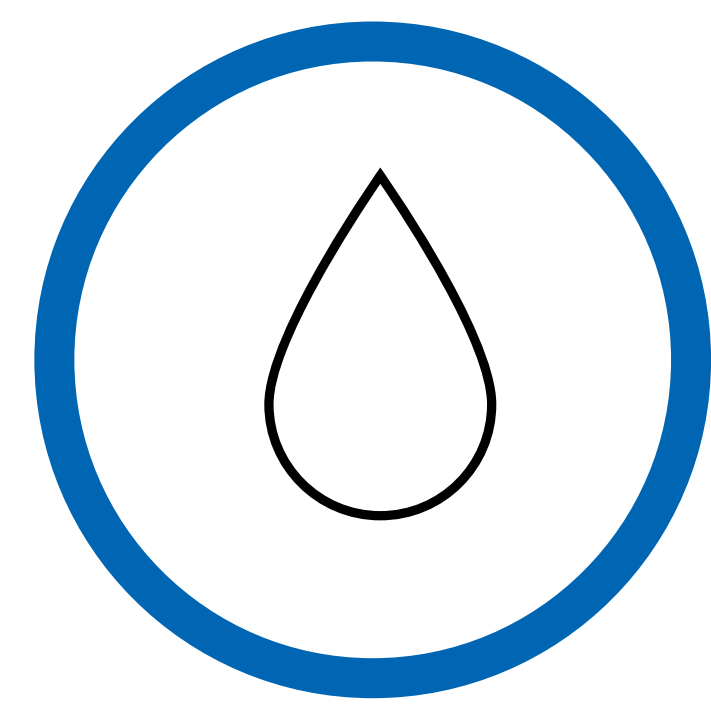


Dates and timelines are approximate and may be subject to change

Ongoing consultation and engagement



# Managing Construction Impacts



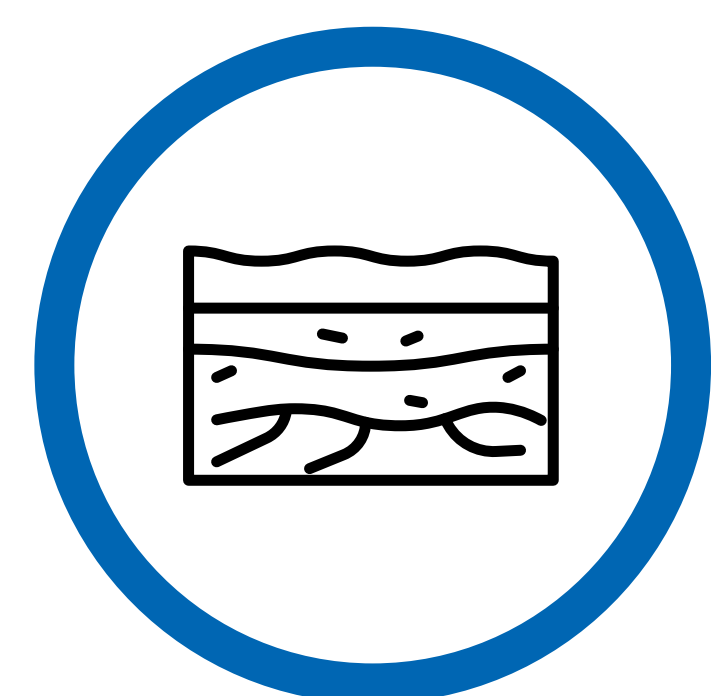
## Water Crossings and Connections including Floodplain Management:

- Use trenchless technology at watercourse crossings where applicable
- Follow MNRF fisheries construction timing windows where applicable
- Connections to existing sanitary trunk sewers will avoid in-water works
- Follow erosion / sedimentation control strategy
- Restore disturbed areas to natural or better conditions



## Trees and Vegetation:

- Minimize tree and vegetation removal
- Prepare Tree Protection Plan
- Compensate for lost trees according to established policies



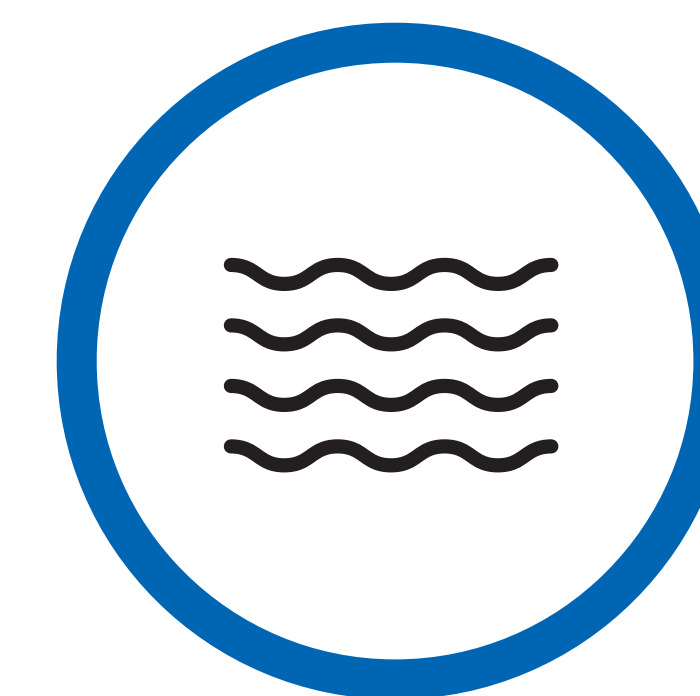
## Contaminated Soils Through Spills:

- Soil contamination mitigation strategies will address any risks with contaminated soil and groundwater.
- Ensure proper handling / maintenance of construction equipment
- Prepare and follow contingency plans for control and cleanup should a spill occur



## Noise/Vibration/Dust:

- Restrict high noise construction activities to day shift where required
- Adhere to noise by-laws
- Complete preconstruction building structure surveys
- Dust control by spraying water/street sweeping
- Fencing/hoarding of construction site along property limits and access roadway



## Groundwater Management:

- Minimize dewatering
- Implement dewatering plan based on hydrogeological assessment
- Work with MECP to ensure dewatering policies and permits are adhered to



## Traffic Management and Access:

- Prepare Traffic Management Plan
- Minimize access disruption
- Provide alternate pedestrian access
- Provide advanced notification

Open spaces or community trails affected will be returned to their original or improved state.



# Stay Connected

Please fill out the online survey to provide feedback on construction methodology evaluation and shaft locations by January 5, 2026:



Sign up for the mailing list or send any feedback, questions or concerns to:

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Please view the Kennedy Road Sanitary Trunk Sewer Project website for more information, and to stay up to date: