

APPENDIX

B

CONSULTATION - CORRESPONDENCES

APPENDIX

B1 AGENCIES MEETINGS MINUTES





MEETING NOTES

JOB TITLE	East-West Connection, Mount Pleasant GO Station to West of Mississauga Road Municipal Class EA		
PROJECT NUMBER	141-15409-00		
DATE	10 August 2017		
TIME	2:00 PM to 4:00 PM		
VENUE	1975 Williams Parkway, Boardroom 2G, City of Brampton		
SUBJECT	MNRF and CVC Meeting #9		
CLIENT	City of Brampton		
PRESENT	Attendees		
	Andria Oliveira	City of Brampton (COB)	Andria.Oliveira@brampton.ca
	Mario Goolsarran	COB	Mario.Goolsarran@brampton.ca
	Jakub Kilis	Credit Valley Conservation (CVC)	jkilis@creditvalleyca.ca
	Liam Marray	CVC	lmarray@creditvalleyca.ca
	Mark Heaton	Ministry of Natural Resources and Forestry (MNRF)	mark.heaton@ontario.ca
	Melanie Shapiera	MNRF	melanie.shapiera@ontario.ca
	Mehemed Delibasic	WSP	mehemed.delibasic@wsp.com
	Bob Koziol	WSP	Bob.Koziol@wsp.com
	Alex Stettler	WSP	alexander.stettler@wsp.com
	Andrew Roberts	WSP	andrew.roberts@wsp.com
NOT PRESENT	Bishnu Parajuli	COB	Bishnu.parajuli@brampton.ca
DISTRIBUTION	As above plus: Dan Bennington, Region of Peel		

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MEETING NOTES

MATTERS ARISING		ACTION
1.0	PROJECT UPDATE	
1.1	Circulation of minutes from meeting with MNRF and CVC on July 13, 2017.	Information
1.2	<p>Outstanding items and project update</p> <ul style="list-style-type: none"> – The objective of meeting was to discuss identified alternative design concepts for preferred solution, including structural options and to present evaluation of alternative designs in order to identify recommended design. – As part of PPT presentation (ATTACHED) project needs and justification was presented to underline the City-wide significance of the east-west connector road as a city-wide people-mover, south of the CN rail line, linking Heritage Heights to the Mount Pleasant GO Station and Mobility Hub. The key initiatives/projects are: <ul style="list-style-type: none"> – Number of Planning documentation/completed studies shows E-W connector road – Bovaird Drive development activities are leading to urbanization of the area – Official Plan Amendment 101 for the Osmington Regional Retail Centre, – Alternative Solutions-Evaluation Framework and Criteria were discussed as two alternative solutions were carried forward from previous project phase including: <ul style="list-style-type: none"> – ALTERNATIVE SOLUTION 4: Extend road west of Mississauga Road only – ALTERNATIVE SOLUTION 5: Extend Mount Pleasant GO Station access road to west of Mississauga Road – It was concluded that both the Alternative Solution 4 and Alternative Solution 5 will be carried forward to evaluation and assessment process of the Alternative Design Concepts of the Preferred Solutions, as the next phase of the project. – Based on the evaluation and completed studies on the project the Alternative Solution 5 (Extend Mount Pleasant GO Station access road (Lagerfeld Road) to west of Mississauga Road) is recommended as preferred solution. – The ESR will need to provide closure with regards to planning solutions. It will require qualitative and conceptual assessment. 	Information
2.0	PROJECT DISCUSSION	
2.1	<p>Alternative Design Concepts of the Preferred Solution, Assessment and Evaluation, Discussion and Input: Alignments and Evaluation Matrix</p> <ul style="list-style-type: none"> – A series of initial design concepts were developed for the preferred solution at a preliminary level of detail to properly assess the potential impacts and benefits associated with each alternative. – A detailed assessment of each alternative was completed based on described evaluation components and evaluated against the criteria described and presented: <ul style="list-style-type: none"> – a descriptive or qualitative evaluation was used to consider the suitability and feasibility of alternative solutions and design concepts – in this respect, trade-offs considering the advantages or disadvantages of each alternative to address the problem and opportunity statement with the least environmental effects and the most technical benefits will result in a higher priority and forms the rationale for the identification of the preferred solution – evaluation material were provided to CVC and MNRF prior to this meeting – Five alignments presented and reviewed. The Project has carried forward four alignments that cross Huttonville creek (with two sets of structural options for the crossings) and one alignment that connects west of Mississauga Road only (Alternative Solution 5). – The alignments have been scored both qualitatively, and where possible quantitatively in terms of flood level impacts and redbreasted dace habitat. – The alignment scoring has been done with a sensitivity analysis using different category weighting criteria. – Based on evaluation and assessment completed Design Alternative 1B was presented as recommended. – The Design Alternative 1B is continuation of the existing Mount Pleasant GO Station access road to lands west of Mississauga Road. Alignment past through Mississauga Road at 419m 	Information

MEETING NOTES

	offset from Bovaird Drive centreline. (Crossing abutments within 30m redside dace habitat buffer zone).	
2.2	<p>Discussion Comments: CVC</p> <ul style="list-style-type: none"> — CVC comments that the Study has high focus on redside dace issues — Other provincial regulations and acts need to be addressed. — CVC needs to see preliminary quantitative-technical analysis and details in order to comment on an alignment preference. — Roads need demonstration that they are flood-free. — CVC asked for the analysis to include offsite impacts. High level statements regarding the degree to which flooding impacts are contained on-site versus off-site must be captured in the assessment. This may change to scoring and the outcome of the assessment. — The importance of both the degree and the location of the flooding impacts should be captured in the assessment. — Details on the 100 year flood versus the regional flood must be addressed. — Technical documentation will be needed where the assessment provides quantitative information for relative impact and to provide guidance. 	Information
2.3	<p>Discussion Comments: MNRF</p> <ul style="list-style-type: none"> — The negotiated size of the natural heritage system around Huttonville Creek is 100 m. — The impacts of shading on vegetation under crossings must be considered. — The purpose of spanning a valley with a structure is to maintain vegetation underneath them. The 2 m clearance shown is too low. WSP to review elevations with bridge engineer. As an example, review crossing of Churchill tributary. This is a 2 lane alignment with a 4 m high bridge that maintains vegetation underneath. — Site alteration within endangered species habitat is prohibited unless a permit can be issued. There are a number of other permits already issued or under review in the site vicinity <ul style="list-style-type: none"> — Widening of Mississauga Road — New structure under Bovaird — Huttonville crossing tied to CN overpass. — Add additional examination of provincial policies and agreements. Evaluate the options with regard to consistency with policy/agreement/plans including 2013 draft plan of subdivision under a mitigation report (Mattamy). — Interim solutions <ul style="list-style-type: none"> — Alignment 1B (presented as preferred alignment) does not meet provincial policy. — Alignment 1A might be able to receive ESA permit if the alignment cross section is reduced, and the structure height increased to maintain vegetation underneath. Therefore, Alignment 1A with a higher vertical clearance would be most appropriate to MNRF interests and requirements for minimal impact. — The Project should consider alignments that can be implemented. — Project may consider a phased scenario where the alignment west of Mississauga Road is constructed, traffic monitored to determine if a link is truly required, and an agreement in principle agreed to for the east portion. This would protect an envelope for the development of watercourse crossings and provide information as input into evolving development applications decisions, identify property impacts, phase construction, and determine triggers for a full connection. 	Information
3.0	NEXT STEPS	
3.1	Provide additional details and information as per MNRF and CVC request regarding presented and discussed assessment and evaluation of Alternative Design Concepts of the Preferred Solution	WSP/City
3.2	Meeting with landowners and developers	Information
3.3	Meeting with Region of Peel	
3.4	Confirm preferred alternative design concept	
3.5	Public meeting 2 (PIC 2)	

These minutes are considered to be accurate recording of all items discussed. Written notice of discrepancies, errors or omission must be given within seven (7) days, otherwise the minutes will be accepted as written.

MEETING NOTES

NEXT MEETING

An invitation will be issued for the next meeting.

Environmental Assessment Study, East-West Connection, Mount Pleasant GO Station to West of Mississauga Road - Region of Peel Meeting #3

Date: Thursday, December 10, 2015 **Project:** 141-15409
Time: 02:30 PM-3:30 PM **Location:** City of Brampton City Hall, 3rd Floor, Boardroom 3C

Attendees:	Name	Organization
	Andria Oliveira	City of Brampton
	Scott McIntyre	City of Brampton
	Compton Bobb	City of Brampton
	Scott McIntyre	City of Brampton
	Michelle Gervais	City of Brampton
	Madhuparua Debnalth	City of Brampton
	Rahul Vargas	City of Brampton
	Susan Jorgenson	City of Brampton
	Neal Smith	Peel Region
	Dan Bennington	Peel Region
	Bruce Grundon	WSP
	Mehemed Delibasic	WSP

Distribution: List

Prepared By: Andria Oliveira and Mehemed Delibasic

Item	Details and discussion	Action
1.	Introduction and meeting objective	
1.1	The purpose of this meeting was to go through the four conceptual design alternatives prepared by WSP as well as review the evaluation criteria for the EA. Also, objective was to receive input from the Region of Peel on their ongoing detailed design of the Mississauga Road project and coordination / timing with east-west connection EA.	Info

<p>2. Project Understanding and Approach</p>	
<p>2.1 It was noted that in 2009, the City of Brampton (City) completed the Mount Pleasant Secondary Plan Transportation Master Plan (TMP), which established the needs and justification for proposed arterial and collector roads in compliance with the Phases 1 and 2 of the Municipal Class EA. Among the proposed road improvements in TMP it was identified an east-west collector road connection from Mount Pleasant GO Station to lands west of Mississauga Road</p>	Info
<p>2.2 Objective of the our EA study is to complete Phase 3 and 4 of the Municipal Class EA process (schedule "C" Class EA and Preliminary Design (30%)) for the east-west collector road from Mount Pleasant GO Station / future Creditview Road (James Potter Road) to west of Mississauga Road including multiple crossings of Huttonville Creek</p>	Info
<p>2.3 The East-West EA study will not contradict the Bovaird Drive and Mississauga Road EAs</p>	Info
<p>2.4 The study will coordinate with the ongoing Heritage Heights Transportation Master Plan (HHTMP), to ensure the road does not preclude the opportunity for an extension west to Heritage Road from its terminus at Mississauga Road/Huttonville Creek</p>	Info
<p>2.5 Region of Peel is working on detail design for widening and improvements of Mississauga Road in the study area, therefore preferred alternative for a crossing / intersection location emerging through the subject EA (east-west collector road connection) will be integrated with the Mississauga Road improvements</p>	Info
<p>2.6 Other relevant studies in the study area are:</p> <ul style="list-style-type: none"> • Heritage Heights Secondary Planning (waiting on Michelle Gervais report) • Heritage Heights Subwatershed Study in Phase 2 with first impact assessment (Andria to confirm with Susan) • GTA West Transportation Corridor has been suspended for the time being (Andria to ask Michelle for overall status of the Secondary Planning Process) • Shale Study – Andria to confirm the status of this study • Mississauga Road (Region of Peel) is being taken to detailed design, and the Mississauga Road Consultant cannot move forward until we know where the crossing is. Ideal construction time for the Mississauga Road widening is 2019. • Osmington development, Heathwood development, etc. OPA's (request in with NG and MG) • Neil Smith noted that the East-West Connector road was not identified in the schedules for Mount Pleasant TMP, which has been an ongoing point of contention from the beginning. • However, the City of Brampton made a protection for this policy in the Retail Policies section of this plan noting, that if there was a higher density, commercial development, it would be prudent to have a transit and active transportation link, connecting the GO stations with the commercial development. <ul style="list-style-type: none"> ➤ The East-West connector will provide needed roadway connectivity, and multi-modal capacity ➤ Facilitate direct travel for all modes, and reduce the reliance/pressure placed on intersections at Bovaird Drive and Mississauga Road 	<p>Info</p> <p>Andria (City of Brampton)</p> <p>Andria (City of Brampton) Andria (City of Brampton)</p> <p>Info</p> <p>Info</p> <p>Info</p> <p>Info</p>

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| <ul style="list-style-type: none">➤ Support the City's endorsed Community Design Principles that include Transit-Oriented Development in an Urban Core around Mount Pleasant GO Station➤ Provide a mid-block crossing and pedestrian-friendly community collector that can attract an array of multi-modal transportation users (pedestrians, cyclists, local and regional transit users) | |
|--|--|

<p>3. Study Overview and Study Status</p> <p>3.1 Project Initiation Spring 2014 - COB staff Technical Advisory Committee (TAC) Meeting #1</p> <ul style="list-style-type: none"> • WSP has completed several background and existing conditions reporting including: <ul style="list-style-type: none"> ➤ Built Heritage and Cultural Landscape Report (Jun 2014) ➤ Socio-Economic Report (Aug 2014) ➤ Preliminary Archaeological Assessment (Jan 2015) ➤ Natural Heritage Existing Conditions Report (Feb 2015) ➤ Fluvial Geomorphological Assessment (Mar 2015) ➤ Background Traffic Report (Jun 2015) • COB staff are engaging agency partners including Peel Region, CVC, MNRF and other agencies/stakeholders • Public Information Centre #1 (Jun 2015) 	<p>Info</p> <p>Info</p> <p>Info</p>
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<p>4. Design Alternative Solutions</p> <p>4.1 Design Alternative Solutions/ Discussion and Input. Four (4) alternatives were presented by WSP project team (as attached). A conceptual layout is provided at this phase for discussion and input purposes only.</p> <p>4.2 Alignment # 1: Alignment intersects Mississauga Road at 400m offset from Bovaird Drive centerline</p> <ul style="list-style-type: none"> • Geometrically addressed all requirements • Creates 2 new creek crossings • Meets minimum distance between signalized intersections • No impact on woodlots • Meets sight lines requirements • Does not impact structure proposed in Mississauga Road EA • Minimum impact on Osmington development <p>The Mississauga Road EA suggests that a service connection will still be maintained to the two hold out properties on the east side of Mississauga Road, north of the Mississauga Road Creek crossing.</p> <p>What are the options to achieve access for these properties? These need to be explored for this Alternative 1.</p> <p>Neil to send alternatives/ options for crossings/ intersection location that were developed during Mississauga Road EA.</p> <p>4.3 Alignment # 2: Alignment intersects Mississauga Road at approximately 240m offset from Bovaird Drive centreline</p> <ul style="list-style-type: none"> • Only one creek crossing • Does not meet minimum standard distance between signalized intersections • Cuts the woodlot • Provides access to Osmington • Require to realign the roadway to the south in the proximity of the cul-de-sac east of Mississauga Road, cutting into Mattamy's property • Does not impact structure proposed in the Mississauga Road EA <p>Roadway cut the northeast corner of woodlot at west of Mississauga Road, within the Osmington property. This alternative has impact on habitat only on one (east) side of Mississauga Road. This Alternative does not meet the minimum intersection offset from Bovaird Drive intersection as specified in City's standards (300m) for the crossing at Mississauga Road. May have queuing issue for left turning vehicles at Bovaird Drive with reduced intersections distance between Bovaird Drive and the new connection.</p> <p>4.4 Alignment # 3: Alignment intersects Mississauga Road at the existing location of the Huttonville Creek culvert, at an 70° angle, approximately 475m offset from Bovaird Drive centreline</p>	<p>Info</p> <p>Info</p> <p>Info</p> <p>WSP</p> <p>Neil/Region of Peel</p> <p>Info</p> <p>Info</p> <p>Info</p>
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<ul style="list-style-type: none"> • Meet the minimum intersection offset from Bovaird Drive intersection as specified in City's standards (300m) for the crossing at Mississauga Road. • Combining the connection access with Huttonville Creek Bridge at Mississauga Road, reduce sight distance issues that may arise from the bridge's parapet walls. • Passing Mississauga Road at approximately the midpoint between Bovaird Drive and CN Rail, evenly splitting the areas. • Crossing Huttonville Creek at one (1) new location near the SWM Pond. • Second (2nd) Huttonville Creek crossing requires modification of structure proposed in Mississauga Rd EA (WSP and City team to confirm if this requires an addendum or changes to the Mississauga Road EA). • Impact on property belonging to Joyce & Keith Martin, just north of the Mississauga Rd EA proposed structure. • May have insufficient sight distance along Mississauga Road. 	
<p>4.5 Alignment # 4: Alignment does not intersect with Mississauga Road but utilizes proposed slip road north of Huttonville Creek crossing, just south of CN Rail.</p> <ul style="list-style-type: none"> • Since not intersecting with Mississauga Road, cannot alleviate traffic congestion at intersection of Mississauga Road and Bovaird Drive • Do not passed through the major developments, therefore reduced the function of the East-West Connection • Do not provide a mid-block crossing and pedestrian-friendly community collector that can attract an array of multi-modal transportation users (pedestrians, cyclists, local and regional transit users) • Crossing Huttonville Creek at two (2) new locations; one east of Mississauga Road near the SWM Pond and one west of TransCanada Pipeline, close to the CN Rail track • Does not impact structure proposed in Mississauga Road EA 	<p>WSP/City of Brampton</p> <p>Info</p>
<p>4.6 Alternative Evaluation Criteria Review:</p> <p>The following assessment factors will be used to evaluate alternative designs in the next phase of the study:</p> <ul style="list-style-type: none"> • Transportation/Technical • Natural Environment • Social-Cultural Environment • Cost 	<p>Info</p>
<p>Suggestions for consideration:</p> <ul style="list-style-type: none"> ➤ Endangered species should be its own category ➤ Water quality should be a distinct category ➤ Noise under natural environment ➤ Include lighting/illumination ➤ Pollution for NHS 	<p>Info</p> <p>WSP</p>

<ul style="list-style-type: none"> ➤ Habitat for water and terrestrial ➤ Hydrology considerations will be important, for example- how will 3 culverts work together ➤ Net loss of habitat vs. net improvements ➤ How does the meander belt plus 30 m factor in ➤ We cannot have two crossings within 1 km, how does that impact the design, or how can that mediated/off-set ➤ It was mentioned that as part of others studies, consultants have had to explore other, future crossings, as part of a bigger picture understanding (Andria to get clarity from Susan about where this took place) ➤ Assess impact of each Alternative, rank the impacts on redbreasted nuthatch, and how this impacts evaluation of each 	Andria/ City of Brampton
<p>5. Discussion and Next Steps</p>	
5.1 Need to confirm alignment with plans for North America. How does this development go forward without knowing the alignment of the road?	WSP/City
5.2 Confirm if North American developer representatives were involved in the landowner meetings. Confirm if they have any updated plan-alignments.	WSP/City
5.3 Consider potential impacts on GO, GO parking, costs to transit service, city building, etc, walkability, transit spine, community permeability, smart growth.	WSP/City
5.4 Need more detailed analysis, understanding of each alternative.	WSP/City
5.5 Need to consider constructability of this road as well, as well impacts to Region of Peel Mississauga Road design. Reducing all impact to Regional structure and work/ cost needs to be an important element.	WSP/City
5.6 Next steps: <ul style="list-style-type: none"> • as part of the next phase of the EA study, we will continue developing alternative design concepts for the East-West Connection Road • these alternative design concept will be further investigated and evaluated in the next phase of this EA study • evaluate alternatives and identify recommended solutions • meet agency partners including CVC, MNRF, Peel Region, and other agencies/stakeholders • present recommended solutions at PIC No. 2 • Public Information Centre #2 will be scheduled to discuss the recommended alignments, as well as any issues and concerns prior to the finalization of the preliminary Preferred Design 	WSP WSP WSP/City WSP/City WSP/City WSP/City

End of Meeting Summary

East-West Connection Road Environmental Assessment

Mount Pleasant GO Station to west of Mississauga Road

December 10, 2015

Agenda

- Introduction
- Project understanding and approach
- Study overview and study status
- Design Alternative Solutions
 - discussion and input
 - alternative evaluation criteria
- Next steps
 - evaluate alternatives and identify recommended solutions
 - present recommended solutions at PIC No. 2

Project understanding and approach

- In 2009, the City of Brampton (City) completed the **Mount Pleasant Secondary Plan Transportation Master Plan (TMP)**:
 - established the needs and justification for proposed arterial and collector roads in compliance with the **Phases 1 and 2 of the Municipal Class EA**
 - among the proposed road improvements **identified an east-west collector road connection from Mount Pleasant GO Station to lands west of Mississauga Road**
- **Objective:** complete **Phase 3 and 4 of the Municipal Class EA process** (schedule "C" Class EA and Preliminary Design (30%)) for the east-west collector road from Mount Pleasant GO Station / future Creditview Road (James Potter Road) to west of Mississauga Road including multiple crossings of Huttonville Creek
- **Three mandatory points of contact** with the public and relevant review agencies and the preparation and filing of an Environmental Study Report (ESR) to document the EA process

Project understanding and approach

■ 2 Key projects / studies in the area:

- 1) The study will coordinate with the ongoing **Heritage Heights Transportation Master Plan (HHTMP)**, to ensure the road does not preclude the opportunity for an **extension west to Heritage Road** from its terminus at Mississauga Road/Huttonville Creek
- 2) Region of Peel is planning **widening and improvements of Mississauga Road in the study area:**
 - preferred alternative for a crossing / intersection location emerging through the subject EA (east-west collector road connection) will be integrated with the Mississauga Road improvements
 - detailed design in the vicinity of Huttonville Creek will be finalized following completion

Study overview and status

- Project Initiation Spring 2014 - COB staff Technical Advisory Committee (TAC) Meeting #1;
- WSP has completed several background and existing conditions reporting including:
 - Built Heritage and Cultural Landscape Report (Jun 2014)
 - Socio-Economic Report (Aug 2014)
 - Preliminary Archaeological Assessment (Jan 2015)
 - Natural Heritage Existing Conditions Report (Feb 2015)
 - Fluvial Geomorphological Assessment (Mar 2015)
 - Background Traffic Report (Jun 2015)
- COB staff are engaging agency partners including Peel Region, CVC, MNRF and other agencies/stakeholders
- Public Information Centre #1 (Jun 2015)

Study Area



The need for East-West connection

The east-west connector will:

- Provide needed roadway connectivity, and multi-modal capacity
- Facilitate direct travel for all modes, and reduce the reliance/pressure placed on intersections at Bovaird Drive and Mississauga Road
- Support the City's endorsed Community Design Principles that include Transit-Oriented Development in an Urban Core around Mount Pleasant GO Station
- Provide a mid-block crossing and pedestrian-friendly community collector that can attract an array of multi-modal transportation users (pedestrians, cyclists, local and regional transit users)

Opportunities and Constraints:

- An opportunity to provide community connectivity, logical infrastructure delivery while dovetailing two projects for lowest environmental impact
- Crossing of the Huttonville Creek
- Anticipated financial constraints
- The coordination of infrastructure for environmental mitigation and areas of mutual interest
- Osmington OPA

Planning for North-West Brampton: Policy Context

City of Brampton

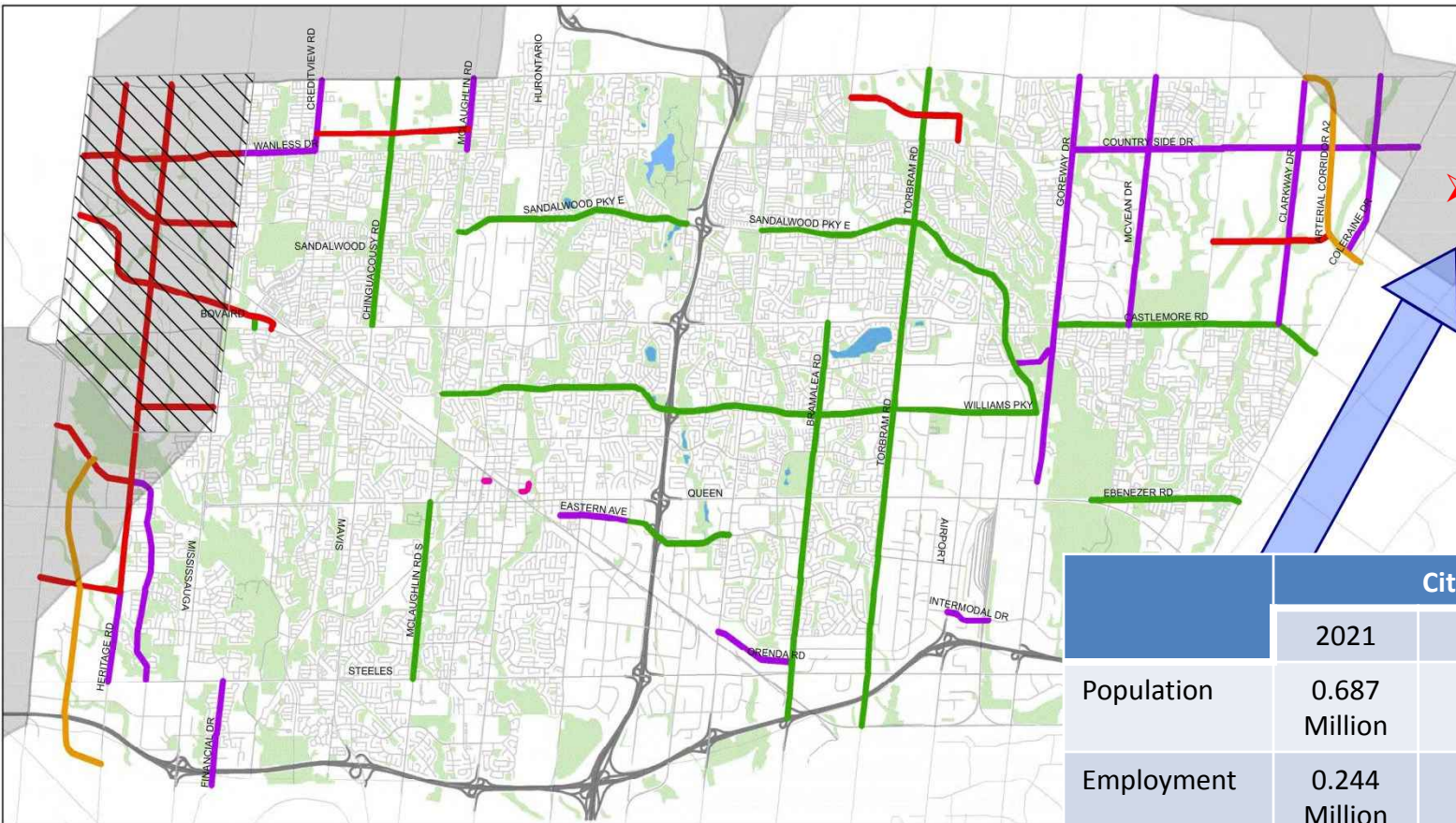
- Transportation Master Plan Update (2015)
- Heritage Heights Secondary Plan/TMP
- Mount Pleasant Secondary Plan/TMP

Region of Peel

- Mississauga Road Municipal Class Environmental Assessment ESR – filed 2013
- Project is moving forward to Detailed Design for Capital Construction, where timing is critical

Transportation Master Plan Update (2015)

- North West Brampton is rapidly growing community.
- City of Brampton population and employment will increase by 43% and 73% respectively between 2021, 2031 and 2041.



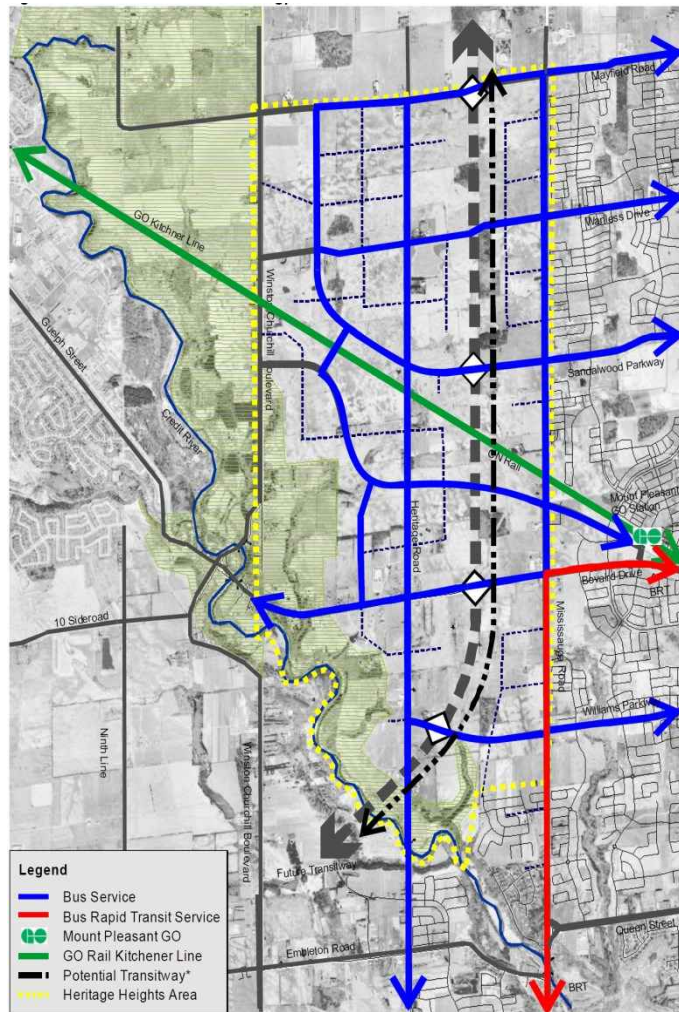
	City of Brampton		
	2021	2031	2041
Population	0.687 Million	0.837 Million	0.889 Million
Employment	0.244 Million	0.292 Million	0.322 Million

Legend

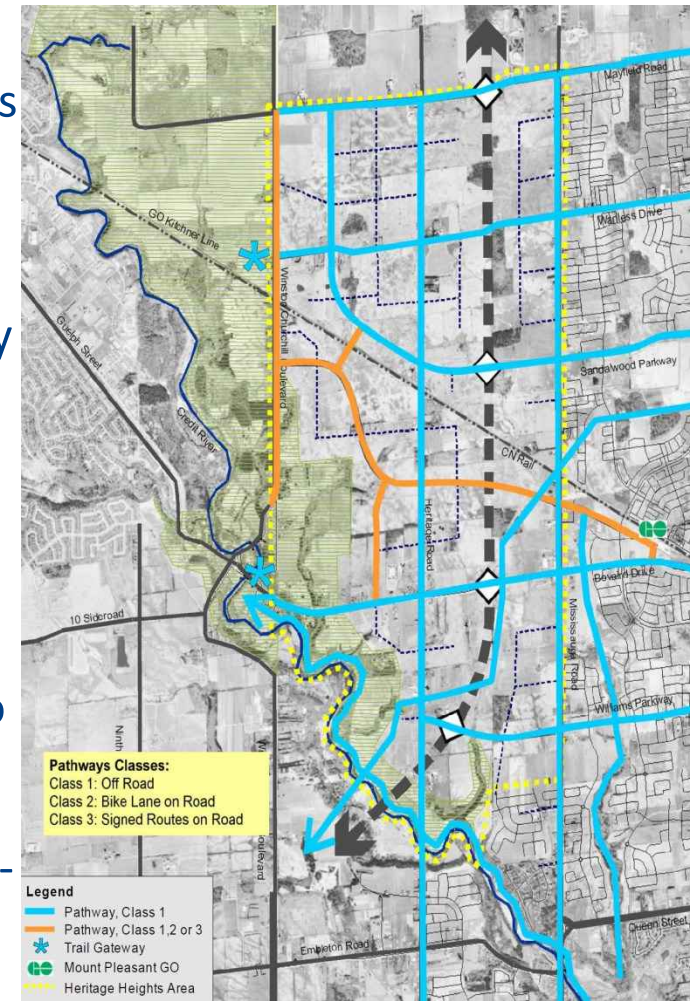
- City Road Extension by Two Lanes
- City Road Expanded to Four Lanes
- City Road Expanded to Six Lanes
- New Road Construction Six Lanes
- New Road Construction Four Lanes
- Provincial Highway
- GTA West Corridor Study Area
- Highway 427 and Extension
- Conceptual Road Network for use in the Development Charges Background Study

Figure 1
Recommended City Road Network Needs to 2041

HERITAGE HEIGHTS (HH) PROPOSED NETWORKS



- HH Secondary Plan development in process
- Draft HH TMP recommends a Preferred Network
- E-W connection is a key transit and active transportation spine to achieve community connectivity and foster sustainable modes of travel
- Walkable Main Street and Complete Street to complement Transit-Oriented Development
- GO Transit two-way, all-day service improvements

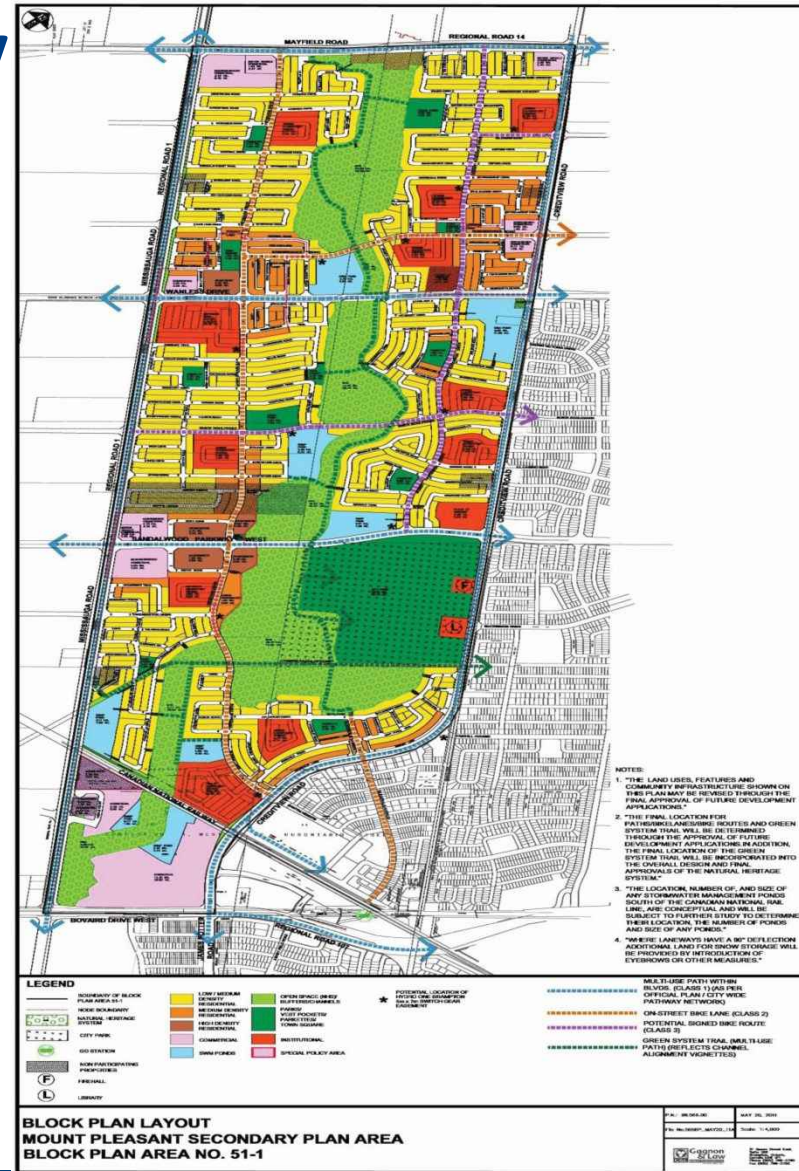


Proposed Transit Strategy

Proposed Active Transportation Strategy

Mount Pleasant Secondary Plan, 2011

- Mount Pleasant Mobility Hub, Transit-Oriented Development, mixed uses, tighter grid networks, protection of environmental systems functions through protection and enhancement of a Natural Heritage System
- Mount Pleasant Secondary Plan OPA Policy 5.3.2.5 Road network and access required to accommodate travel demand in and associated with the “District Retail” designation shall be explored and confirmed, with respect to demonstrating and not precluding the ability of achieving future road network connectivity



Heritage Heights and Mount Pleasant Secondary Plan

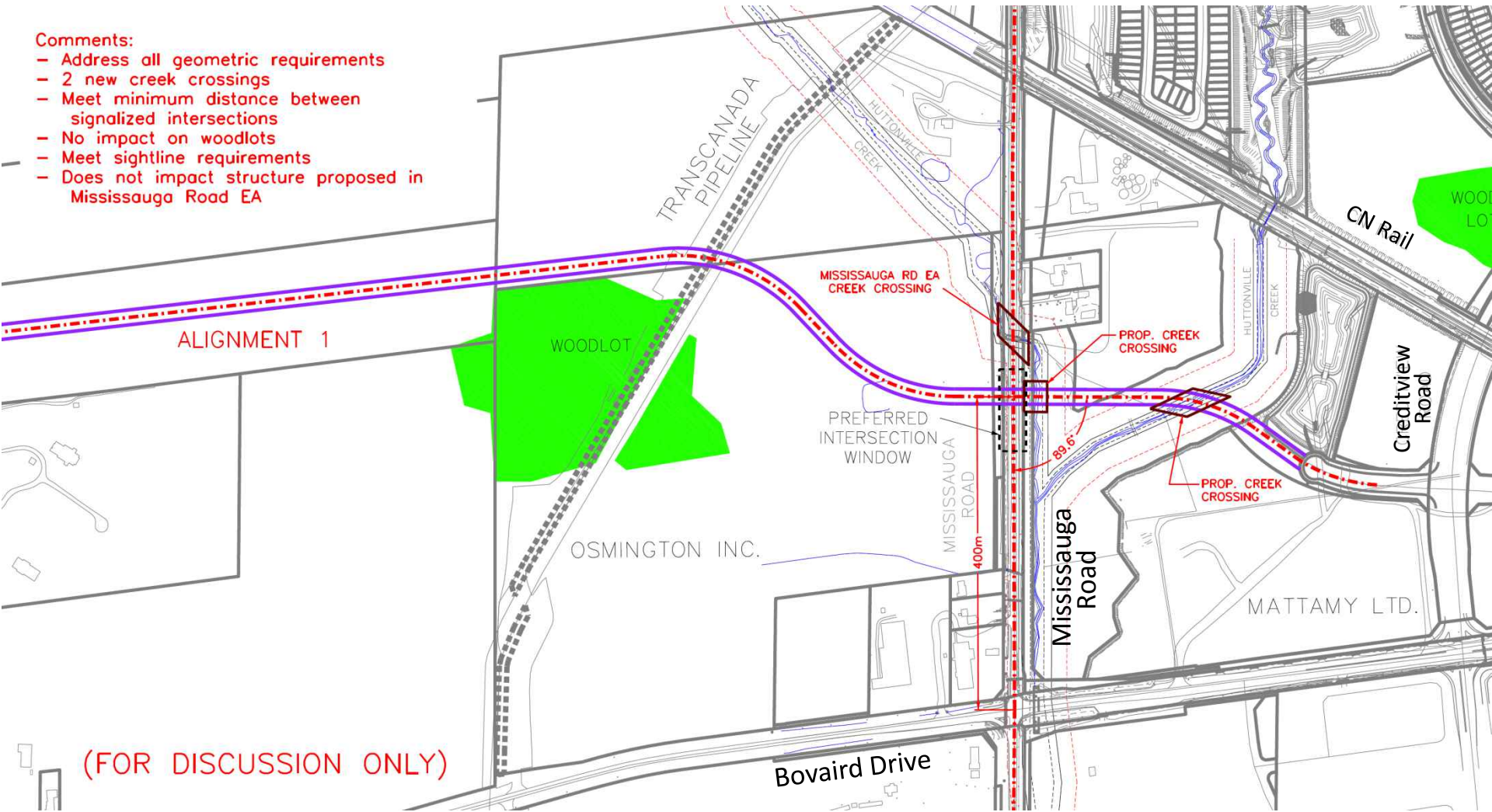
- Through the Mount Pleasant Secondary Plan and the Heritage Heights Secondary Plan and its TMP, a preferred road network was identified which includes a grid of collector roads and the continuation of the existing Mount Pleasant GO Station access road to lands west of Mississauga Road (area known as Heritage Heights Secondary Plan). This East West Connection Road EA deals with the mentioned connection.

Region of Peel

- Mississauga Road ESR 300m north of Bovaird Dr. to Mayfield Rd.
- Timing for Mississauga Road Detailed Design for Capital Construction
 - Mississauga Road (Bovaird Dr. to Sandalwood Pkwy.)
 - Mississauga Road (Sandalwood Pkwy. to Mayfield Rd.)
 - Mississauga Road structures (CN overpass and Huttonville Creek bridge) design timing is dependent on east-west connection road EA (detail design on-going now)

Design Alternative Solutions Discussion and Input

- Comments:
- Address all geometric requirements
 - 2 new creek crossings
 - Meet minimum distance between signalized intersections
 - No impact on woodlots
 - Meet sightline requirements
 - Does not impact structure proposed in Mississauga Road EA

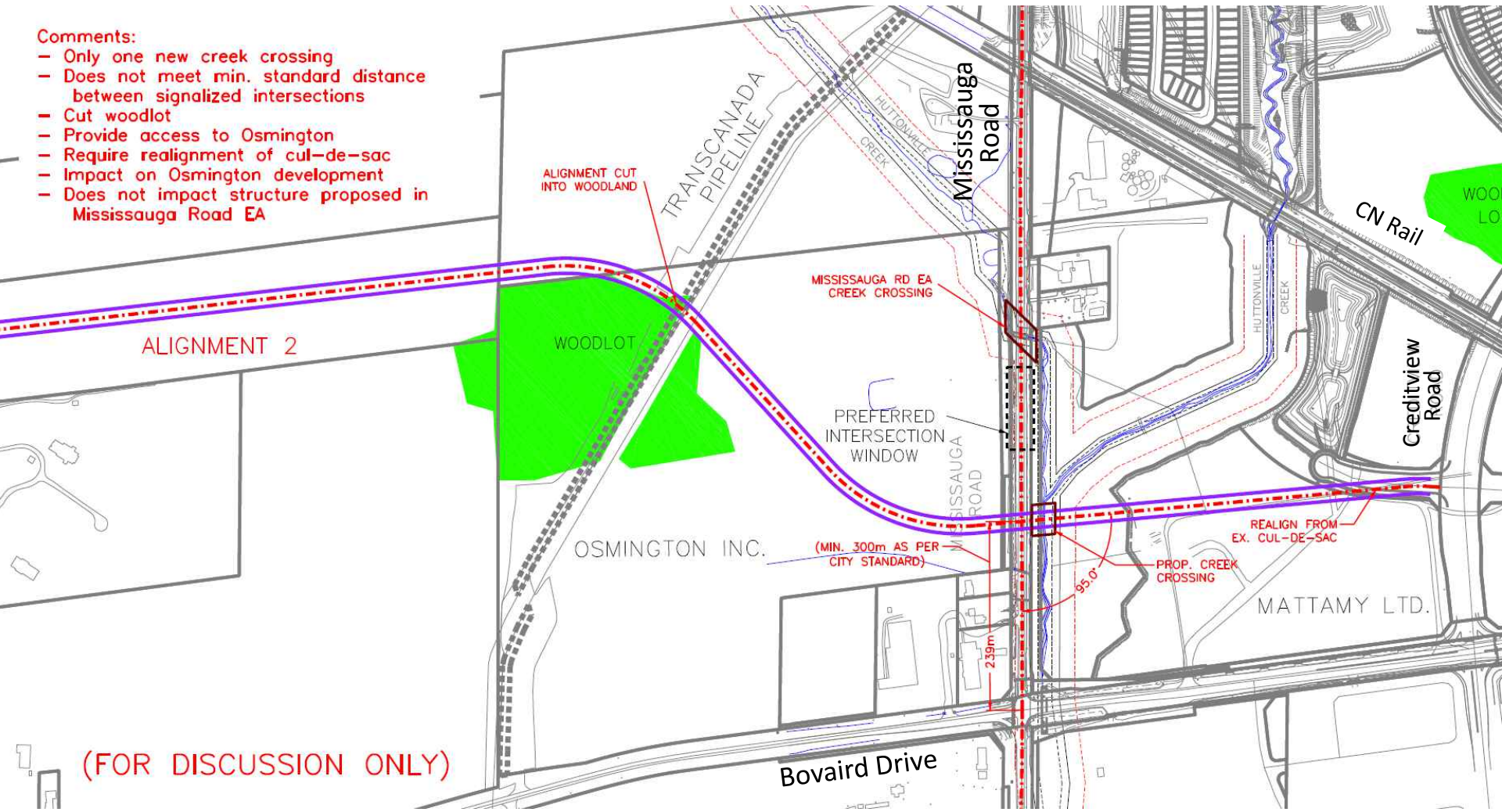


(FOR DISCUSSION ONLY)

Possible Location of Brampton East West Connection crossover at Mississauga Road – Alignment 1

Comments:

- Only one new creek crossing
- Does not meet min. standard distance between signalized intersections
- Cut woodlot
- Provide access to Osmington
- Require realignment of cul-de-sac
- Impact on Osmington development
- Does not impact structure proposed in Mississauga Road EA

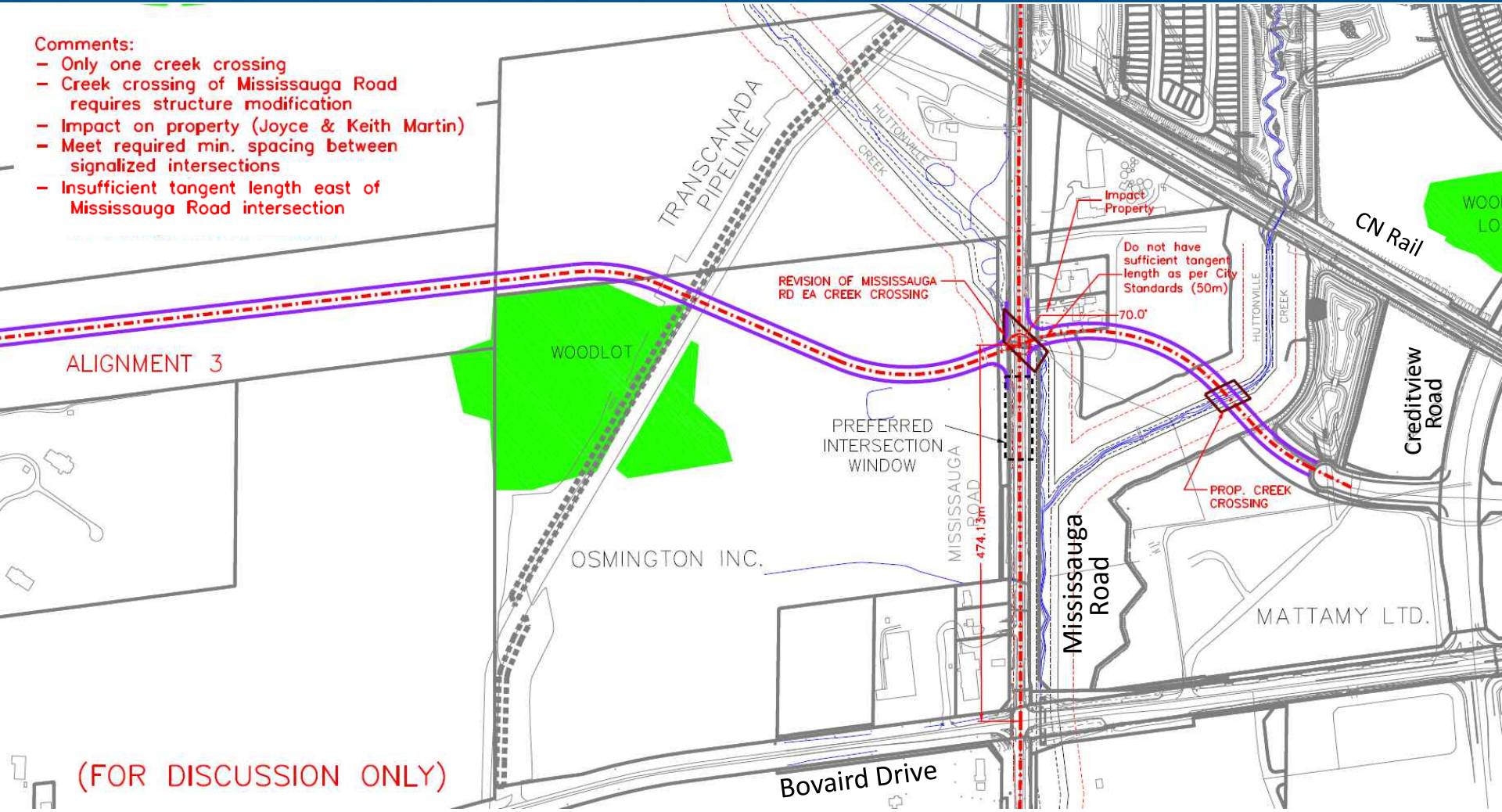


(FOR DISCUSSION ONLY)

Possible Location of Brampton East West Connection crossover at Mississauga Road – Alignment 2

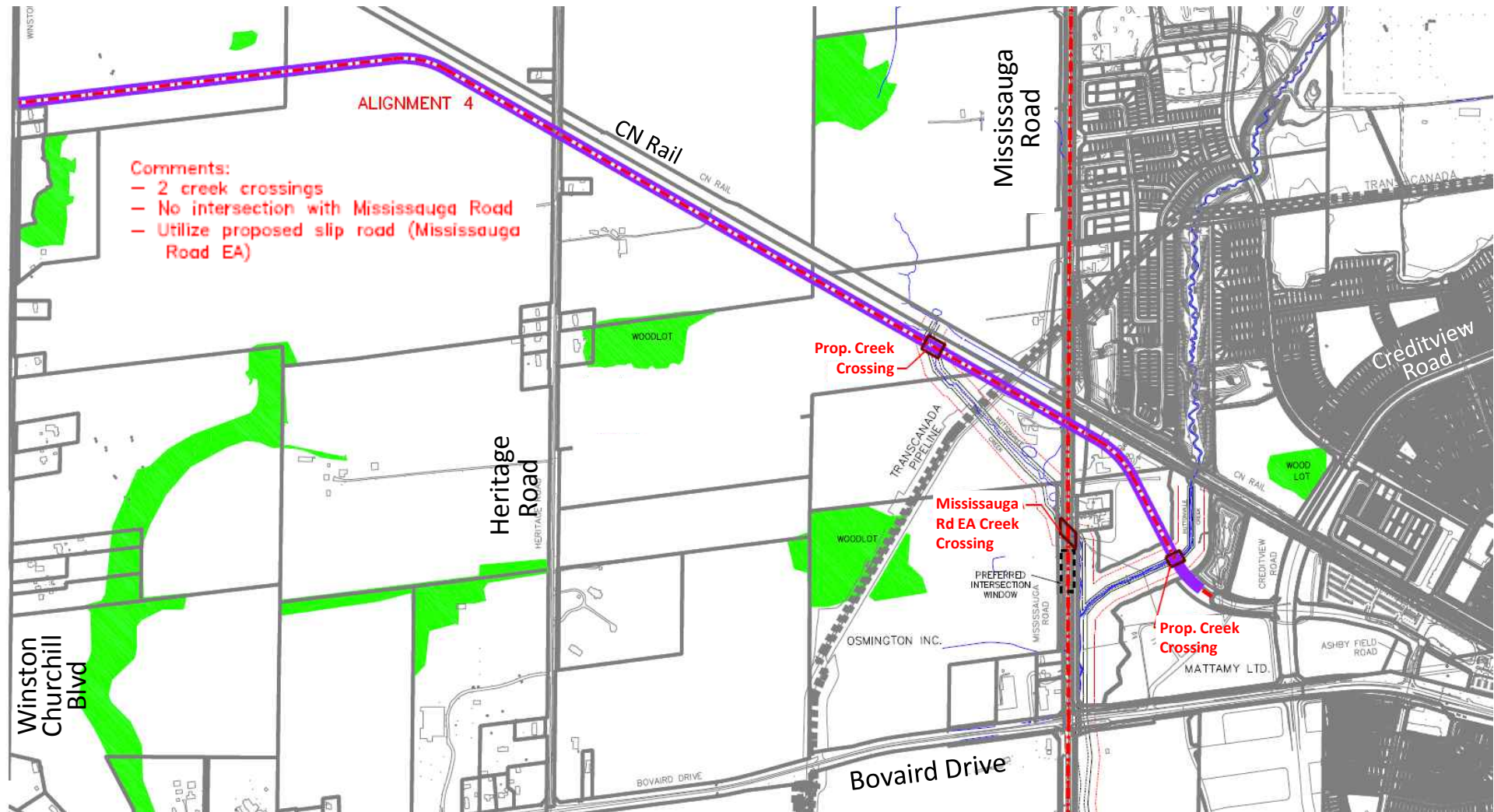
Comments:

- Only one creek crossing
- Creek crossing of Mississauga Road requires structure modification
- Impact on property (Joyce & Keith Martin)
- Meet required min. spacing between signalized intersections
- Insufficient tangent length east of Mississauga Road intersection

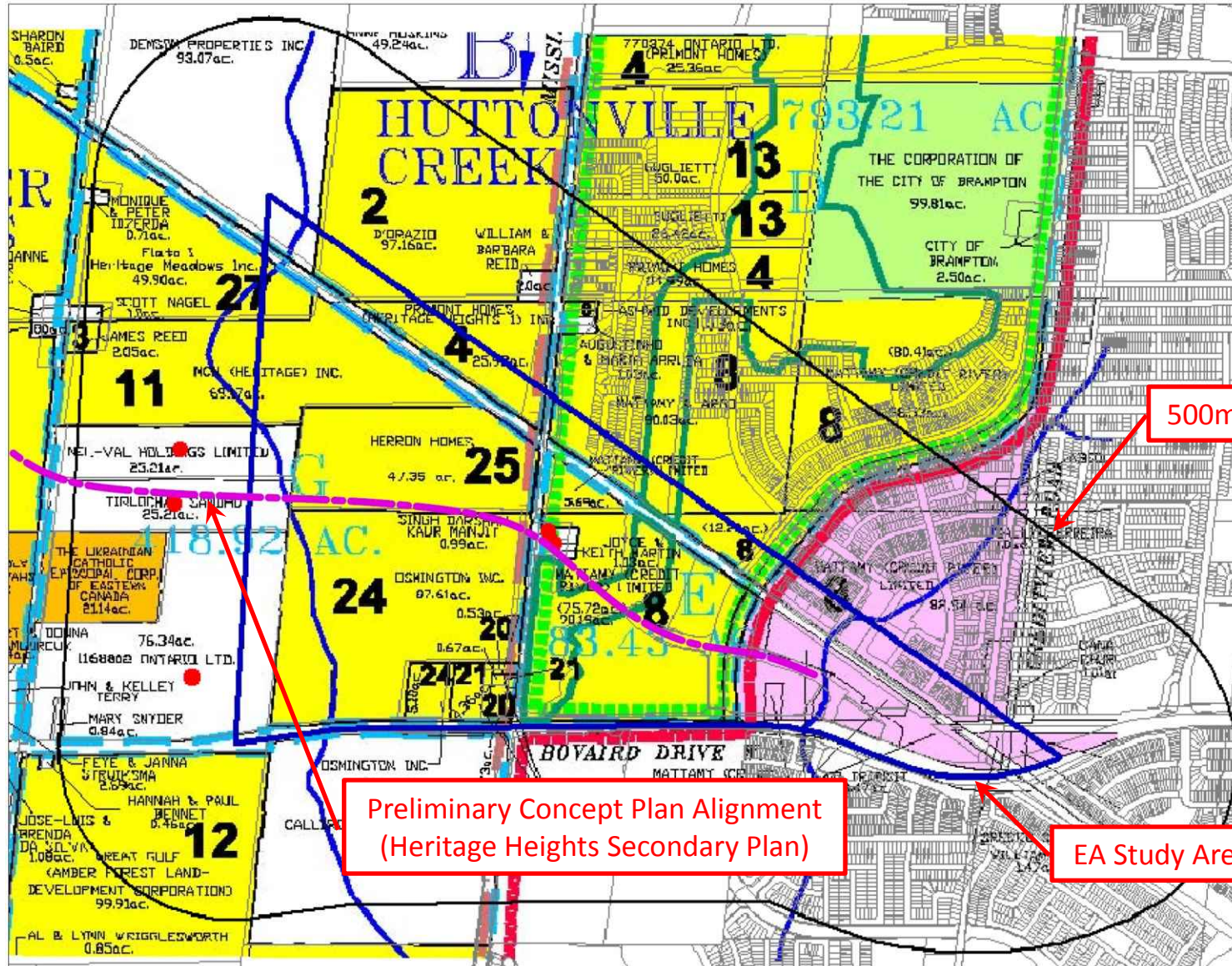


(FOR DISCUSSION ONLY)

Possible Location of Brampton East West Connection crossover at Mississauga Road – Alignment 3



Possible Location of Brampton East West Connection crossover at Mississauga Road – Alignment 4



500m Buffer

Preliminary Concept Plan Alignment
(Heritage Heights Secondary Plan)

EA Study Area



Possible Location of Brampton East West Connection crossover at Mississauga Road

Assessment Factors/ Alternative Evaluation Criteria

The following assessment factors will be used to evaluate alternative designs in the next phase of the study:

Transportation/Technical

- Ability to Improve East-West Capacity
- Effects on Access & Circulation
- Effects on Safety / Traffic Operations
- Support for Transit / Non-Auto Modes
- Ability to Improve Drainage System
- Emergency Services Impacts
- Utilities Impacts

Natural Environment

- Effects on Existing Environmentally Sensitive Areas
- Effects on Vegetation
- Effects on Habitat Areas
- Effects on Existing Watercourses, Water Quality / Quantity
- Effects on Air Quality

Alternative Evaluation Criteria (Cont.)

Social-Cultural Environment

- Support for Future Designated Growth Areas
- Effects on Adjacent Land-uses/Properties
- Effect on Noise Levels
- Short Term Construction Related Impacts
- Traffic Infiltration Effects
- Potential Impact on Heritage Resources & Archaeological Features

Cost

- Effects on Travel Time
- Effect on Road Operation and Maintenance Costs
- Capital Costs

Next Steps

- as part of the next phase of the EA study, we will continue developing alternative design concepts for the East-West Connection Road
- a conceptual layout is provided at this phase for discussion and input purposes only
- these alternative design concept will be further investigated and evaluated in the next phase of this EA study
- evaluate alternatives and identify recommended solutions
- present recommended solutions at PIC No. 2
- Public Information Centre #2 will be scheduled to discuss the recommended alignments, as well as any issues and concerns prior to the finalization of the preliminary Preferred Design

THANK YOU

Consultant for the Class EA:

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City of Brampton Project Manager:

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Project Manager - City of Brampton

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Brampton, Ontario L6Y 4R2

Email: Andria.Oliveira@brampton.ca

Phone: (905) 874-2410

Key issues, objectives, and opportunities

- One of the key objectives of this project is to reflect the **current planned network** and **future development potential** along the study area corridor
- Study area west of Mississauga Road includes lands within Secondary Plan Area 52 Huttonville North (no current secondary plan)
- Region of Peel and City of Brampton Official Plan policies are in effect to protect for a **North-South Transportation Corridor** (recommended in the **Halton-Peel Boundary Area Transportation Study (HPBATS)**) facility
- Proposed provincial **GTA West Corridor** coincides with the **North-South Transportation Corridor, both west of Mississauga Road** - will be consulted and referenced (as available) during this EA study

Key issues, objectives, and opportunities

- Referencing, consultation, and coordination with the **Huttonville and Fletcher's Creek Subwatershed Study and Heritage Heights Subwatershed Study** will be integral part for the selection of the preferred alternative and preparation of the ESR
- Study Area - within the **Huttonville Creek subwatershed of the Credit River**, which is within the jurisdiction of **the Credit Valley Conservation Authority (CVC)**
- Within the study area, Huttonville Creek and East and West Huttonville Creeks provide habitat for **Redside Dace** (classified as a “**Species at Risk**” (SAR) and protected under the Endangered Species Act)
- Consultation with the **Ministry of Natural Resources and Forestry (MNRF)** in the preparation of alternative design, selection of preferred alternative, and identification of permits as required



MEETING NOTES

JOB TITLE	East-West Connection, Mount Pleasant GO Station to West of Mississauga Road Municipal Class EA		
PROJECT NUMBER	141-15409-00		
DATE	11 December 2017		
TIME	10:00 AM to 12:00 PM		
VENUE	1975 Williams Parkway, Boardroom 2G, City of Brampton		
SUBJECT	MNRF and CVC Meeting #11		
CLIENT	City of Brampton		
PRESENT	Attendees		
	Mario Goolsarran	City of Brampton (COB)	Mario.Goolsarran@brampton.ca
	Bishnu Parajuli	COB	Bishnu.parajuli@brampton.ca
	Jakub Kilis	Credit Valley Conservation (CVC)	jkilis@creditvalleyca.ca
	Liam Marray	CVC	lmarray@creditvalleyca.ca
	Rebecca Stewart	CVC	rstewart@creditvalleyca.ca
	Kaitlyn McGlade	CVC	kmcglade@creditvalley.ca
	Rizwan Haq	CVC	rhaq@creditvalleyca.ca
	Mark Heaton	Ministry of Natural Resources and Forestry (MNRF)	mark.heaton@ontario.ca
	Dan Bennington	Region of Peel (ROP)	dan.bennington@peelregion.ca
	Mehemed Delibasic	WSP	mehemed.delibasic@wsp.com
	Bob Koziol	WSP	Bob.Koziol@wsp.com
	Andrew Roberts	WSP	andrew.roberts@wsp.com
	Mahdi Esmaeili	WSP	mahdi.esmaeili@wsp.com
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MEETING NOTES

NOT PRESENT	Melanie Shapiera	MNRF	melanie.shapiera@ontario.ca
	Bob Nieuwenhuysen	ROP	bob.nieuwenhuysen@peelregion.ca
DISTRIBUTION	As above		

MATTERS ARISING		ACTION
1.0	APPROVAL OF PREVIOUS MEETING MINUTES – Minutes from September 8, 2017 – meeting with MNRF, CVC, and Region of Peel	Information
2.0	PROJECT UPDATE	Information
2.1	<p>Outstanding items and project update</p> <ul style="list-style-type: none"> – The objective of today's meeting is to present flooding assessment, obtain input and discuss identified alternative design concepts presented at previous meetings, including structural options, and evaluation of alternative design concepts in order to confirm preliminary preferred road alignment. – As presented in previous meetings the project team developed, studied, and assessed five alternative solutions. Two alternative solutions carried forward, including: <ul style="list-style-type: none"> ➢ ALTERNATIVE SOLUTION 4: Extend road west of Mississauga Road only ➢ ALTERNATIVE SOLUTION 5: Extend Mount Pleasant GO Station access road to west of Mississauga Road – As part of alternative design concepts of the Preferred Solution, Assessment and Evaluation, five initial design concepts were developed for the preferred solution at a preliminary level of detail to assess the potential impacts and benefits associated with each alternative. – Since last meeting in September 2017, WSP completed a flood assessment for Alternative Alignments 1, 2, and 3 (completed HEC RAS hydraulic analysis and floodplain assessment for a full range of road alternatives for the East-West Connection (Lagerfeld Road) – The updated alternative design concepts of the Preferred Solution Assessment and Evaluation matrix was presented. The matrix addressed comments received regarding the categorization of erosion and sedimentation impacts as environmental to engineering/technical, and the inclusion of provincial policy (e.g. <i>Endangered Species Act</i>) and previously negotiated agreements with MNRF. – At previous meetings five alignments were presented and reviewed including four alignments that cross Huttonville Creek (with two sets of structural options for the crossings) and one alignment that connects west of Mississauga Road only (Alternative Solution 5). – The updated Alternative Alignments matrix was updated to include the flooding assessment information. – Based on the evaluation and completed studies on the project, design Alternative 1 is recommended as preferred. <ul style="list-style-type: none"> ➢ This Alternative 1 is continuation of the existing Mount Pleasant GO Station access road to lands west of Mississauga Road. ➢ Alignment past through Mississauga Road at 419m offset from Bovaird Drive centreline. ➢ Alignment cross Huttonville Creek (with two sets of structural options for the crossings) ➢ Alignment 1A crossing abutments beyond 30m redbreasted dace habitat buffer zone ➢ Alignment 1B crossing abutments within 30m redbreasted dace habitat buffer zone – Alignment 1B or 1A can be moved forward as preferred and implementation will be phased. – The Environmental Study Report (ESR) will need to provide closure with regards to planning solutions. It will require qualitative and conceptual assessment. 	<p>Information</p> <p>Information</p> <p>Information</p> <p>Information</p> <p>Information</p>
3.0	PROJECT DISCUSSION	

MEETING NOTES

<p>3.1</p>	<p>Flooding Assessment Review</p> <ul style="list-style-type: none"> – As part of evaluation of alternative design concepts, WSP team completed HEC RAS hydraulic analysis and floodplain assessment for a full range of road alternatives for the East-West Connection (Lagerfeld) Road. As per CVC request, the objective of the hydraulic analyses is for flood free Lagerfeld Drive during regulatory storm that is greater of 100-year and regional storm to the extent feasible. Also proposed, Lagerfeld Drive and associated works must not increase flooding hazard upstream or downstream of Lagerfeld Drive. – Details of the assessment have been carried in the evaluation matrix. – CVC will provide written comments on the model. – WSP to update “Fluvial and meander belt width assessment (October 2017)” to be in line with Design Alignment 1B showing that proposed crossing structures (bridges) will have their abutments outside of the 30 metre Redside Dace setback (this therefore includes spanning the meander belt widths of their respective crossings as required by the guidelines). However, the bridges will require the use of piers placed within the 30 m setback but outside of the meander belt, which is acceptable, and generally occurs for confined systems. – WSP to provide justification for model parameters used, which are different from CVC standard parameters. – Flooding comparative analysis to existing conditions (as established in the model) is an acceptable approach. – Overall, Alignment 1B has significant flood impacts. – Flood impacts to be confirmed isolated to publically owned lands (owned by COB or ROP). If ROP lands are affected, COB must receive confirmation that ROP can accept this. – Flooding impacts will be refined in the detailed design phase based on work by both COB and ROP in the area. – ROP will require a formal submission regarding flood impacts for review. 	<p>Information</p> <p>CVC</p> <p>WSP</p> <p>WSP</p> <p>Information</p> <p>Information</p>
<p>3.2</p>	<p>Alignment Option Review CVC Comments</p> <ul style="list-style-type: none"> – CVC recommended that erosion and sedimentation impacts should be removed from the environmental criteria and be added to the engineering criteria, as was done for the assessment of Planning Options. – Confirm the design options in the assessment (e.g. abutments are no longer shown outside of the meander belt). – Note the difference between areas of interest between CVC and MNRF. CVC is interested in the erosion hazard area, while MNRF is interested in the meander belt plus 30 m for redside dace habitat. – ROP requires a formal submission of the evaluation matrix. Dan Bennington to provide the appropriate contact for this submission at the Region. – CVC comments that their concerns regarding aquatic habitat, fish and wildlife crossings, offset/mitigation plans and related should be addressed as commitments in the ESR document. – CVC comments that they are working towards providing a “qualified acceptance” of the preferred alignment based on the proposed alignment meeting CVC technical requirements. – CVC to provide comments on other technical submissions including Natural Environment Existing Conditions, Fluvial Geomorphology and Needs and Justification. 	<p>Information</p> <p>Information</p> <p>Information</p>
<p>3.3</p>	<p>Alignment Option Review: Region of Peel Comments</p> <ul style="list-style-type: none"> – ROP requires a formal submission of the evaluation matrix. – Dan Bennington (Region) to provide the appropriate contact for this submission at the Region. 	<p>Information</p> <p>Dan/Region</p>
<p>3.4</p>	<p>Alignment Option Review: MNRF Comments</p> <ul style="list-style-type: none"> – MNRF can support Alignment 1 Alternative Design Concept defining the Right-of-Way east of Mississauga Road to allow adjacent landowners the ability to develop their draft plans or site plans. MNRF can support Alignment 1 Alternative Design Concept west of Mississauga Road. East of Mississauga Road is not supported due to existing negotiated agreements, approvals, provincial policies and legislation. 	<p>Information</p>

MEETING NOTES

<ul style="list-style-type: none">– MNRF Suggested approach:<ol style="list-style-type: none">1. Secure location and width of ROW east of Mississauga Road in the EA2. Region of Peel to continue their detailed design of for the Mississauga Road 4 lane project;3. Region of Peel to apply for an ESA permit for item 24. City of Brampton to monitor traffic patterns and volumes post ultimate construction of Bovaird Drive (6 lanes) and Mississauga Road (6 lanes). If ultimate build out of Regional roads cannot address traffic demands, reassess need for linkage to Mount Pleasant Station. Engage MNRF and DFO in consultation.	Information
4.0 NEXT STEPS	
<ul style="list-style-type: none">4.1 Meeting with landowners and developers group4.2 Public meeting 2 (PIC 2)4.3 Proceed with other technical studies as part of this EA project-study including geotechnical and phase 1 environmental site assessment4.4 Development of ESR for Agency Review	Information

These minutes are considered to be accurate recording of all items discussed. Written notice of discrepancies, errors or omission must be given within seven (7) days, otherwise the minutes will be accepted as written.

NEXT MEETING

An invitation will be issued for the next meeting.

Environmental Assessment Study, East-West Connection, Mount Pleasant GO Station to West of Mississauga Road - Region of Peel Meeting

Date: Monday, December 12, 2016

Project: 141-15409

Time: 1:00 PM – 3:00 PM

Location: Flower City Community Campus, Unit 1, Training Boardroom, Brampton

Attendees:

Angela Stockman	Region of Peel
Damian Jamvoz	Region of Peel
Sean Carrick	Region of Peel
Bob Nieuwenhuysen	Region of Peel
Dan Bennington	Region of Peel
Dan Bennington	Region of Peel
Anthony Lois	Region of Peel
Bob Lipka	Region of Peel
Bob Koziol	WSP
Michael Yap	Region of Peel
Mehemed Delibasic	WSP

Distribution: List

Prepared By: Andria Oliveira and Mehemed Delibasic

Item	Details and discussion	Action
1.	Project Update	
1.1	Should follow-up with Trans Canada Pipeline as a stakeholder, see if they have any input on the alignments	Info
1.2	The Region wants confirmation on what is being used as an assumption for Mississauga Road, whether it is the EA drawings, or most recent detailed drawings. Appears some land may be required from Mattamy Homes.	
1.3	Recent ownership changes (no longer the Martin's), therefore stakeholders need to be confirmed.	

<p>2. Alternative Design Concepts - Evaluation</p>	
<p>2.1 Changing the skew may alter the foundation of the structure</p>	Info
<p>2.2 Need to set up a meeting with Dan B. to go over how any proposed changes to alignment might impact the structure. Dan will forward and vet through R.V Anderson doing the detailed design.</p>	
<p>2.3 Need to confirm the width of the cross section that is being proposing so it can be shared with the Region and evaluate the alignments appropriately</p>	
<p>2.4 Need to obtain geometric design of everything that is required</p>	
<p>2.5 Tying in Alignment #3 should be investigated to confirm if it could be carried out. Bob Koziol suggested a structure specialist is brought on to inform exactly how wide the structure is going to be.</p>	
<p>2.6 Dan B asked how an alignment tie in to Mississauga road might impact the slip road proposed in the Mississauga Road EA. This means the conditions at Heathwood need to be understood and how they might impact development at the site.</p>	
<p>2.7 Send note to Heathwood stating ...</p>	
<p>2.8 R.V. Anderson intends to have a 60% submission in May.</p>	Info
<p>2.9 Important to note that the new design does not comply with original agreement with MNRF and going back to them will be a challenge</p>	Info
<p>2.10 Alternative 2 will absolutely need another crossing so that lands are not land locked, perhaps include a dashed line crossing so that it is visible on the alignment that this not a viable option. From an emergency perspective may not be able to get a single access.</p>	Info
<p>2.11 Suggestion was made to perhaps include a range of options, from the study end point, tapering into a range of options.</p>	
<p>2.12 Bob N asked how Mattamy is going to get serviced, do we need a discussion to flush out some of these discussions?</p>	
<p>2.13 In Alternative #1 is access required for Mattamy?</p>	
<p>2.14 Bob K suggested putting together a plan view of all updated infrastructure, roads, development, accesses.</p>	
<p>2.15 It was stated that details need an updated vision of how everything fits, to better understand the vertical growth that will be happening.</p>	
<p>2.16 The Region continues to push the alignment of Lagerfeld being an overpass over Mississauga road, to stream line access to Mississauga road. While there was much discussion around not entraining this option, Bob. K suggested adding some text as to why this is not an option being carried forward to more detailed evaluation. The overpass idea does not meet the intent of the EA. Approximately three (3) robust options will be brought to the public with a recommendation on a preferred alignment.</p>	

3. Next Steps

- 3.1 Need an MNRF workshop with the Region, City, and landowners, so that we can take a land use concept and bring everyone in to play, need to build buy in for all stakeholders here as well as decide which landowners should be involved.

 - 3.2 Half day workshop in the week of the 23rd (feb?) to get stakeholders together to discuss. Need to frame this as a consolidated effort going forward.
-

End of Meeting Summary

East-West Connection Road Schedule “C” Municipal Class Environmental Assessment Study

**Mount Pleasant GO Station to
west of Mississauga Road**

Meeting with Region of Peel

December 12, 2016

East-West Connection Road Schedule “C” Municipal Class Environmental Assessment Study

**Mount Pleasant GO Station to
west of Mississauga Road**

Meeting with City of Brampton

December 12, 2016

Agenda

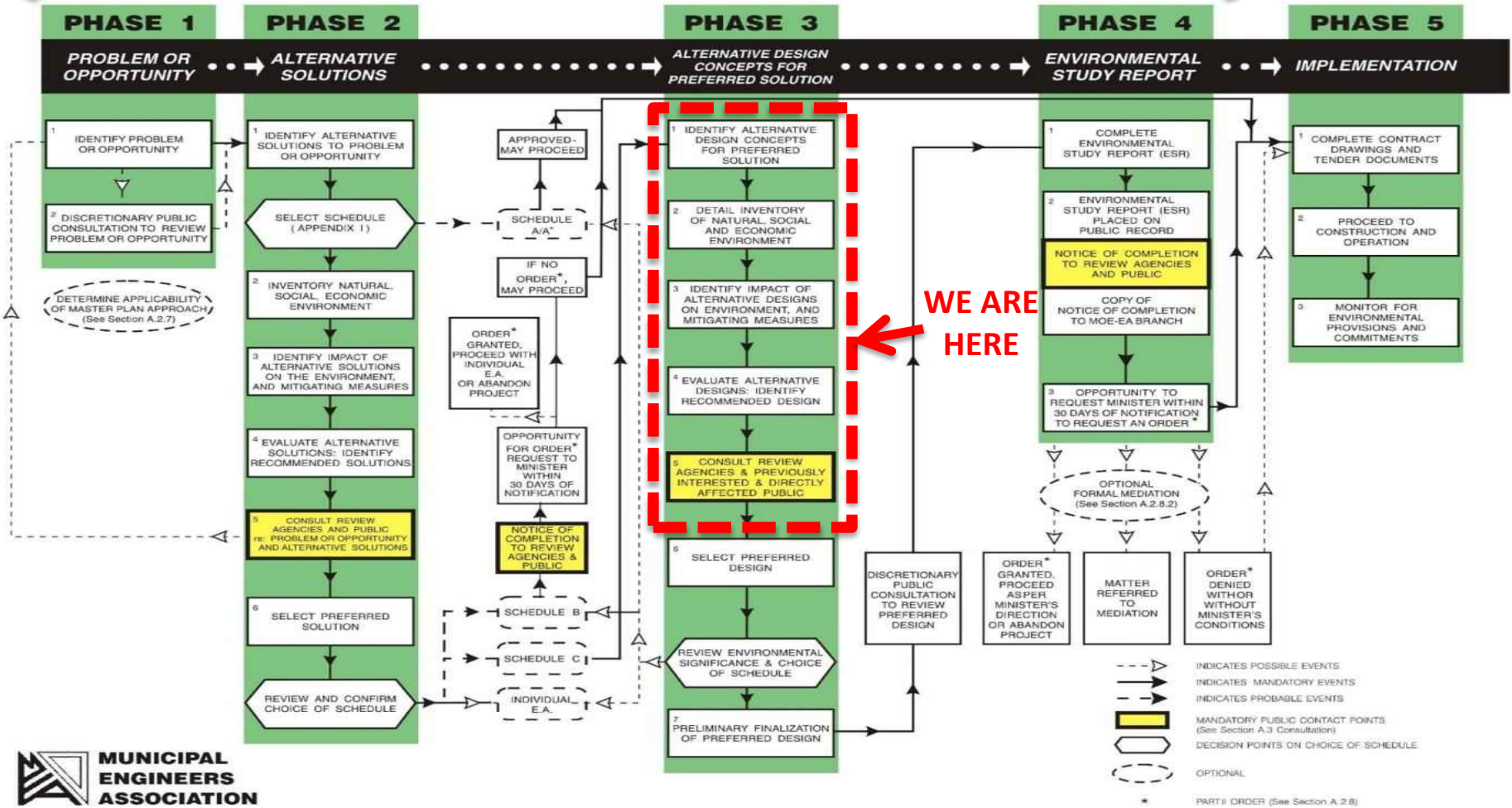
- Introduction
- Study overview and study status
- Alternative Design Concepts
 - alternative evaluation criteria and process
 - alternatives
 - comments received
 - discussion and input
- Next steps
 - evaluate alternatives and identify preferred alternative design concept
 - present alternatives at PIC No. 2 (early 2017)

Study area



This Study is following the Municipal Class Environmental Assessment (EA) planning process

THE STUDY EA PHASES



Source: The process flow chart was adapted from the Municipal Class Environment Assessment documentation at www.municipalclasses.ca.

Note: The current step of the Class EA process is highlighted in red.

Study Objective and Problem / Opportunity Statement

- **Objective:** complete **Phase 3 and 4 of the Municipal Class EA process** (schedule "C" Class EA and Preliminary Design (30%)) for the east-west collector road from Mount Pleasant GO Station / future Creditview Road (James Potter Road) to west of Mississauga Road including multiple crossings of Huttonville Creek
- **Problem / opportunity statement:** With planned roadway improvements and without the future east-west connection, the roadway network in the immediate area will not be able to accommodate the east-west travel demand growth anticipated to 2031.

Need for East-West connection

The east-west connector will:

- Provide needed roadway **connectivity**, and **multi-modal capacity**
- Facilitate direct travel for all modes, and reduce the reliance/pressure placed on intersections at Bovaird Drive and Mississauga Road
- Support the City's endorsed Community Design Principles that include **Transit-Oriented Development** in an Urban Core around Mount Pleasant GO Station
- Provide a **mid-block crossing and pedestrian-friendly community collector** that can attract an array of multi-modal transportation users (pedestrians, cyclists, local and regional transit users)

Planning for North-West Brampton: Policy Context

City of Brampton

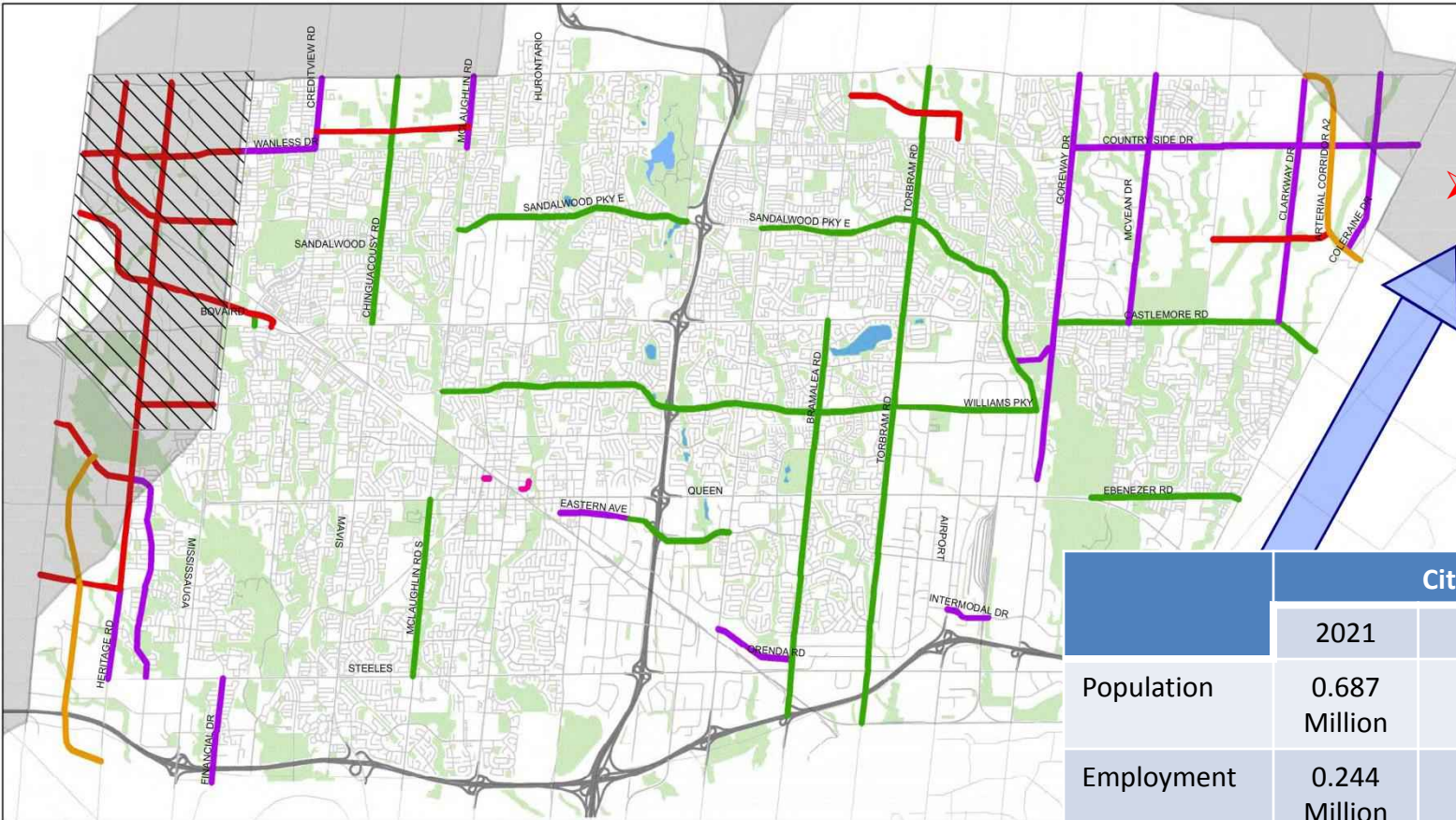
- Transportation Master Plan Update (2015)
- Heritage Heights Secondary Plan/TMP (2016)
- Mount Pleasant Secondary Plan/TMP (2011)

Region of Peel

- Mississauga Road Municipal Class Environmental Assessment ESR – filed 2013
- Project is moving forward to Detailed Design for Capital Construction, where timing is critical

Transportation Master Plan Update (2015)

- North West Brampton is rapidly growing community.
- City of Brampton population and employment will increase by 43% and 73% respectively between 2021, 2031 and 2041.



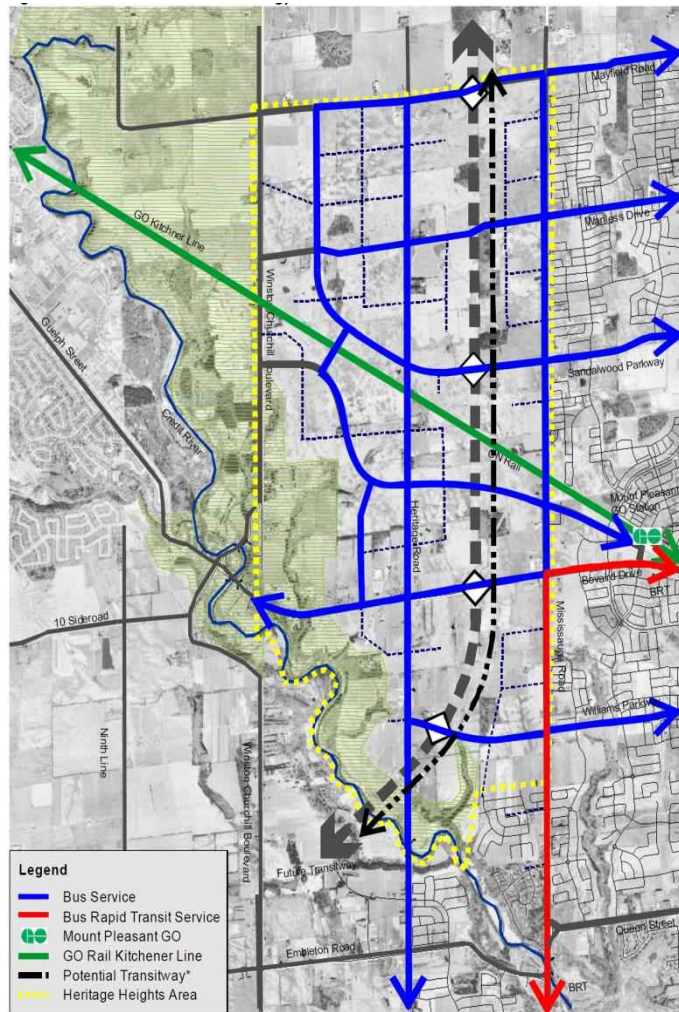
	City of Brampton		
	2021	2031	2041
Population	0.687 Million	0.837 Million	0.889 Million
Employment	0.244 Million	0.292 Million	0.322 Million

Legend

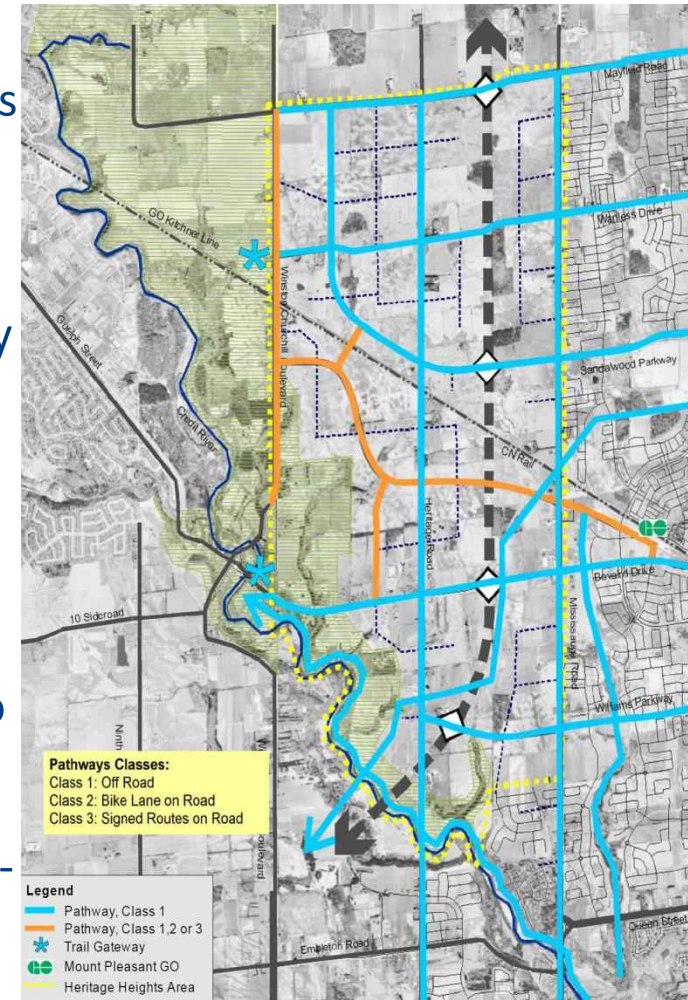
- City Road Extension by Two Lanes
- City Road Expanded to Four Lanes
- City Road Expanded to Six Lanes
- New Road Construction Six Lanes
- New Road Construction Four Lanes
- Provincial Highway
- GTA West Corridor Study Area
- Highway 427 and Extension
- Conceptual Road Network for use in the Development Charges Background Study

Figure 1
Recommended
City Road Network
Needs to 2041

HERITAGE HEIGHTS (HH) PROPOSED NETWORKS



- HH Secondary Plan development in process
- Draft HH TMP recommends a Preferred Network
- E-W connection is a key transit and active transportation spine to achieve community connectivity and foster sustainable modes of travel
- Walkable Main Street and Complete Street to complement Transit-Oriented Development
- GO Transit two-way, all-day service improvements



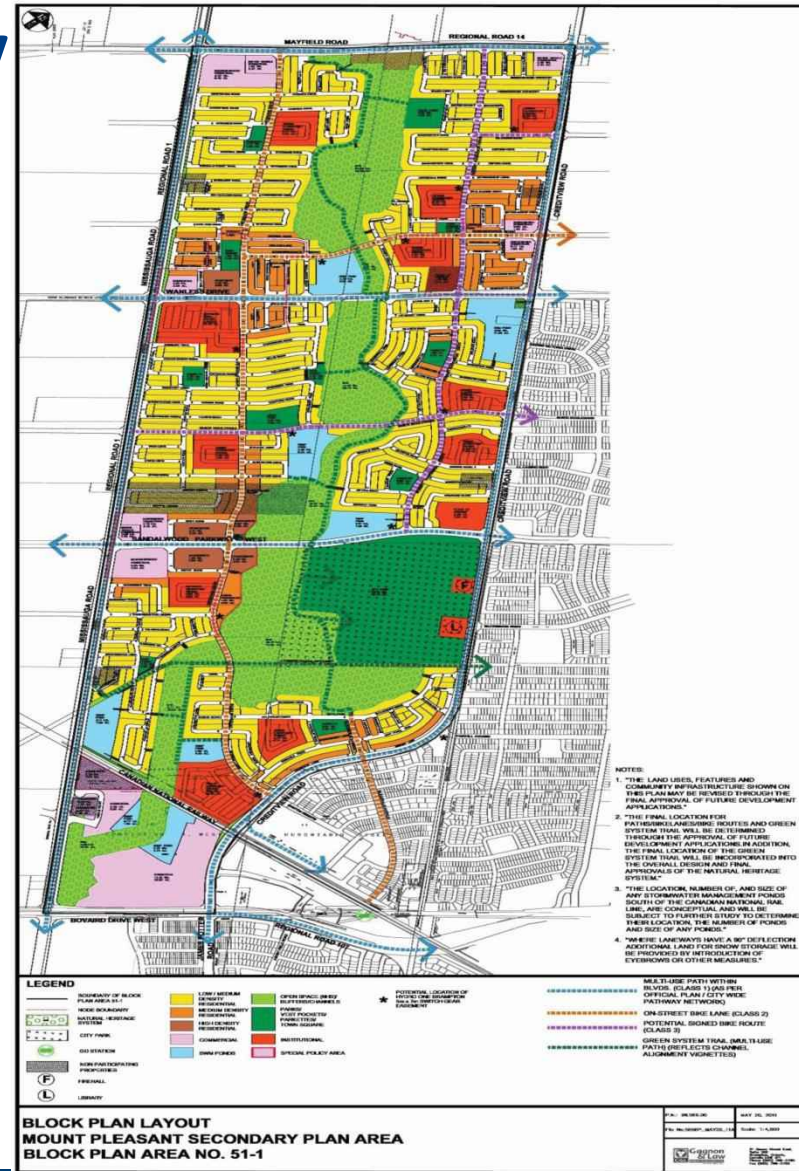
Proposed Transit Strategy

Proposed Active Transportation Strategy

Mount Pleasant Secondary Plan, 2011

- Mount Pleasant Mobility Hub
 - Transit-Oriented Development
 - mixed uses
 - tighter grid networks
 - protection of environmental systems functions through protection and enhancement of a Natural Heritage System

- Mount Pleasant Secondary Plan OPA Policy 5.3.2.5 Road network and access required to accommodate travel demand in and associated with the “District Retail” designation shall be explored and confirmed, with respect to demonstrating and not precluding the ability of achieving future road network connectivity



**Design Alternative Concepts
Assessment Factors/ Alternative
Evaluation Criteria
Discussion and Input**

General (Alternatives) Evaluation Criteria

Transportation and Infrastructure

- Automobile
- Transit
- Pedestrians
- Cycling
- Safety
- Construction Impacts

Urban Planning

- Planning
- Public Realm
- Built Form

Environment

- Social and Health
- Natural Environment
- Cultural

Economics/ Cost

- Local Economics
- Regional Economics
- Fiscal Net Benefits

Assessment Factors/ Alternative Evaluation Criteria

The following assessment factors will be used to evaluate alternative designs:

Transportation/Technical

- Ability to Improve East-West Capacity
- Access & Circulation
- Safety / Traffic Operations
- Support for Transit / Non-Auto Modes
- Ability to Improve Drainage System
- Emergency Services
- Utilities

Natural Environment

- Existing Environmentally Sensitive Areas
- Vegetation
- Habitat Areas (Terrestrial)
- Endangered Species
- Existing Watercourses
- Water Quality / Quantity
- Effects on Air Quality

Alternative Evaluation Criteria (Cont.)

Social-Cultural Environment

- Support for Future Designated Growth Areas
- Adjacent Land-uses/Properties
- Noise Levels
- Short Term Construction Related Impacts
- Traffic Infiltration Effects
- Heritage Resources & Archaeological Features

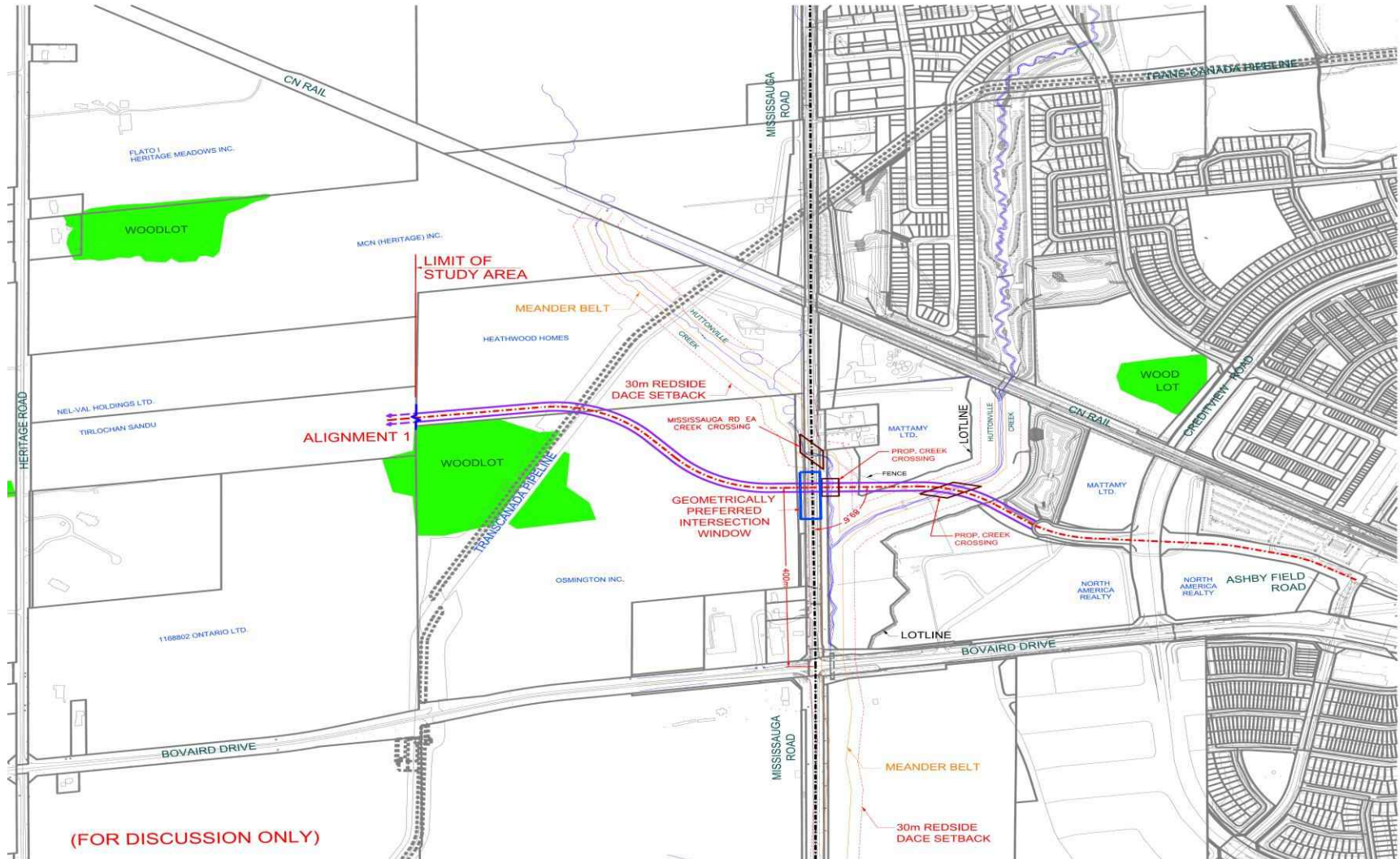
Cost

- Travel Time
- Road Operation and Maintenance Costs
- Capital Costs



Possible Location of Brampton East West Connection crossover at Mississauga Road

Alternative 1 - Alignment past through Mississauga Road at 400m offset from Bovard Drive centreline

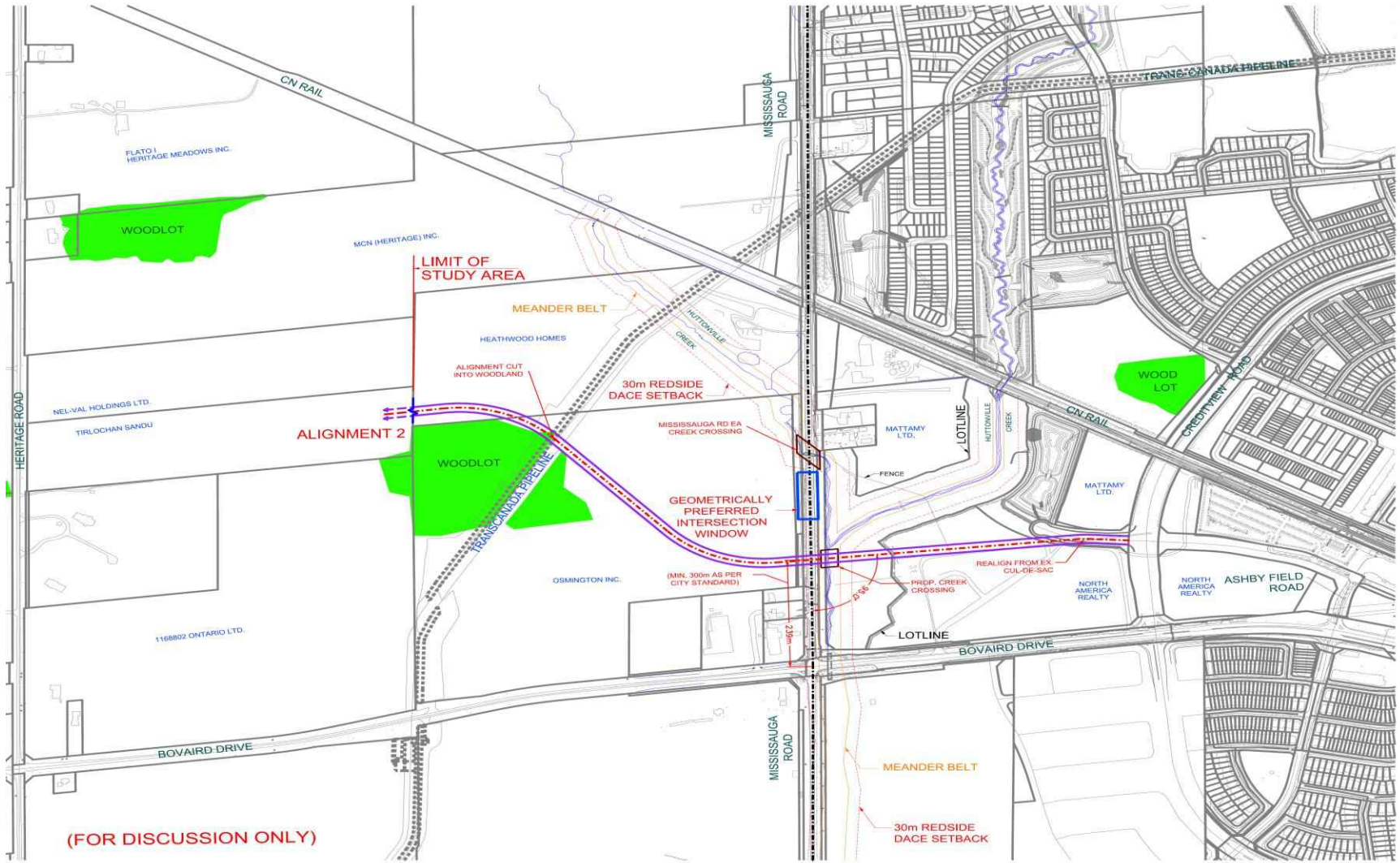


(FOR DISCUSSION ONLY)

Alternative 1

- Facilitate direct travel for all modes, and reduce the reliance/pressure placed on intersections at Bovaird Drive and Mississauga Road
- Meet the minimum intersection offset from Bovaird Drive intersection as specified in Region's standards (300m) for the crossing at Mississauga Road
- Passing Mississauga Road at approximately the midpoint between Bovaird Drive and CN Rail, evenly splitting the areas. It provides consistency between traffic demand and road function, which will result in more balanced flows within road network and area.
- Crossing Huttonville Creek at two (2) new locations, east of Mississauga Road; crossings less than 1km apart
- Should not impact structure proposed in Mississauga Road EA
- No impact on the woodlot west of Mississauga Road, within the Osmington property
- Provides better accessibility and connectivity through local roads for pedestrians and cyclists
- No impact on Joyce & Keith Martin's property at east of Mississauga Road
- Minimum impact on Osmington development

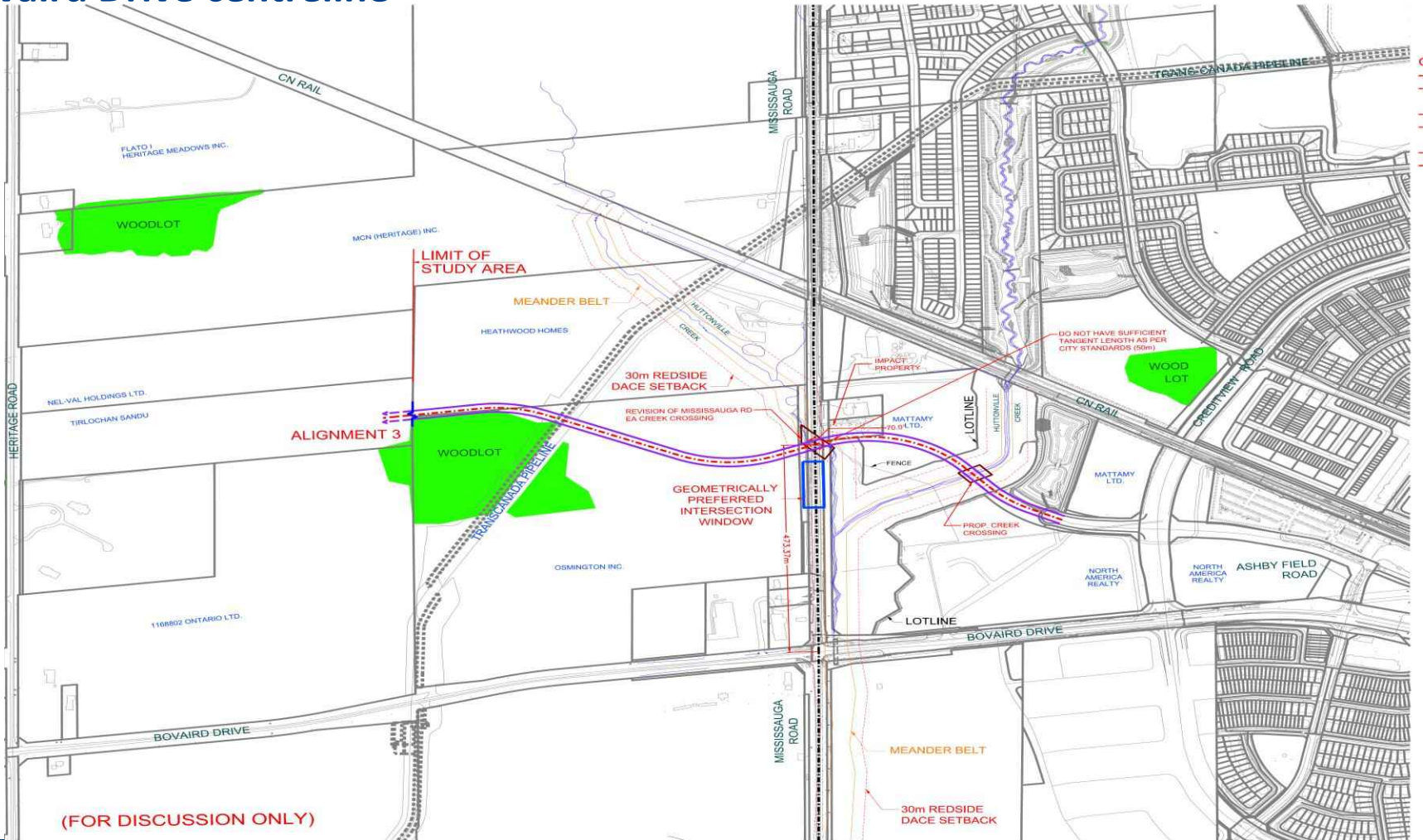
Alternative 2 - Alignment past through Mississauga Road at approximately 240m offset from Bovard Drive centreline



Alternative 2

- Does not meet the minimum intersection offset from Bovaird Drive intersection as specified in Region's standards (300m) for the crossing at Mississauga Road
- May have queuing issue for left turning vehicles at Bovaird Drive with reduced intersections distance between Bovaird Drive and the new connection
- Crossing Huttonville Creek at one new location, at close proximity to Mississauga Road
- Does not impact structure proposed in Mississauga Road EA
- Require realignment of cul-de-sac.
- Impact on Osmington development
- Reduced the function of the connection as an alternative to connect between Mount Pleasant GO Station and Heritage Road and to alleviate traffics along Bovaird Drive

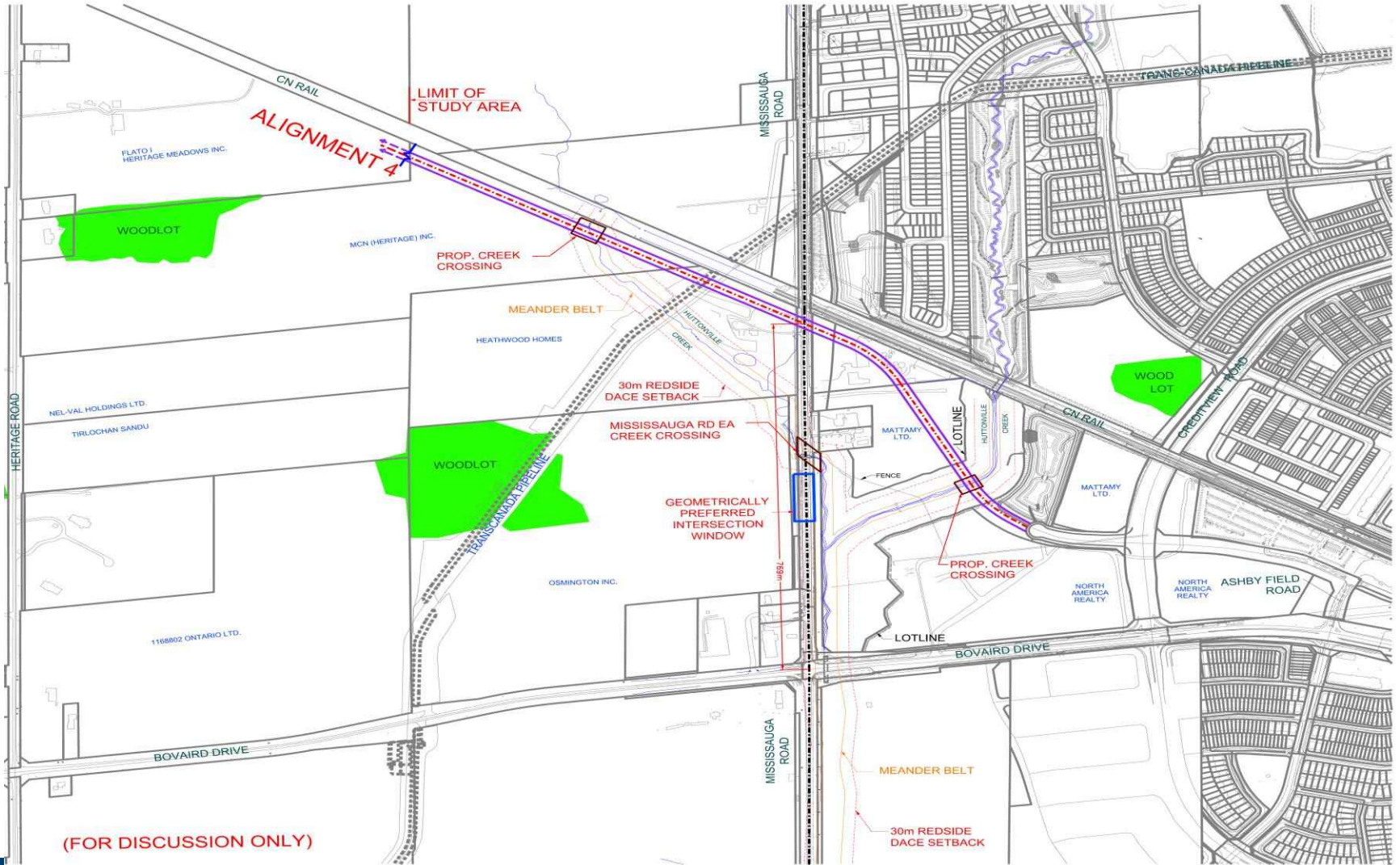
Alternative 3 - Alignment past through Mississauga Road at the proposed Huttonville Creek bridge location, at an 70° angle, approximately 473m offset from Bovard Drive centreline



Alternative 3

- Meet the minimum intersection offset from Bovaird Drive intersection as specified in Region's standards (300m) for the crossing at Mississauga Road
- Combining the connection access with Huttonville Creek Bridge at Mississauga Road, reduce sight distance issues that may arise from the bridge's parapet walls
- Passing Mississauga Road at approximately the midpoint between Bovaird Drive and CN Rail, evenly splitting the areas
- Crossing Huttonville Creek at one (1) new location near the SWM Pond
- Second (2nd) Huttonville Creek crossing requires modification of structure proposed in Mississauga Rd EA
- Impact on property belonging to Joyce & Keith Martin, just north of the Mississauga Rd EA proposed structure
- May have insufficient sight distance along Mississauga Road

Alternative 4 - Alignment does not intersect with Mississauga Road but utilize proposed slip road north of Huttonville Creek crossing, just south of CN Rail

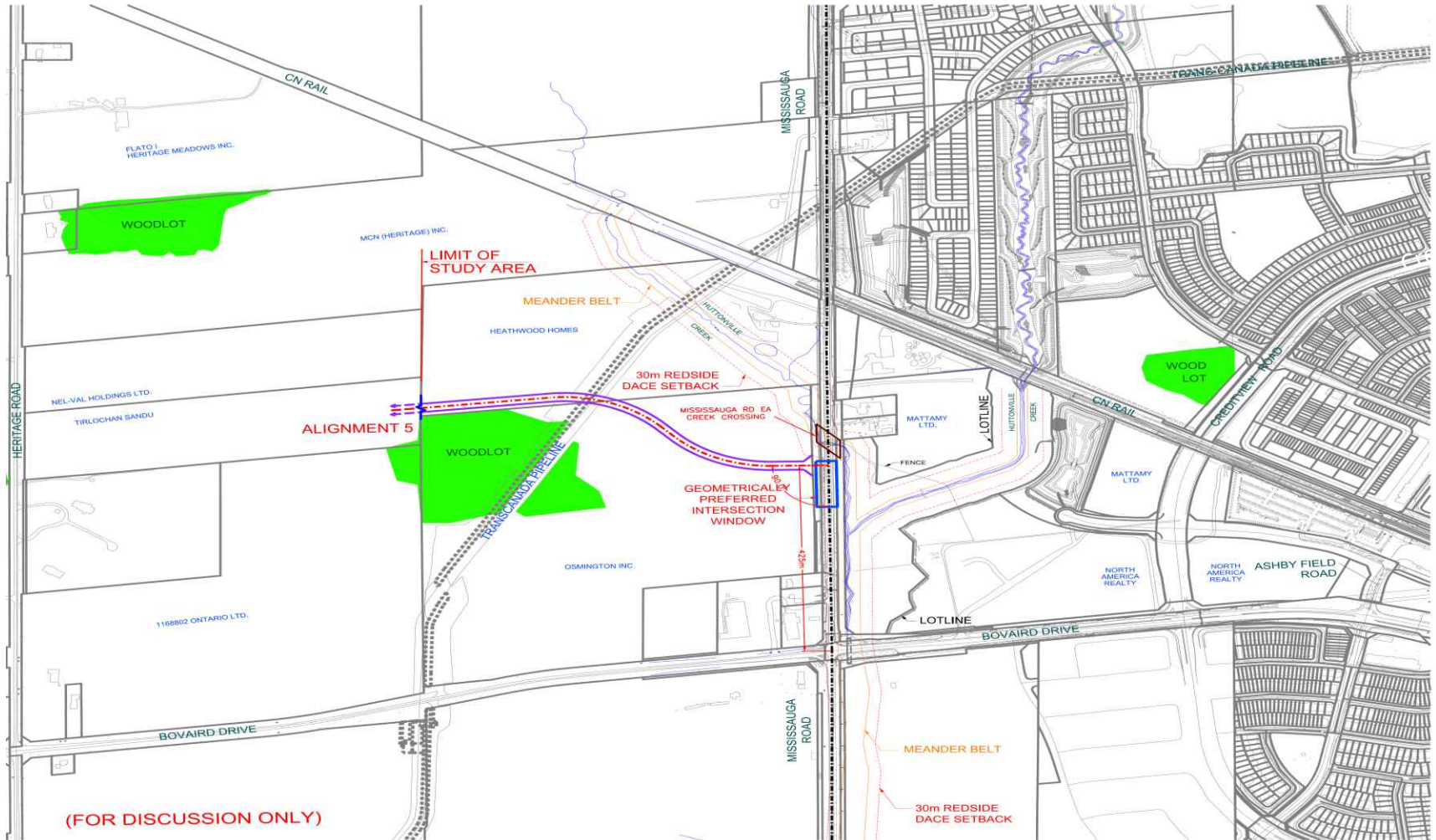


(FOR DISCUSSION ONLY)

Alternative 4

- Does address some future travel demands, but doesn't accommodate travel to southern portions of the study area as a result of the lack of east-west connections north of Bovaird Drive
- Since not intersecting with Mississauga Road, cannot alleviate traffic congestion at intersection of Mississauga Road and Bovaird Drive
- Do not passed through the major developments, reduced the function of the East-West Connection
- Do not provide a mid-block crossing and pedestrian-friendly community collector that can attract an array of multi-modal transportation users (pedestrians, cyclists, local and regional transit users)
- Limited opportunities for enhanced transit services
- Limited opportunities for future active transportation network (walking and cycling) and accessibility and connectivity through local roads for pedestrians and cyclists.
- Crossing Huttonville Creek at two (2) new locations

Alternative 5 - Not connecting Mississauga Road with Mount Pleasant GO Station. Road will start at Mississauga Road, extending to the west, at 400m offset from Bovaird Drive centreline



Alternative 5

- Does not provide direct access from the Mount Pleasant GO Station, which needed as an important alternative route for bus transit vehicles and GO patrons accessing the station
- It will require additional travel time by transit and active transportation, which may reduce use of transit and cycling modes of transportation
- Increase operational pressure on intersection at Bovaird Drive and Mississauga Road will impact Level of Services on other major intersections in the area, which will generate additional congestion, and increase travel time. Crossing Huttonville Creek at two (2) new locations
- In general, this design concept will not address the Problem/Opportunity statement and provide a wider benefit to the future developments and community by providing a full direct E-W link to the transportation hub

Alignment 1 (LC):

- Facilitates good access from Mississauga Rd and connect to Mt Pleasant GO Station
- Length of frontage (+/140m) along Lagerfeld Dr between Mississauga Rd & Huttonville Creek may not allow for an all moves intersection to serve the lands north of Lagerfeld
- The Lagerfeld/Mississauga intersection spacing to Bovaird is within Peel Region guidelines and should allow sufficient space for queuing and turning lanes on Mississauga Rd
- One of the two landowner preferred options

Alignment 2 (LC):

- Does not provide access to Mattamy property and would preclude another all moves access/public road to Mattamy property due to intersection spacing & constraints on crossing Huttonville Creek
- There is a sanitary trunk sewer that runs easterly from Mississauga Rd through the North American lands which poses development constraints on that site
- Severing the north half of the lands west of Creditview Road to allow for a realignment of Lagerfeld Dr. This portion of the North American property has been earmarked for District Retail uses under the Mt Pleasant Secondary Plan. The alternative reduces the depth of the property and creates significant physical challenges for site organization and orientation, while also adversely affecting site operations and the ability to provide adequate parking on the property.
- The intersection spacing to Bovaird Dr is less than Peel Region standards

Alignment 3 (LC):

- Facilitates good access from Mississauga Rd and connect to Mt Pleasant GO Station
- Length of frontage (+/240m) along Lagerfeld Dr between Mississauga Rd & Huttonville Creek will allow for an all moves intersection to serve the lands north of Lagerfeld
- The area of land south of Lagerfeld and in between the branches of the Huttonville Creek could likely only be used as storm water facilities due to their location on the inside of the horizontal curve
- The 70° intersection with Mississauga Rd tends to push Lagerfeld Rd northerly into Mattamy lands
- One of the two landowner most preferred options

Alignment 4 (LC) :

- Does not provide a connection to Mississauga Rd
- Splits the Mattamy site into two pieces which severely impacts development potential
- Not supportive of this option

Alignment 5 (LC):

- Lack of a connection to the Mt Pleasant GO Station and transportation hub
- Preclude another all moves access/public road to Mattamy property
- Not supportive of this option

Alignment 1:

- Least preferred environmentally as it requires two new road crossings over Huttonville Creek
- Preferred from a stop spacing, service design & route coverage perspective. Would allow for re-alignment of Züm Service, including potential Züm Stations at Mississauga Rd and Lagerfeld Dr
- Effective in providing a direct connection for local transit & active transportation to the GO Station
- Possible sight line concerns due to significant vertical curvature of proposed roadway at Mississauga Rd
- Straddles Osmington property. Lagerfeld might function as an access only road for vehicular traffic. To achieve its planned function, Lagerfeld needs to be central to Osmington development

Alignment 2:

- Environmentally preferred route if east connection is required as route alignment only requires 1 new road crossing over Huttonville Creek. But cuts into woodland increasing environmental impact
- Somewhat impacts stop spacing and route coverage, but would still allow for realignment of Züm Service and stations
- Effective in providing a direct connection for local transit & active transportation to the GO Station
- Proposed road intersects with Mississauga Rd roughly 240m north of Bovaird Dr. The intersections would be too close together potentially causing gridlock
- Will divide the Osmington lands into two parcels. This could be ideal condition in terms of site access, opportunity to propose a transit supportive land use and increasing public realm impact. However, this can only be achieved if the ROW design complements the built form. Wider sidewalks, retail at base, active frontages, a full tree canopy, bike lanes and a complete street approach is imperative to this vision

Alignment 3:

- Requires one new road crossing over Huttonville Creek and thus will incur less environmental resistance
- Not desirable by transit. Would still allow for realignment of Züm Service and stations. Potential for geometrics to negatively impact operations and location of Züm stations
- Profile and grade challenges with respect to CNR Overpass and Huttonville Creek. Concern that there may be excessive curves in the road alignment
- Maximized spacing between signalized intersections on Mississauga Rd
- Effective in providing a direct connection for local transit & active transportation to the GO Station
- Bridge structure at Mississauga Rd will have to be resized to accommodate a full intersection
- Need to identify stormwater drainage impacts
- Alignment may require an intersection east of Mississauga Rd for Mattamy to access both parcels of land. Will Mattamy access to the road at a high % grade due to Mississauga Road profile, resulting in significant grading on Mattamy lands?
- Skewed intersection when crossing Mississauga Rd, is a safety and operational concern
- Would have a substantial impact on Mattamy land and will create a parcel of land which might not be deep enough for any substantial development
- Like Alignment 1, this option will straddle Osmington property – Lagerfeld might function as an access only road for vehicular traffic, cannot support multiple users and modes with the ability to provide a transit and active transportation supportive connection to Mt Pleasant GO station

Alignment 4:

- Requires two new road crossings over Huttonville Creek
- Not supported by transit. Significantly reduces overall route coverage. Züm Service would not be extended further north on Mississauga Rd
- Lack of access from Mississauga Road
- May be problematic given its proximity to the rail corridor and conflict with the proposed new layover facility at Heritage Road on the south side of the corridor
- Potential impacts to the rail corridor from any adverse impacts on the TransCanada Pipeline or the new creek crossings should be confirmed
- Will have significant costs impact to the Region's structure (i.e. 30m clearance vs. minimal driveway clearance requirements)
- Slip road and Mattamy access to Mississauga Rd cannot be provided
- Fails to serve Osmington lands and defeats the purpose of linking this development to the GO station

Alignment 5:

- Environmentally preferred route as there is no Huttonville Creek crossing
- Not supported by transit. Reduces overall route coverage and efficiency of service delivery. Züm Service would not be extended further north on Mississauga Rd
- Future mall and alignment will generate a very heavy right turn traffic movement at Mississauga Rd. May have sight line concerns due to the CNR Overpass
- With east part of Lagerfeld missing, not a favourable design since connectivity to GO station is missing. This option would create the max. negative impact on the ongoing development of Mt Pleasant Village, mobility hub and surrounding lands. It woresents 'last-mile/first mile' connection to the mobility hub and would increase the mode share of private vehicular use creating substantial pressure to provide surface and structured parking with the mobility hub area. With this alignment Lagerfeld will effectively become a loading and access alley where substantial opportunity to create an active, vibrant public realm will be lost.

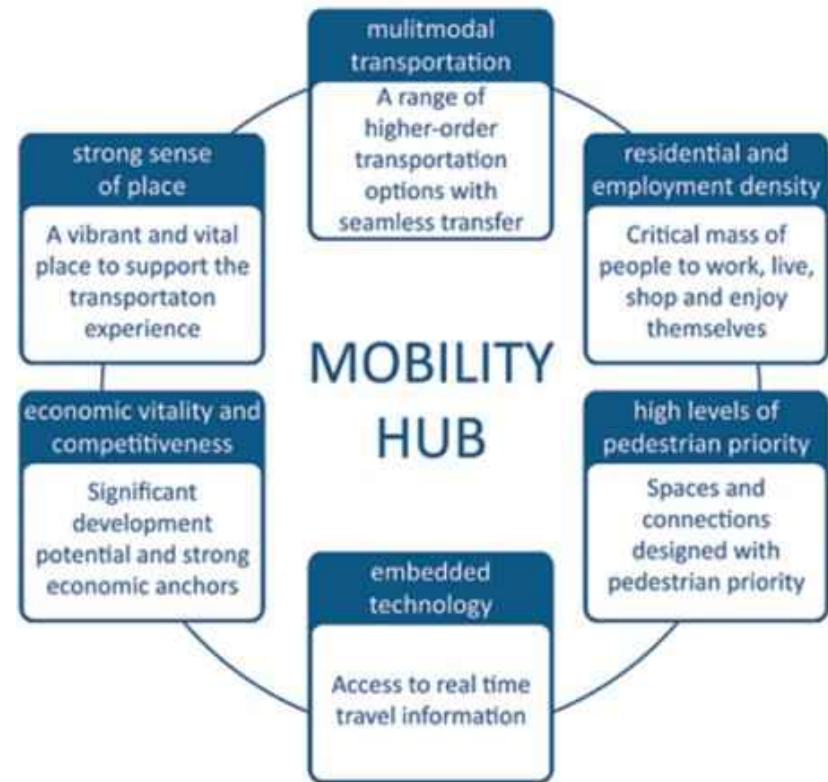
General Comments:

- Timing of Lagerfeld Dr EA is critical in order to complete the detailed design and start construction of Mississauga Rd
- Access to the Heathwood Home should be taken into consideration (provide access to Mississauga Rd)
- Prefers grade separate accesses to the Osmington site to/form Mississauga Rd and Bovaird Dr
- Traffic impact analysis for each alignment (include future Osmington traffic) to support the preferred opt.
- There are plans for a 675mm sanitary sewer along Heritage Rd which will cross Bovaird Dr and a 375mm sewer, within the study area. These projects have been scheduled to be constructed in 2021 and 2027
- 375mm and 450mm diameter sanitary sewers were constructed as part of Mattamy development east of Mississauga Rd. City should be aware of these sewers while selecting preferred road alignment
- Due to the environmental constraints/requirements faced with the culvert creek crossing(s), has there been any consideration for grade separating the EW roadway? A clear span may not be as impactful as a culvert crossing and would still provide an EW link to the GO station

EW Connector: A Contextual Solution

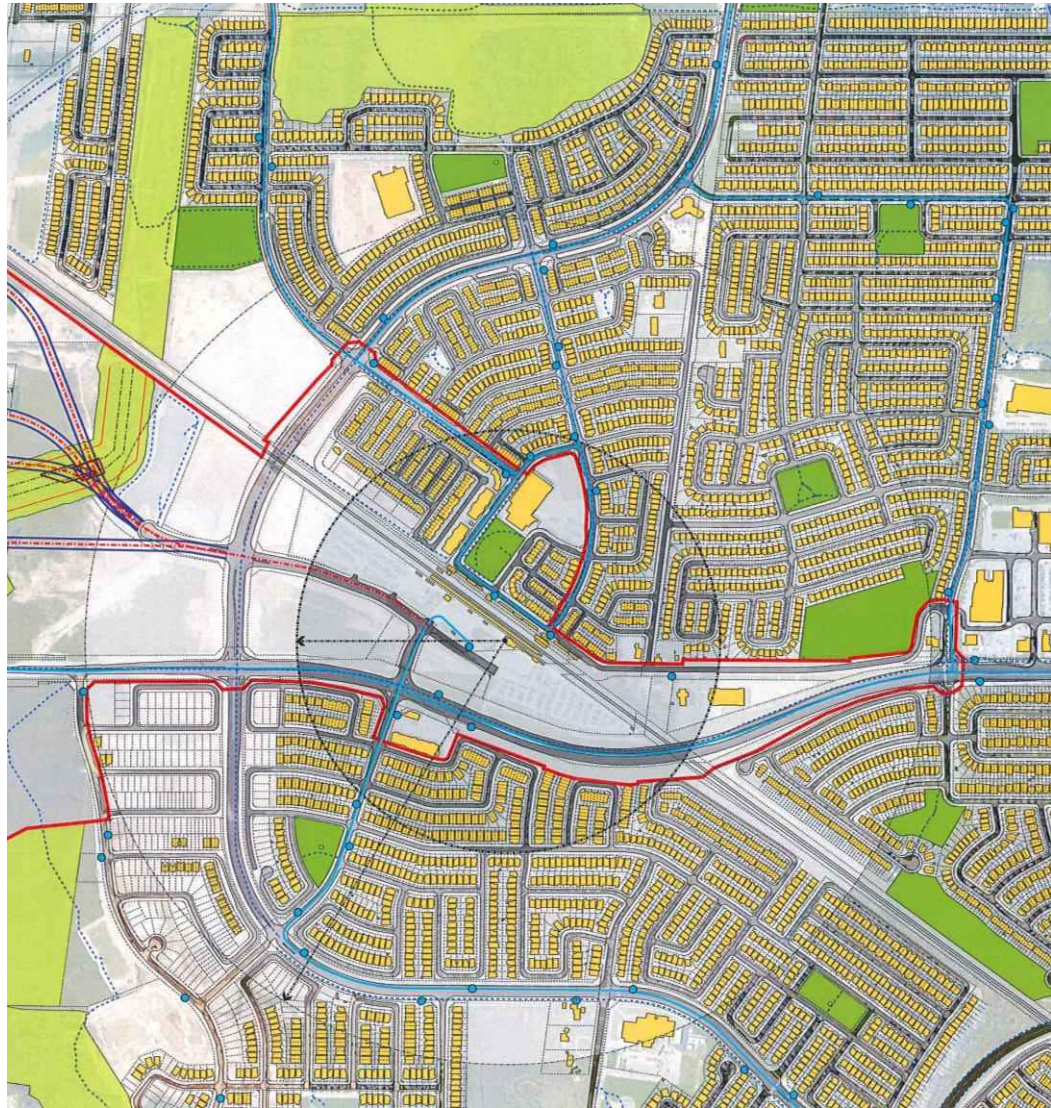
What are we trying to achieve?

- Balance of Land use and Transportation needs
 - Mount Pleasant Secondary Plan
 - Metrolinx Mobility Hub Guiding Principles
 - Multimodal Major Collector – Traffic Conditions



Mobility Hub Integration

- Potential to develop an urban street system within 800m of mobility hub.
- Provides transit oriented development opportunities

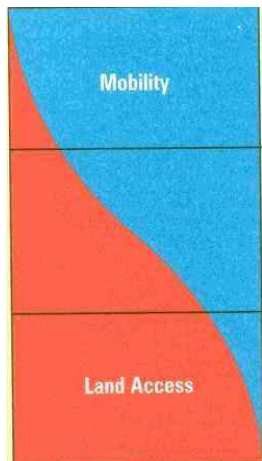


East-West Collector Road and Road Function Classification

- Design urban transportation infrastructure that accommodate all citizens (8 to 80)
- Offer alternative modes of transportation to the automobile
- Create complete streets designed to enable safe access for all users (pedestrians, bicyclists, motorists, and transit riders) to contribute to sustainable and livable communities
- Promote Active Transportation (AT) oriented development and alternatives to the automobile
- Provide a rational road classification to guide future planning and capital works



There is a basic relationship between functionally classified roadway systems in serving traffic mobility and land access, as illustrated in Figure:



Arterials
higher mobility
low degree of access

Collectors
balance between
mobility and access

Locals
lower mobility
high degree of access

Functional System	Services Provided
Arterial	<ul style="list-style-type: none"> • provides the highest level of service at the greatest speed for the longest uninterrupted distance, with some degree of access control (Peel Regional Roads) • provides route for through traffic
Collector	<ul style="list-style-type: none"> • serve to collect traffic from local streets and provide access to arterial roads • not designed for through traffic
Local	<ul style="list-style-type: none"> • serve primarily to provide property access

Brampton Streets: What can they be?

➤ A Working Vision:

- Better neighbourhoods
- Complete communities
- Sense of Place
- Inclusive + Accessible
- Increase in sustainable modal share
- Safer streets
- Healthier residents
- Tourism and Culture
- Economic Development



Complete Streets

- Designed for all ages, abilities, and modes of travel
- Safe and comfortable access for pedestrians, cyclists, transit users, and people with disabilities is not an afterthought but an integral planning feature
- Design and operate the entire street network for all road users, not only motorists

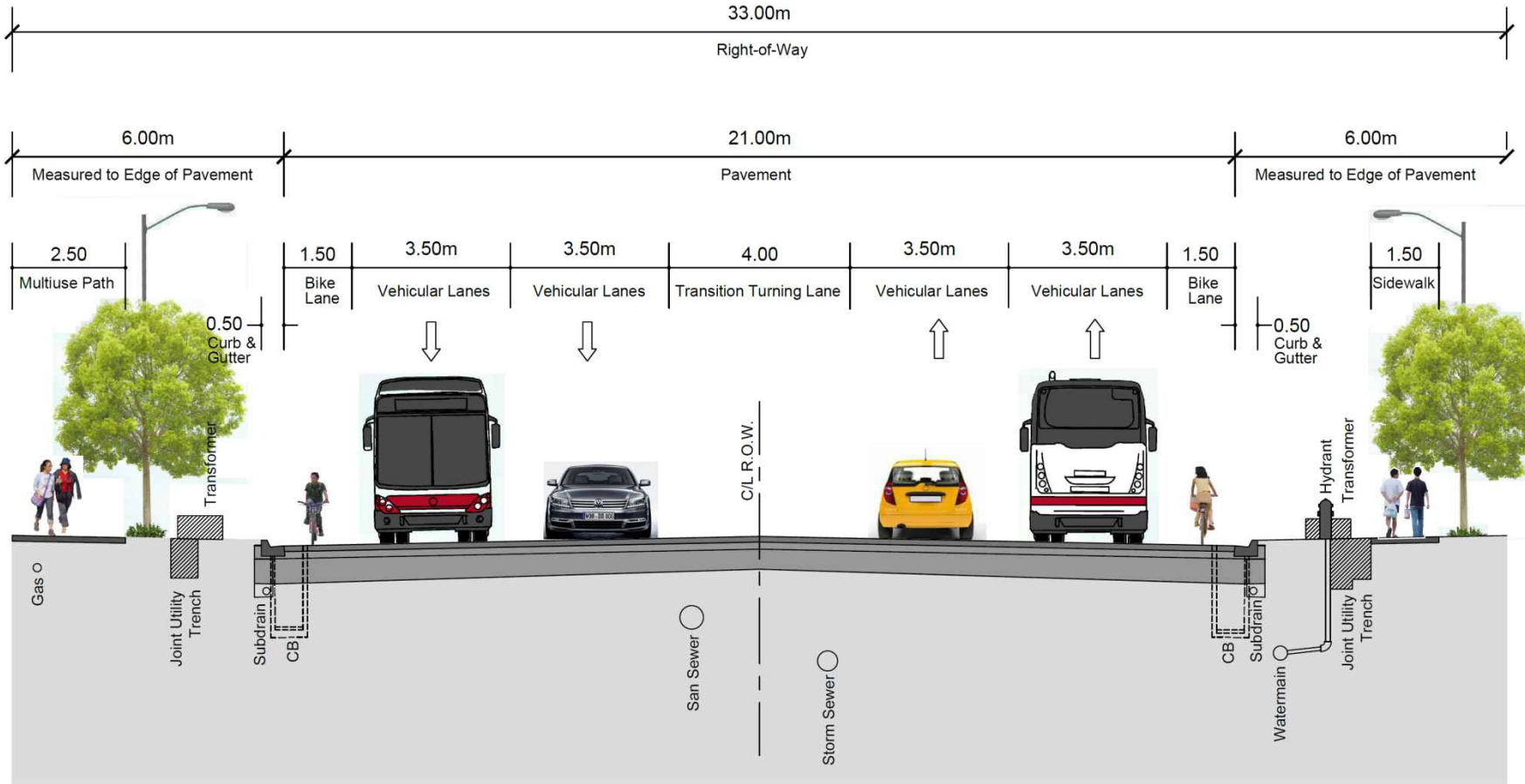
Complete Streets For Canada



Complete Streets

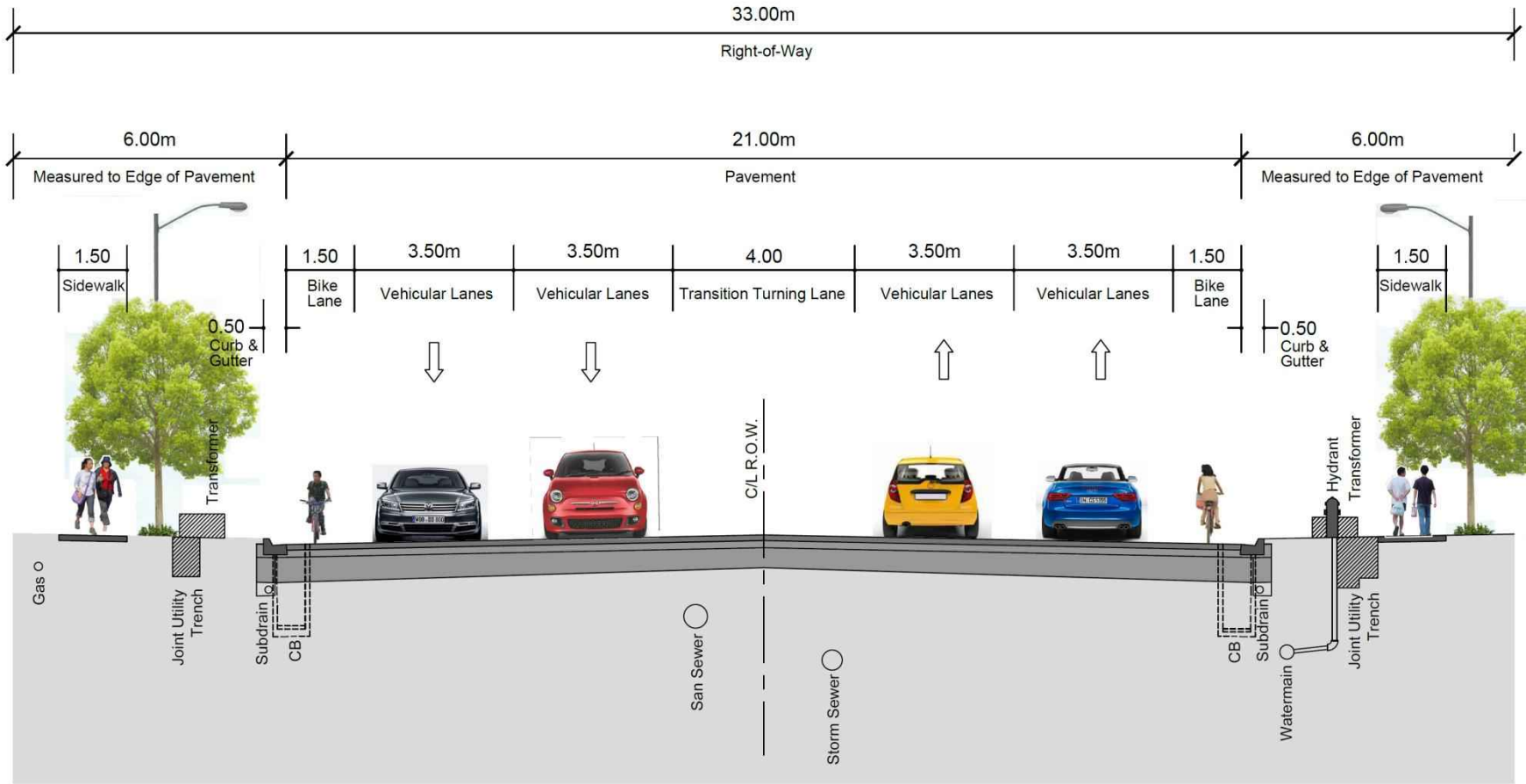
- Provide a range of mobility choices for users (widened sidewalks, cycling lanes, transit facilities, and traffic lanes)
- Context sensitive design
- Benefits enhanced public realm, transportation choices, and decreased congestion





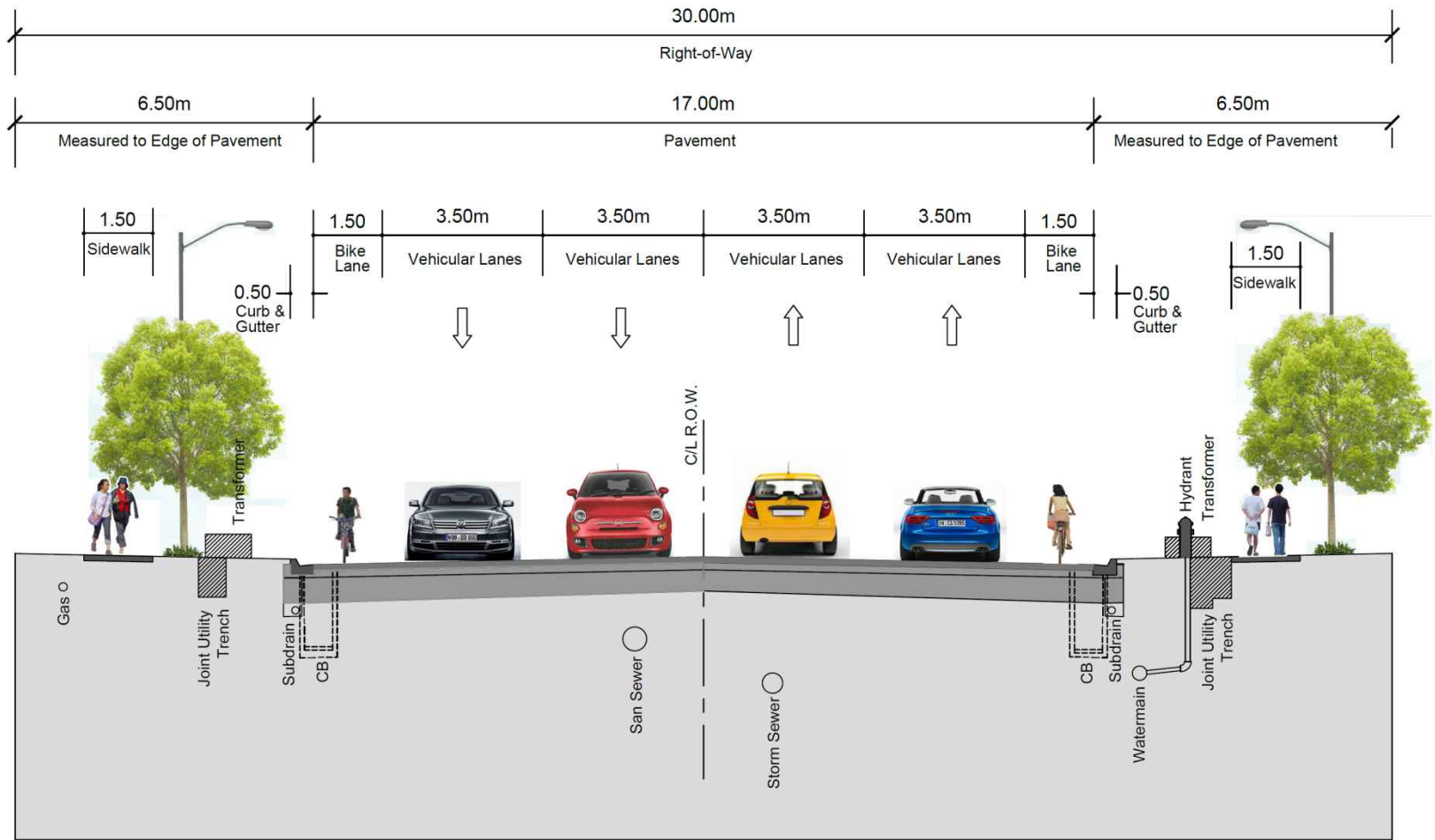
DRAFT - for discussion

Figure 3
Brampton EW Connection Typical Cross-Section - with Multiuse Path on north side
(Modified based on City of Brampton Typical Cross Section for Major Collector Road-Standard 204 & Lagerfeld Drive Typical Cross Section)
Brampton East-West Connection EA



DRAFT - for discussion

Figure 1
Brampton EW Connection Typical Cross-Section
(Modified based on City of Brampton Typical Cross Section for Major Collector Road-Standard 204 & Lagerfeld Drive Typical Cross Section)
Brampton East-West Connection EA



DRAFT - for discussion

Figure 2
Brampton EW Connection Typical Cross-Section
(Modified Based on the City of Brampton Typical Cross Section for Major Collector Road - Standard 204 & 209)
Brampton East-West Connection EA

Next Steps

- a conceptual layout is provided at this phase for discussion and input purposes only
- these alternative design concept will be further investigated and evaluated in the next phase of this EA study
- evaluate alternatives and identify recommended solutions
- present recommended solutions at PIC No. 2
- Public Information Centre #2 will be scheduled to discuss the recommended alignments, as well as any issues and concerns prior to the finalization of the preliminary Preferred Design

THANK YOU

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City of Brampton Project Manager:

Andria Oliveira, M.E.S., Pl.

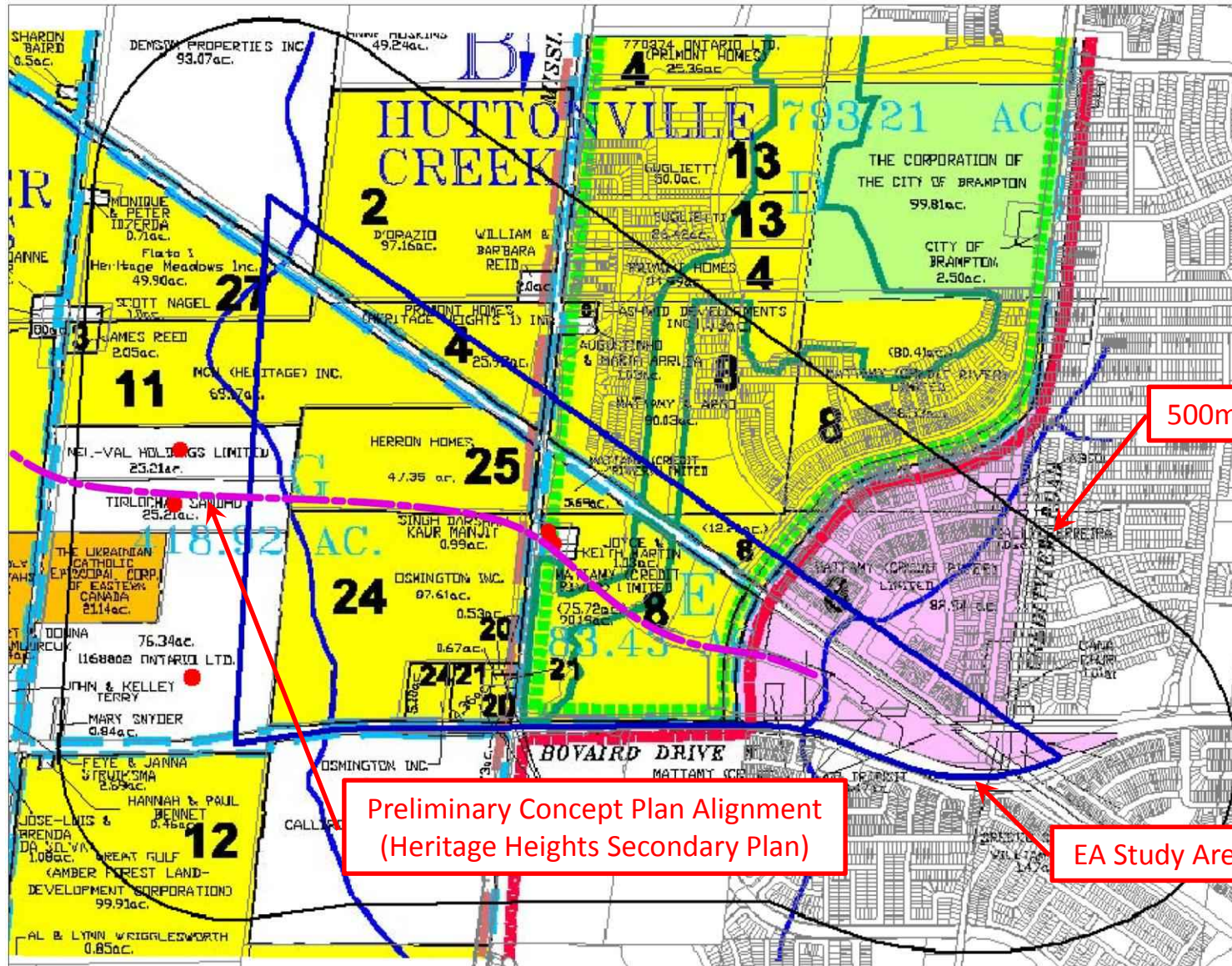
Project Manager - City of Brampton

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Brampton, Ontario L6Y 4R2

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Phone: (905) 874-2410



500m Buffer

Preliminary Concept Plan Alignment
(Heritage Heights Secondary Plan)

EA Study Area

Environmental Assessment Study, East-West Connection, Mount Pleasant GO Station to West of Mississauga Road - MNR and CVC Meeting #2

Date: Thursday, February 11, 2016 **Project:** 141-15409
Time: 10:30 AM **Location:** Flower City Community Campus, Unit 1, Training Boardroom, Brampton

Attendees:	Name	Organization
	Rebecca Stewart	CVC
	Jakub Kilis	CVC
	Mark Heaton	OMNRF
	Emily Funnel	OMNRF
	Liam Marray	City of Brampton
	Dan Bennington	Peel Region
	Compton Bobb	City of Brampton
	Maggie Liu	City of Brampton
	Michael Hoy	Peel Region
	Ed Gazendam	Water's Edge
	Bruce Grundon	WSP
	Mehemed Delibasic	WSP

Distribution: List

Prepared By: Andria Oliveira and Mehemed Delibasic

Item	Details and discussion	Action
1.	Introduction	
1.1	The purpose of this meeting was to go through the overview of the project's four conceptual design alternatives prepared by WSP as well as review the evaluation criteria and alignment options for the EA. The objective was also to receive input from the MNR and CVC.	Info

<p>2. Project Understanding and Approach</p>	
<p>2.1 Presentation started with a brief look at the EA study area as well as the location of the Preliminary Concept Plan Alignment (Heritage Heights Secondary Plan).</p>	Info
<p>2.2 It was noted that in 2009, the City of Brampton (City) completed the Mount Pleasant Secondary Plan Transportation Master Plan (TMP), which established the needs and justification for proposed arterial and collector roads in compliance with the Phases 1 and 2 of the Municipal Class EA. Among the proposed road improvements in TMP it was identified an east-west collector road connection from Mount Pleasant GO Station to lands west of Mississauga Road</p>	Info
<p>2.3 Objective of the EA study is to complete Phase 3 and 4 of the Municipal Class EA process (schedule "C" Class EA and Preliminary Design (30%)) for the east-west collector road from Mount Pleasant GO Station / future Creditview Road (James Potter Road) to west of Mississauga Road including multiple crossings of Huttonville Creek</p>	Info
<p>2.4 Three mandatory points of contact with the public and relevant review agencies and the preparation and filing of an Environmental Study Report.</p>	Info
<p>2.5 Region of Peel is working on detail design for widening and improvements of Mississauga Road in the study area, therefore preferred alternative for a crossing / intersection location emerging through the subject EA (east-west collector road connection) will be integrated with the Mississauga Road improvements</p>	Info
<p>2.6 Problem/opportunities include:</p> <ul style="list-style-type: none"> ➤ Approved and planned growth in the study area will contribute to an increase in traffic congestion over the next 10-25 years. ➤ Alternative solutions to address capacity will consider opportunities to enhance the future community and facilitate sustainable modes of transportation ➤ Address transportation/access needs while respecting unique environmental features and functions, including the habitat of Species at Risk, to develop a complete and sustainable community ➤ Needs to support the City's endorsed Community Design Principles that include transit Oriented Development in an Urban Core around Mount Pleasant GO Station. Currently there is no direct access from the Mount Pleasant GO Station, which can provide an important alternative route for bus transit vehicles and GO patron accessing the station ➤ Needs for east-west active transportation facilities to connect with the north-south trails that follow watershed tributaries. 	Info
<p>If improvements do not occur, the roadway capacity and intersections will deteriorate and with planned roadway improvements and no east-west connection, the roadway network in the immediate area will not be able to accommodate the east-west demand growth anticipated in 2031.</p>	Info
<p>2.7 The need for east –west connection was explained through the following:</p>	Info

<p>The East-West connector will provide:</p> <ul style="list-style-type: none"> ➤ needed roadway connectivity, and multi-modal capacity ➤ Facilitate direct travel for all modes, and reduce the reliance/pressure placed on intersections at Bovaird Drive and Mississauga Road ➤ Support the City's endorsed Community Design Principles that include Transit-Oriented Development in an Urban Core around Mount Pleasant GO Station ➤ Provide a mid-block crossing and pedestrian-friendly community collector that can attract an array of multi-modal transportation users (pedestrians, cyclists, local and regional transit users) 	<p>Info</p>
<p>2.8 The opportunities and constraints of the project include:</p> <ul style="list-style-type: none"> ➤ An opportunity to provide community connectivity, logical infrastructure delivery while dove-tailing two projects for lowest environmental impact. ➤ City building to create value around Mount Pleasant GO commuter train station, which acts as a Mobility Hub connecting inter-regional GO service (rails and bus-connecting Toronto with Georgetown, Guelph and Kitchener) with Brampton local transit ➤ Crossing at of Huttonville Creek ➤ Anticipated financial constraints ➤ The coordination of infrastructure for environmental mitigation and areas of mutual interest ➤ Osmington PA 	<p>Info</p>
<p>2.9 Policy Context</p> <p>City of Brampton</p> <ul style="list-style-type: none"> • Transportation Master Plan Update – North West Brampton is a rapidly growing community and the city of Brampton population and employment will increase by 43% and 73% respectively between 2021, 2031 and 2041. • Heritage Height Secondary Plan (in process)/ Draft RTMP (2015) • Mount Pleasant Secondary Plan/TMP (2011) <p>Region of Peel</p> <ul style="list-style-type: none"> • Mississauga Road Municipal Class Environmental Assessment ESR – filed 2013 • Mississauga Road EA, 300 m north of Bovaird Drive to Mayfield Road • Bovaird Drive EA, Lake Louise Drive/Worthington Avenue to 1.45km west of Heritage Road • Project is moving forward to Detailed Design for Capital Construction, where timing is critical • Timing for Mississauga Road Detailed Design for Capital Construction <ul style="list-style-type: none"> ○ Mississauga Road (Bovaird Drive to Sandalwood Parkway) ○ Mississauga Road (Sandalwood Parkway to Mayfield Road) 	<p>Info</p> <p>Info</p> <p>Info</p> <p>Info</p> <p>Info</p>

<ul style="list-style-type: none"> ○ Mississauga Road structures (CN overpass and Huttonville Creek Bridge) design timing is dependent on East-West connection road EA (detail design on-going now) 	
<p>Heritage Heights (HH) and Mount Pleasant (MP) Secondary Plan</p>	
<ul style="list-style-type: none"> • Through the Mount Pleasant Secondary Plan and the Heritage Heights Secondary Plan and its TMP, a preferred network was identified which includes a grid of collector roads and the continuation of the existing Mount Pleasant GO Station access roads to land west of Mississauga Road (area known as Heritage Secondary Plan). 	<p>Info Info</p>
<ul style="list-style-type: none"> • This East-West Connection Road EA deals with the mentioned connection. 	<p>Info</p>
<ul style="list-style-type: none"> • HH Secondary Plan development in process 	<p>Info</p>
<ul style="list-style-type: none"> • Draft HH TMP recommends a Preferred Network 	<p>Info</p>
<ul style="list-style-type: none"> • East-West connection is a key transit and active transportation spine to achieve community connectivity and foster sustainable modes of travel 	<p>Info Info</p>
<ul style="list-style-type: none"> • Walkable Main Street and Complete Street to complement Transit-Oriented Development 	<p>Info</p>
<ul style="list-style-type: none"> • GO Transit two-way, all day service improvements 	
<ul style="list-style-type: none"> • MP Secondary Plan 2011 outlines the Mount Pleasant Mobility Hub, Transit Oriented Development, mixed uses, tighter grid networks, protection of environmental systems functions through protection and enhancement of a Natural Heritage System 	<p>Info Info</p>
<ul style="list-style-type: none"> • MP Secondary Plan OPA Policy 5.3.25 Road Network and access required to accommodate travel demand in and associated with the ‘District Retail’ designation shall be explored and confirmed, with respect to demonstrating and not precluding the ability of achieving future road network connectivity 	<p>Info</p>

<p>3. Study Overview and Study Status</p> <p>3.1 Project Initiation Spring 2014 - COB staff Technical Advisory Committee (TAC) Meeting #1</p> <ul style="list-style-type: none"> • WSP has completed several background and existing conditions reporting including: <ul style="list-style-type: none"> ➤ Built Heritage and Cultural Landscape Report (Jun 2014) ➤ Socio-Economic Report (Aug 2014) ➤ Preliminary Archaeological Assessment (Jan 2015) ➤ Natural Heritage Existing Conditions Report (Feb 2015) ➤ Fluvial Geomorphological Assessment (Mar 2015) ➤ Background Traffic Report (Jun 2015) • COB staff are engaging agency partners including Peel Region, CVC, MNRF and other agencies/stakeholders • Public Information Centre #1 (Jun 2015) 	<p>Info</p> <p>Info</p> <p>Info</p>
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<p>4. Design Alternative Solutions</p>	
<p>4.1 Design Alternative Solutions/ Discussion and Input. General (alternatives) evaluation Criteria were presented:</p> <ul style="list-style-type: none"> ➤ Transportation and Infrastructure – automobile, transit, pedestrians, cycling, safety and construction impacts. ➤ Urban Planning – planning, public realm, built form ➤ Environment – social and health, natural environment, cultural ➤ Economics/Cost – local economics, regional economics, fiscal net benefits 	<p>Info</p> <p>Info</p> <p>Info</p> <p>Info</p>
<p>4.2 Existing natural heritage features were discussed. This included any endangered species within the study area, breeding evidence, habitats and the presence of greenlands and wetlands. The study area was found to have two watercourses both considered fish habitat and more specifically habitat of the Redside Dace which is an endangered species, 36 species of breeding birds and wooded areas.</p>	<p>Info</p>
<p>4.3 Four (4) alternatives were presented by WSP project team (as attached). A conceptual layout is provided at this phase for discussion and input purposes only.</p>	<p>Info</p>
<p>4.4 Alignment # 1: Alignment intersects Mississauga Road at 400m offset from Bovaird Drive centerline</p> <ul style="list-style-type: none"> • Geometrically addressed all requirements • Creates 2 new creek crossings • Meets minimum distance between signalized intersections • No impact on woodlots • Meets sight lines requirements • Does not impact structure proposed in Mississauga Road EA • Minimum impact on Osmington Development • No impact on Joyce and Keith Martin’s property at east of Mississauga Road 	<p>Info</p>
<p>This alternative meets the minimum intersection offset from Bovaird Drive intersection as specified in City’s standards (300m) for the crossing at Mississauga Road. Provides better accessibility and connectivity through local roads for pedestrians and cyclists. Crossing Huttonville Creek at two (2) new location, east of Mississauga Road with crossings less than 1km apart. Passing Mississauga Road at approximately the midpoint between Bovaird Drive and CN Rail, evenly splitting the area. It provides consistency between traffic demand and road function which will result in more balanced flows within road network and area. Facilitates direct travel for all modes, and reduce the reliance/pressure placed on intersections at Bovaird Drive and Mississauga Road.</p>	<p>Info</p>
<p>4.5 Alignment # 2: Alignment intersects Mississauga Road at approximately 240m offset from Bovaird Drive centreline</p> <ul style="list-style-type: none"> • Only one creek crossing 	<p>Info</p>

<ul style="list-style-type: none"> • Does not meet minimum standard distance between signalized intersections • Cuts the woodlot • Provides access to Osmington • Require to realign the roadway to the south in the proximity of the cul-de-sac east of Mississauga Road, cutting into Mattamy's property • Impact on Osmington Development • Does not impact structure proposed in the Mississauga Road EA 	<p>WSP/City of Brampton</p>
<p>This Alternative does not meet the minimum intersection offset from Bovaird Drive intersection as specified in City's standards (300m) for the crossing at Mississauga Road. May have queuing issue for left turning vehicles at Bovaird Drive with reduced intersections distance between Bovaird Drive and the new connection. Crossing Huttonville Creek at one new location, at close proximity to Mississauga Road. Reduced the function of the connection as an alternative to connect between Mount Pleasant GO Station and Heritage Road and to alleviate traffic along Bovaird Drive.</p>	
<p>4.6 Alignment # 3: Alignment intersects Mississauga Road at the existing location of the Huttonville Creek culvert, at an 70° angle, approximately 475m offset from Bovaird Drive centerline</p> <ul style="list-style-type: none"> • Meet the minimum intersection offset from Bovaird Drive intersection as specified in City's standards (300m) for the crossing at Mississauga Road. • Combining the connection access with Huttonville Creek Bridge at Mississauga Road, reduce sight distance issues that may arise from the bridge's parapet walls. • Passing Mississauga Road at approximately the midpoint between Bovaird Drive and CN Rail, evenly splitting the areas. • Crossing Huttonville Creek at one (1) new location near the SWM Pond. • Second (2nd) Huttonville Creek crossing requires modification of structure proposed in Mississauga Rd EA (WSP and City team to confirm if this requires an addendum or changes to the Mississauga Road EA). • Impact on property belonging to Joyce & Keith Martin, just north of the Mississauga Rd EA proposed structure. • May have insufficient sight distance along Mississauga Road. 	<p>Info</p>
<p>4.7 Alignment # 4: Alignment does not intersect with Mississauga Road but utilizes proposed slip road north of Huttonville Creek crossing, just south of CN Rail.</p> <ul style="list-style-type: none"> • Since not intersecting with Mississauga Road, cannot alleviate traffic congestion at intersection of Mississauga Road and Bovaird Drive • Does address some future travel demands but doesn't accommodate travel to southern portions of the study area as a result of the lack of the East-West connections north of Bovaird Drive. • Does not pass through the major developments, therefore reduced the function of the East-West Connection 	<p>Info WSP</p>

- Do not provide a mid-block crossing and pedestrian-friendly community collector that can attract an array of multi-modal transportation users (pedestrians, cyclists, local and regional transit users)
- Crossing Huttonville Creek at two (2) new locations; one east of Mississauga Road near the SWM Pond and one west of TransCanada Pipeline, close to the CN Rail track
- Limited opportunities for enhanced transit services
- Limited opportunities for future active transportation network (walking and cycling) and accessibility and connectivity through local roads for pedestrians and cyclists.
- Does not impact structure proposed in Mississauga Road EA

Andria/ City of Brampton

4.8 Alternative Evaluation Criteria Review:

The following assessment factors will be used to evaluate alternative designs in the next phase of the study:

- Transportation/Technical
- Natural Environment
- Social-Cultural Environment
- Cost

<p>5. Discussion and Next Steps</p>	
<p>5.1 Most notable comment received is that CVC and MNR want more work to be documented around the needs and justification of this road i.e. addressing factors around place-making, walkability, complete streets, synergies between transportation planning and land use planning, planning for mobility hubs etc. These considerations are inherently more difficult to quantify than traffic capacities but will do our best to communicate this and weave this policy language into the evaluation in a way that CVC and MNR staff can relate to.</p>	<p>WSP/City WSP/City WSP/City</p>
<p>5.2 CVC and MNR staff felt it was too early to be discussing alignment options.</p>	<p>WSP/City</p>
<p>5.3 With that we have agreed to send them a revised version of our Evaluation table of the Alternative Solutions (i.e. 1) Do Nothing, 2) Implement TDM Measures, 3) Improve Transportation Operations, 4) Extend the road only east of Mississauga Road (no 'connector'), 5) East-West Connector Road from Mount Pleasant GO Station), receive CVC and MNR comments suggested the potential need to explore an additional option - only an active transportation link.</p>	<p>WSP/City WSP</p>
<p>5.4 Then we could circulate the Alternatives. MNR has stated that they would want an impact analysis on each alternative to understand what the risks/imoacts are for each alternative. He insists on a '0' impact on habitat and contributing to habitat. AN additional meeting would be required to consult on the alternatives.</p>	<p>WSP</p>
<p>5.5 Next steps:</p>	<p>WSP/City WSP/City</p>
<ul style="list-style-type: none"> • as part of the next phase of the EA study, we will continue developing alternative design concepts for the East-West Connection Road • a conceptual layout is provided at this phase for discussion and input purposes only • these alternative design concepts will be further investigated and evaluated in the next phase of this EA study. • evaluate alternatives and identify recommended solutions • present recommended solutions at PIC No. 2 • Public Information Centre #2 will be scheduled to discuss the recommended alignments, as well as any issues and concerns prior to the finalization of the preliminary Preferred Design 	<p>WSP/City WSP/City</p>

End of Meeting Summary

East-West Connection Road Environmental Assessment

**Mount Pleasant GO Station to
west of Mississauga Road**

MNRF and CVC Meeting # 2

February 11, 2016

Agenda

- Introduction
- Project understanding and approach
- Study overview and study status
- Design Alternative Solutions
 - discussion and input
 - alternative evaluation criteria
- Next steps
 - evaluate alternatives and identify recommended solutions
 - present recommended solutions at PIC No. 2 (April/May 2016)

Study area



Project understanding and approach

- In 2009, the City of Brampton (City) completed the **Mount Pleasant Secondary Plan Transportation Master Plan (TMP)**:
 - established the needs and justification for proposed arterial and collector roads in compliance with the **Phases 1 and 2 of the Municipal Class EA**
 - among the proposed road improvements **identified an east-west collector road connection from Mount Pleasant GO Station to lands west of Mississauga Road**
- **Objective:** complete **Phase 3 and 4 of the Municipal Class EA process** (schedule "C" Class EA and Preliminary Design (30%)) for the east-west collector road from Mount Pleasant GO Station / future Creditview Road (James Potter Road) to west of Mississauga Road including multiple crossings of Huttonville Creek
- **Three mandatory points of contact** with the public and relevant review agencies and the preparation and filing of an Environmental Study Report (ESR) to document the EA process

Project understanding and approach

■ 2 Key projects / studies in the area:

- 1) The study will coordinate with the ongoing **Heritage Heights Transportation Master Plan (HHTMP)**, to ensure the road does not preclude the opportunity for an **extension west to Heritage Road** from its terminus at Mississauga Road/Huttonville Creek
- 2) Region of Peel is planning **widening and improvements of Mississauga Road in the study area:**
 - preferred alternative for a crossing / intersection location emerging through the subject EA (east-west collector road connection) will be integrated with the Mississauga Road improvements
 - detailed design in the vicinity of Huttonville Creek will be finalized following completion

Problem / opportunity statement

- Approved and planned growth in the study area will contribute to an increase in traffic congestion over the next 10-25 years
- Alternative solutions to address capacity will consider opportunities to enhance the future community, and facilitate sustainable modes of transportation
- Address transportation/access needs while respecting unique environmental features and functions, including the habitat of Species at Risk, to develop a complete and sustainable community
- Needs to support the City's endorsed Community Design Principles that include Transit Oriented Development in an Urban Core around Mount Pleasant GO Station. Currently there is no direct access from the Mount Pleasant GO Station, which can provide an important alternative route for bus transit vehicles and GO patrons accessing the station.
- Needs for east-west active transportation facilities to connect with the north-south trails that follow watershed tributaries

Roadway capacity and intersection operations will deteriorate without improvements therefore:

With planned roadway improvements and without the future east-west connection, the roadway network in the immediate area will not be able to accommodate the east-west travel demand growth anticipated to 2031.

Need for East-West connection - EA goals

The east-west connector will:

- Provide needed roadway connectivity, and multi-modal capacity
- Facilitate direct travel for all modes, and reduce the reliance/pressure placed on intersections at Bovaird Drive and Mississauga Road
- Support the City's endorsed Community Design Principles that include Transit-Oriented Development in an Urban Core around Mount Pleasant GO Station
- Provide a mid-block crossing and pedestrian-friendly community collector that can attract an array of multi-modal transportation users (pedestrians, cyclists, local and regional transit users)

Opportunities and constraints

- An opportunity to provide community connectivity, logical infrastructure delivery while dove-tailing two projects for lowest environmental impact
- Create Value around Mount Pleasant GO commuter train station, which acts as a **MOBILITY HUB** connecting inter-regional GO service (rail and bus-connecting Toronto with Georgetown, Guelph and Kitchener) with Brampton local transit.
- Crossing of the Huttonville Creek
- Anticipated financial constraints
- The coordination of infrastructure for environmental mitigation and areas of mutual interest
- Osmington OPA

Study overview and status

- Project Initiation Spring 2014 - COB staff Technical Advisory Committee (TAC) Meeting #1;
- WSP has completed several background and existing conditions reporting including:
 - Built Heritage and Cultural Landscape Report (June 2014)
 - Socio-Economic Report (August 2014)
 - Preliminary Archaeological Assessment (January 2015)
 - Natural Heritage Existing Conditions Report (February 2015)
 - Fluvial Geomorphological Assessment (March 2015)
 - Background Traffic Report (June 2015)
- COB staff are engaging agency partners including Peel Region, CVC, MNRF and other agencies/stakeholders
- Public Information Centre #1 (June 2015)

Planning for North-West Brampton: Policy Context

City of Brampton

- Transportation Master Plan Update (2015)
- Heritage Heights Secondary Plan/TMP (2016)
- Mount Pleasant Secondary Plan/TMP (2011)

Region of Peel

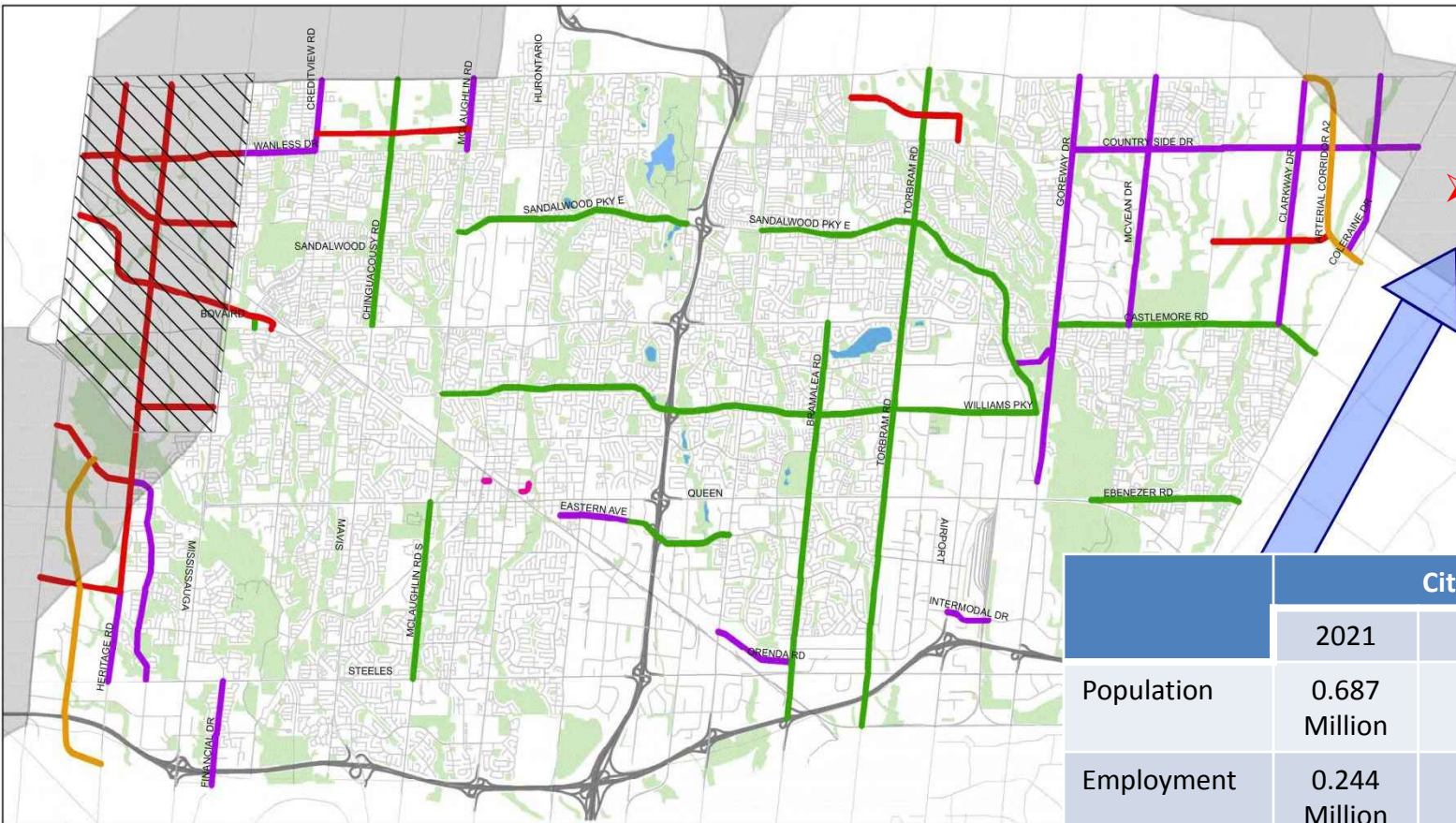
- Mississauga Road Municipal Class Environmental Assessment ESR – filed 2013
- Project is moving forward to Detailed Design for Capital Construction, where timing is critical

Heritage Heights and Mount Pleasant Secondary Plan

- Through the Mount Pleasant Secondary Plan and the Heritage Heights Secondary Plan and its TMP, a preferred road network was identified which includes a grid of collector roads and the continuation of the existing Mount Pleasant GO Station access road to lands west of Mississauga Road (area known as Heritage Heights Secondary Plan).
- This East West Connection Road EA deals with the mentioned connection.

Transportation Master Plan Update (2015)

- North West Brampton is rapidly growing community.
- City of Brampton population and employment will increase by 43% and 73% respectively between 2021, 2031 and 2041.



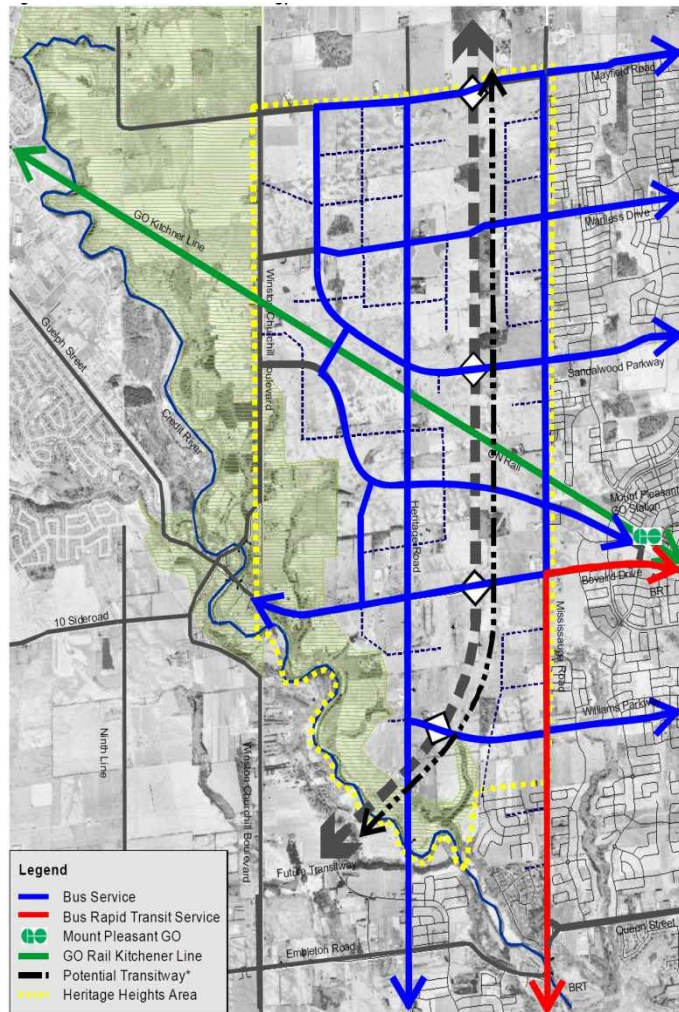
	City of Brampton		
	2021	2031	2041
Population	0.687 Million	0.837 Million	0.889 Million
Employment	0.244 Million	0.292 Million	0.322 Million

Legend

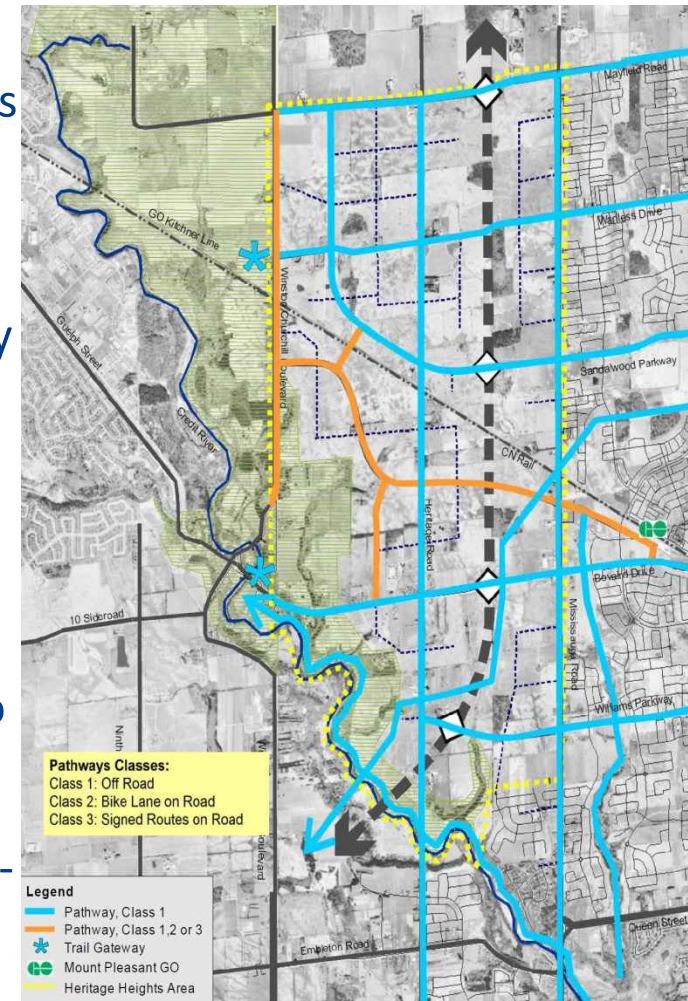
- City Road Extension by Two Lanes
- City Road Expanded to Four Lanes
- City Road Expanded to Six Lanes
- New Road Construction Six Lanes
- New Road Construction Four Lanes
- Provincial Highway
- GTA West Corridor Study Area
- Highway 427 and Extension
- Conceptual Road Network for use in the Development Charges Background Study

Figure 1
Recommended City Road Network Needs to 2041

HERITAGE HEIGHTS (HH) PROPOSED NETWORKS



- HH Secondary Plan development in process
- Draft HH TMP recommends a Preferred Network
- E-W connection is a key transit and active transportation spine to achieve community connectivity and foster sustainable modes of travel
- Walkable Main Street and Complete Street to complement Transit-Oriented Development
- GO Transit two-way, all-day service improvements

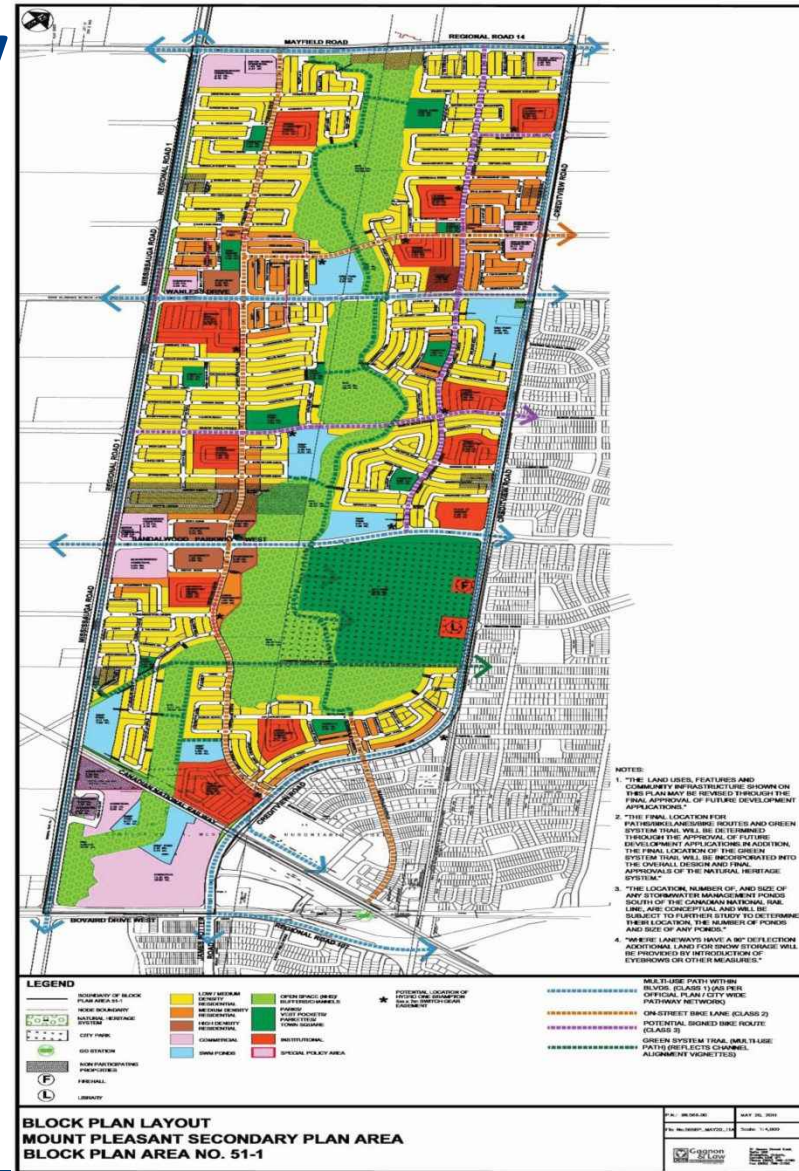


Proposed Transit Strategy

Proposed Active Transportation Strategy

Mount Pleasant Secondary Plan, 2011

- Mount Pleasant Mobility Hub, Transit-Oriented Development, mixed uses, tighter grid networks, protection of environmental systems functions through protection and enhancement of a Natural Heritage System
- Mount Pleasant Secondary Plan OPA Policy 5.3.2.5 Road network and access required to accommodate travel demand in and associated with the “District Retail” designation shall be explored and confirmed, with respect to demonstrating and not precluding the ability of achieving future road network connectivity



Region of Peel

- Mississauga Road EA, 300m north of Bovaird Drive to Mayfield Road
- Bovaird Drive EA, Lake Louise Drive/Worthington Avenue to to 1.45km west of Heritage Road
- Timing for Mississauga Road Detailed Design for Capital Construction
 - Mississauga Road (Bovaird Dr. to Sandalwood Pkwy.)
 - Mississauga Road (Sandalwood Pkwy. to Mayfield Rd.)
 - Mississauga Road structures (CN overpass and Huttonville Creek bridge) design timing is dependent on east-west connection road EA (detail design on-going now)

Design Alternative Solutions Assessment Factors/ Alternative Evaluation Criteria Discussion and Input

General (Alternatives) Evaluation Criteria

Transportation and Infrastructure

- Automobile
- Transit
- Pedestrians
- Cycling
- Safety
- Construction Impacts

Urban Planning

- Planning
- Public Realm
- Built Form

Environment

- Social and Health
- Natural Environment
- Cultural

Economics/ Cost

- Local Economics
- Regional Economics
- Fiscal Net Benefits

ALTERNATIVE SOLUTIONS

Alternative Solution Criteria	Alternative Solution #1 Do Nothing	Alternative Solution #2 Implement TDM Measures	Alternative Solution #3 Improve Transportation Operations along other Parallel Roadways	Alternative Solution #4 Extend road west of Mississauga Road only	Alternative Solution #5 East-west collector road connection from Mount Pleasant GO Station to lands west of Mississauga Road
Technical Criteria					
Natural Environment Criteria					
Socio-Cultural Environment					
Cost Criteria Overall Rating					
Summary: Level of response to the Problem Statement	<ul style="list-style-type: none"> Results in delays and safety concerns associated with increased traffic along other east-west and north-south roadways in the study area. Does not support the land use policies and future development plans. Does not address existing and future problems. <p><i>This alternative cannot address the problem statement on its own.</i></p> <p>Not recommended.</p>	<ul style="list-style-type: none"> Adds partial transportation capacity but insufficient for future growth when considered as a stand-alone strategy. No environmental impacts are expected as a result of this alternative. It responds rather weakly against the social-cultural criteria as on its own, it does not support future development plans. As far as cost criteria this option is expected to involve average costs compared to other alternative. <p><i>This alternative cannot address the problem statement on its own.</i></p> <p>Not recommended.</p>	<ul style="list-style-type: none"> Provides minimal additional transportation capacity but the projected capacity problem would still exist with local improvements only. Minimal environmental impacts are expected as a result of this alternative. It responds weakly against the social-cultural criteria as on its own, it does not support future development plans. As far as cost criteria this option is expected to involve average costs compared to other alternative. <p><i>This alternative cannot address the problem statement on its own.</i></p> <p>Not recommended.</p>	<ul style="list-style-type: none"> Provides modest additional transportation capacity and access. This option rates poorly against environments criteria. It poorly responses against the social-cultural criteria as it can highly impact area businesses and properties. This option is expected to involve higher capital costs. <p><i>Although Alternative # 4 may provide some relief to the east-west traffic future connections but it does not fully support the land use policies and future development plans. It does not fully address the problem statement.</i></p> <p>Not recommended.</p>	<ul style="list-style-type: none"> Provides additional transportation capacity and access. Although this option rate poorly against environments criteria, the level of environmental impact is not expected to be significant and can be mitigated through standard practices. It best responses against the social-cultural criteria as it best supports the land use policies and future development plan. Provide a mid-block crossing and pedestrian-friendly community collector that can attract an array of multi-modal transportation users (pedestrians, cyclists, local and regional transit users) This option is expected to involve higher capital costs. <p><i>Despite higher capital costs this option best addresses the problem statement.</i></p> <p>Technically preferred alternative</p>
Overall Rating					

Assessment Factors/ Alternative Evaluation Criteria

The following assessment factors will be used to evaluate alternative designs in the next phase of the study:

Transportation/Technical

- Ability to Improve East-West Capacity
- Access & Circulation
- Safety / Traffic Operations
- Support for Transit / Non-Auto Modes
- Ability to Improve Drainage System
- Emergency Services
- Utilities

Natural Environment

- Existing Environmentally Sensitive Areas
- Vegetation
- Habitat Areas (Terrestrial)
- Endangered Species
- Existing Watercourses
- Water Quality / Quantity
- Effects on Air Quality

Alternative Evaluation Criteria (Cont.)

Social-Cultural Environment

- Support for Future Designated Growth Areas
- Adjacent Land-uses/Properties
- Noise Levels
- Short Term Construction Related Impacts
- Traffic Infiltration Effects
- Heritage Resources & Archaeological Features

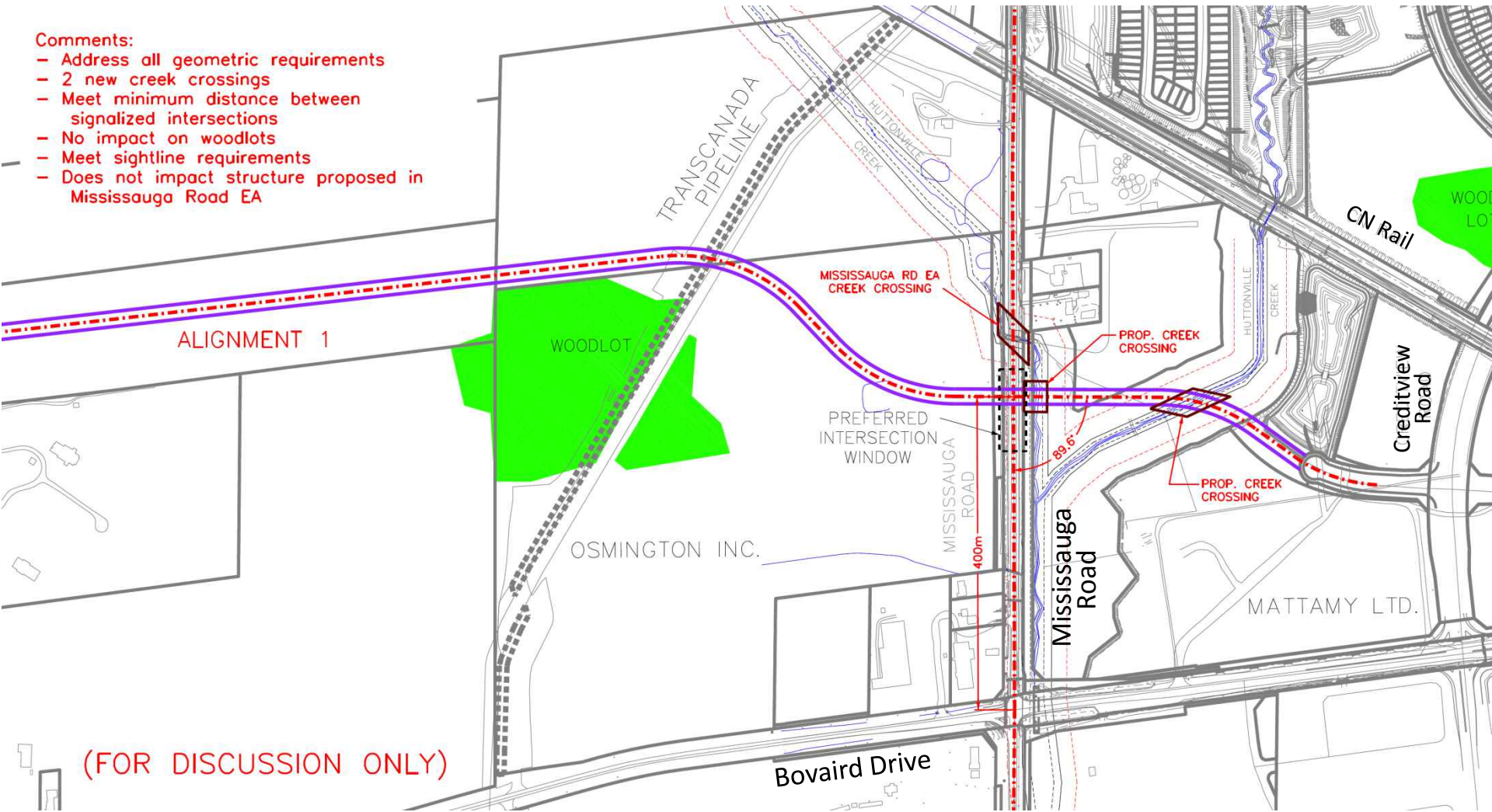
Cost

- Travel Time
- Road Operation and Maintenance Costs
- Capital Costs

Existing natural heritage features

- Two watercourses are located within the study area – the east and west branches of Huttonville Creek, a tributary of the Credit River. Both watercourses are considered to be fish habitat.
- Huttonville Creek is a designated coldwater fish habitat and provides habitat for the Redside Dace, an Endangered species.
- 36 species of breeding birds were observed on or within 120m of the site over the two survey periods, between May 24 and July 10, 2014. Breeding evidence was noted for 35 out of 36 total species observed in the study area.
- Historical observations in the vicinity of the Study Area were noted for the Threatened Bobolink and Eastern Meadowlark. These species were not observed during the surveys conducted between May 24 and July 10, 2014.
- Barn Swallow, a provincially listed Species at Risk, was observed on site. However, there was no breeding evidence, and suitable nesting structures were not identified within the Study Area.
- No other species at risk were observed within the Study Area.
- Wooded areas within the Study Area have been identified as a Core Area of the Greenlands System. Vegetation communities observed within the Study Area are common within southern Ontario.
- There are no Provincially Significant Wetlands within the Study Area. The Springbrook Wetland Complex is located south of Bovaird Drive and approaches to within 300m of the study area.

- Comments:
- Address all geometric requirements
 - 2 new creek crossings
 - Meet minimum distance between signalized intersections
 - No impact on woodlots
 - Meet sightline requirements
 - Does not impact structure proposed in Mississauga Road EA



(FOR DISCUSSION ONLY)

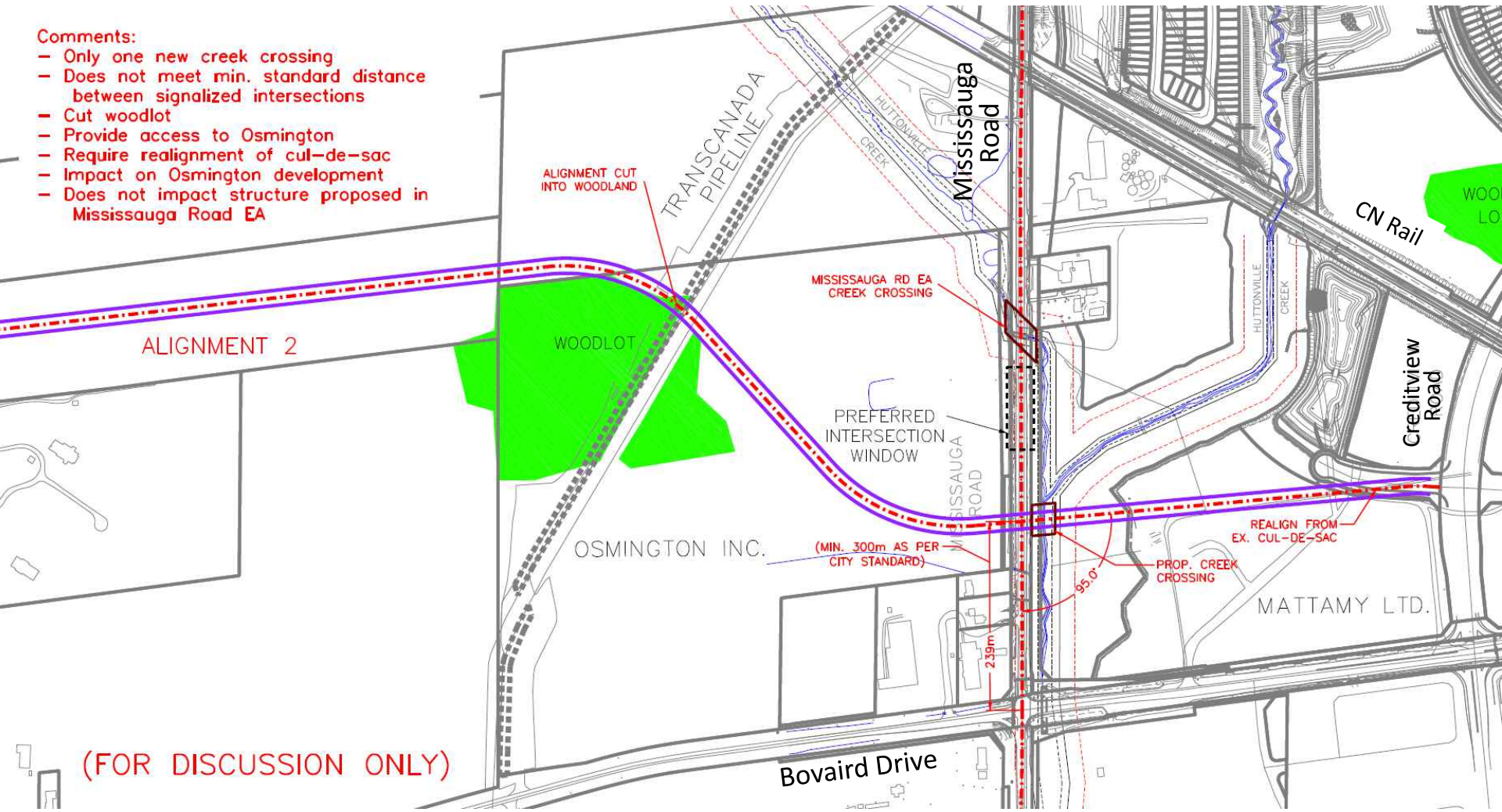
Possible Location of Brampton East West Connection crossover at Mississauga Road – Alignment 1

Alternative 1 - Alignment intersects Mississauga Road at 400m offset from Bovaird Drive centreline

- Facilitate direct travel for all modes, and reduce the reliance/pressure placed on intersections at Bovaird Drive and Mississauga Road
- Meet the minimum intersection offset from Bovaird Drive intersection as specified in City's standards (300m) for the crossing at Mississauga Road
- Passing Mississauga Road at approximately the midpoint between Bovaird Drive and CN Rail, evenly splitting the areas. It provides consistency between traffic demand and road function, which will result in more balanced flows within road network and area.
- Crossing Huttonville Creek at two (2) new locations, east of Mississauga Road; crossings less than 1km apart
- Should not impact structure proposed in Mississauga Road EA
- No impact on the woodlot west of Mississauga Road, within the Osmington property
- Provides better accessibility and connectivity through local roads for pedestrians and cyclists
- No impact on Joyce & Keith Martin's property at east of Mississauga Road
- Minimum impact on Osmington development

Comments:

- Only one new creek crossing
- Does not meet min. standard distance between signalized intersections
- Cut woodlot
- Provide access to Osmington
- Require realignment of cul-de-sac
- Impact on Osmington development
- Does not impact structure proposed in Mississauga Road EA



(FOR DISCUSSION ONLY)

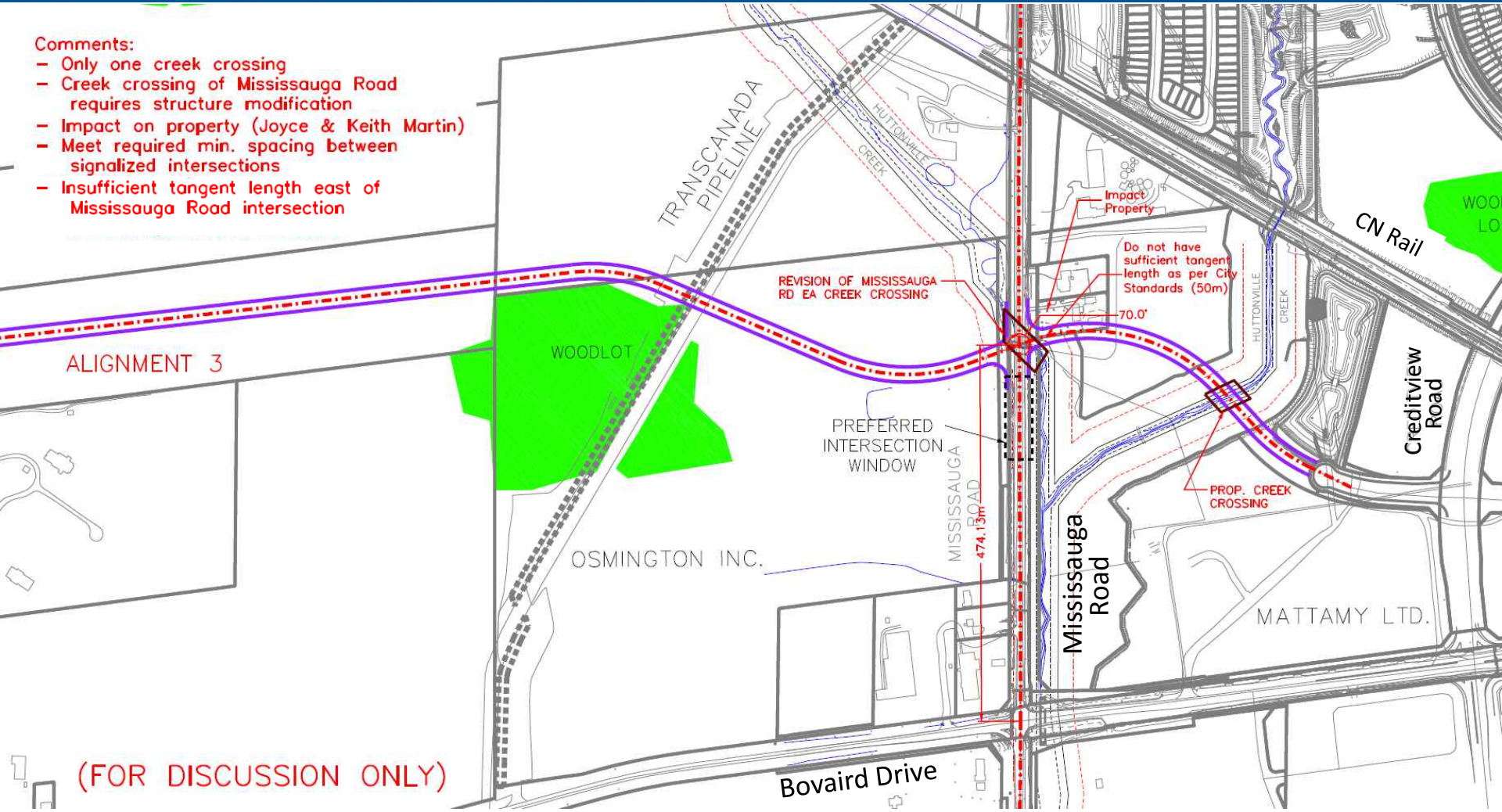
Possible Location of Brampton East West Connection crossover at Mississauga Road – Alignment 2

Alternative 2 - Alignment intersects Mississauga Road at approximately 240m offset from Bovaird Drive centreline

- Does not meet the minimum intersection offset from Bovaird Drive intersection as specified in City's standards (300m) for the crossing at Mississauga Road
- May have queuing issue for left turning vehicles at Bovaird Drive with reduced intersections distance between Bovaird Drive and the new connection
- Crossing Huttonville Creek at one new location, at close proximity to Mississauga Road
- Does not impact structure proposed in Mississauga Road EA
- Require realignment of cul-de-sac.
- Impact on Osmington development
- Reduced the function of the connection as an alternative to connect between Mount Pleasant GO Station and Heritage Road and to alleviate traffics along Bovaird Drive

Comments:

- Only one creek crossing
- Creek crossing of Mississauga Road requires structure modification
- Impact on property (Joyce & Keith Martin)
- Meet required min. spacing between signalized intersections
- Insufficient tangent length east of Mississauga Road intersection

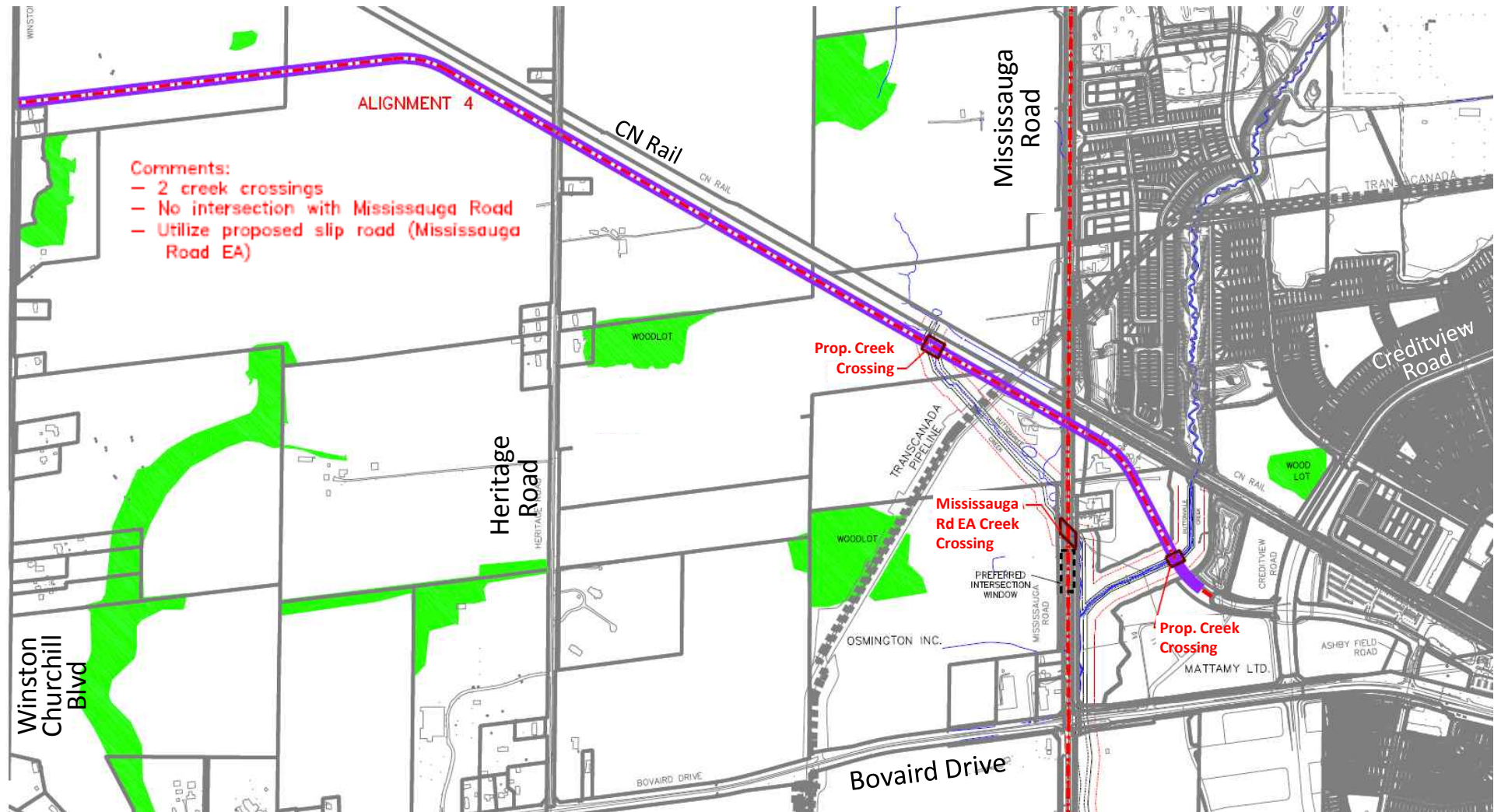


(FOR DISCUSSION ONLY)

Possible Location of Brampton East West Connection crossover at Mississauga Road – Alignment 3

Alternative 3 - Alignment intersects Mississauga Road at the existing location of the Huttonville Creek culvert, at an 70° angle, approximately 475m offset from Bovaird Drive centreline

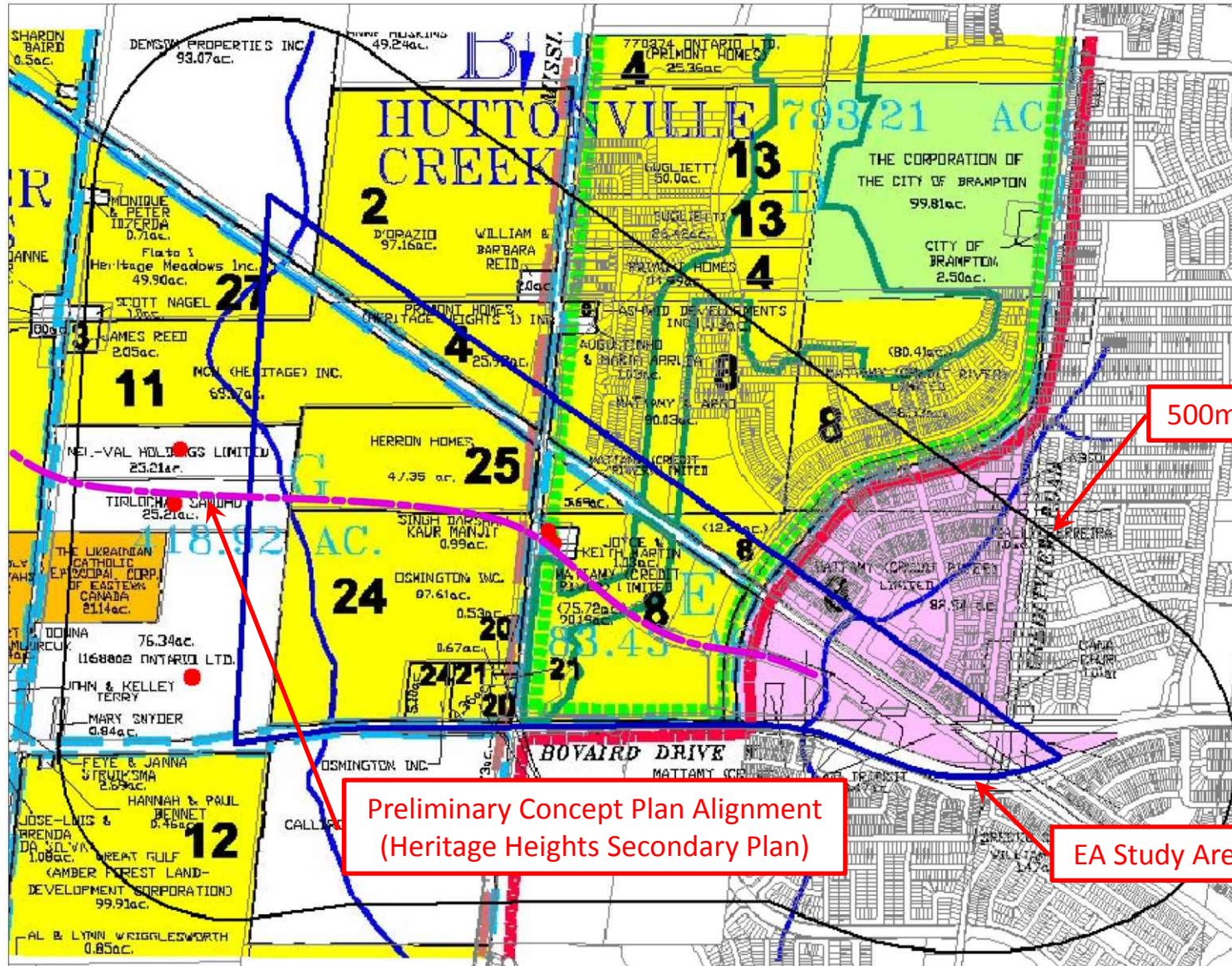
- Meet the minimum intersection offset from Bovaird Drive intersection as specified in City's standards (300m) for the crossing at Mississauga Road
- Combining the connection access with Huttonville Creek Bridge at Mississauga Road, reduce sight distance issues that may arise from the bridge's parapet walls
- Passing Mississauga Road at approximately the midpoint between Bovaird Drive and CN Rail, evenly splitting the areas
- Crossing Huttonville Creek at one (1) new location near the SWM Pond
- Second (2nd) Huttonville Creek crossing requires modification of structure proposed in Mississauga Rd EA
- Impact on property belonging to Joyce & Keith Martin, just north of the Mississauga Rd EA proposed structure
- May have insufficient sight distance along Mississauga Road



Possible Location of Brampton East West Connection crossover at Mississauga Road – Alignment 4

Alternative 2 - Alignment does not intersect with Mississauga Road but utilizes proposed slip road north of Huttonville Creek crossing, just south of CN Rail

- Does address some future travel demands, but doesn't accommodate travel to southern portions of the study area as a result of the lack of east-west connections north of Bovaird Drive
- Since not intersecting with Mississauga Road, cannot alleviate traffic congestion at intersection of Mississauga Road and Bovaird Drive
- Do not passed through the major developments, reduced the function of the East-West Connection
- Do not provide a mid-block crossing and pedestrian-friendly community collector that can attract an array of multi-modal transportation users (pedestrians, cyclists, local and regional transit users)
- Limited opportunities for enhanced transit services
- Limited opportunities for future active transportation network (walking and cycling) and accessibility and connectivity through local roads for pedestrians and cyclists.
- Crossing Huttonville Creek at two (2) new locations



500m Buffer

Preliminary Concept Plan Alignment
(Heritage Heights Secondary Plan)

EA Study Area



Possible Location of Brampton East West Connection crossover at Mississauga Road

Next Steps

- as part of the next phase of the EA study, we will continue developing alternative design concepts for the East-West Connection Road
- a conceptual layout is provided at this phase for discussion and input purposes only
- these alternative design concept will be further investigated and evaluated in the next phase of this EA study
- evaluate alternatives and identify recommended solutions
- present recommended solutions at PIC No. 2
- Public Information Centre #2 will be scheduled to discuss the recommended alignments, as well as any issues and concerns prior to the finalization of the preliminary Preferred Design

THANK YOU

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2/21/2018

**EAST-WEST CONNECTION RD (LAGERFELD ROAD)
MOUNT PLEASANT GO STATION TO
WEST OF MISSISSAUGA ROAD EA**

City of Brampton Meeting

February 21, 2018

Agenda

1. Introduction
2. Project background and update
3. Project status - assignments completed to date
4. Preliminary preferred alternative design concept alignment and cross sections
 - Discussion and input
5. Ongoing assignments-tasks (geotechnical)
6. Next Steps and draft PIC 2 boards

2



Meeting Objective

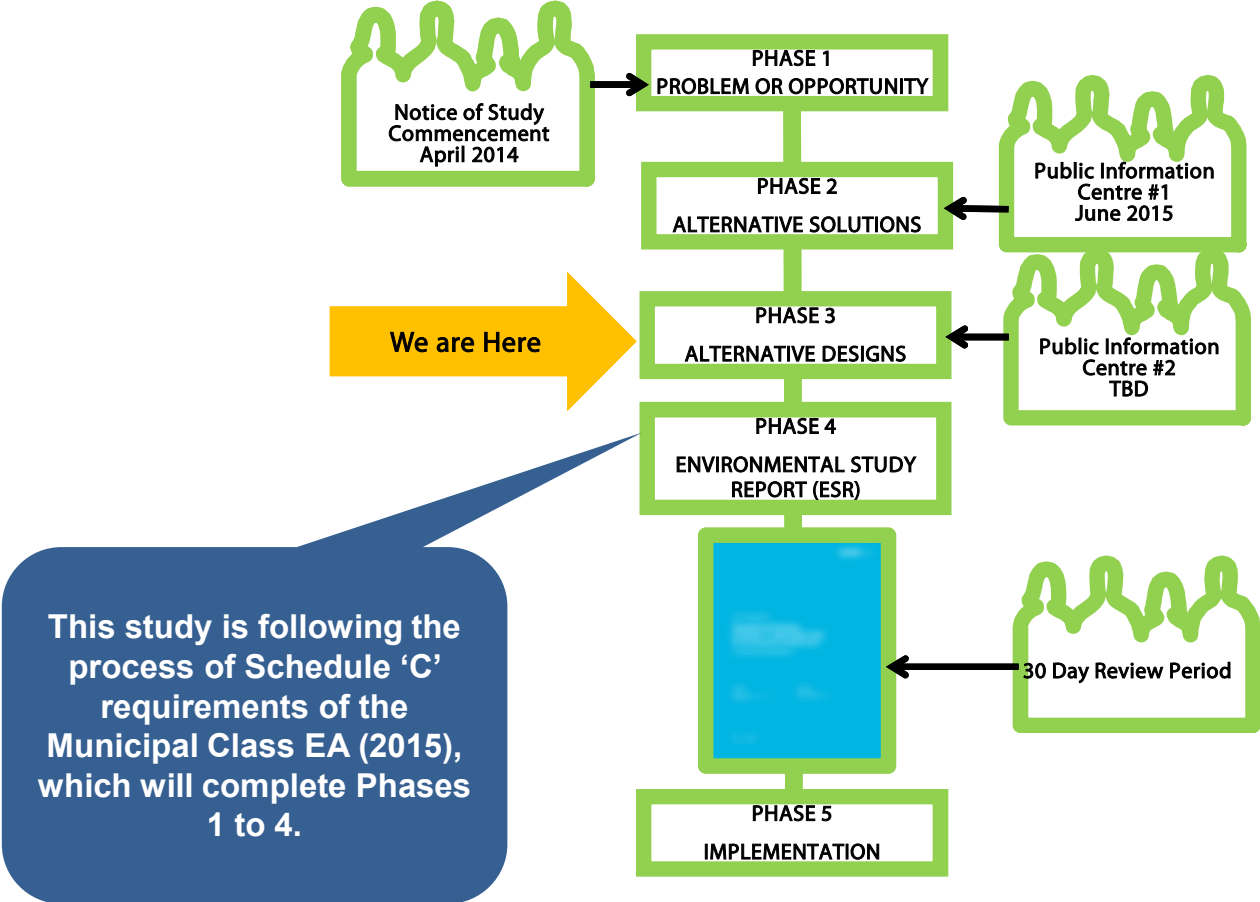
The objective of today's meeting is to obtain input and discuss on preliminary preferred alternative design concept, including structural options, cross sections, and next project steps including PIC 2 draft boards.

STUDY AREA AND OVERVIEW

- The City of Brampton is conducting a Schedule 'C' Municipal Class Environmental Assessment (EA) for a East-West Connection Road between Mount Pleasant GO Station and approximately 680m west of Mississauga Road.
- Approved and planned growth in the study area will contribute to an increase in traffic congestion over the next 10-25 years.
- As part of a strategic future road network assessment, extension of Lagerfeld Drive to the west of Mississauga Road is considered to address these problems and provide opportunities to enhance the future community, and facilitate sustainable modes of transportation.
- This EA is being conducted to assess the opportunity to pursue this road link.
- The boundaries of the immediate study area are Mississauga Road to the west, Bovaird Drive West to the south and CN Railway to the north.



MUNICIPAL CLASS EA STUDY PHASES



PROJECT STATUS – ASSIGNMENTS COMPLETED TO DATE

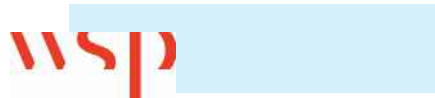
➤ Studies completed:

- Traffic Study – June 2015
- Fluvial Geomorphological and Meander Beltwidth Assessment - October 2017
- Floodplain Assessment under Different Alignments – December 2017

ALTERNATIVE SOLUTIONS-EVALUATION FRAMEWORK AND CRITERIA

- An evaluation framework was developed as presented, including technical considerations and environmental components that address the broad definition of the environment as described in the EA Act and those based on comments received from relevant agencies.

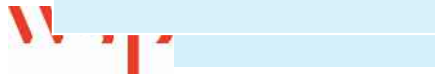
ALTERNATIVE SOLUTION 1: Do Nothing	ALTERNATIVE SOLUTION 2: Transportation Demand Management (TDM)	ALTERNATIVE SOLUTION 3: Improve Transportation Operations along other Roads in the Network	ALTERNATIVE SOLUTION 4: Extend road west of Mississauga Road only	ALTERNATIVE SOLUTION 5: Extend Mount Pleasant GO Station access road (Lagerfeld Road) to west of Mississauga Road
No changes made within the Study Area (status quo)	Introduce TDM strategies to reduce demands on Mississauga Road & Bovaird Drive (i.e. shift demand to time periods outside of the congestion periods)	Introduce additional operational improvements such as restricting turning movements, localized widening to accommodate dedicated turn lanes, intersection improvements, continuous left turn lanes, and/or signal timings, etc.	Not connecting Mississauga Road with Mount Pleasant GO Station. East-west connection will start at Mississauga Road, extending to the west.	Continuation of the existing Mount Pleasant GO Station access road to lands west of Mississauga Road



ALTERNATIVE SOLUTIONS-EVALUATION FRAMEWORK AND CRITERIA

- The Class EA process recognizes that there are many ways of solving a particular problem and requires various alternative solutions to be considered. The five alternative solutions for consideration in this study are described in the following Table:

COMPONENT	DESCRIPTION
Technical Considerations	<ul style="list-style-type: none"> Component that evaluates the technical suitability and other engineering aspects of the road network system.
Natural Environmental	<ul style="list-style-type: none"> Component that evaluates the potential effects on the natural and physical aspects of the environment (e.g., air, land, water and biota) including natural heritage/ environmentally sensitive areas.
Social/Economic Environment	<ul style="list-style-type: none"> Component that evaluates the potential effects on residents, neighbourhoods, businesses, community character, social cohesion and community features, in addition to municipal development objectives.
Cultural Environment	<ul style="list-style-type: none"> Component that evaluates the potential effects on historical/archaeological and built heritage resources.
Cost	<ul style="list-style-type: none"> Relative cost in terms of capital costs, property costs and maintenance costs



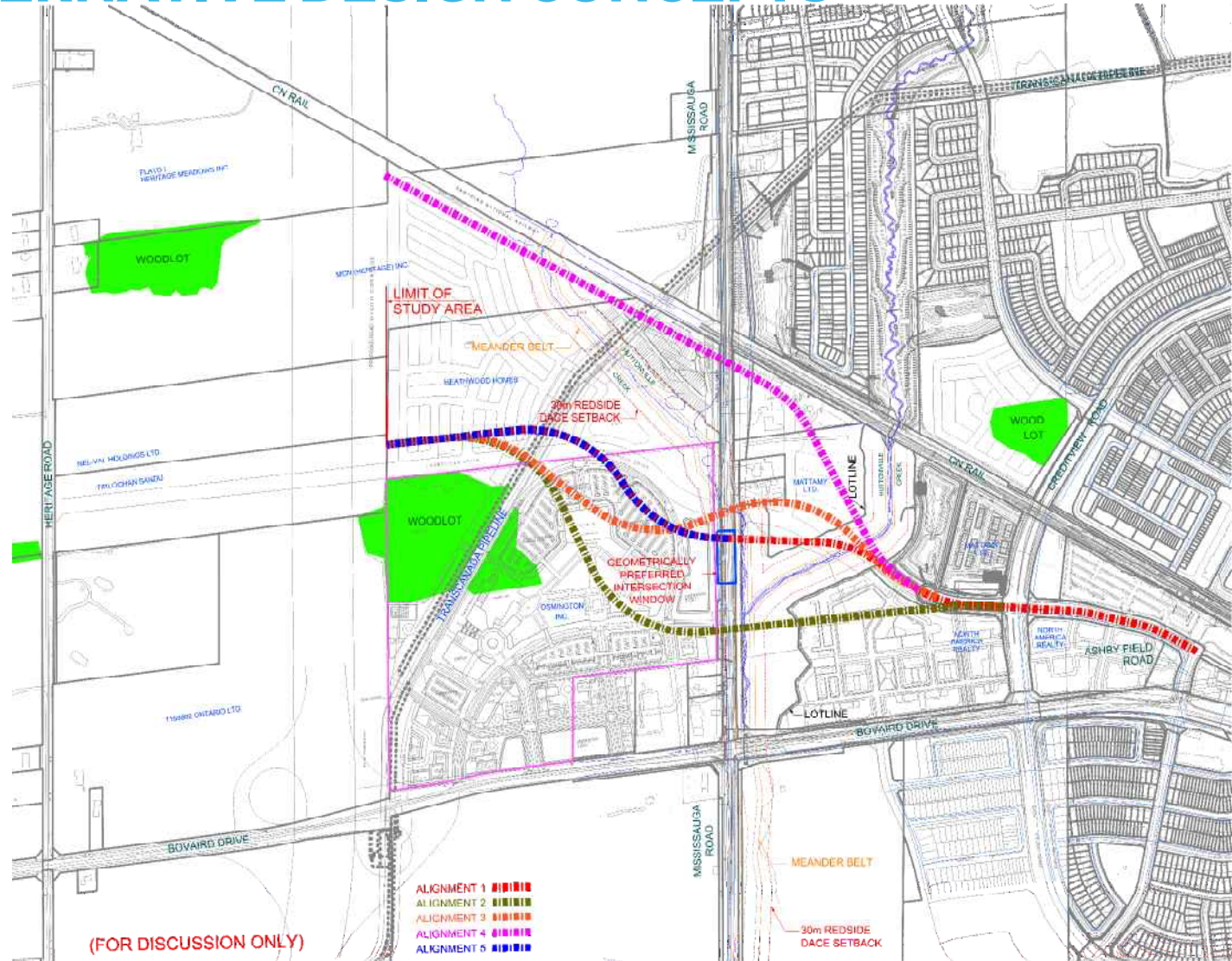
TWO ALTERNATIVE SOLUTIONS - CARRIED FORWARD

- Five alternative solutions studied and assessed – two alternative solutions carried forward:
 - ALTERNATIVE SOLUTION 4: Extend road west of Mississauga Road only
 - **PREFERRED** - ALTERNATIVE SOLUTION 5: Extend Mount Pleasant GO Station access road to west of Mississauga Road

ALTERNATIVE DESIGN CONCEPTS

FIVE initial design concepts were developed for the preferred solution at a preliminary level of detail to assess the potential associated with each alternative.

10



ALTERNATIVE DESIGN CONCEPTS OF THE PREFERRED SOLUTION, ASSESSMENT AND EVALUATION

FIVE initial design concepts were developed for the preferred solution at a preliminary level of detail to assess the potential impacts and benefits associated with each alternative.

DESIGN ALTERNATIVE 1A	DESIGN ALTERNATIVE 1B	DESIGN ALTERNATIVE 2	DESIGN ALTERNATIVE 3A	DESIGN ALTERNATIVE 3B
Continuation of the existing Mount Pleasant GO Station access road to lands west of Mississauga Road.	Continuation of the existing Mount Pleasant GO Station access road to lands west of Mississauga Road.	Continuation of the existing Mount Pleasant GO Station access road to lands west of Mississauga Road.	Continuation of the existing Mount Pleasant GO Station access road to lands west of Mississauga Road.	Continuation of the existing Mount Pleasant GO Station access road to lands west of Mississauga Road.
Alignment past through Mississauga Road at 419m offset from Bovaird Drive centreline. (Crossing abutments <u>beyond</u> 30m redside dace habitat buffer zone)	Alignment past through Mississauga Road at 419m offset from Bovaird Drive centreline. (Crossing abutments <u>within</u> 30m redside dace habitat buffer zone)	Alignment past through Mississauga Road at approximately 240m offset from Bovaird Drive centreline.	Alignment past through Mississauga Road at the proposed Huttonville Creek bridge location, at an 70° angle, approximately 473m offset from Bovaird Drive centreline. (Crossing abutments <u>beyond</u> 30m redside dace habitat buffer zone)	Alignment past through Mississauga Road at the proposed Huttonville Creek bridge location, at an 70° angle, approximately 473m offset from Bovaird Drive centreline. (Crossing abutments <u>within</u> 30m redside dace habitat buffer zone)

ALTERNATIVE DESIGN CONCEPTS OF THE PREFERRED SOLUTION, ASSESSMENT AND EVALUATION

DESIGN ALTERNATIVE 4A	DESIGN ALTERNATIVE 4B	DESIGN ALTERNATIVE 5
<p>Continuation of the existing Mount Pleasant GO Station access road to lands west of Mississauga Road.</p> <p>Alignment does not intersect with Mississauga Road but utilize proposed slip road north of Huttonville Creek crossing, just south of CN Rail.</p> <p>(Crossing abutments <u>beyond</u> 30m redside dace habitat buffer zone)</p>	<p>Continuation of the existing Mount Pleasant GO Station access road to lands west of Mississauga Road.</p> <p>Alignment does not intersect with Mississauga Road but utilize proposed slip road north of Huttonville Creek crossing, just south of CN Rail.</p> <p>(Crossing abutments <u>within</u> 30m redside dace habitat buffer zone)</p>	<p>Not connecting Mississauga Road with Mount Pleasant GO Station.</p> <p>East-west connection will start at Mississauga Road, extending to the west, at 419m offset from Bovaird Drive centreline.</p>

PREFERRED PRELIMINARY ALTERNATIVE DESIGN CONCEPT

DESIGN ALTERNATIVE 1B

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wsp

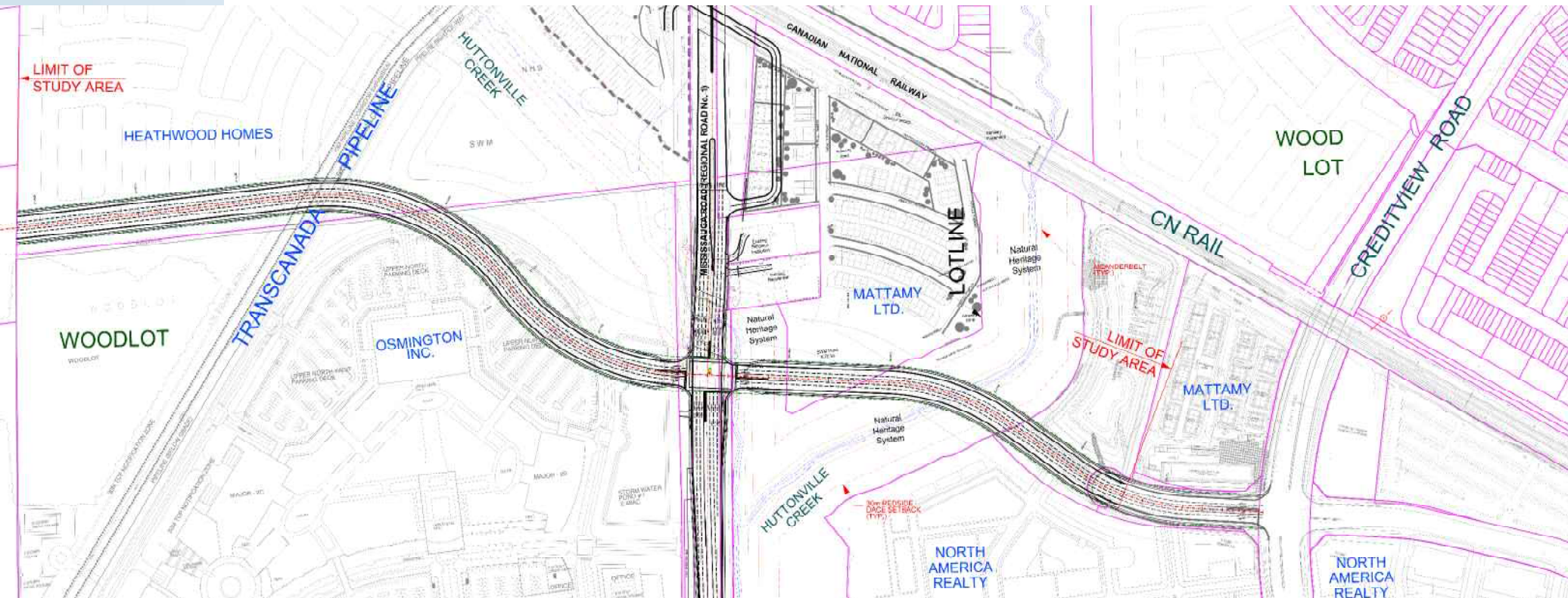
PREFERRED ALTERNATIVE DESIGN CONCEPTS - ALIGNMENT 1

Geometrically Preferred Intersection Window:

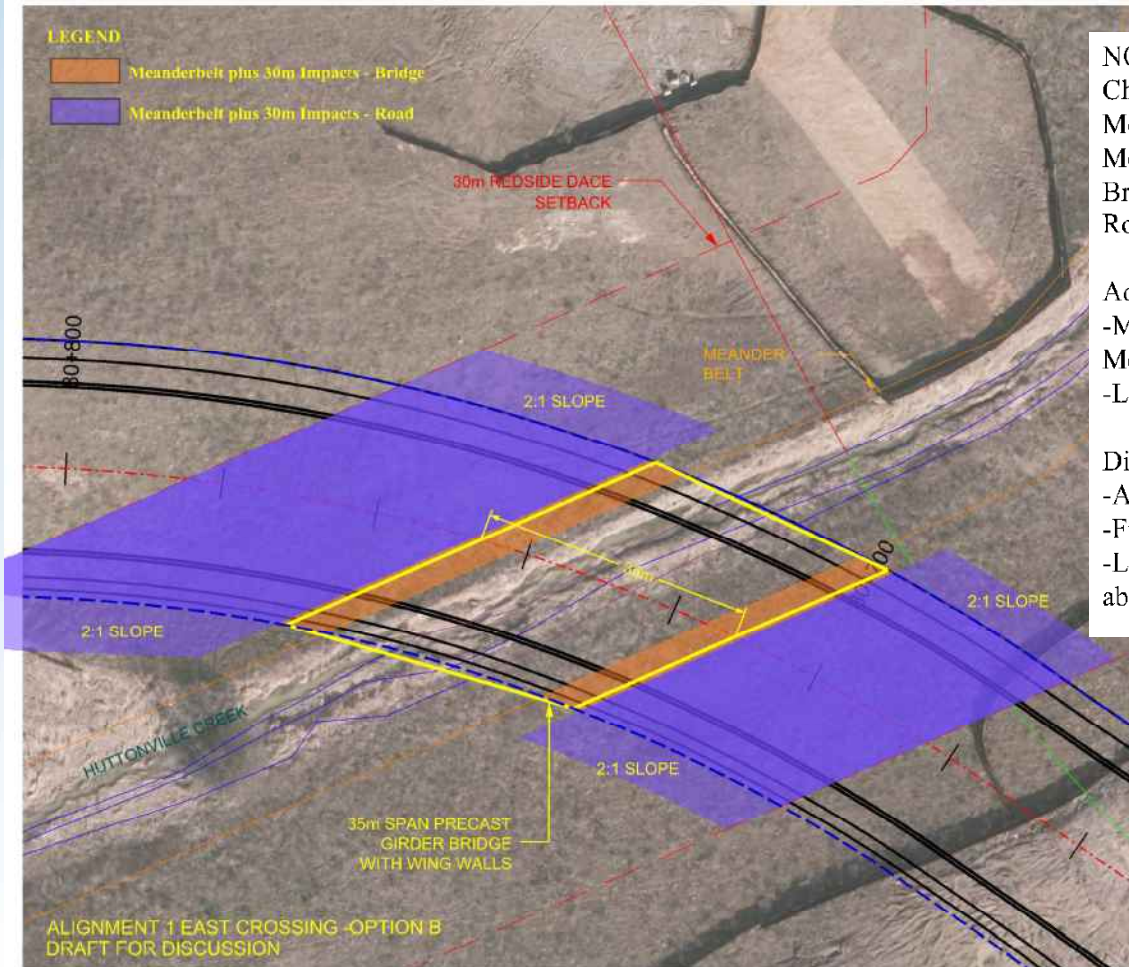
- Within the project limits, there is only a window of about 105m, between 330m and 435m north of Bovaird Drive centreline, where the East West Connection can intersect with Mississauga Road and meets the TAC and the Region of Peel standards, while avoiding the Huttonville Creek Bridge. When the East West Connection alignment is within the 105m window, the desirable vertical sight distances can be achieved.

Comments:

- Address all geometric requirements
- 2 new creek crossings
- Meet minimum distance between signalized intersections
- No impact on woodlots
- Meet sightline requirements
- No impact on structure proposed in Mississauga Road EA



ALTERNATIVE DESIGN CONCEPTS – ALIGNMENT 1 EAST CROSSING, OPTION B



NOTE:

Channel Impacts: 0 sq metre
 Meanderbelt Impacts: 0 sq metre
 Meanderbelt plus 30m buffer impacts:
 Bridge: 343 sq metre
 Road: 3022 sq metre

Advantages:

- More reasonable fit, with abutment centrelines at 3m offset from Meanderbelt (total span length 35m)
- Lower structural cost (~\$4.0M)

Disadvantages:

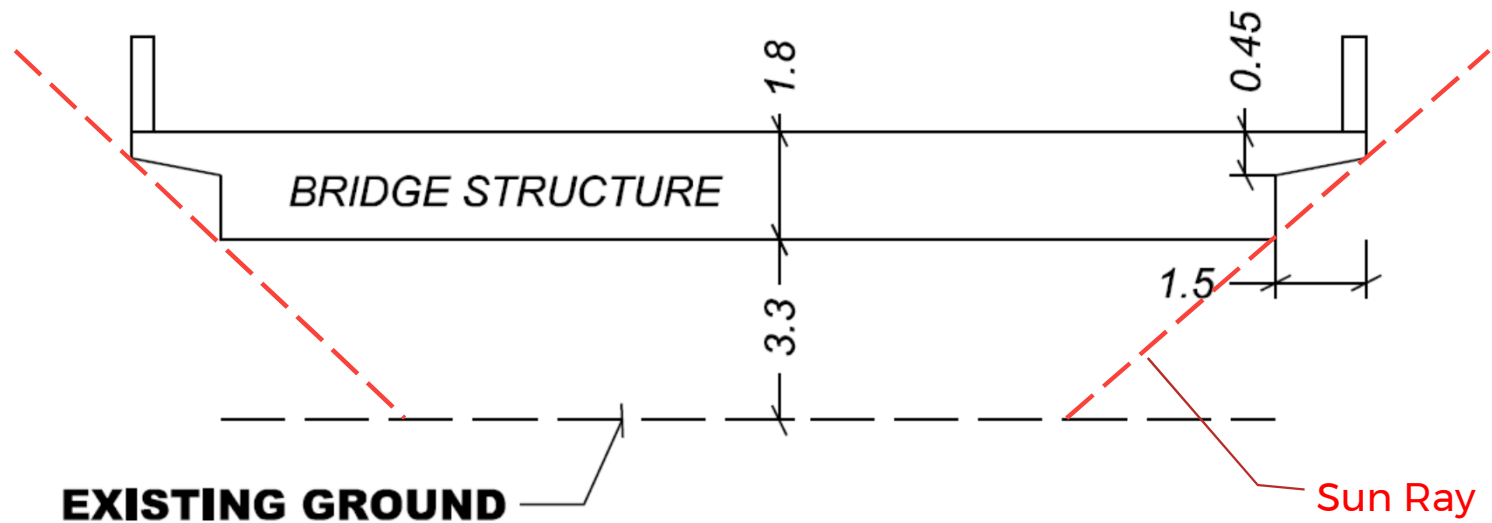
- Abutments on redbside dace buffer zone
- Fills in redbside dace buffer zone for roadway
- Low vertical clearance: 2.3m at west abutment and 2.1m at east abutment

15

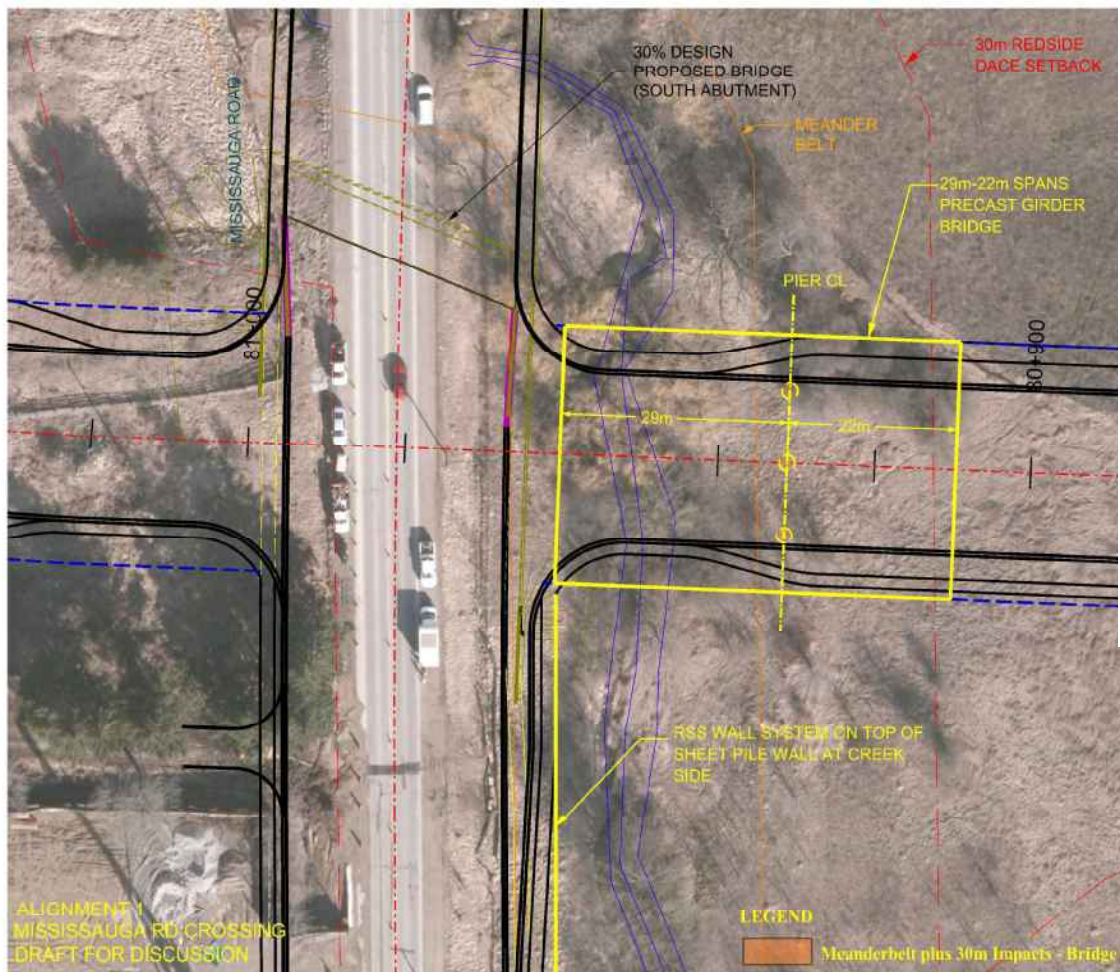


Planning and Infrastructure Services Public Works			
EAST-WEST CONNECTION RD (LAGERFELD RD) MOUNT PLEASANT GO STATION TO WEST OF MISSISSAUGA ROAD CLASS FA			
Areas of Redside Dace Habitat Effects			
DATE/REVISED:	SCALE:	FILE NO:	DATE
DESIGNED BY:	CHECKED BY:	DESIGN NO.:	DATE
DRAWN BY:	CHECKED BY:	PROJECT NO.:	DATE
BY:	DATE:	BY:	DATE:

ALTERNATIVE DESIGN CONCEPTS - ALIGNMENT 1 - EAST CROSSING TYPICAL CROSS SECTION FOR 20.5M WIDTH



ALTERNATIVE DESIGN CONCEPTS – ALIGNMENT 1 CROSSING AT MISSISSAUGA ROAD – WEST CROSSING



NOTE:

- West side of creek already disturbed with Mississauga Road Improvements. Impacts will not be included.
- Channel Impacts: 0 sq metre
- Meanderbelt Impacts: 0 sq metre
- Meanderbelt plus 30m Buffer Impacts - Bridge: 9.4 sq metre

Advantages:

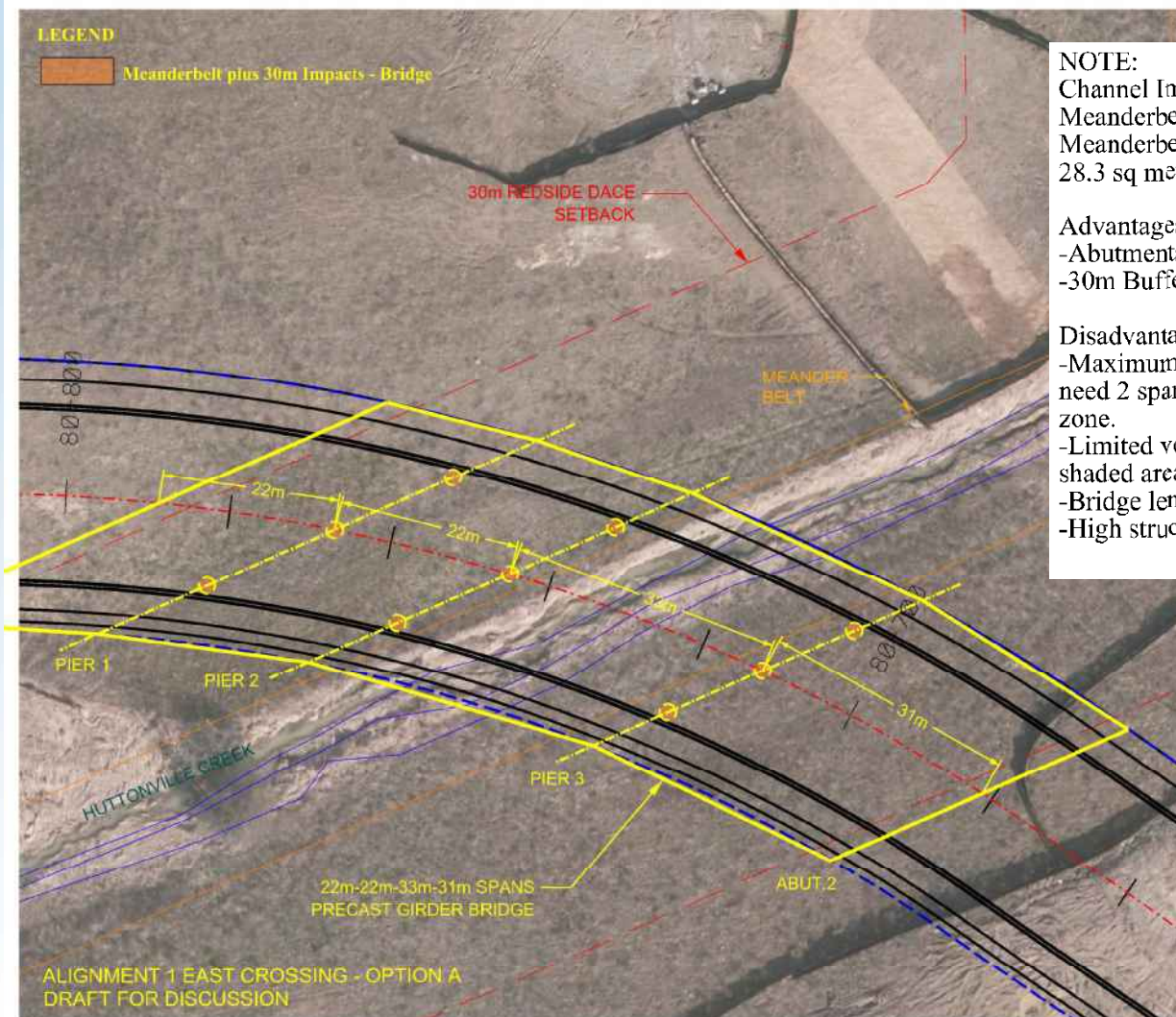
- Abutments to be outside of redbside dace buffer zone
- 30m Buffer Zone only impacted by piers
- Stayed out of 100 years flood level span
- Does not impact original design for Huttonville Creek Bridge at Mississauga Road

Disadvantages:

- Limited vertical clearance (less than 2 metres), creating excessive shaded area. Vegetation will not sustain under the structure.
- Need to cooperate with Mississauga Road Improvements Design. Sheet pilings needed to connect EW Connector to Mississauga Road
- Moderate Structural cost (~\$6.0M)

DATE	2014	REVISION	
 BRAMPTON Flower City			
Planning and Infrastructure Services			
Public Works			
DATE	2014	REVISION	
EAST-WEST CONNECTION RD (LAGERFELD RD) MOUNT PLEASANT GO STATION TO WEST OF MISSISSAUGA ROAD CLASS EA			
Areas of Redside Dace Habitat Effects			
DESIGNED BY	DATE	SCALE	PROJECT
CHECKED BY	DATE	SCALE	PROJECT
APPROVED BY	DATE	SCALE	PROJECT
11-8-11			

ALTERNATIVE DESIGN CONCEPTS - ALIGNMENT 1 - EAST CROSSING OPTION A



NOTE:
 Channel Impacts: 0 sq metre
 Meanderbelt Impacts: 0 sq metre
 Meanderbelt plus 30m Buffer Impacts - Bridge:
 28.3 sq metre

Advantages:
 -Abutments to be outside of redbside dace buffer zone
 -30m Buffer Zone only impacted by piers

Disadvantages:
 -Maximum bridge span for 1m deep girder bridge is 32m, therefore need 2 spans on west side of crossing, with piers onto 30m buffer zone.
 -Limited vertical clearance (less than 2 metres), creating excessive shaded area. Vegetation will not sustain under the structure.
 -Bridge length is excessive for the crossing (totalling 108m)
 -High structural cost (~\$15M)

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Planning and Infrastructure Services Public Works	
EAST-WEST CONNECTION RD (LAGERFELD RD) MOUNT PLEASANT GO STATION TO WEST OF MISSISSAUGA ROAD CLASS EA	
Areas of Redside Dace Habitat Effects	
DESIGNED BY: [blank] DATE: [blank]	FILE NO: [blank]
DRAWN BY: [blank] DATE: [blank]	SHEET NO: [blank]
CHECKED BY: [blank] DATE: [blank]	PROJECT NO: [blank]
SCALE: 1:500 DATE: JUN 20/2011	XX-8-XX

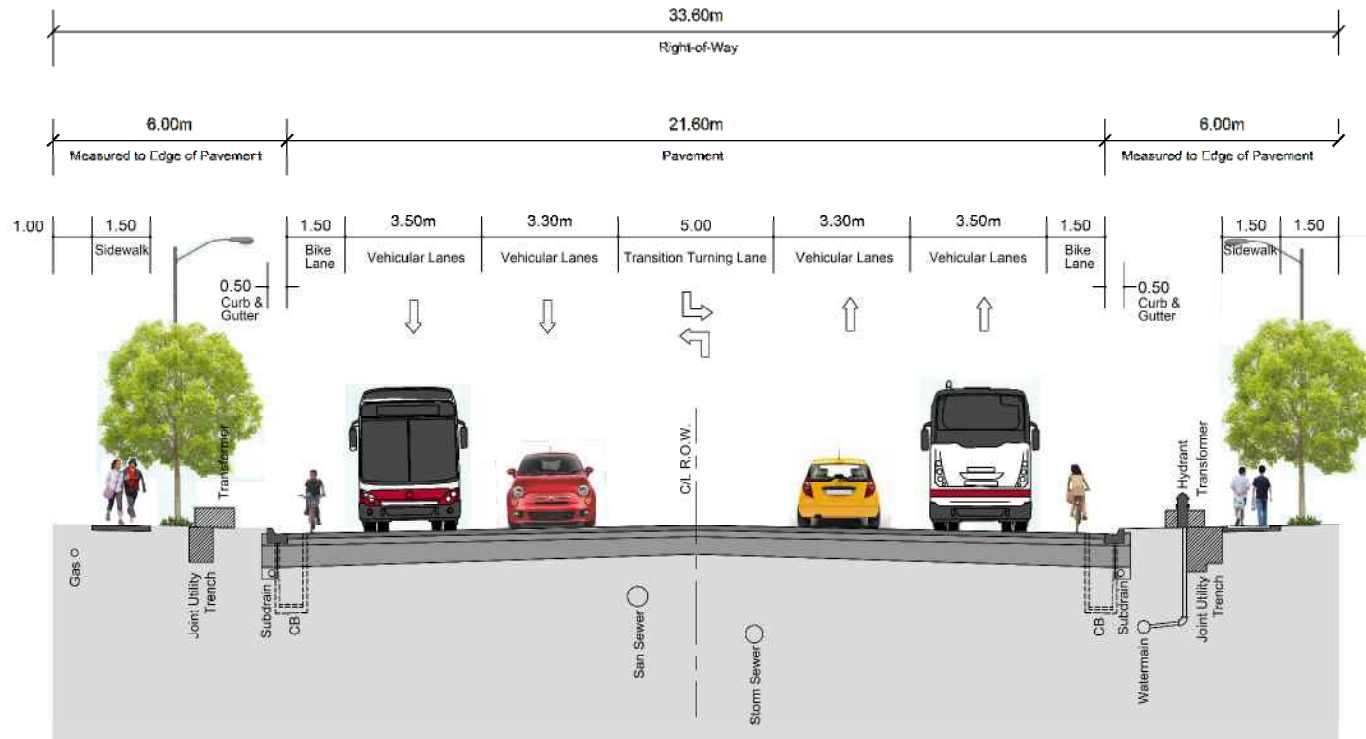
DESIGN ALTERNATIVE 1B - Recommended

Continuation of the existing Mount Pleasant GO Station access road to lands west of Mississauga Road. Alignment past through Mississauga Road at 419m north of Bovaird Drive centreline. (Crossing abutments within 30m redside dace habitat buffer zone)

This design alternative is recommended to carry forward for the following reasons:

- Meets minimum intersection offset from Bovaird Drive intersection as specified in City's standards (300m) for the crossing at Mississauga Road.
- Will not have queuing issue (southbound queues along Mississauga Road) as there is sufficient storage distance between Bovaird Drive and the new connection for left turning vehicles onto Bovaird Drive.
- Passes Mississauga Road at approximately the midpoint between Bovaird Drive and CN Rail, evenly splitting the areas, as required for Collector Roads.
- Provides access to Mount Pleasant GO Station and east-west connectivity.
- Continuing existing GO Station access road to west of Mississauga Road which improve traffic operations in the area.
- Connects major destinations with multi-modal access (transit, active transportation and auto). enhancing the connectedness, and provide opportunity for successful development of Mount Pleasant Village.
- This option is expected to involve much lower structural capital costs than Design Alternative 1A.
- This option best addresses the problem statement.

PROPOSED TYPICAL CROSS SECTION



DRAFT - for discussion

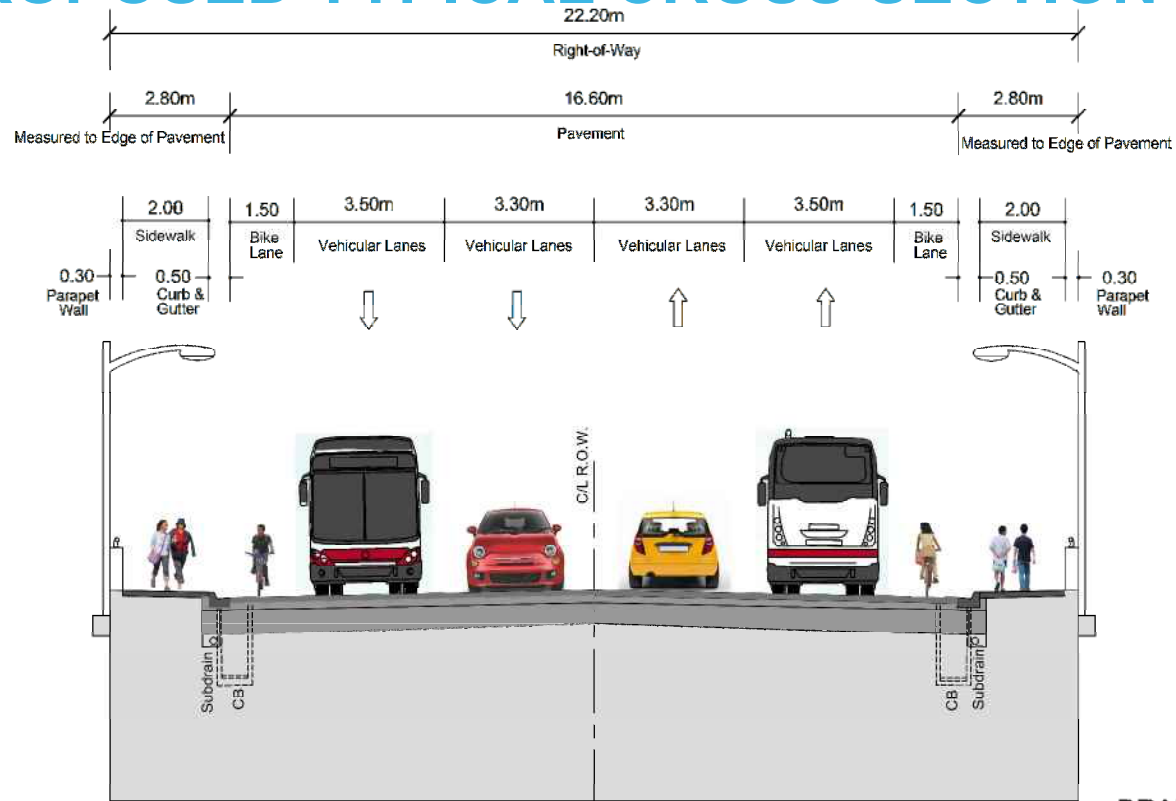
Option 4
 Brampton EW Connection Mid-Block Typical Cross-Section - with Centre Turning Lane
 (Modified based on City of Brampton Typical Cross Section for Major Collector Road-Standard 209 & Lagerfeld Drive Typical Cross Section)
 Brampton East West Connection EA



EAST-WEST CONNECTION ROAD
 MOUNT PLEASANT GO STATION TO WEST OF MISSISSAUGA ROAD MUNICIPAL CLASS
 EA



PROPOSED TYPICAL CROSS SECTION



DRAFT - for discussion

Option 3
Brampton EW Connection Typical Cross Section at Bridge
(2017 TAC Recommended Lane Width)
Brampton East West Connection EA



EAST-WEST CONNECTION ROAD
MOUNT PLEASANT GO STATION TO WEST OF MISSISSAUGA ROAD MUNICIPAL CLASS
EA



ONGOING ASSIGNMENTS – TASKS AND STUDIES

- Ongoing studies:
 - Geotechnical Assessment
 - Phase I ESA
 - Next Steps and draft PIC 2 boards

NEXT STEPS AND DRAFT PIC 2 BOARDS



EAST-WEST CONNECTION ROAD
MOUNT PLEASANT GO STATION TO WEST OF MISSISSAUGA ROAD MUNICIPAL CLASS
EAEAST-WEST CONNECTION ROAD



2/21/2018

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Thank you!

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MEETING NOTES

JOB TITLE	East-West Connection, Mount Pleasant GO Station to West of Mississauga Road Municipal Class EA		
PROJECT NUMBER	141-15409		
DATE	13 July 2017		
TIME	2:00 PM to 3:00 PM		
VENUE	1975 Williams Parkway, Boardroom 2H, City of Brampton		
SUBJECT	MNRF and CVC Meeting #7		
CLIENT	City of Brampton		
PRESENT	Attendees		
	Andria Oliveira	City of Brampton (COB)	Andria.Oliveira@brampton.ca
	Mario Goolsarran	COB	Mario.Goolsarran@brampton.ca
	Bishnu Parajuli	COB	Bishnu.parajuli@brampton.ca
	Liam Marray	Credit Valley Conservation (CVC)	lmarray@creditvalleyca.ca
	Rebecca Stewart	CVC	rstewart@creditvalleyca.ca
	Kaitlyn McGlade	CVC	kmcglade@creditvalleyca.ca
	Mark Heaton	Ministry of Natural Resources and Forestry (MNRF)	mark.heaton@ontario.ca
	Mehemed Delibasic	WSP	mehemed.delibasic@wsp.com
	Bob Koziol	WSP	Bob.Koziol@wsp.com
	Alex Stettler	WSP	alexander.stettler@wsp.com
	Andrew Roberts	WSP	andrew.roberts@wsp.com
NOT PRESENT	Jakub Kilis	CVC	jkilis@creditvalleyca.ca
DISTRIBUTION	As above plus: Dan Bennington, Region of Peel		

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Thornhill, ON, Canada L3T 0A1

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MEETING NOTES

MATTERS ARISING		ACTION
1.0	PROJECT UPDATE	
1.1	Circulation of Minutes from Meeting with MNRF on May 18, 2017 and Meeting with CVC on June 1, 2017 will be done by email. Minutes from May 18, 2017 meeting with MNRF has been updated per MNRF comments regarding three tests for consideration for ESA/Redside Dace.	Information
1.2	<p>Outstanding Items</p> <ul style="list-style-type: none"> – Next meeting will be used to address and close the evaluation of alternative planning solutions. Two planning solutions will be carried forward, and east-west connection and a connection west of Mississauga Road only. – As per Meeting on June 1, 2017 from review of CVC comments and the Project Response on the evaluation of alternative planning solutions-CVC will provide written comments. 	Information CVC
2.0	PROJECT DISCUSSION	
2.1	<p>Alignments and Evaluation Matrix</p> <ul style="list-style-type: none"> – WSP presented a set of Draft, typical evaluation criteria to be used to score each of the alignment options. – WSP presented 5 alignment options to carry through to study in the evaluation. – Alignments have been shown with structure options (bridges) to evaluate redside dace habitat impact at each of the crossings of Huttonville Creek. – WSP will make corrections to the structural evaluation matrix. 	Information WSP
2.2	<p>Alignment 1. Two structure options presented for the east crossing. Option A has less direct impact, while Option B has larger impact.</p> <ul style="list-style-type: none"> – CVC/LM comments that while this analysis addresses redside dace habitat, other factors such as wildlife passage, erosion, flood concerns should be part of the analysis. Concerns that cost/constructability is not being captured in the analysis as presented. – Alignment 1 has the lowest flood impact per the 100 year flood. Regulatory/regional flood needs to be addressed. – Mississauga Road crossing details were presented. There is only one structure presented. – Based on the completed assessment, , this alignment best responds to strategic multi-modal connections linking future planned destinations including higher density land uses, employment lands and higher order transit corridors. This option best addresses the problem statement and provides opportunities to fulfill objectives for complete, compact communities and economic growth due to supporting a grid-like road network (proposed as part of Heritage Heights TMP) with intercommunity connections and better direct link to Mount Pleasant GO Station. 	Information
2.3	<p>Alignment 2. This alignment shows only one crossing of Huttonville Creek</p> <ul style="list-style-type: none"> – Development approvals have not been granted around alignment 2, therefore the roadway can be routed differently. – Osmington tributary is running parallel to the road. Ecological impacts could be reduced if there were no encroachment into the woodlot. CVC prefers double loaded roads to buffer the woodlot. – Alignment 2 is currently not in compliance with standards for required minimum spacing between intersections, which will figure into the evaluation and scoring. 	Information
2.4	<p>Alignment 3. Two crossings shown. The east crossing is now shown to be more perpendicular. Two structural solutions shown. Option A performs better than Option B from a redside dace habitat perspective.</p> <ul style="list-style-type: none"> – Mississauga Road crossing intersects with Region of Peel Bridge over Huttonville creek. This may impact what is already approved and under detail design for the Region and presents a challenging structural solution. 	Information
2.5	<p>Alignment 4. A high level assessment of impacts was presented.</p> <ul style="list-style-type: none"> – This Alignment is likely to be screened out. 	Information

MEETING NOTES

	<ul style="list-style-type: none">– MNRF requested additional detail, on par with what was presented previously for Alignments 1-3 for comparison.	
2.6	<p>Alignment 5. No east crossing of Huttonville Creek</p> <ul style="list-style-type: none">– CVC/MNRF comment that based on the criteria presented (e.g. cost, redbreast dace habitat impacts) that this appears to be the best design solution.– WSP will provide an overall assessment of the solutions next.	Information
2.7	<p>MNRF Presentation on Policy regarding Endangered Species, redbreast dace guidelines, previous studies and agreements.</p> <ul style="list-style-type: none">– The extent that alternative designs comply with these policies, guidelines and agreements will be added to the evaluation matrix.– The City reiterated that the need and justification for the road link is based on the updated TTMP, transit connectivity and land use planning, while recognizing the need to address the environmental impacts. A comprehensive needs and justification section will be included as part of the Environmental Study Report (ESR).	Information WSP

These minutes are considered to be accurate recording of all items discussed. Written notice of discrepancies, errors or omission must be given within seven (7) days, otherwise the minutes will be accepted as written.

NEXT MEETING

An invitation will be issued for the next meeting.



MEETING NOTES

JOB TITLE	East-West Connection, Mount Pleasant GO Station to West of Mississauga Road Municipal Class EA		
PROJECT NUMBER	141-15409		
DATE	01 June 2017		
TIME	2:00 PM to 4:00 PM		
VENUE	Brampton City Hall, Boardroom CH 2F		
SUBJECT	MNRF and CVC Meeting #6b		
CLIENT	City of Brampton		
PRESENT	Attendees		
	Andria Oliveira	City of Brampton (COB)	Andria.Oliveira@brampton.ca
	Mario Goolsarran	COB	Mario.Goolsarran@brampton.ca
	Bishnu Parajuli	COB	Bishnu.parajuli@brampton.ca
	Henrik Zbogor	COB	Henrik.Zbogor@brampton.ca
	Jakub Kilis	Credit Valley Conservation Authority (CVC)	jkilis@creditvalleyca.ca
	Liam Marray	CVC	lmarray@creditvalley.ca
	Rebecca Stewart	CVC	rstewart@creditvalleyca.ca
	Kaitlyn McGlade	CVC	kmcglade@creditvalley.ca
	Mehemed Delibasic	WSP	mehemed.delibasic@wsp.com
	Bob Koziol	WSP	
	Andrew Roberts	WSP	andrew.roberts@wsp.com
NOT PRESENT	Mark Heaton	Ministry of Natural Resources and Forestry (MNRF)	mark.heaton@ontario.ca
	Melanie Shapiera	MNRF	melanie.shapiera@ontario.ca
DISTRIBUTION	As above plus:		

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MEETING NOTES

		Corp.	Email
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MATTERS ARISING		ACTION
1.0	PROJECT UPDATE	
1.1	Circulation of March 2017 and November 2016 minutes from join MNRF/ CVC meetings	Information
1.2	Introductions	Information
1.3	Andria will be transitioning from the Project Management role for COB. Mario Goolsarran will be the point of contact.	Information
1.4	Background on last meeting with MNRF <ul style="list-style-type: none"> – Evaluation of planning solutions 4 (link west of Mississauga road only) and 5 (E-W link to mobility hub) are to be carried forward. MNRF needs to understand reseeded habitat impact for alternative designs (alignments) between these planning solutions in order to move from the evaluation of solutions phase. 	Information
1.5	Review of CVC comments and the Project Response on the evaluation of alternative planning solutions. CVC will provide written comments <ul style="list-style-type: none"> – Timing of the need for the link needs to be explained in the ESR. OPA for Osmington complete, North American is coming online as well. Project needs to justify the timing and provide an argument/rationale for why it's needed now. Agreed that timing is understood and justified but the ESR must be updated. – 	JK/CVC Information
2.0	PROJECT DISCUSSION	
2.1	Review of the scoring and sensitivity analysis if the Alternative Planning Solutions (Update) <ul style="list-style-type: none"> – Sensitivity analysis explained as a tool to evaluate the alternative planning solutions under a variety of weighting scenarios. – WSP to review criteria each category as it appears that some categories may have criteria that belong under different headings (i.e. flooding issues belong under the engineering segment rather than natural environment, stormwater management, etc.) <ul style="list-style-type: none"> – Under “Natural Environment,; “Vegetation and Wildlife” a terrestrial component should be added and evaluated – Under “Water Resources and Fisheries” consider a separate fisheries component. Re-evaluate the language used and adjust assessment values accordingly. – WSP to review the scoring of some criteria as the difference between them may not be representative of the relative impacts. For example, Page 10/11 does not read objectively and language should be adjusted accordingly – Confirm that Solutions 4 and 5 are carried forward. – In general CVC understood analysis and scoring provided for Alternative Planning Solutions 	WSP
2.2	Hydrological mapping model - Huttonville Creek HEC-RAS model <ul style="list-style-type: none"> – WSP and City confirmed that received the model that cover east branch of Huttonville Creek and the model is sufficient to be used for analysis required for this EA study. – CVC asked for clarification on the model if it is based on existing or future conditions – Post meeting note: WSP cannot tell from the hydraulic model if it is based on existing or future conditions. This should be confirmed by COB with the consultant who developed/updated the hydrologic and hydraulic models for this area. 	Information Information COB

These minutes are considered to be accurate recording of all items discussed. Written notice of discrepancies, errors or omission must be given within seven (7) days, otherwise the minutes will be accepted as written.

MEETING NOTES

NEXT MEETING

An invitation will be issued for the next meeting.

Environmental Assessment Study, East-West Connection, Mount Pleasant GO Station to West of Mississauga Road - MNRF and CVC Meeting #3

Date: Thursday, February June 9, 2016 **Project:** 141-15409
Time: 3:00 PM **Location:** Flower City Community Campus, Unit 1, Training Boardroom, Brampton

Attendees:	Name	Organization
	Henrik Zbogor	City of Brampton
	Andria Oliveira	City of Brampton
	Micheal Won	City of Brampton
	Andrew Roberts	WSP
	Kaitlyn McGlade	CVC
	Jakub Killis	CVC
	Liam Murray	CVC
	Laurian Farrel	City of Brampton
	Emily Funnel	MNRF
	Mark Heaton	MNRF
	Mehemed Delibasic	WSP

Distribution: List

Prepared By: Andrew Roberts and Mehemed Delibasic

Item	Details and discussion	Action
1.	MNRF Comments	
1.1	Urban expansion involvement since 2005	Info
1.2	With CVC/DFO/City – Fetcher's Creek Subwatershed study (AMEC). Transportation Network/Natural Heritage System.	
1.3	Reference was made to agreement negotiated for the transportation network in November 2009. Basis id land for Mount Pleasant (natural heritage system, stream crossings, wetlands lost, restored).	
1.4	South of CN track crossing, March 2008. Asked city to remove connector as it's too many crossings (1 per km of stream). Moving into proclamation of ESA. Recovery strategy/regulated habitat (2011); drafted a set of guidelines to be used for proponents in EA studies.	
1.5	Preferred alternative has highest amount of impact from solutions presented.	
1.6	MOU 2009, fish compensation plan etc.	
1.7	Look at the regulated habitat description and the March 2016 Guidance for Development Activities in Redside Dace Protected Habitat (Mark provided this Guide in his comments. With that, along with changing planning assumptions from the City's end, we need to understand and address the implications here).	

<p>1.8 Need to understand the permitting process, i.e avoidance, mitigation. Need to understand the infrastructure requirements for each of the alternatives, to understand and evaluate the costing of each alternative and the realistic implementation consideration to evaluate accordingly</p> <p>1.9 MNRF suggested thinking about creative solutions, to address all the needs...what about a pedestrian crossing/active transportation link to the mobility hub?</p>	
<p>2. CVC Comments</p> <p>2.1 Justification provided in document was sufficient or correct in determining preferred alternative.</p> <p>2.2 Review the comments based on the suggested changes to the criteria.</p> <p>2.3 CVC found flaws in selection process. Redo assessment. Traffic numbers are assumed to be correct. Closer look at criteria to bring these in agreement with the CVCA. Methodology in question.</p> <p>2.4 General opinion was that the alternative solutions would need to be re-evaluated based on CVC and MBRF comments. In the opinion of CVC, if we revisited the solutions with a more environmental focus, then the outcome would be different</p> <p>2.5 Flooding and erosion should be added to natural criteria and also have rankings which compare solutions to each other.</p> <p>2.6 Drainage SWM/May not be ranked the same (more pavement vs. less pavement)</p> <p>2.7 Weights/ranking/ratings should be different from the criteria.</p> <p>2.8 Change circles. Weigh them? Criteria/circles did not seem appropriate based on interests of the agency.</p> <p>2.9 Pedestrian bridge versus road. This option would have much less impact. Does this work to put a parking lot etc. on the west side of the Mississauga road for commuters that want to go that way? For commuters that go other directions, should they use the existing roadways? Avoid to the greatest extent possible.</p> <p>2.10 The CVC believe that since there was no road connection in the Mount Pleasant Secondary Plan, a rationale, with supporting technical information to move away from this approved plan is required at the EA stage.</p> <p>2.11 Is the need balanced with all the other concerns?</p>	
<p>3. 100m corridor width. Meander belt +30 to show area of impact. No culvert. Open span structures to span valley.</p>	
<p>4. GO station west of Brampton?</p>	
<p>5. Brampton</p> <p>5.1 What is the problem statement? Planning alternatives, not alignment.</p>	

<p>5.2 Context has changed since 2009.</p> <p>5.3 Basis for work of WSP: verified from a transportation point of view.</p> <p>5.4 Identified a planning need for the connection.</p> <p>5.5 Planning for 511 – road network needed to service Mt. Pleasant.</p> <p>5.6 OPA for Osmington tied to 511. New, was not being contemplated before</p>	
<p>6. General</p> <p>6.1 Chances of getting ESA permit are low. MH. Development in endangered species habitat is against provincial policy.</p> <p>6.2 Alt 4 gets 75% of the way there?</p> <p>6.3 Better network, not specifically just in the area.</p> <p>6.4 Two solutions in an expanded area? Does 4 address the problem statement?</p> <p>6.5 The CVC and MNR would like to carry forward and 5th alignment to the evaluation of alternative alignments. This additional alignment would study the impacts of no link east of Mississauga Road to the mobility hub, where Lagerfeld/EW Connector Road would not have a direct link to the mobility hub, where traffic would need to make a right at Mississauga road and make a quick left to move easterly on Bovaird, and then make a left at Creditview Rd to access the mobility hub.</p>	

End of Meeting Summary

Environmental Assessment Study, East-West Connection, Mount Pleasant GO Station to West of Mississauga Road - MNRF and CVC Meeting #5

Date: Thursday, March 9, 2017

Project: 141-15409

Time: 02:00 PM

Location: Flower City Community Campus, Unit 1,
Training Boardroom, Brampton

Attendees:

Maggie Liu	City of Brampton
Andria Olivera	City of Brampton
Michael Won	City of Brampton
Jakub Kilis	CVC
Liam Marray	CVC
Jamelia Williams	MOECC
Mark Heaton	MNRF
Melanie Shapiera	MNRF
Dan Bennington	Peel Region
David O'Sullivan	R.V. Andersen Associated (Peel Region)
Mehemed Delibasic	WSP
Bob Koziol	WSP
Andrew Roberts	WSP

Distribution: List

Prepared By: Andrew Roberts and Andria Oliveira

Item	Details and discussion	Action
1.	Project Update	
1.1	Mehmed and Andria provided an overview and overall update of the project including addressing comments from both MNRF and CVC on the alternative planning solutions.	Info
1.2	Landowner / Stakeholder meeting was held in December 2016.	Info
1.3	O.P. amendment for Osmington development (northwest corner of Mississauga Road and Bovaird) was passed and these lands are now incorporated into the Mount Pleasant Secondary Plan.	Info
1.4	North American development in the eastern part of the study area has a hearing with the OMB for a new development concept. The vision is being developed be for higher density residential and a mix of uses.	Info
1.5	City of Brampton is requesting a Stakeholder Session/Workshop in Spring2017 to review the project in detail with all interested parties, before moving forward to PIC #2.	Info
1.6	In regard to alternative design concepts a review of all the criteria to address comments is being completed as part of the evaluation. Detail on the expected areas of impact will be provided. Detail will be provided at the next meeting.	WSP
1.7	Project team is working with the Region on designs for the relationship of this EA and the approved Mississauga Road EA, which is in detailed design phase.	Info
1.8	Alternative design concepts (Alignments) presented last time are similar, but some adjustments have been made on some alignments to make the angle of crossing Huttonville Creek closer to 90 degrees.	Info
1.9	Developers have concerns about certain alignments that affect their developable area.	
1.10	Work is ongoing for the evaluation of alternative alignments.	Info
1.11	WSP will provide reporting for natural heritage (evaluation of alternative design concepts) similar to the example provided by MNRF (LGL example).	Info WSP

<p>2. Review of November 2016 Meeting Minutes</p> <p>2.1 Mark Heaton/MNRF noted that meeting minutes should be prepared and distributed much sooner after having a meeting. Mark requested that minutes from November 2016 meeting should be reviewed.</p> <p>2.2 November 2016 minute item 2.1: Andria/COB to provide the response to the written comments submitted by MNRF. MNRF needs to see these before reviewing the alignments.</p> <p>2.3 November 2016 minute item 2.2: Andria/COB to provide response to the written comments submitted by CVC. CVC needs to see these before reviewing the alignments.</p> <p>2.4 Mark Heaton /MNRF brought up new a item. How does the shale preserve study being undertaken by the Region impact the EA study? There is a moratorium on developing lands over shale reserves.</p> <p>2.5 November 2016 minute item 2.3 and 2.4: Discussion of three tests for Overall benefit for permitting. Mark Heaton/MNRF to provide guidance documentation to COB.</p> <p>2.6 Mark Heaton/MNRF indicated that redbird dace would be uplisted federally, and habitat will be protected federally. Proposal published in the Canadian Gazeteer in November 2016. COB should receive a notification from DFO.</p> <p>2.7 November 2016 on minute items 2.5 to 2.9 Jakub Kilis /CVC. No hydrological mapping model is approved for the area. The model used has not been accepted by CVC until they receive as-built drawings from the developer. Therefore the model is not approved and cannot be distributed for use by Others. Mississauga Road EA was completed using agreed upon flows. This method may be used by COB for this EA. CVC will go back to senior staff to confirm an approach moving forward.</p>	<p>Info</p> <p>Andria/COB</p> <p>Andria/COB</p> <p>Discussion</p> <p>Mark Heaton/MNRF</p> <p>Info</p> <p>City of Brampton/CVC</p>
<p>3. Summary of Actions/ Next Steps</p> <p>3.1 Detail on the expected areas of impact will be provided.</p> <p>3.2 Provide reporting for natural heritage (evaluation of alternative design concepts) similar to the example provided by MNRF (LGL example).</p> <p>3.3 Andria/COB to provide the response to the written comments submitted by MNRF. MNRF needs to see these before reviewing the alignments.</p> <p>3.4 Andria/COB to provide response to the written comments submitted by CVC. CVC needs to see these before reviewing the alignments</p> <p>3.5 Discussion of three tests for Overall benefit for permitting. Mark Heaton/MNRF to provide guidance documentation to COB.</p> <p>3.6 Confirm that for hydrology that agreed upon flows can be used for the Study</p> <p>3.7 Recirculation of November Minutes</p> <p>3.8 Circulation of November Minutes</p>	<p>WSP</p> <p>WSP</p> <p>Andria/COB</p> <p>Andria/COB</p> <p>Mark Heaton/MNRF</p> <p>City of Brampton/CVC</p> <p>Andria/COB</p> <p>Andria/COB</p>

3.9 Assessment of Alternative 1 & 3, table with details.	WSP
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End of Meeting Summary



Environmental Assessment Study, East-West Connection, Mount Pleasant GO Station to West of Mississauga Road

Date: March 19, 2014 **Project:** 141-15409
Time: 1:30pm to 4:00pm **Location:** Boardroom CH – 4A,
Brampton City Hall

Attendees: Hamid Hanami CoB, Environmental Engineering
Scott McIntyre CoB, Transportation
Kirby Childerhose CoB, GIS
Janice Given CoB, Growth Management
Linda Wu CoB, Transportation
Brad Hale CoB, Transportation
Marta Roias CoB, GIS
Rick Barreiro CoB, Transportation
Andria Oliveria CoB, Transportation
Bruce Grundon WSP
Mehemed Delibasic WSP
Andrew Roberts WSP

Regrets: Chris Duyvestyn CoB, Capital Works
Susan Jorgenson CoB, Environmental Planning
Neil Grady CoB, Planning
Tim Kocialek CoB, Capital Works
Michael Won CoB, Development Engineering
Klaus Stolch CoB, Capital Works
Kelly Brooks CoB, Corporate Communications
Mark Heaton MNR

Distribution: List
Prepared By: Andrew Roberts, Scott McIntyre Mehemed Delibasic

Item	Details and discussion	Action
<p>1.</p> <p>1.1</p> <p>1.2</p>	<p>Welcome and Introductions</p> <p>Hamid started the meeting and welcomed everybody. He mentioned that the current group is representing the Steering Committee (SC) or the internal stakeholders with the function of providing feedbacks/comments and advice during the course of the study.</p> <p>Hamid provided a brief background and the main objective of the study, including:</p> <ul style="list-style-type: none"> ■ Through the Mount Pleasant secondary plan exercise and its TMP, a preferred road network was identified which includes a grid of collector roads and the continuation of the existing Mount Pleasant GO Station access road to lands west of Mississauga Road (area known as Heritage Heights Secondary Plan). ■ The Heritage Heights Secondary plan has gone through the process and the Phase 1 or the characterization is complete; therefore there may be a conceptual road network available. ■ This Road EA deals with the mentioned connection. ■ The project area is bounded by Mount Pleasant GO Station to East, Bovaird Drive to South, and CN Railway to North. The westerly limit is approximately at mid-block between Mississauga Road and Heritage Road. ■ One of the challenges for this study is the stream crossing at East Huttonville Creek, which is within the Credit Valley Watershed and also it has been identified as a sensitive area regarding the Redside Dace habitat. Because of this, Mark Heaton from MNR will be part of the SC from the beginning. He couldn't attend this meeting, but will attend next meetings. ■ This EA is conducted as a Schedule "C", following the Municipal Class Environmental Assessment. The anticipated duration to complete this study is about 16 months (to Filing ESR). 	
<p>2.</p> <p>2.1</p> <p>2.2</p>	<p>Project Understanding and Approach / Required Background Information</p> <p>Mehemed Delibasic, Project Manager from WSP on this project, walked the SC members through a presentation about the WSP Proposal, including the project understanding, project team, work plan, and the consultant's approach.</p> <p>Discussion and questions:</p> <ul style="list-style-type: none"> ■ One of the questions was the status of Heritage Heights secondary plan. Marta Roias provided some information and mentioned that the TMP for Heritage Heights is underway and the second PIC has been conducted. Hamid mentioned that he will contact Jill Hogan to get the most updated information on the secondary plan process, including the Environmental and Transportation studies. ■ WSP primary contact is Mehemed Delibasic. ■ WSP agreed to provide Hamid and Scott with a list of the required Data, Documents, and reports. 	<p>City of Brampton- Hamid</p> <p>WSP</p>

<ul style="list-style-type: none"> ■ It was suggested that WSP set up an FTP site to receive the Data. Mehemed Agreed to set up the site and provide the members with the access information. ■ Mehemed asked about the Corporate Communications required review time for public documents (newspaper ads, PIC materials, etc.). Hamid and Scott will check with Corporate Communications. ■ EMME - WSP requires EMME model plots (horizon years of 2016, 2021, and 2031) and they will do screen-line analyses. Linda Wu will provide plots upon the request from WSP and after the FTP site is set up. ■ It was also agreed that the Heritage Heights Traffic forecast is required. Lind Wu will provide the Data. ■ WSP requested for TIS reports within the study area. Scott to provide them-upload on the FTP site. ■ Brad Hale asked for the EA to ensure thought given to the area west of the study area boundary. ■ Hamid asked to ensure to define environmentally sensitive areas. ■ MNR Data Required – flood studies, Redside Dace data, regulatory lines around water courses & wetlands. 	<p>WSP</p> <p>City of Brampton- Hamid</p> <p>WSP/ City of Brampton-Linda</p> <p>City of Brampton-Linda</p> <p>City of Brampton-Scott</p>
<p>3. Project and Cost Schedules</p> <p>3.1 Discussion on the project schedule. WSP agree to update the project schedule using MS Project, break down the cost and allocate it to each major task. The update project schedule needs to be reviewed by SC members.</p> <p>3.2 Since Purchase Order is not provide by the City, WSP and City confirmed/agreed that Official Date for Project Start is March 19, 2014. The PO will be provided in day or two. Post-mitting Note: PO was received on March 20, 2014.</p>	<p>WSP</p> <p>City of Brampton-purchasing</p>
<p>4. Transportation and traffic analysis</p> <p>4.1 Linda informed that the City has recently updated EMME model, therefore WSP is Not Required to run EMME model for Subarea Transportation Analysis for this assignment.</p> <p>4.2 The City will provide subarea EMME plots (horizon years of 2016, 2021, and 2031) for use in screenline analysis, which will be used to complete traffic operations study to confirm the need for the east-west collector road connection. The EMME subarea files are not required to be provided to WSP</p> <p>4.3 The City will provide available traffic data, background reports including latest information about Heritage Heights secondary plan, as well as available Traffic Impact Studies.</p> <p>4.4 EMME - WSP requires EMME model plots (horizon years of 2016, 2021, and 2031) and they will do screen-line analyses. Linda Wu will provide plots upon the request from WSP and after the FTP site is set up.</p> <p>4.5 WSP to provide the list of traffic data required (intersection turning movement counts, traffic signal timing, ect) to Hamid.</p> <p>4.6 Some information/data will be requested, through the City, from Region of Peel or Agencies (MNR, CVC, etc).</p>	<p>City of Brampton-Linda</p> <p>City of Brampton--Hamid</p> <p>City of Brampton--Hamid</p> <p>City of Brampton-Linda</p> <p>WSP</p>

<p>5. Communications</p>	
<p>5.1 Kelly Brooks from the Corporate Communications will be attending next meetings.</p>	
<p>5.2 Technical Advisory Committee (TAC) members: In addition to the representatives from Peel Region, MOE, MNR, MTO, CVC, and Metrolinx add a representative from Transit and a representative from CNR. Hamid and Scott to provide the contact names.</p>	<p>City of Brampton- Hamid</p>
<p>5.3 City to provide WSP a list of the utilities contact. Existing list from other projects in the area can be used to start the utility contacts list.</p>	<p>City of Brampton- Hamid</p>
<p>5.4 First Nations and consultation: Marta suggested that she can provide the First Nations contacts list that was used in the TTMP.</p>	<p>City of Brampton- Martha</p>
<p>5.5 WSP will contact the Ministry of Aboriginal Affairs (MAA) and Aboriginal Affairs and Northern Development Canada (AANDC) to help identify which First Nation and Metis communities may be impacted by the Project. Existing list from other projects in the area can be used to start the list.</p>	<p>WSP</p>
<p>5.6 Hamid will contact City IT to inquire if public input via website possible.</p>	<p>City of Brampton-Hamid</p>
<p>5.7 Rick Barreiro will provide mailing addresses within 500-1000 m radius from the study area.</p>	<p>City of Brampton-Rick</p>
<p>5.8 Notice of Study Commencement: WSP to prepare the draft of the Notice; it will be reviewed by the Corporate Communications.</p>	<p>WSP</p>
<p>6. Next Steps</p>	
<p>6.1 Update and review project schedule</p>	<p>WSP/City of Brampton</p>
<p>6.2 Setup FTP Site</p>	<p>WSP</p>
<p>6.3 Obtain background information (data, reports/documents, etc)</p>	<p>WSP/City of Brampton</p>
<p>6.4 Prepare project contact (stakeholders, agencies, utilities) list</p>	<p>WSP/City of Brampton</p>
<p>6.5 Prepare and issue Notice of Study Commencement</p>	<p>WSP</p>
<p>6.6 Next Meeting:Next meeting date to be decided after the project schedule is updated. The date and time will then be communicated to SC members.</p>	<p>WSP/City of Brampton</p>
<p>6.7 Meeting with agencies (MNR, CVC, Region of Peel, etc)</p>	<p>WSP/City of Brampton</p>

End of Meeting Summary



MEETING NOTES

JOB TITLE	East-West Connection Mount Pleasant GO Station to West of Mississauga Road, Municipal Class Environmental Assessment Study		
PROJECT NUMBER	141-15409		
DATE	18 May 2017		
TIME	2:00 PM to 4:00 PM		
VENUE	Flower City Community Campus, 8850 McLaughlin Road, Unit 1, Boardroom 1A, City of Brampton		
SUBJECT	PROGRESS Meeting with MNRF (Meeting #7)		
CLIENT	City of Brampton		
PRESENT	Attendees		
	Andria Oliveira	City of Brampton (COB)	Andria.Oliveira@brampton.ca
	Mario Goolsarran	COB	Mario.Goolsarran@brampton.ca
	Bishnu Panajuli	COB	Bishnu.panajuli@brampton.ca
	Mark Heaton	Ministry of Natural Resources and Forestry (MNRF)	mark.heaton@ontario.ca
	Melanie Shapiera	MNRF	melanie.shapiera@ontario.ca
	Mehemed Delibasic	WSP	mehemed.delibasic@wsp.com
	Andrew Roberts	WSP	andrew.roberts@wsp.com
NOT PRESENT	Kakub Kilis	Credit Valley Conservation Authority (CVC)	jkilis@creditvalleyca.ca
	Rebecca Stewart	CVC	rstewart@creditvalleyca.ca
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MEETING NOTES

MATTERS ARISING		ACTION
1.0	PROJECT UPDATE	
1.1	Introductions	Information
1.2	Andria will be transitioning from the Project Management role for COB. Mario Goolsarran will be the point of contact.	Information
1.3	Review of minutes from Meeting #4 (November 10, 2016) and Meeting #5 (March 9, 2017). There was very short meeting between Mark (MNRF), Andria, and Mehemed in April 2017 and major discussion was regarding timing and duration of future project (2h) meetings. No meeting minutes will be prepared from that meeting.	Information
1.4	Review of MNRF comments from May 30, 2016 and the project team responses provided to MNRF on May 3, 2017 on the evaluation of alternative planning solutions. CVC comments/responses were not reviewed at this meeting.	Information
2.0	PROJECT DISCUSSION	
2.1	A history of the project was discussed to understand the motivation for the EA. EA process for Projects in this area have been ongoing since earlier than 2011 including Mississauga Road and work on the Mount Pleasant Secondary Plan. MNRF presented a history of the negotiated crossings. This Project proposes additional crossings over and above those negotiated in 2009. Mark referred to a workshop in 2011 (meeting minutes attached, courtesy of the Region of Peel), in which it was agreed upon by MNRF, Region of Peel and City of Brampton, that the City would begin an EA for "Station Rd"/ East-West Connector. The purpose was to evaluate the project across a range of criteria, to understand the multi-disciplinary needs and also impacts.	Information
2.2	Mark highlighted the following three tests for a 17 2(c) permit under Endangered Species Act: <ol style="list-style-type: none"> 1. An overall benefit to the species will be achieved within a reasonable time through requirements imposed by conditions of the permit 2. The Minister is of the opinion that reasonable alternatives have been considered, including alternatives that would not adversely affect the species, and the best alternative has been adopted. 3. The Minister is of the opinion that reasonable steps to minimize adverse effects on members of the species are required by conditions of the permit. 	Information
2.3	MNRF asks that would be good to know how much traffic (number or trips by mode) are planned to be accommodated on the proposed east-west connector road crossing of Huttonville Creek. This will indicate the number of uses expected to be impacted if the link/crossing proposal will not work from an endangered species point of view.	Information
2.4	In assessing alternatives solution 4 (Extend road west of Mississauga Road only) and alternative solution 5 (Extend Mount Pleasant GO Station access road to west of Mississauga Road) details should be documented about advantages and disadvantages in regard to travel time, connectivity, bus-transit access to GO station, level of services and operational impact on major intersections in the area, and how that address problems and opportunities statement for the project (need for the link).	Information
2.5	Pedestrian/active transportation access only, is this an option? WSP replies that this option does not address the problem statement of the project.	Information
2.6	In assessing alternatives consideration should be given for type and size of proposed structures (e.g. large span bridges) in order to avoid some impacts to endangered species habitat.	Information
2.7	Since last meeting the project team obtained hydrological mapping model for the area and WSP confirmed that it provides required area coverage required for this EA project and assessing proposed alternatives/road alignments. WSP team to confirm if the model is based on existing or future conditions.	Information/WSP
2.8	Discussion on change in legislative context (especially with respect to the <i>Endangered Species Act</i>) as well as the planning context in the City of Brampton.	Information

MEETING NOTES

<p>2.9 Review of the scoring and sensitivity analysis of the Alternative Planning Solutions</p> <ul style="list-style-type: none">– WSP to review scoring in each category as it appears that some categories may be double weighted.– MNRFP is satisfied with project team responses to comments and there is no need to discuss it further. However, in order to complete the review and comment on the Alternative Planning Solutions, MNRFP requests that the area of expected impact be calculated and shown per the examples provided. This should include sub-alternative alignments/structures for each of the Alternative Planning Solutions (e.g. Solution 5, a, b c etc.). This will be addressed in more details going forward in assessing alternative design concepts (5 alignment presented previously). The area of impact will be assessed during evaluation of alternative design concepts for each proposed road alignment.	WSP
<p>3.0 NEXT STEPS</p> <ul style="list-style-type: none">– Meeting with CVC, Region of Peel and stakeholders	Information

These minutes are considered to be accurate recording of all items discussed. Written notice of discrepancies, errors or omission must be given within seven (7) days, otherwise the minutes will be accepted as written.

NEXT MEETING

The next meeting is planned for June 8, 2017. An invitation will be issued.



MEETING NOTES

JOB TITLE	Lagerfeld Drive Extension Municipal Class EA, Schedule C		
PROJECT NUMBER	141-15409-00	DATE	22 May 2018
TIME	1:00 PM to 2:00 PM	VENUE	1975 Williams Parkway, City of Brampton, Boardroom WPOC Admin – 2F
SUBJECT	Agency Meeting, May 22 2018		
CLIENT	City of Brampton		

ATTENDEES			
Name	Company	Phone	Email
Mario Goolsarran	City of Brampton(COB)		mario.goolsarran@brampton.ca
Bishnu Parajuli	COB		bishnu.parajuli@brampton.ca
Jakub Kilis	Credit Valley Conservation (CVC)		jakub.kilis@cvc.ca
Liam Marray	CVC		liam.marray@cvc.ca
Rebecca Stewart	CVC		rebecca.stewart@cvc.ca
Mark Heaton	Ministry of Natural Resources and Forestry (MNRF)		mark.heaton@ontario.ca
Nathan Sinka	Region of Peel (ROP)		nathan.sinka@peelregion.ca
Rosalie Shan	ROP		rosalie.shan@peelregion.ca
Sherif Iskandar	WSP		sherif.iskandar@wsp.com
Vivian Mak	WSP		vivian.mak@wsp.com
Daniel Nalliah	WSP		daniel.nalliah@wsp.com
Andrew Roberts	WSP		andrew.roberts@wsp.com

ADDITIONAL DISTRIBUTION			
Name	Company	Phone	Email

MATTERS ARISING	ACTION
1.0 INTRODUCTIONS	
1.1 Study Status – Update on progress to date.	Information

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MEETING NOTES

	<ul style="list-style-type: none">– Technical documents will form part of the appendices of the ESR and are required for agency review. Flooding impacts need to be confirmed with Region of Peel.– Agency meeting to be scheduled following a two-week review of a pre-release Draft ESR, prior to release for public review.	
2.0	PIC DISPLAY BOARD REVIEW	
2.1	<p>Comments on slide edits.</p> <ul style="list-style-type: none">– Air quality assessment criteria to be added to alternatives evaluation matrix.– The following items should be removed from the base map<ul style="list-style-type: none">– Osmington lands background.– Woodlot at east side in subdivision (it has been removed).– Truncate the highway west of the TransCanada Pipeline.– Remove side roads connecting to the new Lagerfeld Extension.– Update the colour scheme to it is consistent for vegetation, watercourses, waterbodies.– Use the updated secondary plan image for the background on the basemap to show what has been approved in the study area.– Repopulate/simplify the assessment matrix to show preferences based on a pie chart indication. The ESR will retain the detailed assessment information.– Add a conceptual Right-of-Way in the combined alternative figure.– Show a close up of ROW and relationship to woodlot and PSW.<ul style="list-style-type: none">– CVC to comment on the appropriateness of a woodlot buffer of 10m.– Woodlot staking information to be provided to WSP for the mapping.– Add PSW in woodlot to mapping– Ensure features west of Mississauga Road are incorporated into the base plan.	Information
3.0	NEXT STEPS	
3.1	Landowner/developer meeting scheduled for June 12, 2018. Agencies have been invited to participate.	Information
3.2	PIC #2 to be scheduled for autumn 2018.	Information

These minutes are considered to be accurate recording of all items discussed. Written notice of discrepancies, errors or omission must be given within seven (7) days, otherwise the minutes will be accepted as written.

NEXT MEETING

An invitation will be issued if an additional meeting is required.

Environmental Assessment Study, East-West Connection, Mount Pleasant GO Station to West of Mississauga Road - MNRF and CVC Meeting #4

Date: Thursday, November 10, 2016 **Project:** 141-15409
Time: 3:00 PM **Location:** Flower City Community Campus, Unit 1, Training Boardroom, Brampton

Attendees:	Name	Organization
	Daniel Waters	City of Brampton (COB)
	Henrik Zbogor	City of Brampton
	Kaitlyn McGlade	CVC
	Jakub Killis	CVC
	Liam Murray	CVC
	Laurian Farrel	City of Brampton
	Andria Oliveira	City of Brampton
	Rebecca Stewart	CVC
	Mark Heaton	MNRF
	Andrew Roberts	WSP
	Bruce Grundon	WSP
	Mehemed Delibasic	WSP

Distribution: List and Dan Bennington

Prepared By: Andrew Roberts and Andria Oliveira

Item	Details and discussion	Action
1.	Project Update	
1.1	Mehmed and Andria provided an overview and overall update of the project including addressing comments from both MNRF and CVC on the alternative planning solutions.	Info
2.	Alternative planning solutions - evaluation	
2.1	MNRF Comments: <ul style="list-style-type: none"> WSP provided an update to "Section 5, Alternative Planning Solutions" that had been marked-up by MNRF WSP provided a point by point response to each of the MNRF general comments received on the evaluation matrix and accompanying Section 5 text Two preferred planning solutions were proposed to be carried forward and evaluated at the Alternative Alignments phase <ul style="list-style-type: none"> ➤ ALTERNATIVE SOLUTION 5: Extend Mount Pleasant GO Station access road to west of Mississauga Road ➤ ALTERNATIVE SOLUTION 4: Extend road west of Mississauga Road only 	Info Info Info

<ul style="list-style-type: none"> • Redside dace habitat impacts were noted specifically in the evaluation of solutions, as well as the compatibility with agreements already negotiated with MNRF 	<p>Info</p>
<p>2.2 CVC Comments:</p> <ul style="list-style-type: none"> • WSP provided a point by point response to each of the CVC general comments. Highlights include: <ul style="list-style-type: none"> ➤ Clarifications to the weighting of evaluation criteria ➤ Confirmation of the Problem Statement ➤ Comments noted on CVC preference of solutions based on stormwater management ➤ Adjustment of natural heritage impacts and preferences based on CVC interests 	<p>Info</p>
<p>3. Alternative Design Concepts</p> <p>3.1 WSP provided an updated set of proposed design options for the preferred Planning Solutions, with a focus on permanent disturbance to Redside Dace habitat and project costs:</p> <ul style="list-style-type: none"> • Alignment 1: Meander belt impacts 27 m², Buffer impact 47 m² • Alignment 2: Meander belt impacts 48m², Buffer impact 0 m² • Alignment 3: Meander belt impacts 5 m², Buffer impact 24 m² <p>The above high level area impact estimates will be updated at the next stage of this project when more information is available and preliminary alignments assessed in more details.</p>	<p>Info</p> <p>Info</p> <p>Info</p>
<p>4. General discussion</p> <p>4.1 MNRF noted that the alignments need to be evaluated in more detail, analyzing habitat loss with each alignment, the type of structure required for each alignment and the impact to red-side dace habitat. Mehemed suggested the consultant team has started that work for some proposed alignments.</p> <p>4.2 Mark suggested to look at regulatory environment/policy framework, to understand what constitutes not getting a permit. Need to know what can be feasibly implemented for the design. There are 3 tests for permission which need to be passed. So in the planning stage, need to demonstrate that reasonable alternatives were assessed and look at mitigation, etc. These evaluations should be considered as part of the broader evaluation criteria.</p> <p>4.3 It was discussed if hydrology impact evaluations should be added to the evaluation table.</p> <p>4.4 WSP and City require a hydrological model from CVC, which is to be provided by them.</p> <p>4.5 Obtain flood mapping as part of the Mississauga Road EA project, and would Region of Peel have the updated information for going north of Bovaird?</p> <p>4.6 Are there models that City has with regards to Heritage Heights?</p> <p>4.7 With regards to the “Osmington Tributary” (assuming this in the watercourse on the Osmington lands), is more info required on this? Will it be moving? This will also impact alignments therefore additional information is needed. City to provide info about completed models in the area.</p>	<p>Info</p> <p>Info</p> <p>Info</p> <p>Info</p> <p>COB</p> <p>COB</p> <p>COB</p>

<p>4.8 Mehemed noted that Region of Peel is working on the Mississauga Road detailed design, and some of the proposed east-west road alignments that this study is considering will try to match the structure that the Region of Peel will be constructing as part of their project.</p>	<p>Info</p>
<p>4.9 Bramwest Parkway project should be referred to as it is a good example of how to mitigate impacts.</p>	<p>Info</p>
<p>4.10 The CVC would like to see minimal impact to the woodlot (s).</p>	<p>Info</p>
<p>5. Next Steps</p>	
<p>5.1 Follow up in January 2017</p>	<p>Info</p>
<p>5.2 Next meeting with MNRF and CVC if possible on January 12, 2017</p>	<p>Info</p>

End of Meeting Summary

AGENDA



Project: East-West Connection Mount Pleasant GO Station to West of Mississauga
Road Municipal Class Environmental Assessment Study

Project #: 141-15409-00

Client: City of Brampton

Meeting Location: 10 Peel, Suite B, 4th Floor, Room 911

Time: Friday, September 05, 2014, 01:00 PM - 02:30 PM

ATTENDEES:

Gary Kocialek – Peel Region
Steve Ganesh – Peel Region
Bob Nieuwenhuysen – Peel Region
Dan Bennington – Peel Region
Alex Sales – Peel Region
Liz Brock – Peel Region
Andrea Warren – Peel Region

Marta Roias – City of Brampton
Andria Oliveira – City of Brampton
Henrik Zbogar – City of Brampton
Mehemed Delibasic – WSP
Bruce Grundon – WSP

AGENDA ITEMS:

1. Introductions
 - 1.1 Project team and roles (City of Brampton, WSP)
2. Study background and project details
 - 2.1 Project work plan and Municipal Class EA process
 - 2.2 Other projects: Peel Region - Mississauga Road (EA) - status, updates, and plans
3. Study schedule
4. Other items/open discussion
5. Next steps



MEETING NOTES

JOB TITLE	East-West Connection (Lagerfeld Drive), Mount Pleasant GO Station to West of Mississauga Road, Schedule "C" Municipal Class EA		
PROJECT NUMBER	141-15409-00		
DATE	08 September 2017		
TIME	2:00 PM to 4:00 PM		
VENUE	CVC office, Room A1, 1255 Old Derry Road, Mississauga		
SUBJECT	Progress meeting with MNR and CVC (Meeting #10)		
CLIENT	City of Brampton		
PRESENT	Attendees		
	Andria Oliveira	City of Brampton (COB)	Andria.Oliveira@brampton.ca
	Mario Goolsarran	COB	Mario.Goolsarran@brampton.ca
	Jakub Kilis	Credit Valley Conservation (CVC)	jkilis@creditvalleyca.ca
	Liam Marray	CVC	lmarray@creditvalleyca.ca
	Rebecca Stewart	CVC	rstewart@creditvalleyca.ca
	Bishnu Parajuli	COB	Bishnu.parajuli@brampton.ca
	Mark Heaton	Ministry of Natural Resources and Forestry (MNR)	mark.heaton@ontario.ca
	Dan Bennington	Region of Peel	dan.bennington@peelregion.ca
	Bob Nieuwenhuysen	Region of Peel	bob.nieuwenhuysen@peelregion.ca
	Mehemed Delibasic	WSP	mehemed.delibasic@wsp.com
	Bob Koziol	WSP	Bob.Koziol@wsp.com
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MATTERS ARISING

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MEETING NOTES

<p>1.0 PROJECT UPDATE</p>	
<p>1.1 Minutes from meeting #9 with MNRF and CVC (August 10, 2017) were circulated via email and comments from CVC received (will be discussed in Section 2.4 of this minutes).</p>	Information
<p>1.2 Objective of the meeting</p> <ul style="list-style-type: none"> — The objective of meeting was to discuss identified alternative design concepts for preferred solution, including structural options and to present evaluation of alternative designs in order to identify recommended design. — The objective was also to obtain MNRF and CVC’s additional feedback and input on the alignments in order to move to the next phase of the project, which includes the detailed technical studies and meetings with other stakeholders/ landowners/ agencies. — This staged engagement with MNRF and CVC allows for significant input for each phase of the study and will feed into the technical studies and ultimately the ESR. 	Information
<p>1.3 Municipal Class EA planning process and current status</p> <ul style="list-style-type: none"> — Overview of the EA process were provided as relates to the tasks completed and where currently is the study. — Currently the study is in Phase 3 of the Municipal Class EA process undertaking evaluation of alternative designs and identifying recommended design. 	Information
<p>2.0 PROJECT DISCUSSION</p>	
<p>2.1 Alternative Solutions- two alternative solutions were carried forward from previous project phase including:</p> <ul style="list-style-type: none"> • ALTERNATIVE SOLUTION 4: Extend road west of Mississauga Road only • ALTERNATIVE SOLUTION 5: Extend Mount Pleasant GO Station access road to west of Mississauga Road — As per previous meeting, completed evaluation, and input received it was concluded that both the Alternative Solution 4 and Alternative Solution 5 will be carried forward to evaluation and assessment process of the Alternative Design Concepts of the Preferred Solutions, as the next phase of the project. 	Information
<p>2.2 Alternative Design Concepts – Evaluation Framework and Criteria</p> <ul style="list-style-type: none"> — It was noted that consistent with the approach to evaluate and select the preferred alternative solution, the alternative design concepts were evaluated against the general standard criteria including Technical Considerations, Natural Environment, Social/Economic Environment, Cultural Environment, and Cost. 	Information
<p>2.3 Alternative Design Concepts of the Preferred Solution, Assessment and Evaluation, Discussion and Input: Alignments and Evaluation Matrix</p> <ul style="list-style-type: none"> — Further to MNRF request project team will further update evaluation matrix to evaluate it in regard to provincial policies and agreements, include the following: <ul style="list-style-type: none"> ➢ Endangered Species Act ➢ Guidance for Development Activities in Redside Dace Protected Habitat Block 51-1 <ul style="list-style-type: none"> a) Secondary Plan Implementation Principles 2009 b) Comprehensive Fish Compensation Plan 2012 c) Environnemental Implémentation Report (EIR) ➢ Draft Plan of Subdivision 21T-10022B ➢ Conservation Authority regulations and guidelines. ➢ Provincial Policy Statement (PPS). — As presented and discussed at Meeting#9, a series of initial design concepts were developed for the preferred solution(s) at a preliminary level of detail to properly assess the potential impacts and benefits associated with each alternative. — A detailed assessment of each alternative was completed based on described evaluation components and evaluated against the criteria described and presented. — Based on CVC request, WSP team is undertaking flooding impacts assessment for proposed alignment concepts to present importance of both the degree and the location of the flooding impacts. 	<p>WSP/City</p> <p>Information</p> <p>Information</p> <p>WSP</p> <p>Information</p>

MEETING NOTES

<ul style="list-style-type: none"> — Five alignments presented and reviewed. The Project has carried forward four alignments that cross Huttonville Creek (with two sets of structural options for the crossings) and one alignment that connects west of Mississauga Road only (Alternative Solution 5). — The alignments have been scored both qualitatively, and where possible quantitatively in terms of flood level impacts and redbreasted nuthatch habitat. — The alignment scoring has been done with a sensitivity analysis using different category weighting criteria. — It should be noted that since meeting #9 additional investigation was completed for Design Alternative 1A in regard to raising road profile (grade) at Huttonville Creek east crossing and crossing at Mississauga Road. It was concluded that based on the road elevation constrain about 200m west of the crossing, we are not able to raise the grade much so to get enough vertical clearance under the bridge in order to any type of vegetation can survive underside the bridge. Therefore, higher vertical clearance was not achieved. — WSP team presented completed to date ongoing flooding impacts assessment for proposed alignment concepts. — As per CVC request, objective of the hydraulic analyses is flood free Lagerfeld Drive during Regulatory storm that is greater of 100-year and Regional Storm to the extent feasible. Also proposed Lagerfeld Drive and associated works must not increase flooding hazard upstream or downstream of Lagerfeld Drive. — Based on evaluation and to date assessment completed Design Alternative 1B was presented as a preliminary preferred recommended. — The Design Alternative 1B is continuation of the existing Mount Pleasant GO Station access road to lands west of Mississauga Road. Alignment past through Mississauga Road at 419m offset from Bovaird Drive centreline. (Crossing abutments within 30m redbreasted nuthatch habitat buffer zone). 	<p>Information</p> <p>Information</p> <p>Information</p> <p>Information</p> <p>Information</p> <p>Information</p>
<p>2.4 Discussion Comments: CVC</p> <ul style="list-style-type: none"> — References were made to CVC email/comments (attached) provided on September 8, 2017 just before this meeting #10. — Some comments were already addressed or WSP already started to work on assessment of potential impact to flooding and erosion. — CVC asked that project team update the decision matrix/ EA to ensure wildlife crossing and mitigation is considered within the EA and can be further discussed at later stages of the planning process (i.e. design). Refer to CVC Fish and Wildlife Crossing Guidelines for more information on mitigation measures and best management practices. — Project team (WSP) will prepare response to CVC email comments and provide with meeting minutes (respond to CVC comments attached). 	<p>Information</p> <p>Information</p> <p>WSP/City</p> <p>WSP/City</p>
<p>2.5 Discussion Comments: All</p> <ul style="list-style-type: none"> — Mark mentioned that at the end of day Ministry will consider permit against criteria listed on PPT slide 11 (provincial policies and agreements listed above in Section 2.3 of this minutes). — Mark also mentioned that only Alignment 5 meets these criteria. — Mark highlighted interim solutions: <ul style="list-style-type: none"> — Alignment 1B or 1A can be moved forward as preferred and that can be implemented if implementation is phased. — At a moment MNRF could support Design Alternative 1 with Structure 1A as presented — Project may consider a phased scenario where the alignment west of Mississauga Road is constructed, traffic monitored to determine if a link is truly required, and an agreement in principle agreed to for the east portion. This would protect an envelope for the development of watercourse crossings and provide information as input into evolving development applications decisions, identify property impacts, phase construction, and determine triggers for a full connection. — Andria noted that need and justification for full east-west road or Lagerfeld Drive extension west of Mississauga was confirmed in number of other planning studies like latest City's Transportation Master Plan, Heritage Heights Secondary Plan, as well as this ongoing EA study. — Andria also asked is there possible to have new City/MNRF agreement about this road extension. 	<p>Information</p> <p>Information</p> <p>Information</p> <p>Information</p>

MEETING NOTES

<ul style="list-style-type: none"> — Mehemed also mentioned that City Transportation Model and other planning studies included Lagerfeld Drive extension west of Mississauga Road and extension is planed westerly up to Winston Churchill Boulevard by 2031. — Mehemed added: <ul style="list-style-type: none"> ➤ no continuous mid-block east-west link is present in the study area and an East-West Connection from Mount Pleasant GO Station extending westward into Heritage Heights will be necessary. ➤ East-West Connection will provide needed roadway capacity and multi-modal connectivity to enhance the grid network and provide transit/active transportation oriented development near Mount Pleasant GO Station facilitate direct travel for all modes and reduce the reliance/pressure placed on intersections at Bovaird Drive. — It was concluded that Design Alternative 1 can be used to define corridor to complete this EA study, and develop a set of principles that can be implemented. It will also allow the Region of Peel to move forward and complete with ongoing Detail Design and undertake construction of Mississauga Road within the study area. — CVC team added that they will need to confirm if Design Alternative 1 can be supported as preferred once the ongoing flooding and other technical assignments are completed. — It was also discussed that phasing of Design Alternative 1 will not require new EA study in case one section is constructed first. — CVC added that some of Provincial initiatives are beneficial for need of this east west connection (Lagerfeld Drive) including Metrolinx electrification of GO Transit corridors 	<p>Information</p> <p>Information</p> <p>Information</p> <p>Information</p>
<p>3.0 NEXT STEPS</p>	
<ul style="list-style-type: none"> 3.1 Complete ongoing floodplain assessment under different alignments as per CVC request to support evaluation process 3.2 Confirm to Region of Peel that Design Alternative 1 is recommended and will be supported as preferred in order that Region of Peel move forward and complete ongoing Detail Design of Mississauga Road 3.3 Meeting with landowners and developers 3.4 Confirm preferred alternative design concept 3.5 Public meeting 2 (PIC 2) 	<p>WSP/City</p> <p>Information</p>

These minutes are considered to be accurate recording of all items discussed. Written notice of discrepancies, errors or omission must be given within seven (7) days, otherwise the minutes will be accepted as written.

NEXT MEETING

An invitation will be issued for the next meeting.

Environmental Assessment Study, East-West Connection, Mount Pleasant GO Station to West of Mississauga Road - Region of Peel Meeting #2

Date: Friday, September 11, 2015 **Project:** 141-15409
Time: 09:30 AM-11:00 AM **Location:** City of Brampton City Hall, 3rd Floor, Boardroom 3C

Attendees:	Name	Organization
	Andria Oliveria	City of Brampton
	Scott McIntyre	City of Brampton
	Compton Bobb	City of Brampton
	Neal Smith	Peel Region
	Dan Bennington	Peel Region
	Eisa H. Eisa	Peel Region
	Sean Carrick	Peel Region
	Lori-Ann Thomsen	Peel Region
	David O' Sullivan	R.V. Anderson Associates Ltd.
	John Does	R.V. Anderson Associates Ltd.
	Bruce Grundon	WSP
	Mehemed Delibasic	WSP

Distribution: List

Prepared By: Andria Oliveria and Mehemed Delibasic

Item	Details and discussion	Action
1.	Welcome and Introductions	
1.1	Andria Oliveria, Project Manager from the City started the meeting and welcomed everybody. Andria indicated that this will be two parts meeting, from 9:30 am – 10:30 am meeting with Region and City regarding Final Traffic Report (June 2015), and 10:30 am – 11:30 am meeting with Region and City and their consultant regarding conceptual alignments for the east-west road crossing Mississauga Road.	Info
1.2	The purpose of this meeting was to discuss WSP's traffic report and address Regional and City comments, and secondly to meet the Region's consultant (R.V. Anderson Associates Ltd.) recently appointed for Mississauga Road detail design, and discusses opportunities for cooperation for this 2 ongoing projects including WSP's conceptual alignments for east-west road crossing Mississauga Road.	Info

<p>2. Final Traffic Report</p>	<p>Info</p>
<p>2.1 Mehemed Delibasic, Project Manager from WSP on this project, highlighted that Draft Traffic Report was provided to the City in January 2015 and both the City and Region of Peel staff provided comments.</p>	<p>Info</p>
<p>2.2 Updated Traffic Report with addressed City and Region of Peel Comments including the comments-table indicating (providing details) where and how comments were addressed, were submitted to the City of Brampton on June 15, 2015.</p>	<p>Info</p>
<p>2.3 It was noted that Region of Peel staff have nor received Final Traffic Report, therefore Andria will send updated Traffic Report (June 2015) with addressed City and Region of Peel Comments to the Region of Peel staff for their review and comments.</p>	<p>Info</p>
<p>2.4 Since the Region of Peel staff has not seen the updated June 2015 Traffic Report their discussion and questions at this meeting mostly are based on Draft Traffic Report (January 2015).</p>	<p>Info</p>
<p>2.5 Staff suggested having operational review /traffic analysis of the preferred alternative. Mehemed confirmed that traffic analysis report included potential east-west connection road and operations of the key intersections including at Mississauga Road.</p>	<p>Info</p>
<p>2.6 Mehemed mentioned that the scope of the traffic report is to highlight capacity issues and justify the need for the link.</p>	<p>Info</p>
<p>2.7 WSP to verify if Bovaird Drive will be at capacity Bovaird between Creditview and Mississauga Road by 2021 and widened to 6 lanes in 2029. WSP also to confirm that the widening was considered and included as assumption during traffic analysis.</p>	<p>WSP</p>
<p>2.8 Improvement to Mississauga Road were assumed, as well as both Mississauga Road EA and Bovaird Drive EA studies and traffic analysis of both studies were referenced. Other traffic studies were also referenced and considered including number of studies from developments in the immediate study area.</p>	<p>Info</p>
<p>2.9 One of key background documents was traffic model from current Heritage Heights Secondary Plan/TMP, as well as traffic counts data received from Region of Peel in 2014.</p>	<p>Info</p>
<p>2.10 Future traffic volumes in the traffic study are based on the traffic model (Heritage Heights TMP) as well as other studies including Mississauga and Bovaird EA studies. The City Traffic Model used includes improvements to Mississauga Road, Bovaird Drive, and other roads in the Heritage Haight Secondary plan area and behind.</p>	<p>Info</p>
<p>3. Conceptual alignments for the east-west road crossing Mississauga Road</p>	<p>Info</p>
<p>3.1 Three (3) were alternatives were presented and discussed. Discussion was based on criteria geometric criteria including:</p> <ul style="list-style-type: none"> ▪ Geometric and sightline requirements ▪ Creek crossings 	<p>Info</p>

<ul style="list-style-type: none"> ▪ Intersection spacing ▪ Impact on woodlots ▪ Impact on proposed structure on Mississauga Road ▪ Impact on Osmington development <p>3.2 A conceptual layout is provided at this phase for discussion and input purposes only.</p> <p>3.3 The EA for Mississauga Rad suggests that we need to maintain access for the two hold out properties and accommodate suite issues (i.e. steep road), which will depend on the outcomes of the east-west connection road EA.</p> <p>3.4 Region of Peel is planning widening and improvements of Mississauga Road in the study area:</p> <ul style="list-style-type: none"> ▪ preferred alternative for a crossing / intersection location emerging through the subject EA (east--west collector road connection) will be integrated with the Mississauga Road improvements ▪ Mississauga road needs to have an approved access, because they need to begin designing the structure <p>3.5 Conceptual alignment options will be further refined while geometric standards maintained. It was noted that different road alignment as required will be considered and evaluated through the study process.</p> <p>3.6 Provide conceptual alignment options to the Region of Peel staff for review and comments.</p>	<p>Info</p> <p>Info</p> <p>Info</p> <p>Info</p> <p>Info</p> <p>Info</p> <p>WSP and City</p>
<p>4. Next Steps</p> <p>4.1 As part of the next phase of the EA study, we will continue developing alternative design concepts for the East-West Connection Road</p> <p>4.2 These alternative design concept will be further investigated and evaluated in the next phase of this EA study</p> <p>4.3 Meet with of the Credit Valley Conservation Authority (CVC) and Ministry of Natural Resources and Forestry (MNRF)</p> <p>4.4 Evaluate alternatives and identify recommended solutions</p> <p>4.5 Meet with landowners and developers/other stakeholders</p> <p>4.6 Present recommended solutions at PIC No. 2</p>	<p>WSP/City</p> <p>WSP</p> <p>WSP/City</p> <p>WSP/City</p> <p>WSP/City</p> <p>WSP/City</p>

End of Meeting Summary

APPENDIX

B2

EMAIL CORRESPONDENCE SUMMARY


Consultation Summary


Comment ID	Date Received	Comment	Final Response/Action																		
Agency Comments																					
1	Jackie Burkart District Planner Ministry of Natural Resources	<p><u>Comment received via email on May 9, 2014</u></p> <p>Good afternoon Folks,</p> <p>MNR Aurora does have an interest in the subject EA as there are species at risk within the study area (at a minimum, Redside Dace and Bobolink). Please note that Mark Heaton is the contact person at MNR for this EA.</p> <p>Sincerely,</p> <p>Jackie Burkart District Planner Ministry of Natural Resources</p>	<p>Thank you, Jackie!</p> <p>We appreciate your response and will include Mark Heaton in the study contact list for future MNR contacts.</p> <p>Thank you.</p> <p>Regards, Mehemed Delibasic, M.Sc., P. Eng. Manager Transportation Planning</p>																		
2	Amanda Graham Environmental Resource Planner and Environmental Assessment Coordinator Central Region, Technical Support Ministry of the Environment and Climate Change Tel: 416-326-5745	<p><u>Comment received via email on June 11, 2015</u></p> <p>Hello,</p> <p>I received a Notice of Public Information Centre No. 1 for the East-West Connection Mount Pleasant GO Station to West of Mississauga Road MEA Class EA. I am unclear as to whether this notice doubles as a Notice of Commencement, or if a separate Notice of Commencement was sent out. If so, can you please send me a copy?</p> <p>Thanks very much,</p> <p>Amanda Graham Environmental Resource Planner and Environmental Assessment Coordinator Central Region, Technical Support Ministry of the Environment and Climate Change Tel: 416-326-5745</p>	<p>Amanda,</p> <p>Thank you for contacting us and please note that the attached Notice of Study Commencements and letter (general to all agencies) was mailed to all agencies on May 06, 2014.</p> <p>It was mailed to the following 2 MOECC offices:</p> <table border="1"> <tr> <td>EA Coordinator</td> <td>The Ministry of the Environment and Climate Change (MOECC)</td> <td>Central Region Office</td> <td>8th Floor,</td> <td>5775 Yonge Street</td> <td>North York</td> <td>ON</td> <td>M2M4J1</td> <td>416-326-6700</td> </tr> <tr> <td>EA Coordinator</td> <td>The Ministry of the Environment and Climate Change (MOECC)</td> <td>Halton-Peel District Office</td> <td>300-4145 North Service Rd</td> <td></td> <td>Burlington</td> <td>ON</td> <td>L7L6A3</td> <td>905-319-3847</td> </tr> </table> <p>We will add you on the communication/distribution list, however if an update in our mailing list is required, please let us know and provide with the updated contact information.</p> <p>Thank you.</p> <p>Regards, Mehemed Delibasic, M.Sc., P. Eng. Manager Transportation Planning</p>	EA Coordinator	The Ministry of the Environment and Climate Change (MOECC)	Central Region Office	8th Floor,	5775 Yonge Street	North York	ON	M2M4J1	416-326-6700	EA Coordinator	The Ministry of the Environment and Climate Change (MOECC)	Halton-Peel District Office	300-4145 North Service Rd		Burlington	ON	L7L6A3	905-319-3847
EA Coordinator	The Ministry of the Environment and Climate Change (MOECC)	Central Region Office	8th Floor,	5775 Yonge Street	North York	ON	M2M4J1	416-326-6700													
EA Coordinator	The Ministry of the Environment and Climate Change (MOECC)	Halton-Peel District Office	300-4145 North Service Rd		Burlington	ON	L7L6A3	905-319-3847													
3	Rosi Zirger Heritage Planner Ministry of Tourism, Culture & Sport Culture Division Programs & Services Branch Culture Services Unit	<p><u>Comment received via email on July 15, 2015</u></p> <p>The Ministry of Tourism, Culture and Sport (MTCS) received a Notice of Public Information Centre #1 for the project mentioned above. Attached please find MTCS comments and recommendations for this project.</p> <p>Would you please send me the PIC boards for review.</p>	<p>Hi Rosi,</p> <p>We apologize for delay, however as requested the attached is the copy of PIC 1 boards (June 16, 2015) for the subject EA study.</p> <p>We will also add you on our communication/ mailing list for future notices on this project.</p>																		

	<p>401 Bay Street, Suite 1700 Toronto, Ontario M7A 0A7 Tel. 416.314.7159 Fax 416.314.7175 E-mail: rosi.zirger@ontario.ca</p>	<p>Meanwhile, MTCS would be interested in remaining on the circulation list and being informed of the project as it proceeds through the EA process. Please continue to send future notices to Rosi Zirger Heritage Planner at rosi.zirger@ontario.ca.</p> <p>Sincerely</p> <p>Rosi Zirger Heritage Planner Ministry of Tourism, Culture & Sport Culture Division Programs & Services Branch Culture Services Unit 401 Bay Street, Suite 1700 Toronto, Ontario M7A 0A7 Tel. 416.314.7159 Fax 416.314.7175 E-mail: rosi.zirger@ontario.ca</p>	<p>Please let me know if you have any questions.</p> <p>Thank you.</p> <p>Regards, Mehemed Delibasic, M.Sc., P. Eng. Manager Transportation Planning</p>
<p>4</p>	<p>DARLENE PRESLEY Planning Co-ordinator MHBC Planning, Urban Design & Landscape Architecture On behalf of TransCanada PipeLines Limited 442 Brant Street, Suite 204 Burlington ON L7R 2G4 T 905 639 8686 x 229 F 905 761 5589 C 705 627 2302 dpresley@mhbcplan.com </p>	<p><u>Comment received via email on June 08, 2018</u></p> <p>Good Afternoon Andrew, I spoke with crossings in Calgary earlier this week and they will be providing comments soon. Following are some standard crossing standards and attached is TransCanada's Work Safely booklet for additional information.</p> <p>Design characteristics of a crossing The following provides design guidance for crossings. While exceptions might be made once an assessment has been completed, adhering to the guidance will assist in efforts to process applications expeditiously.</p> <p>General Requirements</p> <ul style="list-style-type: none"> • The crossing shall occur as close as possible to 90 degrees. • The crossing shall not occur at a bend in a TransCanada pipeline. <p>General Conditions for Crossings of TransCanada Pipelines by Highways, Private Roads, and Railways</p> <ul style="list-style-type: none"> • 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. • Minimum cover for railway crossings (below base of rail) is 3.05 meters for uncased pipe. <p>General Conditions for Crossings of TransCanada's Pipelines by Utilities</p> <ul style="list-style-type: none"> • TransCanada shall retain the upper position in the crossing area. • Minimum separation between buried facilities shall be 600mm for open cut excavations and 1000mm for horizontal directional drill installation methods. • The utility depth shall be maintained for the entire width of the right-of-way. • The utility shall have no bends within the pipeline right-of-way • The utility shall have no joints, splices or other connections within the TransCanada pipeline right-of-way. • Pipeline crossings should not be placed within 7m of a TransCanada pipeline bend. <p>Additional information and application for crossing approval can be found at the third party crossings tool at: https://www.transcanada.com/en/commitment/safety/working-safely-around-pipelines.</p> <p>If you have any questions please let me know.</p> <p>Thank you,</p> <p>DARLENE PRESLEY Planning Co-ordinator MHBC Planning, Urban Design & Landscape Architecture</p>	<p>Thanks for the information, Darlene.</p> <p>Best regards, Andrew Roberts, M.A.Sc. Team Leader – Approvals and Permitting Environment</p> <p>T+ 1 905-882-4211 #6152 M+ 1 647-821-2734 100 Commerce Valley Drive West Thornhill, Ontario L3T 0A7 Canada wsp.com</p>

		<p>On behalf of TransCanada PipeLines Limited 442 Brant Street, Suite 204 Burlington ON L7R 2G4 T 905 639 8686 x 229 F 905 761 5589 C 705 627 2302 dpresley@mhbcplan.com </p>	
5	<p>Geoffrey R. Kneller CD P.Eng MBA Integrated Land-use Management Right-of-way Management Canada Gas Engineering, Canada Gas Operations geoff_kneller@tcenergy.com desk: 587-933-3882 450 - 1 Street S.W. Calgary, AB Canada, T2P 5H1</p>	<p>Thank-you for meeting with us regarding your Environmental Assessment for the proposed Lagerfeld Drive extension. I have attached a letter outlining our feedback for the assessment.</p> <p>Geoffrey R. Kneller CD P.Eng MBA Integrated Land-use Management</p>	<p>Thanks for the information, Geoff. Best regards, Andrew Roberts, M.A.Sc. Team Leader – Approvals and Permitting Environment T+ 1 905-882-4211 #6152 M+ 1 647-821-2734 100 Commerce Valley Drive West Thornhill, Ontario L3T 0A7 Canada wsp.com</p>
6	<p>Mario Goolsarran, P. Eng., PMP Senior Project Engineer, Infrastructure Planning Public Works & Engineering, City of Brampton 1975 Williams Parkway, Brampton, ON, L6S 6E5 Tel: 905-874-5164 Email: Mario.Goolsarran@brampton.ca</p>	<p><u>August 12, 2019</u></p> <p>Hi Aurora,</p> <p>Following our July 19, 2019 meeting at your Aurora office, it was agreed that the City would provide you a draft commitment to be included in the Environmental Study Report (ESR) as it relates to future permitting requirements associated with the construction of East-West Connector Road (Lagerfeld Drive) EA.</p> <p>The City proposes to include the following under the Permits and Approvals Section of the ESR.</p> <p>“In December of 2017, a preliminary preferred alignment for the road was recommended and presented to commenting agencies. Ministry of Natural Resources and Forestry (MNRF) supported the alignment in principal but suggested a phased approach. MNRF email dated December 11, 2017 is reproduced below.</p> <p><i>MNRF can support defining the Right-of-Way east of Mississauga Road to allow adjacent landowners the ability to develop their draft plans or site plans. MNRF can support road alignment west of Mississauga Road. East of Mississauga Road is subjected to further negotiations and conditions below due to existing negotiated agreements, approvals, provincial policies and legislation.”</i></p> <p><i>MNRF Suggested approach for the Right-of Way east of Mississauga Road:</i></p> <ol style="list-style-type: none"> 1. Secure location and width of ROW east of Mississauga Road in the EA 2. Region of Peel to continue their detailed design of for the Mississauga Road 4 lane project; 3. Region of Peel to apply for an ESA permit for item 2 4. City of Brampton to monitor traffic patterns and volumes post ultimate construction of Bovaird Drive (6 lanes) and Mississauga Road (6 lanes), in the immediate vicinity of the East to West Connector. If ultimate build out of Regional roads cannot address traffic demands, reassess need for linkage to Mount Pleasant Station. Engage MNRF and DFO in consultation. <p>MNRF suggested phased approach for development of the road link west of Mississauga Road first, is in contradiction with the City’s current development plans and build out which is progressing from east to west in the western part of the City. There are a number of development projects in progress east of Mississauga Road that need access from the proposed East-West Connector sooner that the construction of Mississauga Road and Bovaird Drive. Therefore, the road link east of Mississauga Road takes priority over the west portion.</p>	<p>Hi Mario,</p> <p>I can confirm the statements below. The Ministry will be expecting that the overall benefit requirements for Redside Dace associated with this project will be more than what is normally approved as the Ministry is accepting a scenario that is would not normally supported (i.e. more than one stream crossing within 1km on an occupied reach of stream).</p> <p>Regards,</p> <p>Aurora</p> <p>Aurora McAllister Management Biologist Permissions and Compliance Species at Risk Branch Ontario Ministry of Environment, Conservation and Parks 50 Bloomington Road, Aurora, Ontario, L4G 0L8 Email: aurora.mcallister@ontario.ca</p>

		<p>With the administration of the endangered species being transferred to the Ministry of the Environment, Conservation and Parks (MECP) in early 2019, the City met with MECP on July 19, 2019 to further discuss the initial MNRFP suggested approach and to determine appropriate mitigation measures, recognizing that there cannot be complete avoidance of potential impacts to Redside Dace habitat.</p> <p>During the alternative assessment, reasonable alternatives were considered. Based on the preliminary preferred design, some impacts to Redside Dace habitat are unavoidable. Subject to provincial policies including Guidance for development activities in Redside Dace protected habitat (MNRFP, 2016), an Overall Benefit Permit per the Endangered Species Act will be required at the detailed design phase of the project. Based on discussions between MECP and the City at the July 19, 2019 meeting, the following was determined:</p> <ul style="list-style-type: none"> - During the detailed design phase of the project, the City will apply for an Overall Benefit Permit that is expected to be above and beyond the normal requirements. Details of the Permit will be subject to additional discussions with MECP. - The requirement for this Overall Benefit permit supersedes the previous MNRFP suggested phased approach (item#4 above). MECP agrees in principle for the City to proceed with the project implementation as per the preliminary preferred design and based on its current development and transportation needs. - Other standard permitting requirements still apply. <p>Please confirm your agreement on the above wording.</p> <p>Thank you, Mario Goolsarran, P. Eng., PMP Senior Project Engineer, Infrastructure Planning Public Works & Engineering, City of Brampton 1975 Williams Parkway, Brampton, ON, L6S 6E5 Tel: 905-874-5164 Email: Mario.Goolsarran@brampton.ca</p>	
7	Dan Minkin Heritage Planner Dan.Minkin@Ontario.ca Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI)	<p><u>Comment received via mail on November 26, 2019</u></p> <p>Dear Mr. Goolsarran:</p> <p>Thank you for providing the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) with the Notice of Public Information Centre for the above-referenced project. MHSTCI's interest in this Environmental Assessment (EA) project relates to its mandate of conserving Ontario's cultural heritage, which includes:</p> <ul style="list-style-type: none"> • Archaeological resources, including land and marine; • Built heritage resources, including bridges and monuments; and, • Cultural heritage landscapes. <p>MHSTCI is aware that, as indicated in the PIC display materials, archaeological work for the project is underway, with a Stage 1 Archaeological Assessment Report having been completed under PIF # P365-0020-2014. We would recommend that remaining stages of archaeological assessment work be carried out early enough in the planning process to allow for design flexibility based on their outcomes.</p>	<p>I refer to your letter of November 26, 2019 attached, and thank you for your comments.</p> <p>The City's consultant WSP have completed the Stage 1 of the Archeological Assessment and a review of previously-completed built heritage assessments. The requirement for the remaining Archaeology Stages 2 to 4 if required is to undertake them in advance of construction in order to avoid disturbance to any potential archaeological resources. Given the amount of deep land disturbance, the assumed archaeological work still required is considered minimal. We currently have a preferred preliminary design as part of the EA Study and this will be developed as part of a separate detailed design assignment. The City will undertake the remaining Archeological studies as part of the detail design phase and is fully committed to the completion of this work in advance of construction. Heritage elements, as identified in the study, must be considered in the planned undertaking and will form part of the decision-making process in advance of construction.</p> <p>If you have any further questions or comments, please reach out to us. Mario Goolsarran - Email dated March 4, 2020</p>

		<p>It is not clear from the display materials what approach this project is taking with respect to potential impacts to built heritage resources and cultural heritage landscapes. The MHSTCI Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes is normally used to determine whether a cultural heritage assessment report and/or a heritage impact assessment is necessary for the project.</p> <p>Finally, please note that the undersigned is now the MHSTCI (formerly MTCS) contact for this project, replacing Rosi Zirger.</p> <p>Thank you for consulting MHSTCI on this project and please continue to do so throughout the EA process. If you have any questions or require clarification, do not hesitate to contact me.</p> <p>Sincerely,</p> <p>Dan Minkin Heritage Planner Dan.Minkin@Ontario.ca Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI)</p>	
8	<p>Joseph Milos Advisor – RER Project Planning Metrolinx 97 Front Street West Toronto Ontario M5J1E6 T: 416.202.7397 C: 647.632.6815 </p>	<p><u>Comment received via email on June 12, 2018</u></p> <p>Mario:</p> <p>Following-up from our phone conversation last week, please find attached to this email Metrolinx's Station Access Plan (SAP) document as it applies to Mount Pleasant Village. The SAP sets Metrolinx's strategy for achieving the Regional Express Rail (RER)/GO Expansion project without substantially increasing the number of parking spaces at GO stations. As you will read, this generally requires the modal split for access to the station to be rebalanced away from park-and-ride and towards other modes (walking, active-transit, micro-transit, etc.). Much of the information that we spoke about on the phone is included in the SAP as is Metrolinx's wants for the future east-west connector at Lagerfeld Drive. Generally:</p> <ol style="list-style-type: none"> 1. The SAP views the new pedestrian and cycling infrastructure proposed in the future east-west connector as an important feature for station access – it will be important for this infrastructure to continue along Lagerfeld Drive and integrate it into the station area and any future TOD seamlessly. 2. The SAP also supposes the future east-west connector as important to creating better bus service connections to link with new urban area development to the west. <p>In terms of forecast ridership at the station, the SAP also outlines Metrolinx's 2031 forecast for passenger boardings and alightings.</p> <ol style="list-style-type: none"> a. Current riders' home station: 2,575 b. Future: Very High (8,001 or more)* c. Current riders' destination station: 0 d. Future: Average (251-1,000)* <p>*Note: these ridership figures do not anticipate frequent 2-way service as RER enhanced service is not yet planned for this station. If that changes the forecast ridership may also change. If it should prove helpful I can speak with you about the specific forecast levels of peak and off-peak boardings and alightings at Mount Pleasant GO station.</p> <p>Generally, Metrolinx Project Planning is supportive of the EA if it can help to increase alternative modes of access to the station, and help support/unlock more TOD/TAD in the surrounding area.</p> <p>Please do not hesitate to be in touch if you have any further questions.</p> <p>Best,</p>	<p>Hi Everyone, FYI, please see attached, Metrolinx's recommendations and support for Lagerfeld Drive which should be referenced in the ESR 3.1.4. I will add a note to confirm the email document was provided.</p> <p>Thanks.</p> <hr/> <p>Mario Goolsarran, P. Eng., PMP Senior Project Engineer, Infrastructure Planning Public Works & Engineering, City of Brampton 1975 Williams Parkway, Brampton, ON, L6S 6E5 Tel: 905-874-5164 Email: Mario.Goolsarran@brampton.ca</p>



		<p>Joseph Milos Advisor – RER Project Planning Metrolinx 97 Front Street West Toronto Ontario M5J1E6 T: 416.202.7397 C: 647.632.6815</p> 	
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Indigenous Communities

9	<p>Megan DeVries, M.A. Archaeological Coordinator Department of Consultation and Accommodation Mississaugas of the New Credit First Nation</p> <p>Phone: (905) 768-4260 Cell: (289) 527-2763 Email: megan.devries@newcreditfirstnation.com</p>	<p><u>Comment received via email on July 06, 2015</u></p> <p>Hello Mr. Delibasic,</p> <p>Thank you for the notification sent to Mississaugas of the New Credit First Nation [MNCFN] regarding the proposed East-West Connection from Mount Pleasant GO Station to West of Mississauga Road. We have reviewed the document you have provided and determined that, at this time, MNCFN has a low level of concern about the project. Please see the attached letter for more information.</p> <p>Respectfully, we ask that you immediately notify MNCFN if there are any changes to the project which may impact MNCFN's interests. Additionally, MNCFN requests a copy of all associated environmental and/or archaeological reports. These can be electronic copies, if you prefer. Furthermore, MNCFN employs Field Liaison Representatives who must be on location whenever any fieldwork for environmental and/or archaeological assessments is undertaken. If additional work is scheduled, please notify us as soon as possible so that we may work together to discuss and arrange for MNCFN's participation.</p> <p>Sincerely,</p> <p>Megan DeVries, M.A. Archaeological Coordinator Department of Consultation and Accommodation Mississaugas of the New Credit First Nation</p> <p>Phone: (905) 768-4260 Cell: (289) 527-2763 Email: megan.devries@newcreditfirstnation.com</p>	<p>Thank you, Megan, for your response, we really appreciate that.</p> <p>For your references-record, attached please find "Stage 1 Archaeological Assessment East-West Connection, Mount Pleasant Go Station to West of Mississauga Road", Filed with MTCS Toronto Office on Feb 20, 2015, MTCS Project Information Form Number P365-0020-2014. The report received MTCS concurrence (entered into the Ontario Public Register of Archaeological Reports without technical review) (see attached).</p> <p>Please note that our report was a review and acknowledgement of previously undertaken studies and not a new Stage 1 for the entire area.</p> <p>Please let us know if you have any questions.</p> <p>Thank you. Regards,</p> <p>Mehemed Delibasic, M.Sc., P. Eng. Manager Transportation Planning</p>
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10	<p>Karen Derocher President Credit River Metis Council Cell: 905-330-8959 Email: karenderochermno@gmail.com</p>	<p><u>Comment received via email on August 10, 2015</u></p> <p>Aida, Thank you for sending the Notice of Public information. I apologize for taking so long to reply; there have been several recent changes on our Council. We will review your documents and have also forwarded it to the Metis nation of Ontario - Consultations branch. Please update the mailing address and contact information.</p> <p>Regards,</p> <p>Karen Derocher President Credit River Metis Council Cell: 905-330-8959</p>	<p>Thank you for your response & the mailing update is noted. Aida</p>
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Stakeholders/ Public Comments

11	<p>Chair of the Brampton Bicycle Advisory Committee David david@bikebrampton.ca</p>	<p><u>Comment received via email on April 18, 2014</u></p> <p>Hello Dr. Hatami, I am the chair of the Brampton Bicycle Advisory Committee. I would like to be added to the contact list for the East-West Connection Mount Pleasant GO Station to West of Mississauga Road Municipal Class Environmental Study.</p> <p>Many thanks,</p> <p>David david@bikebrampton.ca</p>	<p>Good Morning David:</p> <p>Thank you for your email and your interest in this study. We will definitely add your name to our contact list.</p> <p>Regards, Hamid</p> <p>-----</p> <p>David,</p> <p>Please find attached the copy of notice of Public Information Centre No. 1 for East-West Connection from Mount Pleasant GO Station to West of Mississauga Road, City of Brampton, Municipal Class Environmental Assessment (EA) Study. The notice was published in Local Newspaper on June 4 and 11, 2015.</p> <p>The PIC 1 is scheduled at:</p> <ul style="list-style-type: none">• Date: Tuesday, June 16, 2015• Location: Peel Regional Police Association Banquet Hall 10675 Mississauga Road Brampton, ON• Time: 6:00 pm – 8:00 pm <p>Please let us know if you have any questions.</p> <p>Thank you.</p> <p>Regards, Mehemed Delibasic, M.Sc., P. Eng. Manager Transportation Planning</p>
12		<p><u>Comment received via email on April 18, 2014</u></p> <p>Dear Traffic Planners, Re. East-West Connection to Mount Pleasant GO</p> <p>The East -west connection to Mount Pleasant GO Stn is very important, especially for pedestriains and cyclists in the future Brampton West development, and for residents in the existing residential area in the Greenbelt in Brampton (along Winston Churchill Blvd, north of Norval).</p> <p>The need for east-west active transportation trails to connect with the north-south trails that follow watershed tributaries has been identified for a long time. The east-west connection to the GO Stn should extend all the way to Winston Churchill Blvd, and should consider future, inter-regional needs. This could include a possible University campus in N.W.Brampton, nursing homes & day cares centres on the Nirankiri property and an additional GO train station on Winston Churchill (there was a Norval Station a long lime ago).</p> <p>One logical route for a bike & pedestrian path is through the old Currie farm, though the prosed</p>	<p>Good Morning Dear </p> <p>Thank you for your email and your interest in East—West Connection EA study. We will definitely add your name to our contact list and seek your comments.</p> <p>Best Regards,</p> <p>Hamid Hatami, Ph.D., P.Eng, PMP Manager, Environmental Engineering Services</p>

		<p>Norval Quarry currently acts as a barrier to public access to this lovely natural heritage feature.</p> <p>Please include me on the study mailing list, I would like to comment some more after seeing the ESR.</p> 	
13	<p>Glenn J. Wellings, MCIP, RPP Wellings Planning Consultants Inc. 513 Locust, Unit B Burlington, ON L7S 1V3</p> <p>p. 905.681.1769, ext. 1 c. 416.988.0310 w. www.wellingsplanning.ca</p>	<p><u>Comment received via email on December 23, 2016</u></p> <p>Andria, please find attached letter. I will mail an original copy. Also, please ensure I am added to the mailing list. Thanks.</p> <p>Glenn</p> <p>Glenn J. Wellings, MCIP, RPP Wellings Planning Consultants Inc. 513 Locust, Unit B Burlington, ON L7S 1V3</p> <p>p. 905.681.1769, ext. 1 c. 416.988.0310 w. www.wellingsplanning.ca</p> <p>Attached file available</p>	<p>We will definitely add your name to our contact list and seek your comments.</p>

December 23, 2016

Ms. Andria Oliveira
Project Manager
Planning and Development Department
City of Brampton
2 Wellington Street West
Brampton, ON
L6Y 4R2

Dear Andria:

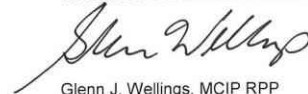
**Re: Lagerfeld Drive East-West Connection -
Mount Pleasant Go Station Environmental Assessment
Apple Factory Lands
City of Brampton
Our File No.: 2011/25**

We are Planning Consultants for the Apple Factory who own lands and operate a business at the northwest corner of Mississauga Road and Bovaird Drive. As a follow-up to our December 12, 2016 meeting with respect to the above matter, the purpose of this letter is to advise your team of our client's preferred alignment(s) based on the five (5) alignments under evaluation.

Having reviewed the alignment concepts, Apple Factory is supportive of Alignments #1 or #3 as we feel these alignments best facilitate a connection with the Mount Pleasant Go Station and serve future (re)development. These alignments would also have the least impact on the Apple Factory. Conversely, Alignments #4 and #5 in our opinion would not facilitate an appropriate connection to the Mount Pleasant Go Station nor well serve future (re)development. Apple Factory is particularly concerned with Alternative #2 given the proximity of the proposed intersection (i.e. Mississauga Road/Lagerfeld Drive) with the existing Bovaird Drive/Mississauga Road intersection. It is our understanding that the intersection spacing would not meet current Regional standards. We are particularly concerned with any potential implications on existing and/or future access to/from Mississauga Road for the Apple Factory.

We would appreciate being added to the mailing list and notified of the next steps in selecting a preferred alignment. Thank you for the opportunity to provide comments and we look forward to future discussions.

Yours truly,
WELLINGS PLANNING CONSULTANTS INC.



Glenn J. Wellings, MCIP RPP

c. Mehemed Delibasic – WSP Canada Inc.
James Picard/Jim Hurt – Apple Factory (2007) Corporation
Michael Gagnon/Colin Chung – Planning Consultants for Heritage Heights

513 Locust Street, Unit B - Burlington, ON L7S 1V3
T 905 681 1769 www.wellingsplanning.ca

14

Jonathan Cheng
Tel: (416) 869-6807
jcheng@stikeman.com

Comment received via email on Sep 16, 2016

Hi Andria,

Can you please also add the following email addresses to the Lagerfeld Drive Environmental Assessment contact list:

jharbell@stikeman.com<mailto:jharbell@stikeman.com>
mcbassani@stikeman.com<mailto:mcbassani@stikeman.com>
jcheng@stikeman.com<mailto:jcheng@stikeman.com>

We will definitely add your name to our contact list and seek your comments.

		<p>As I mentioned on the phone, Oz continues to be North American's primary contact for this matter, but it would be great if you could also add us to the list to receive updates, timelines, design concepts, etc.</p> <p>Thanks!</p> <p>Jonathan</p> <p>Jonathan Cheng Tel : (416) 869-6807 jcheng@stikeman.com</p>	
15	<p>Erin Raymond Office Administrator</p> <p>GHD T: +1 905 752 4359 F: +1 905 752 4301 V: 884359 E: erin.raymond@ghd.com 11 Allstate Parkway Suite 310 Markham Ontario L3R 9T8 Canada www.ghd.com</p>	<p><u>Comment received via email on May 14, 2014</u></p> <p>Please find attached a letter sent on behalf of Shawn Huynh. Original to follow via mail.</p> <p>Thank you</p> <p>Erin Raymond Office Administrator</p> <p>GHD T: +1 905 752 4359 F: +1 905 752 4301 V: 884359 E: erin.raymond@ghd.com 11 Allstate Parkway Suite 310 Markham Ontario L3R 9T8 Canada www.ghd.com</p>	<p>May 15, 2014</p> <p>We have already added your representative to our contact List. Hamid hatami</p>
16	<p>Nate Pace Sales Representative Land Services Group CBRE Limited, Real Estate Brokerage Advisory and Transaction Services 2005 Sheppard Avenue East, Suite 800 Toronto, ON M2J 5B4 T 416 495 6246 C 647 468 8215</p>	<p><u>Comment received via email on March 1, 2018</u></p> <p>Mario,</p> <p>Thank you again for the information. Further to our discussion, please add me to the mailing list for updates on this project.</p> <p>Thank you,</p>	<p>Hi Mario,</p> <p>Done.</p> <p>I included it under others because not sure if relevant to any agency or developers.</p> <p>Regards,</p> <p>Mehemed Delibasic, M.Sc., P. Eng. Manager, Transportation Planning Planning and Advisory Services</p>
17	<p>Hilary Vaillancourt T: 416.306.3073 C: 416.262.0354 E: hvaillancourt@osmington.com Development Manager 141 Adelaide Street West, Suite 601 Osmington Inc. Toronto, ON M5H 3L5</p>	<p><u>Comment received via email on June 10, 2015</u></p> <p>Andria and Mehemed;</p> <p>I am emailing you today to request to be notified of all matters related to the above, per the attached.</p> <p>Please kindly confirm receipt at your earliest convenience.</p> <p>Thank-you, Hilary</p> <p>Hilary Vaillancourt T: 416.306.3073 C: 416.262.0354 E: hvaillancourt@osmington.com Development Manager 141 Adelaide Street West, Suite 601 Osmington Inc. Toronto, ON M5H 3L5</p>	<p>Hi Hillary,</p> <p>Further to our phone discussion today, please note that based on the attached email-letter GHD Inc. was representing Osmington and Reg Webster and Shawn Huynh from GHD Inc. were invited at Landowners meeting in March 2015.</p> <p>Reg and Shawn did not attend the March meeting, however meeting minutes and presentation (including PIC 1 boards) were provided to both, as well as you. Also, Michael Gagnon from Gagnon & Law Urban Planners Ltd. was at the meeting and representing Heritage Heights Landowners Group (Osmington is part of Heritage Heights Landowners Group).</p> <p>Based on our discussion, going forward we will contact you as Osmington's representative regarding any landowners meeting/ matter and you may decide which consultant to send to represent Osmington if required.</p>

		<p>-----</p> <p><u>Comment received via email on July 22, 2015</u></p> <p>Hello;</p> <p>Can someone please advise if there was a stakeholder meeting regarding the above held recently?</p> <p>Thanks, Hilary</p> <p>Hilary Vaillancourt T: 416.306.3073 C: 416.262.0354 E: hvaillancourt@osmington.com Development Manager 141 Adelaide Street West, Suite 601 Osmington Inc. Toronto, ON M5H 3L5</p>	<p>In addition, as I mentioned, the last week Landowner meeting was generally more scoped with Grant Simpson who requested to meet since he could not attend landowners meeting in March 2015. Marly Levene from Mattamy and Scott Gibons from BA Group attended as well. We also invited Michael Gagnon (Gagnon & Law Urban Planners Ltd.) however based on his OMB related matter he could not attend. Presentation from the last week meeting is attached and will be circulated to all developers/landowners as soon as the meeting minutes are ready.</p> <p>It should be also noted that in June 2014 we met with Andrew Walker from Gagnon & Law Urban Planners Ltd. (representing Osmington/ Heritage Heights Landowners Group) and Grant Simpson from Heathwood Homes.</p> <p>As I said, we are in the second phase of the project when evaluating preliminary road alignment solutions (crossings) and planning to have next meeting with Landowners/Developers in Fall 2015. We will invite you (Osmington) to attend the meeting.</p> <p>Please contact me or Andria (Project Manager from City of Brampton on this project) if you have any additional questions. We always appreciate your input.</p> <p>Thank you.</p> <p>Regards,</p> <p>Mehemed Delibasic, M.Sc., P. Eng. Manager Transportation Planning</p>
18	<p>OZ KEMAL</p> <p>MHBC Planning, Urban Design & Landscape Architecture</p> <p>7050 Weston Road, Suite 230 Woodbridge ON L4L 8G7 T 905 761 5588 x 225 F 905 761 5589 C 519 498 8819 okemal@mhbcpplan.com www.mhbcpplan.com</p>	<p><u>Comment received via email on October 22, 2014</u></p> <p>Hi Neal,</p> <p>Hope all is well. Thanks for re-scheduling that meeting.</p> <p>I'm wondering if you could provide some information - I'm looking online for anything related to the Lagerfeld EA (to extend Lagerfeld Drive to Mississauga Road) but can't seem to find anything.</p> <p>Has this EA not been initiated? In our previous meetings, the extension of Lagerfeld had been brought up several times, so I concluded that there was already an EA in process.</p> <p>If you could clarify for me, it would be greatly appreciated.</p> <p>Thanks,</p> <p>OZ KEMAL, BES, MCIP, RPP Partner</p> <p>-----</p>	<p>Hi Oz,</p> <p>To follow up on your request, yes, the Lagerfeld Road EA is currently underway. Below is a summary of the status of the EA for the East-West Connector Road ("Lagerfeld Rd"), Mount Pleasant GO Station to West of Mississauga Road:</p> <ul style="list-style-type: none"> - Project Initiation was in Spring 2014, marked by the staff Technical Advisory Committee (TAC) Meeting #1; - Our consultant, WSP, has completed several of the background and existing conditions reporting; - Brampton Staff are currently planning for an upcoming Local/Regional Agencies Meeting and simultaneously planning for PIC #1 targeted for Q4 2014/ Q1 2015. <p>If you require any additional information or would like to discuss further, please feel free to give me a call.</p> <p>Thanks very much, Andria Andria Oliveira Policy Planner, Transportation & Infrastructure Long Range Transportation Planning Planning & Infrastructure Services</p> <p>City of Brampton 2 Wellington Street West Brampton, ON L6Y 4RT Tel: (905) 874-2410 Email: andria.oliveira@brampton.ca</p> <p>-----</p>

		<p><u>Comment received via email on October 22, 2014</u> Hi Andria,</p> <p>Thanks for replying. Can you add me on the list to be notified of any reports, public meetings, Council meetings, etc related to the Lagerfeld EA. We represent North American who is the major landowner immediately south of Lagerfeld owning the Blocks, east of Mississauga Road to the GO station, so we need to make sure we're looped into this process.</p> <p>Is there a website link that I can go to review anything? If you need a formal letter from me to get the notification list, please let me know and I will draft something up right away.</p> <p>Thanks,</p> <p>OZ KEMAL, BES, MCIP, RPP Partner</p> <p>MHBC Planning, Urban Design & Landscape Architecture 7050 Weston Road, Suite 230 Woodbridge ON L4L 8G7 T 905 761 5588 x 225 F 905 761 5589 C 519 498 8819 okemal@mhbcplan.com</p>	<p>October 22, 2014 Mehemed,</p> <p>As indicated below, can you please add Mehmed to your stakeholder communication list.</p> <p>Thanks very much,</p> <p>Andria</p>
19	<p>AMANDA WYSZYNSKI</p> <p>MHBC Planning, Urban Design & Landscape Architecture</p> <p>442 Brant Street, Suite 204 Burlington ON L7R 2G4 T 905 639 8686 x 228 F 905 761 5589 awyszynski@mhbcplan.com</p>	<p><u>Comment received via email on July 12, 2016</u></p> <p>Hi Andria,</p> <p>I've been informed you are the project manager for the Lagerfeld EA and I have a few questions I would like to bounce off of you.</p> <ol style="list-style-type: none"> 1) What is the current status of the EA 2) Where can I access route plans 3) How do I or my boss get on the notification list? <p>Thanks. Amanda</p> <p>AMANDA WYSZYNSKI MHBC Planning, Urban Design & Landscape Architecture</p> <hr/> <p><u>Comment received via email on July 12, 2016</u></p> <p>Hi Andria,</p> <p>Thank you for the fast response. In addition to adding my name to the list, can you add Oz Kemal (contact information below)? In regards to our interest in the project, our client (North American Development Group) owns the properties just south of the existing Lagerfeld Drive, East of Mississauga Road. I believe our company has been in contact with you in mid February regarding the status of the EA.</p>	<p>Hi Amanda,</p> <p>We are just in the process of refining conceptual alignments to initial consultations with our stakeholders. I will add you to our stakeholder. We will be sending out the alignments in the next week or so. We are planning for PIC #2, with a preferred alignment in Q4 2016.</p> <p>I have copied Mehemed, the consultant project lead here, he will add you to our consultation list. Can we have any more names you would like to add? What is your interest in the project?</p> <p>Thanks very much,</p> <p>Andria Andria Oliveira Project Manager, Transportation Policy Transportation Planning Planning & Infrastructure Services</p> <p>City of Brampton 2 Wellington Street West Brampton, ON L6Y 4RT Tel: (905) 874-2410 Email: andria.oliveira@brampton.ca</p> <hr/> <p>Hi Amanda,</p> <p>We would appreciate if you could provide contact name and email address from North American Development Group to include in our response to you with copy of the PIC 1 boards. As soon as you provide I will send you copy of the boards.</p> <p>Thank you.</p> <p>Regards, Mehemed Delibasic, M.Sc., P. Eng.</p>

		<p>Can you advise where I can find information on where I can find information on PIC #1 as we cannot find it online. We have had active applications since early 2012, if we could get copies of the potential route plans so we can review and determine how it affects our client it would be greatly appreciated.</p> <p>Oz Kemal okemal@mhbcpplan.com 905-639-8686 x 225</p> <p>Thanks. Amanda</p> <p>AMANDA WYSZYNSKI, BAtech, MES (PI) Planner</p>	<p>Manager Transportation Planning</p>
<p>20</p>	<p>Aaron Wisson Vice-president GTA Land Development Mattamy Homes</p>	<p>Dear Mr. Goolsarran,</p> <p>we are the primary landowner within the Lagerfeld Environmental Assessment Study area and as such, are one of the most impacted by the unusual approach being proposed in your latest update provided by email on January 17, 2018. Simply put, we are disappointed that after almost 4 years of study by WSP and the City, the current proposal is to proceed only with the portion of Lagerfeld Drive west of Mississauga Road, whereas the eastern leg is subject to "further studies and consultations with MNRF and CVCA after the widening of Bovaird Drive and Mississauga Road are complete" which delays the decision to sometime after 2021! I would respectfully suggest that the intent of performing the Environmental Assessment was to determine all components of Lagerfeld Drive, especially in the immediate vicinity of the Mt. Pleasant GO Station and Mobility Hub. 1. The City and WSP have acknowledged previously that the east-west collector is required to ensure an adequate transportation network is in place, otherwise adjacent roads and intersections will exceed their future capacities based on 2031 population projections. Traffic studies have demonstrated that the east-west collector will alleviate this and return V/C ratios to functional levels. 2. if the reference to "further studies and consultation" tie back to traffic analysis and needs assessment, based on the above, we strongly disagree with this suggestion. 3. if the reference to "further studies and consultation" refers to other technical and environmental issues, we would suggest these should have been reviewed and resolved by WSP over the past 4 years. 4. This east-west collector is critical to the proper development of the Mt. Pleasant Mobility Hub by supporting the City of Brampton and Region on Peel's Official Plan policies that have been put in place to get people out of cars and on to alternative modes of transportation (transit, cycling, walking) as the City expands. this goes further to support future higher densities proposed in the Mobility Hub area which will not yet be developed when the future widenings are complete, thus any future traffic analysis will not be indicative of the ultimate Build-out. 5. one of the main drivers to initiate this EA process was to have the east-west collector alignment determined prior to the Region's design of Mississauga Road and the associated CNR overpass. without a resolution to this EA in the Spring of 2018, the opportunity for a coordinated design will be lost.</p> <p>In conclusion, we respectfully request that the City's EA team provide better clarification to the technical issues which they have determined cannot be resolved without further study in the future so that the EA process is conducted in an open and transparent manner. considering that the lands to the west of Mississauga Road have yet to Secondary Plan approved and there are at least 4 active planning applications and a registered plan to the east that are reliant on the outcome of this EA, it is our belief that these issues should be discussed and resolved in a cooperative approach that involves All stakeholders. we look forward to more fulsome information and discussions with your team in the near future.</p> <p>Sincerely, Aaron Wisson</p>	<p>Dear Mr. Wisson,</p> <p>Thank you for your response regarding the East-West Connector Rd (Lagerfeld Drive) Environmental Assessment (EA), City of Brampton.</p> <p>During Public Information Centre # 2 which was held on November 5, 2019, an evaluation framework including technical considerations, environmental components and relevant agency comments was developed for the preferred solution at the preliminary level of detail to assess the potential impacts associated with each alternative. The preferred alternative solution was for the continuation of the existing Mount Pleasant GO Station access road (Lagerfeld Drive) to lands west of Mississauga Road.</p> <p>Throughout the course of this study, the City undertook extensive consultation with the Ministry of Natural Resources and Forestry (MNRF) and subsequently The Ministry of Environment, Conservation and Parks (MECP), given the sensitive natural habitats located within the eastern portion of the study area. In mid 2019, MECP provided approval in principle to the following;</p> <ul style="list-style-type: none"> - An Overall Benefit Permit as per the Endangered Species Act is expected to be above and beyond the normal requirements. Details of the Permit will be subject to additional discussions with MECP at the detailed design phase of the project. - The requirement for this Overall Benefit permit supersedes the previous MNRF suggested phased approach to project implementation. The City may proceed with the project implementation as per the preliminary preferred design based on its current development and transportation needs, subject to approval of the Environmental Study Report <p>The Environmental Study Report (ESR) is currently being prepared and will be placed in public record for review by the public and agencies. If there are no outstanding concerns, then the City may proceed for implementation. We have confirmed that the Land Development, Mattamy Homes is on the study mailing-list and will ensure you are notified of the filing of the ESR for public review. Should you have any further questions or comments, please contact the undersigned at 905-874-5164 or Mario.Goolsarran@brampton.ca</p> <p>yours Truly, Mario Goolsarran, P. Eng., PMP cc: Daniel Nalliah Andrew Roberts</p>

21	<p>Andrew Walker Principal Planner GWD Gagnon Walker Domes</p>	<p><u>Comment received on November 21, 2019</u></p> <p>Dear Mario and Daniel: Gagnon Walker Domes Ltd. (GWD) acts as the Planning Consultant to Heathwood Homes (Brampton) Inc. (Heathwood). Heathwood owns approximately 19.4 hectares (48 acres) on the west side of Mississauga Road, north of Bovaird Drive West, south of the CNR, and are located within the Mount Pleasant Secondary Plan (Area 51). we attended at the November 5, 2019 Second Public Information Centre (PIC#2) in connection with the East-West Connection Road (Lagerfeld Drive Extension) Municipal Class Environmental Assessment Study. We have had a chance to review the Preliminary Preferred Plan that was presented at the PIC#2 and wish to advise that we generally support the preferred alignment, except for a minor adjustment to the location of the road north of the woodlot. the alignment shown on the Preliminary Preferred Plan is creating an area of unstable land between the road ROW and the woodlot. the road should be aligned 10 m from the dripline of the trees as outlined in our previous March 1, 2018 and May 25, 2018 submissions (see attached). we look forward to hearing back from you regarding this submission and our ongoing participation in the Lagerfeld Drive Environmental Assessment Study process.</p> <p>thank you,</p> <p>Andrew Walker</p>	<p>Dear Mr. Gagnon and Mr. Walker,</p> <p>Thank you for your correspondences dated, May 25, 2018 and Nov 21, 2019 and attendance at the PIC #2 in connection with the East-West Connector Rd (Lagerfeld Drive Extension) Municipal Class Environmental Assessment (EA) Study, City of Brampton.</p> <p>In response to your letter dated May 25, 2018, the project team has noted GWD's concerns in regard to aligning 10 metre buffer from the dripline of Provincial Significant woodlot. The Credit Valley Conservation Authority (CVC) Authority requires the minimum setback of the proposed right of way to the wetland to be 30m and the minimum setback to the woodlot is 10m with the intent that the buffer area between the future right of way and the existing wetland and woodlot would be restored to a natural condition. CVC has further confirmed that setback requirements are established from the feature/hazard in question.</p> <p>In response to your letter dated November 21, 2019, we thank you for supporting the preferred alignment and your comment regarding a minor adjustment to the location of the road on the north side of the woodlot was noted, and further consultation with CVC was undertaken. CVC has confirmed that future technical studies related to development of the Heritage Heights block may result in changes to the minimum setback requirements. CVC would be supportive to adjusting the setback of the future right of way once those setback requirements are refined and agreed to by CVC. A note will be added to the preliminary preferred plan, north of the woodlot to allow design flexibility based on future discussion with the CVC. The current preliminary design shows 30m setback, as required for wetland.</p>
	<p>Michael Gagnon Managing Principal Planner GWD Gagnon Walker Domes</p>	<p><u>Comment received on May 25, 2018</u></p> <p>Dear Mario and Mehmet: Gagnon Walker Domes Ltd. (GWD) acts as the Planning Consultant to Heathwood Homes (Brampton) Inc. (Heathwood), and MCN (Heritage) Inc. (Cortel). Heathwood and Cortel own approximately 19.4 hectares (48 acres) and 8.1 hectares (20 acres) respectively, on the west side of Mississauga Road, north of Bovaird Drive west, south of the CNR, and are located within the Mount Pleasant Secondary Plan (Area 51). Further to our attendance at the October 24, 2017 City of Brampton/Developers Status Update meeting, written comments, observations and recommendations on the preferred alignment dated March 1, 2018 were provided to the City. we are in receipt of the City's response dated April 19, 2018 and the updated conceptual alignment drawing under consideration for the Lagerfeld Drive EA. we have had a chance to review the April 19, 2018 response and updated conceptual alignment and wish to advise that we generally support the revised alignment, and have the following additional comment: 1. Clarification that the 10 Metre buffer is to be taken from the dripline of the woodlot, and not a combination of the dripline and property line. we look forward to hearing back from you regarding this submission and our ongoing participation in the Lagerfeld Drive Environmental Assessment Study process.</p> <p>thank you,</p> <p>Michael Gagnon, Managing Principal Planner & Andrew walker Principal Planner</p>	<p>The Environmental Study Report (ESR) is currently being prepared and will be placed in public record for review by the public and agencies. If there are no outstanding concerns, then the City may proceed to implementation. We have confirmed that Gagnon Walker Domes Ltd. (GWD) is on the study mailing-list and will ensure you are notified of filing of the ESR for public review. Should you have any further questions or comments, please contact the undersigned at 905-874-5164 or Mario.Goolsarran@brampton.ca</p> <p>Mario Goolsarran, P. Eng., PMP cc: Daniel Nalliah Andrew Roberts"</p>
22	<p>Michael Gagnon, Managing Principal Planner GWD Gagnon Walker Domes</p>	<p><u>Comment received on March 1, 2018</u></p> <p>Dear Mario and Mehmet: Gagnon Walker Domes Ltd. (GWD) acts as the Planning Consultant to Heathwood Homes (Brampton) Inc. (Heathwood), and MCN (Heritage) Inc. (Cortel). Heathwood and Cortel own approximately 19.4 hectares (48 acres) and 8.1 hectares (20 acres) respectively, on the west side of Mississauga Road, north of Bovaird Drive west, south of the CNR, and are located within the Mount Pleasant Secondary Plan (Area 51). We attended the October 24, 2017 City of Brampton/Developers Status Update meeting. Further to this meeting, a copy of the preferred alignment drawing was circulated so that those in attendance could examine and fully understand</p>	<p>Dear Michael and Andrew,</p> <p>We refer to your letter dated March 1, 2018 and provide the following comments in response to your comments, observations and recommendations:</p> <p>1. The preliminary alignment shown in the May 2017 Tertiary Plan crosses Mississauga Road where a new structure is proposed according to the Region of Peel's approved Environmental Assessment (EA) Study for Mississauga Road. It is not feasible for Lagerfeld Drive to cross at the same crossing location, based on the following:</p>

		<p>the impact of the preferred alignment to their landholdings. In this regard, we have had an opportunity to review the preferred alignment with our draft Concept Plan/Tertiary Plan, and have concerns as the specific alignment being advanced as the 'preferred alignment' has a very significant impact on the Heathwood lands. we wish to take this opportunity to provide the following comments, observations and recommendations. in addition, attached is a copy of the Heathwood Concept Plan/ Tertiary Plan with the 'preferred' alignment shown and the impacts to the Heathwood lands; the numbering of the comments below are cross-referenced to the numbering on the plan. Comments, Observations, and Recommendations: 1. the location of the preliminary preferred alignment will reduce the size and area of the available stormwater management pond (SWM Pond). the original size of the SWM Pond was approximately sized for accepting the stormwater flow from the Heathwood and MCN developments; 2. Results in an inefficient development pattern resulting in a remnant, unusable parcel of land on the south side of the Lagerfeld Drive alignment, east of the TCPL easement. 3. West of the TCPL easement is a marginal residual block. The residual block results in an inefficient single loaded road, and leaves only a narrow, unusable block next to the woodlot. In closing, we respectfully request that the preferred alignment be adjusted to reflect the original alignment where the road is located immediately adjacent to the woodlot, as reflected in our original comments and draft Tertiary Plan. The attached Concept Plan shows the location of the original alignment overlaid thereon. A copy of the original May 2017 Concept Plan/Tertiary Plan is also attached. In addition to the efficient development pattern for the Heathwood lands, this alignment provides a large window, or view corridor to the woodlot for the public. we look forward to hearing from you regarding this submission and our ongoing participation in the Lagerfeld Drive Environmental Assessment Stud process.</p> <p>Thank you,</p> <p>Michael Gagnon, managing Principal Planner</p>	<p>(a) The bridge structure will becomes very complicated with an intersection on the structure itself and constructability becomes an issue. (b) Significant impacts, including direct channel impacts to Huttonville Creek. This is a significant issue with Credit Valley Conservation (CVC) and the Ministry of Natural Resources and Forestry (MNR) in particular, from the perspective of Species-at-Risk protection.</p> <p>Therefore, an alignment further south is proposed to mitigate the above-mentioned issues.</p> <p>Based on what is shown in Heathwood's markup at area #1, the preliminary preferred alignment being considered is further away from the SWM pond than the May 2017 proposed alignment. Further, from comparing the alignment shown in Heathwood's Tertiary Plan to that of the most recent EA preliminary preferred alignment, there is reduced impact to the SWM pond.</p> <p>2. At the request of CVC, a 10m buffer is required between the woodlot (drip line) and the property line or Right-of-Way. The alignment discussed on October 24, 2017 has been further revised in consultation with CVC and MNR. This alignment will minimize the impact on developable land.</p> <p>3. At the request of CVC, a 10m buffer is required between the woodlot and the property line or Right-of-Way. The preliminary preferred alignment cannot be set closer than the 10 m buffer. The alignment beyond the west study limit is subject to future discussion/consideration.</p> <p>The alignment of the road has been further refined such that the setback of Right-of -Way is 10 m from the woodlot (dripline), as required by CVC.</p> <p>The revised alignment being considered is attached herewith for your reference.</p> <p>Please do not hesitate to contact me if you have any further questions or concerns regarding this EA. In addition, a stakeholder meeting is being planned, and there will be further opportunities to comment on the preliminary preferred alignment.</p>
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From: CAU-UCA <CAU-UCA@aadnc-aandc.gc.ca>
Sent: August 14, 2014 10:16 AM
To: Hamid.Hatami@brampton.ca; Delibasic, Mehemed
Subject: Mount Pleasant GO Station to West to Mississauga Road Municipal Class Environmental Assessment Study - Ontario

**The Aboriginal and Treaty Rights Information System (ATRIS) and the
Consultation Information Service of
Aboriginal Affairs and Northern Development Canada (AANDC)**

The Consultation Information Service of Aboriginal Affairs and Northern Development Canada (AANDC) has recently received communication regarding your project. Please note that AANDC officials *do not* participate in environmental assessments that pertain to projects off-reserve, nor does the department track how other parties carry out their EAs. Only when a project intersects with reserve land, should the Environmental Unit of AANDC be contacted. Therefore, I ask that you omit AANDC officials from your contact list for this project and any future projects.

AANDC has launched the Aboriginal and Treaty Rights Information System (ATRIS) which has become the main platform for Canada to disseminate its real or constructive knowledge of section 35 rights. This Web-based system uses a mapping interface to provide information to federal officials and other interested parties on the location and nature of established and potential Aboriginal and Treaty rights. With ATRIS bringing together information regarding Aboriginal groups such as their exact location, their established rights (through treaties and other agreements) and their asserted rights through claim processes it enables users to relate many types of AANDC corporate data within a geographical and consultation context.

You can go directly to http://sidait-atris.aadnc-aandc.gc.ca/atris_online/ and begin research in ATRIS. At the ATRIS "Help" button, there are answers to frequently asked questions, a glossary, and instructions on how to navigate the system. Please familiarize yourself with the information available there so you can carry out your research using ATRIS.

Public webinar training will be held on August 26, 2014:
French: 11:00 am – 12:00 English: 1:00 pm-2:00

Please keep in mind that some of the information provided by ATRIS will be contextual. Depending on your project, the information that comes up in a search may or may not pertain to Aboriginal or treaty rights in your particular project area. In most cases, therefore, the Aboriginal communities identified by ATRIS are best placed to explain their traditional use of land, their practices, or their claims that may fall under section 35 of the *Constitution Act, 1982*.

If you have specific questions on how to conduct research using ATRIS, we will endeavour to assist you if you contact the Consultation Information Service (CIS) through the e-mail address: UCA-CAU@aadnc-aandc.gc.ca. Should you have comments regarding the contents in ATRIS, please complete the "Provide Feedback" form available in the "Help" or provide them through e-mail. Your input is valuable as ATRIS is continually evolving through the addition of new information and the observations and contributions of users.

If you do not have the latest version of Adobe Flash Player this may affect the performance of your webinar. You can download the latest version of Adobe Flash Player here:

<https://conference.aadnc-aandc.gc.ca/common/help/en/support/downloads.htm>

To participate in a Training Session, please follow these instructions a few minutes before the session:

1. Click this link: <https://conference.aadnc-aandc.gc.ca/r8qrq5u7yvj/>

2. Log in:

Select 'Enter as a Guest' and then enter your first and last name. Then click on 'Enter' to access the Webinar.

3. Phone in:

- To hear the instructor's voice during the conference dial 1-866-885-0884.
- Select 2 for English then Select 1 to participate in the audio conference
- Enter the 4 digit conference pass code: **4326#**

To contact ATRIS, please send email to: ATRIS-SIDAIT@aadnc-aandc.gc.ca.

ATRIS is an evolving and dynamic tool and the information housed in it changes and evolves frequently. Should you have any comments on the information presented in ATRIS or wish to share additional information on your community or organization please complete the "Provide Feedback" form available in the "Help File" of ATRIS, or contact us at UCA-CAU@aadnc-aandc.gc.ca

Sincerely,

Consultation and Accommodation Unit
Aboriginal Affairs and Northern Development Canada
10 Wellington St.
Gatineau QC, K1A 0H4
UCA-CAU@aadnc-aandc.gc.ca

Bakhit, Behnaz

From: Delibasic, Mehemed
Sent: June 11, 2015 4:57 PM
To: david@bikebrampton.ca
Cc: Oliveira, Andria (Andria.Oliveira@brampton.ca); Rifdi, Aida (Aida.Rifdi@wspgroup.com); Mak, Vivian
Subject: Notice of Public Information Centre 1: East-West Connection, Mt. Pleasant GO Station to West of Mississauga Road EA Study
Attachments: 141-15409_Notice_Letter_Agenices_FINAL-20150603.pdf

David,

Please find attached the copy of notice of Public Information Centre No. 1 for East-West Connection from Mount Pleasant GO Station to West of Mississauga Road, City of Brampton, Municipal Class Environmental Assessment (EA) Study. The notice was published in Local Newspaper on June 4 and 11, 2015.

The PIC 1 is scheduled at:

- **Date:** Tuesday, June 16, 2015
- **Location:** Peel Regional Police Association Banquet Hall
10675 Mississauga Road
Brampton, ON
- **Time:** 6:00 pm – 8:00 pm

Please let us know if you have any questions.

Thank you.

Regards,



Mehemed Delibasic, M.Sc., P. Eng.
Manager | Transportation Planning

WSP Canada Inc.
600 Cochrane Drive, 5th Floor
Markham, Ontario L3R 5K3 Canada
T +1 905-475-8727 #18329
F +1 905-475-5994
C +1 416-318-6801
Mehemed.Delibasic@wspgroup.com
www.wspgroup.com

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

From: Hatami, Hamid [mailto:hamid.hatami@brampton.ca]

Sent: Tuesday, April 22, 2014 6:46 AM

To: david@bikebrampton.ca

Cc: Kevin Montgomery; David Laing; Delibasic, Mehemed; McIntyre, Scott

Subject: RE: Mount Pleasant GO EA

Good Morning David:

Thank you for your email and your interest in this study. We will definitely add your name to our contact list.

Regards,

Hamid

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

From: david@bikebrampton.ca [mailto:david@bikebrampton.ca]

Sent: 2014/04/18 8:27 AM

To: Hatami, Hamid

Cc: Kevin Montgomery; David Laing

Subject: Mount Pleasant GO EA

Hello Dr. Hatami,

I am the chair of the Brampton Bicycle Advisory Committee. I would like to be added to the contact list for the East-West Connection Mount Pleasant GO Station to West of Mississauga Road Municipal Class Environmental Study.

Many thanks,

David

Sent wirelessly from my BlackBerry device on the Bell network.

Envoyé sans fil par mon terminal mobile BlackBerry sur le réseau de Bell.

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www.brampton.ca/en/Info-Centre/Pages/Privacy-Statement.aspx

Bakhit, Behnaz

From: Delibasic, Mehemed
Sent: March 1, 2018 3:30 PM
To: 'Goolsarran, Mario'
Subject: CBRE Ltd Real Estate Brokerage - RE: Mount Pleasant East-West Connector/Lagerfield Drive EA

Hi Mario,

Done.

I included it under others because not sure if relevant to any agency or developers.

Regards,

Mehemed Delibasic, M.Sc., P. Eng.
Manager, Transportation Planning
Planning and Advisory Services



T+ 1 905-882-4211 Ext. 6967
M+ 1 416-318-6801

100 Commerce Valley Drive West
Thornhill, Ontario
L3T 0A1 Canada

wsp.com

From: Goolsarran, Mario [mailto:Mario.Goolsarran@brampton.ca]
Sent: Thursday, March 01, 2018 10:17 AM
To: Delibasic, Mehemed <Mehemed.Delibasic@wsp.com>
Subject: FW: Mount Pleasant East-West Connector/Lagerfield Drive EA

Hi Mehemed,
Please add this individual to the stakeholder mailing list.

Regards,

Mario Goolsarran, P. Eng., PMP

Senior Project Engineer, Infrastructure Planning
Public Works & Engineering, City of Brampton
1975 Williams Parkway, Brampton, ON, L6S 6E5
Tel: 905-874-5164
Email: Mario.Goolsarran@brampton.ca

From: Pace, Nate @ Toronto North [<mailto:nate.pace@cbre.com>]
Sent: 2018/03/01 10:15 AM
To: Goolsarran, Mario <Mario.Goolsarran@brampton.ca>
Subject: Mount Pleasant East-West Connector/Lagerfield Drive EA

Mario,

Thank you again for the information. Further to our discussion, please add me to the mailing list for updates on this project.

Thank you,

Nate Pace | Sales Representative | Land Services Group
CBRE Limited, Real Estate Brokerage
Advisory and Transaction Services
2005 Sheppard Avenue East, Suite 800 | Toronto, ON M2J 5B4
T 416 495 6246 | C 647 468 8215
nate.pace@cbre.com | www.cbre.ca/mclsg | [Transactions 2016](#) | [Team Profile 2017](#)



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www.brampton.ca/en/Info-Centre/Pages/Privacy-Statement.aspx

Rifdi, Aida

From: Rifdi, Aida
Sent: Tuesday, August 11, 2015 8:57 AM
To: 'karen derocher'
Cc: consultations@metisnation.org; Delibasic, Mehemed
Subject: RE: Fw: Notice of Public Information Centre 1: East-West Connection, Mt. Pleasant GO Station to West of Mississauga Road EA Study

Thank you for your response & the mailing update is noted.

Aida

From: karen derocher [mailto:karenderochermno@gmail.com]
Sent: Monday, August 10, 2015 10:10 PM
To: Rifdi, Aida
Cc: consultations@metisnation.org
Subject: Re: Fw: Notice of Public Information Centre 1: East-West Connection, Mt. Pleasant GO Station to West of Mississauga Road EA Study

Aida,

Thank you for sending the Notice of Public information.

I apologize for taking so long to reply; there have been several recent changes on our Council. We will review your documents and have also forwarded it to the Metis nation of Ontario - Consultations branch.

Please update the mailing address and contact information.

Regards,
Karen Derocher

President

Credit River Metis Council

Cell: 905-330-8959

Email: karenderochermno@gmail.com

CRMC Office:

10 A Bram Court, Unit 4

Brampton, Ontario L6W 3R6

T: 905-450-0550

CRMC Outreach <crmcoutreach@gmail.com>

Please visit our new website!!!

www.creditrivermetiscouncil.ca

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On Mon, Jun 8, 2015 at 8:42 PM, debbie alves <debbie.alves@sympatico.ca> wrote:
Hi Karen - I received this email today. I told them I am no longer the President and said I would be forwarding the email to the current President. Hope you are keeping well.

Debbie

Sent from Windows Mail

From: [Rifdi, Aida](#)
Sent: Monday, June 08, 2015 3:30 PM
To: [Debbie Alves](#)

Good afternoon,

To:

Ms. Debbie Alves

President

Credit River Metis Council

Please find attached the notice of Public Information Centre No. 1 for East-West Connection from Mount Pleasant GO Station to West of Mississauga Road, City of Brampton, Municipal Class Environmental Assessment (EA) Study.

If an update in our mailing list is required, please get back to us with the updated contact information and your mailing address.

Kindly acknowledge receipt of this notice.

Thank you.



Aida Rifdi
Administrative Assistant

WSP Canada Inc.
600 Cochrane Drive, 5th Floor

Markham, ON L3R 5K3

T: [\(905\) 475-7270](tel:(905)475-7270) Ext. 18213

F: [\(905\) 475-5994](tel:(905)475-5994)

www.wspgroup.com

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PHONE (705) 657-8045
FAX (705) 657-8708
GENERAL EMAIL clfn@nexicom.net

22 Winookedaa Street
Curve Lake, ON K0L 1R0

FAX MESSAGE

TO: NAME AND TITLE: Mehemed Delibasic
OFFICE NAME: Consultant Project Manager
FAX NO.: 905-475-5994
OFFICE PHONE NO.: 905-475-8727

FROM: NAME: Corey Kinsella
TITLE: Lands and Resources Consultation
FAX NO.: 705-657-8608 PHONE NO.: 705-657-8045

NO. OF PAGES: _____ COVER+ 1 DATE: May 12/14
ORIGINAL TO FOLLOW BY MAIL: YES _____ NO

IF ANY INFORMATION IS MISSING, OR DOES NOT PRINT CLEARLY,
PLEASE CALL 705-657-8045 AND WE WILL GLADLY SEND ANOTHER COPY.



COMMENT SHEET

East-West Connection Mount Pleasant GO Station to West of Mississauga Road Municipal Class Environmental Assessment (EA) Study

Please provide your comments or any questions that you may have with respect to the study.

First Nations have, and will always continue to have concern for archaeological resources when transportation expansions are being considered. We would like to continue to receive project information as it proceeds. Thank you.

The City of Brampton and WSP thank you for your involvement in the East-West Connection, Mount Pleasant GO Station to West of Mississauga Road EA Study.

Please send to:

Mehemed Delibasic, M.Sc., P.Eng.
Consultant - Project Manager
WSP Canada Inc.
600 Cochrane Drive, 5th Floor
Markham, ON L3R 5K3
Tel: (905) 475-8727 ext. 18329
Fax: (905) 475-5994
Email : mehemed.delibasic@wspgroup.com

OR **Hamid Hatami, Ph.D., P.Eng.**
Manager, Environmental Engineering Services
City of Brampton
Planning and Infrastructure Services
2 Wellington Street West
Brampton, ON L6Y 4R2
Tel: (905) 874-2269
Fax: (905) 874-3369,
Email: hamid.hatami@brampton.ca

Completed by:

Name: Corey Kinsella - Curve Lake First Nation
Email Address: cdutytoconsult@curvelakefn.ca
Phone: 705-657-8045
Address: 22 Winookeedaa St. Curve Lake, ON
K0L 1R0

Bakhit, Behnaz

Subject: RE: Lagerfeld Drive EA Study - Response to GWD Letters

From: Goolsarran, Mario <Mario.Goolsarran@brampton.ca>
Sent: Tuesday, May 26, 2020 8:49 AM
To: Andrew Walker <awalker@gwdplanners.com>; Michael Gagnon <mgagnon@gwdplanners.com>
Cc: Nalliah, Daniel <Daniel.Nalliah@wsp.com>; Roberts, Andrew <Andrew.Roberts@wsp.com>
Subject: Lagerfeld Drive EA Study - Response to GWD Letters

Good Morning Andrew and Michael,
Please find attached the response to your comments received for the East-West Collector (Lagerfeld Drive) Environmental Assessment Study.
My apologies for the delay in sending this to you. If you have any further comments, please contact myself or those CC'd on this email.

Regards,

Mario Goolsarran, P. Eng., PMP

Senior Project Engineer, Infrastructure Planning
Public Works & Engineering, City of Brampton
1975 Williams Parkway, Brampton, ON, L6S 6E5
Tel: 905-874-5164
Email: Mario.Goolsarran@brampton.ca



From: Goolsarran, Mario
Sent: 2020/05/07 8:29 AM
To: Andrew Walker <awalker@gwdplanners.com>
Cc: Michael Gagnon <mgagnon@gwdplanners.com>; Marilyn Mascarenhas <marilynm@gwdplanners.com>; Michelle Harris <mharris@gwdplanners.com>
Subject: RE: [EXTERNAL]Lagerfeld Drive EA Study - Status Update; GWD File PN 1668 Lagerfeld Dr EA

Hi Andrew,
Work on the Lagerfeld EA is continuing, a few outstanding technical studies are close to completion and the draft ESR is also being prepared. Response to your written comments are currently being prepared by the Consultant, as some of the comments required further consultation and input from the Conservation Authority, which was completed earlier this year. I hope to have a written response sent out within the next week or two.

Regards,

Mario Goolsarran, P. Eng., PMP

Senior Project Engineer, Infrastructure Planning
Public Works & Engineering, City of Brampton
1975 Williams Parkway, Brampton, ON, L6S 6E5
Tel: 905-874-5164
Email: Mario.Goolsarran@brampton.ca



From: Andrew Walker <awalker@gwdplanners.com>

Sent: 2020/05/06 8:42 PM

To: Goolsarran, Mario <Mario.Goolsarran@brampton.ca>

Cc: Michael Gagnon <mgagnon@gwdplanners.com>; Marilyn Mascarenhas <marilynm@gwdplanners.com>; Michelle Harris <mharris@gwdplanners.com>

Subject: [EXTERNAL]Lagerfeld Drive EA Study - Status Update; GWD File PN 1668 Lagerfeld Dr EA

Mario, hope all is well and that you and your family are healthy and safe during this unprecedented time.

I was wondering if you can provide me with a status update on the Lagerfeld Drive EA Study and advise where the process stands since the PIC #2 held in November 2019, as well as a response to written comments provided following thereafter.

Thanks,

Andrew Walker, B.E.S., M.C.I.P., R.P.P
Principal Planner



Brampton Office: 21 Queen Street East, Suite 500, Brampton ON L6W 3P1 P: 905-796-5790 ext. 230

Markham Office: 3601 Highway 7 East, Suite 310, Markham, ON L3R 0M3 P: 905-477-6556

E: awalker@gwdplanners.com W: www.gwdplanners.com TF: 1-855-771-7266

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May 26, 2020

GWD Professional Planners
21 Queen Street East, Suite 500
Brampton, ON
L6W 3P1

Dear Mr. Gagnon and Mr. Walker;

RE: Schedule C Municipal Class Environmental Assessment Study for East to West Connector Road (Lagerfeld Drive) Extension, Brampton

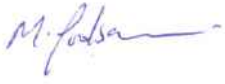
Thank you for your correspondences dated, May 25, 2018 and Nov 21, 2019 and attendance at the PIC #2 in connection with the East-West Connector Rd (Lagerfeld Drive Extension) Municipal Class Environmental Assessment (EA) Study, City of Brampton.

In response to your letter dated May 25, 2018, the project team has noted GWD's concerns in regards to aligning 10 metre buffer from the dripline of Provincial Significant woodlot. The Credit Valley Conservation Authority (CVC) Authority requires the minimum setback of the proposed right of way to the wetland to be 30m and the minimum setback to the woodlot is 10m with the intent that the buffer area between the future right of way and the existing wetland and woodlot would be restored to a natural condition. CVC has further confirmed that setback requirements are established from the feature/hazard in question.

In response to your letter dated November 21, 2019, we thank you for supporting the preferred alignment and your comment regarding a minor adjustment to the location of the road on the north side of the woodlot was noted, and further consultation with CVC was undertaken. CVC has confirmed that future technical studies related to development of the Heritage Heights block may result in changes to the minimum setback requirements. CVC would be supportive to adjusting the setback of the future right of way once those setback requirements are refined and agreed to by CVC. A note will be added to the preliminary preferred plan, north of the woodlot to allow design flexibility based on future discussion with the CVC. The current preliminary design shows 30m setback, as required for wetland.

The Environmental Study Report (ESR) is currently being prepared and will be placed in public record for review by the public and agencies. If there are no outstanding concerns, then the City may proceed to implementation. We have confirmed that Gagnon Walker Domes Ltd. (GWD) is on the study mailing-list and will ensure you are notified of filing of the ESR for public review. Should you have any further questions or comments, please contact the undersigned at 905-874-5164 or Mario.Goolsarran@brampton.ca

Thank you.

A handwritten signature in blue ink, appearing to read 'M. Goolsarran'.

Mario Goolsarran, P. Eng.,
Senior Project Engineer, Infrastructure Planning
Public Works and Engineering
City of Brampton

cc: Daniel Nalliah P. Eng., - WSP Project Manager

Bakhit, Behnaz

Subject: RE: East-West Collector (Lagerfeld) EA

From: Goolsarran, Mario <Mario.Goolsarran@brampton.ca>

Sent: Thursday, May 21, 2020 4:07 PM

To: Aaron Wisson <Aaron.Wisson@mattamycorp.com>

Cc: Frank Bon <Frank.Bon@mattamycorp.com>; Lindsey Baskerville <Lindsey.Baskerville@mattamycorp.com>; Nalliah, Daniel <Daniel.Nalliah@wsp.com>; Roberts, Andrew <Andrew.Roberts@wsp.com>

Subject: RE: East-West Collector (Lagerfeld) EA

Good Afternoon Aaron,
Please find attached the response to your comments received for the East-West Collector (Lagerfeld Drive) Environmental Assessment Study.
Apologies for the delay in sending this to you. If you have any further comments, please contact myself or those CC'd on this email.

Kind Regards,

Mario Goolsarran, P. Eng., PMP

Senior Project Engineer, Infrastructure Planning
Public Works & Engineering, City of Brampton
1975 Williams Parkway, Brampton, ON, L6S 6E5
Tel: 905-874-5164
Email: Mario.Goolsarran@brampton.ca



From: Aaron Wisson <Aaron.Wisson@mattamycorp.com>

Sent: 2018/02/02 3:45 PM

To: Goolsarran, Mario <Mario.Goolsarran@brampton.ca>

Cc: Zbogar, Henrik <Henrik.Zbogar@brampton.ca>; Pitushka, Joe <Joe.Pitushka@brampton.ca>; Frank Bon <Frank.Bon@mattamycorp.com>; Lindsey Baskerville <Lindsey.Baskerville@mattamycorp.com>

Subject: East-West Collector (Lagerfeld) EA

Good afternoon Mr. Goolsarran,

Please find attached our letter in response to recent information regarding the ongoing Environmental Assessment for the East-West Collector in Mt. Pleasant. We are always available to discuss the matter further at your convenience or at the next stakeholder meeting.

Thank you,



Aaron Wisson
Vice President, GTA Division
T (905) 907-8363 C (416) 991-5988 F (905) 907-8300
aaron.wisson@mattamycorp.com
GTA Division Office: 7880 Keele Street, Vaughan, ON L4K 4G7

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May 21, 2020

Aaron Wisson
Vice President
GTA Land Development, Mattamy Homes
7880 Keele Street, Unit 3, Suite 500
Vaughan, ON
L4K 4G7

Dear Mr. Wisson,

RE: Schedule C Municipal Class Environmental Assessment Study for East to West Connector Road (Lagerfeld Drive) Extension, Brampton

Thank you for your response regarding the East-West Connector Rd (Lagerfeld Drive) Environmental Assessment (EA), City of Brampton.

During Public Information Centre # 2 which was held on November 5, 2019, an evaluation framework including technical considerations, environmental components and relevant agency comments was developed for the preferred solution at the preliminary level of detail to assess the potential impacts associated with each alternative. The preferred alternative solution was for the continuation of the existing Mount Pleasant GO Station access road (Lagerfeld Drive) to lands west of Mississauga Road.

Throughout the course of this study, the City undertook extensive consultation with the Ministry of Natural Resources and Forestry (MNRF) and subsequently The Ministry of Environment, Conservation and Parks (MECP), given the sensitive natural habitats located within the eastern portion of the study area. In mid 2019, MECP provided approval in principle to the following;

- An Overall Benefit Permit as per the Endangered Species Act is expected to be above and beyond the normal requirements. Details of the Permit will be subject to additional discussions with MECP at the detailed design phase of the project.
- The requirement for this Overall Benefit permit supersedes the previous MNRF suggested phased approach to project implementation. The City may proceed with the project implementation as per the preliminary preferred design based on its current development and transportation needs, subject to approval of the Environmental Study Report

The Environmental Study Report (ESR) is currently being prepared and will be placed in public record for review by the public and agencies. If there are no outstanding concerns, then the City may proceed for implementation. We have confirmed that the Land Development,

Mattamy Homes is on the study mailing-list and will ensure you are notified of the filing of the ESR for public review. Should you have any further questions or comments, please contact the undersigned at 905-874-5164 or Mario.Goolsarran@brampton.ca
Thank you.

A handwritten signature in blue ink, appearing to read 'M. Goolsarran'.

Mario Goolsarran, P. Eng.,
Senior Project Engineer, Infrastructure Planning
Public Works and Engineering
City of Brampton

cc: Daniel Nalliah P. Eng., - WSP Project Manager

Bakhit, Behnaz

Subject: RE: City of Brampton - East to West Connector (Lagerfeld Drive) Municipal Class Environmental Assessment

From: McAllister, Aurora (MECP) <Aurora.McAllister@ontario.ca>

Sent: 2019/08/28 2:25 PM

To: Goolsarran, Mario <Mario.Goolsarran@brampton.ca>

Cc: Parajuli, Bishnu <Bishnu.Parajuli@brampton.ca>

Subject: RE: City of Brampton - East to West Connector (Lagerfeld Drive) Municipal Class Environmental Assessment

Hi Mario,

I can confirm the statements below. The Ministry will be expecting that the overall benefit requirements for Redside Dace associated with this project will be more than what is normally approved as the Ministry is accepting a scenario that is would not normally supported (i.e. more than one stream crossing within 1km on an occupied reach of stream).

Regards,

Aurora

Aurora McAllister | Management Biologist | Permissions and Compliance | Species at Risk Branch | Ontario Ministry of Environment, Conservation and Parks |
50 Bloomington Road, Aurora, Ontario, L4G 0L8 | Email: aurora.mcallister@ontario.ca

From: Goolsarran, Mario <Mario.Goolsarran@brampton.ca>

Sent: August 12, 2019 9:59 AM

To: McAllister, Aurora (MECP) <Aurora.McAllister@ontario.ca>

Cc: Parajuli, Bishnu <Bishnu.Parajuli@brampton.ca>

Subject: City of Brampton - East to West Connector (Lagerfeld Drive) Municipal Class Environmental Assessment

Importance: High

Hi Aurora,

Following our July 19, 2019 meeting at your Aurora office, it was agreed that the City would provide you a draft commitment to be included in the Environmental Study Report (ESR) as it relates to future permitting requirements associated with the construction of East-West Connector Road (Lagerfeld Drive) EA.

The City proposes to include the following under the Permits and Approvals Section of the ESR.

“In December of 2017, a preliminary preferred alignment for the road was recommended and presented to commenting agencies. Ministry of Natural Resources and Forestry (MNRF) supported the alignment in principal but suggested a phased approach. MNRF email dated December 11, 2017 is reproduced below.

MNRF can support defining the Right-of-Way east of Mississauga Road to allow adjacent landowners the ability to develop their draft plans or site plans. MNRF can support road alignment west of Mississauga Road. East of Mississauga Road is subjected to further negotiations and conditions below due to existing negotiated agreements, approvals, provincial policies and legislation.”

MNRF Suggested approach for the Right-of Way east of Mississauga Road:

- 1. Secure location and width of ROW east of Mississauga Road in the EA*
- 2. Region of Peel to continue their detailed design of for the Mississauga Road 4 lane project;*
- 3. Region of Peel to apply for an ESA permit for item 2*
- 4. City of Brampton to monitor traffic patterns and volumes post ultimate construction of Bovaird Drive (6 lanes) and Mississauga Road (6 lanes), in the immediate vicinity of the East to West Connector. If ultimate build out of Regional roads cannot address traffic demands, reassess need for linkage to Mount Pleasant Station. Engage MNRF and DFO in consultation.*

MNRF suggested phased approach for development of the road link west of Mississauga Road first, is in contradiction with the City's current development plans and build out which is progressing from east to west in the western part of the City. There are a number of development projects in progress east of Mississauga Road that need access from the proposed East-West Connector sooner than the construction of Mississauga Road and Bovaird Drive. Therefore, the road link east of Mississauga Road takes priority over the west portion.

With the administration of the endangered species being transferred to the Ministry of the Environment, Conservation and Parks (MECP) in early 2019, the City met with MECP on July 19, 2019 to further discuss the initial MNRF suggested approach and to determine appropriate mitigation measures, recognizing that there cannot be complete avoidance of potential impacts to Redside Dace habitat.

During the alternative assessment, reasonable alternatives were considered. Based on the preliminary preferred design, some impacts to Redside Dace habitat are unavoidable. Subject to provincial policies including Guidance for development activities in Redside Dace protected habitat (MNRF, 2016), an Overall Benefit Permit per the Endangered Species Act will be required at the detailed design phase of the project. Based on discussions between MECP and the City at the July 19, 2019 meeting, the following was determined:

- During the detailed design phase of the project, the City will apply for an Overall Benefit Permit that is expected to be above and beyond the normal requirements. Details of the Permit will be subject to additional discussions with MECP.
- The requirement for this Overall Benefit permit supersedes the previous MNRF suggested phased approach (item#4 above). MECP agrees in principle for the City to proceed with the project implementation as per the preliminary preferred design and based on its current development and transportation needs.
- Other standard permitting requirements still apply.

Please confirm your agreement on the above wording.

Thank you,

Mario Goolsarran, P. Eng., PMP

Senior Project Engineer, Infrastructure Planning
Public Works & Engineering, City of Brampton
1975 Williams Parkway, Brampton, ON, L6S 6E5
Tel: 905-874-5164
Email: Mario.Goolsarran@brampton.ca



Bakhit, Behnaz

Subject: RE: Mount Pleasant East-West Connector/Lagerfeld Drive

From: Joseph Milos [<mailto:Joseph.Milos@metrolinx.com>]
Sent: 2018/06/12 2:42 PM
To: Goolsarran, Mario <Mario.Goolsarran@brampton.ca>
Subject: RE: Mount Pleasant East-West Connector/Lagerfeld Drive

Mario:

Following-up from our phone conversation last week, please find attached to this email Metrolinx's Station Access Plan (SAP) document as it applies to Mount Pleasant Village. The SAP sets Metrolinx's strategy for achieving the Regional Express Rail (RER)/GO Expansion project without substantially increasing the number of parking spaces at GO stations. As you will read, this generally requires the modal split for access to the station to be rebalanced away from park-and-ride and towards other modes (walking, active-transit, micro-transit, etc.). Much of the information that we spoke about on the phone is included in the SAP as is Metrolinx's wants for the future east-west connector at Lagerfeld Drive.

Generally:

1. The SAP views the new pedestrian and cycling infrastructure proposed in the future east-west connector as an important feature for station access – it will be important for this infrastructure to continue along Lagerfeld Drive and integrate it into the station area and any future TOD seamlessly.
2. The SAP also supposes the future east-west connector as important to creating better bus service connections to link with new urban area development to the west.

In terms of forecast ridership at the station, the SAP also outlines Metrolinx's 2031 forecast for passenger boardings and alightings.

- a. Current riders' home station: 2,575
- b. Future: Very High (8,001 or more)*
- c. Current riders' destination station: 0
- d. Future: Average (251-1,000)*

*Note: these ridership figures do not anticipate frequent 2-way service as RER enhanced service is not yet planned for this station. If that changes the forecast ridership may also change. If it should prove helpful I can speak with you about the specific forecast levels of peak and off-peak boardings and alightings at Mount Pleasant GO station.

Generally, Metrolinx Project Planning is supportive of the EA if it can help to increase alternative modes of access to the station, and help support/unlock more TOD/TAD in the surrounding area.

Please do not hesitate to be in touch if you have any further questions.

Best,

Joseph Milos

Advisor – RER Project Planning

Metrolinx


97 Front Street West | Toronto | Ontario | M5J1E6

T: 416.202.7397 C: 647.632.6815











Mount Pleasant GO

Station Area Characteristics			
Development Potential	Moderate		
GO Rail Ridership	Current (2016)		Forecast (2031)
Daily Riders' Home Station	2,575		Very High (8,001 or more)
Daily Riders' Destination Station	0		Average (251-1,000)
Facility Type and Capacity	Current (2016)		Recommended Target (2031)
Bus Facilities	North: 9 bay bus loop with shared access on Commuter Dr. South: 9 bay bus loop with dedicated access to Lagerfeld Dr.		(CONDITIONAL) North: Add 16 on-street vehicle waiting area spaces to the north for potential on-demand micro-transit service.
Bike Parking	South: 16 covered spaces.		North: Add 64 covered and 24 secure spaces. South: Add 48 covered spaces. Total: 152 spaces.
Pick up/drop off Facilities	South-east: 24 vehicle waiting area in 8 lanes with 4 vehicle passenger loading area. South-west: 46 vehicle waiting area in 12 lanes with 7 vehicle passenger loading area.		North: Add 6 vehicle on-street waiting area.
Vehicular Parking	North: 222 surface spaces. South: 1,265 surface spaces. Total: 1,497 spaces with a 71-80% utilization.		South: Add 400 surface parking spaces. (CONDITIONAL) South: Add 950 spaces via alternative parking solutions or a structure. Total: 1,897-2,847 spaces.
Station Access Mode	Current Modal Split (2015) %	Target Modal Split (2031) %	Recommended Improvements
 Walking	15	16-18	<ul style="list-style-type: none"> • Short-term: Encourage the Region of Peel and the City of Brampton to consider designing the intersection between the proposed East-West Connector and Mississauga Rd. to support pedestrians and cyclists from future development to the southwest of the rail corridor connecting to the GO station site via Lagerfeld Dr. • Short-term: Encourage the City of Brampton to identify improvements to wayfinding and signage along Ashby Field Rd. to better connect pedestrians and cyclists to the GO station site. • Medium-term: Consider improving pedestrian and cycling connection between Lagerfeld Dr. and the GO station platform that reduces conflicts with vehicular traffic. • Medium-term: Encourage City of Brampton to explore the feasibility of providing a pedestrian and cycling link between the intersection of Salvation Rd. and Commuter Dr., and Rowland St. to the north. Additionally, consider a similar link

Kitchener Line

			<p>between the north end of Leagrove St. and Salvation Rd. to the west. These linkages will provide quicker connections for pedestrians and cyclists from northeast of the station.</p> <ul style="list-style-type: none"> • Long-term: Encourage the Region of Peel and the City of Brampton to consider options to enhance the pedestrian environment at the intersection of Ashby Field Rd. and Bovair Dr. This could include the use of landscaping to enhance the pedestrian environment and narrowing of the pedestrian crossing distance by removing/revising right turn Channel Islands.
 Local Transit	4	14-16	<ul style="list-style-type: none"> • Medium-term: Encourage Brampton Transit to explore options to deliver micro-transit service in the 4-5km radius of the station. When considering micro-transit options evaluate modifications to conventional transit routes to ensure that fixed and dynamic service options are delivered in an integrated manner. Additionally, work with the City of Brampton to assess the feasibility of using on-street parking spaces along Commuter Dr. and Salvation Rd. to support the delivery of micro-transit.
 Micro-Transit	Not Applicable	10-12	<ul style="list-style-type: none"> • Medium-term: Encourage Brampton Transit to consider modifying the service loop of the bus route servicing the Elbern Markell Dr. community to include the community north of Queen Street W. • Medium-term: Encourage Brampton Transit to consider modifying the bus route servicing the Edenbrook Hill Dr. and Queen Mary Dr. communities to connect to the Mount Pleasant GO station. This will provide a direct transit connection to the residential areas north-east of the GO station that have a high concentration of GO rail customers. • Medium-term: Encourage Brampton Transit to enhance the frequencies on bus routes servicing the communities of Mount Pleasant, and the Elbern Markell Dr./Bonnie Braes Dr. and Mississauga Rd. corridors to align with future GO rail service levels. • Long-term: Encourage Brampton Transit to develop local transit service expansion routes needed to link the new urban areas to the west of the station.
 Cycling	1	2-4	<ul style="list-style-type: none"> • Short-term: Consider installing additional bike shelters and secure bike parking adjacent to the north and south station entrance. • Short-term: Encourage the City of Brampton to consider incorporating cycling infrastructure and boulevard separated sidewalks from Heritage Rd. to the west to the station site to the east design of the East-West Connector road.

Kitchener Line

			<ul style="list-style-type: none"> • Medium-term: Encourage the City of Brampton to enhance the wayfinding and signage along the multi-use path along Bovaird Dr. W to Chinguacousy Rd. • Medium-term: Encourage the City of Brampton to consider implementing planned cycling infrastructure along Creditview Rd. and James Potter Rd. west of the GO station are connected to the station site via cycling infrastructure along Lagerfeld Dr. Additionally, consider extending such infrastructure west in tandem with future development of these areas. • Medium-term: Encourage the City of Brampton to prioritize the feasibility review and implementation of planned cycling infrastructure along Ganton Heights, from Creditview Rd. to the west to Commuter Dr. to the east and further along Commuter Dr. to Salvation Rd. to the east. • Medium-term: Encourage the City of Brampton to consider prioritizing the feasibility review and implementation of planned cycling infrastructure along Brisdale Dr. Wanless Dr. to the north to Groverwood Dr. to the south and further west along Groverwood Dr. to Salvation Rd. These improvements will provide enhanced cycling connections for the high concentration of GO rail customers that reside in this area. 	
	Pick up/drop off	14	20-22	<ul style="list-style-type: none"> • Medium-term: Consider restricting access from the southwest pick up/drop off area to the parking to the west to provide dedicated access to Lagerfeld Dr. • Medium-term: Work with City of Brampton to explore the feasibility of developing an on-street vehicle waiting area along Commuter Dr .
	Drive & Park	63	34-36	<ul style="list-style-type: none"> • Short-term: Consider implementing the modified reserved, carpool, and EV parking program on the eastern half of the south surface parking lot (appx. 550 spaces). • Medium-term: Consider expanding surface parking by 400 spaces adjacent to the south parking lot.
	Carpool Passengers	2	4-6	<ul style="list-style-type: none"> • (CONDITIONAL) Medium-term: If frequent two-way rail service levels are confirmed at this station, consider opportunities to expand parking by 950 spaces using alternative parking solutions (e.g. modular parking spaces on the south parking lot). If alternative parking solutions are deemed unfeasible, consider developing a parking structure on the south parking lot.
Updates				

Bakhit, Behnaz

From: Oliveira, Andria <Andria.Oliveira@brampton.ca>
Sent: October 22, 2014 4:44 PM
To: Delibasic, Mehemed
Cc: Oz Kemal; Grady, Neal
Subject: RE: Lagerfeld EA

*My apologies, please add Oz. Thanks!

Andria

Andria Oliveira

Policy Planner, Transportation & Infrastructure
Long Range Transportation Planning
Planning & Infrastructure Services

City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4RT
Tel: (905) 874-2410
Email: andria.oliveira@brampton.ca
www.brampton.ca

From: Oliveira, Andria
Sent: 2014/10/22 4:42 PM
To: 'Delibasic, Mehemed'
Cc: 'Oz Kemal'; Grady, Neal
Subject: FW: Lagerfeld EA

Mehemed,

As indicated below, can you please add Mehmed to your stakeholder communication list.

Thanks very much,

Andria

Andria Oliveira

Policy Planner, Transportation & Infrastructure
Long Range Transportation Planning
Planning & Infrastructure Services

City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4RT
Tel: (905) 874-2410
Email: andria.oliveira@brampton.ca
www.brampton.ca

From: Oz Kemal [<mailto:okemal@mhbcpplan.com>]
Sent: 2014/10/22 4:29 PM
To: Oliveira, Andria; Grady, Neal
Subject: RE: Lagerfeld EA

Hi Andria,

Thanks for replying. Can you add me on the list to be notified of any reports, public meetings, Council meetings, etc related to the Lagerfeld EA. We represent North American who is the major landowner immediately south of Lagerfeld owning the Blocks, east of Mississauga Road to the GO station, so we need to make sure we're looped into this process.

Is there a website link that I can go to review anything? If you need a formal letter from me to get the notification list, please let me know and I will draft something up right away.

Thanks,

OZ KEMAL, BES, MCIP, RPP | Partner

MHBC Planning, Urban Design & Landscape Architecture

7050 Weston Road, Suite 230 | Woodbridge | ON | L4L 8G7 | T 905 761 5588 x 225 | F 905 761 5589 | C 519 498 8819 | okemal@mhbcplan.com | www.mhbcplan.com



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From: Oliveira, Andria [<mailto:Andria.Oliveira@brampton.ca>]

Sent: October-22-14 10:54 AM

To: Oz Kemal; Grady, Neal

Subject: RE: Lagerfeld EA

Hi Oz,

To follow up on your request, yes, the Lagerfeld Road EA is currently underway. Below is a summary of the status of the EA for the East-West Connector Road ("Lagerfeld Rd"), Mount Pleasant GO Station to West of Mississauga Road:

- Project Initiation was in Spring 2014, marked by the staff Technical Advisory Committee (TAC) Meeting #1;
- Our consultant, WSP, has completed several of the background and existing conditions reporting;
- Brampton Staff are currently planning for an upcoming Local/Regional Agencies Meeting and simultaneously planning for PIC #1 targeted for Q4 2014/ Q1 2015.

If you require any additional information or would like to discuss further, please feel free to give me a call.

Thanks very much,
Andria

Andria Oliveira

Policy Planner, Transportation & Infrastructure
Long Range Transportation Planning
Planning & Infrastructure Services

City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4RT
Tel: (905) 874-2410
Email: andria.oliveira@brampton.ca
www.brampton.ca

From: Oz Kemal [<mailto:okemal@mhbcplan.com>]
Sent: 2014/10/22 9:42 AM
To: Grady, Neal; Oliveira, Andria
Subject: RE: Lagerfeld EA

Thanks Neal.

Hi Andria – can you direct me to where I can obtain information on the EA?

Much appreciated.

OZ KEMAL, BES, MCIP, RPP | Partner

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498 8819 | okemal@mhbcplan.com | www.mhbcplan.com



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From: Grady, Neal [<mailto:Neal.Grady@brampton.ca>]
Sent: October-22-14 9:40 AM
To: Oz Kemal; Oliveira, Andria
Subject: FW: Lagerfeld EA

Good Morning Oz. Hope you are well. It is my understanding that the Lagerfeld Drive EA is underway. Andria is spearheading this initiative and she will be able to assist.

Cheers

Neal

Neal Grady, MCIP, RPP
Development Planner
2 Wellington Street West
Brampton, ON

L6Y 4R2

Phone- 905-874-2064
neal.grady@brampton.ca

From: Oz Kemal [<mailto:okemal@mhbcplan.com>]
Sent: 2014/10/22 7:59 AM
To: Grady, Neal
Subject: Lagerfeld EA

Hi Neal,

Hope all is well. Thanks for re-scheduling that meeting.

I'm wondering if you could provide some information - I'm looking online for anything related to the Lagerfeld EA (to extend Lagerfeld Drive to Mississauga Road) but can't seem to find anything.

Has this EA not been initiated? In our previous meetings, the extension of Lagerfeld had been brought up several times, so I concluded that there was already an EA in process.

If you could clarify for me, it would be greatly appreciated.

Thanks,

OZ KEMAL, BES, MCIP, RPP | Partner

MHBC Planning, Urban Design & Landscape Architecture
7050 Weston Road, Suite 230 | Woodbridge | ON | L4L 8G7 | T 905 761 5588 x 225 | F 905 761 5589 | C 519 498 8819 | okemal@mhbcplan.com | www.mhbcplan.com



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Bakhit, Behnaz

From: Delibasic, Mehemed
Sent: July 18, 2016 5:53 PM
To: 'Oz Kemal'; Amanda Wyszynski
Cc: Oliveira, Andria; Steve Bishop
Subject: RE: East West Connection Mount Pleasant GO to Mississauga Road EA-RE: Lagerfeld EA
Attachments: Brampton E-W EA PIC 1 -20150616_revised v2_opt.pdf

Thank you Oz,

As requested, attached is the copy of PIC 1 boards (June 16, 2015) for the subject EA study.

Please let me know if you have any questions.

Thank you.

Regards,



Mehemed Delibasic, M.Sc., P. Eng.
Manager | Transportation Planning

WSP Canada Inc.
600 Cochrane Drive, 5th Floor
Markham, Ontario L3R 5K3 Canada
T +1 905-475-8727 #18329
F +1 905-475-5994
C +1 416-318-6801
Mehemed.Delibasic@wspgroup.com
www.wspgroup.com

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From: Oz Kemal [mailto:okemal@mhbcplan.com]
Sent: Monday, July 18, 2016 5:45 PM
To: Delibasic, Mehemed; Amanda Wyszynski
Cc: Oliveira, Andria; Steve Bishop
Subject: RE: Lagerfeld EA

Hi Mehemed,

The contact is Steve Bishop. I've cc'd him here so you have him in the email.

Thanks,

Please note my new address and contact information below.

OZ KEMAL, BES, MCIP, RPP | Partner

MHBC Planning, Urban Design & Landscape Architecture

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From: Delibasic, Mehemed [<mailto:Mehemed.Delibasic@wspgroup.com>]
Sent: July-18-16 5:43 PM
To: Amanda Wyszynski
Cc: Oz Kemal; Oliveira, Andria
Subject: RE: Lagerfeld EA

Hi Amanda,

We would appreciate if you could provide contact name and email address from North American Development Group to include in our response to you with copy of the PIC 1 boards. As soon as you provide I will send you copy of the boards.

Thank you.

Regards,



Mehemed Delibasic, M.Sc., P. Eng.
Manager | Transportation Planning

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From: Amanda Wyszynski [<mailto:awyszynski@mhbcplan.com>]
Sent: Tuesday, July 12, 2016 9:40 AM
To: Oliveira, Andria
Cc: Delibasic, Mehemed; Oz Kemal
Subject: RE: Lagerfeld EA

Hi Andria,

Thank you for the fast response. In addition to adding my name to the list, can you add Oz Kemal (contact information below)? In regards to our interest in the project, our client (North American Development Group) owns the properties just south of the existing Lagerfeld Drive, East of Mississauga Road. I believe our company has been in contact with you in mid February regarding the status of the EA.

Can you advise where I can find information on where I can find information on PIC #1 as we cannot find it online. We have had active applications since early 2012, if we could get copies of the potential route plans so we can review and determine how it affects our client it would be greatly appreciated.

Oz Kemal
okemal@mhbcplan.com
905-639-8686 x 225

Thanks.
Amanda

AMANDA WYSZYNSKI, BAtech, MES (PI) | Planner

MHBC Planning, Urban Design & Landscape Architecture

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awyszynski@mhbcplan.com

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From: Oliveira, Andria [<mailto:Andria.Oliveira@brampton.ca>]
Sent: July-12-16 9:27 AM
To: Amanda Wyszynski
Cc: 'Mehemed Delibasic (Mehemed.Delibasic@wspgroup.com)'
Subject: RE: Lagerfeld EA

Hi Amanda,

We are just in the process of refining conceptual alignments to initial consultations with our stakeholders. I will add you to our stakeholder. We will be sending out the alignments in the next week or so. We are planning for PIC #2, with a preferred alignment in Q4 2016.

I have copied Mehemed, the consultant project lead here, he will add you to our consultation list. Can we have any more names you would like to add? What is your interest in the project?

Thanks very much,

Andria

Andria Oliveira

Project Manager, Transportation Policy
Transportation Planning
Planning & Infrastructure Services

City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4RT
Tel: (905) 874-2410
Email: andria.oliveira@brampton.ca
www.brampton.ca

From: Amanda Wyszynski [<mailto:awyszynski@mhbcplan.com>]

Sent: 2016/07/12 8:43 AM

To: Oliveira, Andria

Subject: Lagerfeld EA

Hi Andria,

I've been informed you are the project manager for the Lagerfeld EA and I have a few questions I would like to bounce off of you.

- 1) What is the current status of the EA
- 2) Where can I access route plans
- 3) How do I or my boss get on the notification list?

Thanks.

Amanda

AMANDA WYSZYNSKI, BAtech, MES (PI) | Planner

MHBC Planning, Urban Design & Landscape Architecture

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awyszynski@mhbcplan.com

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Bakhit, Behnaz

From: Roberts, Andrew
Sent: June 8, 2018 3:51 PM
To: Darlene Presley
Cc: Nalliah, Daniel; Mak, Vivian; Iskandar, Sherif
Subject: RE: City of Brampton East West Connection Mount Pleasant GO Station to West of Mississauga Road, Municipal Class Environmental Assessment

Thanks for the information, Darlene.

Best regards,

Andrew Roberts, M.A.Sc.

Team Leader – Approvals and Permitting
Environment



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M+ 1 647-821-2734

100 Commerce Valley Drive West

Thornhill, Ontario

L3T 0A7 Canada

wsp.com

From: Darlene Presley [mailto:dpresley@mhbcplan.com]

Sent: Friday, June 08, 2018 3:46 PM

To: Roberts, Andrew <Andrew.Roberts@wsp.com>

Cc: Nalliah, Daniel <Daniel.Nalliah@wsp.com>; Mak, Vivian <Vivian.Mak@wsp.com>; Iskandar, Sherif <Sherif.Iskandar@wsp.com>

Subject: RE: City of Brampton East West Connection Mount Pleasant GO Station to West of Mississauga Road, Municipal Class Environmental Assessment

Good Afternoon Andrew,

I spoke with crossings in Calgary earlier this week and they will be providing comments soon. Following are some standard crossing standards and attached is TransCanada's Work Safely booklet for additional information.

Design characteristics of a crossing

The following provides design guidance for crossings. While exceptions might be made once an assessment has been completed, adhering to the guidance will assist in efforts to process applications expeditiously.

General Requirements

- The crossing shall occur as close as possible to 90 degrees.
- The crossing shall not occur at a bend in a TransCanada pipeline.

General Conditions for Crossings of TransCanada Pipelines by Highways, Private Roads, and Railways

- 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.
- Minimum cover for railway crossings (below base of rail) is 3.05 meters for uncased pipe.

General Conditions for Crossings of TransCanada's Pipelines by Utilities

- TransCanada shall retain the upper position in the crossing area.
- Minimum separation between buried facilities shall be 600mm for open cut excavations and 1000mm for horizontal directional drill installation methods.
- The utility depth shall be maintained for the entire width of the right-of-way.

- The utility shall have no bends within the pipeline right-of-way
- The utility shall have no joints, splices or other connections within the TransCanada pipeline right-of-way.
- Pipeline crossings should not be placed within 7m of a TransCanada pipeline bend.

Additional information and application for crossing approval can be found at the third party crossings tool at: <https://www.transcanada.com/en/commitment/safety/working-safely-around-pipelines>.

If you have any questions please let me know.

Thank you,

DARLENE PRESLEY | Planning Co-ordinator

MHBC Planning, Urban Design & Landscape Architecture

On behalf of TransCanada PipeLines Limited

442 Brant Street, Suite 204 | Burlington | ON | L7R 2G4 | T 905 639 8686 x 229 | F 905 761 5589 | C 705 627 2302 | dpresley@mhbcplan.com |

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From: Roberts, Andrew [<mailto:Andrew.Roberts@wsp.com>]

Sent: June 05, 2018 2:49 PM

To: Darlene Presley

Cc: Nalliah, Daniel; Mak, Vivian; Iskandar, Sherif

Subject: RE: City of Brampton East West Connection Mount Pleasant GO Station to West of Mississauga Road, Municipal Class Environmental Assessment

Hello Darlene. The City of Brampton is planning a public information centre for the project in late June. We'd appreciate your comments by then.

In the interim, can you please direct me to the standards for the pipeline in this area? Our design team is interested in the depth of burial for the line.

Many thanks,

Andrew

Andrew Roberts, M.A.Sc.

Team Leader – Approvals and Permitting
Environment



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From: Darlene Presley [<mailto:dpresley@mhbcplan.com>]

Sent: Monday, April 30, 2018 2:35 PM

To: Roberts, Andrew <Andrew.Roberts@wsp.com>

Cc: Goolsarran, Mario <Mario.Goolsarran@brampton.ca>; Nalliah, Daniel <Daniel.Nalliah@wsp.com>; Mak, Vivian <Vivian.Mak@wsp.com>

Subject: RE: City of Brampton East West Connection Mount Pleasant GO Station to West of Mississauga Road, Municipal Class Environmental Assessment

Good Afternoon Andrew,

I will circulate these plans internally and provide you with comments, crossing requirements etc. What is your timeline for receiving a response?

Thank you,

DARLENE PRESLEY | Planning Co-ordinator

MHBC Planning, Urban Design & Landscape Architecture

On behalf of TransCanada PipeLines Limited

442 Brant Street, Suite 204 | Burlington | ON | L7R 2G4 | T 905 639 8686 x 229 | F 905 761 5589 | C 705 627 2302 | dpresley@mhbcplan.com |

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From: Roberts, Andrew [<mailto:Andrew.Roberts@wsp.com>]

Sent: April 30, 2018 2:11 PM

To: Darlene Presley

Cc: Goolsarran, Mario; Nalliah, Daniel; Mak, Vivian

Subject: City of Brampton East West Connection Mount Pleasant GO Station to West of Mississauga Road, Municipal Class Environmental Assessment

Good afternoon, Darlene. Please see the attached communication regarding an environmental assessment study in the City of Brampton.

Should you have any questions or comments, please contact me at your convenience.

Best regards,

Andrew Roberts, M.A.Sc.

Team Leader – Approvals and Permitting

Environment



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July 5th, 2018

Mr. Andrew Roberts, M.A.Sc.
Team Leader, Approvals and Permitting
WSP
100 Commerce Valley Drive West
Thornhill, ON
L3T 0A1

Via email: Andrew.roberts@wsp.com

Dear Andrew:

**Re: City of Brampton East-West Connection Mount Pleasant GO Station to West of Mississauga Road Municipal Class Environmental Assessment Study
Our File No. PAR 38898**

Further to my email dated June 8th, following is a summary of the information provided with additional comments for inclusion in the Environmental Assessment (EA).

As you know, TransCanada PipeLines Limited ("TransCanada") has two high pressure natural gas pipelines crossing the study area. TransCanada's pipeline is subject to the jurisdiction of the National Energy Board ("NEB"). As such, certain activities must comply with the National Energy Board Act (the "Act") and the National Energy Board Damage Prevention Regulations (the "Regulations"). The Act and the Regulations noted can be accessed from the NEB's website at www.neb-one.gc.ca.

Please be advised of the following TransCanada and National Energy Board requirements for activities in proximity to the pipelines:

1. Written consent must be obtained from TransCanada prior to undertaking the following activities:
 - a. constructing or installing a facility across, on, along or under a TransCanada pipeline right-of-way.
 - b. conducting a ground disturbance (excavation or digging) on TransCanada's pipeline right-of-way or within 30 meters of the centreline of TransCanada's pipe (the "Prescribed Area");
 - c. driving a vehicle, mobile equipment or machinery across a TransCanada pipeline right-of-way outside the travelled portion of a highway or public road; and
 - d. using any explosives within 300 meters of TransCanada's pipeline right-of-way.

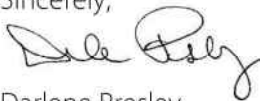
2. The following provides design guidance for crossings. While exceptions might be made once an assessment has been completed, adhering to the guidance will assist in efforts to process applications expeditiously.

General Requirements

- The crossing shall occur as close as possible to 90 degrees.
 - The crossing shall not occur at a bend in a TransCanada pipeline.
4. General Conditions for Crossings of TransCanada Pipelines by Highways, Private Roads, and Railways
 - 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.
 - Minimum cover for railway crossings (below base of rail) is 3.05 meters for uncased pipe.
 5. Following is a link to TransCanada's website for additional information on crossings:
<https://www.transcanada.com/en/commitment/safety/working-safely-around-pipelines>
 6. Pipeline remediation and protection work may be required at the crossing location. Pipeline remediation and protection work usually requires 2 years lead time to complete and is reimbursable to TransCanada. As such, TransCanada suggests that detailed designs are developed and submitted a minimum of 2 years in advance of any work taking place.

Thank you for the opportunity to comment. Kindly forward notice of the EA completion to the undersigned by mail or by email to cpresley@mhbccplan.com. If you have any questions, please do not hesitate to contact our office.

Sincerely,



Darlene Presley,
Planning Co-ordinator
on behalf of TransCanada PipeLines Limited

November 26, 2019

EMAIL ONLY

Mario Goolsarran, P.Eng., PMP
Senior Project Engineer
City of Brampton
1975 Williams Parkway
Brampton, ON L6S 6E5
Mario.Goolsarran@brampton.ca

MHSTCI File : **0003006**
Proponent : **City of Brampton**
Subject : **Notice of Public Information Centre**
Project : **East-West Connection Road (Lagerfeld Drive Extension) from Mount Pleasant GO Station to West of Mississauga Road**
Location : **Brampton, Ontario**

Dear Mr. Goolsarran:

Thank you for providing the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) with the Notice of Public Information Centre for the above-referenced project. MHSTCI's interest in this Environmental Assessment (EA) project relates to its mandate of conserving Ontario's cultural heritage, which includes:

- Archaeological resources, including land and marine;
- Built heritage resources, including bridges and monuments; and,
- Cultural heritage landscapes.

MHSTCI is aware that, as indicated in the PIC display materials, archaeological work for the project is underway, with a Stage 1 Archaeological Assessment Report having been completed under PIF # P365-0020-2014. We would recommend that remaining stages of archaeological assessment work be carried out early enough in the planning process to allow for design flexibility based on their outcomes.

It is not clear from the display materials what approach this project is taking with respect to potential impacts to built heritage resources and cultural heritage landscapes. The MHSTCI [Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes](#) is normally used to determine whether a cultural heritage assessment report and/or a heritage impact assessment is necessary for the project.

Finally, please note that the undersigned is now the MHSTCI (formerly MTCS) contact for this project, replacing Rosi Zirger.

Thank you for consulting MHSTCI on this project and please continue to do so throughout the EA process. If you have any questions or require clarification, do not hesitate to contact me.

Sincerely,

Dan Minkin
Heritage Planner
Dan.Minkin@Ontario.ca

Copied to: Daniel Nalliah, WSP Canada Inc.
Karla Barboza, MHSTCI

Ministry of Aboriginal Affairs

160 Bloor St. East, 9th Floor
Toronto, ON M7A 2E6
Tel: (416) 326-4740
Fax: (416) 325-1066
www.aboriginalaffairs.gov.on.ca

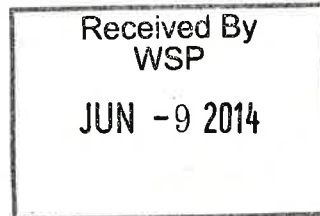
Ministère des Affaires Autochtones

160, rue Bloor Est, 9^e étage
Toronto ON M7A 2E6
Tél. : (416) 326-4740
Télééc. : (416) 325-1066
www.aboriginalaffairs.gov.on.ca



Reference: EA #172
June 04, 2014

Mehemed Delibasic,
Consultant Project Manager
WSP Canada Inc.
600 Cochrane Drive, 5th Floor
Markham, Ontario L3R 5K3



**Re: Notice of Study Commencement
East-West Connection
Mount Pleasant GO Station to West of Mississauga Road
Municipal Class Environmental Assessment (EA) Study**

Dear Mr. Delibasic:

Thank you for informing the Ministry of Aboriginal Affairs (MAA) of your project. Please note that MAA treats all letters, emails, general notices, etc. about a project as a request for information about which Aboriginal communities may have rights or interests in the project area.

As a member of the government review team, the Ministry of Aboriginal Affairs (MAA) identifies First Nation and Métis communities who may have the following interests in the area of your project:

- reserves;
- land claims or claims in litigation against Ontario;
- existing or asserted Aboriginal or treaty rights, such as harvesting rights; or
- an interest in the area of the project.

MAA is not the approval or regulatory authority for your project, and receives very limited information about projects in the early stages of their development. In circumstances where a Crown-approved project may negatively impact a claimed Aboriginal or treaty right, the Crown may have a duty to consult the Aboriginal community advancing the claim. The Crown often delegates procedural aspects of its duty to consult to proponents. Please note that the information in this letter should not be relied on as advice about whether the Crown owes a duty to consult in respect of your project, or what consultation may be appropriate. Should you have any questions about your consultation obligations, please contact the appropriate ministry.

You should be aware that many First Nations either have or assert rights to hunt and fish in their traditional territories; these territories typically include lands and waters outside of their reserves.

In some instances, project work may impact aboriginal archaeological resources. If any Aboriginal archaeological resources could be impacted by your project, you should contact your regulating or approving Ministry to inquire about whether any additional Aboriginal communities should be contacted. Aboriginal communities with an interest in archaeological resources may include communities who are not presently located in the vicinity of the proposed project.

With respect to your project, and based on the brief materials you have provided, we can advise that the project appears to be located in an area where First Nations may have existing or asserted rights or claims in Ontario's land claims process or litigation, that could be impacted by your project. Contact information is below:

<p>Six Nations of the Grand River Territory P.O. Box 5000, 1695 Chiefswood Road OHSWEKEN, Ontario N0A 1M0</p>	<p>Chief Ava Hill (519) 445-2201 (Fax) 445-4208</p>
<p>Haudenosaunee Confederacy Chiefs Council 2634 6th Line Road RR 2 Ohsweken, ON N0A 1M0</p>	<p>Hohahes Leroy Hill Secretary to Haudenosaunee Confederacy Chiefs Council Cell 519 717 7326 jocko@sixnationsns.com</p>
<p>Mississaugas of the New Credit First Nation 2789 Mississauga Rd., R.R. #6 HAGERSVILLE, Ontario N0A 1H0</p>	<p>Chief Bryan LaForme (905) 768-1133 (Fax) 768-1225 bryanlaforme@newcreditfirstnation.com</p>

The information upon which the above comments are based is subject to change. First Nation or Métis communities can make claims at any time, and other developments can occur that could result in additional communities being affected by or interested in your undertaking.

Through Aboriginal Affairs and Northern Development (AANDC), the Government of Canada sometimes receives claims that Ontario does not receive, or with which Ontario does not become involved. AANDC's Consultation and Accommodation Unit (CAU) established a "single window" to respond to requests for baseline information held by AANDC on established or potential Aboriginal Treaty and rights. To request information from the Ontario Subject Matter Expert send an email to: UCA-CAU@aadnc-aandc.gc.ca

Additional details about your project or changes to it that suggest impacts beyond what you have provided to date may necessitate further consideration of which Aboriginal communities may be affected by or interested in your undertaking. If you think that further consideration may be required, please bring your inquiry to whatever government body oversees the regulatory process for your project. MAA does not wish to be kept informed of the progress of the project; please be sure to remove MAA from the mailing list.

Yours truly,

A handwritten signature in black ink, appearing to read 'C. Troje', written in a cursive style.

Corwin Troje
Manager, Consultation Unit
Aboriginal Relations and Ministry Partnerships Division

Bakhit, Behnaz

From: Delibasic, Mehemed
Sent: August 7, 2015 8:36 AM
To: 'Megan DeVries'
Cc: Fawn Sault; andria.oliveira@brampton.ca; Yahn, Douglas; Roberts, Andrew
Subject: Previous archaeological reports-RE: MNCFN Response re: East-West Connection from Mount Pleasant GO Station

Hi Megan,

Further to your request, all previous archaeological reports (for immediate study area), prepared by others and available to us, are uploaded to the FTP site for your references:

Your credentials:

Username: ZJTRYCDRWI

Password: rA1ktZ71

Download URL:

<https://file-ca.wspgroup.com:444>

<ftp://file-ca.wspgroup.com>

please note that SFTP is available on port 22

The login above will expire on 9/6/2015 12:00:00 AM

Please let us know if you have any questions.

Thank you.

Regards,



Mehemed Delibasic, M.Sc., P. Eng.
Manager | Transportation Planning

WSP Canada Inc.

600 Cochrane Drive, 5th Floor
Markham, Ontario L3R 5K3 Canada
T +1 905-475-8727 #18329
F +1 905-475-5994
C +1 416-318-6801
Mehemed.Delibasic@wspgroup.com
www.wspgroup.com

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From: Megan DeVries [mailto:Megan.DeVries@newcreditfirstnation.com]
Sent: Wednesday, July 15, 2015 2:54 PM
To: Delibasic, Mehemed
Cc: Fawn Sault; andria.oliveira@brampton.ca; Yahn, Douglas; Roberts, Andrew
Subject: RE: MNCFN Response re: East-West Connection from Mount Pleasant GO Station

Good afternoon,

Thank you for your response. From the report, I can see that most of the study area has been previously assessed. Do you have copies of these previous archaeological reports for our reference? These include AMICK 2010 (Stage 1 and 2), ASI 2007 (Stage 1), and Archaeologix 2007 (Stage 4).

For the unassessed and undisturbed portions of the project area, it appears a Stage 2 archaeological assessment will be necessary. As mentioned previously, MNCFN employs Field Liaison Representatives who must participate in all archaeological fieldwork. Please let us know if and when the Stage 2 is scheduled to take place.

Thanks again for your time.

Sincerely,

Megan DeVries, M.A.
Archaeological Coordinator
Department of Consultation and Accommodation
Mississaugas of the New Credit First Nation

Phone: (905) 768-4260
Cell: (289) 527-2763
Email: megan.devries@newcreditfirstnation.com

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From: Delibasic, Mehemed [mailto:Mehemed.Delibasic@wspgroup.com]
Sent: Friday, July 10, 2015 6:34 PM
To: Megan DeVries
Cc: Fawn Sault; andria.oliveira@brampton.ca; Yahn, Douglas; Roberts, Andrew
Subject: RE: MNCFN Response re: East-West Connection from Mount Pleasant GO Station

Thank you Megan for your response, we really appreciate that.

For your references-record, attached please find "Stage 1 Archaeological Assessment East-West Connection, Mount Pleasant Go Station to West of Mississauga Road", Filed with MTCS Toronto Office on Feb 20, 2015, MTCS Project Information Form Number P365-0020-2014. The report received MTCS concurrence (entered into the Ontario Public Register of Archaeological Reports without technical review) (see attached).

Please note that our report was a review and acknowledgement of previously undertaken studies and not a new Stage 1 for the entire area.

Please let us know if you have any questions.

Thank you.

Regards,



Mehemed Delibasic, M.Sc., P. Eng.
Manager | Transportation Planning

WSP Canada Inc.

600 Cochrane Drive, 5th Floor
Markham, Ontario L3R 5K3 Canada
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F +1 905-475-5994
C +1 416-318-6801
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From: Megan DeVries [<mailto:Megan.DeVries@newcreditfirstnation.com>]
Sent: Monday, July 06, 2015 10:45 AM
To: Delibasic, Mehemed
Cc: Fawn Sault; andria.oliveira@brampton.ca
Subject: MNCFN Response re: East-West Connection from Mount Pleasant GO Station

Hello Mr. Delibasic,

Thank you for the notification sent to Mississaugas of the New Credit First Nation [MNCFN] regarding the proposed East-West Connection from Mount Pleasant GO Station to West of Mississauga Road. We have reviewed the document you have provided and determined that, at this time, MNCFN has a **low level** of concern about the project. Please see the attached letter for more information.

Respectfully, we ask that you immediately notify MNCFN if there are any changes to the project which may impact MNCFN's interests. Additionally, MNCFN requests a copy of all associated environmental and/or archaeological reports. These can be electronic copies, if you prefer. Furthermore, MNCFN employs Field Liaison Representatives who **must** be on location whenever any fieldwork for environmental and/or archaeological assessments is undertaken. If additional work is scheduled, please notify us as soon as possible so that we may work together to discuss and arrange for MNCFN's participation.

Sincerely,

Megan DeVries, M.A.
Archaeological Coordinator
Department of Consultation and Accommodation
Mississaugas of the New Credit First Nation

Phone: (905) 768-4260

Cell: (289) 527-2763

Email: megan.devries@newcreditfirstnation.com

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Ministry of Tourism, Culture and Sport

Culture Programs Unit
Programs and Services Branch
Culture Division
401 Bay Street, Suite 1700
Toronto ON M7A 0A7
ArchaeologyReports@ontario.ca

Ministère du Tourisme, de la Culture et du Sport

Unité des programmes culturels
Direction des programmes et des services
Division de culture
401, rue Bay, bureau 1700
Toronto ON M7A 0A7
ArchaeologyReports@ontario.ca



Apr 1, 2015

Douglas Yahn (P365)
WSP Canada
1269 Premier Thunder Bay ON P7B 0A3

**RE: RE: Entry into the Ontario Public Register of Archaeological Reports:
Archaeological Assessment Report Entitled, "Stage 1 Archaeological Assessment
East-West Connection, Mount Pleasant Go Station to West Of Mississauga Road",
Dated Feb 4, 2015, Filed with MTCS Toronto Office on Feb 20, 2015, MTCS Project
Information Form Number P365-0020-2014**

Dear Mr Yahn:

The above-mentioned report, which has been submitted to this ministry as a condition of licensing in accordance with Part VI of the Ontario Heritage Act, R.S.O. 1990, c 0.18 has been entered into the Ontario Public Register of Archaeological Reports without technical review.¹

Please note that the ministry makes no representation or warranty as to the completeness, accuracy or quality of reports in the register.

Should you require further information, please do not hesitate to send your inquiry to ArchaeologyReports@Ontario.ca.

cc. Archaeology Licensing Officer
Andria Oliveira, City of Brampton
Andria Oliveira, City of Brampton

¹In no way will the ministry be liable for any harm, damages, costs, expenses, losses, claims or actions that may result: (a) if the Report(s) or its recommendations are discovered to be inaccurate, incomplete, misleading or fraudulent; or (b) from the issuance of this letter. Further measures may need to be taken in the event that additional artifacts or archaeological sites are identified or the Report(s) is otherwise found to be inaccurate, incomplete, misleading or fraudulent.



July 6th, 2015

Mehemed Delibasic, M.Sc., P.Eng.
Consultant – Project Manager
WSP Canada Inc.
600 Cochrane Drive, 5th Floor, Markham ON, L3R 5K3

Dear Mr. Delibasic,

Thank you for your notification on the proposed East-West Connection from Mount Pleasant GO Station to West of Mississauga Road dated June 3rd, 2015. Mississauga of the New Credit First Nation has various treaty rights across its traditional territory, including the area contemplated by your project. For further information, please see our website, <http://www.newcreditfirstnation.com/>. MNCFN continues to exercise treaty rights which include, but are not limited to, rights to harvest, fish, trap and gather species of plants, animals and insects for any purpose including for food, social, ceremonial, trade and exchange purposes. The MNCFN also has the right to use the water and resources from the rivers, creeks and lands across the MNCFN traditional territory.

At this time, MNCFN does not have a high level of concern regarding the proposed project. However, MNCFN requests that you continue to notify us about the status of the project. **In addition, we respectfully ask you to immediately notify us if there are any changes to the project which may impact MNCFN's interests and that you please provide us with a copy of all associated environmental and archaeology reports.** This includes, but is not limited to changes related to the scope of work and expected archaeological and environmental impacts.

Additionally, MNCFN employs Field Liaison Representatives (“FLRs”) to act as official representatives of the community and who are answerable to MNCFN Chief and Council through the Department of Consultation and Accommodation. The FLRs’ mandate is to ensure that MNCFN’s perspectives and priorities are considered in the field and to enable MNCFN to provide timely, relevant, and meaningful comment on the Project. Therefore, **it is MNCFN policy that FLRs are on location whenever any fieldwork for environmental and/or**

archaeological assessments is undertaken. It is expected that the proponent will cover the costs of this FLR participation in the fieldwork. Please also provide the contact information of the person, or consultant, in charge of organizing this work so they may facilitate the participation of the MNCFN FLRs.

Nothing in this letter, pursuant to section 25 of the Charter of Rights and Freedoms, shall be construed so as to abrogate or derogate from the protection provided for MNCFN's existing Aboriginal or Treaty rights as recognized by section 35 of the Constitution Act 1982, the Royal Proclamation of October 7, 1763, and any rights or freedoms that now exist by way of land claim settlement agreements or may be so acquired.

Nothing in this letter shall be construed as to affect the Aboriginal or Treaty rights and hence shall not limit any consultation and accommodation owed to MNCFN by the Crown or any proponent, as recognized by section 35 of the Constitution Act, 1982, of any other First Nation.

MNCFN reserves the right in relation to any development project or decision, to decide whether it supports a project and to: comment to regulators, participate in regulatory processes and hearings, seek intervener funding or status, or to challenge and seek remedies through the courts.

MNCFN expects all proponents to act according to the following best practices:

- Engage early in the planning process, before decisions are made
- Provide information in meaningful and understandable formats.
- Convey willingness to transparently describe the project and consider any MNCFN concerns.
- Recognize the significance of cultural activities and traditional practices of the MNCFN
- Demonstrate a respect for MNCFN knowledge and uses of land and resources.
- Understand the importance of youth and elders in First Nation communities.
- Act with honour, openness, transparency and respect.
- Be prepared to listen and allow time for meaningful discussion.

Sincerely,

Fawn D. Sault

Consultation Manager

MNCFN Department of Consultation and Accommodation

Bakhit, Behnaz

From: Delibasic, Mehemed
Sent: May 9, 2014 2:44 PM
To: 'Burkart, Jackie (MNR)'; 'Mark.Heaton@ontario.ca'
Cc: Hatami, Hamid (hamid.hatami@brampton.ca); Reeves, Dan; Roberts, Andrew; Tsui, Elizabeth
Subject: MNR-RE: Notice of Commencement East-West Connection, Mount Pleasant GO Station to West of Mississauga Road

Thank you Jackie,

We appreciate your response and will include Mark Heaton in the study contact list for future MNR contacts.

Thank you.

Regards,



Mehemed Delibasic, M.Sc., P. Eng.
Manager | Transportation Planning

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www.wspgroup.com

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From: Burkart, Jackie (MNR) [mailto:Jackie.Burkart@ontario.ca]
Sent: Friday, May 09, 2014 2:35 PM
To: Delibasic, Mehemed
Subject: FW: Notice of Commencement East-West Connection, Mount Pleasant GO Station to West of Mississauga Road

Sorry, I spelled your name incorrectly in the first attempt.

From: Burkart, Jackie (MNR)
Sent: May 9, 2014 2:34 PM
To: 'hamid.hatami@brampton.ca'; 'Mehemid.Delibasic@wspgroup.com'
Cc: Heaton, Mark (MNR)
Subject: Notice of Commencement East-West Connection, Mount Pleasant GO Station to West of Mississauga Road

Good afternoon Folks,

MNR Aurora does have an interest in the subject EA as there are species at risk within the study area (at a minimum, Redside Dace and Bobolink). Please note that Mark Heaton is the contact person at MNR for this EA.

Sincerely,

Jackie Burkart

District Planner

Ministry of Natural Resources | 50 Bloomington Road, Aurora, ON L4G 0L8 | Phone: 905-713-7368 | Fax: 905-713-7360 | Email:

jackie.burkart@ontario.ca |

Bakhit, Behnaz

From: Delibasic, Mehemed
Sent: June 11, 2015 6:56 PM
To: 'Amanda.Graham@ontario.ca'
Cc: 'Oliveira, Andria'; Rifdi, Aida (Aida.Rifdi@wspgroup.com); Mak, Vivian
Subject: RE: Notice of PIC 1 for East-West Connection EA
Attachments: MSPR0012656246_ COB Scott - Notice for Brampton Guardian.pdf; 141-15409_Notic...
_Notice_Letter_Agenices_final-14-05-05.pdf

Amanda,

Thank you for contacting us and please note that the attached Notice of Study Commencements and letter (general to all agencies) was mailed to all agencies on May 06, 2014.

It was mailed to the following 2 MOECC offices:

EA Coordinator	The Ministry of the Environment and Climate Change (MOECC)	Central Region Office	8th Floor,	5775 Yong Street
EA Coordinator	The Ministry of the Environment and Climate Change (MOECC)	Halton-Peel District Office	300-4145 North Service Rd	

We will add you on the communication/distribution list, however if an update in our mailing list is required, please let us know and provide with the updated contact information.

Thank you.

Regards,



Mehemed Delibasic, M.Sc., P. Eng.
Manager | Transportation Planning

WSP Canada Inc.
600 Cochrane Drive, 5th Floor
Markham, Ontario L3R 5K3 Canada
T +1 905-475-8727 #18329
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From: Graham, Amanda (MOECC) [<mailto:Amanda.Graham@ontario.ca>]
Sent: 2015/06/11 10:26 AM

To: Oliveira, Andria

Subject: Notice of PIC 1 for East-West Connection EA

Hello,

I received a Notice of Public Information Centre No. 1 for the East-West Connection Mount Pleasant GO Station to West of Mississauga Road MEA Class EA. I am unclear as to whether this notice doubles as a Notice of Commencement, or if a separate Notice of Commencement was sent out. If so, can you please send me a copy?

Thanks very much,

Amanda Graham

Environmental Resource Planner and
Environmental Assessment Coordinator
Central Region, Technical Support
Ministry of the Environment and Climate Change
Tel: 416-326-5745

Bakhit, Behnaz

From: Zirger, Rosi (MTCS) <Rosi.Zirger@ontario.ca>
Sent: July 15, 2015 3:15 PM
To: Delibasic, Mehemed
Cc: andria.oliveira@brampton.ca
Subject: East West Connection Mount Pleasant GO to Mississauga Road EA
Attachments: East-West Connection Mt Pleasant GO to Mississauga Rd EA- MTCS initial letter-July 2015.pdf

The Ministry of Tourism, Culture and Sport (MTCS) received a Notice of Public Information Centre #1 for the project mentioned above. Attached please find MTCS comments and recommendations for this project.

Would you please send me the PIC boards for review.

Meanwhile, MTCS would be interested in remaining on the circulation list and being informed of the project as it proceeds through the EA process. Please continue to send future notices to Rosi Zirger Heritage Planner at rosi.zirger@ontario.ca.

Sincerely

Rosi Zirger

Heritage Planner

Ministry of Tourism, Culture & Sport

Culture Division | Programs & Services Branch | Culture Services Unit

401 Bay Street, Suite 1700 Toronto, Ontario M7A 0A7

Tel. 416.314.7159 | Fax 416.314.7175 | E-mail: rosi.zirger@ontario.ca

**Ministry of Tourism,
Culture and Sport**

Culture Services Unit
Programs and Services Branch
401 Bay Street, Suite 1700
Toronto ON M7A 0A7
Tel: 416 314-7159
Fax: 416 212 1802

**Ministère du Tourisme,
de la Culture et du Sport**

Unité des services culturels
Direction des programmes et des services
401, rue Bay, Bureau 1700
Toronto ON M7A 0A7
Tél: 416 314-7159
Télé: 416 212 1802



July 15, 2015 (EMAIL ONLY)

Mr. Mehemed Delibasic
Consultant- Project Manager
WSP Canada Inc.
600 Cochrane Drive, 5th floor
Markham, ON L3R 5K3
E: Mehemed.Delibasic@wspgroup.com

RE: MTCS file #: 0003006
Proponent: City of Brampton
Subject: Notice of Public Information Centre No. 1
East West Connection, Mount Pleasant GO to west of Mississauga Rd
Location: City of Brampton, Ontario

Dear Mr. Delibasic

Thank you for providing the Ministry of Tourism, Culture and Sport (MTCS) with the Notice of Public Information Centre for the EA project named above. MTCS's interest in this EA project relates to its mandate of conserving Ontario's cultural heritage, which includes:

- archaeological resources, including land-based and marine
- built heritage resources, including bridges and monuments, and,
- cultural heritage landscapes.

Project Summary

The purpose of this EA project is to examine potential alignments for an east-west collector road extending the existing Mount Pleasant Go access road to Mississauga Road. This EA follows a Schedule C Municipal Class EA process.

Cultural Heritage Resources Considerations

Under the EA process, the proponent is required to determine a project's potential impact on cultural heritage resources.

While some cultural heritage resources may have already been formally identified, others may be identified through screening and evaluation. Aboriginal communities may have knowledge that can contribute to the identification of cultural heritage resources, and we suggest that any engagement with Aboriginal communities includes a discussion about known or potential cultural heritage resources that are of value to these communities. Municipal Heritage Committees, historical societies and other local heritage organizations may also have knowledge that contributes to the identification of cultural heritage resources.

Archaeological Resources

This EA project may impact archaeological resources and you should screen the project with the MTCS [Criteria for Evaluating Archaeological Potential](#) to determine if an archaeological assessment is needed. MTCS archaeological sites data are available at archaeologicalsites@ontario.ca. If this EA project area

exhibits archaeological potential, then an archaeological assessment (AA) should be undertaken by an archaeologist licenced under the *OHA*, who is responsible for submitting the report directly to MTCS for review.

Built Heritage and Cultural Heritage Landscapes

The MTCS [Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes](#) should be completed to help determine whether this EA project may impact cultural heritage resources. The Clerk for the City of Brampton can provide information on property designated or listed under the *Ontario Heritage Act*. Municipal Heritage Planners can also provide information that will assist you in completing the checklist.

If potential or known heritage resources exist, MTCS recommends that a Heritage Impact Assessment (HIA), prepared by a qualified consultant, should be completed to assess potential project impacts. Our Ministry's [Info Sheet #5: Heritage Impact Assessments and Conservation Plans](#) outlines the scope of HIAs. Please send the HIA to MTCS and to heritage planning staff at the City of Brampton for review, and make it available to local organizations or individuals who have expressed interest in heritage.

Environmental Assessment Reporting

All technical heritage studies and their recommendations are to be addressed and incorporated into EA projects. Please advise MTCS whether any technical heritage studies will be completed for your EA project, and provide them to MTCS before issuing a Notice of Completion. If your screening has identified no known or potential cultural heritage resources, or no impacts to these resources, please include the completed checklists and supporting documentation in the EA report or file.

Thank-you for consulting with MTCS on this project. Please continue to do so through the EA process, and contact me for any questions or clarification.

Sincerely,

Rosi Zirger
Heritage Planner
rosi.zirger@ontario.ca

Copied to: Andria Oliveira, Project Manager, City of Brampton

It is the sole responsibility of proponents to ensure that any information and documentation submitted as part of their EA report or file is accurate. MTCS makes no representation or warranty as to the completeness, accuracy or quality of the any checklists, reports or supporting documentation submitted as part of the EA process, and in no way shall MTCS be liable for any harm, damages, costs, expenses, losses, claims or actions that may result if any checklists, reports or supporting documents are discovered to be inaccurate, incomplete, misleading or fraudulent.

Please notify MTCS if archaeological resources are impacted by EA project work. All activities impacting archaeological resources must cease immediately, and a licensed archaeologist is required to carry out an archaeological assessment in accordance with the Ontario Heritage Act and the Standards and Guidelines for Consultant Archaeologists.

If human remains are encountered, all activities must cease immediately and the local police as well as the Cemeteries Regulation Unit of the Ministry of Consumer Services must be contacted. In situations where human remains are associated with archaeological resources, MTCS should also be notified to ensure that the site is not subject to unlicensed alterations which would be a contravention of the Ontario Heritage Act.

Bakhit, Behnaz

From: Oliveira, Andria <Andria.Oliveira@brampton.ca>
Sent: September 26, 2016 9:31 AM
To: Delibasic, Mehemed
Subject: RE: Lagerfeld Drive EA Contact List

North American

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

From: Delibasic, Mehemed [mailto:Mehemed.Delibasic@wspgroup.com]
Sent: 2016/09/26 9:25 AM
To: Oliveira, Andria
Subject: Re: Lagerfeld Drive EA Contact List

Hi Andria
Please let me know what developer requested or Jonathan represent?
Thank you
Mehemed

Sent from my iPhone

> On Sep 26, 2016, at 9:21 AM, Oliveira, Andria <Andria.Oliveira@brampton.ca> wrote:

>

>

>

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

> From: Jonathan Cheng [mailto:JCheng@stikeman.com]

> Sent: 2016/09/25 10:04 AM

> To: Oliveira, Andria

> Subject: Re: Lagerfeld Drive EA Contact List

>

> Hi Andria,

>

> Just following up to confirm we have been added to the mailing list.

>

> Thanks,

>

> Jonathan

>

> Jonathan Cheng

> Tel : (416) 869-6807

> jcheng@stikeman.com<mailto:jcheng@stikeman.com>

>

>

>

> STIKEMAN ELLIOTT LLP Barristers & Solicitors

> 5300 Commerce Court West, 199 Bay Street, Toronto, ON, Canada M5L 1B9

> www.stikeman.com<http://www.stikeman.com/>

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>

>

> On Sep 16, 2016, at 10:22 AM, Jonathan Cheng <JCheng@stikeman.com<mailto:JCheng@stikeman.com>> wrote:

>

> Hi Andria,

>

> Can you please also add the following email addresses to the Lagerfeld Drive Environmental Assessment contact list:

>

> jharbell@stikeman.com<mailto:jharbell@stikeman.com>

> mcbassani@stikeman.com<mailto:mcbassani@stikeman.com>

> jcheng@stikeman.com<mailto:jcheng@stikeman.com>

>

> As I mentioned on the phone, Oz continues to be North American's primary contact for this matter, but it would be great if you could also add us to the list to receive updates, timelines, design concepts, etc.

>

> Thanks!

>

> Jonathan

>

>

> Jonathan Cheng

> Tel : (416) 869-6807

> jcheng@stikeman.com<mailto:jcheng@stikeman.com>

>

>

> Please review the City of Brampton e-mail disclaimer statement at:

> <http://www.brampton.ca/EN/Online-Services/Pages/Privacy-Statement.aspx>

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Bakhit, Behnaz

From: Hatami, Hamid <hamid.hatami@brampton.ca>
Sent: May 15, 2014 6:49 AM
To: Delibasic, Mehemed
Cc: McIntyre, Scott
Subject: FW: E-W Connection - Mt Pleasant GO Stn to W of Miss Rd - Let
Attachments: 09164(2820495)SHMay1414LetBrampton.pdf

Hi Mehemed:

Please add these guys to the public contact list.

Thanks,

HH

From: Erin Raymond [mailto:Erin.Raymond@ghd.com]
Sent: 2014/05/14 2:37 PM
To: Hatami, Hamid
Cc: bkeast@osmington.com; Reg Webster
Subject: E-W Connection - Mt Pleasant GO Stn to W of Miss Rd - Let

Please find attached a letter sent on behalf of Shawn Huynh. Original to follow via mail.

Thank you

Erin Raymond
Office Administrator

GHD

T: +1 905 752 4359 | F: +1 905 752 4301 | V: 884359 | E: erin.raymond@ghd.com
11 Allstate Parkway Suite 310 Markham Ontario L3R 9T8 Canada | www.ghd.com

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May 14, 2014

Hamid Hatami
Manager, Environmental Engineering Services
City of Brampton
Planning and Infrastructure Services
2 Wellington St. W.
Brampton, ON
L6Y 4R2

Our ref: 09164 / 2820495

Dear Mr Hatami

**RE: East-West Connection – Mount Pleasant GO Station to West of Mississauga Rd.
Municipal Class Environmental Assessment Study
City of Brampton**

As engineering consultant acting on behalf of Osmington Inc., please accept this request to be included on the above-noted study mailing list.

Contact information is as follows:

GHD Inc.
11 Allstate Parkway, Ste. 310
Markham, Ontario L3R 9T8

Attention: Shawn Huynh, B.A.Sc.
Project Coordinator
905 752 4372

Sincerely

GHD

A handwritten signature in blue ink, appearing to read 'Shawn Huynh', is written over a light blue horizontal line.

Shawn Huynh

Project Coordinator
905 752 4391

SH/er

cc: Osmington Inc., Brad Keast
GHD, Reg Webster

Bakhit, Behnaz

From: Delibasic, Mehemed
Sent: July 22, 2015 4:23 PM
To: 'Hillary Vaillancourt'
Cc: Oliveira, Andria (Andria.Oliveira@brampton.ca); Mak, Vivian; Roberts, Andrew
Subject: RE: East-West Connection Mt. Pleasant GO Station to West of Mississauga Rd EA Study
Attachments: Landowners E_W Connection Rd Discussion-20150715.pdf; FW: E-W Connection - Mt Pleasant GO Stn to W of Miss Rd - Let

Hi Hillary,

Further to our phone discussion today, please note that based on the attached email-letter GHD Inc. was representing Osmington and Reg Webster and Shawn Huynh from GHD Inc. were invited at Landowners meeting in March 2015.

Reg and Shawn did not attend the March meeting, however meeting minutes and presentation (including PIC 1 boards) were provided to both, as well as you. Also, Michael Gagnon from Gagnon & Law Urban Planners Ltd. was at the meeting and representing Heritage Heights Landowners Group (Osmington is part of Heritage Heights Landowners Group).

Based on our discussion, going forward we will contact you as Osmington's representative regarding any landowners meeting/ matter and you may decide which consultant to send to represent Osmington if required.

In addition, as I mentioned, the last week Landowner meeting was generally more scoped with Grant Simpson who requested to meet since he could not attend landowners meeting in March 2015. Marly Levene from Mattamy and Scott Gibons from BA Group attended as well. We also invited Michael Gagnon (Gagnon & Law Urban Planners Ltd.) however based on his OMB related matter he could not attend. Presentation from the last week meeting is attached and will be circulated to all developers/landowners as soon as the meeting minutes are ready.

It should be also noted that in June 2014 we met with Andrew Walker from Gagnon & Law Urban Planners Ltd. (representing Osmington/ Heritage Heights Landowners Group) and Grant Simpson from Heathwood Homes.

As I said, we are in the second phase of the project when evaluating preliminary road alignment solutions (crossings) and planning to have next meeting with Landowners/Developers in Fall 2015. We will invite you (Osmington) to attend the meeting.

Please contact me or Andria (Project Manager from City of Brampton on this project) if you have any additional questions. We always appreciate your input.

Thank you.

Regards,



Mehemed Delibasic, M.Sc., P. Eng.
Manager | Transportation Planning

WSP Canada Inc.
600 Cochrane Drive, 5th Floor

Markham, Ontario L3R 5K3 Canada
T +1 905-475-8727 #18329
F +1 905-475-5994
C +1 416-318-6801
Mehemed.Delibasic@wspgroup.com
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From: Hilary Vaillancourt [<mailto:HVaillancourt@osmington.com>]
Sent: Wednesday, July 22, 2015 2:15 PM
To: Delibasic, Mehemed
Cc: Oliveira, Andria (Andria.Oliveira@brampton.ca); Mak, Vivian; Roberts, Andrew
Subject: East-West Connection Mt. Pleasant GO Station to West of Mississauga Rd EA Study

Hello;

Can someone please advise if there was a stakeholder meeting regarding the above held recently?

Thanks,
Hilary

Hilary Vaillancourt T: 416.306.3073 C: 416.262.0354 E: hvaillancourt@osmington.com
Development Manager 141 Adelaide Street West, Suite 601
Osmington Inc. Toronto, ON M5H 3L5

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From: Delibasic, Mehemed [<mailto:Mehemed.Delibasic@wspgroup.com>]
Sent: June-19-15 6:24 PM
To: Hilary Vaillancourt
Cc: Oliveira, Andria (Andria.Oliveira@brampton.ca); Mak, Vivian; Roberts, Andrew
Subject: PIC 1 Boards-RE: Public Information Centre 1: East-West Connection Mt. Pleasant GO Station to West of Mississauga Rd EA Study

Hilary,

The copy of boards presented at June 16, 2015, PIC 1 can be downloaded from the FTP site:

Your credentials:

Username: JTIRBLQBLV
Password: cCBvw9zT

Download URL:

<https://file-ca.wspgroup.com:444>

<ftp://file-ca.wspgroup.com>

The login above will expire on 7/15/2015 12:00:00 AM

Please let me know if you have any questions.

Thank you.

Regards,



Mehemed Delibasic, M.Sc., P. Eng.
Manager | Transportation Planning

WSP Canada Inc.

600 Cochrane Drive, 5th Floor
Markham, Ontario L3R 5K3 Canada
T +1 905-475-8727 #18329
F +1 905-475-5994
C +1 416-318-6801
Mehemed.Delibasic@wspgroup.com
www.wspgroup.com

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East-West Connection Road Environmental Assessment

**Mount Pleasant GO Station to
west of Mississauga Road**

July 15, 2015

Agenda

- Introduction
- Study overview and Study status
- Discussion and input
- Next steps

Study overview and status

- Project Initiation Spring 2014 - COB staff Technical Advisory Committee (TAC) Meeting #1;
- WSP has completed several background and existing conditions reporting including:
 - Built Heritage and Cultural Landscape Report (Jun 2014)
 - Socio-Economic Report (Aug 2014)
 - Preliminary Archaeological Assessment (Jan 2015)
 - Natural Heritage Existing Conditions Report (Feb 2015)
 - Fluvial Geomorphological Assessment (Mar 2015)
 - Background Traffic Report (Jun 2015)
- COB staff are engaging agency partners including Peel Region, CVC, MNRF and other agencies/stakeholders
- Public Information Centre #1 (Jun 2015)

Study Area



The need for East-West connection

The east-west connector will:

- Provide needed roadway connectivity, and multi-modal capacity
- Facilitate direct travel for all modes, and reduce the reliance/pressure placed on intersections at Bovaird Drive and Mississauga Road
- Support the City's endorsed Community Design Principles that include Transit-Oriented Development in an Urban Core around Mount Pleasant GO Station
- Provide a mid-block crossing and pedestrian-friendly community collector that can attract an array of multi-modal transportation users (pedestrians, cyclists, local and regional transit users)

Opportunities and Constraints:

- An opportunity to provide community connectivity, logical infrastructure delivery while dovetailing two projects for lowest environmental impact
- Crossing of the Huttonville Creek
- Anticipated financial constraints
- The coordination of infrastructure for environmental mitigation and areas of mutual interest
- Osmington OPA

Planning for North-West Brampton: Policy Context

City of Brampton

- Transportation Master Plan Update (2014/2015)
- Heritage Heights Secondary Plan/TMP
- Mount Pleasant Secondary Plan/TMP

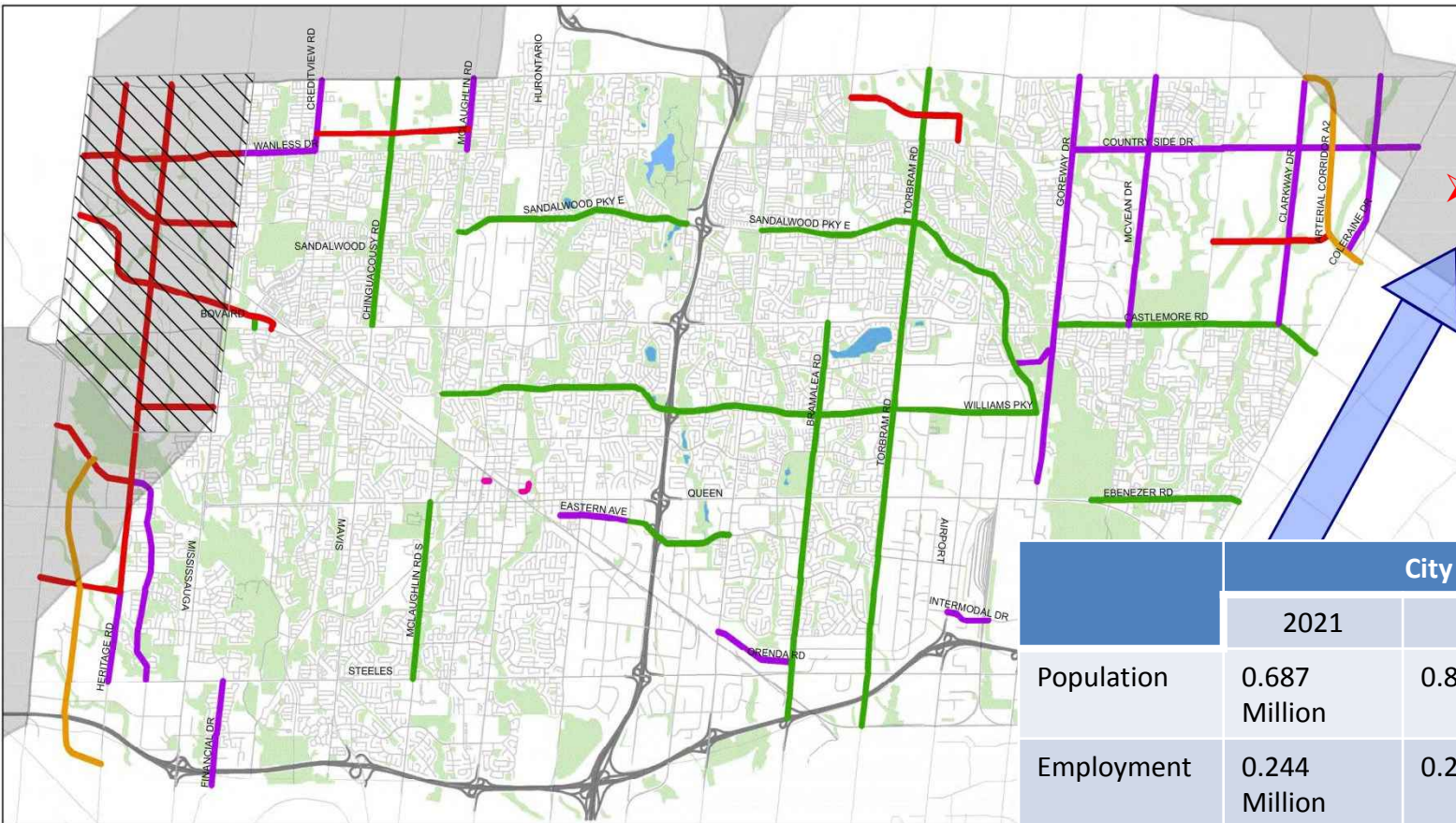
Region of Peel

- Mississauga Road Municipal Class Environmental Assessment ESR – filed 2013
- Project is moving forward to Detailed Design for Capital Construction, where timing is critical

Transportation Master Plan Update (2014/2015)

➤ North West Brampton is rapidly growing community.

➤ City of Brampton population and employment will increase by 43% and 73% respectively between 2021, 2031 and 2041.

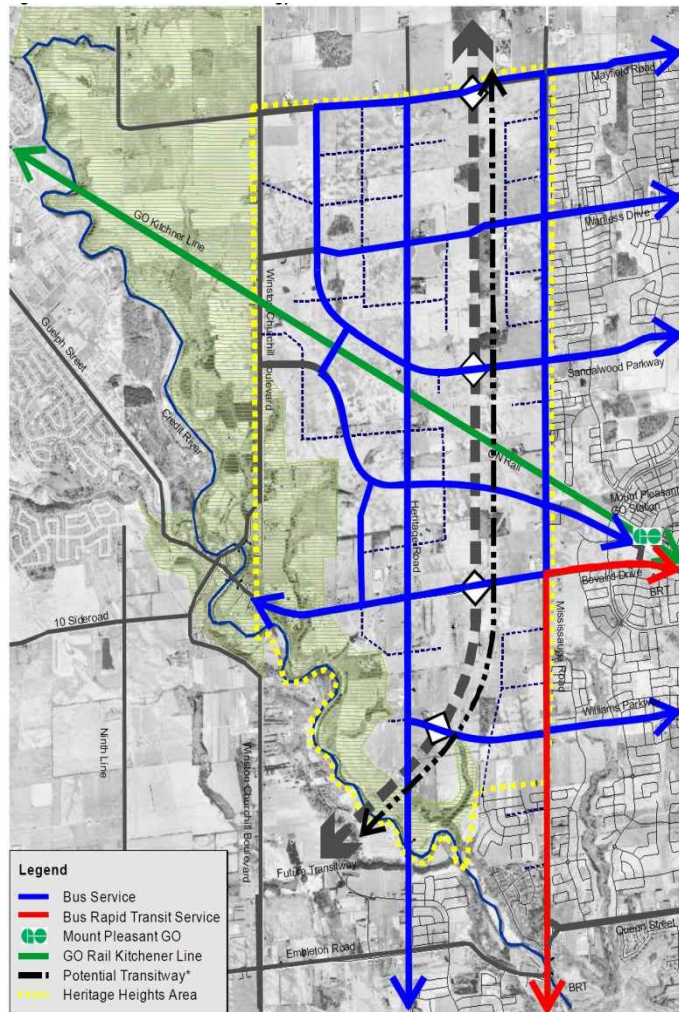


	City of Brampton		
	2021	2031	2041
Population	0.687 Million	0.837 Million	0.889 Million
Employment	0.244 Million	0.292 Million	0.322 Million

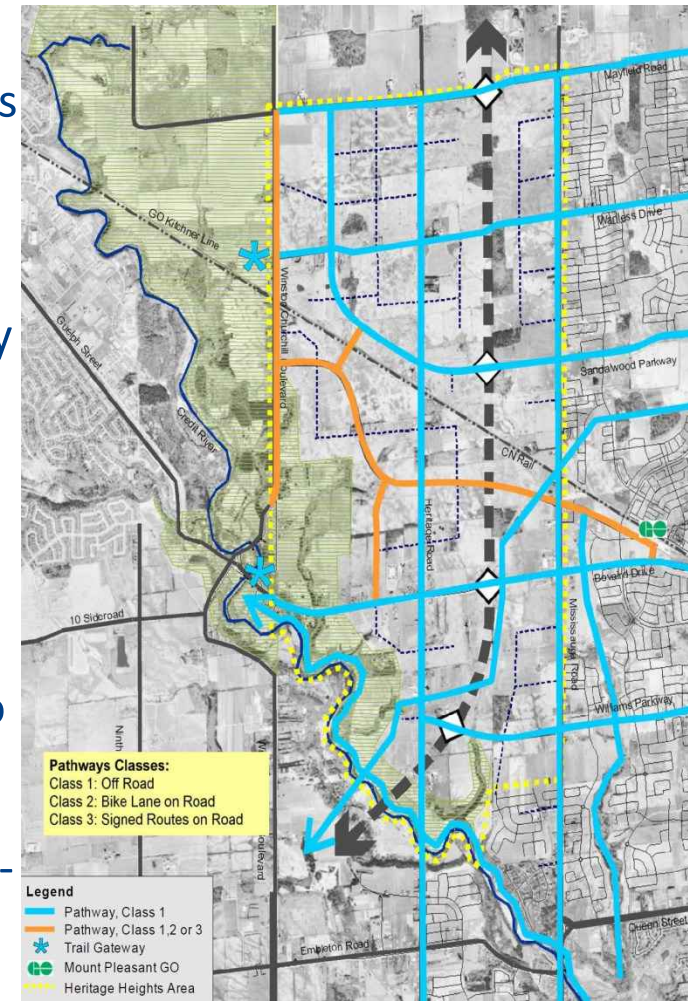
- Legend**
- City Road Extension by Two Lanes
 - New Road Construction Six Lanes
 - GTA West Corridor Study Area
 - City Road Expanded to Four Lanes
 - New Road Construction Four Lanes
 - Highway 427 and Extension
 - City Road Expanded to Six Lanes
 - Provincial Highway
 - Conceptual Road Network for use in the Development Charges Background Study

Figure 1
Recommended City Road Network Needs to 2041

HERITAGE HEIGHTS (HH) PROPOSED NETWORKS



- HH Secondary Plan development in process
- Draft HH TMP recommends a Preferred Network
- E-W connection is a key transit and active transportation spine to achieve community connectivity and foster sustainable modes of travel
- Walkable Main Street and Complete Street to complement Transit-Oriented Development
- GO Transit two-way, all-day service improvements

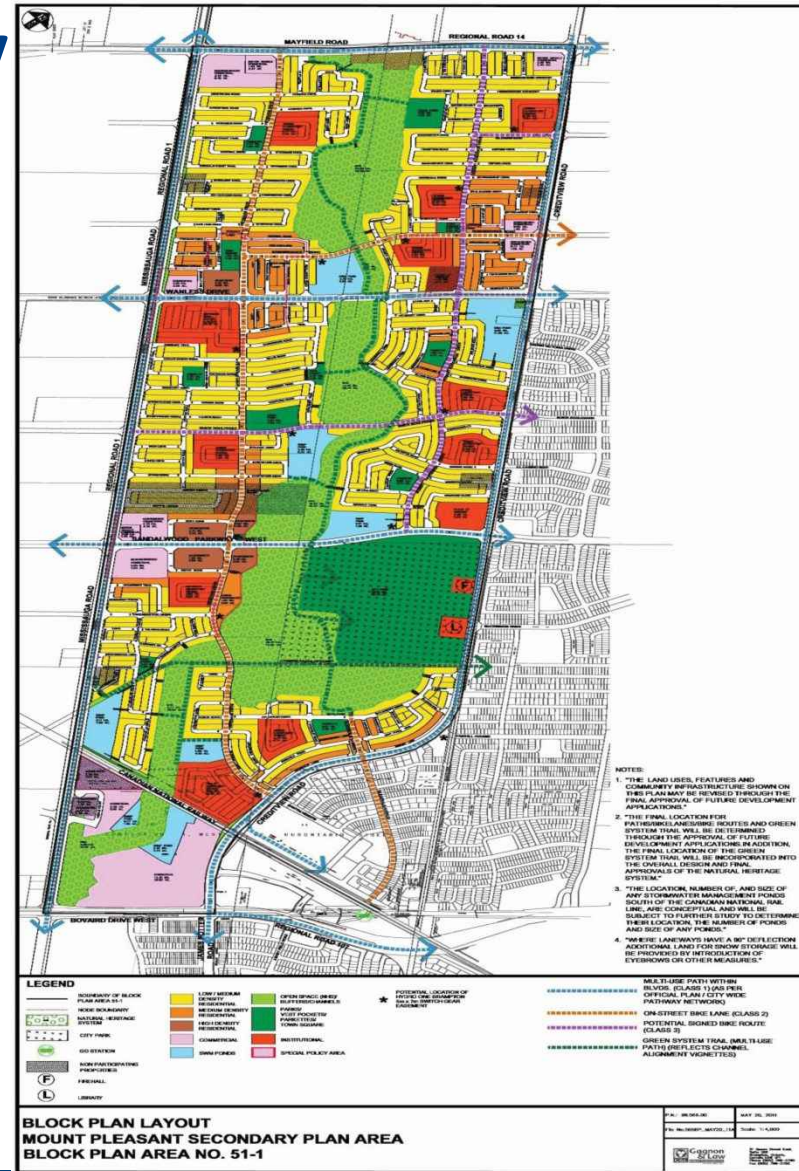


Proposed Transit Strategy

Proposed Active Transportation Strategy

Mount Pleasant Secondary Plan, 2011

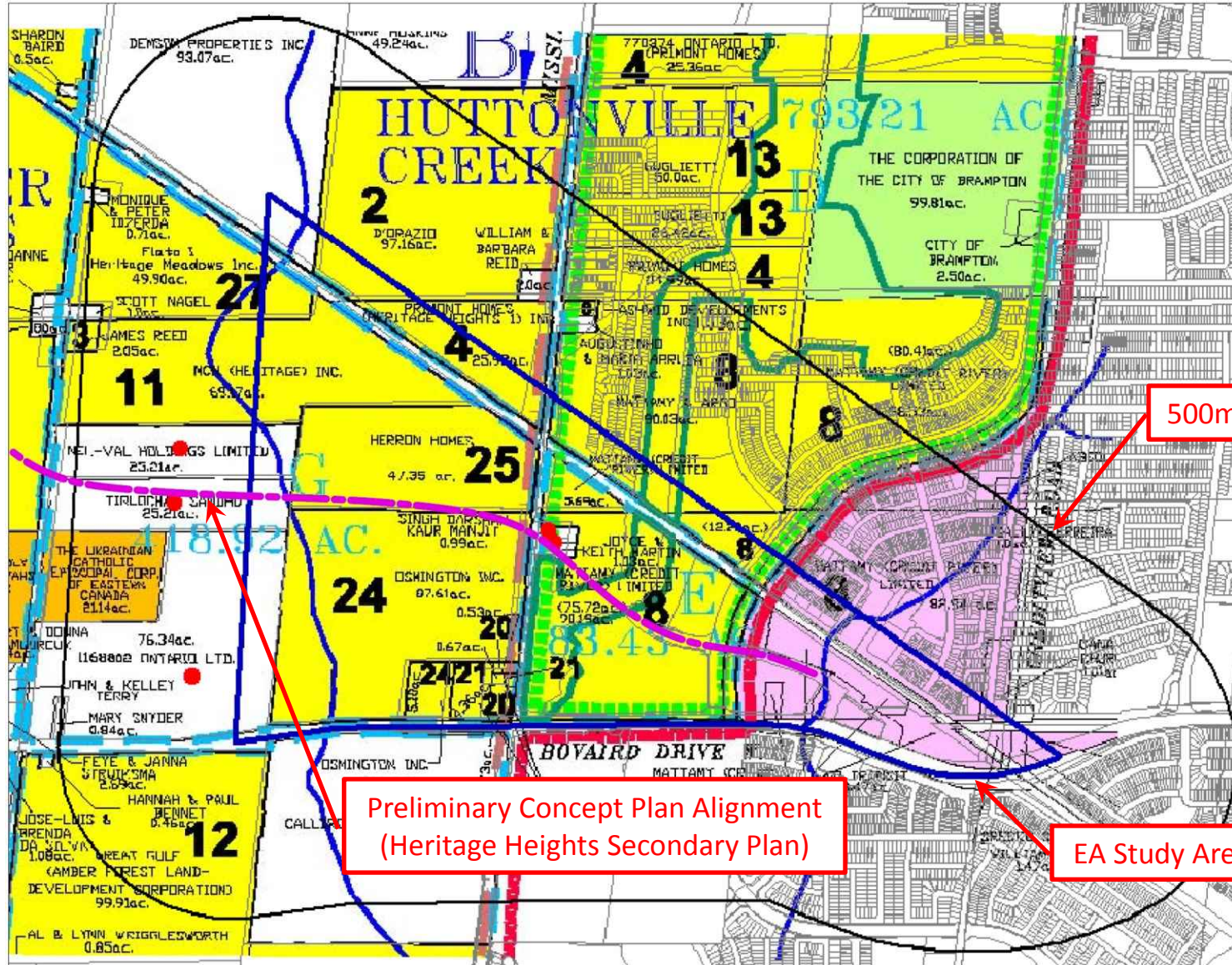
- Mount Pleasant Mobility Hub, Transit-Oriented Development, mixed uses, tighter grid networks, protection of environmental systems functions through protection and enhancement of a Natural Heritage System
- Mount Pleasant Secondary Plan OPA Policy 5.3.2.5 Road network and access required to accommodate travel demand in and associated with the “District Retail” designation shall be explored and confirmed, with respect to demonstrating and not precluding the ability of achieving future road network connectivity



Region of Peel

- Mississauga Road ESR 300m north of Bovaird Dr. to Mayfield Rd.
- Timing for Mississauga Road Detailed Design for Capital Construction
 - Mississauga Road (Bovaird Dr. to Sandalwood Pkwy.)
 - Mississauga Road (Sandalwood Pkwy. to Mayfield Rd.)
 - Mississauga Road structures (CN overpass and Huttonville Creek bridge) design timing is dependent on east-west connection road EA
- Cost sharing of structures may be required on approval of final design

Discussion and input



500m Buffer

Preliminary Concept Plan Alignment
(Heritage Heights Secondary Plan)

EA Study Area



Possible Location of Brampton East West Connection crossover at Mississauga Road

Next Steps

- Public Information Centre #2 will be scheduled for Fall 2015, to discuss the recommended alignment, as well as any issues and concerns prior to the finalization of the preliminary Preferred Design.

Alternative Evaluation Criteria

Transportation/Technical

- Ability to Improve East-West Capacity
- Effects on Access & Circulation
- Effects on Safety / Traffic Operations
- Support for Transit / Non-Auto Modes
- Ability to Improve Drainage System
- Emergency Services Impacts
- Utilities Impacts

Natural Environment

- Effects on Existing Environmentally Sensitive Areas
- Effects on Vegetation
- Effects on Habitat Areas
- Effects on Existing Watercourses, Water Quality / Quantity
- Effects on Air Quality

Alternative Evaluation Criteria (Cont.)

Social-Cultural Environment

- Support for Future Designated Growth Areas
- Effects on Adjacent Land-uses/Properties
- Effect on Noise Levels
- Short Term Construction Related Impacts
- Traffic Infiltration Effects
- Potential Impact on Heritage Resources & Archaeological Features

Cost

- Effects on Travel Time
- Effect on Road Operation and Maintenance Costs
- Capital Costs

THANK YOU

Consultant for the Class EA:

Mehemed Delibasic, M.Sc., P.Eng.

Consultant Project Manager

WSP Canada Inc.

600 Cochrane Drive, 5th Floor

Markham, Ontario L3R 5K3

Email: Mehemed.Delibasic@wspgroup.com

Phone: (905) 475-8727 ext. 18329

City of Brampton Staff:

Andria Oliveira, M.E.S., Pl.

Project Manager - City of Brampton

2 Wellington Street West

Brampton, Ontario L6Y 4R2

Email: Andria.Oliveira@brampton.ca

Phone: (905) 874-2410

Bakhit, Behnaz

From: Hilary Vaillancourt <HVaillancourt@osmington.com>
Sent: June 10, 2015 11:34 AM
To: andria.oliveria@brampton.ca; Delibasic, Mehemed
Cc: Brad Keast
Subject: PIC for the East-West Connection from Mount Pleasant GO Station to West of Mississauga Rd
Attachments: 2015.06.03 - PIC Notice for June 16th, 2015.pdf

Andria and Mehemed;

I am emailing you today to request to be notified of all matters related to the above, per the attached.

Please kindly confirm receipt at your earliest convenience.

Thank-you,
Hilary

Hilary Vaillancourt T: 416.306.3073 C: 416.262.0354 E: hvaillancourt@osmington.com
Development Manager 141 Adelaide Street West, Suite 601
Osmington Inc. Toronto, ON M5H 3L5

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Bakhit, Behnaz

From: Hatami, Hamid <hamid.hatami@brampton.ca>
Sent: April 22, 2014 6:50 AM
To: [REDACTED]
Cc: Delibasic, Mehemed; McIntyre, Scott
Subject: RE: east-west connection

Good Morning Dear Ms. [REDACTED]

Thank you for your email and your interest in East—West Connection EA study. We will definitely add your name to our contact list and seek your comments.

Best Regards,

Hamid Hatami, Ph.D., P.Eng, PMP
Manager, Environmental Engineering Services
Development Engineering Services
Planning, Design, and Development
Tel.: 905-874-2269
Fax: 905-874-3369
E-Mail: hamid.hatami@brampton.ca

From: [REDACTED]
Sent: 2014/04/18 3:28 PM
To: Hatami, Hamid
Subject: east-west connection

Dear Traffic Planners,
Re. East-West Connection to Mount Pleasant GO

The East -west connection to Mount Pleasant GO Stn is very important, especially for pedestriains and cyclists in the future Brampton West development, and for residents in the existing residential area in the Greenbelt in Brampton (along Winston Churchill Blvd, north of Norval).

The need for east-west active transportation trails to connect with the north-south trails that follow watershed tributaries has been identified for a long time. The east-west connection to the GO Stn should extend all the way to Winston Churchill Blvd, and should consider future, inter-regional needs. This could include a possible University campus in N.W.Brampton, nursing homes & day cares centres on the Nirankiri property and an additional GO train station on Winston Churchill (there was a Norval Station a long lime ago).

One logical route for a bike & pedestrian path is through the old Currie farm, though the prosed Norval Quarry currently acts as a barrier to public access to this lovely natural heritage feature.

Please include me on the study mailing list, I would like to comment some more after seeing the ESR.



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Bakhit, Behnaz

From: Oliveira, Andria <Andria.Oliveira@brampton.ca>
Sent: October 21, 2015 11:25 AM
To: Delibasic, Mehemed
Cc: Grady, Neal; Mitch Taleski (Mitch@paradisedevelopments.com); Mark Jepp (mark@paradisedevelopments.com)
Subject: FW: EW Connector EA

Hi Mehemed,

Can you please include Mitch and Mark on our Stakeholder list for EW Connector EA?
Thanks so much!

Andria

Andria Oliveira

Policy Planner, Transportation & Infrastructure
Long Range Transportation Planning
Planning & Infrastructure Services

City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4RT
Tel: (905) 874-2410
Email: andria.oliveira@brampton.ca
www.brampton.ca

From: Grady, Neal
Sent: 2015/10/21 11:02 AM
To: Oliveira, Andria; Mitch Taleski (Mitch@paradisedevelopments.com); Mark Jepp (mark@paradisedevelopments.com)
Subject: FW: EW Connector EA

Thanks indeed Andria.

Attaching the slides for you too Mitch and Mark with respect to our meeting this afternoon involving the two existing lots of record south of the CN Rail.

If after meeting with me you want to be notified of the second PIC whereby various Lagerfeld Drive extension alternatives are provided please notify Andria. Yesterday Andria advised me that the second PIC is targeted for the end of this year or the early part of 2016.

Best Regards

Neal

Neal Grady, MCIP, RPP
Development Planner
2 Wellington Street West

Brampton, ON
L6Y 4R2

Phone- 905-874-2064
neal.grady@brampton.ca

From: Oliveira, Andria
Sent: 2015/10/21 10:04 AM
To: Grady, Neal
Subject: RE: EW Connector EA

Hi Neal,

Please find the slides from PIC 1 (June 2015) attached. We are working on alternative alignments and planning for a PIC in December or January.

Please let me know if you need anything else!

Thank!

Andria

Andria Oliveira
Policy Planner, Transportation & Infrastructure
Long Range Transportation Planning
Planning & Infrastructure Services

City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4RT
Tel: (905) 874-2410
Email: andria.oliveira@brampton.ca
www.brampton.ca

From: Grady, Neal
Sent: 2015/10/21 8:42 AM
To: Oliveira, Andria
Subject: RE: EW Connector EA

Thanks Andria.

Cheers

Neal

From: Oliveira, Andria
Sent: 2015/10/20 4:32 PM
To: Grady, Neal
Cc: Zbogar, Henrik
Subject: EW Connector EA

Hi Neal – I have a request in with our consultant, I will have something for you to share at your meeting tomorrow 😊

I'll follow up with you tomorrow!

Have a great evening 😊

Andria

Andria Oliveira
Policy Planner, Transportation & Infrastructure
Long Range Transportation Planning
Planning & Infrastructure Services

City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4RT
Tel: (905) 874-2410
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www.brampton.ca

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Bakhit, Behnaz

From: Colin Chung <colinc@gsai.ca>
Sent: February 9, 2015 7:39 PM
To: Delibasic, Mehemed
Cc: Jill Hogan; Michael Gagnon; Andrew Walker; James Reed; Bruce Reed
Subject: Fwd: LAGERFELD DRIVE EA - Landowner Consultation - prior to PIC 1

Hi Mehemed, further to Jill's email below, Michael Gagnon and I are co-consultants for the Heritage Heights Landowners Group and both James and Bruce Reed act as the owner representatives.

We understand that you wish to meet with us to discuss the Lagerfeld Drive EA process prior to the first PIC.

Please provide us with 3 dates and times that you and your team are available and we would be pleased to confirm a meeting date. Thanks kindly.

Colin Chung
Partner
Glen Schnarr & Associates Inc.
10 Kingsbridge Garden Circle
Suite 700
Mississauga, Ontario L5R3K6
1(905) 568-8888 x224
www.g sai.ca

Begin forwarded message:

From: "Hogan, Jill" <Jill.Hogan@brampton.ca>
Date: February 9, 2015 at 4:29:27 PM EST
To: Michael Gagnon <mgagnon@gagnonlawurbanplanners.com>, Colin Chung <colinc@gsai.ca>, Andrew Walker <awalker@gagnonlawurbanplanners.com>
Cc: "Oliveira, Andria" <Andria.Oliveira@brampton.ca>
Subject: LAGERFELD DRIVE EA - Landowner Consultation - prior to PIC 1

Hello Michael/Colin/Andrea:

WSP, the consultant undertaking the EA for Lagerfeld Drive would like to consult with the Heritage Heights Landowner Group prior to PIC #1. This is the group's opportunity to comment. I am acting as a conduit, passing on this information. I suggest that you contact Mehemed Delibasic of WSP to set up a meeting or to pass on the contact details of the group members. His contact details are below.

Mehemed Delibasic, M.Sc., P. Eng.
Manager | Transportation Planning

WSP Canada Inc.
600 Cochrane Drive, 5th Floor
Markham, Ontario L3R 5K3 Canada
T +1 905-475-8727 #18329
F +1 905-475-5994
C +1 416-318-6801
Mehemed.Delibasic@wspgroup.com
www.wspgroup.com

Please feel free to contact me with any questions.

Many thanks,

Jill

Jill Hogan, MCIP, RPP
Manager, Development Services
Planning and Infrastructure Services Department
City of Brampton | 2 Wellington Street W | Brampton ON L6Y 4R2
T 905.874.3450 | E jill.hogan@brampton.ca

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Bakhit, Behnaz

From: Geoff Kneller <geoff_kneller@tcenergy.com>
Sent: November 5, 2020 8:11 PM
To: dqilty@mhbcplan.com; Bakhit, Behnaz; Goolsarran, Mario
Cc: Nalliah, Daniel; Shah, Ahmad; Stephen Viola; Jacques Poulin
Subject: Lagerfeld Drive Extension EA
Attachments: Lagerfeld Drive EA Response Letter.pdf

Thank-you for meeting with us regarding your Environmental Assessment for the proposed Lagerfeld Drive extension. I have attached a letter outlining our feedback for the assessment.

Geoffrey R. Kneller CD P.Eng MBA
Integrated Land-use Management
Right-of-way Management
Canada Gas Engineering, Canada Gas Operations

geoff_kneller@tcenergy.com
desk: 587-933-3882



450 - 1 Street S.W. Calgary, AB
Canada, T2P 5H1

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Thank you

TC Energy
450 - 1 Street S.W. Calgary, AB
Canada, T2P 5H1
Tel: 587-933-3882
Geoff_Kneller@tcenergy.com



November 5, 2020

Mario Goolsaran P.Eng PMP
Public Works & Engineering, City of Brampton
1975 Williams Parkway
Brampton, ON, L6S 6E5

Dear Mr. Goolsaran,

Thank-you for engaging TC Energy as an impacted stakeholder with respect to the Environmental Assessment for the proposed extension of Lagerfeld Drive. TC Energy maintains two natural gas pipelines (one 36-inch and one 42-inch) (the TransCanada Pipeline, or TCPL) within rights-of-way through the study area, and we lease a portion of the right-of-way to Enbridge for a pipeline that is part of their system.

TC Energy strongly recommends that early, accurate survey locations and depths of cover be obtained in the field by hydro-vac for all pipelines identified in the Environmental Assessment study area. At a minimum, this should be done at the proposed locations for intersections and crossings. Pipeline locations should be shared with the City and landowners' group for their awareness and planning purposes. Survey-quality information regarding the pipeline locations and depth of cover will be a key design factor throughout the study area where interactions with the pipelines and the proposed Lagerfeld Drive extension are planned.

TC Energy also recommends that the Environmental Assessment consider all of the proposed infrastructure in the surrounding community that interacts with the proposed Lagerfeld Drive extension. Versions of the layout of the surrounding community have been circulated to TC that include additional road crossings, a stormwater management facility east of our right-of-way, and crossings for servicing. A complete understanding of the proposed crossings of the pipelines cannot be completed without incorporating all proposed intersections and crossings into the assessment and completing a full appraisal of how the proposed crossings interact with three large-diameter natural gas pipelines within the pipeline rights-of-way.

Regarding the crossing of the proposed extension of Lagerfeld Drive crossing the pipelines, TC Energy offers the following comments:

- a. All structures such as curbs and gutters that are not part of the perpendicular road surface, street lighting, catch-basins, manholes and retaining walls, must be set back a minimum of 7 meters from the edge of the pipeline rights-of-way.
- b. TC energy will not accept grading within the right-of-way outside of crossings. Grading design should be planned such that the depth of cover over the pipeline will be maintained at current levels.
- c. On the topic of stormwater management, TC Energy is assuming from the diagram shown at our October 29, 2020 meeting that the extension of Lagerfeld Drive will not require stormwater to cross the right-of-way. Major system flows of stormwater, including those carried by the proposed extension of Lagerfeld Drive, must be designed so as not to spill into the rights-of-way at the crossings. All drainage of the proposed extension should be directed away from the pipeline rights-of-way.

- d. Depending on the outcome of a preliminary review of the crossing design, it is possible that an engineering assessment, involving excavation and inspection, of the pipeline prior to construction will be required in order that TC Energy comply with CSA requirements, specifically Section 10.8.1 of CSA-Z662. If so, TC Energy will be required by the Canada Energy Regulator to prepare a detailed engineering analysis of all loads expected during construction and operation of the crossing and will provide designs for appropriate mitigation. The cost of this engineering assessment, analysis and design work, and the costs of any required mitigation, if incurred will be 100% the responsibility of the proponents. Recent examples of the cost of an engineering assessment have been in the range of \$2-million to \$4-million dollars.
- e. A key factor in determining the need for an engineering assessment at the cost of the proponents will be the proximity of other crossings to the crossing of Lagerfeld Drive, specifically:
 1. Intersections of proposed local roads east and west of the right-of-way with Lagerfeld Drive;
 2. A proposed crossing of a local road north of Lagerfeld Drive
 3. The crossing of Huttonville Creek;
 4. A potential crossing of a storm sewer to a stormwater management facility proposed east of the right-of-way;
 5. The crossing of the CN Rail north of Lagerfeld Drive;
 6. A crossing of Bovaird Drive currently in preliminary engineering as planned by the Region of Peel; and,
 7. A crossing of Mississauga Road incorporating significant grading currently in detailed engineering as planned by the Region of Peel.

Each of these crossings considered in isolation would not typically require an engineering assessment; however, the number of crossings considered together within a relatively small area proposed along Lagerfeld Drive together with the design of the surrounding community will potentially alter TC Energy's ability to adequately access, maintain or manage the associated risk to the pipelines, thereby impacting whether crossings can be permitted.

A solution that TC encourages the City of Brampton to consider would be to work through the block planning process to reduce the intensity of proposed development in the area east of the pipelines. If infrastructure such as lots, local roads, and a stormwater management facility can be removed in the area between the pipeline rights-of-way and Huttonville Creek, this would simplify the surrounding infrastructure significantly and provide TC Energy with better assurance that it will be able to achieve ongoing access to maintain the pipelines and reduce any associated risk to the pipelines. To assist with planning around the pipeline rights-of-way, TC Energy requests that we be included in all stakeholder engagement regarding proposed developments in the area surrounding the proposed Lagerfeld Drive extension.

The following requirements from the *Canadian Energy Regulator Act* (the Act) and the *Canadian Energy Regulator Pipeline Damage Prevention Regulations – Authorizations* (the DPRs) should be considered well in advance of any construction of the proposed extension of Lagerfeld Drive. Pursuant to Section 335 of the Act and the DPRs, written consent from TC Energy must be obtained with respect to any of the following:

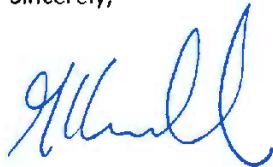
- Constructing or installing a facility across, on, along or under a pipeline, which includes anywhere within the pipeline right-of-way arising from the definition of "Pipeline" in the Act, which includes the associated real property;
- Conducting any ground disturbance (most commonly excavation or digging) within the Prescribed Area which is measured 30 meters perpendicularly from the center of each pipe;
- Operating a vehicle or piece of mobile equipment or machinery, outside the travelled portion of a highway or public road, across, on, or along a pipeline, which includes anywhere in the pipeline right-of-way given the definition of "Pipeline" in the Act, which includes the associated real property;

- Use of the Prescribed Area or the pipeline right-of-way for storage purposes.

TC Energy also requests that no blasting activities occur within 300 meters from the pipeline. More information on safe digging and how to apply for written consent are available on our website at: <https://www.tcenergy.com>.

We trust that these comments are helpful in formulating the Environmental Assessment of the proposed extension of Lagerfeld Drive. In closing, we understand that variations of the proposed designs may change the interaction with our facilities and our guidance in that regard. The goal of our Integrated Land-use Management service is to assist all parties to optimize the proposed design, resolve issues related to the pipelines, and minimize the costs and timeframes that may be required to facilitate development. We continue to offer to work collaboratively with the municipalities, the developers and their consultants in the Lagerfeld Drive extension study area.

Sincerely,



Geoffrey R. Kneller CD P.Eng MBA
Senior Engineer, Right-of-Way Management
Canada Gas Engineering



Bakhit, Behnaz

From: Glenn Wellings <glenn@wellingsplanning.ca>
Sent: December 23, 2016 4:42 PM
To: andria.oliveira@brampton.ca; Delibasic, Mehemed
Cc: Picard Jim; emailus@applefactory.com; Michael Gagnon
(mgagnon@gagnonlawurbanplanners.com); Colin Chung (colinc@gsai.ca)
Subject: The Apple Factory - Lagerfeld Drive/Mount Pleasant Go Station EA
Attachments: Letter.Andria Oliveira.Lagerfeld Drive EA.December 23 2016.pdf

Andria, please find attached letter. I will mail an original copy. Also, please ensure I am added to the mailing list. Thanks.

Glenn

Glenn J. Wellings, MCIP, RPP
Wellings Planning Consultants Inc.
513 Locust, Unit B
Burlington, ON L7S 1V3

p. 905.681.1769, ext. 1
c. 416.988.0310
w. www.wellingsplanning.ca

We've Moved! We are now located in Downtown Burlington behind the Different Drummer Bookstore.

December 23, 2016

Ms. Andria Oliveira
Project Manager
Planning and Development Department
City of Brampton
2 Wellington Street West
Brampton, ON
L6Y 4R2

Dear Andria:

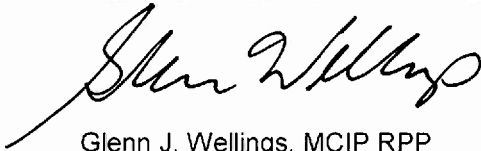
**Re: Lagerfeld Drive East-West Connection -
Mount Pleasant Go Station Environmental Assessment
Apple Factory Lands
City of Brampton
Our File No.: 2011/25**

We are Planning Consultants for the Apple Factory who own lands and operate a business at the northwest corner of Mississauga Road and Bovaird Drive. As a follow-up to our December 12, 2016 meeting with respect to the above matter, the purpose of this letter is to advise your team of our client's preferred alignment(s) based on the five (5) alignments under evaluation.

Having reviewed the alignment concepts, Apple Factory is supportive of Alignments #1 or #3 as we feel these alignments best facilitate a connection with the Mount Pleasant Go Station and serve future (re)development. These alignments would also have the least impact on the Apple Factory. Conversely, Alignments #4 and #5 in our opinion would not facilitate an appropriate connection to the Mount Pleasant Go Station nor well serve future (re)development. Apple Factory is particularly concerned with Alternative #2 given the proximity of the proposed intersection (i.e. Mississauga Road/Lagerfeld Drive) with the existing Bovaird Drive/Mississauga Road intersection. It is our understanding that the intersection spacing would not meet current Regional standards. We are particularly concerned with any potential implications on existing and/or future access to/from Mississauga Road for the Apple Factory.

We would appreciate being added to the mailing list and notified of the next steps in selecting a preferred alignment. Thank you for the opportunity to provide comments and we look forward to future discussions.

Yours truly,
WELLINGS PLANNING CONSULTANTS INC.



Glenn J. Wellings, MCIP RPP

- c. Mehemed Delibasic – WSP Canada Inc.
James Picard/Jim Hurt – Apple Factory (2007) Corporation
Michael Gagnon/Colin Chung – Planning Consultants for Heritage Heights

APPENDIX

B3

LANDOWNERS & DEVELOPERS



APPENDIX

B

CONSULTATION - CORRESPONDENCES

APPENDIX

B3

LANDOWNERS & DEVELOPERS





May 14, 2014

Hamid Hatami
Manager, Environmental Engineering Services
City of Brampton
Planning and Infrastructure Services
2 Wellington St. W.
Brampton, ON
L6Y 4R2

Our ref: 09164 / 2820495

Dear Mr Hatami

**RE: East-West Connection – Mount Pleasant GO Station to West of Mississauga Rd.
Municipal Class Environmental Assessment Study
City of Brampton**

As engineering consultant acting on behalf of Osmington Inc., please accept this request to be included on the above-noted study mailing list.

Contact information is as follows:

GHD Inc.
11 Allstate Parkway, Ste. 310
Markham, Ontario L3R 9T8

Attention: Shawn Huynh, B.A.Sc.
Project Coordinator
905 752 4372

Sincerely

GHD

A handwritten signature in blue ink, appearing to read "Shawn Huynh", with a stylized flourish at the end.

Shawn Huynh

Project Coordinator
905 752 4391

SH/er

cc: Osmington Inc., Brad Keast
GHD, Reg Webster

May 26, 2020

GWD Professional Planners
21 Queen Street East, Suite 500
Brampton, ON
L6W 3P1

Dear Mr. Gagnon and Mr. Walker;

RE: Schedule C Municipal Class Environmental Assessment Study for East to West Connector Road (Lagerfeld Drive) Extension, Brampton

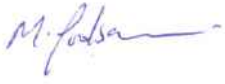
Thank you for your correspondences dated, May 25, 2018 and Nov 21, 2019 and attendance at the PIC #2 in connection with the East-West Connector Rd (Lagerfeld Drive Extension) Municipal Class Environmental Assessment (EA) Study, City of Brampton.

In response to your letter dated May 25, 2018, the project team has noted GWD's concerns in regards to aligning 10 metre buffer from the dripline of Provincial Significant woodlot. The Credit Valley Conservation Authority (CVC) Authority requires the minimum setback of the proposed right of way to the wetland to be 30m and the minimum setback to the woodlot is 10m with the intent that the buffer area between the future right of way and the existing wetland and woodlot would be restored to a natural condition. CVC has further confirmed that setback requirements are established from the feature/hazard in question.

In response to your letter dated November 21, 2019, we thank you for supporting the preferred alignment and your comment regarding a minor adjustment to the location of the road on the north side of the woodlot was noted, and further consultation with CVC was undertaken. CVC has confirmed that future technical studies related to development of the Heritage Heights block may result in changes to the minimum setback requirements. CVC would be supportive to adjusting the setback of the future right of way once those setback requirements are refined and agreed to by CVC. A note will be added to the preliminary preferred plan, north of the woodlot to allow design flexibility based on future discussion with the CVC. The current preliminary design shows 30m setback, as required for wetland.

The Environmental Study Report (ESR) is currently being prepared and will be placed in public record for review by the public and agencies. If there are no outstanding concerns, then the City may proceed to implementation. We have confirmed that Gagnon Walker Domes Ltd. (GWD) is on the study mailing-list and will ensure you are notified of filing of the ESR for public review. Should you have any further questions or comments, please contact the undersigned at 905-874-5164 or Mario.Goolsarran@brampton.ca

Thank you.

A handwritten signature in blue ink, appearing to read 'M. Goolsarran'.

Mario Goolsarran, P. Eng.,
Senior Project Engineer, Infrastructure Planning
Public Works and Engineering
City of Brampton

cc: Daniel Nalliah P. Eng., - WSP Project Manager

May 21, 2020

Aaron Wisson
Vice President
GTA Land Development, Mattamy Homes
7880 Keele Street, Unit 3, Suite 500
Vaughan, ON
L4K 4G7

Dear Mr. Wisson,

RE: Schedule C Municipal Class Environmental Assessment Study for East to West Connector Road (Lagerfeld Drive) Extension, Brampton

Thank you for your response regarding the East-West Connector Rd (Lagerfeld Drive) Environmental Assessment (EA), City of Brampton.

During Public Information Centre # 2 which was held on November 5, 2019, an evaluation framework including technical considerations, environmental components and relevant agency comments was developed for the preferred solution at the preliminary level of detail to assess the potential impacts associated with each alternative. The preferred alternative solution was for the continuation of the existing Mount Pleasant GO Station access road (Lagerfeld Drive) to lands west of Mississauga Road.

Throughout the course of this study, the City undertook extensive consultation with the Ministry of Natural Resources and Forestry (MNRF) and subsequently The Ministry of Environment, Conservation and Parks (MECP), given the sensitive natural habitats located within the eastern portion of the study area. In mid 2019, MECP provided approval in principle to the following;

- An Overall Benefit Permit as per the Endangered Species Act is expected to be above and beyond the normal requirements. Details of the Permit will be subject to additional discussions with MECP at the detailed design phase of the project.
- The requirement for this Overall Benefit permit supersedes the previous MNRF suggested phased approach to project implementation. The City may proceed with the project implementation as per the preliminary preferred design based on its current development and transportation needs, subject to approval of the Environmental Study Report

The Environmental Study Report (ESR) is currently being prepared and will be placed in public record for review by the public and agencies. If there are no outstanding concerns, then the City may proceed for implementation. We have confirmed that the Land Development,

Mattamy Homes is on the study mailing-list and will ensure you are notified of the filing of the ESR for public review. Should you have any further questions or comments, please contact the undersigned at 905-874-5164 or Mario.Goolsarran@brampton.ca
Thank you.

A handwritten signature in blue ink, appearing to read 'M. Goolsarran', with a horizontal line extending to the right.

Mario Goolsarran, P. Eng.,
Senior Project Engineer, Infrastructure Planning
Public Works and Engineering
City of Brampton

cc: Daniel Nalliah P. Eng., - WSP Project Manager



Principals

Michael Gagnon
Lena Gagnon
Andrew Walker
Richard Domes

March 1, 2018

P.N.10.1668.00

**The Corporation of the City of Brampton
2 Wellington Street West
Brampton, Ontario
L6Y 4R2**

Attention: Mario Goolsarran, Senior Project Engineer, Infrastructure Planning

- and -

**WSP Canada Inc.
600 Cochrane Drive, 5th Floor
Markham, Ontario
L3R 5K3**

Attention: Mehemed Delibasic, Consultant Project Manager

**Subject: Comments on Preliminary Preferred Alignment
Lagerfeld Drive Environmental Assessment**

Dear Mario and Mehemed:

Gagnon Walker Domes Ltd. (GWD) acts as the Planning Consultant to Heathwood Homes (Brampton) Inc. (Heathwood), and MCN (Heritage) Inc. (Cortel). Heathwood and Cortel own approximately 19.4 hectares (48 acres) and 8.1 hectares (20 acres) respectively, on the west side of Mississauga Road, north of Bovaird Drive West, south of the CNR), and are located within the Mount Pleasant Secondary Plan (Area 51).

We attended the October 24, 2017 City of Brampton/Developers Status Update meeting. Further to this meeting, a copy of the preferred alignment drawing was circulated so that those in attendance could examine and fully understand the impact of the preferred alignment to their landholdings. In this regard, we have had an opportunity to review the preferred alignment with our draft Concept Plan/Tertiary Plan, and have concerns as the specific alignment being advanced as the 'preferred' alignment has a very significant impact on the Heathwood lands. We wish to take this opportunity to provide the following comments, observations and recommendations. In addition, attached is a copy of the Heathwood Concept Plan/Tertiary Plan with the 'preferred' alignment shown and the impacts to the Heathwood lands; the numbering of the comments below are cross-referenced to the numbering on the plan.

GAGNON WALKER DOMES LTD.

21 Queen Street East, Suite 500 • Brampton ON Canada L6W 3P1 • P: 905-796-5790
3601 Highway 7 East, Suite 310 • Markham ON Canada L3R 0M3 • P: 905-477-6556
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Comments, Observations, and Recommendations

1. The location of the preliminary preferred alignment will reduce the size and area of the available stormwater management pond (SWM Pond). The original size of the SWM Pond was appropriately sized for accepting the stormwater flow from the Heathwood and MCN developments;
2. Results in an inefficient development pattern resulting in a remnant, unusable parcel of land on the south side of the Lagerfeld Drive alignment, east of the TCPL easement.
3. West of the TCPL easement is a marginal residual block. The residual block results in an inefficient single loaded road, and leaves only a narrow, unusable block next to the woodlot.

In closing, we respectfully request that the preferred alignment be adjusted to reflect the original alignment where the road is located immediately adjacent to the woodlot, as reflected in our original comments and draft Tertiary Plan. The attached Concept Plan shows the location of the original alignment overlaid thereon. A copy of the original May 2017 Concept Plan/Tertiary Plan is also attached. In addition to the efficient development pattern for the Heathwood lands, this alignment provides a large window, or view corridor to the woodlot for the public.


We look forward to hearing back from you regarding this submission and our ongoing participation in the Lagerfeld Drive Environmental Assessment Study process.

Thank you.

Yours truly,



Michael Gagnon, B.E.S., M.C.I.P., R.P.P.
Managing Principal Planner



Andrew Walker, B.E.S., M.C.I.P., R.P.P.
Principal Planner

cc: P. Cortellucci, MCN (Heritage) Inc.
A. Oliveira, City of Brampton



Principals

Michael Gagnon
Lena Gagnon
Andrew Walker
Richard Domes

May 25, 2018

P.N.10.1668.00

**The Corporation of the City of Brampton
2 Wellington Street West
Brampton, Ontario
L6Y 4R2**

Attention: Mario Goolsarran, Senior Project Engineer, Infrastructure Planning

- and -

**WSP Canada Inc.
600 Cochrane Drive, 5th Floor
Markham, Ontario
L3R 5K3**

Attention: Mehemed Delibasic, Consultant Project Manager

**Subject: Comments on Preliminary Preferred Alignment
Lagerfeld Drive Environmental Assessment**

Dear Mario and Mehemed:

Gagnon Walker Domes Ltd. (GWD) acts as the Planning Consultant to Heathwood Homes (Brampton) Inc. (Heathwood), and MCN (Heritage) Inc. (Cortel). Heathwood and Cortel own approximately 19.4 hectares (48 acres) and 8.1 hectares (20 acres) respectively, on the west side of Mississauga Road, north of Bovaird Drive West, south of the CNR, and are located within the Mount Pleasant Secondary Plan (Area 51).

Further to our attendance at the October 24, 2017 City of Brampton/Developers Status Update meeting, written comments, observations and recommendations on the preferred alignment dated March 1, 2018 were provided to the City. We are in receipt of the City's response dated April 19, 2018 and the updated conceptual alignment drawing under consideration for the Lagerfeld EA.

We have had a chance to review the April 19, 2018 response and updated conceptual alignment and wish to advise that we generally support the revised alignment, and have the following additional comment:

1. Clarification that the 10 metre buffer is to be taken from the dripline of the woodlot, and not a combination of the dripline and property line.

GAGNON WALKER DOMES LTD.

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We look forward to hearing back from you regarding this submission and our ongoing participation in the Lagerfeld Drive Environmental Assessment Study process.

Thank you.

Yours truly,

Michael Gagnon, B.E.S., M.C.I.P., R.P.P.
Managing Principal Planner

Andrew Walker, B.E.S., M.C.I.P., R.P.P.
Principal Planner

cc: P. Cortellucci, MCN (Heritage) Inc.
A. Oliveira, City of Brampton



Principals

Michael Gagnon
Lena Gagnon
Andrew Walker
Richard Domes

November 21, 2019

P.N.10.1668.00

**The Corporation of the City of Brampton
2 Wellington Street West
Brampton, Ontario
L6Y 4R2**

Attention: Mario Goolsarran, Senior Project Engineer

- and -

**WSP Canada Inc.
100 Commerce Valley Drive West
Thornhill, Ontario
L3T 0A1**

Attention: Daniel Nalliah, Manager, Municipal Roads

**Subject: Comments on Preliminary Preferred Alignment
Lagerfeld Drive Environmental Assessment
Public Information Centre #2**

Dear Mario and Daniel:

Gagnon Walker Domes Ltd. (GWD) acts as the Planning Consultant to Heathwood Homes (Brampton) Inc. (Heathwood). Heathwood owns approximately 19.4 hectares (48 acres) on the west side of Mississauga Road, north of Bovaird Drive West, south of the CNR), and are located within the Mount Pleasant Secondary Plan (Area 51).

We attended at the November 5, 2019 Second Public Information Centre (PIC #2) in connection with the East-West Connection Road (Lagerfeld Drive Extension) Municipal Class Environmental Assessment Study.

We have had a chance to review the Preliminary Preferred Plan that was presented at PIC #2 and wish to advise that we generally support the preferred alignment, except for a minor adjustment to the location of the road north of the woodlot. The alignment shown on the Preliminary Preferred Plan is creating an area of unusable land between the road ROW and the woodlot. The road should be aligned 10m from the dripline of the trees as outlined in our previous March 1, 2018 and May 25, 2018 submissions (see attached).

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We look forward to hearing back from you regarding this submission and our ongoing participation in the Lagerfeld Drive Environmental Assessment Study process.

Thank you.

Andrew Walker, B.E.S., M.C.I.P., R.P.P.
Principal Planner

cc: H. Heron, Heathwood Homes (Brampton) Inc.
G. Simpson, Heathwood Homes (Brampton) Inc.
M. Gagnon, Gagnon Walker Domes Ltd.



Principals

Michael Gagnon
Lena Gagnon
Andrew Walker
Richard Domes

May 25, 2018

P.N.10.1668.00

The Corporation of the City of Brampton
2 Wellington Street West
Brampton, Ontario
L6Y 4R2

Attention: **Mario Goolsarran, Senior Project Engineer, Infrastructure Planning**

- and -

WSP Canada Inc.
600 Cochrane Drive, 5th Floor
Markham, Ontario
L3R 5K3

Attention: **Mehemed Delibasic, Consultant Project Manager**

Subject: **Comments on Preliminary Preferred Alignment
Lagerfeld Drive Environmental Assessment**

Dear Mario and Mehemed:

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Thank you.

Yours truly,

Michael Gagnon, B.E.S., M.C.I.P., R.P.P.
Managing Principal Planner

Andrew Walker, B.E.S., M.C.I.P., R.P.P.
Principal Planner

cc: **P. Cortellucci, MCN (Heritage) Inc.**
A. Oliveira, City of Brampton



Principals

Michael Gagnon
Lena Gagnon
Andrew Walker
Richard Domes

March 1, 2018

P.N.10.1668.00

**The Corporation of the City of Brampton
2 Wellington Street West
Brampton, Ontario
L6Y 4R2**

Attention: Mario Goolsarran, Senior Project Engineer, Infrastructure Planning

- and -

**WSP Canada Inc.
600 Cochrane Drive, 5th Floor
Markham, Ontario
L3R 5K3**

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**Subject: Comments on Preliminary Preferred Alignment
Lagerfeld Drive Environmental Assessment**

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Comments Observations and Recommendations

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3. West of the TCPL easement is a marginal residual block. The residual block results in an inefficient single loaded road, and leaves only a narrow, unusable block next to the woodlot.

In closing, we respectfully request that the preferred alignment be adjusted to reflect the original alignment where the road is located immediately adjacent to the woodlot, as reflected in our original comments and draft Tertiary Plan. The attached Concept Plan shows the location of the original alignment overlaid thereon. A copy of the original May 2017 Concept Plan/Tertiary Plan is also attached. In addition to the efficient development pattern for the Heathwood lands, this alignment provides a large window, or view corridor to the woodlot for the public.


We look forward to hearing back from you regarding this submission and our ongoing participation in the Lagerfeld Drive Environmental Assessment Study process.

Thank you.

Yours truly,

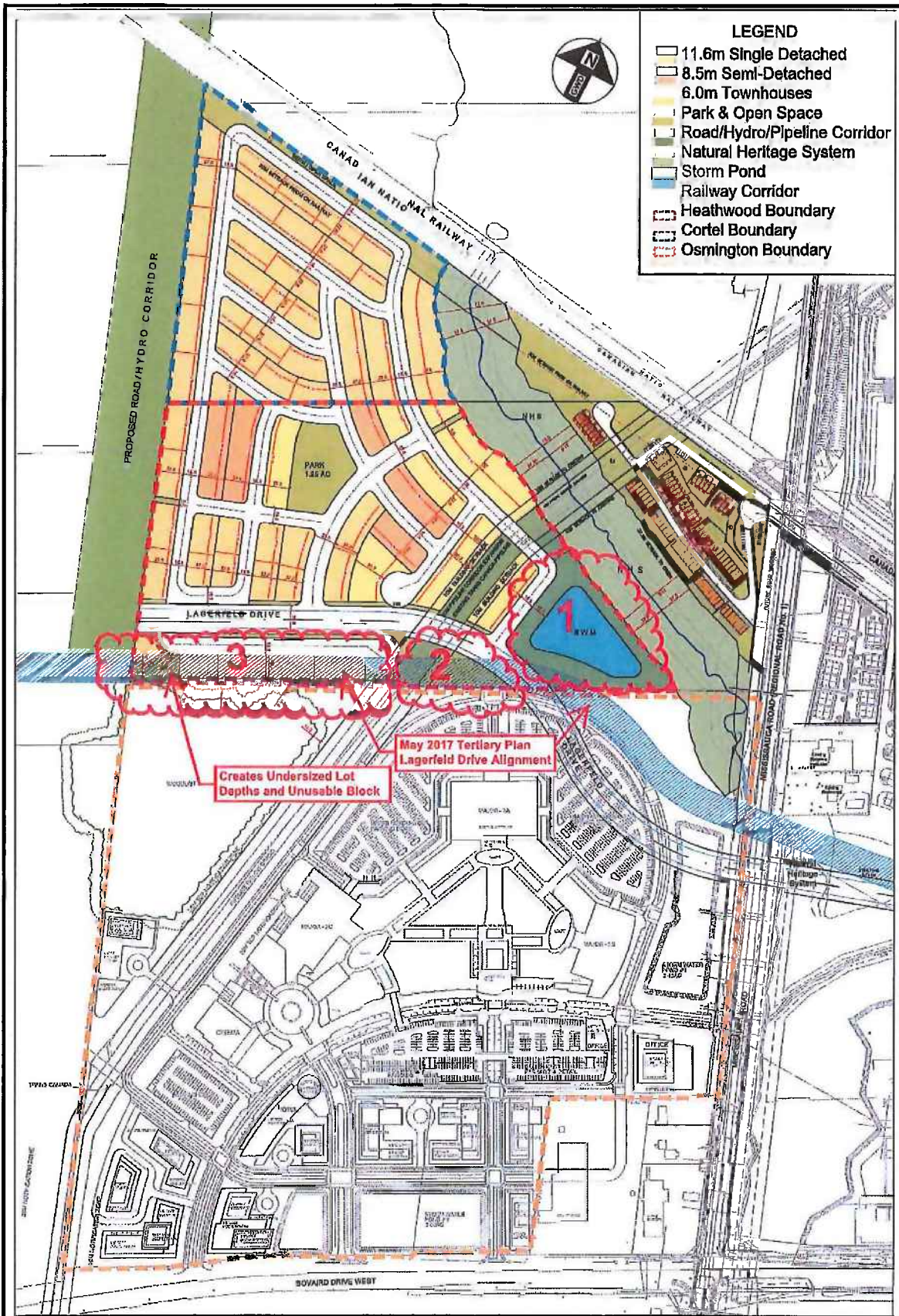


Michael Gagnon, B.E.S., M.C.I.P., R.P.P.
Managing Principal Planner



Andrew Walker, B.E.S., M.C.I.P., R.P.P.
Principal Planner

cc: P. Cortellucci, MCN (Heritage) Inc.
A. Oliveira, City of Brampton



- LEGEND**
- 11.6m Single Detached
 - 8.5m Semi-Detached
 - 6.0m Townhouses
 - Park & Open Space
 - Road/Hydro/Pipeline Corridor
 - Natural Heritage System
 - Storm Pond
 - Railway Corridor
 - Heathwood Boundary
 - Cortel Boundary
 - Osmington Boundary

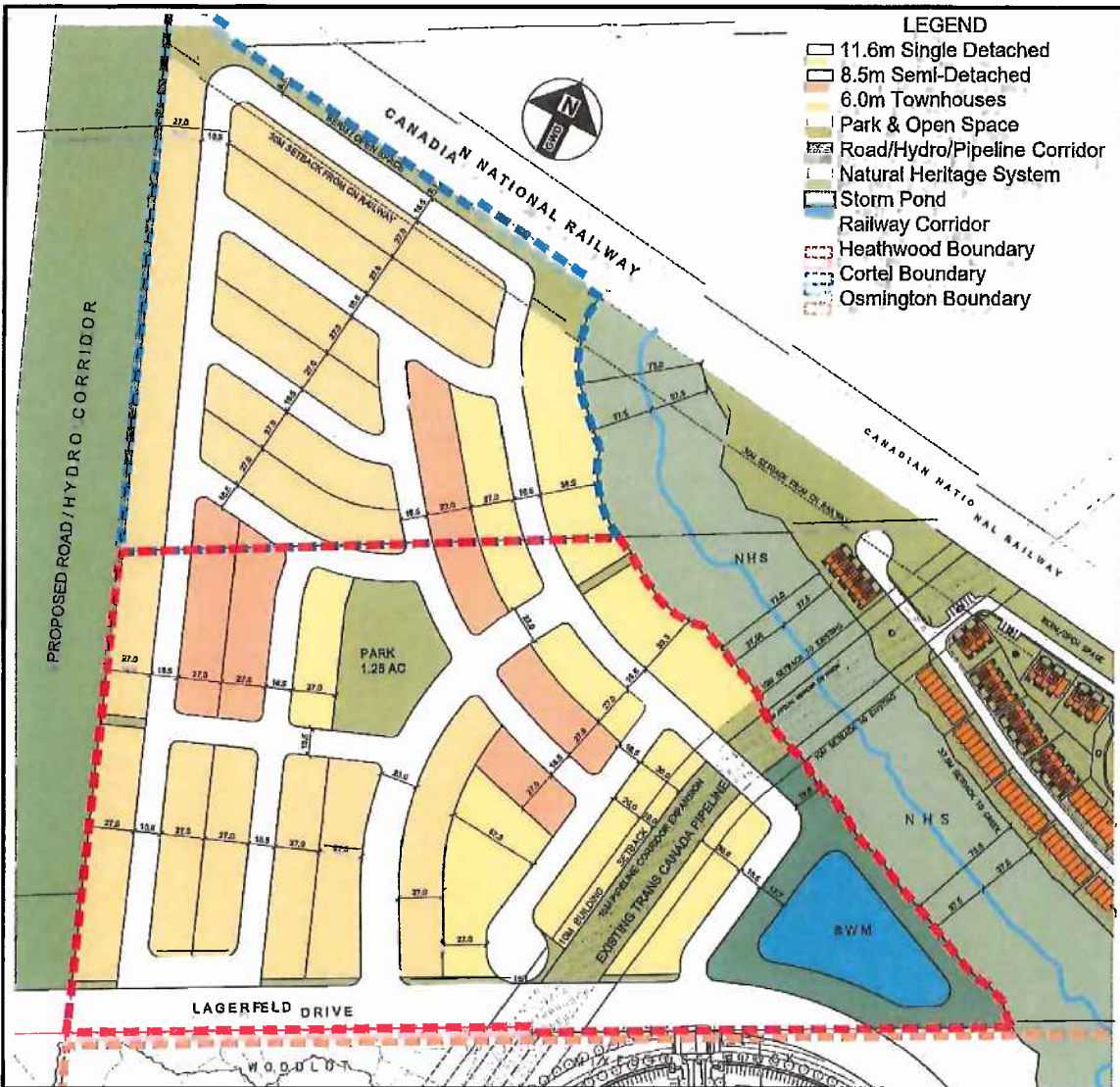
May 2017 Tertiary Plan Lagerfeld Drive Alignment
Creates Undersized Lot Depths and Unusable Block

HEATHWOOD HOMES (BRAMPTON) LIMITED and MCN (HERITAGE) INC.
TERTIARY PLAN (JANUARY 2018 CONCEPT)
NORTHWEST BRAMPTON

P.N.:10,1668.00	Date: January 29, 2018
Scale: N.T.S	Revised:
Drawn By: D.S.	File No.: 1668_CP

NOTE: The Tertiary Plan is based on Site Development Concept Plans of Individual Land Owners. The Alignment of Lagerfeld Drive is Shown Conceptually and Its Alignment will be determined through the Environmental Assessment Process.

<p>21 Queen Street East Suite 500 Brampton, ON L6Y 3P1 P (905) 709-6790</p>	<p>GWD Geotechnical & Water Division 3691 Highway 7 East Suite 310 Markham, ON L3R 0A3 P (905) 477-6556</p>
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SUMMARY

SITE AREA:

HEATHWOOD LANDS: 13.25ha 32.75ac
CORTEL LANDS: 6.80ha 16.80ac

TOTAL AREA: 20.05ha 49.54ac

PARK & OPEN SPACE

HEATHWOOD LANDS

PARK 0.50ha 1.25ac
SWM POND 0.78ha 1.93ac
OPEN SPACE 0.70ha 1.73ac

TOTAL 1.98ha 4.89ac

CORTEL LANDS

OPEN SPACE 0.45ha 1.12ac

TOTAL 0.45ha 1.12ac

TOTAL AREA 2.43ha 6.00ac

FRONTAGES

HEATHWOOD LANDS:

11.6m Single Detached 705.19m
8.5m Semi-Detached 487.37m
6.0m Townhouses 945.35m
TOTAL 2,137.91m

CORTEL LANDS:

11.6m Single Detached 221.90m
8.5m Semi-Detached 125.61m
6.0m Townhouses 1,200.88m
TOTAL 1,548.39m

TOTAL LENGTH: 3,686.30m

ROAD LENGTH

HEATHWOOD LANDS

16.5m R.O.W 1,413.71m
23.0m R.O.W 272.76m
Lagerfeld Drive (30.0m) 461.17m
TOTAL 2,147.64m

CORTEL LANDS

16.5m R.O.W 1,193.13m

TOTAL ROAD LENGTH 3,340.77m

UNIT COUNTS

HEATHWOOD LANDS:

11.6m Single Detached 60 Units
8.5m Semi-Detached 54 Units
6.0m Townhouses 141 Units
TOTAL 255 Units

CORTEL LANDS:

11.6m Single Detached 18 Units
8.5m Semi-Detached 14 Units
6.0m Townhouses 188 Units
TOTAL 220 Units

TOTAL UNIT COUNT 475 Units

DENSITY

HEATHWOOD LANDS

19.24 uph (7.78 upa)

CORTEL LANDS

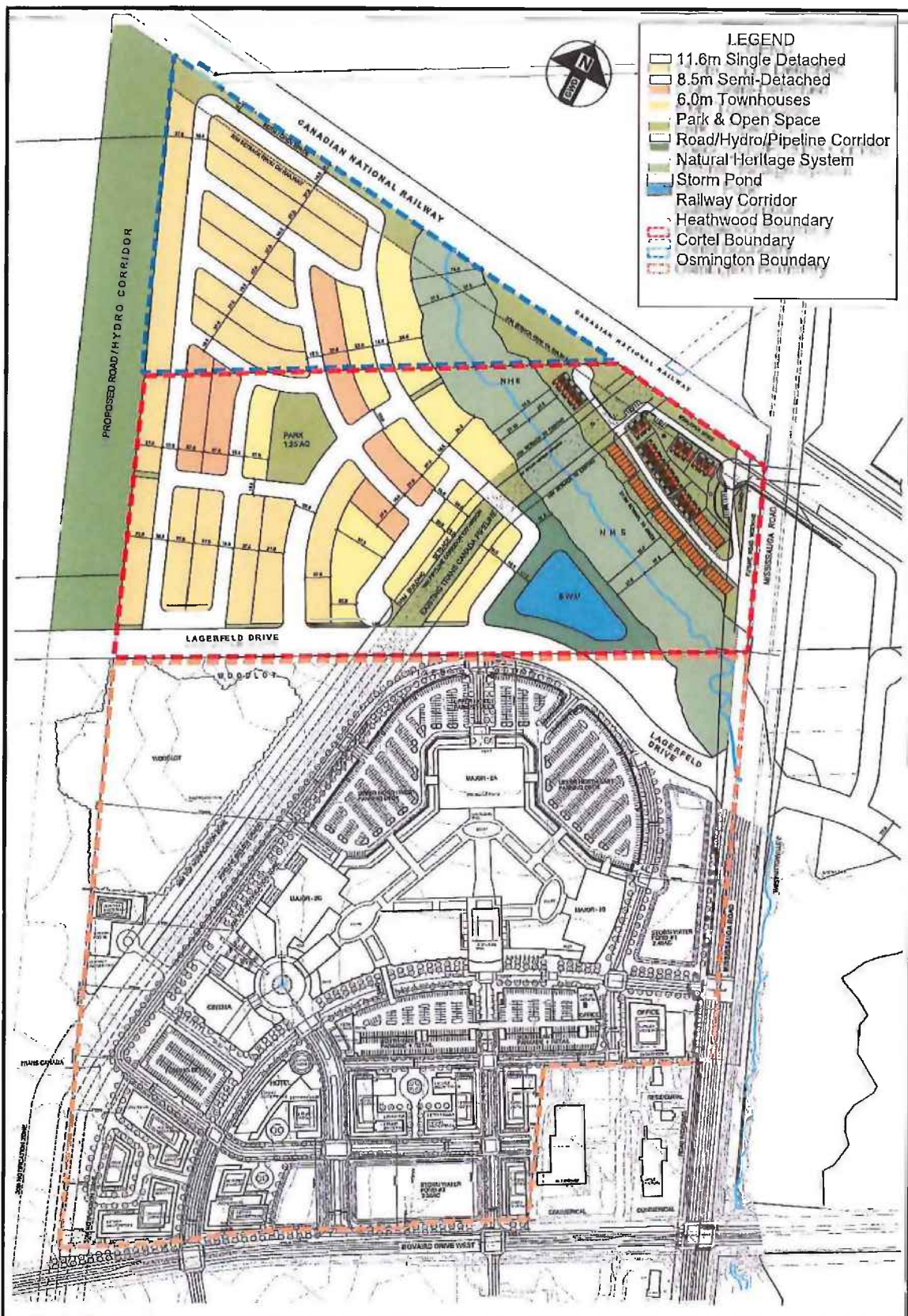
32.35 uph (13.09 upa)

OVERALL DENSITY

23.69 uph (9.58 upa)

**HEATHWOOD HOMES (BRAMPTON) LIMITED and
MCN (HERITAGE) INC.
LAND USE CONCEPT PLAN
LAGERFELD DRIVE
NORTHWEST BRAMPTON**

P.N:10.1668.00	Date: May 10, 2017
Scale: N.T.S	Revised:
Drawn By: DS.	File No.: 1668_CP
 21 Ouseh Street East Suite 500 Brampton, ON L6W 3P1 P (905) 726-5700	 3601 Highway 7 East Suite 310 Markham, ON L3R 9V2 P (905) 477-6555



**HEATHWOOD HOMES (BRAMPTON) LIMITED and
MCN (HERITAGE) INC.
TERTIARY PLAN (MAY 2017 CONCEPT)
NORTHWEST BRAMPTON**

NOTE: The Tertiary Plan is based on Site Development Concept Plans of Individual Land Owners. The Alignment of Lagerfeld Drive is Shown Conceptually and Its Alignment will be determined through the Environmental Assessment Process.

P.N.:10.1668.00	Date: May 10, 2017
Scale: N.T.S.	Revised:
Drawn By: D.S.	File No.: 1668_CP

<p>ASB 21 Queen Street East Suite 502 Brampton, ON L7W 3P1 P: (905) 749-5700</p>	<p>GWD Geotechnical 2001 Highway 7 East Suite 210 Markham, ON L3R 0A3 P: (905) 477-6856</p>
---	--



Attn: Mario Goolsarran
City of Brampton
Public Works & Engineering,
1975 Williams Parkway
Brampton, ON
L6S 6E5

Dear Mr. Goolsarran,

**RE: East-West Connector Rd (Lagerfeld) Environmental Assessment
City of Brampton**

We are the primary landowner within the Lagerfeld Environmental Assessment Study Area and as such, are one of the most impacted by the unusual approach being proposed in your latest update provided by email on January 17, 2018. Simply put, we are disappointed that after almost 4 years of study by WSP and the City, the current proposal is to proceed only with the portion of Lagerfeld Drive west of Mississauga Road, whereas the eastern leg is subject to *“further studies and consultations with MNR and CVCA after the widening of Bovaird Drive and Mississauga Road are complete”* which delays the decision to sometime after 2021! I would respectfully suggest that the intent of performing the Environmental Assessment was to determine all components of Lagerfeld Drive, especially in the immediate vicinity of the Mt. Pleasant GO Station and Mobility Hub.

- The City and WSP have acknowledged previously that the East-West Collector is required to ensure an adequate transportation network is in place, otherwise adjacent roads and intersections will exceed their future capacities based on 2031 population projections. Traffic studies have demonstrated that the East-West Collector will alleviate this and return V/C ratios to functional levels.
- If the reference to *“further studies and consultation”* tie back to traffic analysis and needs assessment, based on the above, we strongly disagree with this suggestion.
- If the reference to *“further studies and consultation”* refers to other technical and environmental issues, we would suggest these should have been reviewed and resolved by WSP over the past 4 years.
- This East-West Collector is critical to the proper development of the Mt. Pleasant Mobility Hub by supporting the City of Brampton and Region on Peel’s Official Plan policies that have been put in place to get people out of cars and on to alternative modes of transportation (transit, cycling, walking) as the City expands. This goes further to support future higher densities proposed in the Mobility Hub area which will not yet be developed when the future widenings are complete, thus any future traffic analysis will not be indicative of the ultimate build-out.
- One of the main drivers to initiate this EA process was to have the East-West Collector alignment determined prior to the Region’s design of Mississauga Road and the associated CNR overpass. Without a resolution to this EA in the Spring of 2018, the opportunity for a coordinated design will be lost.

In conclusion, we respectfully request that the City’s EA team provide better clarification to the technical issues which they have determined cannot be resolved without further study in the future so that the EA process is conducted in an open and transparent manner. Considering that the lands to the west of Mississauga Road have yet to be Secondary Plan approved and there are at least 4 active planning applications and a registered plan to the east that are reliant on the outcome of this EA, it is our belief that these issues should be discussed and resolved in a cooperative approach that involves ALL stakeholders. We look forward to more fulsome information and discussions with your team in the near future.

Sincerely,
MATTAMY HOMES

Aaron Wisson
Vice-President, GTA Land Development

December 23, 2016

Ms. Andria Oliveira
Project Manager
Planning and Development Department
City of Brampton
2 Wellington Street West
Brampton, ON
L6Y 4R2

Dear Andria:

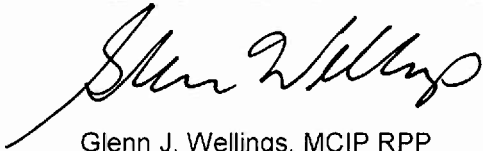
**Re: Lagerfeld Drive East-West Connection -
Mount Pleasant Go Station Environmental Assessment
Apple Factory Lands
City of Brampton
Our File No.: 2011/25**

We are Planning Consultants for the Apple Factory who own lands and operate a business at the northwest corner of Mississauga Road and Bovaird Drive. As a follow-up to our December 12, 2016 meeting with respect to the above matter, the purpose of this letter is to advise your team of our client's preferred alignment(s) based on the five (5) alignments under evaluation.

Having reviewed the alignment concepts, Apple Factory is supportive of Alignments #1 or #3 as we feel these alignments best facilitate a connection with the Mount Pleasant Go Station and serve future (re)development. These alignments would also have the least impact on the Apple Factory. Conversely, Alignments #4 and #5 in our opinion would not facilitate an appropriate connection to the Mount Pleasant Go Station nor well serve future (re)development. Apple Factory is particularly concerned with Alternative #2 given the proximity of the proposed intersection (i.e. Mississauga Road/Lagerfeld Drive) with the existing Bovaird Drive/Mississauga Road intersection. It is our understanding that the intersection spacing would not meet current Regional standards. We are particularly concerned with any potential implications on existing and/or future access to/from Mississauga Road for the Apple Factory.

We would appreciate being added to the mailing list and notified of the next steps in selecting a preferred alignment. Thank you for the opportunity to provide comments and we look forward to future discussions.

Yours truly,
WELLINGS PLANNING CONSULTANTS INC.



Glenn J. Wellings, MCIP RPP

- c. Mehemed Delibasic – WSP Canada Inc.
James Picard/Jim Hurt – Apple Factory (2007) Corporation
Michael Gagnon/Colin Chung – Planning Consultants for Heritage Heights

East-West Connection Road Environmental Assessment

**Mount Pleasant GO Station to
west of Mississauga Road**

Agenda

- Introduction
- Study status
- Study overview
- Relevant city and regional projects in study area
- Discussion and input
- Next steps

Study Status

- Project Initiation Spring 2014 - COB staff Technical Advisory Committee (TAC) Meeting #1;
- WSP has completed several background and existing conditions reporting including:
 - Preliminary Archaeological Assessment
 - Socio-Economic Report
 - Background Traffic Report being finalized
 - Fluvial Geomorphological Assessment
- COB staff are engaging agency partners including Peel Region, CVC, MNR and GO/Metrolinx...

Study Area



Problem Statement

- Approved and planned growth in the study area will contribute to an increase in traffic capacity over the next 10-25 years
- Alternative solutions to address capacity will consider opportunities to enhance the future community, and facilitate sustainable modes of transportation
- Address transportation/access needs while respecting unique environmental features and functions, including the habitat of Species at Risk, to develop a complete and sustainable community

Planning for North-West Brampton: Policy Context

City of Brampton

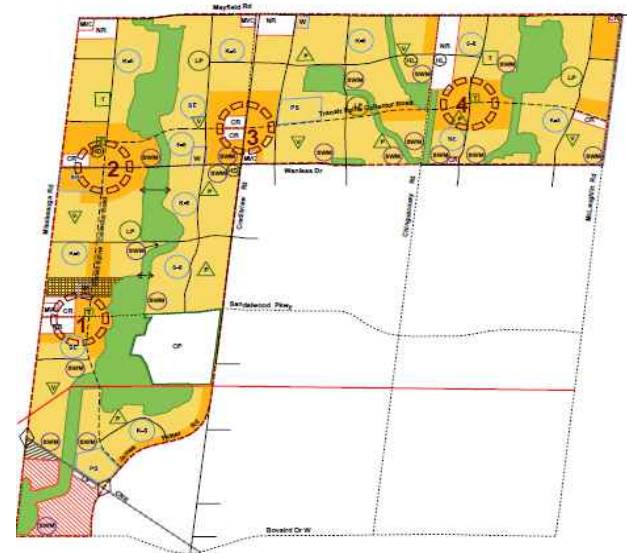
- Transportation Master Plan Update
- Mount Pleasant Secondary Plan/TMP
- Heritage Heights Secondary Plan/TMP

Region of Peel

- Mississauga Road Municipal Class Environmental Assessment
ESR – filed 2013
- Project is moving forward to Detailed Design for Capital
Construction, where timing is critical

City of Brampton: Mount Pleasant

- Mount Pleasant Secondary Plan, 2011
- Mount Pleasant Mobility Hub, Transit-Oriented Development, mixed uses, tighter grid networks, protection of environmental systems functions through protection and enhancement of a Natural Heritage System
- Mount Pleasant Secondary Plan OPA Policy 5.3.2.5 *Road network and access required to accommodate travel demand in and associated with the “District Retail” designation shall be explored and confirmed, with respect to demonstrating and not precluding the ability of achieving future road network connectivity*



LEGEND	INFRASTRUCTURE	RECREATIONAL OPEN SPACE	OTHER
ROAD NETWORK Arterial Road Transit Spine Collector Road Collector Road Potential Connection	TransCanada Gas Pipeline CN Rail Line Grade Separation GO Layover Facility Stormwater Management Facility	City Park Local Park Parkade Town Square Vasee Pocket	Heritage Resource Designation under the Ontario Heritage Act Heritage Resource Listed on the City of Brampton Register of Heritage Properties Mixed Use Area Property Lines Rural Farm Supply Special Policy Area Peel Regional Police Association Special Policy Area Area Subject to this Amendment
RURAL HERITAGE SYSTEM Natural Heritage System Area	INSTITUTIONAL Public Junior Elementary School Site Public Senior Elementary School Site Regular Elementary School Site Public Secondary School Site Separate Secondary School Site Place of Worship	RETAIL District Retail Convenience Retail Neighbourhood Retail Motor Vehicle Commercial	
IDENTICAL Low/Medium Density Medium Density			

NOTES:

The land use designations are conceptual only, and will be further refined through the completion of the block plan approval process.

The detailed design/alignment of the collector roads, and the Transit Spine Collector Road, will be determined through the Integrated EA process as part of the block amendment and subdivision approval process.

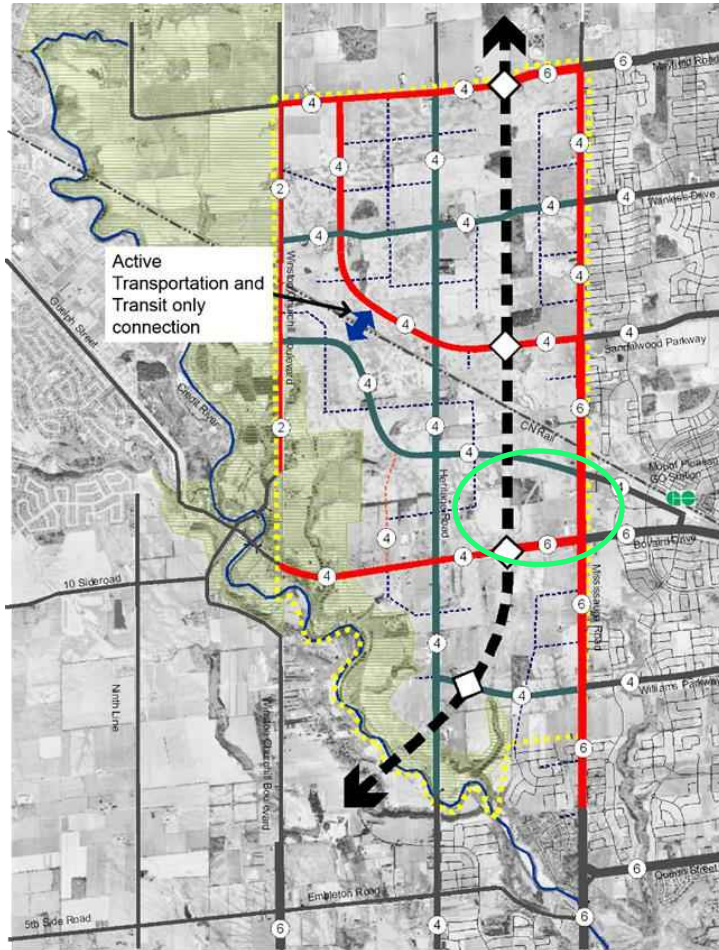
The Heritage Resource Designations on this schedule may be relocated or removed without the need for an amendment.

The Neighbourhood Park Designations represent approximate locations which will be finalized through the Block Plan approval process. The final type of Neighbourhood Park (Local, Open Square, Parkade or Vasee Pocket) as reflected in the profile of this plan, will also be determined through the block plan process.

BRAMPTON Flower City
NLD DESIGN & DEVELOPMENT

SCHEDULE M TO OFFICIAL PLAN AMENDMENT OP2006#
Schedule SP 51 (a)
MOUNT PLEASANT SECONDARY
PLAN AREA No. 51

City of Brampton: Heritage Heights



- HH Secondary Plan development in process
- HH TMP recommends a Preferred Network
- E-W connection is a key transit and active transportation spine to achieve community connections and sustainable modes of travel
- Walkable Main Street and Complete Street to complement Transit-Oriented Development
- GO Transit two-way, all-day service improvements

Region of Peel

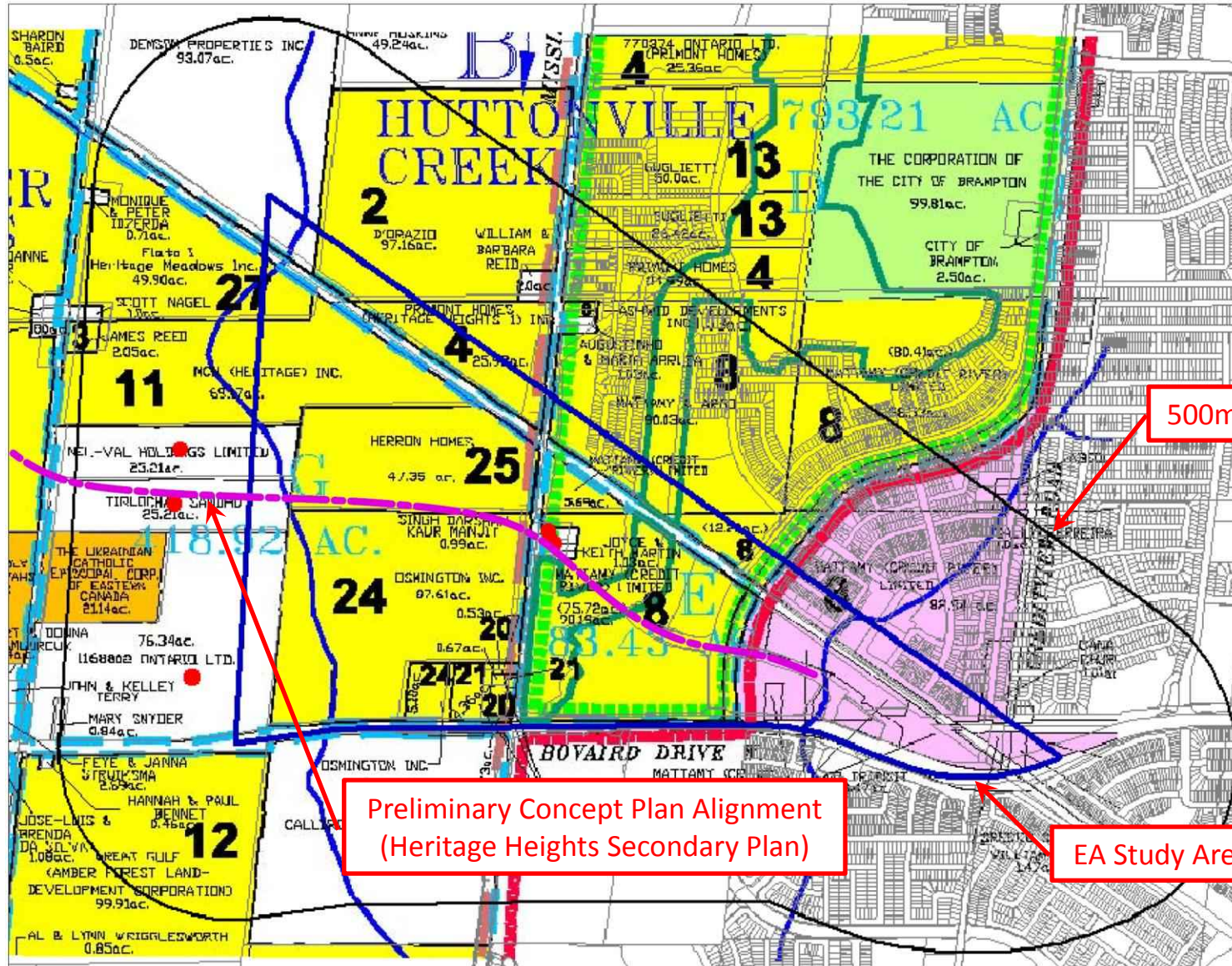
- Mississauga Road ESR 300m north of Bovaird Dr. to Mayfield Rd.
- Timing for Mississauga Road Detailed Design for Capital Construction
 - Mississauga Road (Bovaird Dr. to Sandalwood Pkwy.)
 - Mississauga Road (Sandalwood Pkwy. to Mayfield Rd.)
 - Mississauga Road structures (CN overpass and Huttonville Creek bridge) design timing is dependent on east-west connection road EA
- Cost sharing of structures may be required on approval of final design

Need and Justification

- Roadway capacity and intersection operations will deteriorate without improvements
 - With planned roadway improvements and without the future east-west connection, the roadway network in the immediate area will not be able to accommodate the east-west travel demand growth anticipated to 2031.
- The east-west connector will:
 - Provide needed roadway capacity, and **both multi-modal and connectivity**;
 - Facilitate direct travel for all modes, and reduce the reliance/pressure placed on intersections at Bovaird Drive;
 - Support the City's endorsed Community Design Principles that include Transit-Oriented Development in an Urban Core around Mount Pleasant GO Station;
 - Provide a mid-block, pedestrian-friendly **community collector** that can attract an array of multi-modal transportation users (pedestrians, cyclists, local and regional transit users).

Opportunities and Constraints

- An opportunity to provide community connectivity, logical infrastructure delivery while dove-tailing two projects for lowest environmental impact
- Crossing of the Huttonville Creek
- Anticipated financial constraints
- The coordination of infrastructure for environmental mitigation and areas of mutual interest
- Osmington OPA



Discussion and input

Next Steps

- Public Information Centre #1 will be scheduled for Spring 2015, to discuss the alternative solutions, as well as any issues and concerns prior to the finalization of the preferred alignment



Environmental Assessment Study, East-West Connection, Mount Pleasant GO Station to West of Mississauga Road - Landowner & Developer Meeting #1

Date: Monday, March 23, 2015 **Project:** 141-15409
Time: 02:00 PM-04:00 PM **Location:** City of Brampton City Hall, 3rd Floor, Boardroom 3C

Attendees:

Andria Oliveria	CoB, Transportation
Michael Won	CoB, Development Engineering
Compton Bobb	CoB
Michael Gagnon	Gagnon & Law Urban Planners for Heritage Heights Landowners Group
Aaron Wisson	Mattamy (Credit River) Ltd
Scott Gibbons	BA Group
Ashley Curtis	SDG (transportation consultant) for 1168802 Ontario Ltd.
Nick Gougoulas	Nideva Property Inc. for 1168802 Ontario Ltd.
Kelly Sandhu	Tricholchan Singh Sandhu - daughter
Tricholchan Singh Sandhu	
Rick Tranquada	GHD
Bruce Grundon	WSP
Mehemed Delibasic	WSP

Distribution: List
Prepared By: Andria Oliveria and Mehemed Delibasic

Item	Details and discussion	Action
1.	<p>Welcome and Introductions</p> <p>1.1 Andria Oliveria, Project Manager from the City started the meeting and welcomed everybody. Andria indicated that the current group is representing the Landowners and Developers within the immediate study area with the function of providing input/comments during the course of the study.</p> <p>1.2 It was recognized that not all developers from the study area are present and the second meeting will be organized shortly.</p>	<p>Info</p> <p>Info</p>
2.	<p>Study background and status</p> <p>2.1 Mehemed Delibasic, Project Manager from WSP on this project, through the PPT presentation (attached) provided a brief background and the main objective of the study, including current project status/progress:</p> <ul style="list-style-type: none"> ➤ Project Initiation Spring 2014 - COB staff Technical Advisory Committee (TAC) Meeting #1; ➤ WSP has completed several background and existing conditions reporting including: <ul style="list-style-type: none"> ✓ Preliminary Archaeological Assessment ✓ Socio-Economic Report ✓ Background Traffic Report being finalized ✓ Fluvial Geomorphological Assessment ➤ engaging agency partners including Peel Region, CVC, MNR and GO/Metrolinx <p>2.2 Through the Mount Pleasant Secondary Plan and the Heritage Heights Secondary Plan and its TMP, a preferred road network was identified which includes a grid of collector roads and the continuation of the existing Mount Pleasant GO Station access road to lands west of Mississauga Road (area known as Heritage Heights Secondary Plan). This East West Connection Road EA deals with the mentioned connection.</p>	<p>Info</p> <p>Info</p>
3.	<p>Project overview and relevant City and Regional projects in study area</p> <p>3.1 There is a number of City of Brampton and Region of Peel recently completed and ongoing, relevant projects including:</p> <ul style="list-style-type: none"> ➤ City of Brampton: <ul style="list-style-type: none"> ✓ Transportation Master Plan Update (ongoing) ✓ Mount Pleasant Secondary Plan/TMP (completed) ✓ Heights Secondary Plan/TMP (ongoing) ➤ Region of Peel: <ul style="list-style-type: none"> ✓ Mississauga Road Municipal Class Environmental Assessment ESR – filed 2013 <p>3.2 The following Study Opportunities and Constraints were noted:</p>	<p>Info</p>

<ul style="list-style-type: none"> ➤ An opportunity to provide community connectivity, logical infrastructure delivery while dove-tailing two projects for lowest environmental impact ➤ Crossing of the Huttonville Creek ➤ Anticipated financial constraints ➤ The coordination of infrastructure for environmental mitigation and areas of mutual interest ➤ Osmington OPA 	<p>Info</p>
<p>4. Discussion and input</p> <ul style="list-style-type: none"> ➤ Each developer/landowner had opportunity to provide current status of their plans and potential impact of east-west (EW) connector road ➤ Michael Gagnon – To send a plan highlighting work that Mattamy has done how this shows EW Connector potential in a practical capacity ➤ Scott Gibbons mentioned that the Region’s Mississauga Road work explored what an intersection with an EW connector road might look like. Grade and elevation of a structure over the CNR rail play an important factor. Obtain (from the Region or BA) that drawing produced by BA. ➤ Heritage Heights Subwatershed Study is advanced and WSP need to obtain it. ➤ The design for EW connector should consider the work done by the Region in accommodating some of the outlier properties (i.e. on land owner map, 2 white properties in ‘8’) ➤ It was noted that some conceptual design work with barriers around these properties has been done. Contact and meet with Grant Simpson from Heathwood (include City staff, WSP staff, Grant, Michael G, Aaron, Scott). ➤ It was also noted that there should be another, more scoped meeting with Heathwood to discuss further. ➤ WSP should review the drawings for the slip road for property access, within the Mississauga Road EA project. ➤ Kelly Sandhu, Tricholchan Singh Sandhu daughter asked question regarding what is typical expropriation process in case the EW connector road goes through their property/land ➤ It was noted that different road alignment as required will be considered and evaluated through the study process. Different alignment options will be available in late Summer/Fall 2015 ➤ Discussion was also about benefits of the future EW connector road, which will address transportation/access needs while respecting unique environmental features and functions (carbon footprint saved/environmental savings), including the habitat of Species at Risk, and to develop a complete and sustainable community and facilitate transit, active transportation and sustainable modes of transportation 	<p>Info</p> <p>Michael Gagnon</p> <p>Scott Gibbons/WSP/City</p> <p>WSP</p> <p>Info/WSP/City</p> <p>WSP/City</p> <p>WSP/City</p> <p>WSP</p> <p>Info</p> <p>Info</p> <p>Info</p>

5. Next Steps	
5.1 Set up scoped landowners meeting as described above	WSP/City
5.2 Traffic Study will be released once finalized	WSP
5.3 Public Information Centre (PIC) #1 being planned for June 2015	WSP/City
5.4 Notice of PIC to be circulated	WSP/City

End of Meeting Summary

East-West Connection Road Environmental Assessment

Mount Pleasant GO Station to west of Mississauga Road

July 15, 2015

Agenda

- Introduction
- Study overview and Study status
- Discussion and input
- Next steps

Study overview and status

- Project Initiation Spring 2014 - COB staff Technical Advisory Committee (TAC) Meeting #1;
- WSP has completed several background and existing conditions reporting including:
 - Built Heritage and Cultural Landscape Report (Jun 2014)
 - Socio-Economic Report (Aug 2014)
 - Preliminary Archaeological Assessment (Jan 2015)
 - Natural Heritage Existing Conditions Report (Feb 2015)
 - Fluvial Geomorphological Assessment (Mar 2015)
 - Background Traffic Report (Jun 2015)
- COB staff are engaging agency partners including Peel Region, CVC, MNRF and other agencies/stakeholders
- Public Information Centre #1 (Jun 2015)

Study Area



The need for East-West connection

The east-west connector will:

- Provide needed roadway connectivity, and multi-modal capacity
- Facilitate direct travel for all modes, and reduce the reliance/pressure placed on intersections at Bovaird Drive and Mississauga Road
- Support the City's endorsed Community Design Principles that include Transit-Oriented Development in an Urban Core around Mount Pleasant GO Station
- Provide a mid-block crossing and pedestrian-friendly community collector that can attract an array of multi-modal transportation users (pedestrians, cyclists, local and regional transit users)

Opportunities and Constraints:

- An opportunity to provide community connectivity, logical infrastructure delivery while dovetailing two projects for lowest environmental impact
- Crossing of the Huttonville Creek
- Anticipated financial constraints
- The coordination of infrastructure for environmental mitigation and areas of mutual interest
- Osmington OPA

Planning for North-West Brampton: Policy Context

City of Brampton

- Transportation Master Plan Update (2014/2015)
- Heritage Heights Secondary Plan/TMP
- Mount Pleasant Secondary Plan/TMP

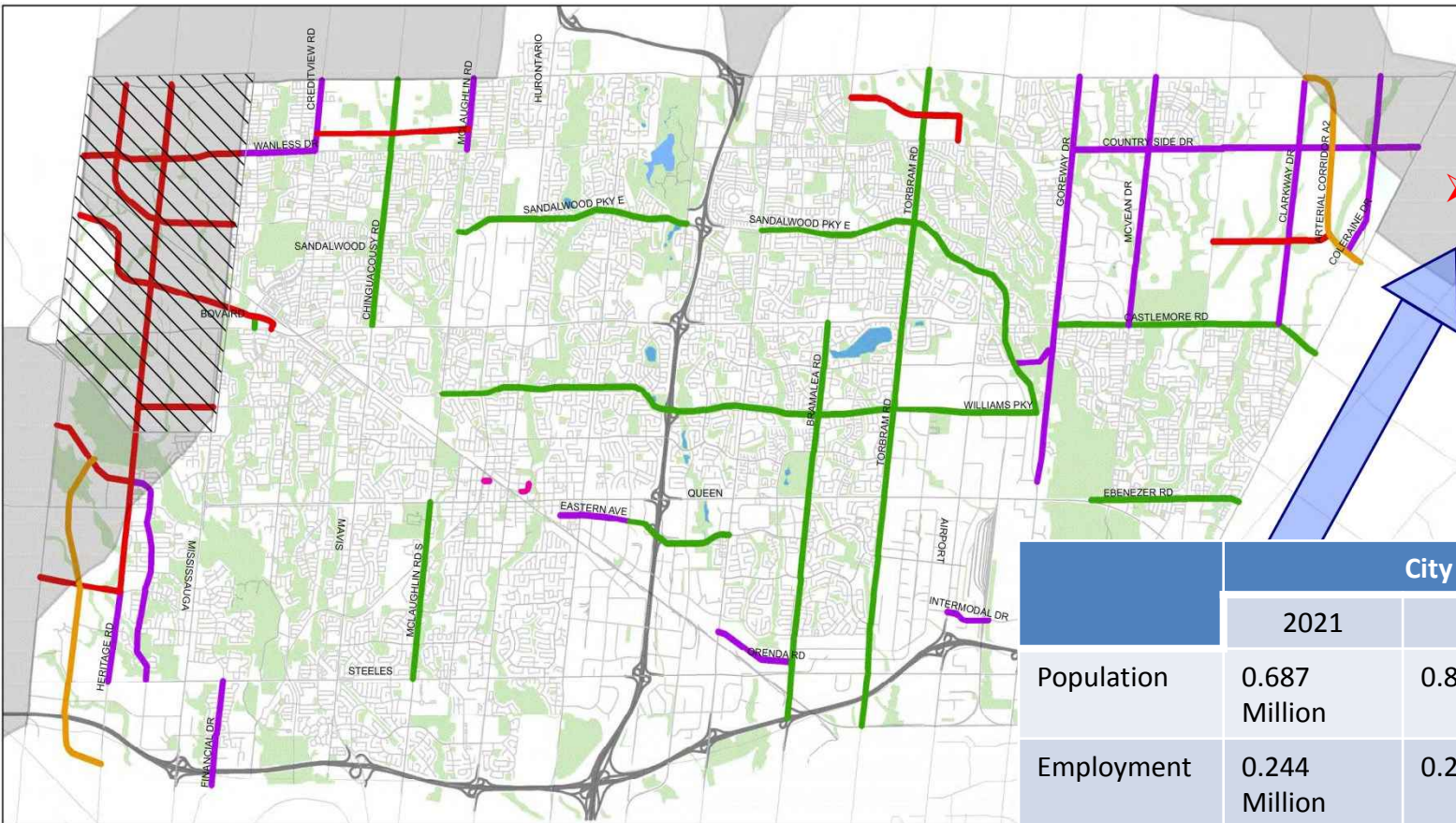
Region of Peel

- Mississauga Road Municipal Class Environmental Assessment ESR – filed 2013
- Project is moving forward to Detailed Design for Capital Construction, where timing is critical

Transportation Master Plan Update (2014/2015)

➤ North West Brampton is rapidly growing community.

➤ City of Brampton population and employment will increase by 43% and 73% respectively between 2021, 2031 and 2041.

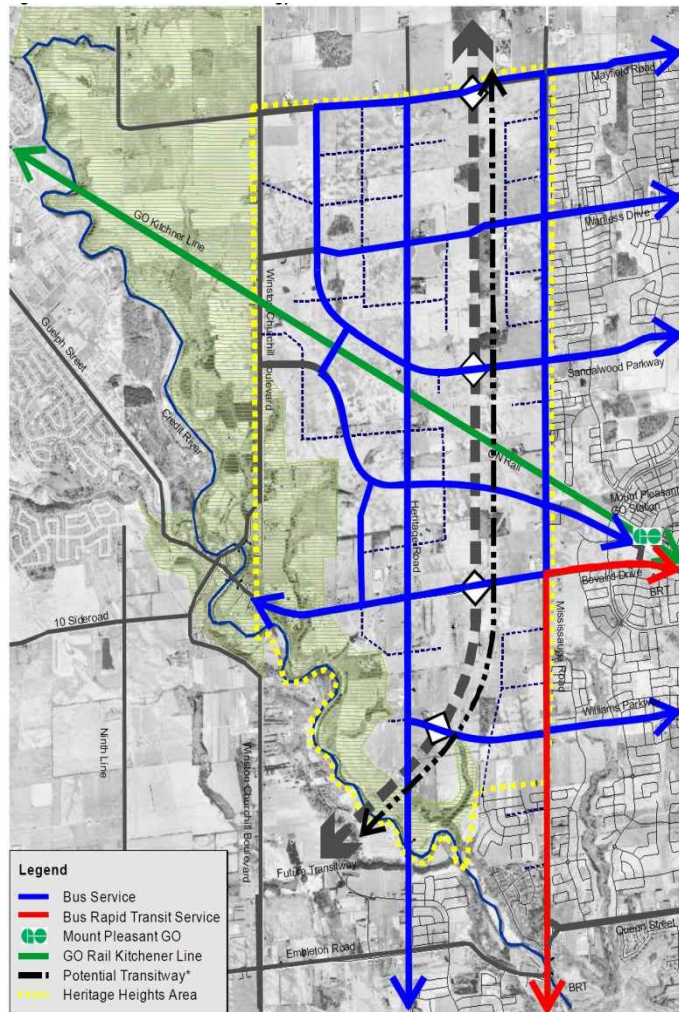


	City of Brampton		
	2021	2031	2041
Population	0.687 Million	0.837 Million	0.889 Million
Employment	0.244 Million	0.292 Million	0.322 Million

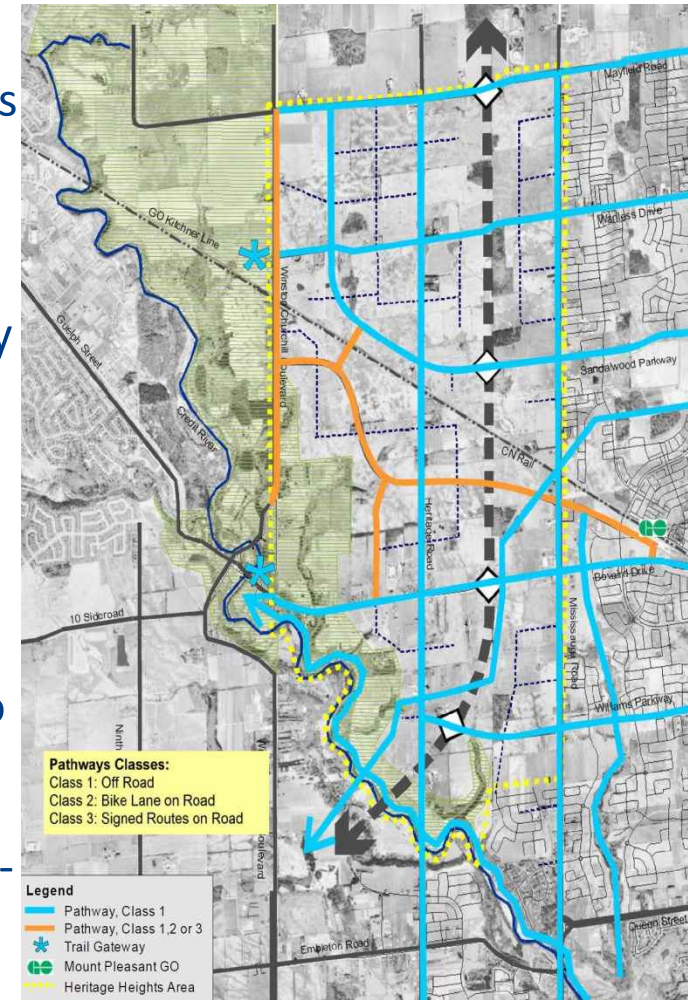
- Legend**
- City Road Extension by Two Lanes
 - New Road Construction Six Lanes
 - GTA West Corridor Study Area
 - City Road Expanded to Four Lanes
 - New Road Construction Four Lanes
 - Highway 427 and Extension
 - City Road Expanded to Six Lanes
 - Provincial Highway
 - Conceptual Road Network for use in the Development Charges Background Study

Figure 1
Recommended City Road Network Needs to 2041

HERITAGE HEIGHTS (HH) PROPOSED NETWORKS



- HH Secondary Plan development in process
- Draft HH TMP recommends a Preferred Network
- E-W connection is a key transit and active transportation spine to achieve community connectivity and foster sustainable modes of travel
- Walkable Main Street and Complete Street to complement Transit-Oriented Development
- GO Transit two-way, all-day service improvements

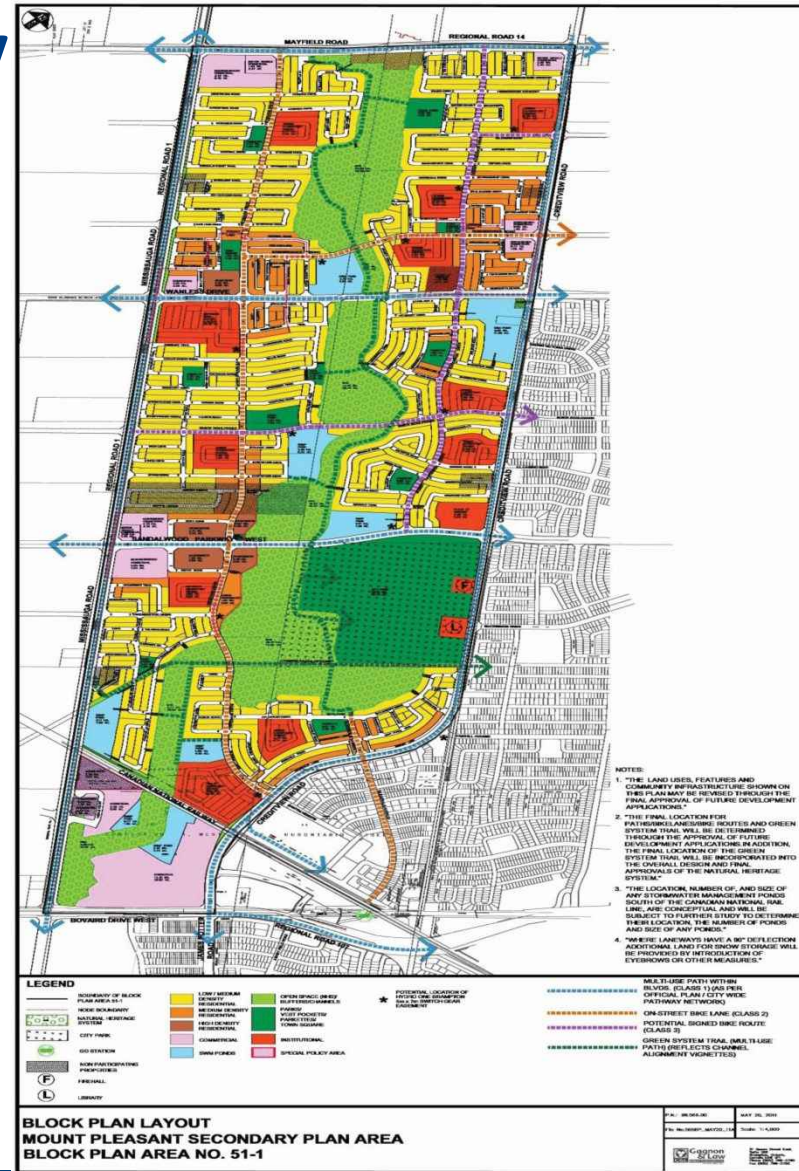


Proposed Active Transportation Strategy

Proposed Transit Strategy

Mount Pleasant Secondary Plan, 2011

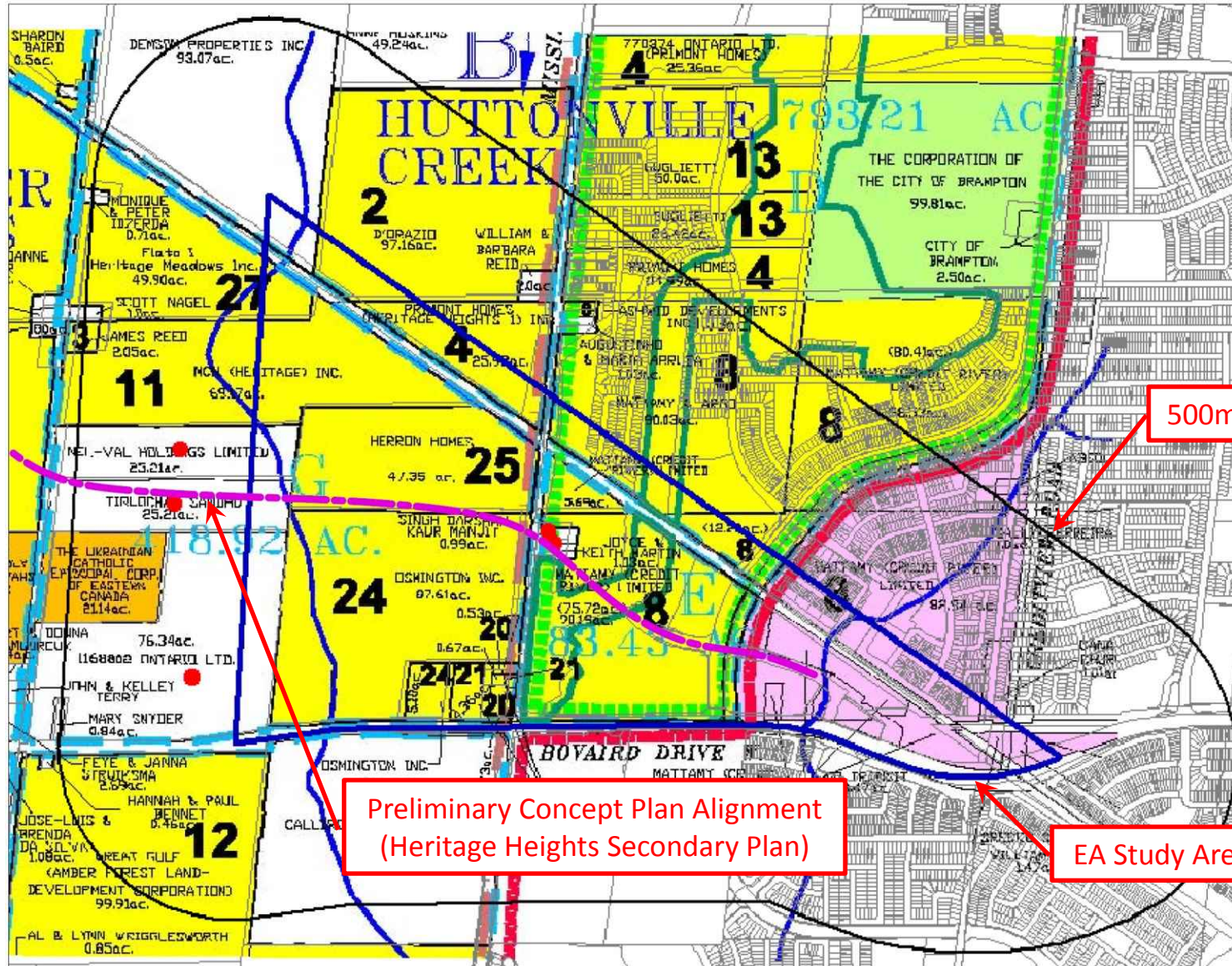
- Mount Pleasant Mobility Hub, Transit-Oriented Development, mixed uses, tighter grid networks, protection of environmental systems functions through protection and enhancement of a Natural Heritage System
- Mount Pleasant Secondary Plan OPA Policy 5.3.2.5 Road network and access required to accommodate travel demand in and associated with the “District Retail” designation shall be explored and confirmed, with respect to demonstrating and not precluding the ability of achieving future road network connectivity



Region of Peel

- Mississauga Road ESR 300m north of Bovaird Dr. to Mayfield Rd.
- Timing for Mississauga Road Detailed Design for Capital Construction
 - Mississauga Road (Bovaird Dr. to Sandalwood Pkwy.)
 - Mississauga Road (Sandalwood Pkwy. to Mayfield Rd.)
 - Mississauga Road structures (CN overpass and Huttonville Creek bridge) design timing is dependent on east-west connection road EA
- Cost sharing of structures may be required on approval of final design

Discussion and input



500m Buffer

Preliminary Concept Plan Alignment
(Heritage Heights Secondary Plan)

EA Study Area



Possible Location of Brampton East West Connection crossover at Mississauga Road

Next Steps

- Public Information Centre #2 will be scheduled for Fall 2015, to discuss the recommended alignment, as well as any issues and concerns prior to the finalization of the preliminary Preferred Design.

Alternative Evaluation Criteria

Transportation/Technical

- Ability to Improve East-West Capacity
- Effects on Access & Circulation
- Effects on Safety / Traffic Operations
- Support for Transit / Non-Auto Modes
- Ability to Improve Drainage System
- Emergency Services Impacts
- Utilities Impacts

Natural Environment

- Effects on Existing Environmentally Sensitive Areas
- Effects on Vegetation
- Effects on Habitat Areas
- Effects on Existing Watercourses, Water Quality / Quantity
- Effects on Air Quality

Alternative Evaluation Criteria (Cont.)

Social-Cultural Environment

- Support for Future Designated Growth Areas
- Effects on Adjacent Land-uses/Properties
- Effect on Noise Levels
- Short Term Construction Related Impacts
- Traffic Infiltration Effects
- Potential Impact on Heritage Resources & Archaeological Features

Cost

- Effects on Travel Time
- Effect on Road Operation and Maintenance Costs
- Capital Costs

THANK YOU

Consultant for the Class EA:

Mehemed Delibasic, M.Sc., P.Eng.

Consultant Project Manager

WSP Canada Inc.

600 Cochrane Drive, 5th Floor

Markham, Ontario L3R 5K3

Email: Mehemed.Delibasic@wspgroup.com

Phone: (905) 475-8727 ext. 18329

City of Brampton Staff:

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Environmental Assessment Study, East-West Connection, Mount Pleasant GO Station to West of Mississauga Road - Osmington and BA Meeting #1

Date: Wednesday, June 22, 2016

Project: 141-15409

Time: 3:00 PM

Location: Flower City Community Campus, Unit 1, Training Boardroom, Brampton

Attendees:

Paul Sarjeant	BA
Brad Keast	Osmington
Hillary Vaillancourt	Osmington
Henrik Zbogar	City of Brampton
Andria Oliveria	City of Brampton
Mehemed Delibasic	WSP

Distribution: List

Prepared By: Andria Oliveira and Mehemed Delibasic

Item	Details and discussion	Action
1.	Do we need to look at the phasing of implementation? And if so, how will this be studied?	
2.	Looking at Conceptual alignment #3, why can it be a straighter curve between creek and Mississauga Road and then again west of Mississauga road?	
3.	So is it ok that the BA report uses EW Connector number before the study is complete?	
4.	We should likely include Metrolinx as a stakeholder so that we can have some good input into the study.	
5.	Meeting with the Region of Peel in July/August to discuss the BA traffic report	
6.	WSP will Update conceptual proposed alignments to begin sharing for stakeholders comments, adding the additional MNR/CVC request of just west of Mississauga Road	
7.	Osmington will be circulated alignments when they are ready and a landowner meeting will be planned targeting Fall 2016	

End of Meeting Summary

Agenda

Date of Meeting: August 16th, 2016

Time: 10am

Location: 10 Peel Centre Drive, Suite A, 6th Floor Conference Room.

Region/City File Number: Region file: OZ-10-5W11.4B; City file: C05W11.004

Re: Osmington Transportation Study, dated Aug 2015, prepared by BA Group

The objective of this meeting is to establish an approach and/or assumptions to address comments received on the above noted study. Loading locations, pedestrian connectivity, parking aisles alignment, sight lines and urban design, internal traffic circulation, etc. will be contemplated through the site plan approval process.

1. GTA West and Hydro Corridor
 - a. Study Status
 - b. Impact on Osmington Application
 - c. "Go Forward" assumptions
2. Heritage Heights Transportation Master Plan Study
 - a. Study Status
 - b. Impact on Osmington Application
 - c. "Go Forward" assumptions
3. Lagerfeld Drive Environmental Assessment Study (Brampton)
 - a. Study Status
 - b. Impact on Osmington Application
 - c. "Go Forward" assumptions
4. Potential Addendum to the Mount Pleasant (Block 51-1) Transportation Study
 - a. "Go Forward" alternative
5. Proposed Access Spacing on Mississauga Road and Bovaird Drive
 - a. "Go Forward" alternative

East-West Connection Road Schedule “C” Municipal Class Environmental Assessment Study

**Mount Pleasant GO Station to
west of Mississauga Road**

Meeting with Landowners and Developers

December 12, 2016

Agenda

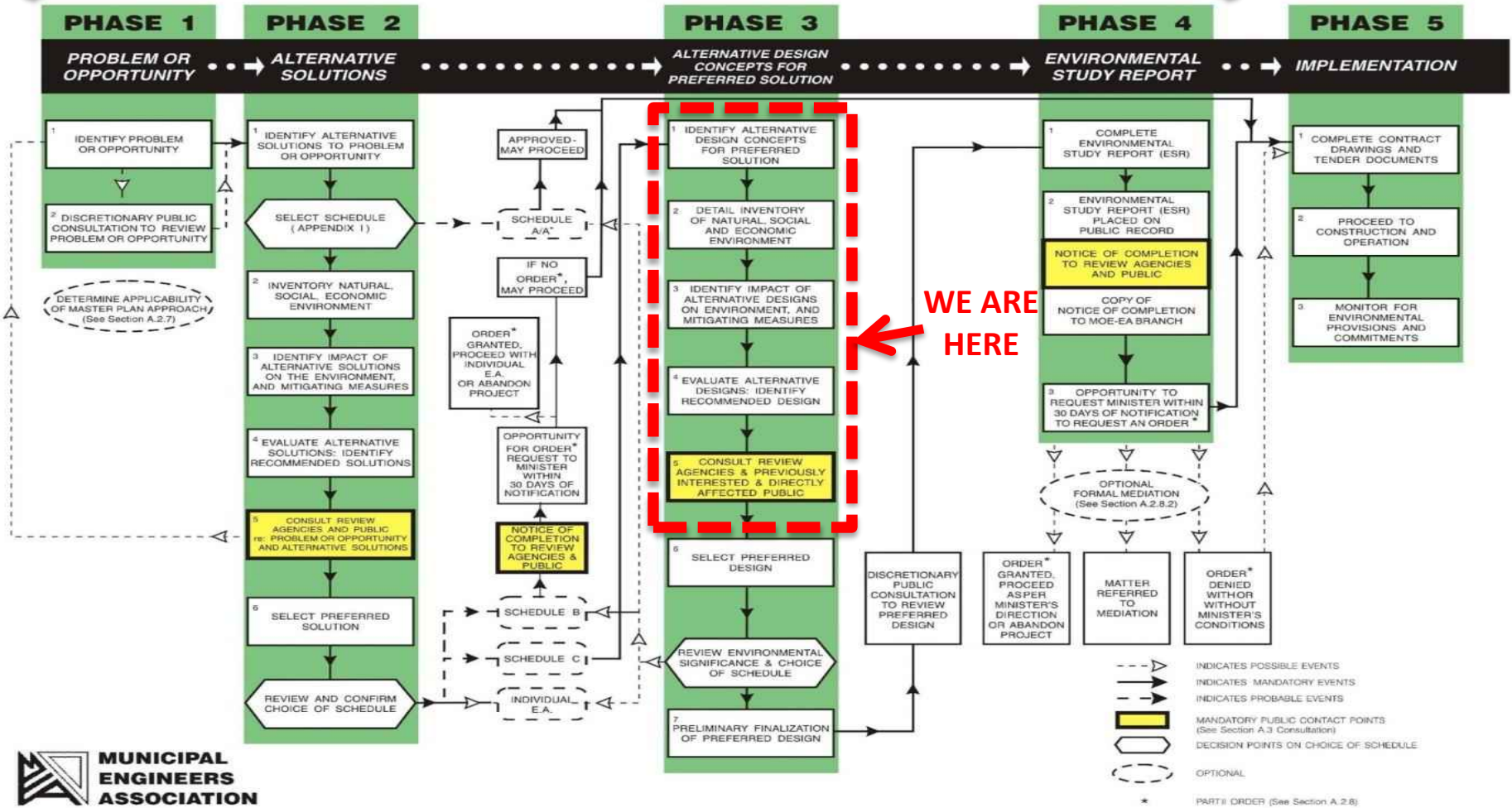
- Introduction
- Study overview and study status
- Alternative Design Concepts
 - alternative evaluation criteria and process
 - alternatives
 - comments received
 - discussion and input
- Next steps
 - evaluate alternatives and identify preferred alternative design concept
 - present alternatives at PIC No. 2 (early 2017)

Study area



This Study is following the Municipal Class Environmental Assessment (EA) planning process

THE STUDY EA PHASES



Source: The process flow chart was adapted from the Municipal Class Environment Assessment documentation at www.municipalclasses.ca.

Note: The current step of the Class EA process is highlighted in red.

Study Objective and Problem / Opportunity Statement

- **Objective:** complete **Phase 3 and 4 of the Municipal Class EA process** (schedule "C" Class EA and Preliminary Design (30%)) for the east-west collector road from Mount Pleasant GO Station / future Creditview Road (James Potter Road) to west of Mississauga Road including multiple crossings of Huttonville Creek
- **Problem / opportunity statement:** With planned roadway improvements and without the future east-west connection, the roadway network in the immediate area will not be able to accommodate the east-west travel demand growth anticipated to 2031.

Need for East-West connection

The east-west connector will:

- Provide needed roadway **connectivity**, and **multi-modal capacity**
- Facilitate direct travel for all modes, and reduce the reliance/pressure placed on intersections at Bovaird Drive and Mississauga Road
- Support the City's endorsed Community Design Principles that include **Transit-Oriented Development** in an Urban Core around Mount Pleasant GO Station
- Provide a **mid-block crossing and pedestrian-friendly community collector** that can attract an array of multi-modal transportation users (pedestrians, cyclists, local and regional transit users)

Planning for North-West Brampton: Policy Context

City of Brampton

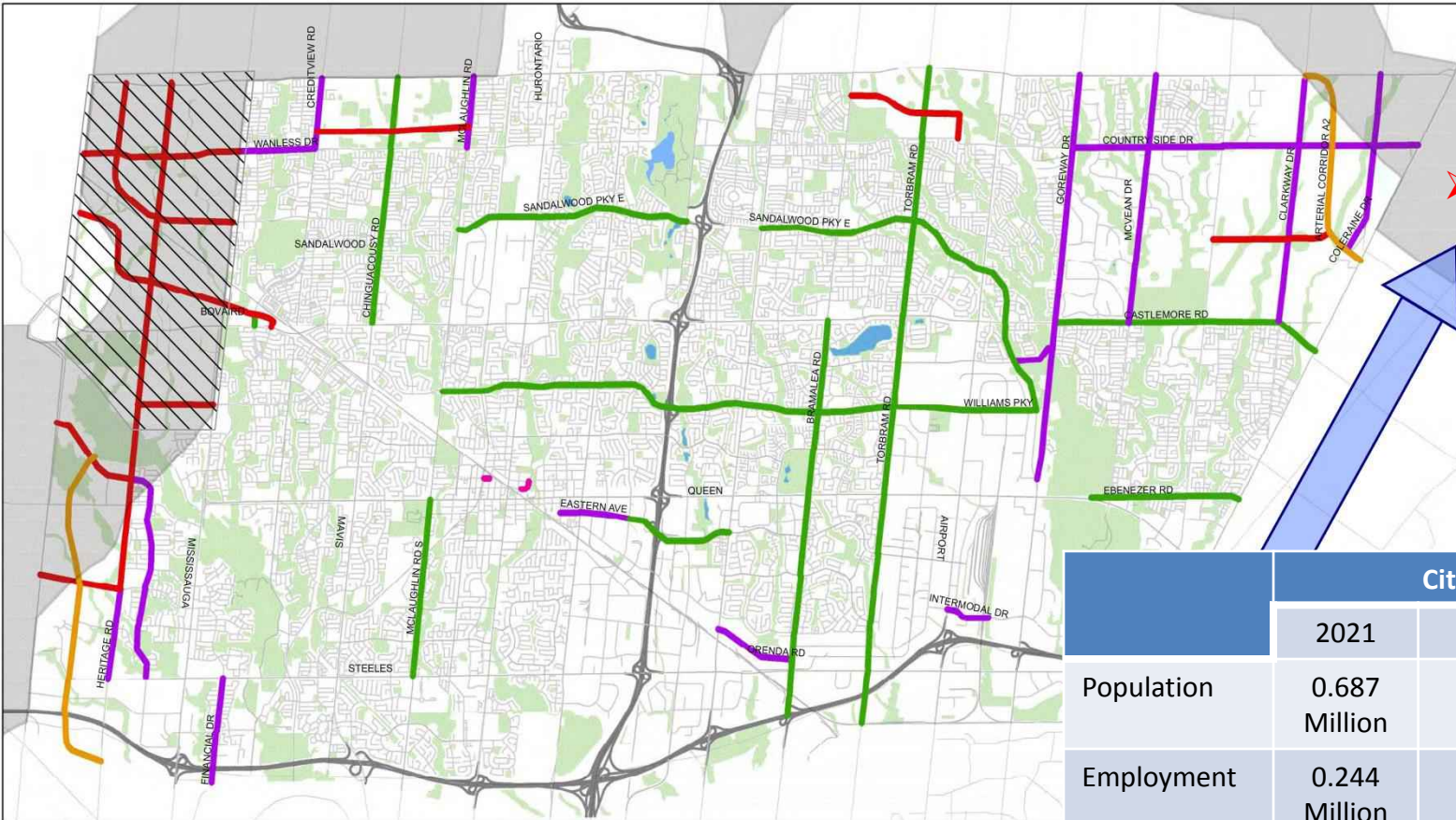
- Transportation Master Plan Update (2015)
- Heritage Heights Secondary Plan/TMP (2016)
- Mount Pleasant Secondary Plan/TMP (2011)

Region of Peel

- Mississauga Road Municipal Class Environmental Assessment ESR – filed 2013
- Project is moving forward to Detailed Design for Capital Construction, where timing is critical

Transportation Master Plan Update (2015)

- North West Brampton is rapidly growing community.
- City of Brampton population and employment will increase by 43% and 73% respectively between 2021, 2031 and 2041.



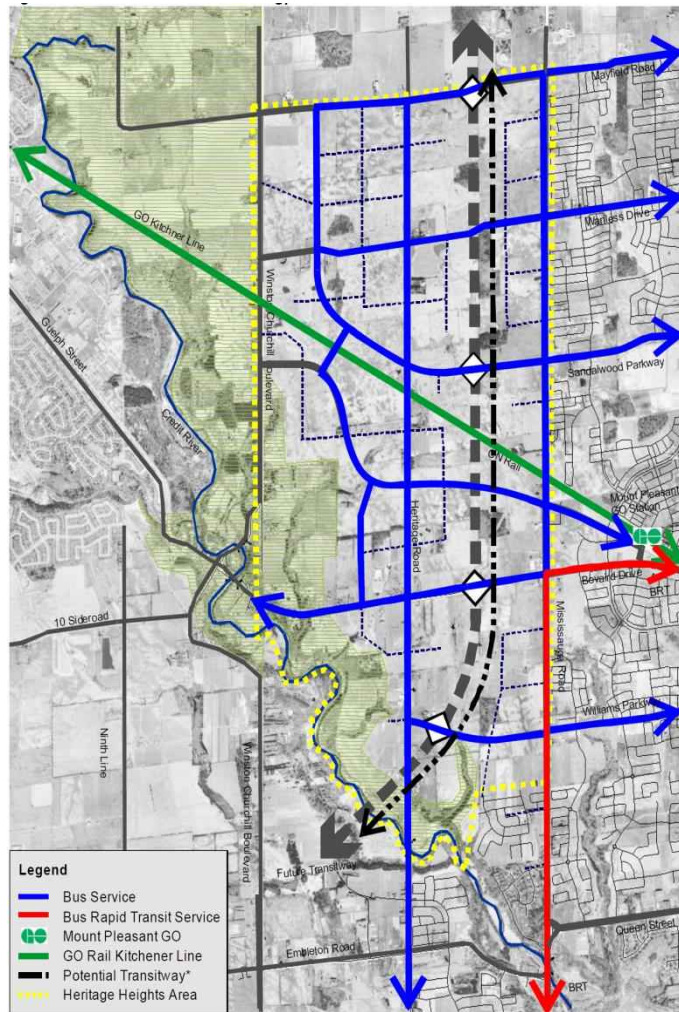
	City of Brampton		
	2021	2031	2041
Population	0.687 Million	0.837 Million	0.889 Million
Employment	0.244 Million	0.292 Million	0.322 Million

Legend

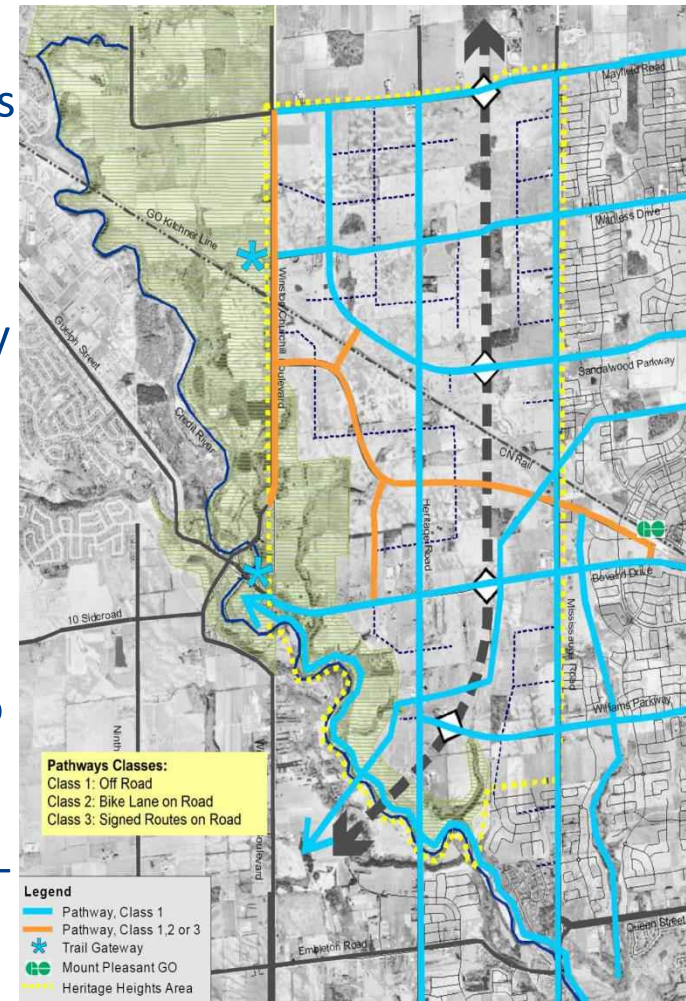
- City Road Extension by Two Lanes
- City Road Expanded to Four Lanes
- City Road Expanded to Six Lanes
- New Road Construction Six Lanes
- New Road Construction Four Lanes
- Provincial Highway
- GTA West Corridor Study Area
- Highway 427 and Extension
- Conceptual Road Network for use in the Development Charges Background Study

Figure 1
Recommended City Road Network Needs to 2041

HERITAGE HEIGHTS (HH) PROPOSED NETWORKS



- HH Secondary Plan development in process
- Draft HH TMP recommends a Preferred Network
- E-W connection is a key transit and active transportation spine to achieve community connectivity and foster sustainable modes of travel
- Walkable Main Street and Complete Street to complement Transit-Oriented Development
- GO Transit two-way, all-day service improvements



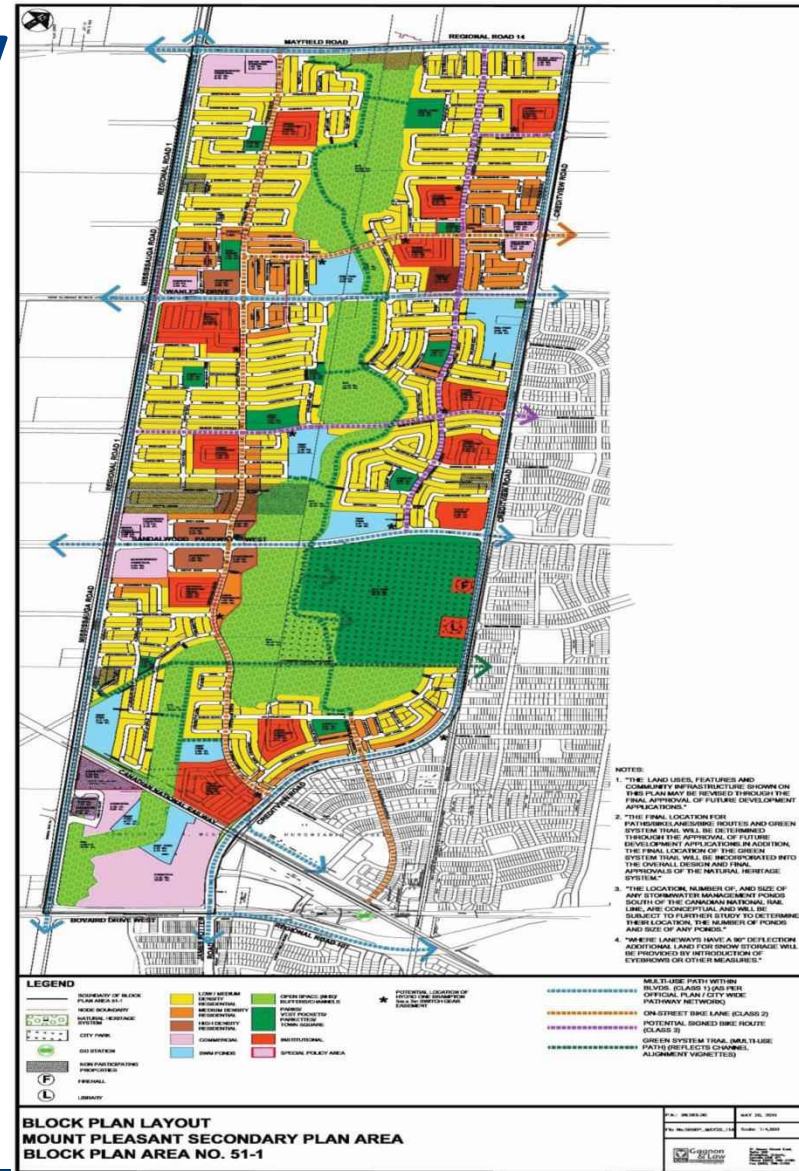
Proposed Transit Strategy

Proposed Active Transportation Strategy

Mount Pleasant Secondary Plan, 2011

- Mount Pleasant Mobility Hub
 - Transit-Oriented Development
 - mixed uses
 - tighter grid networks
 - protection of environmental systems functions through protection and enhancement of a Natural Heritage System

- Mount Pleasant Secondary Plan OPA Policy 5.3.2.5 Road network and access required to accommodate travel demand in and associated with the “District Retail” designation shall be explored and confirmed, with respect to demonstrating and not precluding the ability of achieving future road network connectivity



**Design Alternative Concepts
Assessment Factors/ Alternative
Evaluation Criteria
Discussion and Input**

General (Alternatives) Evaluation Criteria

Transportation and Infrastructure

- Automobile
- Transit
- Pedestrians
- Cycling
- Safety
- Construction Impacts

Urban Planning

- Planning
- Public Realm
- Built Form

Environment

- Social and Health
- Natural Environment
- Cultural

Economics/ Cost

- Local Economics
- Regional Economics
- Fiscal Net Benefits

Assessment Factors/ Alternative Evaluation Criteria

The following assessment factors will be used to evaluate alternative designs:

Transportation/Technical

- Ability to Improve East-West Capacity
- Access & Circulation
- Safety / Traffic Operations
- Support for Transit / Non-Auto Modes
- Ability to Improve Drainage System
- Emergency Services
- Utilities

Natural Environment

- Existing Environmentally Sensitive Areas
- Vegetation
- Habitat Areas (Terrestrial)
- Endangered Species
- Existing Watercourses
- Water Quality / Quantity
- Effects on Air Quality

Alternative Evaluation Criteria (Cont.)

Social-Cultural Environment

- Support for Future Designated Growth Areas
- Adjacent Land-uses/Properties
- Noise Levels
- Short Term Construction Related Impacts
- Traffic Infiltration Effects
- Heritage Resources & Archaeological Features

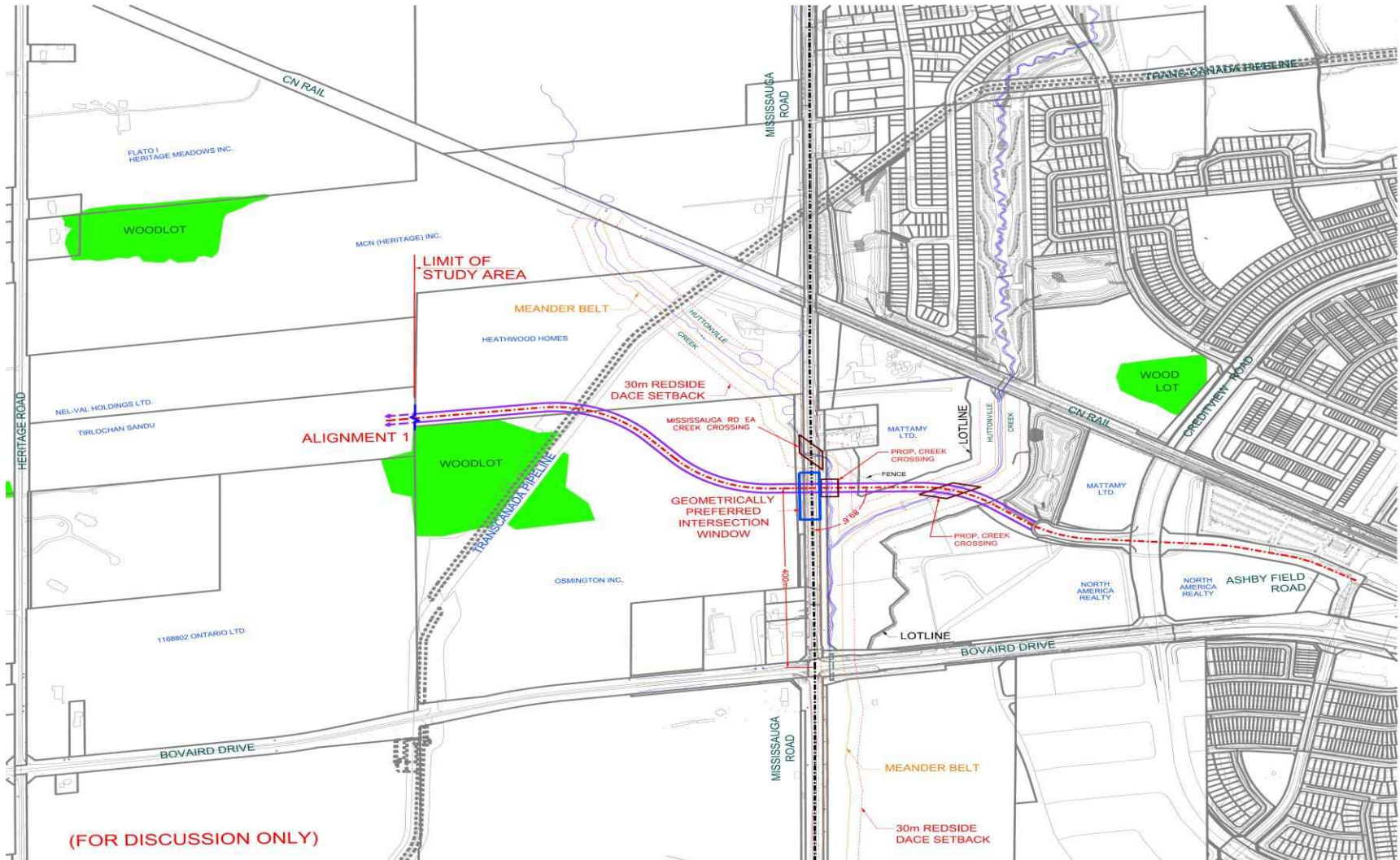
Cost

- Travel Time
- Road Operation and Maintenance Costs
- Capital Costs



Possible Location of Brampton East West Connection crossover at Mississauga Road

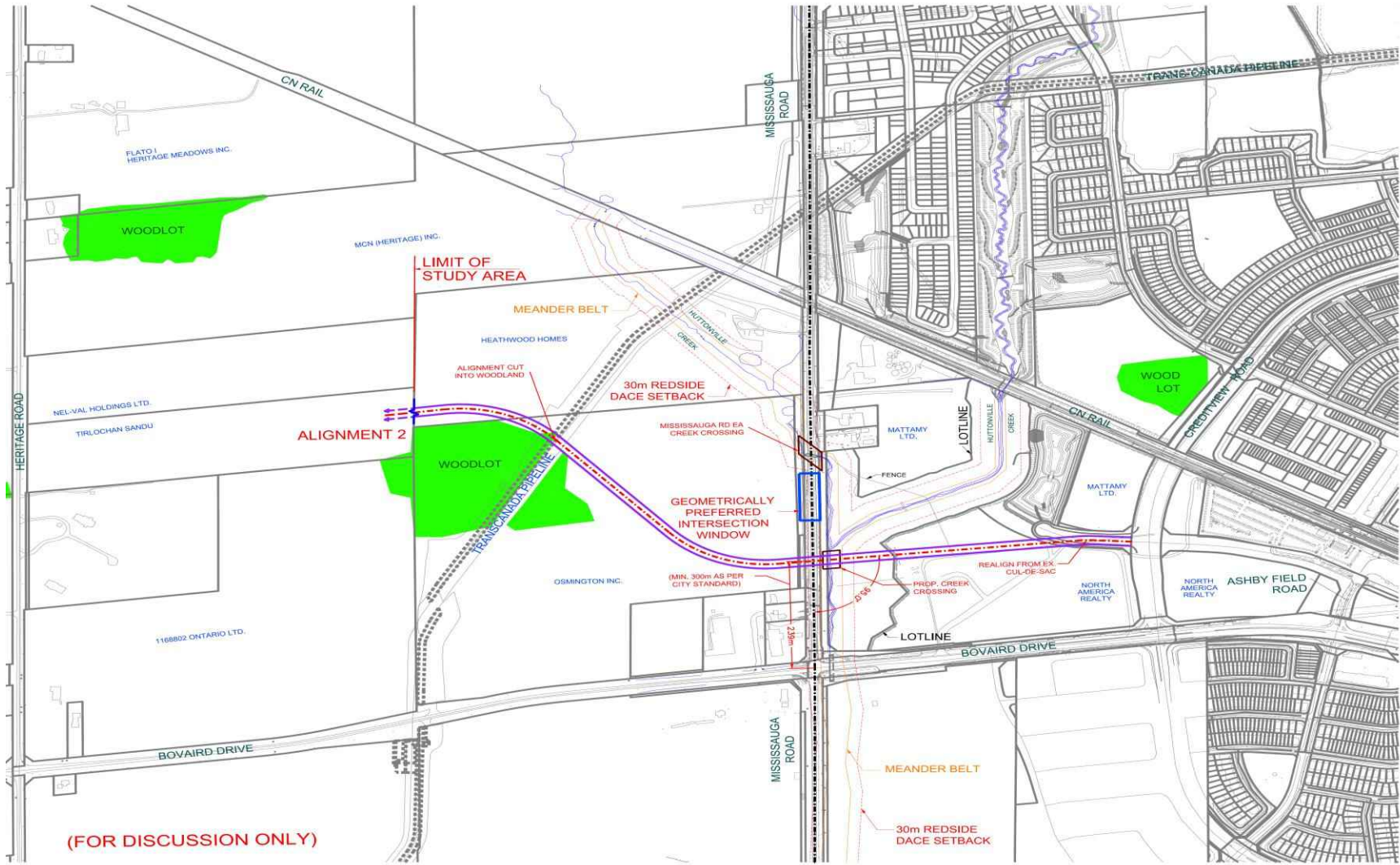
Alternative 1 - Alignment past through Mississauga Road at 400m offset from Bovard Drive centreline



Alternative 1

- Facilitate direct travel for all modes, and reduce the reliance/pressure placed on intersections at Bovaird Drive and Mississauga Road
- Meet the minimum intersection offset from Bovaird Drive intersection as specified in Region's standards (300m) for the crossing at Mississauga Road
- Passing Mississauga Road at approximately the midpoint between Bovaird Drive and CN Rail, evenly splitting the areas. It provides consistency between traffic demand and road function, which will result in more balanced flows within road network and area.
- Crossing Huttonville Creek at two (2) new locations, east of Mississauga Road; crossings less than 1km apart
- Should not impact structure proposed in Mississauga Road EA
- No impact on the woodlot west of Mississauga Road, within the Osmington property
- Provides better accessibility and connectivity through local roads for pedestrians and cyclists
- No impact on Joyce & Keith Martin's property at east of Mississauga Road
- Minimum impact on Osmington development

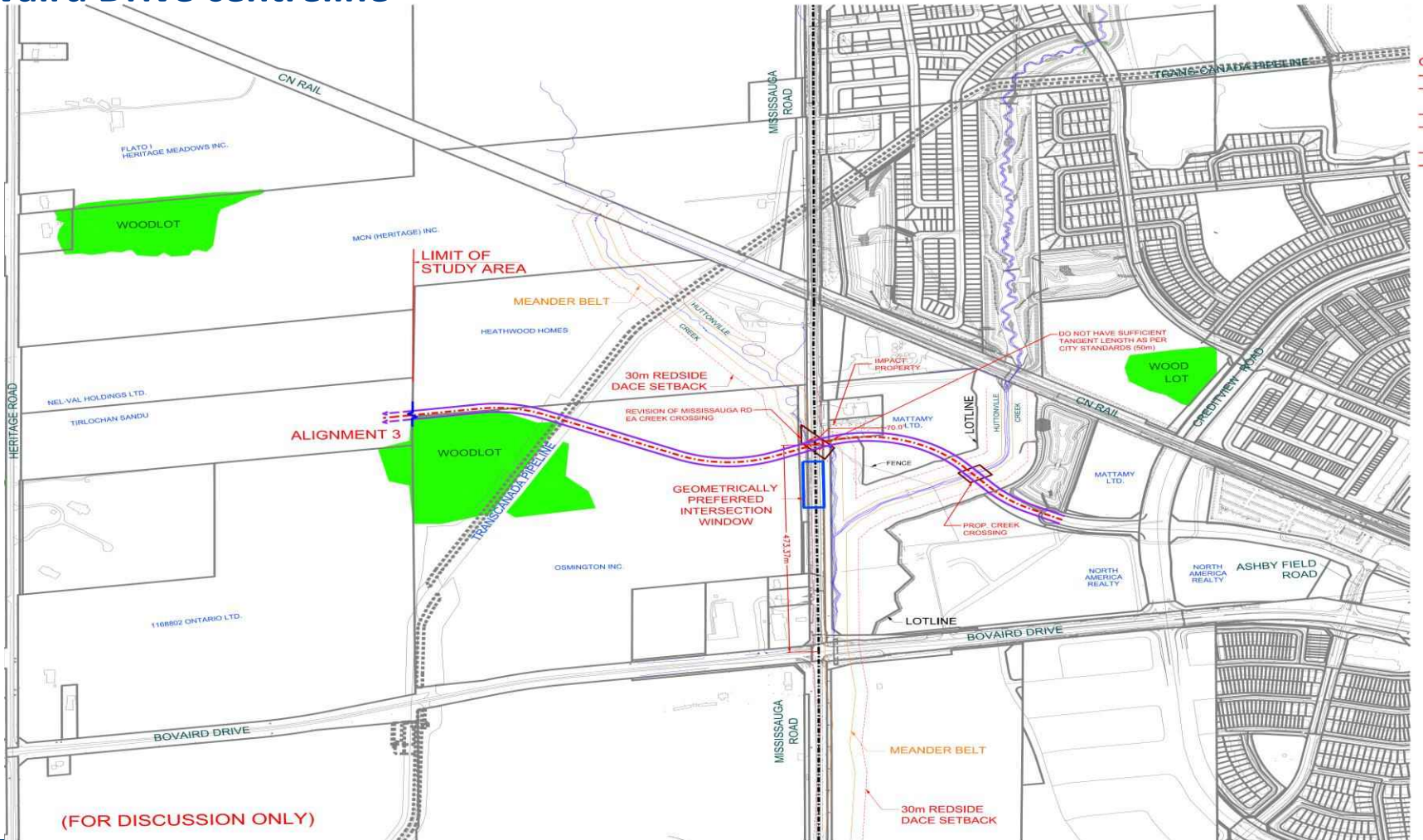
Alternative 2 - Alignment past through Mississauga Road at approximately 240m offset from Bovard Drive centreline



Alternative 2

- Does not meet the minimum intersection offset from Bovaird Drive intersection as specified in Region's standards (300m) for the crossing at Mississauga Road
- May have queuing issue for left turning vehicles at Bovaird Drive with reduced intersections distance between Bovaird Drive and the new connection
- Crossing Huttonville Creek at one new location, at close proximity to Mississauga Road
- Does not impact structure proposed in Mississauga Road EA
- Require realignment of cul-de-sac.
- Impact on Osmington development
- Reduced the function of the connection as an alternative to connect between Mount Pleasant GO Station and Heritage Road and to alleviate traffics along Bovaird Drive

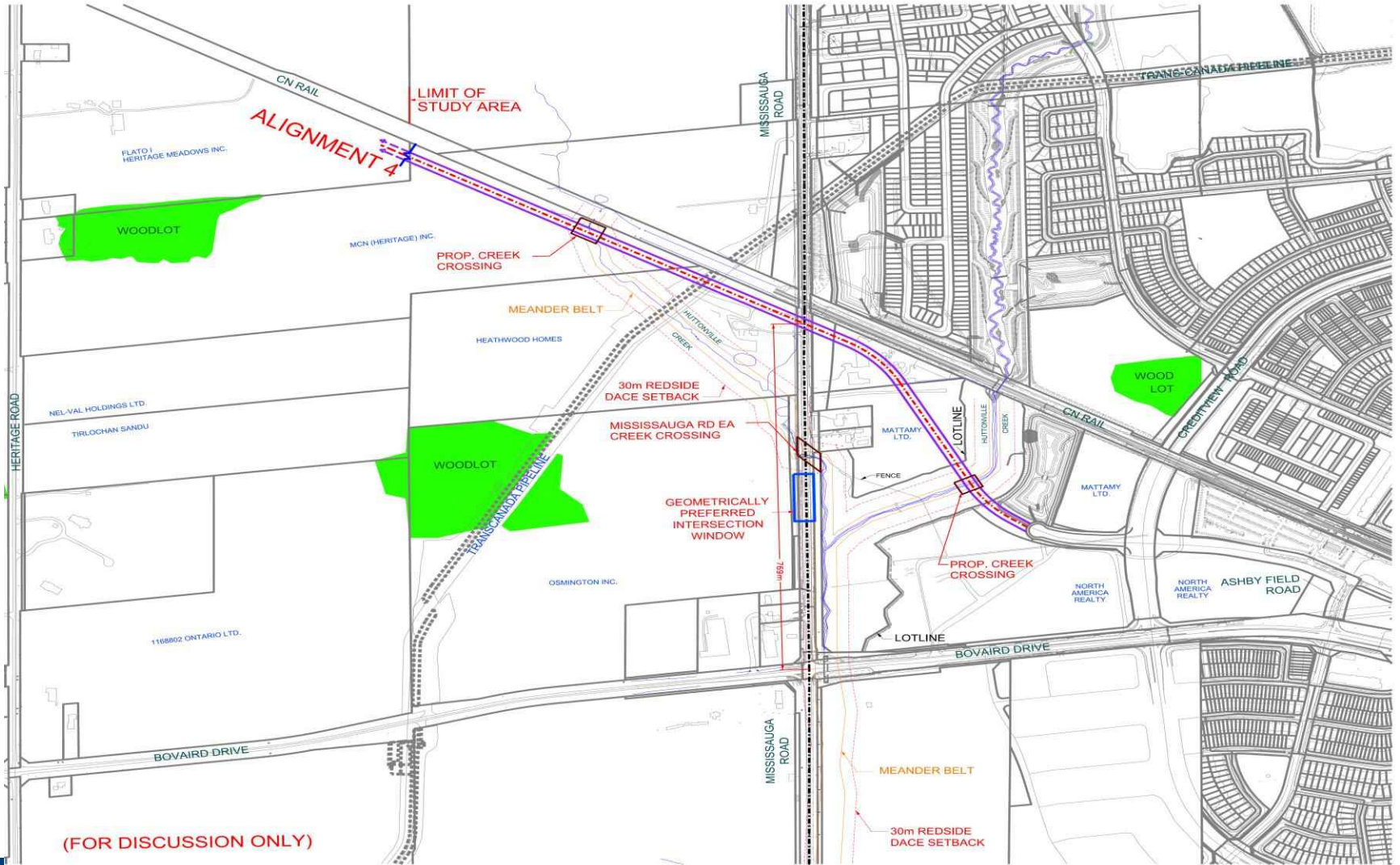
Alternative 3 - Alignment past through Mississauga Road at the proposed Huttonville Creek bridge location, at an 70° angle, approximately 473m offset from Bovard Drive centreline



Alternative 3

- Meet the minimum intersection offset from Bovaird Drive intersection as specified in Region's standards (300m) for the crossing at Mississauga Road
- Combining the connection access with Huttonville Creek Bridge at Mississauga Road, reduce sight distance issues that may arise from the bridge's parapet walls
- Passing Mississauga Road at approximately the midpoint between Bovaird Drive and CN Rail, evenly splitting the areas
- Crossing Huttonville Creek at one (1) new location near the SWM Pond
- Second (2nd) Huttonville Creek crossing requires modification of structure proposed in Mississauga Rd EA
- Impact on property belonging to Joyce & Keith Martin, just north of the Mississauga Rd EA proposed structure
- May have insufficient sight distance along Mississauga Road

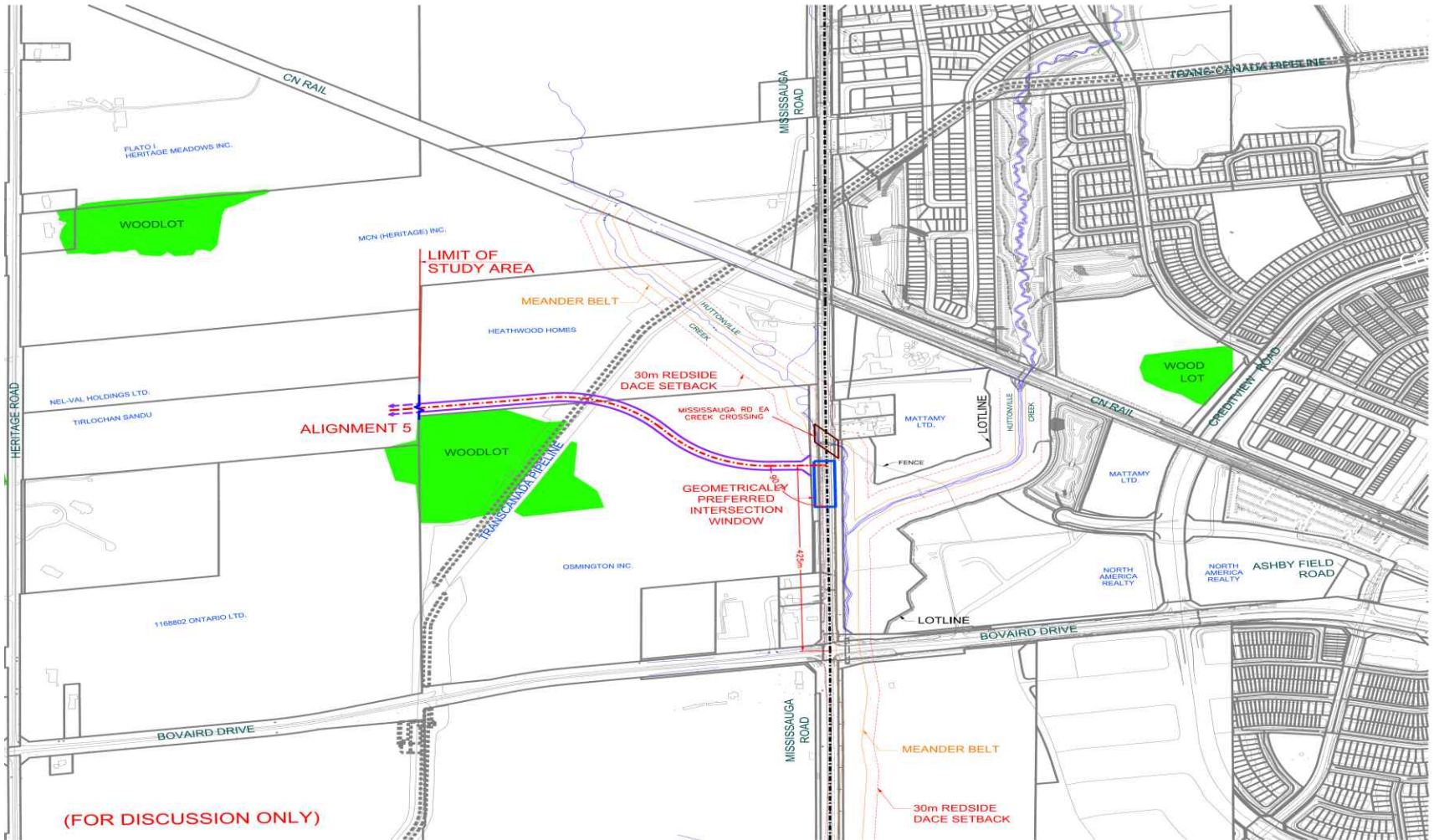
Alternative 4 - Alignment does not intersect with Mississauga Road but utilize proposed slip road north of Huttonville Creek crossing, just south of CN Rail



Alternative 4

- Does address some future travel demands, but doesn't accommodate travel to southern portions of the study area as a result of the lack of east-west connections north of Bovaird Drive
- Since not intersecting with Mississauga Road, cannot alleviate traffic congestion at intersection of Mississauga Road and Bovaird Drive
- Do not passed through the major developments, reduced the function of the East-West Connection
- Do not provide a mid-block crossing and pedestrian-friendly community collector that can attract an array of multi-modal transportation users (pedestrians, cyclists, local and regional transit users)
- Limited opportunities for enhanced transit services
- Limited opportunities for future active transportation network (walking and cycling) and accessibility and connectivity through local roads for pedestrians and cyclists.
- Crossing Huttonville Creek at two (2) new locations

Alternative 5 - Not connecting Mississauga Road with Mount Pleasant GO Station. Road will start at Mississauga Road, extending to the west, at 400m offset from Bovaird Drive centreline



Alternative 5

- Does not provide direct access from the Mount Pleasant GO Station, which needed as an important alternative route for bus transit vehicles and GO patrons accessing the station
- It will require additional travel time by transit and active transportation, which may reduce use of transit and cycling modes of transportation
- Increase operational pressure on intersection at Bovaird Drive and Mississauga Road will impact Level of Services on other major intersections in the area, which will generate additional congestion, and increase travel time. Crossing Huttonville Creek at two (2) new locations
- In general, this design concept will not address the Problem/Opportunity statement and provide a wider benefit to the future developments and community by providing a full direct E-W link to the transportation hub

Alignment 1 (LC):

- Facilitates good access from Mississauga Rd and connect to Mt Pleasant GO Station
- Length of frontage (+/140m) along Lagerfeld Dr between Mississauga Rd & Huttonville Creek may not allow for an all moves intersection to serve the lands north of Lagerfeld
- The Lagerfeld/Mississauga intersection spacing to Bovaird is within Peel Region guidelines and should allow sufficient space for queuing and turning lanes on Mississauga Rd
- One of the two landowner preferred options

Alignment 2 (LC):

- Does not provide access to Mattamy property and would preclude another all moves access/public road to Mattamy property due to intersection spacing & constraints on crossing Huttonville Creek
- There is a sanitary trunk sewer that runs easterly from Mississauga Rd through the North American lands which poses development constraints on that site
- Severing the north half of the lands west of Creditview Road to allow for a realignment of Lagerfeld Dr. This portion of the North American property has been earmarked for District Retail uses under the Mt Pleasant Secondary Plan. The alternative reduces the depth of the property and creates significant physical challenges for site organization and orientation, while also adversely affecting site operations and the ability to provide adequate parking on the property.
- The intersection spacing to Bovaird Dr is less than Peel Region standards

Alignment 3 (LC):

- Facilitates good access from Mississauga Rd and connect to Mt Pleasant GO Station
- Length of frontage (+/240m) along Lagerfeld Dr between Mississauga Rd & Huttonville Creek will allow for an all moves intersection to serve the lands north of Lagerfeld
- The area of land south of Lagerfeld and in between the branches of the Huttonville Creek could likely only be used as storm water facilities due to their location on the inside of the horizontal curve
- The 70° intersection with Mississauga Rd tends to push Lagerfeld Rd northerly into Mattamy lands
- One of the two landowner most preferred options

Alignment 4 (LC) :

- Does not provide a connection to Mississauga Rd
- Splits the Mattamy site into two pieces which severely impacts development potential
- Not supportive of this option

Alignment 5 (LC):

- Lack of a connection to the Mt Pleasant GO Station and transportation hub
- Preclude another all moves access/public road to Mattamy property
- Not supportive of this option

Alignment 1:

- Least preferred environmentally as it requires two new road crossings over Huttonville Creek
- Preferred from a stop spacing, service design & route coverage perspective. Would allow for re-alignment of Züm Service, including potential Züm Stations at Mississauga Rd and Lagerfeld Dr
- Effective in providing a direct connection for local transit & active transportation to the GO Station
- Possible sight line concerns due to significant vertical curvature of proposed roadway at Mississauga Rd
- Straddles Osmington property. Lagerfeld might function as an access only road for vehicular traffic. To achieve its planned function, Lagerfeld needs to be central to Osmington development

Alignment 2:

- Environmentally preferred route if east connection is required as route alignment only requires 1 new road crossing over Huttonville Creek. But cuts into woodland increasing environmental impact
- Somewhat impacts stop spacing and route coverage, but would still allow for realignment of Züm Service and stations
- Effective in providing a direct connection for local transit & active transportation to the GO Station
- Proposed road intersects with Mississauga Rd roughly 240m north of Bovaird Dr. The intersections would be too close together potentially causing gridlock
- Will divide the Osmington lands into two parcels. This could be ideal condition in terms of site access, opportunity to propose a transit supportive land use and increasing public realm impact. However, this can only be achieved if the ROW design complements the built form. Wider sidewalks, retail at base, active frontages, a full tree canopy, bike lanes and a complete street approach is imperative to this vision

Alignment 3:

- Requires one new road crossing over Huttonville Creek and thus will incur less environmental resistance
- Not desirable by transit. Would still allow for realignment of Züm Service and stations. Potential for geometrics to negatively impact operations and location of Züm stations
- Profile and grade challenges with respect to CNR Overpass and Huttonville Creek. Concern that there may be excessive curves in the road alignment
- Maximized spacing between signalized intersections on Mississauga Rd
- Effective in providing a direct connection for local transit & active transportation to the GO Station
- Bridge structure at Mississauga Rd will have to be resized to accommodate a full intersection
- Need to identify stormwater drainage impacts
- Alignment may require an intersection east of Mississauga Rd for Mattamy to access both parcels of land. Will Mattamy access to the road at a high % grade due to Mississauga Road profile, resulting in significant grading on Mattamy lands?
- Skewed intersection when crossing Mississauga Rd, is a safety and operational concern
- Would have a substantial impact on Mattamy land and will create a parcel of land which might not be deep enough for any substantial development
- Like Alignment 1, this option will straddle Osmington property – Lagerfeld might function as an access only road for vehicular traffic, cannot support multiple users and modes with the ability to provide a transit and active transportation supportive connection to Mt Pleasant GO station

Alignment 4:

- Requires two new road crossings over Huttonville Creek
- Not supported by transit. Significantly reduces overall route coverage. Züm Service would not be extended further north on Mississauga Rd
- Lack of access from Mississauga Road
- May be problematic given its proximity to the rail corridor and conflict with the proposed new layover facility at Heritage Road on the south side of the corridor
- Potential impacts to the rail corridor from any adverse impacts on the TransCanada Pipeline or the new creek crossings should be confirmed
- Will have significant costs impact to the Region's structure (i.e. 30m clearance vs. minimal driveway clearance requirements)
- Slip road and Mattamy access to Mississauga Rd cannot be provided
- Fails to serve Osmington lands and defeats the purpose of linking this development to the GO station

Alignment 5:

- Environmentally preferred route as there is no Huttonville Creek crossing
- Not supported by transit. Reduces overall route coverage and efficiency of service delivery. Züm Service would not be extended further north on Mississauga Rd
- Future mall and alignment will generate a very heavy right turn traffic movement at Mississauga Rd. May have sight line concerns due to the CNR Overpass
- With east part of Lagerfeld missing, not a favourable design since connectivity to GO station is missing. This option would create the max. negative impact on the ongoing development of Mt Pleasant Village, mobility hub and surrounding lands. It woresents 'last-mile/first mile' connection to the mobility hub and would increase the mode share of private vehicular use creating substantial pressure to provide surface and structured parking with the mobility hub area. With this alignment Lagerfeld will effectively become a loading and access alley where substantial opportunity to create an active, vibrant public realm will be lost.

General Comments:

- Timing of Lagerfeld Dr EA is critical in order to complete the detailed design and start construction of Mississauga Rd
- Access to the Heathwood Home should be taken into consideration (provide access to Mississauga Rd)
- Prefers grade separate accesses to the Osmington site to/form Mississauga Rd and Bovaird Dr
- Traffic impact analysis for each alignment (include future Osmington traffic) to support the preferred opt.
- There are plans for a 675mm sanitary sewer along Heritage Rd which will cross Bovaird Dr and a 375mm sewer, within the study area. These projects have been scheduled to be constructed in 2021 and 2027
- 375mm and 450mm diameter sanitary sewers were constructed as part of Mattamy development east of Mississauga Rd. City should be aware of these sewers while selecting preferred road alignment
- Due to the environmental constraints/requirements faced with the culvert creek crossing(s), has there been any consideration for grade separating the EW roadway? A clear span may not be as impactful as a culvert crossing and would still provide an EW link to the GO station

Next Steps

- a conceptual layout is provided at this phase for discussion and input purposes only
- these alternative design concept will be further investigated and evaluated in the next phase of this EA study
- evaluate alternatives and identify recommended solutions
- present recommended solutions at PIC No. 2
- Public Information Centre #2 will be scheduled to discuss the recommended alignments, as well as any issues and concerns prior to the finalization of the preliminary Preferred Design

THANK YOU

Consultant for the Class EA:

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Environmental Assessment Study, East-West Connection, Mount Pleasant GO Station to West of Mississauga Road - Meeting with Landowners and Developers

Date: Monday, December 12, 2016 **Project:** 141-15409
Time: 10:00 AM – 12:00 PM **Location:** Flower City Community Campus, 8850
 McLaughlin Road, Unit 1, Training Boardroom

Attendees:

Paul Sarjeant	BA Group
Scott Gibbons	BA Group
Michael Gagnon	GUD Urban Planner Ltd.
Colin Chung	Glen Shnarr & Associate Inc.
Henrik Zbogor	City of Brampton
Grant Simpson	Heathwood
Glen Wellings	Wellings Planning
Oz Kemal	MHBC
Frank Boh	Mattamy Homes
Lindsey Baskerville	Mattamy Homes
Bob Koziol	WSP
Mehemed Delibasic	WSP

Distribution: List

Prepared By: Andria Oliveira and Mehemed Delibasic

Item	Details and discussion	Action
1.	Project Update	
1.1	Mehemed provided an overview of where we are in the study and the need to revisit the needs and justification for this link as requested by MNR and CVC (slide6)	Info
1.2	Mehemed provided the next steps in the process, establishing a preliminary, preferred design to take to PIC in the spring (slide 7)	Info
1.3	Mehemed provided an overview and background of the project and the evaluation criteria were also introduced (Slides 8-12). Colin Chung inquired if the evaluation criteria will be weighted.	Info

<p>2. Alternative Design Concepts - Evaluation</p>	
<p>2.1 Mehemed provided an overview of all the components that make the crossing window a “sweet spot” for an intersection i.e. grade separated structure for Mississauga Road, Mississauga road infrastructure and intersection spacing with Bovaird Drive (page 17).</p>	<p>Info</p>
<p>2.2 The alternatives were individually addressed and discussions had about each alternative:</p> <ul style="list-style-type: none"> • Alignment #1 <ul style="list-style-type: none"> ○ This alignment has the largest impact to the natural environment ○ Need to discuss structure mitigations ○ Access needed to be provided to Heatherwood ○ Need alignment that does not preclude future access ○ Important to develop map that outlines all of the future land use concepts, as we know them to be on each of these roads so that we understand how the design best integrates parcel development with street design and alignment. This map should also overlay the alternative alignments with the most recent version of what the region of Peel is doing on Mississauga Road ○ Need a consolidated map showing all the most recent plans. ○ If Alternative #1 is chosen, there will be more crossings once Mattamy Homes chooses to develop, for example another crossing will be requested at Huttonville. All participants agreed this is very problematic. • Alignment #2 <ul style="list-style-type: none"> ○ Questions arose about what are the implications to Apple Factory with access so close. ○ What are the impacts to the hold out properties (for all alternatives, needs to be considered) ○ Region of Peel states that culvert for Mississauga Road is being constructed in spring of 2017. • Alignment #3 <ul style="list-style-type: none"> ○ Seems to be the best fit for accommodating future development needs ○ Need better understanding of what the intersections ends will be, for example, will this intersection with Mississauga Road be raised? If this is the case is, will there be a loss of the City/Community building vision? ○ Can alignment 3 be altered and if yes what are the associated costs. ○ Does the function of the intersection work? ○ How is the Martin (is this the right name? (Hold out to the south) impacted? ○ Can alignment 3 cross Mississauga Road at 90°? Osmington Group is in favour with this adjustment. 	<p>Info</p>

3. Next Steps

- 3.1 Need to engage MNR and CVC on where we are going to go. Alignment 3 works best for all landowners and we need to understand the environmental impacts in order to make this work
- 3.2 Send out a copy of minutes and presentation for comment
- 3.3 Request a call for most current drawings for an updated study area, to understand constraints and develop an up to date land use concept for the area.

End of Meeting Summary

East-West Connection Mount Pleasant GO Station to West of Mississauga Road (Lagerfeld Road)

Municipal Class EA Schedule “C”

Stakeholder Meeting June 12, 2018

6:30-7:00 Review of Displays

7:00-7:30 Study Update Presentation

7:30-8:30 Q&A

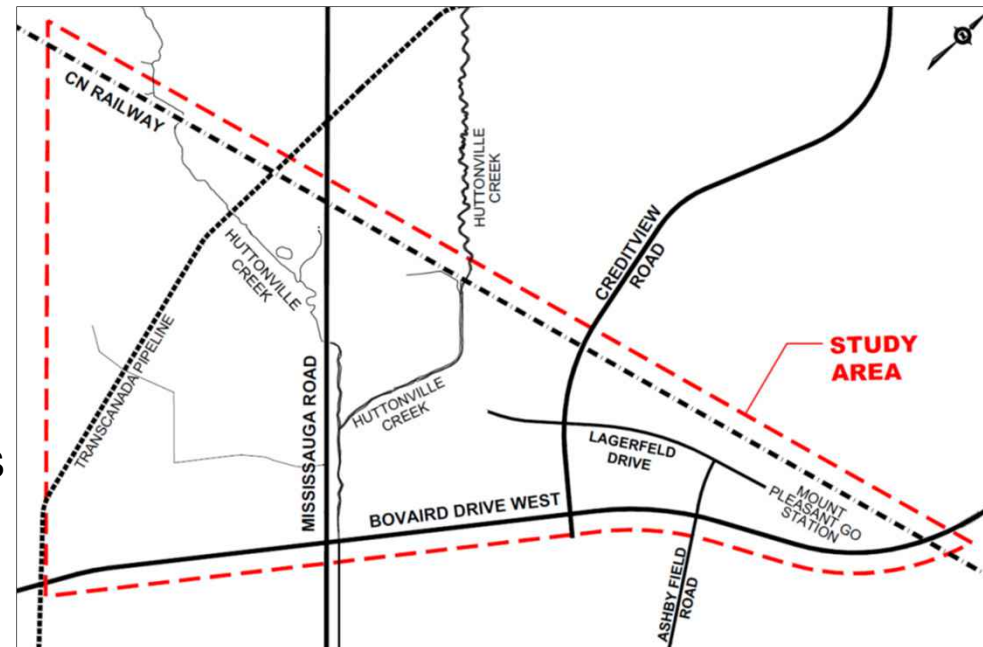
Meeting Agenda

1. Project Background and Update
2. Alternative Design Concepts and Preliminary Preferred Alternative
3. Next Steps for the Project
4. Comments and Discussion

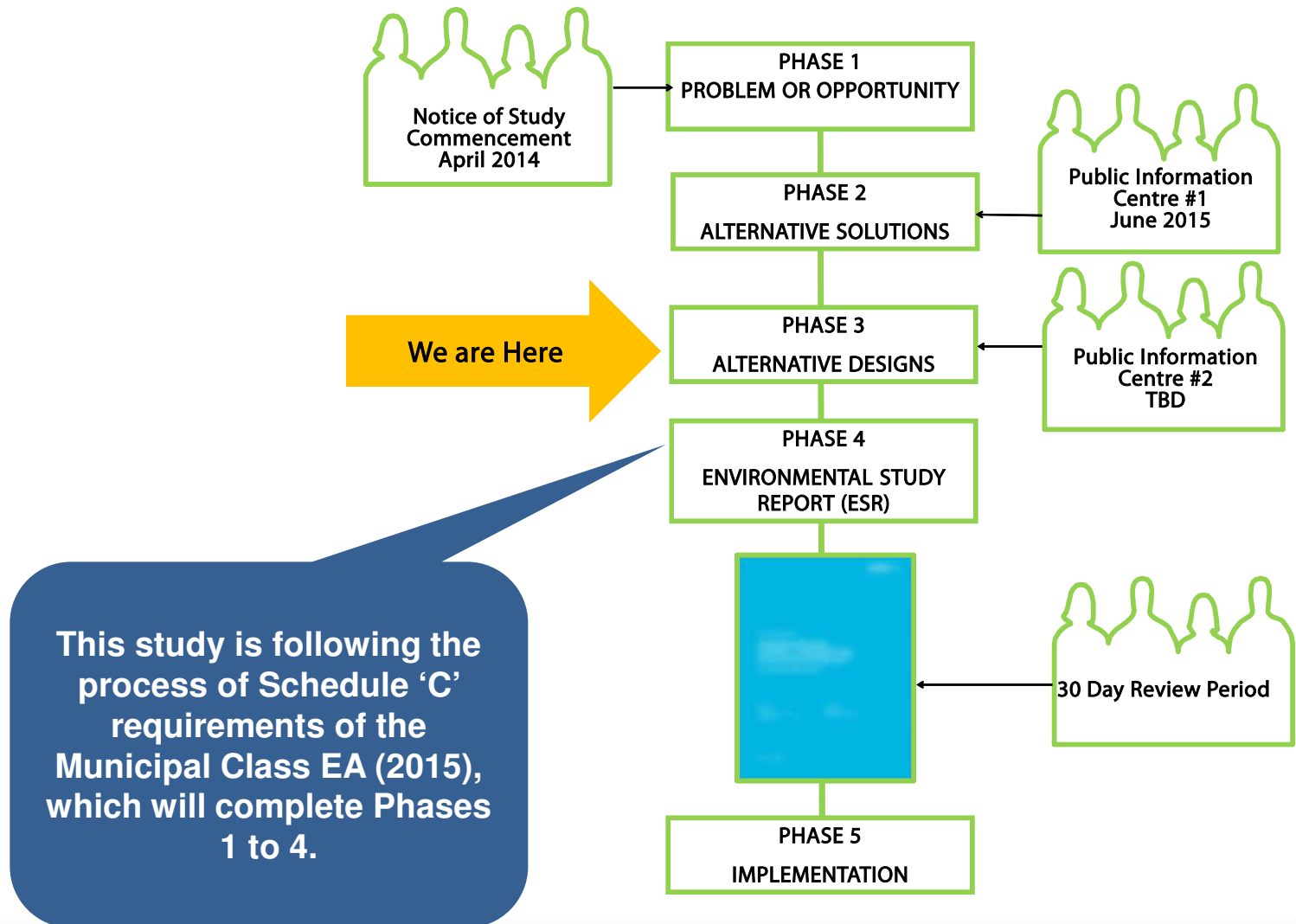
Please sign-in and submit your comments using the comment forms provided.

STUDY AREA AND OVERVIEW

- The City of Brampton is conducting a Schedule 'C' Municipal Class Environmental Assessment (EA) for a East-West Connection Road between Mount Pleasant GO Station and approximately 680m west of Mississauga Road.
- The boundaries of the immediate study area are Mississauga Road to the west, Bovaird Drive West to the south and CN Railway to the north.
- As part of a strategic future road network assessment, extension of Lagerfeld Drive is considered to address these problems and provide opportunities to enhance the future community, and facilitate sustainable modes of transportation, to northwest Brampton.
- Approved and planned growth in the study area will contribute to an increase in traffic congestion over the next 10-25 years.
- Brampton Vision 2040 identifies this area as a future town centre.

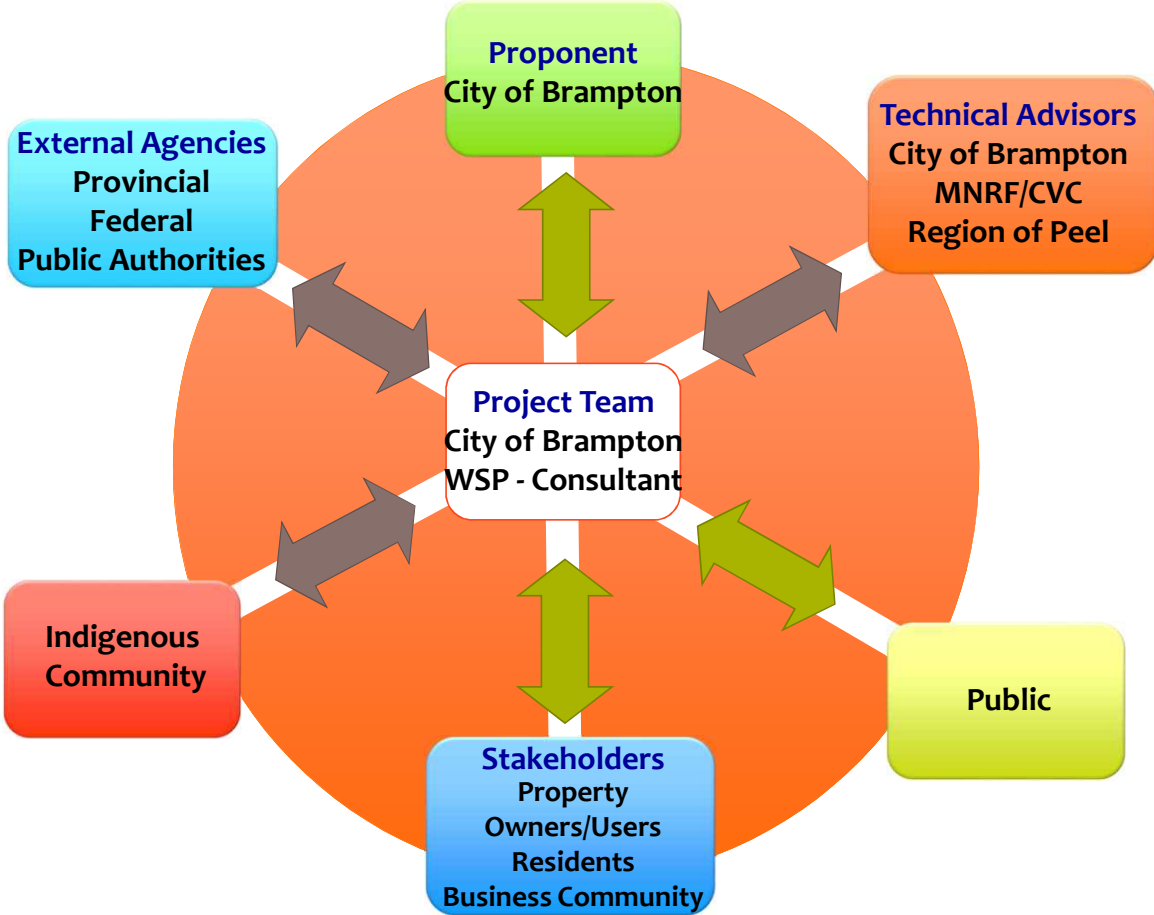


MUNICIPAL CLASS EA STUDY PHASES



STUDY OBJECTIVES AND ORGANIZATION

- Satisfy Environmental Assessment (EA) requirements:
 - Provide clear justification of the need for this connection
 - Investigate a range of alternative alignments and designs
 - Develop criteria and measures against which alternatives/designs can be evaluated
 - Recommend a preferred design solution through the overall evaluation of alternatives



POLICY CONTEXT - TRANSPORTATION MASTER PLAN UPDATE (2015)

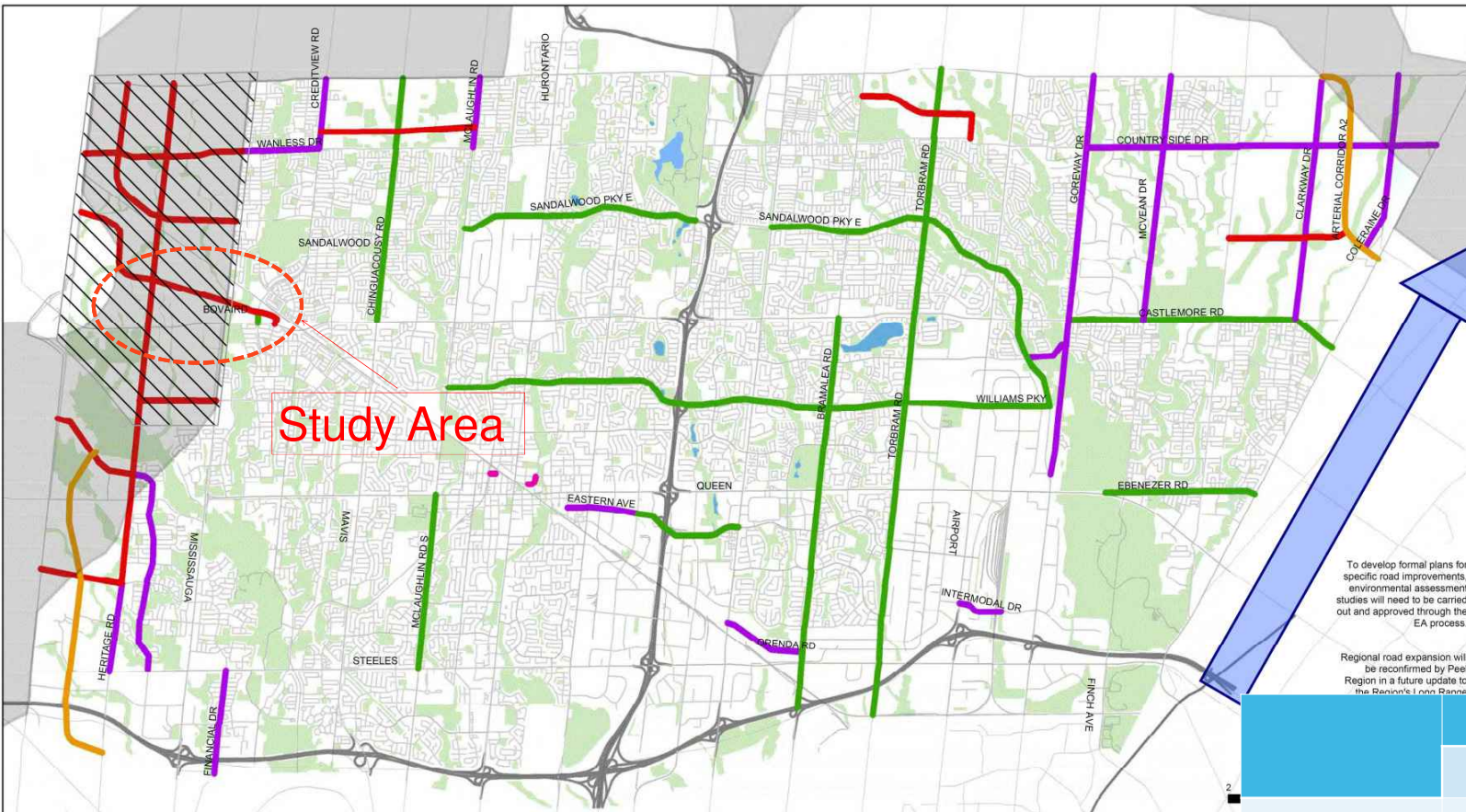
The study area land-use consists of a mixture of agricultural, residential, commercial, and industrial.

North West Brampton is rapidly growing community.

City of Brampton population and employment will increased by **43%** and **73%** respectively between 2021 and 2041.

To develop formal plans for specific road improvements, environmental assessment studies will need to be carried out and approved through the EA process.

Regional road expansion will be reconfirmed by Peel Region in a future update to the Region's Long Range



Study Area

Legend

- City Road Extension by Two Lanes
- City Road Expanded to Four Lanes
- City Road Expanded to Six Lanes
- New Road Construction Six Lanes
- New Road Construction Four Lanes
- Provincial Highway
- GTA West Corridor Study Area
- Highway 427 and Extension
- Conceptual Road Network for use in the Development Charges Background Study



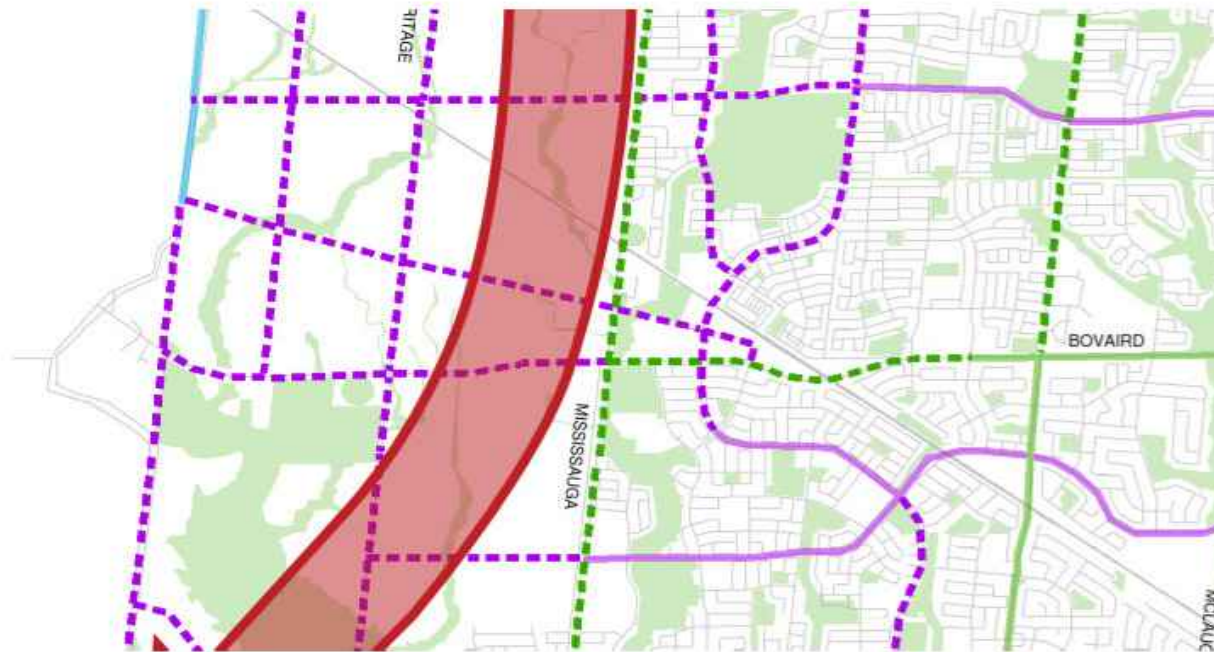
	City of Brampton		
	2021	2031	2041
Population	687,000	837,000	889,000
Employment	244,000	292,000	322,000









EAST-WEST CONNECTION ROAD
MOUNT PLEASANT GO STATION TO WEST OF MISSISSAUGA ROAD
MUNICIPAL CLASS EA



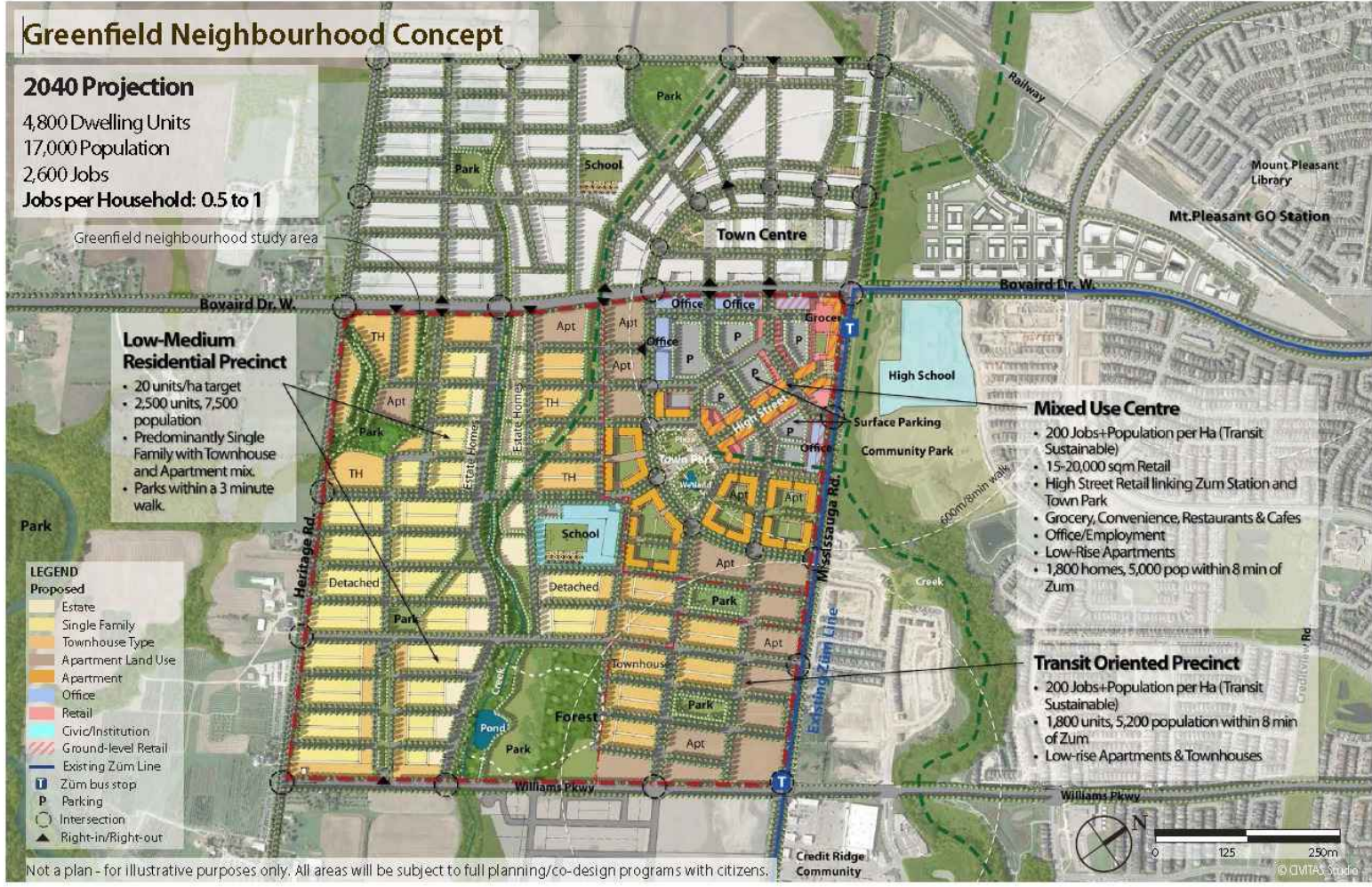
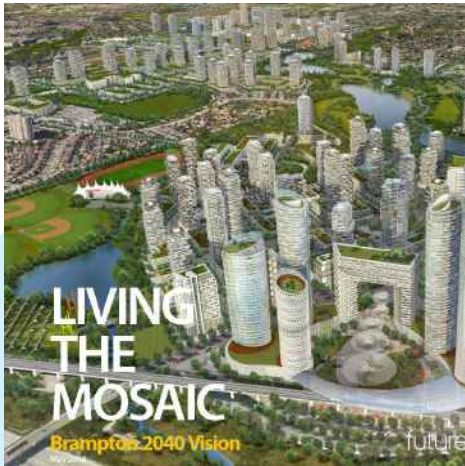
TRANSPORTATION MASTER PLAN UPDATE (2015) DRAFT RECOMMENDED ROAD NETWORK NEEDS BY 2041



Legend

Existing	 Two Lanes	Planned by 2041	 Four Lanes	 Highway 427 and Extension
	 Four Lanes		 Six Lanes	 Provincial Highway
	 Six Lanes		 Conceptual GTA West Corridor	

BRAMPTON VISION 2040 PLAN



EAST-WEST CONNECTION ROAD
 MOUNT PLEASANT GO STATION TO WEST OF MISSISSAUGA ROAD
 MUNICIPAL CLASS EA



ALTERNATIVE SOLUTIONS

- An evaluation framework was developed as presented, including technical considerations and environmental components that address the broad definition of the environment as described in the EA Act and those based on comments received from relevant agencies.

ALTERNATIVE SOLUTION 1: Do Nothing	ALTERNATIVE SOLUTION 2: Transportation Demand Management (TDM)	ALTERNATIVE SOLUTION 3: Improve Transportation Operations along other Roads in the Network	ALTERNATIVE SOLUTION 4: Extend road west of Mississauga Road only	ALTERNATIVE SOLUTION 5: Extend Mount Pleasant GO Station access road (Lagerfeld Road) to west of Mississauga Road
No changes made within the Study Area (status quo)	Introduce TDM strategies to reduce demands on Mississauga Road & Bovaird Drive (i.e. shift demand to time periods outside of the congestion periods)	Introduce additional operational improvements such as restricting turning movements, localized widening to accommodate dedicated turn lanes, intersection improvements, continuous left turn lanes, and/or signal timings, etc.	East-west connection will start at Mississauga Road, extending to the west.	Continuation of the existing Mount Pleasant GO Station access road to lands west of Mississauga Road



ALTERNATIVE SOLUTIONS-EVALUATION FRAMEWORK AND CRITERIA

- The Class EA process recognizes that there are many ways of solving a particular problem and requires various alternative solutions to be considered. The five alternative solutions for consideration in this study are described in the following Table:

COMPONENT	DESCRIPTION
Technical Considerations	<ul style="list-style-type: none"> Component that evaluates the technical suitability and other engineering aspects of the road network system.
Natural Environmental	<ul style="list-style-type: none"> Component that evaluates the potential effects on the natural and physical aspects of the environment (e.g., air, land, water and biota) including natural heritage/ environmentally sensitive areas.
Social/Economic Environment	<ul style="list-style-type: none"> Component that evaluates the potential effects on residents, neighbourhoods, businesses, community character, social cohesion and community features, in addition to municipal development objectives.
Cultural Environment	<ul style="list-style-type: none"> Component that evaluates the potential effects on historical/archaeological and built heritage resources.
Cost	<ul style="list-style-type: none"> Relative cost in terms of capital costs, property costs and maintenance costs

EVALUATION OF ALTERNATIVE SOLUTIONS SUMMARY

ALTERNATIVE SOLUTION 1: Do Nothing	ALTERNATIVE SOLUTION 2: Transportation Demand Management (TDM)	ALTERNATIVE SOLUTION 3: Improve Transportation Operations along other Roads in the Network	ALTERNATIVE SOLUTION 4: Extend road west of Mississauga Road only	ALTERNATIVE SOLUTION 5: Extend Mount Pleasant GO Station access (Lagerfeld Road) to west of Mississauga Road
<p>This alternative solution is not recommended for the following reasons:</p> <ul style="list-style-type: none"> Does not address current and future traffic operations issues and multi-modal transportation needs. Results in delays and safety concerns associated with increased traffic along other east-west and north-south roadways in the study area in the longer term. Does not support the land use policies and future development plans for Mobility Hub which in order to create Value around Mount Pleasant GO commuter train station, which acts as a MOBILITY HUB connecting inter-regional GO service (rail and bus-connecting Toronto with Georgetown, Guelph and Kitchener) with Brampton local transit Does not provide connectivity for multi modal transportation options that include Transit Oriented Development in an Urban Core around Mount Pleasant GO Station. (Currently there is no direct access from the Mount Pleasant GO Station, which can provide an important alternative route for bus transit vehicles and GO patrons accessing the station). <p>This alternative solution does not address problems and opportunities for the project and therefore is not recommended.</p> <p>Roadway capacity and intersection operations will deteriorate without improvements therefore: With planned roadway improvements and without the future east-west connection, the roadway network in the immediate area will not be able to accommodate the east-west travel demand growth anticipated to 2031 and beyond.</p>	<p>This alternative solution is not recommended for the following reasons:</p> <ul style="list-style-type: none"> Adds partial transportation capacity but insufficient for future growth when considered as a stand-alone strategy. No environmental impacts are expected as a result of this alternative. It responds rather weakly against the social-cultural criteria as on its own, it does not support future development plans. As far as cost criteria this option is expected to involve average costs compared to other alternative. <p>This alternative solution does not address problems and opportunities for the project and therefore is not recommended.</p> <p>Roadway capacity and intersection operations will deteriorate without improvements therefore: With planned roadway improvements and without the future east-west connection, the roadway network in the immediate area will not be able to accommodate the east-west travel demand growth anticipated to 2031 and beyond.</p>	<p>This alternative solution is not recommended for the following reasons:</p> <ul style="list-style-type: none"> Provides minimal additional transportation capacity but the projected capacity problem would still exist with local improvements only. Minimal environmental impacts are expected as a result of this alternative. It responds weakly against the social-cultural criteria as on its own, it does not support future development plans. As far as cost criteria this option is expected to involve average costs compared to other alternative. <p>This alternative solution does not address problems and opportunities for the project and therefore is not recommended.</p> <p>Roadway capacity and intersection operations will deteriorate without improvements therefore: With planned roadway improvements and without the future east-west connection, the roadway network in the immediate area will not be able to accommodate the east-west travel demand growth anticipated to 2031 and beyond.</p>	<p>This alternative solution is not recommended for the following reasons:</p> <ul style="list-style-type: none"> Provides modest additional transportation capacity and access. It poorly responds against the social-cultural criteria as it can highly impact area businesses and properties. This option is expected to involve higher capital costs. <p>Although Alternative # 4 may provide some relief to the east-west traffic future connections but it does not fully support the land use policies and future development plans. It does not fully address the problem statement.</p> <p>Roadway capacity and intersection operations will deteriorate without improvements therefore: With planned roadway improvements and without the future east-west connection, the roadway network in the immediate area will not be able to accommodate the east-west travel demand growth anticipated to 2031 and beyond.</p> <p>Although this alternative solution is not recommended but it is carried forward to design alternative evaluation for further analysis.</p>	<p>This alternative solution is recommended for the following reasons:</p> <ul style="list-style-type: none"> Improves current and future traffic conditions. Provides additional transportation capacity and access. Facilitate direct travel for all modes of travel including transit, walking and cycling, and reduce the reliance on vehicles and the associated congestion/pressure placed on Bovaird Drive and Mississauga Road and their intersection. Provides connectivity to support more sustainable transportation options/trips and to integrate local neighborhoods creating compact development and active uses along complete streets in the neighbourhood. It best responds to the social-cultural criteria as it supports the land use policies and future development plan of the Mount Pleasant and Heritage Heights Community, and supports potential commuters from communities north and/or west of Brampton. Provides strategic multi-modal connections linking future planned destinations including higher density land uses, employment lands and higher order transit corridors. Highest natural environment impacts to Redside dace, natural heritage system. Increased opportunities to fulfill objectives for complete, compact communities and economic growth due to supporting a grid-like road network with intercommunity connections and better direct link to Mount Pleasant GO Station <p>Despite highest capital costs this option best addresses the problem statement and is the Technically preferred alternative solution.</p>



EVALUATION OF ALTERNATIVE SOLUTIONS

Five alternative solutions studied and assessed - two alternative solutions carried forward:

- ALTERNATIVE SOLUTION 4: Extend road west of Mississauga Road only
- ALTERNATIVE SOLUTION 5: Extend Mount Pleasant GO Station access road to west of Mississauga Road through a Phased Approach.
 - They key constraint is the established Natural Heritage System and endangered species habitat in Huttonville Creek.
 - Establish an alignment to west of Mississauga Road.
 - Through the EA, establish a Right-of-way and preliminary design for planning purposes.

EVALUATION CRITERIA FOR ALTERNATIVE DESIGNS

The following assessment factors were used to evaluate alternative designs:

Technical

- Ability to Improve East-West Capacity
- Safety / Traffic Operations
- Support for Transit Connectivity to Mobility Hub
- Ability to address Flood Risks
- Ability to Improve Drainage System
- Emergency Services
- Utilities

Natural Environment

- Existing Environmentally Sensitive Areas
- Vegetation
- Habitat Areas (Terrestrial)
- Species at Risk
- Existing Watercourses
- Water Quality / Quantity
- Effects on Air Quality

EVALUATION CRITERIA FOR ALTERNATIVE DESIGNS(CONT.)

Social-economic /Cultural Environment

- Support for Future Designated Growth Areas
- Adjacent Land-uses/Properties
- Noise Levels
- Access & Circulation
- Traffic Infiltration Effects
- Heritage Resources & Archaeological Features
- Short Term Construction Related Impacts

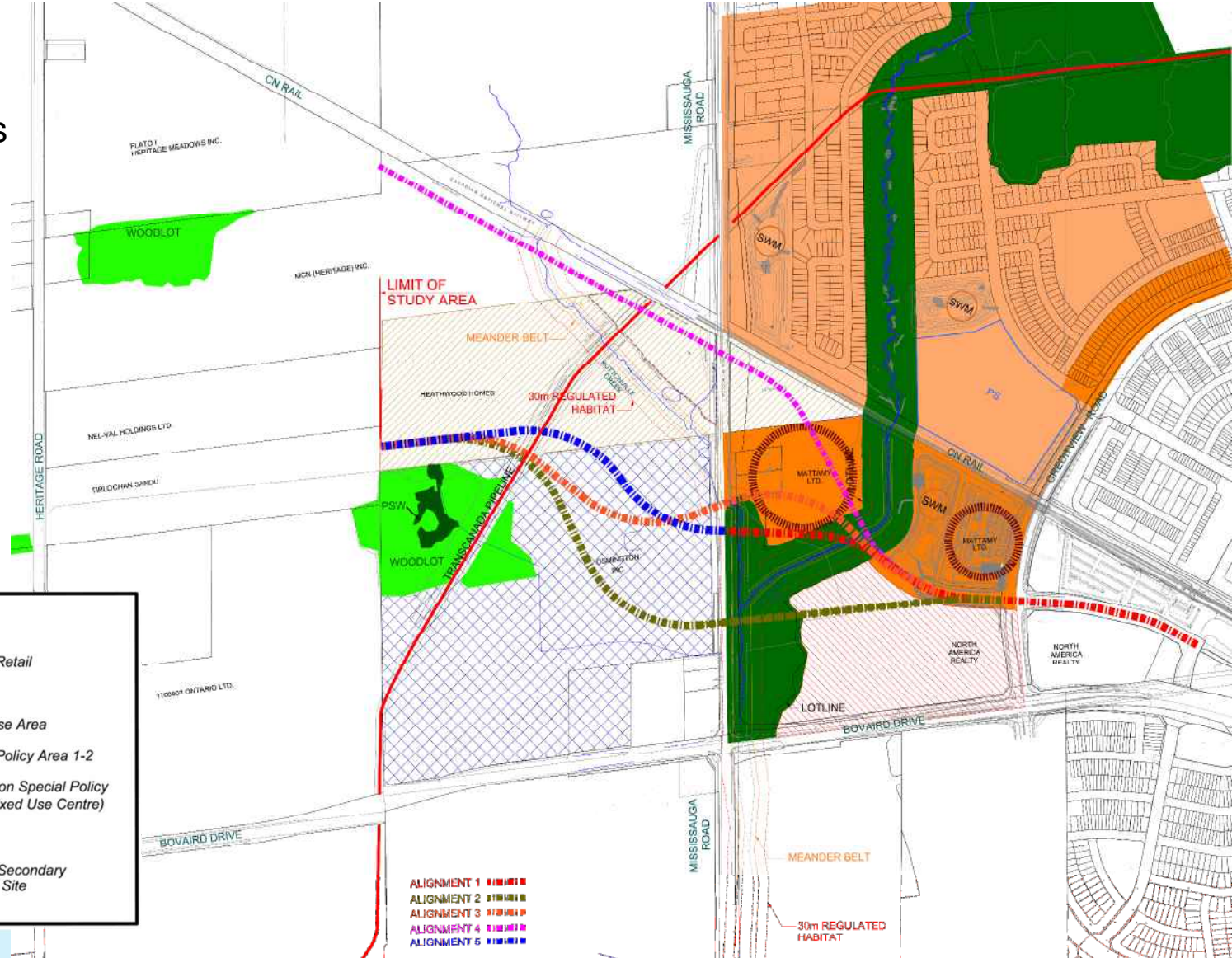
Cost

- Capital Costs
- Road Operation and Maintenance Costs

ALTERNATIVE DESIGN CONCEPTS

FIVE initial design concepts were developed for the preferred solution at a preliminary level of detail to assess the potential associated with each alternative.

15



EAST-WEST CONNECTION ROAD
MOUNT PLEASANT GO STATION TO WEST OF MISSISSAUGA ROAD
MUNICIPAL CLASS EA



ALTERNATIVE DESIGN CONCEPTS

➤ A series of alternative design were developed for the preferred solution at a preliminary level of detail to properly assess the potential impacts and benefits associated with each alternative.

DESIGN ALT. 1A	DESIGN ALT. 1B	DESIGN ALT. 2	DESIGN ALT. 3A	DESIGN ALT. 3B	DESIGN ALT. 4A	DESIGN ALT. 4B	DESIGN ALT. 5
<ul style="list-style-type: none"> Continuation of the existing Mount Pleasant GO Station access road to lands west of Mississauga Road. Alignment past Mississauga Road at 419m north of Bovaird Drive centreline. (Crossing abutments <u>beyond</u> 30m regulated habitat buffer zone) 	<ul style="list-style-type: none"> Continuation of the existing Mount Pleasant GO Station access road to lands west of Mississauga Road. Alignment past Mississauga Road at 419m north of Bovaird Drive centreline. (Crossing abutments <u>within</u> 30m regulated habitat buffer zone) 	<ul style="list-style-type: none"> Continuation of the existing Mount Pleasant GO Station access road to lands west of Mississauga Road. Alignment through Mississauga Road at approximately 240m north of Bovaird Drive centreline. 	<ul style="list-style-type: none"> Continuation of the existing Mount Pleasant GO Station access road to lands west of Mississauga Road. Alignment through Mississauga Road at the proposed Huttonville Creek bridge location, at an 70° angle, approximately 473m north of Bovaird Drive centreline. (Crossing abutments <u>beyond</u> 30m regulated habitat buffer) 	<ul style="list-style-type: none"> Continuation of the existing Mount Pleasant GO Station access road to lands west of Mississauga Road. Alignment past through Mississauga Road at the proposed Huttonville Creek bridge location, at an 70° angle, approximately 473m north of Bovaird Drive centreline. (Crossing abutments <u>within</u> 30m regulated habitat buffer) 	<ul style="list-style-type: none"> Continuation of the existing Mount Pleasant GO Station access road to lands west of Mississauga Road. Alignment does not intersect with Mississauga Road but utilize proposed slip road north of Huttonville Creek crossing, just south of CN Rail. (Crossing abutments <u>beyond</u> 30m regulated habitat buffer) 	<ul style="list-style-type: none"> Continuation of the existing Mount Pleasant GO Station access road to lands west of Mississauga Road. Alignment does not intersect with Mississauga Road but utilize proposed slip road north of Huttonville Creek crossing, just south of CN Rail. (Crossing abutments <u>within</u> 30m regulated habitat buffer) 	<ul style="list-style-type: none"> Not connecting Mississauga Road with Mount Pleasant GO Station. East-west connection will start at Mississauga Road, extending to the west, at 419m offset from Bovaird Drive centreline.



EVALUATION OF PREFERRED PRELIMINARY ALTERNATIVE DESIGN CONCEPT

DESIGN ALT. 1A “Longer Bridges”	DESIGN ALT. 1B “Shorter Bridges”
<p>This design alternative <u>is not</u> recommended for the following reasons:</p> <ul style="list-style-type: none"> • Evaluation for Design Alternative 1A is similar to Alternative 1B. • The difference in proposed structures for East Huttonville Creek crossing differentiate the two options. • For design alternative 1A, abutments for East Huttonville Creek crossing are beyond the 30m regulated habitat buffer zone. • For design alternative 1A, abutments for East Huttonville Creek crossing are beyond the 30m regulated habitat buffer zone. • Less impact on floodplain and velocity levels. • Smaller direct impact footprint in regulated habitat. • This option has less natural impacts but the structural Capital costs are higher than design alternative 1B. 	<p>This design alternative <u>is</u> recommended for the following reasons:</p> <ul style="list-style-type: none"> • Meets minimum intersection offset from Bovaird Drive intersection for the crossing at Mississauga Road. • Will not have queuing issue (southbound queues along Mississauga Road) as there is sufficient storage distance between Bovaird Drive and the new connection for left turning vehicles onto Bovaird Drive. • Passing Mississauga Road at approximately the midpoint between Bovaird Drive and CN Rail, evenly splitting the development areas. • Continuing existing GO Station access road to west of Mississauga Road which improve traffic operations in the area. • Connects major destinations with multi-modal access • This option is expected to involve much lower structural capital costs than Design Alternative 1A.

EVALUATION OF PREFERRED PRELIMINARY ALTERNATIVE DESIGN CONCEPT

DESIGN ALT. 2

This design alternative is not recommended for the following reasons:

- Does not meet the minimum intersection offset from the Bovaird Drive intersection
- Will have queuing issue for southbound left turning vehicles along Mississauga Road at Bovaird Drive with the reduced intersection distance between Bovaird Drive and the east-west connection.
- Not consistent with the planned function of the corridor identified in the City's TMP, Heritage Heights TMP, and the identified east-west connection needs.
- Will not fully addresses anticipated capacity deficiencies.

EVALUATION OF PREFERRED PRELIMINARY ALTERNATIVE DESIGN CONCEPT

DESIGN ALT. 3A	DESIGN ALT. 3B
<p>This design alternative <u>is not</u> recommended for the following reasons:</p> <ul style="list-style-type: none"> • Technically challenging to remove existing culvert at Mississauga Road Huttonville Creek crossing and realign creek without interrupting existing traffic operations. • High maintenance cost for bridge at Mississauga Road intersection • Major changes to the Huttonville Creek crossing bridge at Mississauga Road intersection are proposed in design alternative 3. As the project for Mississauga Road roadway improvements is already at the later stage of detailed design, Peel Region does not desire any alterations to the Huttonville Creek crossing bridge proposed at EA as it will delay the progress. 	<p>This design alternative <u>is not</u> recommended for the following reasons:</p> <ul style="list-style-type: none"> • Technically challenging to remove existing culvert at Mississauga Road Huttonville Creek crossing and realign creek without interrupting existing traffic operations. • High maintenance cost for bridge at Mississauga Road intersection • Major changes to the Huttonville Creek crossing bridge at Mississauga Road intersection are proposed in design alternative 3. As the project for Mississauga Road roadway improvements is already at the later stage of detailed design, Peel Region does not desire any alterations to the Huttonville Creek crossing bridge proposed at EA as it will delay the progress. • With proposed crossing structures, major increase in flood elevations expected. • Abutments of the crossing structures are on the floodplain.



EVALUATION OF PREFERRED PRELIMINARY ALTERNATIVE DESIGN CONCEPT

DESIGN ALT. 4A	DESIGN ALT. 4B
<p>This design alternative <u>is not</u> recommended for the following reasons:</p> <ul style="list-style-type: none"> • This design alternative will not address the Problem/Opportunity statement and provide a wider benefit to the future developments and community by providing a reasonably spaced direct E-W link to the transportation hub. • With no intersection with Mississauga Road, cannot alleviate traffic congestion at intersection of Mississauga Road and Bovaird Drive. • May be problematic given its proximity to the rail corridor and conflict with the proposed new layover facility at Heritage Road on the south side of the corridor. • Does not support the City’s endorsed Community Design Principles that include Transit Oriented Development in an Urban Core around Mount Pleasant GO Station. • Not consistent with the planned function of the corridor identified in the City’s TMP, Heritage Heights TMP, and the identified east-west connection needs. • Zum service would not be extended further north on Mississauga Road. 	<p>This design alternative <u>is not</u> recommended for the following reasons:</p> <ul style="list-style-type: none"> • This design alternative will not address the Problem/Opportunity statement and provide a wider benefit to the future developments and community by providing a reasonable spaced direct E-W link to the transportation hub. • With no intersection with Mississauga Road, cannot alleviate traffic congestion at intersection of Mississauga Road and Bovaird Drive. • May be problematic given its proximity to the rail corridor and conflict with the proposed new layover facility at Heritage Road on the south side of the corridor. • Does not support the City’s endorsed Community Design Principles that include Transit Oriented Development in an Urban Core around Mount Pleasant GO Station. • Not consistent with the planned function of the corridor identified in the City’s TMP, Heritage Heights TMP, and the identified east-west connection needs. • Zum service would not be extended further north on Mississauga Road. • With proposed crossing structures, major increase in flood elevations expected. • Abutments of the crossing structures are on the floodplain.



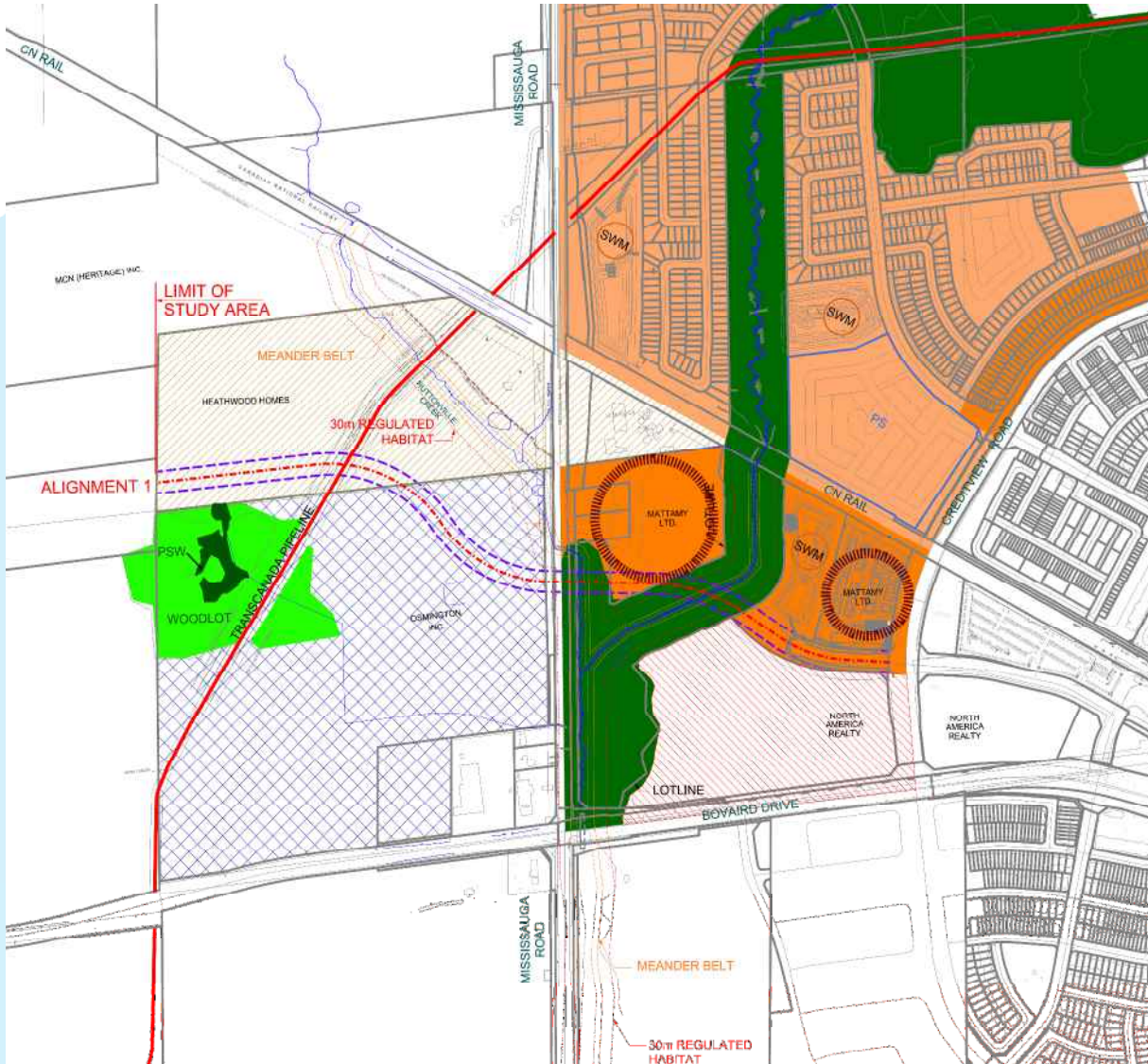
EVALUATION OF PREFERRED PRELIMINARY ALTERNATIVE DESIGN CONCEPT

DESIGN ALT. 5

As a standalone design, this alternative is not recommended for the following reasons:

- This design alternative will not fully address the Problem/Opportunity statement and provide a wider benefit to the future developments and community by providing a direct E-W link to the transportation hub.
- Although design alternative 5 may provide some relief to the east-west traffic future connections it does not fully support the land use policies and future development plans.
- With planned roadway improvements and without the full east-west connection, the roadway network in the immediate area may not be able to accommodate the east-west travel demand growth anticipated to 2031 and beyond.

ALTERNATIVE DESIGN CONCEPTS – ALIGNMENT 1



Comments:

- Address all geometric requirements
- 2 new creek crossings
- Meet minimum distance between signalized intersections
- No impact on woodlots
- Meet sightline requirements
- No impact on structure proposed in Mississauga Road EA

LEGEND:

NATURAL HERITAGE SYSTEM

- Natural Heritage System Area
- Provincial Significant Wetland (PSW)

RESIDENTIAL

- Low / Medium Density
- Medium Density

INFRASTRUCTURE

- TransCanada Gas Pipeline
- Stormwater Management Facility

RETAIL

- District Retail

OTHER

- Mixed Use Area

1-2

- Special Policy Area 1-2

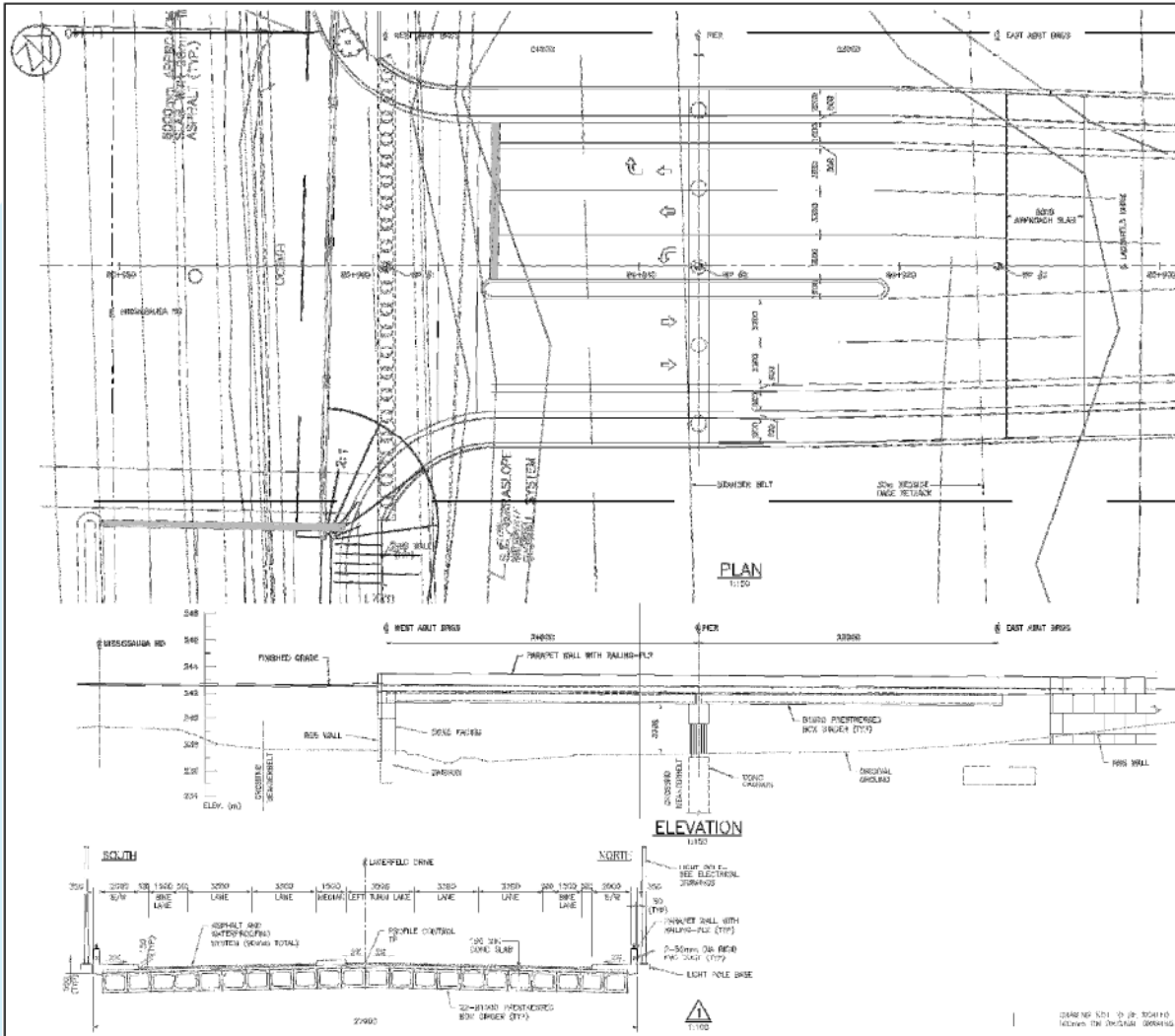
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- Osmington Special Policy Area (Mixed Use Centre)

INSTITUTIONAL

- Public Secondary School Site

ALTERNATIVE DESIGN CONCEPTS - ALIGNMENT 1 CROSSING AT MISSISSAUGA ROAD - WEST CROSSING



NOTE:

- West side of creek already disturbed with Mississauga Road Improvements. Impacts will not be included in the assessment.

Advantages:

- Abutments to be outside of redside dace buffer zone
- 30m buffer zone only impacted by piers
- Stayed out of 100 years flood level span
- Does not impact original design for Huttonville Creek Bridge at Mississauga Road

Disadvantages:

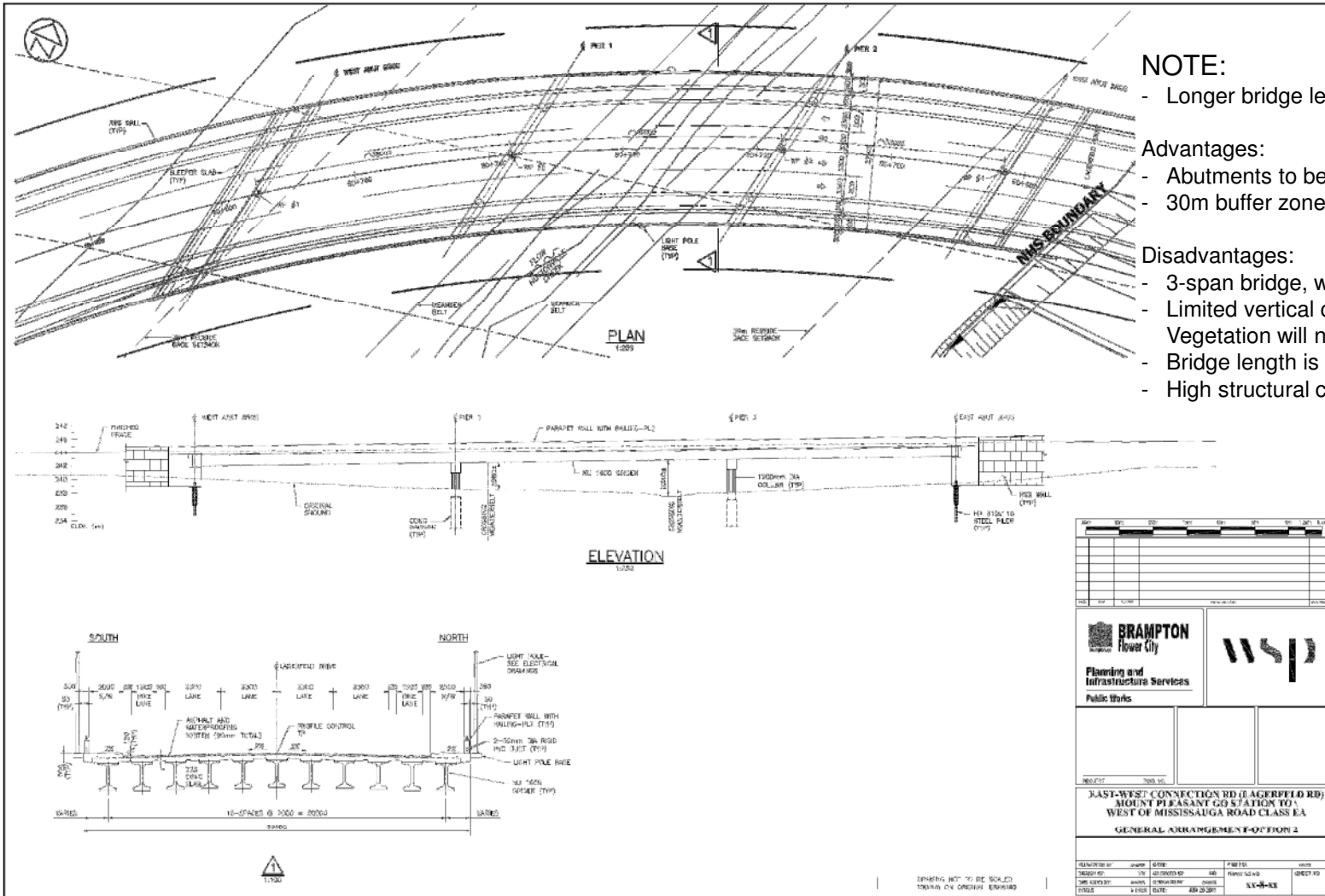
- Limited vertical clearance, creating excessive shaded area. Vegetation will not sustain under the structure.
- Need to cooperate with Mississauga Road Improvement Design. Sheet piling needed to connect EW Connector to Mississauga Road
- Moderate structural cost.



EAST-WEST CONNECTION ROAD
MOUNT PLEASANT GO STATION TO WEST OF MISSISSAUGA ROAD
MUNICIPAL CLASS EA



ALTERNATIVE DESIGN CONCEPTS - ALIGNMENT 1 EAST CROSSING, OPTION A



NOTE:

- Longer bridge length

Advantages:

- Abutments to be outside of redside dace buffer zone
- 30m buffer zone only impacted by piers

Disadvantages:

- 3-span bridge, with piers onto 30m buffer zone
- Limited vertical clearance, creating excessive shaded area. Vegetation will not sustain under the structure.
- Bridge length is excessive for the crossing
- High structural cost

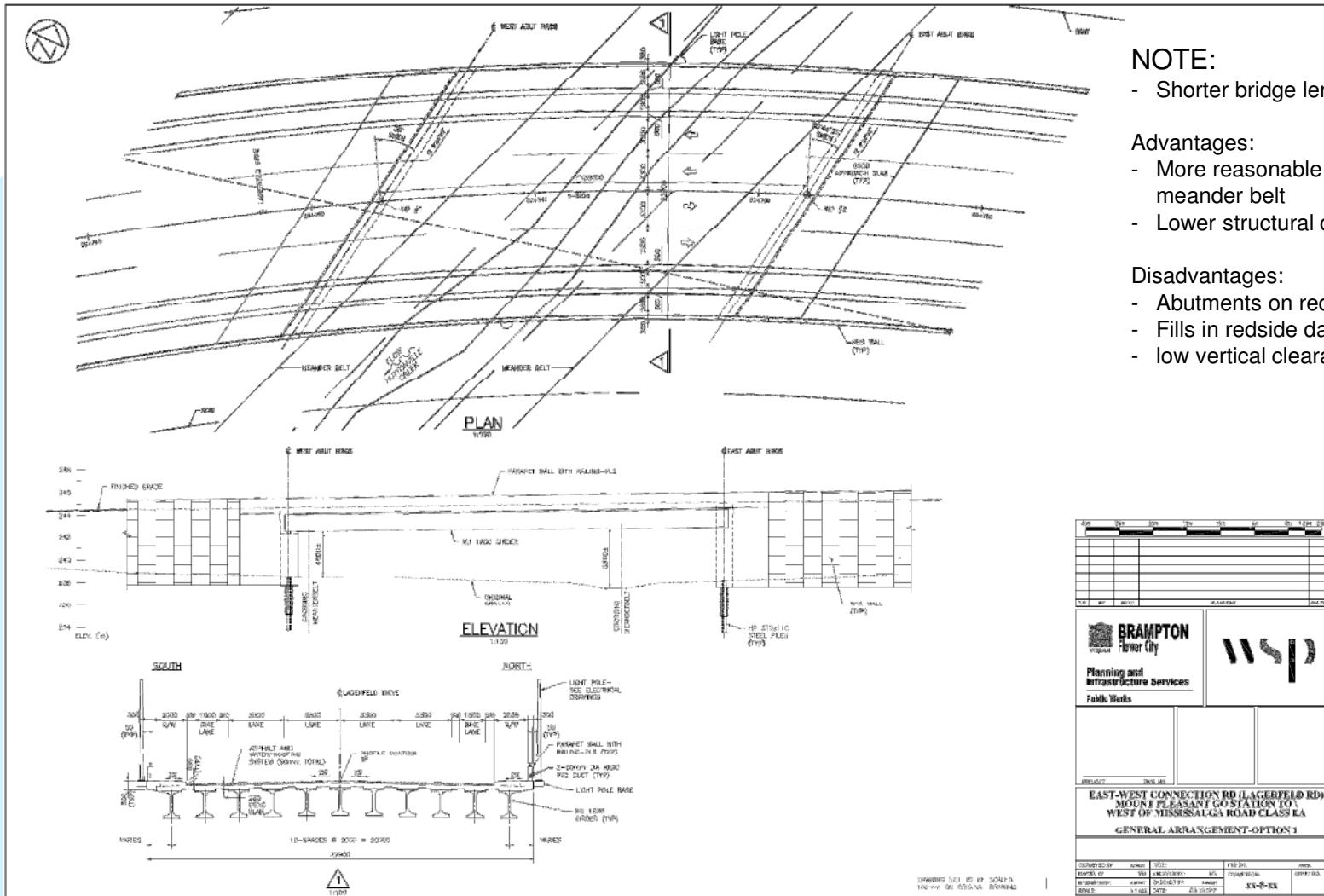
Planning and Infrastructure Services Public Works			
EAST-WEST CONNECTION RD (LAGERFELD RD) MOUNT PLEASANT GO STATION TO WEST OF MISSISSAUGA ROAD CLASS EA GENERAL ARRANGEMENT - OPTION 2			
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EAST-WEST CONNECTION ROAD
MOUNT PLEASANT GO STATION TO WEST OF MISSISSAUGA ROAD
MUNICIPAL CLASS EA



ALTERNATIVE DESIGN CONCEPTS - ALIGNMENT 1 EAST CROSSING, OPTION B



NOTE:

- Shorter bridge length

Advantages:

- More reasonable fit, with abutment centrelines outside of meander belt
- Lower structural cost

Disadvantages:

- Abutments on regrade buffer zone
- Fills in regrade buffer zone for roadway
- low vertical clearance at abutments

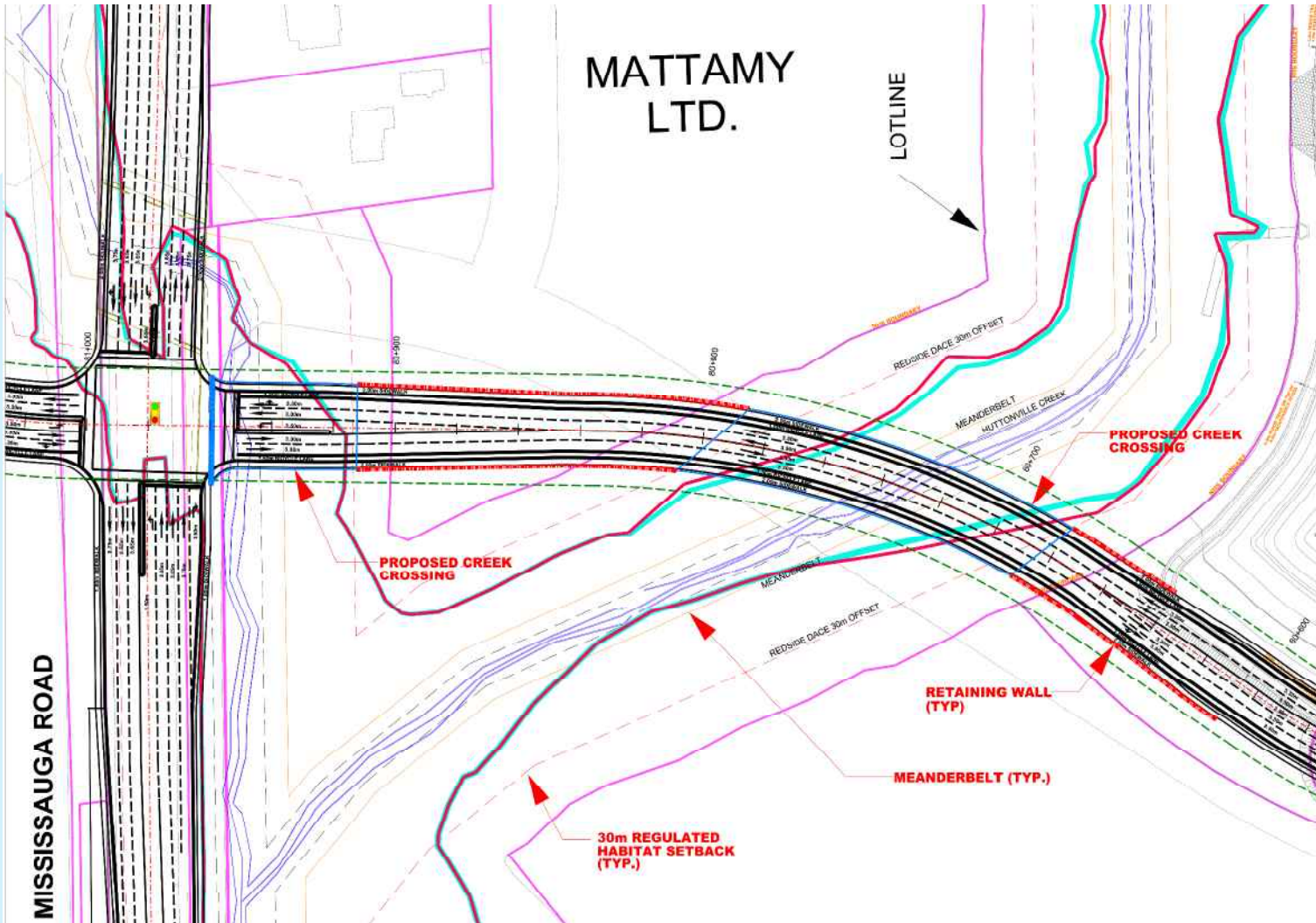
BRAMPTON Flower City		WSP	
Planning and Infrastructure Services		Public Works	
PROJECT: 2015-01			
EAST-WEST CONNECTION RD (LAGERFELD RD) MOUNT PLEASANT GO STATION TO WEST OF MISSISSAUGA ROAD CLASS EA			
GENERAL ARRANGEMENT-OPTION 1			
DRAWN BY: J. SMITH	CHECKED BY: M. SMITH	DATE: 2015-01-20	SHEET NO: 11-0-01



EAST-WEST CONNECTION ROAD
MOUNT PLEASANT GO STATION TO WEST OF MISSISSAUGA ROAD
MUNICIPAL CLASS EA



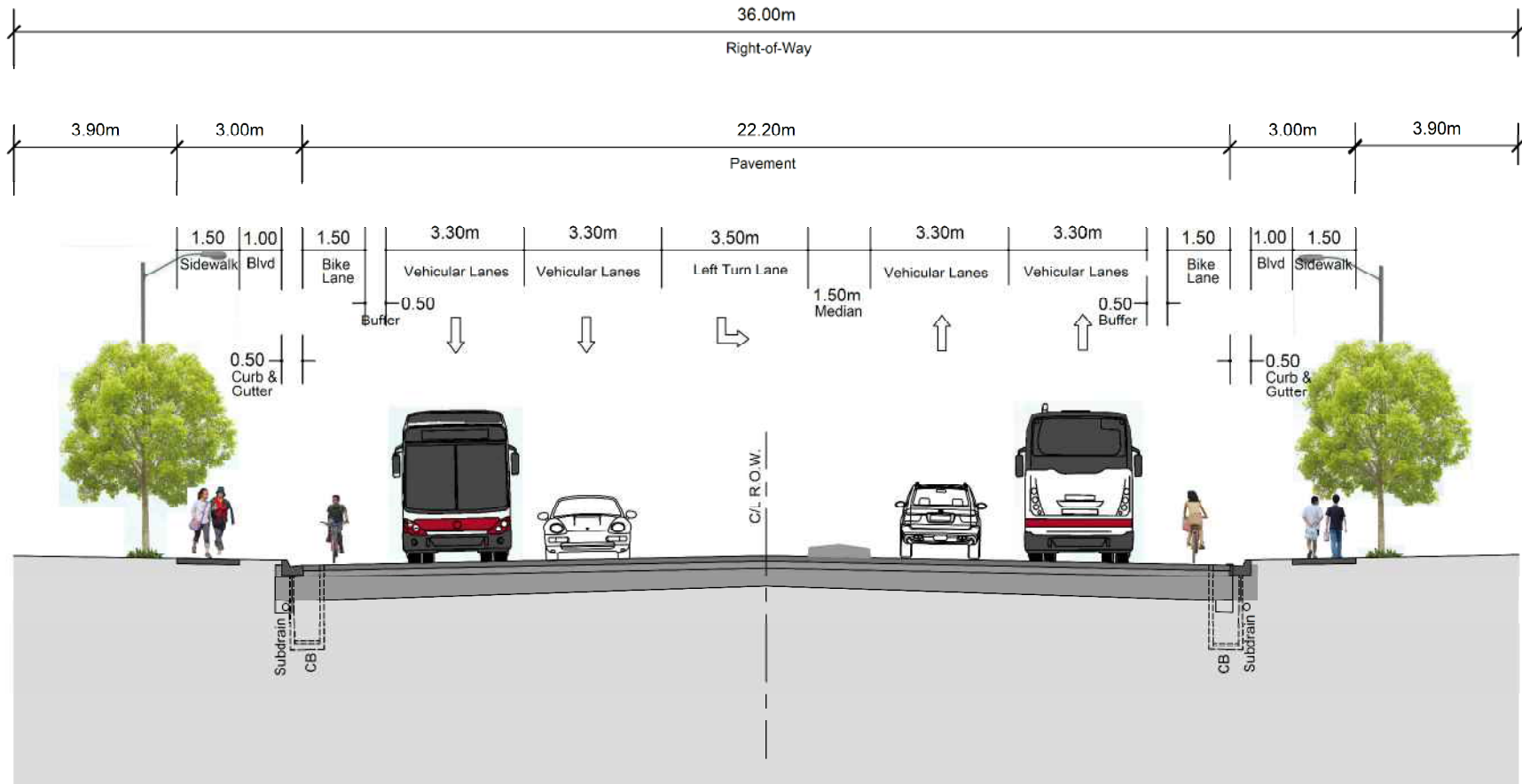
FLOODLINES - EXISTING VS PROPOSED ALIGNMENT 1 EAST CROSSING, OPTION B



EAST-WEST CONNECTION ROAD
MOUNT PLEASANT GO STATION TO WEST OF MISSISSAUGA ROAD
MUNICIPAL CLASS EA



PROPOSED TYPICAL CROSS SECTION - INTERSECTION



NOTE:
For minor intersections, median is optional and left turn lane may be reduced to 3.3m

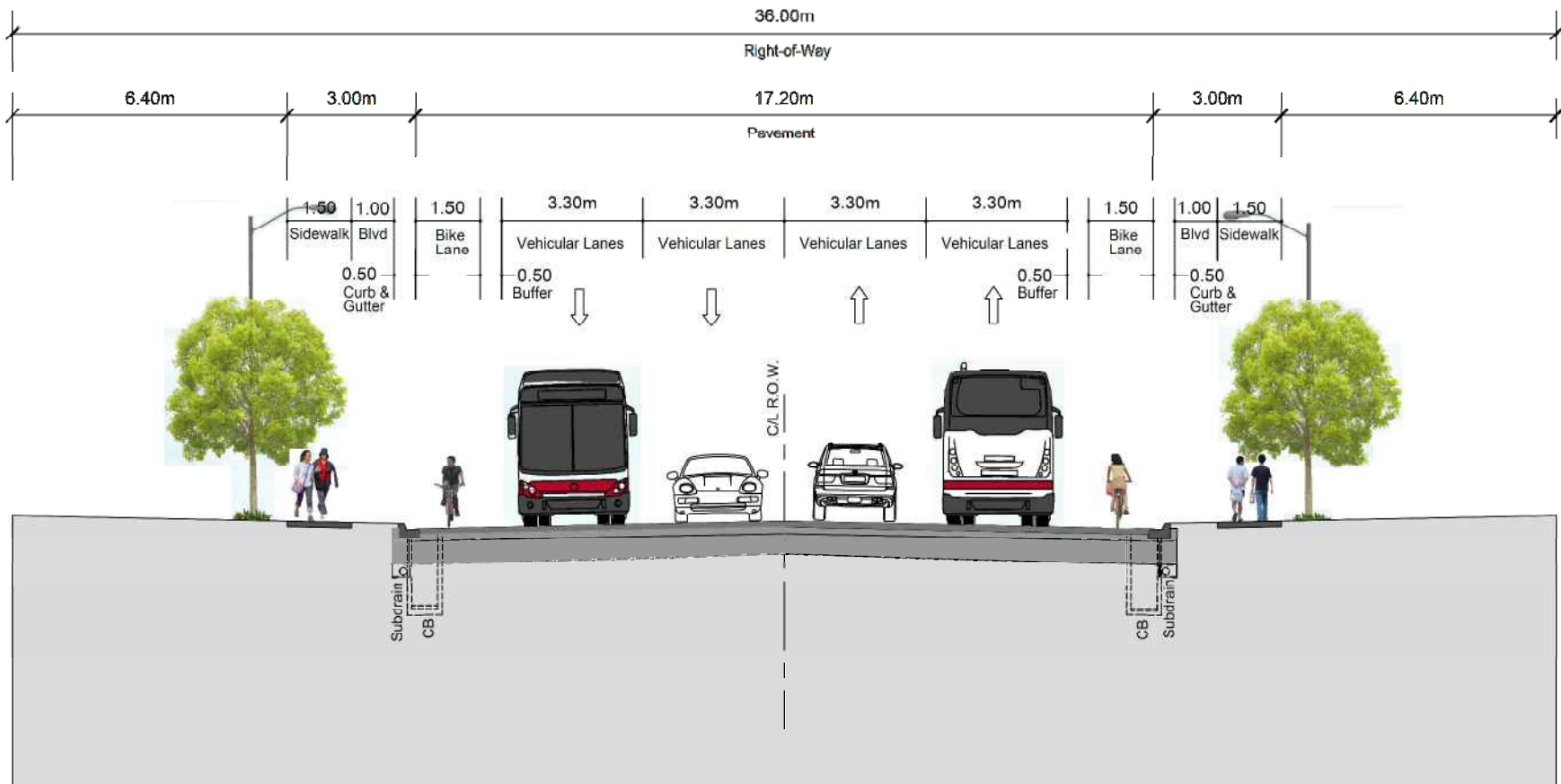
DRAFT - for discussion



EAST-WEST CONNECTION ROAD
MOUNT PLEASANT GO STATION TO WEST OF MISSISSAUGA ROAD
MUNICIPAL CLASS EA



PROPOSED TYPICAL CROSS SECTION - MID BLOCK



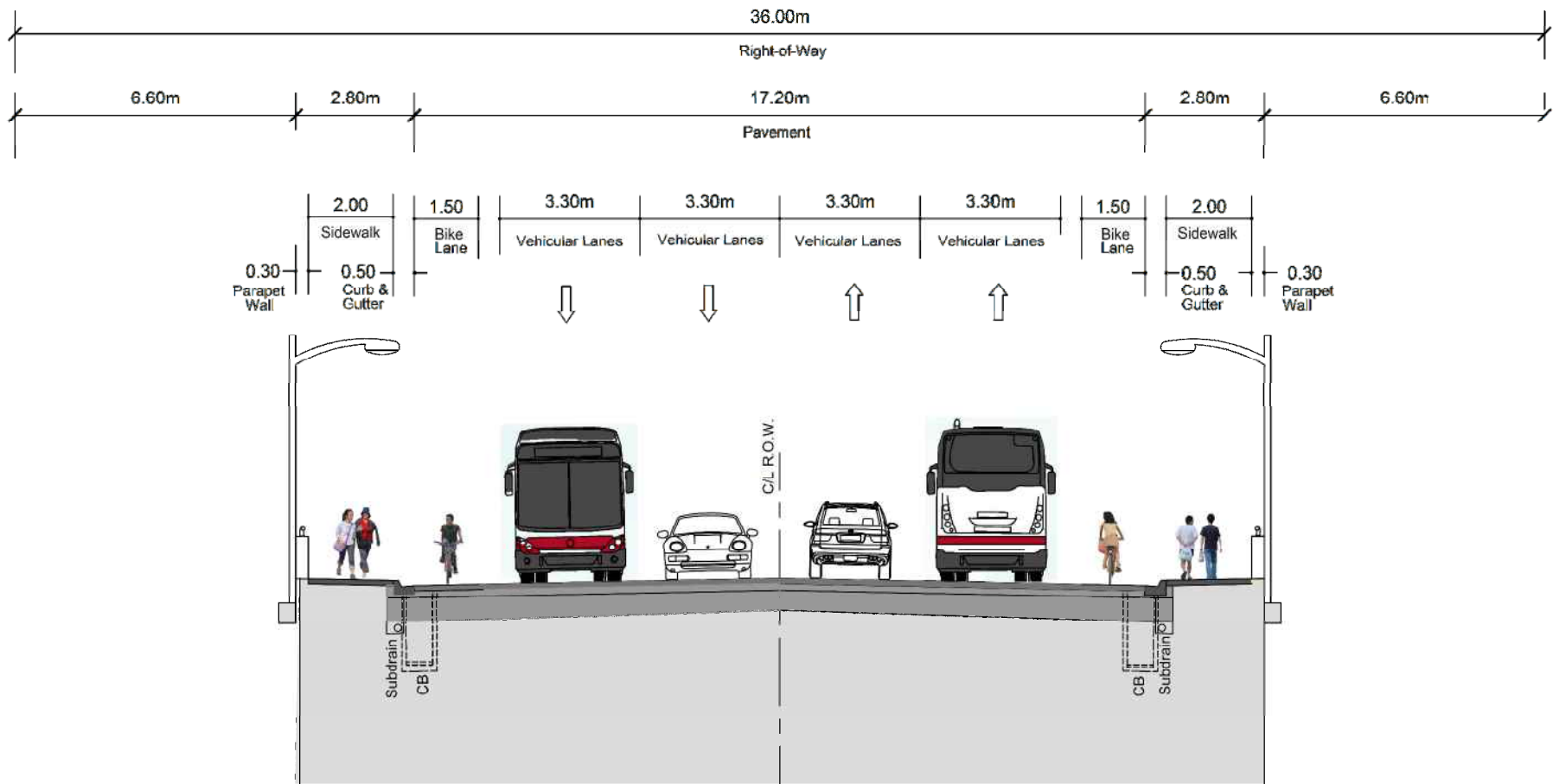
DRAFT - for discussion



EAST-WEST CONNECTION ROAD
MOUNT PLEASANT GO STATION TO WEST OF MISSISSAUGA ROAD
MUNICIPAL CLASS EA



PROPOSED TYPICAL CROSS SECTION - EAST CROSSING STRUCTURE



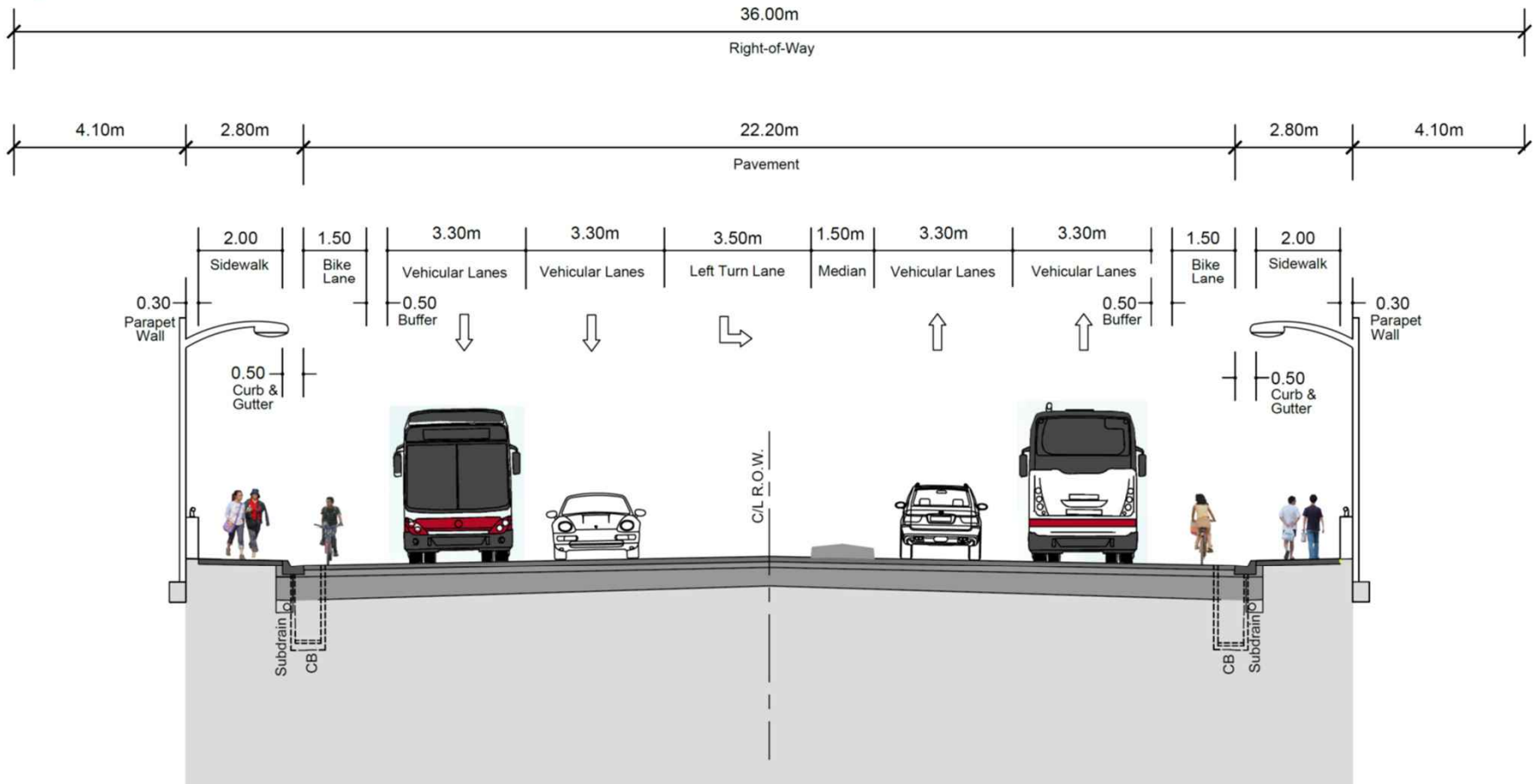
DRAFT - for discussion



EAST-WEST CONNECTION ROAD
MOUNT PLEASANT GO STATION TO WEST OF MISSISSAUGA ROAD
MUNICIPAL CLASS EA



PROPOSED TYPICAL CROSS SECTION - MISSISSAUGA RD CROSSING STRUCTURE



DRAFT - for discussion



EAST-WEST CONNECTION ROAD
MOUNT PLEASANT GO STATION TO WEST OF MISSISSAUGA ROAD
MUNICIPAL CLASS EA



PRELIMINARY PREFERRED ALTERNATIVE DESIGN

DESIGN ALTERNATIVE 1B

Continuation of the existing Mount Pleasant GO Station access road to lands west of Mississauga Road. Alignment past through Mississauga Road at 419m north of Bovaird Drive centreline. (Crossing abutments within 30m regulated habitat buffer zone)

This design alternative is recommended to carry forward for the following reasons:

- Meets minimum intersection offset from Bovaird Drive intersection as specified in City's standards (300m) for the crossing at Mississauga Road.
- Will not have queuing issue (southbound queues along Mississauga Road) as there is sufficient storage distance between Bovaird Drive and the new connection for left turning vehicles onto Bovaird Drive.
- Passes Mississauga Road at approximately the midpoint between Bovaird Drive and CN Rail, evenly splitting the areas, as required for Collector Roads.
- Provides access to Mount Pleasant GO Station and east-west connectivity.
- Continuing existing GO Station access road to west of Mississauga Road which improve traffic operations in the area.
- Connects major destinations with multi-modal access (transit, active transportation and auto). enhancing the connectedness, and provide opportunity for successful development of Mount Pleasant Village.
- This option is expected to involve lower structural capital costs than Design Alternative 1A.
- This option best addresses the problem statement.



NEXT STEPS AND STUDY CONTACTS

Following this Meeting the City of Brampton will:

- Receive your comments and address them.
- Hold PIC #2, scheduled for fall 2018.
- Confirm the preliminary preferred design and finalize the preliminary design.
- Document the study findings, decision making process and incorporate them along with the preliminary preferred design into an Environmental Study Report (ESR)
- File the ESR for public review for a period of 30 days.
- Notify stakeholders of the filing of ESR.
- Publish a notice of completion in the Brampton Guardian Newspaper

For more information, please contact:

Consultant for the Class EA:

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Consultant Project Coordinator

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Thornhill, Ontario L3T 0A1

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