

Agency Comments

ID	Name	Title / Position	Company / Address	Email	Date Received (YYYY.MM.DD)	Received By	Comment Format	Project Phase / Timeline	Comment / Request	Response Date (YYYY.MM.DD)	Response By	Response / Action	Status
1	Manvir Tatla	Transportation technical analyst	Peel Region	Tatla_Manvir_smanvir.tatla@peelregion.ca	2021.08.09	Brit	Email	TAC 1	Hi Brittany, Thank you for the TAC meeting minutes. Our Active Transportation team has reviewed these and has the following comments: Active Transportation – Manvir Tatla Consider adding Accessibility under Evaluation Criteria if not already embedded elsewhere (may fit under the Mobility theme, for example). I will be in touch again when further comments are received from other teams. Thanks.	2021.08.10	Brit	Hello Asha and Manvir, Thank you for your comment. The TAC presentation showed the 5 main evaluation categories and didn't show the evaluation criteria in detail. To elaborate, "Accessibility" is one of the desired outcomes under our "Equity" evaluation criteria, which is embedded in the general theme of "Mobility".	Closed
2	Ryan Courville	Access Network Provisioning Manager	Bell	Courville_Ryan_ryan.courville@bell.ca	2021.07.19	Brit	Email	TAC 1	Thanks for reaching out to Bell Canada regarding this Committee. Colin had forwarded this on to me. As an FYI I had provided the attached document to Mark VanderSluis back in July of 2019. Bell's only concern or involvement in this would be related to the portions of these projects that require "utility stakeholders" input regarding the impacts to our existing and future above and below grade structures. Can you please share the preliminary designs as they pertain to potential relocations of utilities?	2021.07.19	Brit	Thank you for your email and we acknowledge receipt of the past comments provided by Bell for the 2019 Transportation Master Plan. We look forward to continued coordination for the next phase of work as it relates to the three Lakeshore Transportation Studies. At this time, we do not have preliminary designs as they pertain to potential relocations of utilities; however, this will be prepared as the studies progress. The first TAC meeting is introductory in nature, future meetings will share more detailed evaluation and preliminary designs. However, if Bell has any information about existing and future utilities that you wish to share with us to inform the study at this stage we would appreciate that.	Closed
3	Marcel Vien	Access Engineering & Design	Telus	Marcel.Vien@telus.com	2021.07.13	Brit	Email	TAC 1	TELUS does not have any infrastructure in your study zone. We do have structure on the railway just north of Lakeshore Rd so if the rail corridor is involved TELUS will need to be notified. TELUS might also be interested in a JUT along the stretch so please include me on the next meeting for this work.			N/A	
4	Matthew Sweet		City of Mississauga	Matthew.Sweet@mississauga.ca	2021.09.03	Brit	Email	NoC	Is this notice being sent to City advisory committees, ie Mississauga Cycling Advisory Committee, among others?	2021.09.07	Brit	Thanks for the reminder. The notice has been sent to the following advisory groups: Accessibility Advisory Committee Heritage Advisory Committee Environmental Advisory Committee Mississauga Cycling Advisory Committee Road Safety Committee Recreation Advisory Committee	Closed
5	Asha Saddi/Italia P	Transportation technical analyst	Peel Region	Saddi_Asha_asha.saddi@peelregion.ca	2021.09.29	Brit	Email	NoC	Hi Gino, How are you? I hope you and your family are all well. Please see the attached email from Italia. Our Water and Wastewater team are interested in meeting with you and your consultant to discuss the coordination of Region projects for the Lakeshore Transportation Studies. Please let us know of some dates and times of your availability. I look forward to hearing from you. Hi Asha We would like to be part of the mailing list for this project. The Region water and wastewater division is undertaking several studies within this study area, some of the projects are at the EA stage and some at the detailed design stage. So it would be good if we could coordinate with the City some of construction for this infrastructure to minimize construction impacts to the residents and businesses in the area. Furthermore, the Region has a number of key water and wastewater assets along lakeshore that may or may not require relocation based on the preferred design chosen for the Lakeshore studies. Project managers have been in contact with Evelyn Krolicka from the City, to discuss our proposed projects in this area so she might be able to share the information about our projects with Gino Dela Cruz. However we would be happy to meet with Gino Dela Cruz gino.delaacruz@mississauga.ca, to brief him on the projects the Region is undertaking in the area. I would appreciate if you could forward this to Brittany or Gino for comment.	2021.10.07	Brit	A meeting was held with staff from the City, Peel Region, and HDR regarding water and wastewater assets on Oct 15, 2021. Minutes to the meeting can be found under Appendix L.3	Ongoing
7	Tamara Kwast	Principal Planner, Transportation Division	Peel Region	tamara.kwast@peelregion.ca	2022.04.05	Brit	Email	PIC2	Comments and responses can be found under Appendix L.3 of the EPR, titled "Lakeshore BRT TAC #2- ROP Comments"	2022.04.14	Brit and Andrew, to be confirmed	Comments and responses can be found under Appendix L.3 of the EPR	Closed
8	Deborah Goss	Lakeview Ratepayers Association		debgoss@sympatico.ca	May 23, 2022	Gino Dela Cruz	Email	PIC2	Hi Gino, I attended the Lakeshore Transportation Studies Open House #1 and #2 and asked if there was an opportunity to present directly to the Lakeview community on the BRT study. At this time, it may be a good opportunity to hear from the Lakeview residents. In the meantime, while reviewing the presentations, I have a couple of questions. 1. Is it possible that the complete street study can also evaluate the scenario of continuing from the Oakville border through East Avenue to the Etobicoke Creek. That would be a separate evaluation outside of running the complete street plus and BRT study as separate items? 2. Has the current ridership in Clarkson, Port Credit and Lakeview been consulted during the studies? 3. It is noted that the image title 'Alternative 1 - mixed traffic' shows a current image of the corridor in Lakeview and suggests it is the preferred alternative for the complete street. May I ask what makes it not preferred for continuing from East Avenue through to the Etobicoke Creek? 4. Equally the 'Alternative 2' appears to show more plus signs than 'Alternative 1' but is marked as Less Preferred and despite meeting the overall benefit for all modes in the evaluation. However, the driving experience is 'slightly' worsened, and transit experience is improved while adding some faster run times. It seems that the idea is to get people out of cars and into public transit, therefore it seems counterintuitive to worry about the car traffic and be more focused on the public transit. Further explanation on this point is requested please. 5. When will the Open House #3 be expected? 6. Two significant issues to the local transit in Lakeview remain unanswered and may encourage more ridership A. There is no direct way to get from Lakeview to Square One by bus other than travelling into the Port Credit GO station. Living in the area for 30 years, anyone considering transit walks to Cawthra Park School and waits for the Port Credit bus to reach Cawthra at Atwater to get to Square One. Can this service be improved for the Lakeview residents? B. There is no public transit from anywhere in Lakeview to get to the Carmen Corbasson Community Centre. Many thanks in advance for your response			Consultation with the Lakeview Ratepayers is ongoing	Ongoing
9	John Pappas		Port Credit BIA	john@crookedcue.ca	Mar 7, 2022	Gino Dela Cruz	email	PIC2	All correspondence with the Port Credit BIA are saved here https://hdinc.sharepoint.com/:f:/l/LakeshoreTPAPEA/EotieGwZ5VPpB45pSiYNC8BLZBdkO-ba25JMMWHYXRRA?e=AHc8pc A meeting with the BIA was held on May 4, 2022, minutes are also saved in the folder above			Consultation with the Port Credit BIA is ongoing.	Ongoing



April 5, 2022

Gino Dela Cruz
Project Leader, Rapid Transit Office
City of Mississauga

To Mr. Gino Dela Cruz,

Thank you for including the Region of Peel as a stakeholder in the Transit Project Assessment Process for Lakeshore BRT Study.

Regional staff have reviewed the TAC# 2 presentation and supporting materials and offer the following comments:

Capital Acquisition

Some of the Region's existing infrastructure may need to be relocated if it is determined to conflict with any of the proposed improvements outlined in the presentation. The Region will eventually need to see a utility relocation plan to assess the level of impact, if any, to regional infrastructure.

HDR and the City has been working with the Region to develop a conceptual utility relocation plan for the BRT study that will be circulated to the Region for review once available.

If there is any requirement to relocate any of Peel's infrastructure outside of the Right-of-Way, then that infrastructure must be protected by an easement in Peel's name, may not be a shared utility easement, and must be to Regional current standards for easement sizing and legal language.

Noted.

Furthermore, if there are any property acquisitions required from any Region owned properties, then the Region will go through the surplus land disposition process and need to get Council Approval.

A preliminary estimate of property requirements is included in Section 6.7.4 of the draft EPR. Anticipated property impacts include 1280 Waterfront Trail (the old hydro corridor), which is currently owned by Peel Region and would be required for roadway widening. The City will work with the Region through their process to address this property requirement.

Sustainable Transportation

- Previously provided comments (for Draft ESR Report) appear to be outstanding
 - provide turning templates, update aerial imagery, and provide north-south crossside(s) at the Dixie intersection for proposed cycle track, confirm City standard to be applied
 - **The next revision of the preliminary design plan will reflect the addition of north-south crossrides at the Dixie Intersection in accordance with City standards. The current plan incorporates**

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- the most-recent aerial imagery available.
- Preliminary vehicle turning templates were prepared as part of the current design. The vehicle turning templates will be updated based on the revised intersection layout and shared with the Region for review.
- requires sufficient space for snow storage (re: winter maintenance)
 - The curbside bike tracks in the corridor provide for snow storage in winter conditions. Where required, additional paved buffers adjacent to the roadway will be identified and included in the detailed design phase of the project.
 - The Aerial image used is the most recent one we have available.
 - Re: snow storage
 - Roll plan designed per City design criteria, no further changes proposed
- Some sections within the roll plan show little to no boulevard, confirm utility strategy in these areas
 - Conceptual locations of relocated utilities will be listed in the preliminary utility relocation plan
- streetlight pole locations are quite close behind the curb, advise if this is compliant with guidance (re: clear zones) and whether any winter maintenance concerns have been considered (re: snow removal)
 - The proposed relocation of streetlighting / hydro pole locations will be indicated in the updated preliminary design roll plan. Lighting and hydro poles will be positioned in accordance with the City's design criteria.

Traffic Signals

- It is preferred that pedestrian crosswalks are installed inside the intersection and that the bike path is outside the north-leg. This is to prevent pedestrians from crossing bike paths on boulevards and reducing walking distance around the intersection
 - Noted. Roll plan will be revised to include pedestrian crosswalks inside the intersection

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- Stopbar offsets to be 3.0m from crosswalks especially on Lakeshore Rd. This is for better visibility of pedestrians on the median refuge area which is part of the bus station.
 - **Noted. Roll plan will be revised to include 3.0m stopbar offsets at the Dixie Road / Lakeshore Road intersection (or all intersections with BRT Stops?).**

Infrastructure Programming and Studies

- Could you please provide confirmation with respect to the following as it relates to budgeting?
 - Changes related to the addition of BRT infrastructure at Regional intersections are not to be covered by Peel.
 - **Correct, funding for this BRT project is provided by ICIP and will not be needed from Peel Region**
 - However, the Region is fully responsible for any additional works requested at these intersections.
 - **The Region would be responsible for any work beyond that required for the BRT project**

Public Health

- Peel Health recommends that additional details be shared with the public and stakeholders regarding the quantitative and qualitative assessments made in the evaluation table on slide 26 to clarify how alternative 1 was selected.
 - The evaluation table on slide 26 suggests that the HOV option (Alternative 4) is most preferred. However, the mixed traffic option (Alternative 1) was determined as most preferred.
 - An elaboration on how this result was determined would be beneficial to better understand why the recommendation is counter to the sum of each alternative’s performance against the suite of project goals and criteria/indicators listed.
 - Text that summarizes the performance of each alternative against the criteria/indicators at the base of the table suggests that the single outperforming indicator in Alternative 1, Driving Experience (a difference of minimal to moderate impact on vehicle traffic), outweighs all other higher performing indicators for Alternative 4 (sustainability, emergency vehicle operation and air quality).
 - Option 4 (HOV) out-performs overall compared to the selected alternative (mixed traffic) and when considered exclusively from a health perspective.
 - **The evaluation table presented at the TAC is very condensed and does not show all the factors that were considered in selecting a preferred alternative. Alternative 1 was determined to be the most preferred mainly due to the significant benefits to the Auto Level of Service that it provides as compared to the other alternatives. Specifically, Alternative 1 scored above the other alternatives in the metrics below, which compelled its case for the most preferred:**

Metric	Do nothing	Alt 1: Mixed traffic	Alt 2: Dedicated curbside	Alt 3: Dedicated centre	Alt 4: HOV lane
Total people	171,120 people a	237,870 people	237,170 people	183,170 people a	237,300

moving capacity in corridor/day in one direction	day via walking, cycling, transit, and auto modes.	a day via walking, cycling, transit, and auto modes.	a day via walking, cycling, transit, and auto modes.	day via walking, cycling, transit, and auto modes.	people a day via walking, cycling, transit, and auto modes.
Congestion (during AM and PM peak periods)	Congestion increases car travel times by 60-94%	Congestion increases car travel times by 61-94%	Congestion increases car travel times by 72-106%	Congestion increases car travel times by 73-107%	Congestion increases car travel times by 70-102%

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- The detailed evaluation framework, process, and evaluation of the four alternatives will be included in the final project report for the Complete Street Study and will be made available to the public once available.
- Health Protection has reviewed the Air Quality Assessment and presentation slides submitted in support of this project, and offers no comments at this time.
 - **Noted.**
- As mentioned in our comments on the previous circulated reports, there may be opportunities to enhance the streetscaping along the pedestrian pathways, which can enhance usability. We look forward to reviewing Sections 4.8.6, 5.8 and 6.8.2 of the Environmental Report for further comment.
 - The revised EPR will be shared when available
- We look forward to reviewing the details on Option 3 and 4 as they are further refined.
 - We assume this refers to Part C - Active Transport Bridge Study. Additional detail regarding the design details of the preferred alternative will be shared with the Region when available.

Regional staff look forward to working with you as this project progresses. Should you have any questions or require any further information, please do not hesitate to contact me.

Sincerely,

Tamara Kwast, MCIP RPP

Principal Planner, Sustainable Transportation & Strategic Initiatives
Transportation Division
Region of Peel

ID	Name	Company / Address	Date Received (YYYY.MM.DD)	Name of Report	Section and Page #	Comment / Request	Response Date (YYYY.MM.DD)	Response By	Response / Action	Action (1- Accepted, 2-Pending, 3-Rejected, 4- Clarified)	Status
1	Robbin Vanstone	Six Nations	22.01.10	Part A and Part C cultural heritage report	Overall	<p>Good Morning Brittany,</p> <p>Thank you for sending these reports. We have not had a chance to review all of them yet but I am very concerned about the lack of information in the Cultural Heritage report. It has been proven through archaeological findings and historical accounts that Indigenous people, have been living on these lands since at least the last ice age. To essentially leave them out of your Cultural Heritage report, implies that our own history, and presence is being erased. Cultural heritage, from our perspective does not begin with colonization.</p> <p>We had trade and travel routes running throughout this province long before it was a province and that history must be included in your reports.</p> <p>I understand that the legislation is written very specifically but I feel it is very important that Indigenous presence be included in your reports.</p> <p>I will respond to the Environmental Report once I have had a chance to review it and I will leave the Archaeology Report for Tanya Hill-Montour to review.</p> <p>Thank you,</p>	22.01.10	Brit/ASI	<p>Hi Robbin and Tanya,</p> <p>Thank you for your comments!</p> <p>We have made a note of it and will review them with our team to provide you with a response as soon as we can.</p> <p>*follow up response: Hi Robbin,</p> <p>Apologies for the delayed response.</p> <p>We have spoken with our Cultural Heritage specialists and they noted that there is a one-page section in their reports providing a brief history of early Indigenous settlement in the area.</p> <p>Section 3.2- Summary of early Indigenous History in Southern Ontario provides this summary and is based on archaeological research and findings. This section will be reviewed and any additional relevant information from the Stage 1 Archaeological Assessment will be added. Please let us know if there is anything missing or inaccurate in this section that you would like us to add or revise. If you would like to see any changes in how the history of the Six Nations is</p>	4	Closed
2	Rosi Zirgir	MHSTCI	22.01.17	Part A cultural heritage report	General Comment Whole Report	<p>Multiple citations refer to "M. H. S. T. C. I." Remove periods between letters to read "MHSTCI"</p>	22.02.06	Andrew Shea	Text updated to reflect suggested change	1	
3	Rosi Zirgir	MHSTCI	22.01.17	Part A cultural heritage report	Glossary p vii – viii	<p>As a general comment, given the purpose of this report, the specific terms, built heritage resource and cultural heritage landscapes should be used in favour of the general umbrella term, cultural heritage resources, which includes archaeological resources. Also, several definitions should be revised for accuracy and consistency with the body of the report - see detailed comments below.</p>	22.06.23	ASI	Acknowledged. Where appropriate, "cultural heritage resource" has been replaced with built heritage resource and cultural heritage landscapes.	1	
4	Rosi Zirgir	MHSTCI	22.01.17	Part A cultural heritage report	Glossary Definition: Cultural Heritage Resource p vii	<p>If the definition for Cultural Heritage Resource is to remain, at a minimum it should be edited as follows: <i>Includes above-ground resources such as built heritage resources and cultural heritage landscapes and built or natural features below-ground including archaeological resources (Government of Ontario 2020a).</i></p> <p>- The source "Government of Ontario 2020a" refers to the PPS 2020, which does not include a definition of Cultural Heritage Resources. Therefore, the citation should be removed.</p> <p>- If this term is not used in the document, it should be deleted.</p> <p>We typically advise that Cultural Heritage Resources is an umbrella term which includes built heritage resources, cultural heritage landscapes and archaeological</p>	22.06.23	ASI	Definition removed.	1	
5	Rosi Zirgir	MHSTCI	22.01.17	Part A cultural heritage report	Glossary Definition: Known Cultural Heritage Resource	<p>The definition should be edited as follows: <i>Known Cultural Heritage Resource, Built Heritage Resources and Cultural Heritage Landscapes</i></p>	22.06.23	ASI	Text updated to reflect suggested change	1	
6	Rosi Zirgir	MHSTCI	22.01.17	Part A cultural heritage report	p vii	<p>A known cultural heritage resource <i>built heritage resource or cultural heritage landscape</i> is a property that has recognized cultural heritage value or interest. This can include a property, <i>previously evaluated and determined to have CHVI or listed on a Municipal Heritage Register, designated under Part IV or V of the Ontario Heritage Act, or protected by a heritage agreement, covenant or easement, protected by the Heritage Railway Stations Protection Act or the Heritage Lighthouse Protection Act, identified as a Federal Heritage Building, or located within a UNESCO World Heritage Site (Ministry of Tourism, Culture and Sport 2016a).</i></p> <p>- See comment #2 above. For this report the specific terms, built heritage resource and cultural heritage landscapes should be used instead of the general umbrella term, cultural heritage resources – See edits.</p>	22.06.23	ASI	Text updated to reflect suggested change	1	

7	Rosi Zircgir	MHSTCI	22.01.17	Part A cultural heritage report	Glossary Definition: Impact p viii	The glossary includes the following definition for Impact: <i>Includes negative and positive, direct and indirect effects to an identified cultural heritage resource. Direct impacts include destruction of any, or part of any, significant heritage attributes or features and/or unsympathetic or incompatible alterations to an identified resource. Indirect impacts include, but are not limited to, creation of shadows, isolation of heritage attributes, direct or indirect obstruction of significant views, change in land use, land disturbances (Ministry of Tourism and Culture 2006). Indirect impacts also include potential vibration impacts (See Section 2.5 for complete definition and discussion of potential impacts).</i> - Please revise this definition to be consistent with the description of impacts in Section 2.5 of this report, which references MHSTCI's 2019 TPAP	22.06.23	ASI	Definition removed as it is fully explained/defined in Section 2.5		1
8	Rosi Zircgir	MHSTCI	22.01.17	Part A cultural heritage report	Glossary Definition: Potential Cultural Heritage Resource (pviii)	The definition should be edited to be consistent with the Section 2.3 (page 5) of this report as follows: Potential Cultural Heritage Resource Built Heritage Resource and Cultural Heritage Landscapes <i>A potential cultural heritage resource built heritage resources and cultural heritage landscapes is a property that has the potential for cultural heritage value or interest. It is identified based on research, the MHSTCI screening tool checklist, Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes (2016), and professional expertise. This can include, but not limited to, properties/ project area that contain a parcel of land that is the subject of a commemorative</i>	22.06.23	ASI	Text updated to reflect suggested change		1
9	Rosi Zircgir	MHSTCI	22.01.17	Part A cultural heritage report	1.3 Description of Study Area (page 1)	<i>This Cultural Heritage Report will focus on the project study area with an additional 50 m buffer (Figure 1). This project study area has been defined as inclusive of those lands that may contain BHRs or CHLs that may be subject to direct or indirect impacts as a result of the proposed undertaking. Generally, this includes properties adjacent to the study area plus a 50 m buffer that may be subject to potential vibration impacts. Properties within the study area are located in the City of Mississauga.</i> The underlined sentence is vague and should be revised for clarity. We offer the text in <i>red</i> for consideration	22.06.23	ASI	Text updated to reflect suggested change		1
10	Rosi Zircgir	MHSTCI	22.01.17	Part A cultural heritage report	CHL1 (Arsenal Lands CHL) and CHL2 (1300 & 1300a Lakeshore Road East) Table 1 (page 29-20) Figure 11 (page 31) and Table 2 (page 37)	- The basis for separating CHL1 and CHL2 as in Figure 11 is unclear e.g. the description from Mississauga's Cultural Landscape Inventory (2005) indicate that the rifle ranges (CHL2) and the Small Arms Building are included in the Arsenal Lands. Also, the Small Arms Building (1352 Lakeshore Rd E) located at the foot of Dixie Road is depicted in Figure 11 within CHL2 and not CHL1 as is indicated in Table 1. Please check the property boundaries and edit as necessary. - Additionally, given the considerable amount of available information (e.g. designation By-laws and Cultural Landscape Inventory), Table 1 should include a more robust description of the properties and heritage attributes. We recommend that Table 1 be edited to include the following description from the City of Mississauga's Cultural Landscape Inventory (2005) for the Arsenal Lands (L-IND-3): In World War I, Canada's first aerodrome and flying school was established on the Arsenal Lands by the Curtis Aeroplane Company (later supplanted by Malton/Pearson). Between 1917 and 1919, the area was used as a training centre for the Cadet Wing of the Royal Flying Corps. In World War II, the Canadian Small Arms School, a rifle range, and a	22.06.23	ASI	Report has been revised to reflect suggested updates in Table 1, 2, and report mapping: - BHR 6 introduced into report (1352 Lakeshore Rd) and includes details from the designation By-law for that property - CHL 1 is the overall landscape or Arsenal Lands CHL and more information regarding this landscape has been included, and location of 3 designated properties within this CHL is clearly defined and shown on mapping		1
11	Rosi Zircgir	MHSTCI	22.01.17	Part A cultural heritage report	Figure 11 (p 31)	See comment #7 above re depiction of CHL1 and CHL2. Revised as necessary. Note: the rifle ranges should be depicted, and the boundaries of the Small Arms Building should be indicated within Arsenal Lands CHL.	22.06.23	ASI	See response to Comment #10.		1
12	Rosi Zircgir	MHSTCI	22.01.17	Part A cultural heritage report	Table 1 BHR1 - 1239 Lakeshore Rd E (page 36)	- potential/anticipated impact column describes an encroachment of approximately 1m which will impact the property's front lawn, pathway and parking lot. A Google Map search also, shows several mature trees along the front of the property. Is it not clear whether the trees may be impacted or have been considered in the impact assessment. Please review and revise as necessary. - Additionally, to avoid contradiction and to avoid unnecessary confusion, the concluding statement "As such, no direct or indirect impact due to encroachment are anticipated" should be deleted or revised. This conclusion is also inconsistent with the summary on page 38 which describes the encroachment as being a "direct impact". [NOTE: an encroachment is an impact to the property.	22.06.23	ASI	Description of impact has been updated to indicate that encroachment will avoid the mature trees in the front yard of the school. Concluding statement updated to say "Direct impacts to the property are anticipated due to encroachment. However, no direct adverse impacts to the CHVI of the property or heritage attributes are anticipated due to encroachment." Mitigation measures to address direct impacts from encroachment have been added to the table.		1

13	Rosi Zirgir	MHSTCI	22.01.17	Part A cultural heritage report	Table 2 BHR 3 - 99 Lakeshore Rd East (page 36)	See comment #9 above. - Similar to the entry for BHR1, the anticipated impact described is an encroachment of 5 m onto the property yet concludes, "As such, no direct or indirect impact due to encroachment are anticipated". Please delete or revised this statement. This statement is also inconsistent with the summary on page 38. - Additionally, please add a mitigation strategy to address Direct Impacts.	22.06.23	ASI	Concluding statement updated to say "Direct impacts to the property are anticipated due to encroachment. However, no direct adverse impacts to the CHVI of the property or heritage attributes are anticipated due to encroachment." Mitigation measures to address direct impacts from encroachment have been added to the table.	1
14	Rosi Zirgir	MHSTCI	22.01.17	Part A cultural heritage report	Table 1 BHRS - 811 Lakeshore Rd East (page 36)	See comments # 9 and 1- above - Similar to the entries for BHR1 and BHR3, the anticipated impact described is an encroachment of 5 m onto the property and yet concludes "As such, no direct or indirect impact due to encroachment are anticipated". Please delete this statement. This statement is also inconsistent with the summary on page 38 which describes the encroachment as being a "direct impact". - We also suggest adding a mitigation strategy to address Direct Impacts.	22.06.23	ASI	Concluding statement updated to say "Direct impacts to the property are anticipated due to encroachment. However, no direct adverse impacts to the CHVI of the property or heritage attributes are anticipated due to encroachment." Mitigation measures to address direct impacts from encroachment have been added to the table.	1
15	Rosi Zirgir	MHSTCI	22.01.17	Part A cultural heritage report	Table 2 Additional entry for 1352 Lakeshore Rd E	As per comment #7 above please make the corresponding revisions to Table 2, including a separate entry for 1352 Lakeshore Rd East (Small Arms Building). - The anticipated impacts appear to describe impacts to the Small Arms Building property protected by a Part IV designation By-law 0258-2009, which includes the following as <i>key heritage attributes</i> : o <i>the row of deciduous trees along the west side of the building, which are suggested in historical aerial photography (NOTE: a Google Map search indicates these trees extend to the street line)</i> o <i>the generous setback and open space which allows for full visibility of the building from Lakeshore Road West</i> - <i>The 13.5 m encroachment onto the frontage of the property will directly</i>	22.06.23	ASI	Text updated to reflect anticipated impacts to key heritage attributes.	1
16	Rosi Zirgir	MHSTCI	22.01.17	Part A cultural heritage report	Table 2 CHL1 - Arsenal Lands CHL (page 37)	See comment #7 above re revisions to the corresponding entries in Table 2. Impact to the Arsenal Lands should address and consider anticipated impacts to the features listed in the City of Mississauga Cultural Landscape Inventory (2005) which includes the "perimeter fence".	22.06.23	ASI	Text updated to reflect impacts to the perimeter fence.	1
17	Rosi Zirgir	MHSTCI	22.01.17	Part A cultural heritage report	Table 2 CHL2 – 1300 & 1300A Lakeshore Rd E (page 37)	See comment #7 above re revision to the corresponding entries in Table 2. The anticipated impact to CHL2 is an encroachment of 23m. Based on the current information in this report it is not clear what the property boundaries of CHL2 are or the impacts of this encroachment. We will have further comments once revisions in comments are made.	22.06.23	ASI	CHL 2 has been removed.	1
18	Rosi Zirgir	MHSTCI	22.01.17	Part A cultural heritage report	7.0 Results and Mitigation Recommendation 7.1 Key Findings 7.2 Results of Preliminary Impact Assessment 7.3 Recommendations (page 39-41)	These sections should be reviewed and revised as necessary to align with other revisions in this report e.g. re direct impacts.	22.06.23	ASI	Acknowledged. Sections of report have been updated accordingly.	1
19	Rosi Zirgir	MHSTCI	22.01.17	Part A cultural heritage report	7.3.1 Required Cultural Heritage Studies Following TPAP (page 41)	CHL1 and CHL2 – HIA's should be prepared for the Arsenal Lands CHL and the 1352 Lakeshore Road East (Small Arms Building) which will be directly impacted by this project. It is unclear at this time, whether a separate HIA is necessary for 1300 & 1300A Lakeshore Rd East (Indoor and Outdoor Rifle Ranges) given their location within the Arsenal Lands. We may have further comments once the report is revised.	22.06.23	ASI	HIAs are recommended for 1352 Lakeshore Rd and the Arsenal Lands. The Indoor and Outdoor Rifle Ranges are located approximately 280 m south of Lakeshore Road East and no adverse impacts to these are anticipated.	1

20	Rosi Zirgir	MHSTCI	22.01.17	Part A cultural heritage report	8.0 References (page 45)	M. H. S. T. C. I. - Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) - for the purpose of the Reference section the full Ministry name should be used. The acronym should be MHSTCI e.g. not separated by periods. – see comment #1.	22.06.23	ASI	Text has been corrected.	1
21	Rosi Zirgir	MHSTCI	22.01.17	Part A cultural heritage report	8.0 References (page 46)	This checklist was prepared by the Municipal Engineers Association and is dated April 11, 2014 and not Ministry of Tourism, Culture and Sport in 2016 as stated. MHSTCI recommends the following edits: Ministry of Tourism, Culture and Sport Municipal Engineers Association (2014) 2016b Municipal Heritage Bridges-Cultural, Heritage and Archaeological Resources Assessment Checklist	22.06.23	ASI	Text has been corrected.	1
22	Rosi Zirgir	MHSTCI	22.01.17	Part A cultural heritage report	8.0 References (page 46)	Ministry of Tourism, Culture and Sport 2014 Standards & Guidelines for Conservation of Provincial Heritage Properties: Ministry of Tourism, Culture and Sport Heritage Identification & Evaluation Process. - For this document the ministry's name is part of the title. See edits	22.06.23	ASI	Text has been corrected.	1
23	Rosi Zirgir	MHSTCI	22.01.17	Part A cultural heritage report	General Comment Whole Report	Multiple citations refer to "M. H. S. T. C. I." Remove periods between letters to read "MHSTCI"	22.06.23	ASI	revised where applicable	1
24	Rosi Zirgir	MHSTCI	22.01.17	Part A cultural heritage report	4.6 Cultural Environment (p 42)	Please retitle this section to read, "Cultural <i>Heritage</i> Environment".	22.06.23	Brit	Revised	1
25	Rosi Zirgir	MHSTCI	22.01.17	Part A cultural heritage report	4.6.1 Built Heritage Resources and Cultural Heritage Landscapes (p 43)	Section 4.6.1 should be substantially revised/edited to eliminate unnecessary repetition and include only pertinent information from the technical study and using correct terminology. Please ensure that these edits capture the revisions/edits to the Cultural Heritage Report (see comments above) Section 4.6.1 should be re-written following MHSTCI's guidance document: Sample Tables and Language for "Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment" and Environmental Project Reports (EPR) under Transit Project Assessment Process (TPAP) for Proponents and their Consultants, which includes the following sample text for EPRs: "A Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment was undertaken on [date] by [heritage consultant] for [state property or study area]. A Cultural Heritage Report consists of ... A total of # (known and potential) cultural heritage landscapes and built heritage resources were identified within the study area as listed below [provide summary table below]. The Cultural Heritage Report: Existing Conditions and Preliminary Impact	22.06.23	Brit	Section 4.6.1 updated per MHSTIC comment	1
26	Rosi Zirgir	MHSTCI	22.01.17	Part A cultural heritage report	4.6.2 Archaeological Resources (page 44)	Similar to comment #2 above, Section 4.6.2 should be re-written to include only key information from the Stage 1-2 Archaeological Assessment (AA) Report. We typically advise that the EPR include an overview of the assessment undertaken, its purpose and the outcomes and recommendations from the AA Report (copy/paste Executive Summary) together with the map(s) indicating the areas of archaeological potential (Figure 10-12). Please remove the subsections which outline S&G requirement [e.g. delete Analysis of Archaeological Potential and Field Methods except for the last paragraph]. This technical information is required for the AA and will be confirmed by the MHSTCI. However, it does not assist in informing the EPR. We suggest the following text: <i>A Stage 1-2 archeological assessment was undertaken on [date] by [consultant archaeologist] for [property or study area]. A Stage 1 AA consists of a review of geographic, land use and historical information for the property and the relevant surrounding area, a property visit to inspect its current condition and contacting MHSTCI to find out whether, or not, there are any known archaeological sites on or near the property. Its purpose is to identify areas of archaeological potential and further archaeological assessment (e.g. Stage 2-4) as necessary.</i> "The Stage 1 archaeological assessment property inspection was conducted	22.06.23	Brit	Section 4.6.2 updated per MHSTCI comments	1
27	Rosi Zirgir	MHSTCI	22.01.17	Part A cultural heritage report	6.6 Cultural Environment	Same as comment #2 above. Please retitle this section to read, "Cultural <i>Heritage</i> Environment".	22.06.23	Brit	revised	1
28	Rosi Zirgir	MHSTCI	22.01.17	Part A cultural heritage report	6.6.1 Built Heritage Resources and Cultural Heritage Landscapes (page 79-80)	Please review this section, including Table 6.4, once the Cultural Heritage Report is revised to ensure it is still accurate.	22.06.23	Brit	Noted and revised where applicable	1

29	Rosi Zirgir	MHSTCI	22.01.17	Part A cultural heritage report	Table 6.11 Impact Assessment Summary Built Heritage Resources and Cultural Heritage Landscapes (page 102-103)	Please review the Potential Impact and Mitigation Measures for CHL1 and CHL2 once the Cultural Heritage Report is revised to ensure consistency.	22.06.23	Brit	Noted and revised where applicable	1
30	Rosi Zirgir	MHSTCI	22.01.17	Part A cultural heritage report	Table 6.11 Impact Assessment Summary Archaeological Resources: (page 104)	Under Mitigation Measures – please revise the name of unit “... the Cultural Archaeology Programs Unit of the Ministry...”	22.06.23	Brit	revised	1
31	Rosi Zirgir	MHSTCI	22.01.17	Part A cultural heritage report	8. Permits, Approvals and Commitments to Future Work 8.1 Permits and Approvals (page 113)	The following should be added: - City of Mississauga Heritage Permit - Impacts/alterations to designated properties e.g. 1352 Lakeshore Rd East (Small Arms Building) will require a City of Mississauga Heritage Permit - Heritage Impact Assessment(s) to be complete as early as possible and prior to the completion of detail design (NOTE: the HIA may be required to inform/support the Heritage permit).	22.06.23	Andrew Shea	Suggested revisions have been incorporated into Section 8.	1
32	Jakub Kilis	CVC	Jan 31. 22	Part A EPR	Overall	2. Please ensure that hydraulic analysis memo accompanies the submission of the modified HEC-RAS model reflecting future conditions. All changes to the existing conditions model should be summarized within this memo.	2022.04.26	Soheil	A hydraulic memo will be submitted.	4
33	Jakub Kilis	CVC	Jan 31. 22	Part A EPR	Overall	3. Please reference and ensure design criteria matches the following CVC guidelines: a. ESC guidelines: https://cvc.ca/wp-content/uploads/2021/06/rpt_ESCGuideforUrbanConstruction_f_2019.pdf b. SWM guidelines: https://cvc.ca/document/stormwater-management-criteria-document/ c. Watercourse Crossing guidelines: https://cvc.ca/document/technical-guidelines-for-watercourse-crossings/	2022.04.26	Soheil	Noted.	1
34	Jakub Kilis	CVC	Jan 31. 22	Part A EPR	Overall	4. Please note that the erosion control of 5 mm retention of rainfall is for newly addition impervious area within the proposed works.	2022.04.26	Soheil	Noted.	1
35	Jakub Kilis	CVC	Jan 31. 22	Part A EPR	Overall	5. Please clarify if the existing roadway is to be widened (i.e. widening parallel to the direction of flow). If so, are there any proposed works on the existing bridge structure and abutments?	2022.04.26	Brit zhang	See Section 5.4 Roadworks, and Section 6.1 Natural Environment : Lakeshore Rd will have to be widened. Roadway generally proposed to be expanded into the boulevard to the south of the roadway. See Roll plan for areas of proposed expansions. Applewood and Serson Creek culverts will both require and extension.	4
36	Jakub Kilis	CVC	Jan 31. 22	Part A EPR	Overall	6. Please ensure that future submissions of final reports and drawings are signed and sealed by a professional engineer or equivalent qualified professional.	2022.04.26		Preliminary material won't be stamped, but as the city progresses to 100% final material, those will be signed and sealed. *to check with City on this approach	4
37	Jakub Kilis	CVC	Jan 31. 22	Part A EPR	Overall	The following are comments to be considered at detailed design stage 7. In regard to the CVC HEC-RAS model for Applewood Creek – the Lakeshore Road bridge crossing for Applewood Creek as coded in the model was based on design drawings. It will be important for the applicant to update the Applewood Creek model based on as-built conditions/survey of the Lakeshore Road bridge crossing at the detailed design stage. 8. Please include detail construction staging and erosion and sediment control measures related to the in-water works at both crossing. 9. Please include a stand-alone ESC plan/drawing summarizing all control measures for the various stages of the in-water works. 10. Please ensure all standard CVC notes are included on the ESC drawings, found here: https://cvc.ca/document/standard-notes-for-drawings-submitted-for-cvc-review/	2022.04.26	Andrew Shea	Suggested commitments have been incorporated into the revised draft EPR.	1

38	Jakub Kilis	CVC	Jan 31. 22	Part A EPR	Overall	Ecology 11.CVC supports the recommendation to employ natural channel design for channel improvements associated with the lengthening of the Applewood and Serson Creek culverts to provide added stability and enhance fish passage. CVC recommends extending natural channel design works upstream to the extent feasible to further improve fish passage. This is particularly relevant for Applewood Creek. Limits of channel works can be determined at detailed design once impacts associated with the development are better understood.	2022.04.26	Matrix	The Natural Environment Report (sections 7.1, 8.5, and 9.0) and the Fluvial Geomorphology Report (section 5.2) have been updated to recommend consideration of upstream fish passage enhancements at detailed design.	1
39	Jakub Kilis	CVC	Jan 31. 22	Part A EPR	Overall	12.To maintain natural processes and minimize disturbances to the streambed and fish passage, CVC recommends the use of an open bottom culvert for the culvert extension. If this is not an option, please provide justification.	2022.04.26	Maryam	Noted. Open bottom culvert, similar to the existing culverts, will be used for the culvert extension.	4
40	Jakub Kilis	CVC	Jan 31. 22	Part A EPR	Overall	13.Identify opportunities to minimize the length of the culvert extension to the extent feasible.	2022.04.26	Andrew Shea	Noted. The culvert design reflects the anticipated minimum extension to accommodate the proposed roadway improvements. The modification will be confirmed during detailed design.	1
41	Jakub Kilis	CVC	Jan 31. 22	Part A EPR	Overall	14.Both Serson Creek and Applewood Creek are classified as warmwater fisheries communities; works are to be carried out during the warmwater timing window of July 1 – March 31.	2022.04.26	Matrix	Updated timing window in Section 8.1	1
42	Jakub Kilis	CVC	Jan 31. 22	Part A EPR	Overall	15.CVC understands that the proposed extension of the Applewood Creek and Serson Creek culverts will require channel tie-in works. CVC supports the recommendation in the EA to re-instate the existing morphology of each channel. Efforts should be made to minimize grading to the extent possible and minimize the use of large stone in the water course channel and along the banks (subject to Engineering requirements).	2022.04.26	Maryam	Noted. The culverts will be extended similar to the existing condition. There would be a layer for Scour Protection at the bottom of the culverts.	4
43	Jakub Kilis	CVC	Jan 31. 22	Part A EPR	Overall	16.Subject to Engineering constraints, CVC recommends removing some of the existing rock from Applewood Creek to enhance the aquatic habitat and improve fish passage. This can be a component of the overall mitigation strategy.	2022.04.26	Matrix	This recommendation has been incorporated into Section 5.2 of the Fluvial Geomorphology Assessment report.	1
44	Jakub Kilis	CVC	Jan 31. 22	Part A EPR	Overall	17.While it is recognized that the reported fish surveys in Serson Creek did not result in any captures, in recent years restoration works downstream have connected the watercourse to Lake Ontario and improved habitat quality and fish passage. As a result, a small number of fish were recently seen in the watercourse, and it is expected that more fish will move upstream into the study area over time. Please design the crossing with fish passage and fisheries habitat in mind.	2022.04.26	Matrix	Updated Section 4.4.2.3 to reflect recent changes to Serson Creek with respect to fish presence.	1
45	Jakub Kilis	CVC	Jan 31. 22	Part A EPR	Overall	18.To minimize potential impacts to candidate SWH for area sensitive birds and bat maternity roosting, trees should not be removed between April 1 and September 30 of a given year. Please note this applies to all trees and not just snag trees. Please include this note on the site plan during detailed design.	2022.04.26	Matrix	Updated in Section 8.1 and Table 10 of the Natural Environment Report. Text to this effect is already present in the Arborist Report.	1
46	Jakub Kilis	CVC	Jan 31. 22	Part A EPR	Overall	19.The EA identifies that the potential removal of portions of Significant Woodland associated with Serson Creek and Applewood Creek may be necessary. If portions of the Significant Woodland are removed, the following comments apply: a.Efforts should be made to minimize the removal of trees and natural habitat to the extent possible. b.The City of Mississauga's tree replacement ratios are unlikely to address the potential loss of portions of the Natural Heritage System (NHS) associated with the proposed works. Please reference CVC's offsetting guidelines in the determination of compensation requirements. The commitment to use CVC's Offsetting Guidelines should be made at this stage in the Planning process, however the specific area required for compensation can be determined at detailed design once the area of encroachment is known. https://cvc.ca/wp-content/uploads/2021/06/rpt_CVCEcoOffset_FINAL_20200313.pdf c.Ideally, compensation plantings will occur onsite, outside of any identified buffer plantings, in an area that will add to the existing NHS. Where offsets require more plant material than can be accommodated onsite, suitable locations offsite should be explored. Please note that CVC can help to locate offsite locations, and we can offer to accept cash-in-lieu to plant on the proponent's behalf.	2022.04.26	Matrix	A. Updated Section 8.4, 2D of the Natural Environment Report to specifically reference minimization of tree removal within Significant Woodland areas. B. Tree compensation ratios will be adjusted in the arborist report to incorporate CVC's offsetting guidelines. Because things may change in detailed design the compensation will be estimated at this phase. C. Matrix will include recommendation of planting on site where possible and that off-site planting and/or cash-in-lieu are acceptable options by CVC.	1
47	Jakub Kilis	CVC	Jan 31. 22	Part A EPR	Overall	20.Although specific detail on the planting plan can be provided at the detailed design stage, please identify the goals and objectives of restoration works at this stage of the Planning process. For example, CVC recommends the following: a.Planting a dense layer of trees and shrubs adjacent to the watercourse to enhance riparian cover and improve fish habitat by increasing stream shading and minimizing thermal impacts. b.The use of bio-engineering techniques for bank stabilization and habitat enhancement.	2022.04.26	Matrix	A separate restoration plan will be submitted that will include high level recommendations, species/seeding recommendations, application rate recommendations etc. Matrix will include comments a and b when completing the restoration plan.	4
48	Jakub Kilis	CVC	Jan 31. 22	Part A EPR	Overall	The following comments are to be considered at the detailed design stage 21.CVC supports the recommendation made in the EA to consider wildlife crossing design during the detailed design phase to improve wildlife passage and linkages. Please refer to CVC's Fish and Wildlife Crossing Guidelines for recommendations and guidance Fish and Wildlife Crossing Guideline (cvc.ca)	2022.04.26	Andrew Shea	Suggested commitments have been incorporated into the revised draft EPR.	1

49	Jakub Kilis	CVC	Jan 31. 22	Part A EPR	Overall	22.If portions of significant woodland are removed, please address the following comments: a. Identify the full extent of the edge management zone on the site plan, measured as a given distance from the canopy dripline of the trees to be retained. b. Provide a complete planting plan for the full extent of the edge management zone. In order to meet naturalization goals and contribute to the form and function of the natural areas, plant material is to be calculated based on shrubs planted 0.75-1.0 on centre and trees 2.4-2.7m for the entire zone. c. CVC recommends planting fast-growing edge species that are adapted to the harsher conditions found along new edges/disturbed areas. Plantings should emulate a natural forest edge with smaller sized plant material at the front, and larger sized plant material along the existing forest. d. Planting plan is to include plants of a larger stocking size to increase survivability and afford some immediate level of protection to the adjacent woodlands. Trees and shrubs should be of the following sizes: Whips: 1.5-2.5m in height, caliper 40-60mm, conifers 1.5-2.0m in height, and shrubs 40-100cm in height. e. If feasible, stumps within 5 m of the new edge should not be grubbed to allow groundcover regeneration from the undisturbed seedbank. f. Grading should be designed to meet existing grades a minimum of 3 m away from the tree dripline in order to prevent suffocation of tree roots. All efforts to maintain pre-construction soils and seed bank should be employed.	2022.04.26	Andrew Shea	Suggested commitments have been incorporated into the revised draft EPR.	1
50	Jakub Kilis	CVC	Jan 31. 22	Part A EPR	Overall	23. All disturbed areas to be re-naturalized to original (or better) condition through the use of an appropriate seed mix. CVC approved seed mixes can be found on the CVC website at: https://cvc.ca/wp-content/uploads/2018/04/Plant-Selection-Guideline-FINAL-APRIL-24th-2018.pdf . Please include the composition of the seed mix (e.g. species, broadcast rate, cover crop etc.) on the detailed design drawings.	2022.04.26	Andrew Shea	Suggested commitments have been incorporated into the revised draft EPR.	1
51	Jakub Kilis	CVC	Jan 31. 22	Part A EPR	Overall	24. Please consult CVC's guideline on healthy soils for recommendations on soil requirements for the terrestrial habitat and buffer zones https://www.creditvalley.ca/wp-content/uploads/2017/09/CVC-Healthy-Soils-Guidelines-NHS-Web-V5.pdf	2022.04.26	Andrew Shea	Suggested commitments have been incorporated into the revised draft EPR.	1
52	Jakub Kilis	CVC	Jan 31. 22	Part A EPR	Overall	25. The EA identifies the potential removal of vegetation within the large cultural meadow habitat between Applewood and Etobicoke creeks, with the potential to impact Bobolink and Eastern Meadowlarks during the breeding season. Please continue to include correspondence with MECP as it relates to Species at Risk once impacts are better understood.	2022.04.26	Andrew Shea	Suggested commitments have been incorporated into the revised draft EPR.	1
53	Christ Hislop	Ministry of natural resources and fore	Jan 28. 22	Part A EPR	Overall	Hi Brittany, NDMNRF staff have reviewed the draft Environmental Project Report for the City of Mississauga Bus Rapid Transit study as part of the Lakeshore Transportation Studies. There are not any further comments from NDMNRF on this project. Please continue to circulate to us if you need further technical advice or natural heritage information. Thanks,	N/A	N/A	Response not needed	1
54	Kaylin Barnes	Metrolinx	Jan 31. 22	Part A EPR	Global	Proposed connectivity to existing and planned transit is of interest and importance to Metrolinx. We would appreciate the opportunity to review the Lakeshore Complete Street Study.	22.06.23	Andrew Shea	Metrolinx will be notified of the Study Commencement and subsequent opportunities to review project materials and comment throughout the TPAP and EA processes. Metrolinx will be provided an opportunity to review the final Environmental Project Report upon release of the Notice of Completion of EPR towards the end of the TPAP process.	4
55	Kaylin Barnes	Metrolinx	Jan 31. 22	Part A EPR	1.0 Introduction	What is the timeline for commencement of the BRT project - when are construction works anticipated to begin and end?	22.06.23	Andrew Shea	The current project schedule targets start of construction in 2023/2024, and substantial completion of the project construction in 2027.	4
56	Kaylin Barnes	Metrolinx	Jan 31. 22	Part A EPR	1.4.2. TPAP	The section should contain more details on what exemption to O.Reg. 231/08 the Proponent is following under the TPAP regulations, and what other Regulations the Proponent/this study may be adhering to (e.g. O. Reg. 355/11)	22.06.23	Andrew Shea	Noted. Additional details regarding the Ontario Reg 231/08 exemption will be included in the EPR. Additional, issue-specific regulations are discussed under their respective areas of the EPR.	4
57	Kaylin Barnes	Metrolinx	Jan 31. 22	Part A EPR	4.8.5 Traffic and Transportation Analysis	Clarity on construction/operations impacts is required. No detailed Traffic Impact Assessment was provided for review. The Lakeshore West GO bus routes between Union and Port Credit were noted in existing conditions as servicing the Study Area. The analysis notes little to moderate delays in the intersections. Table 6-12, Traffic and Transportation states that with the addition of the BRT median, significant delays are anticipated within the corridor. Please work with Metrolinx to ensure that implementation of the proposed dedicated right turn lanes adequately mitigate the transportation effects, and do not create impacts to operations of Metrolinx's Lakeshore West GO service in both the construction and operational phases of the Lakeshore BRT Project.	22.06.23	Andrew Shea	Report text to be updated to clarify that the Lakeshore West GO Bus operates on QEW/Hurontario Street between Union Station and the Port Credit GO Station, and doesn't actually use the section of Lakeshore Road East that is the subject of the study.	4
58	Kaylin Barnes	Metrolinx	Jan 31. 22	Part A EPR	Table 6-7	We note that no Metrolinx owned or operated properties are anticipated to be impacted. Should the design change and any Metrolinx properties be identified for the project, please consult with Metrolinx immediately (in advance of future final design).	22.06.23	Andrew Shea	Noted. The City will consult further with Metrolinx if the subsequent detailed design exercise identify any new impacts to Metrolinx properties or infrastructure.	4
59	Kaylin Barnes	Metrolinx	Jan 31. 22	Part A EPR	Table 6-12 Fish and Fish Habitat	Several impacts are not specific to fish and fish hab e.g. hibernacula. Suggest moving to wildlife	22.06.23	Brit zhang	Removed from Fish and Fish Habitat column	1

60	Kaylin Barnes	Metrolinx	Jan 31. 22	Part A EPR	7.7.1 Technical Advisory Committee	This section states that separate introductory meetings were held with members of the TAC including Metrolinx on October 5, 2021. The authors should consider a consultation record which includes correspondence, presentation materials and meeting minutes for inclusion in an appendix (in addition to Appendix L.3. Agency Comments Tracking). This can serve as a record of the TAC meetings and feedback provided by that method. It would also help to address section 9.(2)10.iii. of the TPAP regulations.	22.06.23	Brit Zhang	Copies of all meeting minutes and associated key correspondence to date (Apr 21, 2022) added into Appx L.3	1
61	Kaylin Barnes	Metrolinx	Jan 31. 22	Part A EPR	7.7.3 Utility Owners	An introduction to the Dundas Street TPAP was held on November 23, 2021. The text should specify Dundas BRT and note proponentcy.	22.06.23	Andrew Shea	Noted. Clarification regarding the Dundas BRT TPAP proponentcy and link to the project website has been added)	1
62	Kaylin Barnes	Metrolinx	Jan 31. 22	Part A EPR	Appendix L.1 Pre-TPAP notification	What is the schedule for commencement? Will Metrolinx be provided another opportunity to review the EPR?	22.06.23	Andrew Shea	Metrolinx will be notified of the Study Commencement and subsequent opportunities to review project materials and comment throughout the TPAP process. Metrolinx will be provided an opportunity to review the final Environmental Project Report upon release of the Notice of Completion of EPR towards the end of the TPAP process.	4
63	Kaylin Barnes	Metrolinx	Jan 31. 22	Part A EPR	Appendix L.5-L.6	Recommend engaging with indigenous nations earlier in the study process, to facilitate coordination of field work.	22.06.23	Brit Zhang	Noted. Will keep in mind for future projects. Indigenous consultation is well underway for this project.	4
64	Kaylin Barnes	Metrolinx	Jan 31. 22	Part A EPR	Stage 1-2 Archaeological Assessment Report Part A	As part of the GRT, please share with Metrolinx any subsequent AA studies for Parts B and C of the transportation study.	22.06.23	Andrew Shea	HDR to circulate copies of subsequent Archaeology Assessment studies for Parts B and C of the project with Metrolinx.	4
65	Paula Wubbenhorst	City of Mississauga	Feb 1. 22	Part A EPR	P 79	Suggested edit on page 79. Replace "structures" with "features" to be more inclusive due to the Vimy oaks. Where feasible, the proposed alignment should be designed to avoid indirect impacts to these BHRs and CHLs. To ensure the features on these properties are not adversely impacted, construction and staging in the Lakeshore Road East right-of-way should be suitably planned to avoid all impacts to these properties	22.06.23	Andrew Shea	Text updated to reflect suggested edit.	1
66	Norbert Orzel	City of Mississauga	Feb 1. 22	Part A EPR	1.2 Study Area P 3	City?	22.06.23	Brit Zhang	Text updated to reflect suggested edit.	1
67	Norbert Orzel	City of Mississauga	Feb 1. 22	Part A EPR	4.8.1 Pedestrian P 49	PLOS?	22.06.23	Brit Zhang	Text updated to reflect suggested edit.	1
68	Norbert Orzel	City of Mississauga	Feb 1. 22	Part A EPR	4.8.2 Cycling P 50	Based on the below bullet points shouldn't this say A to E?	22.06.23	Brit Zhang	Text updated to reflect suggested edit.	1
69	Norbert Orzel	City of Mississauga	Feb 1. 22	Part A EPR	4.8.3 Transit services P 50	What do the ranges represent? Is this data from multiple days with different volumes?	22.06.23	Andrew Shea	Text updated for clarity; MiWay provided daily bus boarding and alighting counts for a typical weekday and weekend for all routes serving the Study Corridor in Fall 2015. Ranges represent the total number of boardings and alightings at each stop	4
70	Norbert Orzel	City of Mississauga	Feb 1. 22	Part A EPR		missing word.	22.06.23	Brit Zhang	Text updated to reflect suggested edit.	1
71	Norbert Orzel	City of Mississauga	Feb 1. 22	Part A EPR	6.8 Transportation P 92	Should there be any metrics which speak to transit operations?	22.06.23	Anjie Liu	Yes, section added.	1
72	Norbert Orzel	City of Mississauga	Feb 1. 22	Part A EPR	6.8 Transportation P 94	What is meant by above? Should this be LOS D or better?	22.06.23	Chris Yung	Addressed	1
73	Norbert Orzel	City of Mississauga	Feb 1. 22	Part A EPR	6.8 Transportation P 94	This sentence is a bit confusing, why does it say except... if those are also left turns?	22.06.23	Anjie Liu	Sentence reworded. Basically, the only critical movements are all left turns, aside from the exceptions listed.	1
74	Norbert Orzel	City of Mississauga	Feb 1. 22	Part A EPR	6.8 Transportation P 94	Re-word to say "significantly higher than what the corridor experiences currently"	22.06.23	Brit zhang	revised in EPR	1
75	Norbert Orzel	City of Mississauga	Feb 1. 22	Part A EPR	6.8 Transportation P 94	Can this be further expanded? Do these queues exceed available capacity?	22.06.23	Chris Yung	Note Removed. Queues does not exceed capacity. The note is specific within AM where queues at intersection are the "worst". This may be confusing for readers and are removed.	1
76	Norbert Orzel	City of Mississauga	Feb 1. 22	Part A EPR	6.8 Transportation P 94	Not all intersections operating at D or worse.	22.06.23	Anjie Liu	Revised to "most" intersections.	1
77	Norbert Orzel	City of Mississauga	Feb 1. 22	Part A EPR	6.8 Transportation P 94	Are these reflected in the results presented in Figure 6-7 and 6-8? If not how does it impact the LOS results presented in those figures.	22.06.23	Chris Yung	No, the transportation mitigation measures are not included within the figure. LOS may improve with these improvements although it is unlikely. As LOS is a function of the average delay of all vehicles, improvements are dependent on the length of storage, volumes, pedestrian activities and conflict volumes. Please refer to the Auxiliary Lanes Assessment if it is provided to City.	4
79	Shirin Varzani	TRCA	Feb 4. 22	Part A Natural Environment Re	Planning ecology. NEA report Table 9	The Natural Environment Assessment (NEA) lists total disturbances within Natural Areas in Table 9. Please provide correlating figures illustrating where these disturbances (habitat removals) can be located, clearly identifying losses within TRCA's jurisdiction. Upon identifying these removals, please provide assessments of the impacts to the natural features and how they will be avoided, minimized, mitigated, and restored/compensated.	22.06.23	Matrix	Figure 2 to be updated with TRCA and CVC regulation boundaries. Impacts to natural features are addressed within section 7.1 of the Natural Environment Report. Additionally, impact avoidance, minimization, and mitigation strategies are addressed within sections 8-10 of the Natural Environment Report. Furthermore, restoration details can be found within the Arborist Report.	1

80	Shirin Varzani	TRCA	Feb 4. 22	Part A Natural Environment Re	Planning ecology. NEA report Section 9	Section 9 of the NEA notes that long term impacts associated with the project are expected to create no net impacts upon restoration of disturbed areas. This statement contradicts the information provided in Section 7 of the NEA, particularly Table 9 where habitat loss is quantified and Table 10 listing net effects. Please clarify and provide discussion on how permanent removals of vegetation communities and wildlife habitat, some of which are located within Significant Woodlands and Significant Valleylands as well as SWH and SAR habitat, will pose no net loss to the Natural Heritage System.	22.06.23	Matrix	Section 9 has been updated to reflect the assumption that restoration efforts, including enhancements to fish habitat and passage, restoration of terrestrial and riparian habitat using native species, and subsequent monitoring and invasive species control will be sufficient to offset negative impacts resulting from disturbance and/or removal of mature habitat due to project works. Disturbance is typically limited to habitat margins which are characterized by pronounced edge effect, dominated by non-native species such as European Buckthorn and Manitoba Maple. Restoration efforts will result in these areas being populated with native species. This will promote a return to the historical natural trajectory of these habitat areas, enhance wildlife habitat, and provide a net benefit to local ecology.	1
81	Shirin Varzani	TRCA	Feb 4. 22	Part A Arborist Report	Planning ecology. Arborist report	The Arborist Report notes a typical compensation ratio as per a referenced Salerno 2019 report. The replacement ratio of 2:1 for >49cm DBH trees and a 1:1 ratio for <49cm DBH trees may not be appropriate in the effort to adequately compensate for vegetation and habitat losses associated with the proposed removals. TRCA recommends a higher replacement ratio, a minimum of 3:1, for all trees greater than 10cm DBH. Additionally, please note that TRCA has its own guidelines for natural feature compensation. TRCA staff recommends that the City refers to the TRCA's Guideline for Determining Ecosystem Compensation for feature removals required within TRCA's jurisdiction and is available at: https://s3-ca-central-1.amazonaws.com/trcaca/app/uploads/2019/11/27105627/TRCA-Guideline-for-Determining-Ecosystem-Compensation-June-2018_v2.pdf	22.06.23	Matrix	Tree compensation ratios will be adjusted in the arborist report to incorporate the TRCA Guidelines for Determining Ecosystem Compensation. Because things may change in detailed design the compensation will be estimated at this phase.	1
82	Shirin Varzani	TRCA	Feb 4. 22	Drainage and SWM report	Planning ecology. Drainage report Sect	An Erosion and Sediment Control (ESC) section (4.4) was added to the SWM report and provided a brief description of the mitigation measures to be implemented during the various stages of construction. An ESC plan and/or report consistent with TRCA Erosion and Sediment Control for Urban Construction (December 2019) will be required at the detailed design stage. Please refer to TRCA's Erosion and Sediment Control Guideline for Urban Construction (2019) for guidance available at: https://trcaca.s3.ca-central-1.amazonaws.com/app/uploads/2020/01/30145157/ESC-Guide-for-Urban-Construction_FINAL.pdf	22.06.23	Sepideh	The requirement for a ESC and assoicated guidelines will be included in the commitments to future work,	1
83	Shirin Varzani	TRCA	Feb 4. 22	Part A Arborist Report	Planning ecology. Arborist report	Please note a Restoration Planting Plan including shrub and tree numbers, species, and conditions (i.e., bare root, potted) is required. Where seeding is indicated please provide seed mix details including species, percent ratio, and application rates, along with cover crop mix and application rates.	22.06.23	Matrix	A separate restoration plan will be submitted that will include high level recommendations, species/seeding recommendations, application rate recommendations etc.	4
84	Shirin Varzani	TRCA	Feb 4. 22	Drainage and SWM report	Water resources. Drainage report	The report highlights TRCA Stormwater Management (SWM) requirements which are in agreement with the TRCA SWM Criteria. However, no details on how those requirements would be achieved were provided. Please provide further details and supporting calculations on how the water quantity, quality, water balance and erosion control will be achieved. (i.e., preliminary pipe, orifices, oil and grits separators, low impact development measures (LID) sizing and locations). It should be noted that preliminary SWM details and calculations must be provided at this stage and can be refined in subsequent submissions or at the details design stage. For further information regarding the TRCA SWM Criteria, please refer to: https://trcaca.s3.ca-central-1.amazonaws.com/app/uploads/2021/10/20103017/SWM-Criteria-2012.pdf . For TRCA's Low Impact Development Stormwater Management Planning and Design Guide, please refer to: https://trcaca.s3.ca-central-1.amazonaws.com/app/uploads/2021/10/20091521/LID-SWM-Guide-v1.0_2010_1_no-appendices.pdf .	22.06.23	Soheil	The SWM report will include the design criteria and preliminary calculations for the proposed SWM measures.	4

85	Shirin Varzgani	TRCA	Feb 4. 22	Part A EPR, and Stage 1 Archaeology and TRCA Property	Archaeology and TRCA Property	The Draft Roll Plan shows that TRCA property is required for the proposed works at Lakeshore Park. The S1 recommendations states that TRCA lands have been cleared by a previous assessment. TRCA archaeology staff has no knowledge of this previous assessment, hence, this is not correct. The area identified in the attached graphics requires a S2 assessment prior to any disturbance. Please note that an archaeological review by TRCA's archaeological staff must precede any ground disturbance to TRCA property. Furthermore, all archaeological assessments on TRCA lands must be conducted by TRCA archaeologists. Please contact TRCA Archaeology staff, Alistair Jolly, Supervisor (Field) at Alistair.jolly@trca.ca for further requirements. Please refer to the aerial views below.	2022.02.17	ASI	Report revised - Stage 2 AA required in this area.	1	
86	Shirin Varzgani	TRCA	Feb 4. 22	Part A EPR, and Part A Stage 1	Archaeology and TRCA Property	TRCA is a major landowner in the GTA, owning close to 18,000 hectares of land. TRCA comments provided as a landowner are separate from comments provided under a technical, advisory or regulatory role.		Andrew Shea	Noted	1	
87	Shirin Varzgani	TRCA	Feb 4. 22	Part A EPR, and Part A Stage 1	Archaeology and TRCA Property	If TRCA property land transfer or easement is required for the implementation of the proposed project, permission and approval from TRCA and the Minister of Natural Resources and Forestry are required. The design must demonstrate that TRCA program and policy objectives are met. Formal approval typically takes 12 to 18 months from the completion of the EA document. Please contact Brandon Hester, Senior Property Agent/Property Agent at brandon.hester@trca.ca for additional information.		Andrew Shea	Noted. The City will consider this timeframe in the project implementation timeline.	1	
88	Shirin Varzgani	TRCA	Feb 4. 22	Part A EPR, and Part A Stage 1	Archaeology and TRCA Property	If TRCA property access is required for the purpose of completing technical studies associated with this project, a Permission To Enter (PTE) must be obtained from TRCA Property staff prior to entry. Please contact Stella Ku, Property Coordinator at stella.ku@trca.ca for additional information.		Brit Zhang	Property access is not needed at this stage of the project, but TRCA will be contacted in the future when access is needed.	4	
89	Stephanie Malo	Fire department	Feb 8. 22	Part A EPR	General Comment Whole Report	General travel lanes are designed to be 3.35 m wide. This is suitable for fire trucks to travel safely			No response needed	1	closed
90	Stephanie Malo	Fire department	Feb 8. 22	Part A EPR	Section 5.7 Access	Section 5.7 Access on p. 71 states that access to the BRT for emergency response (much like the Transit Way along the 403 currently does)			No response needed	1	closed
91	Stephanie Malo	Fire department	Feb 8. 22	Part A EPR	General Comment Whole Report	If a permanent guideway is constructed along Lakeshore for the BRT, any intersections open for left turns should have emergency access with mountable curbs and collapsible bollards or gates		Andrew Shea	The BRT guideway will be comprised of dedicated bus-only lanes with regulatory restrictions for general traffic. No physical barriers are proposed either in the median or between the dedicated bus lanes and general traffic, and therefore continuous access into and across the guideway will be available to emergency response vehicles. The only exceptions will be at proposed median BRT stops and on immediate approaches to signalized intersections where islands will prevent crossings. These limited restrictions are localized and not anticipated to impede emergency response operations.	1	
92	Stephanie Malo	Fire department	Feb 8. 22	Part A EPR	General Comment Whole Report	•Equally, to have emergency access for u-turns if a run of greater than 500 m between intersections or turnaround points		Andrew Shea	Emergency services will have access to and across the proposed BRT guideway throughout the corridor. U-turns for general traffic will be accommodated on dedicated left-turn signal phases at signalized intersections throughout the corridor.	1	
93	Heather Watt	Ministry of Housing	Feb 8. 22	Part A EPR		Hi Brittany – Ministry staff do not have comments on the draft EPR.			No response needed	1	closed
94	Tanya Hill-Montour	Six Nations	Feb 8.22	Part A EPR		Hi Brittany, I do not have any additional feedback at this time. I would like a copy of the Marine Archaeology Assessment when conducted.		Andrew Shea	There are no current plans to conduct a Marine Archaeological Assessment on Etobicoke Creek as the current project does not result in any impacts to the creek bed. While no impacts have been proposed for Etobicoke Creek at present, if impacts to the creek bed is proposed during the detailed design phase of the project, it's archaeological potential will be evaluated following the MHSTCI's Criteria for Evaluating Marine Archaeological Potential checklist. A copy of the study results, if required at the detailed design stage of the project, will be shared with the Six Nations.	4	

95	Jason White	MTO	Feb 10. 22	Part A EPR		Brittany I had a look at the report and the improvements to Lakeshore do not directly impact any MTO facilities. MTO would appreciate if we can continue to be consulted about any changes with the BRT corridor, and we would be interested in any closures during construction that would use the QEW or other adjacent freeway as a potential detour route.		Andrew Shea	MTO will remain on the project mailing list and be notified of future opportunities to participate in the study and review study documents.	1	closed
96	Vincent Bulman	MECP-water resources	Feb 10.22	Part A Phase 1 ESA	General Comment Whole Report	The draft study was reviewed from a groundwater, contaminated sites, and excess soils perspective. Specifically, the following were not addressed: 1.Detailed characterization of the overburden geology, and groundwater levels. 2.Whether the project will require a Permit To Take Water (PTTW) / EASR for Construction dewatering or options for the disposal of water from construction excavations. 3.Excess soil. 4.Source Protection.			Freedom of information (FOI) requests to the MECP was not part of the Phase I ESA scope given that there is no address number associated with the site. Dewatering requirements and excess soil disposal options will be evaluated as part of the geotechnical and hydrogeological assessments (to be completed). It is Matrix's opinion that an FOI request of the adjacent site properties is not required at this point. sections on Source Protection added (Sections 4.10 and 6.10)	4	
97	Vincent Bulman	MECP-water resources	Feb 10.22	Part A Phase 1 ESA	General Comment Whole Report	A Draft Limited Phase I Environmental Site Assessment has been completed. This ESA was completed to provide a baseline of understanding for the planning of property acquisition, dewatering/groundwater management, and excess soil management work in the future design and planning stages and to identify appropriate environmental work and mitigation measures recommended for completion during the detailed design and construction phases of the project (Matrix, Nov 2021, Phase I ESA pp iv).			No response needed	1	closed
98	Vincent Bulman	MECP-water resources	Feb 10.22	Part A Phase 1 ESA	General Comment Whole Report	An FOI submission could be made to the ministry re addresses along the alignment. This may inform the disposal of excess soil and water removed from excavations. Permit to Take Water - More work will be required to determine whether construction dewatering will be required and whether a Permit to Take Water or construction dewatering EASR will be required. This work has been left to the detailed design stage. The work for both groundwater removal and surface water removal will be required to meet the requirements of the ministry's guidance: Technical guidance document for hydrogeological studies in support of category 3 applications https://www.ontario.ca/page/technical-guidance-document-hydrogeological-studies-support-category-3-applications Technical guidance document for surface water studies in support of category 3 applications https://www.ontario.ca/page/technical-guidance-document-surface-water-studies-support-category-3-applications		Matrix	Freedom of information (FOI) requests to the MECP was not part of the Phase I ESA scope given that there is no address number associated with the site. Dewatering requirements and excess soil disposal options will be evaluated as part of the geotechnical and hydrogeological assessments (to be completed). It is Matrix's opinion that an FOI request of the adjacent site properties is not required at this point.	4	
99	Vincent Bulman	MECP-water resources	Feb 10.22	Part A Phase 1 ESA	General Comment Whole Report	Recommendations: A.Detailed design to include the requirements of the ministry's guidance for hydrogeological assessment and surface water studies in support of Category 3 PTTW applications. Much of this information can be gathered during the geotechnical/hydrogeological assessment of the route. B.Detailed design to consider options for the disposal of excess soil and water from construction dewatering. C.An FOI be made to the MECP for the properties along the project alignment. This will provide information which will help determine excess soil disposal and excavation dewatering discharge options.		Matrix	Freedom of information (FOI) requests to the MECP was not part of the Phase I ESA scope given that there is no address number associated with the site. Dewatering requirements and excess soil disposal options will be evaluated as part of the geotechnical and hydrogeological assessments (to be completed). It is Matrix's opinion that an FOI request of the adjacent site properties is not required at this point.	4	
100	Mahdi Zangeneh	MECP-Noise approvals unit	Feb 10.22	Environmental Noise Assessment	Project description	The following lists the noise review comments pertaining to the Noise Report ("Environmental Noise Assessment – Lakeshore Road East from Etobicoke Creek to East Avenue - City of Mississauga" prepared by SLR Consulting and dated December 2021). The noise review comments are equally applicable to the noise excerpts of the EPR report. 1.Project Description: The project involves the addition of two bus lanes. A map should be included in the noise report to show the locations of the two bus lanes.		SLR	Report updated, maps provided in Figures 2-8.	1	
101	Mahdi Zangeneh	MECP-Noise approvals unit	Feb 10.22	Environmental Noise Assessment	2.7 Detailed Modelling Table 4	2.Sound level at R2 and R6: Confirm if the sound levels of 50.5 dBA and 47.9 dBA listed in Table 4 for Receptors R2 and R6, respectively, are correct.		SLR	Table updated in report.	1	
102	Mahdi Zangeneh	MECP-Noise approvals unit	Feb 10.22	Environmental Noise Assessment	Figures 1 to 7	3.Vacant lots: Noise sensitive vacant lots and approved (future) developments were not considered in the report noted above. Figures 1 to 7 show that there are several vacant lands on both sides of Lakeshore Road East. If these vacant lands allow the development of noise sensitive buildings in the future, then, these vacant lands should be included in the noise report.		SLR	Changes made in revised Noise report for figures 1 to 7	4	

103	Mahdi Zangeneh	MECP-Noise approvals unit	Feb 10.22	Environmental Noise Assessment	2.6 Noise model used	4.Cadna/A File(s): Provide the Cadna/A file(s) used in the noise modelling. In addition, explain this statement "A Cadna/A implementation of the STAMSON/ORNAMENT model was used for the noise analysis". How was the STAMSON/ORNAMENT model used in the Cadna/A model? A sample Cadna/A calculation should be included in the report.	SLR	Report updated, calculation provided in Appendix C		1
104	Mahdi Zangeneh	MECP-Noise approvals unit	Feb 10.22	Environmental Noise Assessment	Appendix B	5.Appendix B: The figures showing the technically preferred alternative project alignment is not clear. See comment 1 above.	SLR	Report updated, maps provided in Figures 2-8.		1
105	Angelune Des Lauriers	MECP-Conservation and source protection	Feb 10.22		Conservation and source protection	The Lakeshore Bus Rapid Transit study area is in the Credit Valley Source Protection Area and the Toronto Region Source Protection Area is therefore subject to the approved CTC Source Protection Plan.	Brit	Reviewed CTC source protection plan and included section in EPR Rev02		1
106	Angelune Des Lauriers	MECP-Conservation and source protection	Feb 10.22		Conservation and source protection	The study area is located in the intake protection zones (IPZ) 2 and 3 for the South Peel-Lakeview Drinking Water System and the IPZ 2 and 3 for the City of Toronto-R.L. Clark Drinking Water System (see maps below), and the maximum vulnerability score is 4.5. Portions of the project also intersect with a vulnerable area known as an event-based area, which is delineated where modeling has shown that spills from fuel oil pipeline breaks could impact the quality of water at the drinking water intakes. Although the preferred alternative is located in these surface water intake protection zones the Lakeshore Bus Rapid Transit is not a significant drinking water threat due to the low vulnerability score.	Brit tSepide	Reviewed CTC source protection plan and included section in EPR Rev02 (existing conditions 4.10)		1
107	Angelune Des Lauriers	MECP-Conservation and source protection	Feb 10.22		Conservation and source protection	While the normal operation phase of the project may not pose a significant threat to sources of drinking water, activities could pose a risk during the construction phase of the project. This means activities can be identified as low or moderate threats to drinking water and source protection plan policies may apply. Particular attention should be paid if the relocation of any fuel oil pipelines is necessary during construction.	Brit	Reviewed CTC source protection plan and included section in EPR Rev02 (existing conditions 4.10)		1
108	Angelune Des Lauriers	MECP-Conservation and source protection	Feb 10.22	Part A EPR	Conservation and source protection	In the Draft EPR for the Lakeshore Bus Rapid Transit, the proponent has not discussed the protection of drinking water sources. The EPR should identify that the project would be occurring within the Credit Valley and Toronto Region Source Protection Areas, and that the CTC Source Protection Plan applies. The EPR should also identify whether any policies apply to activities related to the construction, operation, or maintenance of the project. The EPR should note whether the proponent has discussed the project with the CTC Source Protection Authority.	Brit	Reviewed CTC source protection plan and included section in EPR Rev02 (existing conditions 4.10, impacts/mitigation 6.10)		1
109	Angelune Des Lauriers	MECP-Conservation and source protection	Feb 10.22		Conservation and source protection	CSPB notes that the draft EPR proposes spill prevention and response measures for fuel and chemical handling and storage, dewatering management plans, as well as mitigation of possible impacts to aquatic and terrestrial environments. These measures may also mitigate risks to sources of drinking water and should be discussed in the EPR. Where an activity poses a risk to drinking water, the proponent must document and discuss how the project adheres to, or has regard to, any applicable policies in the CTC source protection plan. The policies should be listed and include any mitigation measures that may be proposed. While the EPR identifies possible fuel and chemical activities that may occur during construction, it is missing reference to any corresponding source protection plan policies.	Brit	Reviewed CTC source protection plan and included section in EPR Rev02 (existing conditions 4.10, impacts/mitigation 6.10)		1
110	Angelune Des Lauriers	MECP-Conservation and source protection	Feb 10.22		Conservation and source protection	If not done so already, the proponent should contact the Project Manager for drinking water source protection at the CTC Source Protection Authority. The source protection authority can provide proponents with assistance in determining whether an activity associated with the construction or operation of the project may be considered to be a drinking water threat as per the Clean Water Act, 2006 and will be able to help determine whether there are policies in the source protection plan that may apply. Even if the project activities in a vulnerable area are deemed to not be significant threats to drinking water, there may be other low and moderate threat policies that apply, therefore consultation with the local source protection authority is important.	Brit	Reviewed CTC source protection plan and included section in EPR Rev02 (existing conditions 4.10, impacts/mitigation 6.10)		1
111	Shamus Snell	MECP-Species at risk	Feb 10.22	Part A Natural Environment Report	P.33	•SARB confirms that additional surveys for Little Brown Myotis, Northern Myotis and Tricoloured Bat will need to be conducted following the attached Bat Survey Standard Note 2021 and associated protocols. •SARB also confirms that species specific surveys for Bobolink and Eastern Meadowlark will need to be performed to determine if these species are utilizing the suitable habitat within the Study Area.	Matrix	Update to section 5.7, Table 10, section 8.3 (8C), Section 10.1, and Section 10.2 to address these requirements.		1
112	Shamus Snell	MECP-Species at risk	Feb 10.22	Part A Natural Environment Report	P.48 Section 8.2	•NO clearing of trees can be done during the active season for Species at Risk (SAR) bats or SAR birds. SARB does not endorse ANY type of tree clearance surveys and ANY removal of trees during the active season is considered a contravention of the ESA and may result in enforcement actions being taken.	Matrix	Update to Section 8.1 and Table 10 to address these requirements.		1
113	Shamus Snell	MECP-Species at risk	Feb 10.22	Part A Natural Environment Report	P.49 Section 8.4	•The design of the proposed exclusionary fencing must meet or exceed the guidelines found in the attached Best Practices Technical Note for Reptile and Amphibian Exclusion Fencing.	Matrix	Update to Section 8.3 (3C) to address these requirements.		1

114	Shamus Snell	MECP-Species at risk	Feb 10.22	Part A Natural Environment Report	P.53: ESA permit	<p>•It is recommended that an Information Gathering Form be submitted to SARB so it can formally assess the project proposal for potential impacts to SAR. If it is determined that the project proposal is likely to contravene the Endangered Species Act, then an authorization will be required. Please note if an authorization is required under Section 17(2)(c)(Overall Benefit Permit) that it can take a minimum of 12 months from receipt of a complete application package for a permit to be issued by the Minister. Included in this period is posting of the permit proposal on the Environmental Registry for 30 days and ensuring the Crown's Duty To Consult with First Nations communities has been met. Depending on the feedback from this consultation with members of the public and First Nations modifications to the application package may need to occur which can extend this timeframe</p> <p>•An application package for an Overall Benefit permit consists of the forms below all of which must be received and be considered complete and accurate to ensure the information in the forms meets the legislative tests required for the Minister to make an informed decision about the permit. SARB is required to ensure all permit applications can achieve these tests before sending a package to the Minister for their consideration and approval.</p> <ol style="list-style-type: none"> 1) Information Gathering Form (IGF) 2) Avoidance Alternatives Form (AAF) 3) Permit Application Form also called C Permit Application Form (C-PAF) 	Matrix	Updated section 10.1 and 10.2 to address these requirements.	1
115	Shamus Snell	MECP-Species at risk	Feb 10.22	Part A Natural Environment Report	P.53: Future work	<p>•If it is determined that candidate SAR bat maternity roost habitat is present within the study area then acoustic surveys should be performed (following attached survey protocol) to determine which SAR bat species are present and to determine the relative use of the habitat.</p>	Matrix	Updated section 10.1 and 10.2 to address these requirements. Survey requirements (protocol and scope) to be determined through consultation with MECP.	1
116	Christine Spedalieri	MECP-Surface water	Feb 10.22			<p>Short-term construction impacts to surface water resources</p> <p>Short-term impacts were well assessed, and the Proponent proposed appropriate erosion/sedimentation controls, monitoring and mitigation plans for construction in and around surface water features. Relevant agencies and policies were acknowledged and incorporated in the plans as to minimize the impact of construction for this undertaking.</p>		No response needed	closed 1
117	Christine Spedalieri	MECP-Surface water	Feb 10.22			<p>Long-term road widening impacts to surface water resources</p> <p>The Proponent acknowledged the need to manage stormwater generated from the new impervious area resultant of the road expansion. As required by various regulatory agencies, the Proponent commits to provide "Enhanced" water quality treatment (80% TSS removal) coupled with meeting pre/post flows and water balance and erosion controls. A combination of high-level and detailed analysis under various storm events flows, hydrologic analysis and hydraulic assessment of watercourse systems was presented in the Draft EPR (2022).</p>		No response needed	closed 1
118	Christine Spedalieri	MECP-Surface water	Feb 10.22			<p>Note: The following studies are outstanding and to be completed as per EPR indication:</p> <ul style="list-style-type: none"> •Final calculations and a "pavement area analysis" will be carried out to determine the increased impervious surface area as to implement Best Management Practices for future stormwater management in the area; and •A "spread analysis" proposed to be completed at the detailed design stage to ensure that the ponding at low points does not exceed the crown of the road. 	Andrew Shea	<p>Pavement area analysis included in draft Stormwater Management Report, to be distributed along with responses.</p> <p>A commitment to conduct a spread analysis in the detailed design phase has been included in the "Future Commitments" section of the EPR.</p>	1
119	Christine Spedalieri	MECP-Surface water	Feb 10.22			<p>With respect to stormwater water quality and quantity controls, the following mechanisms were proposed for consideration:</p> <ul style="list-style-type: none"> •storm sewer upsizing and catch-basin relocations; •catch-basin inserts; •oil-grit separator units; •online storage pipes; •existing drainage swales converted to underground storm sewers along Lakeshore Rd.; •over-sized storage pipes with flow control devices (e.g. orifice plate) upstream of the discharge location to provide peak flow control in combination with allowable surface ponding for major flows (100-year storm); and •for drainage areas discharging directly to a watercourse, consideration to apply a treatment train approach using catch-basin inserts (e.g. Goss trap, CB Shield) for effluent pre-treatment and LIDs, such as bioretention cells and exfiltration trenches, for additional filtration and quantity control. 		No response needed	closed 1

120	Christine Spedalieri	MECP-Surface water	Feb 10.22			<p>Ministry Comments</p> <p>Based on the information provided in the Draft EPR and various supporting documents, the Ministry would like to emphasize the importance of completing the "pavement area analysis" as to refine the proposed stormwater management mechanisms being considered to meet the targeted quality/quantity criteria. This data/information should be presented in the Final EPR document.</p> <p>The Ministry generally supports the Draft EPR discussion related to quantity/quality stormwater management however, please note that the use of Oil/Grit separators as a stand-alone treatment mechanism will unlikely provide "Enhanced" treatment level, and/or adequately control flow/erosion in downstream receivers particularly in high-flow events. We strongly recommend the use of a treatment train approach as to ensure that stormwater will meet the proposed "Enhanced" water quality criteria and provide erosion and peak flow control especially given that flows, in some areas, will discharge directly to surrounding watercourses.</p> <p>On a final note, the road expansion and construction offer a valuable opportunity to improve the existing stormwater management systems that are likely dated. The Ministry encourages outfitting areas with LIDs techniques not</p>			Comments noted. Detailed proposed SWM mitigation/enhancement measures listed in updated SWM report in Appendix D	4
121	Christine Spedalieri	MECP-Surface water	Feb 10.22			Additional Comment: As mentioned by Vince Bulman (Hydrogeologist), the proponent needs to include the need for a PTTW in Section 8.1 of the EPR (HDR, 2022).			The need to obtain a Permit to Take Water (PTTW) in the detailed design phase of the project has been added to Section 8.1.	1
122	Colman Wong	MECP-Air monitoring	Feb 10.22	Air quality report		Based on a cursory review of the draft Lakeshore Road East from Etobicoke Creek to East Avenue, Appendix H Air Quality Assessment (AQA), the methodology employed in the AQA followed ministry guidance. The ministry is satisfied with the report and have no comments to offer			No response needed	1
123	Jordan Hughes	MECP-EA	Feb 10.22	Part A EPR	General Comment Whole Report	There are sections within the EPR that are highlighted in yellow, indicating information is still to come. Specifically, Sections 4.8.6, 5.8, and 6.8.2 related to Streetscape and Landscaping including impact assessment and mitigation measures, Section 8.1.1 Utilities and Municipal services with regard to permits and approvals, and Sections 7.5.1 to 7.6 – TPAP Public Consultation. It is understood that Section 7.5.2 is missing information from feedback gathered during Public Information Centre #2. The above noted sections need to be updated and completed, as well as Sections 7.5.1 to 7.6 once the consultation process is complete. It should be noted that a fulsome review of the EPR at this stage, with information missing, is not possible. It should also be noted that the ministry is responsible for commenting on consultation processes and efforts that have been undertaken by the City.			Comment noted. More information will be included in Revision 02 of the report and shared with the MECP	4
124	Jordan Hughes	MECP-EA	Feb 10.22	Part A EPR	General Comment Whole Report	The draft EPR would benefit from a reorganization to make the document clearer and more comprehensive. For example, a final description of the transit project should be presented at the beginning of the report after the statement of purpose. You may wish to follow the EPR format outlined in Section 3.2.4 "Documentation requirements" of the Transit Guide, which lists the sections in this order: <ul style="list-style-type: none"> o Statement of purpose, study area and background information; o Project description, including preferred design method; o Existing conditions; o Impact assessment, mitigation and monitoring; o Consultation process, and, o Required permits and approvals. 	Andrew Shea		City and HDR will consider reorganizing the draft EPR based on the comments, in the next revision of the EPR.	1
125	Jordan Hughes	MECP-EA	Feb 10.22	Part A EPR	Executive summary	Before the main body of the EPR is introduced, it is recommended that the EPR could benefit from an initial summary of the project and EPR components in an executive summary. This would provide the reader with a high-level description of the mandatory information as may be required by the Transit Regulation as articulated in the Transit Guide.	Brit		Executive summary to be included in revised EPR	1
126	Jordan Hughes	MECP-EA	Feb 10.22	Part A EPR	Climate Change	Although the EPR provides how the City considered drainage design and extreme storm events, it appears to be missing climate change considerations. It is recommended that a subsection on climate change adaptation considerations be included as part of the final EPR submission	2022.02.15	Andrew Shea	The results of the Climate Change Assessment have been incorporated in the draft EPR as new Section 6.11	1

127	Jordan Hughes	MECP-EA	Feb 10.22	Part A EPR	Consultation	It is the City's responsibility to design and implement an appropriate consultation program for consultations regarding a project. As noted above, placeholders highlighted in yellow have been included in the draft EPR regarding future consultation once the formal transit project assessment process (TPAP) begins. Please ensure that these placeholders are updated, the consultation program meets the expectations set out in the Transit Regulation and Transit Guide, and the consultation record is provided to the ministry for review. The ministry would like to see an updated consultation record prior to posting the Notice of Completion		Brit	Section 7 (consultation) and associated appendices of the EPR has been updated to reflect the most recent consultation activities	4	
128	Brian Parkes	Peel EMS	Feb 11. 22	Part A EPR		Good Moring Brittany, I have reviewed the document and have no comments or recommendations at this time.			No response needed	1	closed
129	Josh Bassett	City of Toronto	Feb 11. 22	Part A EPR	Transportation	•I have noted that median transit only lanes are not proposed to extend the entirety of the corridor and thus the transit way and express buses can merge back into general purpose lanes prior to crossing into the City of Toronto--Will there be a multimodal forecast conducted at intersections prior to/proximate to the Long Branch GO; so we can understand how increased bus service(not infrastructure) might impact operations within our jurisdiction? I imagine that impacts will be negligible. Will this be part of the PDBC?		Andrew Shea	A micro-simulation analysis was conducted for Long Branch and the results shared with the City of Toronto. No further comments received	4	
130	Josh Bassett	City of Toronto	Feb 11. 22	Part A EPR	Transportation	•I imagine roles and responsibilities for the implementation and operations along the corridor will be refined through the business case development and analysis? ol assume engagement for the deliverability and operations considerations will occur as you develop the Preliminary Design Business Case and as the project advances?		Andrew Shea	No preliminary design business case is proposed as part of the current study. The City will be responsible for the implementation, operation, and maintenance of the proposed BRT facility.	4	
131	Lyle Ledrew	Peel Region	Feb 11. 22	Part A EPR	Section 4.9- Sanitary and Storm Sewers p54	•Section 4.9 (p. 54), Sanitary and Storm Sewers section Please add the following information regarding Peel Region's upcoming plans for installation of a new sewer line on Lakeshore Road East.: The Region of Peel is planning to install a new sanitary sewer line along the centre line of Lakeshore Road East from West Avenue to Beechwood Avenue. The new sanitary sewer line will be a 375 mm diameter line installed by open cut from West Avenue to Aviation Road. From Aviation Road to Beechwood Avenue, the new sanitary sewer line will be a 600 mm line installed within a 1200 mm diameter microtunnel. The Region of Peel is currently undertaking a Municipal Class Environmental Assessment for this project. The construction of this new sanitary sewer line is planned for 2023, and the project team will continue to coordinate with the Region of Peel throughout detailed design.		Andrew Shea	Details regarding the Region of Peel's proposed new sanitary sewer have been added to the draft EPR.	1	
132	Lyle Ledrew	Peel Region	Feb 11. 22	Part A EPR	Appendix K- Utility conflict plan	• Appendix K – Utility Conflict Plan oGiven the two current project schedules (Peel Region Lakeshore Road Sanitary Line construction starting in 2023, Mississauga BRT utility relocations starting in 2024), the new pipeline in Lakeshore should be treated as a planned existing condition. It should be built by the time the Mississauga BRT utility relocations begin. oTo facilitate accurate planning for utility relocations, please add the proposed Peel Region sanitary line on Lakeshore Road East to the Utility Conflict Plan. We've attached a marked up plan showing the alignment.		Andrew Shea	Details regarding the proposed new sanitary sewer have been incorporated into the document and composite utility plan.	1	
133	Hana Lapp (climate change)	City of Mississauga	Feb 14.22	Air Quality report	Overall	•Overall, I think we'd like to see more of a breakdown of the methodology that was used. For example: oDoes this methodology account for EVs? Accounting for this type of change in transportation modes would be especially important for the 2041 time period, as Canada has set a mandatory target for all new light-duty cars and passenger trucks to be zero-emission by 2035.		SLR	Unfortunately, transportation related air quality studies in Ontario do not yet account for EVs. It is uncertain whether MECP and/or MTO will provide updated guidance with regard to EVs for air quality studies.	4	
134	Hana Lapp (climate change)	City of Mississauga	Feb 14.22	Air Quality report	Table 24	oTable 24 – is the CO2 equivalent emissions section displaying absolute emissions? And is this based off the fact that there will be increased traffic 20 years in the future? If so, could this be made more clear in the preamble?		SLR	Fixed in report, unit indeed should be absolute emissions. Addressed more clearly in the report.	1	
135	Hana Lapp (climate change)	City of Mississauga	Feb 14.22	Air Quality report	Table 25	oTable 25 displays the projected changes in CO2 emissions rate (g/VMT) between 2021 - 2041 – is it possible this table is supposed to display absolute emissions as opposed to the emissions rate? Right now, the table seems to be implying that over the next 20 years, there will be increased carbon emissions per vehicle mile travelled – which likely isn't the case, since the introduction of more fuel efficient vehicles, EVs, and hybrid cars/buses/trucks will likely decrease this rate.		SLR	Fixed in report, unit indeed should be absolute emissions.	1	
136	Hana Lapp (climate change)	City of Mississauga	Feb 14.22	Air Quality report	Table 26	Table 26 - The first row is reporting the numbers from table 25 as absolute emissions (e.g. tonnes/year) – could this be an error? (see comment above)		SLR	Fixed in report, unit indeed should be absolute emissions.	1	
137	Hana Lapp (climate change)	City of Mississauga	Feb 14.22	Part A EPR	Overall	Is 2021 the correct baseline for a pre-build baseline? There are likely changes to the number of cars on the road due to COVID – would 2019 be a preferable baseline?. If not, perhaps a rationale as to why 2021 was selected.		Andrew Shea	The traffic data applied in the analysis reflects pre-covid volumes as a baseline, modified to reflect a 2021 baseline more representative of typical conditions.	4	
138	Hana Lapp (climate change)	City of Mississauga	Feb 14.22	Part A EPR	Overall	Is it possible to display vkt (vehicle kilometres travelled) instead of vmt (vehicle miles travelled)? Just to remain consistent with the metric system.		Andrew Shea	Updated in report to VKT.	1	
139	Varghese George (real estate)	City of Mississauga	Feb 14.22	Part A EPR	Overall	Hi Gino, We have reviewed the document and have no comments to make			No response needed	1	

140	Bruno DiMichele (street lighting)	City of Mississauga	Feb 14.22	Part A EPR	Under 5.2 Design Criteria, 5. –	The CoM Street Lighting unit wants to ensure that all designs are reviewed by us to ensure all illumination levels are achieved in accordance to RP-8-18		Andrew Shea	The illumination concept is represented in the typical cross-section illustrated in Figure 6-11. Illumination will be combined with hydro poles where feasible, to be confirmed in the preliminary design phase of the project. The design criteria for the roadway recommend design of illumination to follow ANSI/IES RP-8-18: Recommended Practice For Design And Maintenance Of Roadway And Parking Facility Lighting	4
141	Bruno DiMichele (street lighting)	City of Mississauga	Feb 14.22	Part A EPR	Under 6.9 Utilities Municipal Services,	CoM Street Lighting has concerns with the relocation of hydro poles that have street lights attached. Street light designs must be looked at regarding the relocation of poles.		Andrew Shea	The development of the conceptual illumination plan and hydro pole relocation will be completed in the preliminary design phase of the project. The specific hydro pole relocation plan will be developed by Alectra during the detailed design phase of the project, at which time illumination infrastructure will be confirmed.	4
142	Sidharth Ahuja (sustainable transportation)	Peel Region	Feb 15. 22	Part A Roll Plan		Dixie crosses Lakeshore at-grade, request that the consultant provide turning templates to review rationale for proposed intersection geometrics;		Andrew Shea	AutoTURN turning templates to be provided.	1
143	Sidharth Ahuja (sustainable transportation)	Peel Region	Feb 15. 22	Part A Roll Plan		it appears an outdated aerial image is being used, as Dixie has an existing on-street buffered bike lane on the east and west sides		Andrew Shea	Noted. The most recent aerial photo available is used for the base image, but it should be noted that the aerial photo is used for illustration purposes only; the preliminary design is based on the surveyed base map for the study area.	4
144	Sidharth Ahuja (sustainable transportation)	Peel Region	Feb 15. 22	Part A Roll Plan		The addition of a north-south crossside(s) would improve cyclist connectivity		Andrew Shea	North-south crossrides have been added to the preliminary design plan.	1
145	Sidharth Ahuja (sustainable transportation)	Peel Region	Feb 15. 22	Part A EPR	p8	suggest mentioning infrastructure plans identified in the Region's Sustainable Transportation Strategy (re: existing bike lanes along Dixie)		Brit	Added paragraph re:bike lanes into section 2.1	1
146	Sidharth Ahuja (sustainable transportation)	Peel Region	Feb 15. 22	Part A EPR	4.8.2 cycling p50	Suggest including reference to existing bike lanes on Dixie under 4.8.2 Cycling		Andrew Shea	Dixie Road cycling facilities have been added to Section 4.8, and potential impacts/migation measures added to Section 6.8.	1
147	Sidharth Ahuja (sustainable transportation)	Peel Region	Feb 15. 22	Part A EPR	Table 5-2 p57	suggest including reference to OTM Book 18, 2021 version, under Table 5-2		Andrew Shea	OTM Book 18 is referenced in Table 5-2.	1
148	Sidharth Ahuja (sustainable transportation)	Peel Region	Feb 15. 22	Part A EPR	Section 5.2	the cross section seems to be missing splash pads for snow storage along the entire corridor		Andrew Shea	The cross-section meets City of Mississauga design criteria. No further changes are proposed.	4
149	Sidharth Ahuja (sustainable transportation)	Peel Region	Feb 15. 22	Part A EPR	Section 2.1.2	include in section 2.1.2 of the Region od Peel Vision Zero Road Safety Strategic Plan (2018-2022)		Brit	The Peel Vision Aero Road Safety Strategic Plan has been added to Section 2.1.2.	1
150	Sidharth Ahuja (sustainable transportation)	Peel Region	Feb 15. 22	Part A EPR	Overall	Include Road Safety Analysis in the EPR report		Andrew	Not an EA requirement and was not part of the Study's scope	4
151	Sidharth Ahuja (sustainable transportation)	Peel Region	Feb 15. 22	Part A EPR	Traffic signals	Prefer to have N & S crosswalk inside the intersection and crossside outside - so pedestrians don't have to cross bike paths going around the intersection and also reduce their walking distance.	*to consider realigning northside intersection	Andrew	Current configuration has been reviewed and approved by the City	4
152	Sidharth Ahuja (sustainable transportation)	Peel Region	Feb 15. 22	Part A EPR	Traffic signals	Prefer to have SB stopbar pushed back more than 1m.		Andrew	Current configuration has been reviewed and approved by the City	4
153	Sidharth Ahuja (sustainable transportation)	Peel Region	Feb 15. 22	Part A EPR	Traffic signals	Prefer to have a median on north-leg.	*to consider adding in median	Andrew	Current configuration has been reviewed and approved by the City	4
154	Sidharth Ahuja (sustainable transportation)	Peel Region	Feb 15. 22	Part A EPR	Traffic signals	Raised barriers at E-W median bullnose to protect pedestrian and signal poles - to meet Vision Zero requirements		Andrew	Noted. This will be considered in the detailed design phase of the project.	1
155	Sidharth Ahuja (sustainable transportation)	Peel Region	Feb 15. 22	Part A EPR	Infrastructure programming and studies	City of Mississauga staff are advised that there is currently one active Region of Peel (ROP) Transportation project currently under construction on Dixie Rd located at the railway underpass just north of Lakeshore Rd and construction is anticipated to be completed this year.		Andrew Shea	Noted. The anticipated implementation of the Lakeshore BRT project will not conflict with the current ROP project.	1
156	Sidharth Ahuja (sustainable transportation)	Peel Region	Feb 15. 22	Part A EPR	Infrastructure programming and studies	please note, Regional staff have also previously provided ROP stormwater inventory data located within the study limits for both the Dundas St and Lakeshore Rd projects.		Brit	The ROP stormwater inventory data was reviewed and informed the stormwater analysis for this project.	1
157	Sidharth Ahuja (sustainable transportation)	Peel Region	Feb 15. 22	Part A EPR	Stormwater management	City of Mississauga staff are advised that the Region stormwater infrastructure within the Dixie Road and Lakeshore intersection connecting to the Dixie Road stormwater infrastructure. Regional staff request that the City consider Regional Storm Design Criteria (sewer-design-update.pdf (peelregion.ca) for this SWM infrastructure.		Soheil	Noted. Will be included in the SWM report as detail design commitment.	1
158	Sidharth Ahuja (sustainable transportation)	Peel Region	Feb 15. 22	Part A EPR	Stormwater management	Regional staff would like the project team to ensure that the future SWM infrastructure at the intersection is designed in such a way that it has no negative impact to the Region's road and intersection drainage and the Region's criteria is followed.		Soheil	Noted. Will be included in the SWM report as detail design commitment.	1
159	Sidharth Ahuja (sustainable transportation)	Peel Region	Feb 15. 22	Part A EPR	Stormwater management	Currently there are no existing capacity concerns as per our model at this location. Future Scenario modelling/ design calculations to confirm or disregard any upsizing needs would be carried out and discussed with Regional staff further		Soheil	Noted. Will be included in the SWM report as detail design commitment.	1

160	Sidharth Ahuja (sustainable transportation)	Peel Region	Feb 15. 22	Part A EPR	Stormwater management	Future SWM infrastructure rehab/relocation and new infrastructure works must be aligned with the Region's SOGR Capital Plan for this location.		Soheil	Noted. Will be included in the SWM report as detail design commitment.	1	
161	Sidharth Ahuja (sustainable transportation)	Peel Region	Feb 15. 22	Part A EPR	Road operations	As per Region of Peel standard 5-1-3 splash pads should be a minimum of 1.0m in width to accommodate temporary snow storage during a winter event. Additional information will be needed on how the proposed changes will accommodate temporary snow storage, clearing and removal.		Andrew	The cross-section meets City of Mississauga design criteria. No further changes are proposed.	1	
162	Sidharth Ahuja (sustainable transportation)	Peel Region	Feb 15. 22	Part A EPR	Road operations	City staff are also advised that currently, a maintenance agreement between the Region and City of Mississauga is under review. Once finalized, City of Mississauga will perform all maintenance works on Dixie Road between QEW and Lakeshore.		Brit	Noted. No changes required.	1	
163	Sidharth Ahuja (sustainable transportation)	Peel Region	Feb 15. 22	Part A EPR	Roads Design and Construction	The project team is advised that there is an MTO project currently underway at QEW & Dixie Road. The construction project is scheduled for 2022 to 2026 (5-year construction project) and Regional staff encourage the City to coordinate traffic management plans with the MTO.		Brit	Noted. The future coordination of traffic management plans will be included as a commitment to future work.	1	
164	Sidharth Ahuja (sustainable transportation)	Peel Region	Feb 15. 22	Part A EPR	Public Health	The BRT has an opportunity to connect the exiting community and the future anticipated growth from the Lakeview Inspiration development, with the surrounding community. Therefore, it must be designed to protect vulnerable road users, including pedestrians and cyclists of all abilities, to ensure safety, accessibility and multi-modal connectivity within the area.		Brit	Noted. No changes required.	1	
165	Sidharth Ahuja (sustainable transportation)	Peel Region	Feb 15. 22	Part A EPR	Public Health	There may be opportunities to enhance the streetscaping along the pedestrian pathways, which can enhance usability. We look forward to reviewing Sections 4.8.6, 5.8 and 6.8.2 for further comment		Andrew	Noted. Sections 4.8.6, 5.8, and 6.8.2 will be included in the updated EPR.	1	
166	Sidharth Ahuja (sustainable transportation)	Peel Region	Feb 15. 22	Part A EPR	Public Health	The BRT Design Guide Criteria for the sidewalk width, multi use trail and cycling track standards can help to increase route options, dissipate vehicular traffic, and promote convenience for cyclists and pedestrians throughout the network.		Brit	Noted. No changes required.	1	closed
167	Sidharth Ahuja (sustainable transportation)	Peel Region	Feb 15. 22	Part A EPR	Public sector network	PSN has fibre optic cables of aerial and underground infrastructure along Lakeshore Rd E, from Cawthra Rd to Etobicoke Creek. <ul style="list-style-type: none"> PSN aerial cables along Lakeshore Rd East are attached to existing Alectra hydro poles and are shown to conflict with project's design and may require relocation. PSN underground infrastructure seems to be shown in the draft submission, labelled as FOC PEEL, and may require relocation. PSN has aerial and underground infrastructure at the regional intersection of Lakeshore and Dixie and may require relocation. We request for project to rebuild PSN in an underground joint use utility trench and interconnect the traffic controllers by Peel fibre to accommodate existing conditions and future smart city initiatives. Regional staff have attached PSN maps for the City's reference. 	*to be determined in detailed design, commitment in future works	Andrew	The PSN network is reflected in the composite utility plan, and impacts associated with the infrastructure are reflected in the preliminary utility conflict database. The City will continue to work with utility owners throughout the preliminary and detailed design phases of the project to ensure utilities are relocated in accordance with their requirements and in coordination with the City's proposed design.	4	
168	Sidharth Ahuja (sustainable transportation)	Peel Region	Feb 15. 22	Part A EPR	Section 4.9- Sanitary and Storm Sewers p54	Please add the following information regarding Peel Region's upcoming plans for installation of a new sewer line on Lakeshore Road East. <ul style="list-style-type: none"> The Region of Peel is planning to install a new sanitary sewer line along the centre line of Lakeshore Road East from West Avenue to Beechwood Avenue. The new sanitary sewer line will be a 375 mm diameter line installed by open cut from West Avenue to Aviation Road. From Aviation Road to Beechwood Avenue, the new sanitary sewer line will be a 600 mm line installed within a 1200 mm diameter microtunnel. The Region of Peel is currently undertaking a Municipal Class Environmental Assessment for this project. The construction of this new sanitary sewer line is planned for 2023, and the project team will continue to coordinate with the Region of Peel throughout detailed design. 		Andrew	A description of the proposed works have been added to Section 4.9.	1	
169	Sidharth Ahuja (sustainable transportation)	Peel Region	Feb 15. 22	Part A EPR	Appendix K- Utility conflict plan	Given the two current project schedules (Peel Region Lakeshore Road Sanitary Line construction starting in 2023, Mississauga BRT utility relocations starting in 2024), the new pipeline in Lakeshore should be treated as a planned existing condition. It should be built by the time the Mississauga BRT utility relocations begin. To facilitate accurate planning for utility relocations, please add the proposed Peel Region sanitary line on Lakeshore Road East to the Utility Conflict Plan. Regional staff have attached a marked up plan showing the alignment.		Andrew	Noted. The proposed works have been incorporated to the utility plan in the revised draft EPR.	1	
170	Street lighting- Zeljko	City of Mississauga	Mar 22. 22	Part A EPR	1.4 Environmental Assessment Process	What is EPR		Brit	Addressed in EPR	1	
171	Street lighting- Zeljko	City of Mississauga	Mar 22. 22	Part A EPR	2.1.3 Municipal Policies	are these roads in the study corridor?		Andrew	Addressed in EPR	1	
172	Street lighting- Zeljko	City of Mississauga	Mar 22. 22	Part A EPR	Table 4-9: geomorphic filed assessment	consider these comments when designing the culvert			Noted	1	

173	Street lighting- Zeljko	City of Mississauga	Mar 22. 22	Part A EPR	4.1.12 hydraulic assessment of transve	Aecom reports discuss hydraulic modelling		Soheil	The report refers to the two unregulated drainage culverts, for which there isn't an existing hydraulic model. We have used the existing hydraulic models for Applewood Creek and Serson Creek for the hydraulic assessment of these two regulated crossings.	4
174	Street lighting- Zeljko	City of Mississauga	Mar 22. 22	Part A EPR	4.5 environmental site assessment	what about testing, i.e. geotechnical report		Brit	The Phase 1 Environmental Site Assessment informed the scope of geotechnical investigations being undertaken by the City, and the results of which will be reflected in the detailed design phase.	4
175	Street lighting- Zeljko	City of Mississauga	Mar 22. 22	Part A EPR	Figure 4-5: limited phase 1 ESA (1 of 3)	what about the contamination level within ROW?	2022.04.27	Matrix	The Phase One ESA did not identify any areas of potential environmental concerns on the right of way with the exception of recorded spill incidents. The actual testing of potential contamination will be carried out in the right of way during the environmental/geotechnical investigation.	4
176	Street lighting- Zeljko	City of Mississauga	Mar 22. 22	Part A EPR	4.7.3 Noise and vibration	is this correct statement?		SLR	The highlighted text is 100% true. If the sound levels, with the undertaking, are less than an absolute sound level of 65 dBA the MTO Environmental Guide for Noise and the old MTO/MECP Noise Protocol have identical impact and noise mitigation requirements. It is only the noise level, with the project, is greater than 65 dBA that the Noise Guide requires the consideration of noise mitigation because of the very loud sound levels.	4
177	Street lighting- Zeljko	City of Mississauga	Mar 22. 22	Part A EPR	4.9 Utilities and municipal services	what about streetlighting?		Andrew	Existing illumination infrastructure is discussed in Section 4.8.6, with proposed conceptual illumination scheme presented in Section 5.8, and impacts discussed in Section 6.8.3.	1
178	Street lighting- Zeljko	City of Mississauga	Mar 22. 22	Part A EPR	4.9 Utilities and municipal services	What about sanitary trunk sewer, which crosses the Applewood Creek via a separate structure abutting to the roadway culvert		Andrew	added in the EPR	1
179	Street lighting- Zeljko	City of Mississauga	Mar 22. 22	Part A EPR	6.1 Natural Environment	not mentioning 1500 sanitary sewer encased and part of the culvert, south side		Andrew	added in the EPR	1
180	Street lighting- Zeljko	City of Mississauga	Mar 22. 22	Part A EPR	6.1 Natural Environment	Soil: How removal, storage and contaminate soil will be addressed?		Brit	Please refer to section 6.5- Environmental Site Assessment- "A soils and excavated materials management plan will be developed to define the handling, management, and disposal of materials excavated a spart of the project"	4
181	Street lighting- Zeljko	City of Mississauga	Mar 22. 22	Part A EPR	6.3 Fluvial geomorphology	Review: Class Environmental Assessment Culvert and Creek Improvements on Lakeshore Road East over Applewood Creek prepared by Aecom		Matrix		
182	Street lighting- Zeljko	City of Mississauga	Mar 22. 22	Part A EPR	6.3 Fluvial geomorphology	Review: Class Environmental Assessment Culvert and Creek Improvements on Lakeshore Road East over Serson Creek		Matrix		
183	Street lighting- Zeljko	City of Mississauga	Mar 22. 22	Part A EPR	6.5 Environmental Site Assessment	what about testing within ROW, and geotechnical report	2022.04.27	matrix	The Phase One ESA did not identify any areas of potential environmental concerns on the right of way with the exception of recorded spill incidents. The actual testing of potential contamination will be carried out in the right of way during the environmental/geotechnical investigation.	4
184	Urban design- Kate Allan	City of Mississauga	Mar 22. 22	General		1.Proposed street tree locations and species to be approved by Urban Forestry.		brit	Add as commitment in next steps. 8.2.5 Landscpaing and Utilities	1
185	Urban design- Kate Allan	City of Mississauga	Mar 22. 22	General		2.Coordinate proposed tree location with street lights, site furnishings, transit facilities and above/below grade utilities.		brit	Add as commitment in next steps. 8.2.5 Landscpaing and Utilities	1
186	Urban design- Kate Allan	City of Mississauga	Mar 22. 22	General		3.Is there a utility location plan that shows the above grade utility locations such as the hydro pole and overhead wire locations? The location and setback of tree requirements is critical to determine the future location of future trees.		Brit	Utility relocation plan is in development and will be coordinated with the landscaping plan	4
187	Urban design- Kate Allan	City of Mississauga	Mar 22. 22	Part A EPR	4.2 Tree inventory results pg 31	Inventory does not include size or condition A total of 298 trees were collected within the Lakeshore Road East ROW on both the south and north sides of Lakeshore Road (Table 4-7). This includes 18 different genus and 30 different species. They range in size from 8 to 120 cm DBH, and the dripline ranges from 1 to 9 m.		Brit	Information on size and condition included in Appx B of Arborist report	4
188	Urban design- Kate Allan	City of Mississauga	Mar 22. 22	Part A EPR	5.2 Design criteria	Minimum planting zone does not consider setback requirements to utilities and infrastructures. Soil cell installation requires more setbacks than trees in sod as well as drainage connections.		Andrew	Per discussions with the City, the design has been updated to include trees in soil cells (as opposed to sod), in the boulevards, with appropriate setbacks to utilities. The specific locations of plantings and utility relocations will be determined in the detailed design phase of the project, but a conceptual cross-section illustrating the design concept is presented in Section 5.8 of the EPR.	4
189	Urban design- Kate Allan	City of Mississauga	Mar 22. 22	Part A EPR	5.9 Utilities and Municipal Services	Will relocation of utilities and infrastructure be considered to retain ex trees or to provide viable locations for future street trees?		Brit	As part of the Utility relocation plan, opportunities to provide for street trees will be assessed	4
190	Urban design- Kate Allan	City of Mississauga	Mar 22. 22	Part A EPR	6.2 Tree inventory	The Tree Survey and Preservation Plan shall be completed by a certified arborist. "Arborist" means a person with a diploma or degree involving arboriculture from an accredited college or university, a Registered Professional Forester, an accredited Certified Arborist under the International Society of Arboriculture or with a demonstrated history of tree preservation experience or a Registered Consulting Arborist with the American Society of Consulting Arborists.		brit	Tree Survey complete and included in Appx B of EPR (by a certified arborist) Preservation Plan is currently underway	4

191	Urban design- Kate Allan	City of Mississauga	Mar 22. 22	Part A EPR	6.2 Tree inventory	The Plan should identify all trees (over XXmm dbh) on-site and immediately adjacent to the site (within 5m/10m of the property line) and identify on the plan which trees are to be preserved, removed or transplanted, with tree condition and canopy sizes accurately illustrated. An Arborist Report may also be required at the detailed design stage which outlines tree preservation guidelines including Tree Protection Zones, Soil Compaction Mitigation, Crown Elevation and Surface Treatments.		Noted		1	closed
192	Urban design- Kate Allan	City of Mississauga	Mar 22. 22	Part A EPR	6.2 Tree inventory	Tree to be retained locations and required hoarding are to be included on the Site and Grading Plans. All existing trees must be accurately located and shown on the Site Plan with their accurate canopies and identified as to their size and species with an indication as to whether they are to be retained or removed. Spot elevations are to be provided at the base of all existing trees to be preserved adjacent the construction area.		Noted		1	closed
193	Urban design- Kate Allan	City of Mississauga	Mar 22. 22	Part A EPR	6.2 Tree inventory	Construction Impacts – Hoarding details to meet or exceed the city standard hoarding details and installed hoarding to be approved by appropriate city staff prior to and during construction. Updated arborist reports will be required during the design stage		Brit	Add as commitment in next steps. 8.2.5 Landscaping and Utilities	1	
194	Urban design- Kate Allan	City of Mississauga	Mar 22. 22	Part A EPR	7.7.3 Utility Owners	Appendix L.4 Meeting minutes for Utility Owners is missing.		brit	Last page of Appx L.4 has the meeting minutes	4	
195	Urban design- Kate Allan	City of Mississauga	Mar 22. 22	Part A EPR	8.1.2 Environmental approvals	Tree Inventory and Preservation Plan including an arborist report to be provided to City staff for review and approval. A City of Mississauga Tree Removal Permit and Tree Removal Application is required for removal of any municipal trees.		Brit	The tree inventory and arborist report was included in the draft EPR for review. Requirement for the Tree Removal Permit and Tree Removal Application added to permits & approvals section.	4	
196	Forestry- Monika Kokoszka	City of Mississauga	Mar 22. 22	Part A EPR	2.1 Relevant policies	LTS reads: 2009 strategic plan had a key pillar of a transit oriented City. The 2009 Strategic Plan also had a key pillar "Green" which focuses on environmental and natural features. Lakeshore Connecting Communities Master Plan -Enhance main street feature, what are these features? Are trees considered a main street feature?		Brit	Added in a section on "Green" pillar in Section 2.1 The 2019 Lakeshore TMP lists enhance Main St features as: -maximizing pedestrian facilities (e.g., width of sidewalks, number of street trees, space for street furniture, lighting, and wayfinding)	4	
197	Forestry- Monika Kokoszka	City of Mississauga	Mar 22. 22	Part A EPR	Figure 3-3: recommended cross-section	the proposed tree corridors are not feasible within the existing City ROW. The image should illustrate clearly, what is achievable today, and what the ultimate condition may be if additional land is acquired in the future. This cross section is misleading when being shared with the public as it sets an expectation that boulevard trees will be possible on both sides of the street.	*supplement cross-section with text	Brit	Added text to clarify the cross-section in Section 3: Seeing that the Right of Way within Segment 7 varies between 26m and 44.5m, the boulevard space available for trees and utilities also varies throughout the Segment. Subsequently Figure 3 3 serves as a sample cross-section and does not represent the whole of Segment 7.	4	
198	Forestry- Monika Kokoszka	City of Mississauga	Mar 22. 22	Part A EPR	4.2 Tree Inventory	Methodology says 10cm and above. The City's requirement is 6cm and above for municipal trees. The City plants trees at 60-70cm and those need to be captured by the inventory.		Brit	The RFP given by the City stated trees 10cm DBH and above to be inventoried. Pages 47, 72, and 100 re:detailed tree inventory	4	
199	Forestry- Monika Kokoszka	City of Mississauga	Mar 22. 22	Part A EPR	Table 6-12: impacts assessment summ	Trees – Mitigation Suggestion – identify replanting opportunities, and outlining tree protection measures for those identified to be preserved		Brit	The RFP given by the City stated trees 10cm DBH and above to be inventoried. Pages 47, 72, and 100 re:detailed tree inventory	4	
200	Forestry- Monika Kokoszka	City of Mississauga	Mar 22. 22	Part A EPR	Table 6-12: impacts assessment summ	Active transportation, Potential Impact to add – conflict with the tree corridor. Displacing existing tree corridor with the introduction of additional hard surfaces. Mitigation suggestion – limit AT corridors to the min requirements needed to achieve required connections. Identify replanting opportunities			The objective of this project is to balance all modes of transportation and improve the pedestrian/cyclist environment. Designing for the minimum requirements will not achieve the desired outcome of an enhanced Active Transportation experience. However, opportunities for landscaping/tree preservation will be explored at localized areas, especially in areas where the sidewalk and cycle track are immediately adjacent to each other (in these instances, minimum requirements may be applied).	4	
201	Parks planning- Jane Darragh	City of Mississauga	Mar 22. 22	General		As you may be aware, CHL1 includes the Small Arms Building as well as the TRCA lands at 1352 Lakeshore Road E. The Waterfront Parks Strategy Refresh includes recommendations for a future Gateway Park on the TRCA lands which is currently scheduled for design and construction in 2026 -2028. This project may also extend west to the lands identified as CHL2, the heritage designated Firing Range, which is adjacent to the Waterfront Trail.		Brit	Comment noted. No actions needed	1	closed
202	Parks planning- Jane Darragh	City of Mississauga	Mar 22. 22	General		Park Planning is therefore interested in learning more about the implementation of the BRT and the improvements to the ROW that will impact the future park lands and the Waterfront Trail (including the section from Hydro Road to Fergus Ave.).		Brit	Roll plan can be shared with Parks planning detailing corridor improvements, additional meeting on the RoW can also be arranged if needed	4	
203	Parks planning- Jane Darragh	City of Mississauga	Mar 22. 22	General		There is also reference (BHR2) to a Provincial plaque about the former aerodrome, located at the southeast corner of Lakeshore and Hydro.		Brit	Noted. The impacts to the Plaque are addressed in this report.	1	

EPR Revision 02 Agency Comments and Responses

ID	Name	Company / Address	Email	Date Received (YYYY.MM.DD)	Received By	Name of Report	Section and Page #	Comment / Request	Response Date (YYYY.MM.DD)	Response By	Response / Action	Action (1- Accepted, 2-Pending, 3-Rejected, 4-Clarified)	Status (internal)
1	Jakub Killis	CVC	Kilis, Jakub <Jakub.Kilis@cvc.ca>	2022.06.30	Brit Zhang	Drainage & SWM Report (Apr 11 version)	N/A	General 1.Please note that this review pertains only to the updated Drainage and SWM report and our previous outstanding comments which are not noted below remain outstanding.	2022.07.05	Brit	Noted. Previous comments responses and sent with EPR Rev02 in a comment tracker	4	closed
2	Jakub Killis	CVC	Kilis, Jakub <Jakub.Kilis@cvc.ca>	2022.06.30	Brit Zhang	Drainage & SWM Report (Apr 11 version)	N/A	2.We have recently received an updated submission to the EPR including Appendices. Please confirm if the newly submitted Drainage and SWM report is the same as the report we just reviewed.	2022.07.05	Brit	Confirm it's the same one	4	closed
3	Jakub Killis	CVC	Kilis, Jakub <Jakub.Kilis@cvc.ca>	2022.06.30	Brit Zhang	Drainage & SWM Report (Apr 11 version)	N/A	3.In our previous comments we asked for clarification if the existing roadway is to be widened (i.e., widening parallel to the direction of flow). If so, are there any proposed works on the existing bridge structure and abutments? June 2022 update to our comment: Through a second review of the provided drainage plan drawings, it has been confirmed that the existing roadway is to be widened at the crossing locations of both Applewood Creek and Serson Creek. Aside from the proposed culvert extension, please confirm the additional work proposed for the bridge structure, if any?	2022. 10.20	Andrew	Section 6.3 - Fluvial Geomorphology discusses proposed works associated with the culvert extension. "To provide space for flow dissipation, it is recommended that the outlet pool be reconstructed downstream of the culvert extension. This will require grading of the channel banks and local tree removal, and confirmation of grading limits along the west bank which requires a stable slope setback. The cobble-lined channel which backwaters and provides grade control to the outlet pool should also be replicated to maintain existing channel processes through the culvert and upstream. The specific channel restoration lengths and areas recommended above are to be confirmed at the detailed design stage. Any channel tie in works should be coordinated with the Lakeview Village development to ensure the future culvert extension is tied into the Lakeview Village proposed channel improvements."	4	
4	Jakub Killis	CVC	Kilis, Jakub <Jakub.Kilis@cvc.ca>	2022.06.30	Brit Zhang	Drainage & SWM Report (Apr 11 version)		4.It was noted that there is an existing 1600 mm trunk sanitary sewer in the footprint of the Serson Creek box culvert extension. The recommendation was made to relocate this portion of the trunk sewer. Will the realignment work of this trunk sewer be included as part of this EA study? If so, detailed construction drawing, and work plans will need to be provided.	2022.07.06	Soheil	The recommended sewer relocation will not be a part of this EA study. Details regarding the relocation will be prepared as part of the detailed design study.	4	
5	Jakub Killis	CVC	Kilis, Jakub <Jakub.Kilis@cvc.ca>	2022.06.30	Brit Zhang	Drainage & SWM Report (Apr 11 version)		5.Please include all BMP/LID features on detailed design drawings with cross-sections.	2022.07.06	Soheil	LID features locations are shown on the Drainage Plans in Appendix A. LID features conceptual design is included in Appendix C. Preliminary design drawings (cross-sections) will include the LID features. Detailed design drawings of the the BMP/LID features will be provided at the detailed design stage.	4	
6	Jakub Killis	CVC	Kilis, Jakub <Jakub.Kilis@cvc.ca>	2022.06.30	Brit Zhang	Drainage & SWM Report (Apr 11 version)		6.Please summarize quantities of any additional fill introduced to the channel geometry for both Serson and Applewood Creek for the culvert extension works.			this information will be available upon the completion of the Erosion and Sediment Control Plan at the detailed design phase	4	
7	Jakub Killis	CVC	Kilis, Jakub <Jakub.Kilis@cvc.ca>	2022.06.30	Brit Zhang	Drainage & SWM Report (Apr 11 version)		7.The proponent should not be using the word "negligible" in this statement. "The increase in the pavement area as a result of the corridor improvements is negligible in comparison to the large external drainage areas contributing to the watercourse crossing location." If the increase in impervious cover was negligible, this would not be part of the CA's SWM criteria.	2022.07.06	Soheil	The word 'negligible' refers to the pavement area increase compared to the total catchment area at the watercourse, which is expected to have no impact on the design flows at the crossing. The increase in pavement area is not considered 'negligible' for the purpose of stormwater management, were CVC criteria is applicable. The word will be replaced with "very small".	1	
8	Jakub Killis	CVC	Kilis, Jakub <Jakub.Kilis@cvc.ca>	2022.06.30	Brit Zhang	Drainage & SWM Report (Apr 11 version)		8.Model output tables have been provided as part of Appendix B of the SWM report, however, no model has been provided as part of the partial submission. CVC requires a digital copy of both the modified Serson Creek and Applewood Creek HEC-RAS models. Section 3.2.1 was a new addition to the SWM report; however, it does not highlight any changes to model parameters (Mannings n, entrance/exit coefficients for the modified culverts, flow regimes.	2022.07.06	Soheil	Digital copies of the HEC-RAS models will be provided.	1	
9	Jakub Killis	CVC	Kilis, Jakub <Jakub.Kilis@cvc.ca>	2022.06.30	Brit Zhang	Drainage & SWM Report (Apr 11 version)		9.Based on the HEC-RAS model output for Serson Creek, there are significant increases to flow velocity (>= 0.5 m/s) between the updated existing conditions and proposed conditions for river stations 11096.43 and 11094.38 for the 50-yr, 100-yr, and regional storm runs. Please comment on how the increase in flow velocity will impact erosion hazard at these locations.	2022.07.06	Soheil	Design of erosion measures for increased velocities should be completed in the detailed design stage. This is added as a recommendation in Section 3.2.1.	1	
10	Jakub Killis	CVC	Kilis, Jakub <Jakub.Kilis@cvc.ca>	2022.06.30	Brit Zhang	Drainage & SWM Report (Apr 11 version)		10.Please provide existing and proposed floodlines on the Serson Creek and Applewood Creek culvert crossing design drawings.	2022.07.06	Soheil	Existing and proposed floodlines will be provided on the design drawings.	4	

11	Kelsey Hinsperger	Peel Region	Hinsperger, Kelsey <Kelsey.Hinsperger@peelregion.ca>	2022.07.16	Brit Zhang	EPR Rev02		This is more of an FYI than a comment on the BRT report, but Peel received the attached plan from Rogers via a PUCB circulation regarding a proposed fiber optic line installation by Rogers at Lakeshore and Cawthra Road. It may help the BRT project to add this to the utility conflict plan. No other comments from our team. Thanks!			Noted	1	closed
12	Stephane Malo	Missauga Fire Dep	Stephane Malo <Stephane.Malo@mississauga.ca>	2022.07.19	Brit Zhang	EPR Rev02		Hello Brittany, No additional comments to add to the Tuesday, February 8, 2022 reply. Thank you for the opportunity to comment on this project. Regards,			Noted	1	closed
13	Heather Watts	MMAH	Watt, Heather (MMAH) <Heather.Watt@maha.com>	2022.07.22	Brit Zhang	EPR Rev02		Hi Brittany, Thanks for circulating us on the study. Regarding section 2.1.2 of the report outlining details of Peel Region's Official Plan, I would note that on April 28, 2022, Regional Council adopted the new Peel Regional Official Plan. The Region has forwarded the OP to the Ministry for approval. You may want to consider whether revisions will be needed to section 2.1.2 of the study to reflect the Region's OP policies, once a decision has been made. Please follow up with Jennifer Le and Anson Chan (copied here) if you have questions. Thanks Heather		Brit	noted	1	closed
14	Joshua Bassett	City of Toronto	Joshua Bassett <Joshua.Bassett@toronto.ca>	2022.07.22	Brit Zhang	EPR Rev02		No BRT infrastructure is proposed for Toronto here. Please clarify? The route that is proposed to operate in our jurisdiction is a very small section in mixed traffic. Do you mean routes operated by the TTC that extend into Peel Region using this infrastructure? Additional Bays at Long Branch? Traffic Signal upgrades?		Andrew	No additional infrastructure is proposed in the City of Toronto as a result of this study. The City of Mississauga is committed to working with the City of Toronto in the detailed design phase to confirm any additional infrastructure requirements.	4	
15	Brian Parkes	Peel Region EMS	Parkes, Brian <brian.parkes@peelregion.ca>	2022.07.25	Brit Zhang	EPR Rev02		Good Morning Brittany, I have no additional comments at this time. Regards			Noted	1	closed
16	Paula Wubbenhorst	City of Mississauga (Heritage)		2022.07.25	Brit Zhang	EPR Rev02	page 50, 4.6.1, 2nd paragraph	Remove repeated word "project"		Brit	Removed	1	
17	Robert Ruggiero	City of Mississauga (Planning)		2022.07.25	Brit Zhang	EPR Rev02	Appendix J- Draft Roll Plan	958-960 East Ave is approved 7 storey residential building, not proposed. It's in yellow, which is not identified on the legend. It's inconsistent with other approved developments on the corridor.		Andrew	Wording re: 958-960 East Avenue updated from "proposed" to "approved".	1	
18	Robert Ruggiero	City of Mississauga (Planning)		2022.07.25	Brit Zhang	EPR Rev02	Appendix J- Draft Roll Plan	Proposed applications not identified on map: 1041 Lakeshore Rd E, 1407 Lakeshore Rd E, and 1303 Lakeshore Rd E. Check planning info hub for map of active applications: https://mississauga.maps.arcgis.com/apps/MapSeries/index.html?appid=2103d1a57cf044a3ab801950bc174686&entry=3		Andrew	Plans to be updated to indicate additional proposed applications.	1	
19	Robert Ruggiero	City of Mississauga (Planning)		2022.07.25	Brit Zhang	EPR Rev02	Appendix J- Draft Roll Plan	Inconsistent depiction of proposed developments: ie some		Andrew	Text revised to clarify	1	
20	Jacqueline Elias	MiWay		2022.07.25	Brit Zhang	EPR Rev02	P.5. ES 5. Project Description	preferred		Brit	Addresssd	1	
21	Jacqueline Elias	MiWay		2022.07.25	Brit Zhang	EPR Rev02	P.5. ES 5. Project Description	preferred		Brit	Addresssd	1	
22	Jacqueline Elias	MiWay		2022.07.25	Brit Zhang	EPR Rev02	P.6. Figure ES-4 Configuration 2- Constr	The correct standard to be referenced is Standard Drawing No. 2240.083 Raised Cycle Track at Nearside & Farside Bus Stops - Constrained. Understanding the shelter will be placed behind the sidewalk, both standards can be referenced here with the text provided for the shelter placement behind the sidewalk as it was an agreed deviation from Standard Drawing No. 2240.083.		Brit/Andrew	Reference updated.	1	
23	Jacqueline Elias	MiWay		2022.07.25	Brit Zhang	EPR Rev02	P.6 Active Transportation	what facilities are being referred to here that are separated by 3.4m? Should this be revised to "On the south side of Lakeshore, the roadway and cycle track are separated...."?		Andrew	Text revised to clarify	1	
24	Jacqueline Elias	MiWay		2022.07.25	Brit Zhang	EPR Rev02	P.6 Table ES-1: summary of local stop lay	Can this be changed to future position and updated to reflect the roll plan since we are noting the future configuration? If not, can a foot note be added noting this is the existing position not necessarily the future position.		Brit	added footnote	1	
25	Jacqueline Elias	MiWay		2022.07.25	Brit Zhang	EPR Rev02	Sec 2.1.3. MiWay 5-transit service plan	Add MiWay Infrastructure growth plan. - To provide comprehensive barrier-free transit infrastructure that enhances the customer experience, attracts new passengers, and strengthens the connection between land use and transit.		Brit	added	1	
26	Jacqueline Elias	MiWay		2022.07.25	Brit Zhang	EPR Rev02	P.25. Figure 3-3: recommended cross-sec	Mid-block		Brit	Revised	1	
27	Jacqueline Elias	MiWay		2022.07.25	Brit Zhang	EPR Rev02	Overall	Replace all "line" with "Route" when discussion MiWay service		brit	Revised	1	

28	Jacqueline Elias	MiWay		2022.07.25	Brit Zhang	EPR Rev02	Sec 5.3.1 Routing	is this the name of the development or a defined term? Recommend "the 70 Mississauga development"		brit	Revised		1
29	Jacqueline Elias	MiWay		2022.07.25	Brit Zhang	EPR Rev02	Sec 5.3.1 Routing	Hub implies significant route or modal connections. This location is not even a terminus point If express service is implemented, MiWay service, local and express, is planned to operate on Lakeshore Road from the east to the west end and may provide service to the 70 Mississauga development. The 70 Mississauga development is not a determining factor.		Andrew	Text revised to clarify		1
30	Jacqueline Elias	MiWay		2022.07.25	Brit Zhang	EPR Rev02	Sec 5.3.1 Routing	70 Mississauga is not currently being considered for a terminus point		brit	Revised		1
31	Jacqueline Elias	MiWay		2022.07.25	Brit Zhang	EPR Rev02	Table 5-3: Roadway design criteria	would vary depending on distance from landing pad to sidewalk Also sidewalk links may be required even if there is no shelter		Andrew	Noted. The bus stops proposed in this section include shelters and sidewalk links		4
32	Jacqueline Elias	MiWay		2022.07.25	Brit Zhang	EPR Rev02	Sec 5.3.1 Routing	express service Please replace where BRT is used in reference to express service.		brit	Revised		1
33	Jacqueline Elias	MiWay		2022.07.25	Brit Zhang	EPR Rev02	table 5-5: local service stops	to be consistent with table 5-4, can this be changed to the proposed location? Revise column entries accordingly.		brit	Revised		1
34	Jacqueline Elias	MiWay		2022.07.25	Brit Zhang	EPR Rev02	table 5-5: local service stops	Stop to stay mid-block/farside due to Route 5 routing.		brit	Revised		1
35	Jacqueline Elias	MiWay		2022.07.25	Brit Zhang	EPR Rev02	table 5-4: Proposed express service stops	Footnote missing? MiWay memo states nearside stops at Shaw Dr		brit	Revised		1
36	Jacqueline Elias	MiWay		2022.07.25	Brit Zhang	EPR Rev02	Sec 5.6.2 Local transit stops	Preferred		brit	Revised		1
37	Jacqueline Elias	MiWay		2022.07.25	Brit Zhang	EPR Rev02	Figure 5-4: configuration 2 - constrained s	The correct standard to be referenced is Standard Drawing No. 2240.083 Raised Cycle Track at Nearside & Farside Bus Stops - Constrained. Understanding the shelter will be placed behind the sidewalk, both standards can be referenced here with the text provided for the shelter placement behind the sidewalk as it was an agreed deviation from Standard Drawing No. 2240.083.		Andrew	Text revised to clarify		1
38	Jacqueline Elias	MiWay		2022.07.25	Brit Zhang	EPR Rev02	Figure 5-3: configuration 1 - desirable stop	Preferred		brit	Revised		1
39	Jacqueline Elias	MiWay		2022.07.25	Brit Zhang	EPR Rev02	Table 5-7: summary of local stop layouts	Same comment as #24		brit	Revised		1
40	Jacqueline Elias	MiWay		2022.07.25	Brit Zhang	EPR Rev02	Figure 5-7: conceptual streetscape/landsc	Mid-block		brit	Revised		1
41	Jacqueline Elias	MiWay		2022.07.25	Brit Zhang	EPR Rev02	Sec 6.12.4 Effects of climate change on th	BRT platforms, local transit stops		brit	Revised		1
42	Jacqueline Elias	MiWay		2022.07.25	Brit Zhang	EPR Rev02	Figure 6-16: preferred right of way alternat	Mid-block cross-section		brit	Revised		1
43	Scott Sorensen	City of Mississauga (SWM)		2022.07.25	Brit Zhang	Drainage & SWM Report (Apr 11 version)	General	1.Has the BRT team allocated a portion of the overall project budget towards storm infrastructure additions & modifications that is commensurate with the proposed infrastructure impacts (i.e. catch basin relocations, storm sewer relocations, storm sewer upsizing that may be required to accommodate the additional 2.52 ha of impervious area, and replacing ditches with storm sewers per Section 3.1.1)?		Andrew	The preliminary design cost estimate will include an allowance for all proposed stormwater management elements.		4
44	Thomas Nightingale	City of Mississauga (SWM)		2022.07.25	Brit Zhang	Drainage & SWM Report (Apr 11 version)	General	2.In contrast to the Dundas BRT preliminary design, the Lakeshore BRT design team has not completed an existing conditions storm sewer hydraulic capacity analysis. As such, it is unclear at this time whether the project team will be proposing storm sewer upsizing (i.e. replacements). In a manner similar to the ongoing Dundas BRT 'Segment B' project, Stormwater Assets & Programming anticipates the need for storm sewer renewals based on condition/lifecycle assessment. Please confirm whether the consultant responsible for delivering detailed design will be expected to complete a storm		Soheil	Yes can confirm that it'll be done in detailed design		1
45	Thomas Nightingale	City of Mississauga (SWM)		2022.07.25	Brit Zhang	Drainage & SWM Report (Apr 11 version)	General	3.Further to no. 2, Storm Assets & Programming notes that the preliminary design team has left many design elements to be determined/resolved by the detail design team. Please confirm the scheduled start/onboarding date for detail design; Storm Assets would like to provide design guidance in support of – and at the onset of – the detailed design as doing so should provide greater 'harmonization' between what is proposed vs. what can realistically be funded/accepted by Storm Assets. When a start date is provided, Storm Assets will aim to provide said guidance to the project team accordingly.		Andrew	Noted. The commitment to engage City Storm Assets at the onset of detailed design will be included in the EPR.		1
46	Thomas Nightingale	City of Mississauga (SWM)		2022.07.25	Brit Zhang	Drainage & SWM Report (Apr 11 version)	2.4 – Existing Drainage Pattern. P.10	Review and revise wording in the 3rd sentence.		Soheil	Revised.		1
47	Thomas Nightingale	City of Mississauga (SWM)		2022.07.25	Brit Zhang	Drainage & SWM Report (Apr 11 version)	3.1 – Roadway Drainage System P.14	Review and revise wording in 5th sentence.		Soheil	Revised.		1
48	Thomas Nightingale	City of Mississauga (SWM)		2022.07.25	Brit Zhang	Drainage & SWM Report (Apr 11 version)	3.2.1 – Hydraulic Assessment of Proposed Transverse Crossings P.16	Section 3.2.1 indicates that floodline elevation increases for extending the culvert at the Serson Creek crossing are shown in Table 3-2. However they are not shown in this table. Please revise.		Soheil	Revised to Table 3-3.		1
49	Thomas Nightingale	City of Mississauga (SWM)		2022.07.25	Brit Zhang	Drainage & SWM Report (Apr 11 version)	4.4.2 – Online Storage Pipes P.21	Section 4.4.2 indicates that there is not enough space available in the Lakeshore Right-of-Way to provide sufficient quantity control storage to meet CVC criteria. Can you please advise if you explored other quantity control options other than online storage pipes? (e.g. storage in the boulevard areas). Would it be feasible to provide quantity storage in these areas?		Soheil	Meeting the CVC quantity control criteria of controlling the 100-yr post development flow to 2-yr pre-development level would require 4-6 times the amount of storage required to meet the post to pre. Refer to Tables 05, 05A, 06 and 06A in Appendix D. Online storage pipes are underground and would not require additional property. Other option would not be feasible to provide the additional storage.		4

50	Thomas Nightingale	City of Mississauga (SWM)		2022.07.25	Brit Zhang	Drainage & SWM Report (Apr 11 version)	5.0 – Conclusions P.24	Please reiterate that the proposed quantity controls do not achieve the CVC criteria for Applewood and Serson Creek. Please indicate that the proposed peak flows will be controlled to their existing levels.		Soheil	Revised.		1	
51	Thomas Nightingale	City of Mississauga (SWM)		2022.07.25	Brit Zhang	Drainage & SWM Report (Apr 11 version)	Appendix D - Table 02 P.42	Please review/ revise the 'Existing Drainage Areas' Column. Drainage Areas B-1, B-3 and B-5 seem to incorrectly show the 'Proposed drainage areas'.		Soheil	Revised.		1	
52	Thomas Nightingale	City of Mississauga (SWM)		2022.07.25	Brit Zhang	Drainage & SWM Report (Apr 11 version)	Appendix D - Table 02 P.42	Please review the calculations for (10-year) existing flow for Drainage Area B-4. Revise as needed.		Soheil	Revised.		1	
53	Thomas Nightingale	City of Mississauga (SWM)		2022.07.25	Brit Zhang	Drainage & SWM Report (Apr 11 version)	Appendix D - Table 03, Table 04 P.43-44	For Drainage Areas B1 and B2 – the 'Required Storage Summary' tables states "5-Year Proposed Conditions" and "5-Year Existing Flow". Please review/ revise if these should be 10-Year proposed conditions and 10-year existing flows.		Soheil	Revised.		1	
54	Thomas Nightingale	City of Mississauga (SWM)		2022.07.25	Brit Zhang	Drainage & SWM Report (Apr 11 version)	Appendix D - Table 03, Table 04 P.43-44	Please revise references from "Vaughan" to "Mississauga"		Soheil	Revised.		1	
55	Thomas Nightingale	City of Mississauga (SWM)		2022.07.25	Brit Zhang	Drainage & SWM Report (Apr 11 version)	Appendix D - Table 05, Table 05A, Table 06, Table 06A, Table 07 P.45	Please revise references from "Vaughan" to "Mississauga"		Soheil	Revised.		1	
56	Thomas Nightingale	City of Mississauga (SWM)		2022.07.25	Brit Zhang	Drainage & SWM Report (Apr 11 version)	General	In future submissions, please ensure that the proposed bioretention areas are not encroaching on other assets. The City would like to avoid installing these under or adjacent to infrastructure that will increase future costs for inspections, operations, maintenance and replacements (e.g. beneath paved areas, street trees, etc.).		Soheil	Noted, will be addressed during detailed design		4	
57	Thomas Nightingale	City of Mississauga (SWM)		2022.07.25	Brit Zhang	Drainage & SWM Report (Apr 11 version)	General	In future submissions, please show the connections from the storm sewer system to the proposed bioretention areas.		Soheil	Noted, will be addressed during detailed design		4	
58	Thomas Nightingale	City of Mississauga (SWM)		2022.07.25	Brit Zhang	Drainage & SWM Report (Apr 11 version)	General	In future submissions, the City will require the preparation of an operations & maintenance manual for the proposed stormwater best management practices (e.g. CB-inserts, bioretention, online storage pipes, etc.).		Soheil	Noted, will be addressed during detailed design		4	
59	Thomas Nightingale	City of Mississauga (SWM)		2022.07.25	Brit Zhang	Drainage & SWM Report (Apr 11 version)	General	In future submissions, if/ when selecting Oil and Grit Separator (OGS) units, the City would like to minimize the frequency of maintenance and clean-outs. Please size and select the OGS units so that they only need to be cleaned out a maximum of once per year.		Soheil	Noted, will be addressed during detailed design		4	
60	Thomas Nightingale	City of Mississauga (SWM)		2022.07.25	Brit Zhang	Drainage & SWM Report (Apr 11 version)	General	In the project design files (i.e. mapping, CADD, etc.) please ensure that each individual 'unit' of municipal storm infrastructure (i.e. each pipe segment, maintenance hole, catch basin, etc.) is attributed with a corresponding SUE 'quality level' (A-D) in accordance with ASCE 38-02. This information should be transferred to the detail design team and the City's Stormwater Assets & Programming staff.		Andrew/Soheil	The SUE quality level is indicated in the summary excel spreadsheet, and the SUE mapping itself represents a SUE-B level-of-detail. It is not recommended to indicate the level of detail on each individual element within the mapping file.		4	
61	Thomas Nightingale	City of Mississauga (SWM)		2022.07.25	Brit Zhang	Drainage & SWM Report (Apr 11 version)	General	Further to comment no. 15, using the asset IDs included in the geodata provided earlier by CoM Stormwater Assets & Programming, please ensure that each unit of municipal storm infrastructure is attributed with it's corresponding 'Asset ID' in the design files (i.e. mapping, CADD, figures, drainage area plans, etc.).	Andrew to follow up with Utility staff	Andrew/Soheil	To be confirmed.			
62	Thomas Nightingale	City of Mississauga (SWM)		2022.07.25	Brit Zhang	Drainage & SWM Report (Apr 11 version)	General	It is noted that a hydraulic capacity analysis of the existing storm sewers has not been provided as part of this submission. Please revise the Drainage Report to note that such an analysis (for both existing and proposed conditions) will be necessary as part of the detailed design stage.		Soheil	Added as a commitment for detailed design.		1	
63	Jane Darragh	City of Mississauga (Park Planning)		2022.07.25	Brit Zhang	EPR Rev02	General	Good morning Gino, I have reviewed the draft EPR and can advise that there are no concerns from Park Planning. Regards,			N/A		1	Closed

64	Laura Hatcher	MHSTCI		2022.07.25	Brit Zhang	EPR Rev02	General	Hi Brittany, Thank you for providing this comment table and a link to the revised draft EPR and technical studies. I have no further comments on the Cultural Heritage Report and the draft EPR. I note that the archaeological assessments prepared for this project have not yet been submitted by the licensed archaeologist to the Ministry of Tourism, Culture and Sport for review. Since the TPAP period has begun, we recommend the reports are submitted soon, to ensure time for the reports to be reviewed, and any necessary revisions completed, prior to the completion of the TPAP process.		ASI	N/A	1	closed
65	Monika Kokoszka	City of Mississauga (forestry)		2022.07.26	Brit Zhang	EPR Rev02	General	Original Forestry Comment: Active transportation, Potential Impact to add – conflict with the tree corridor. Displacing existing tree corridor with the introduction of additional hard surfaces. Mitigation suggestion – limit AT corridors to the min requirements needed to achieve required connections. Identify replanting opportunities HDR Response: The objective of this project is to balance all modes of transportation and improve the pedestrian/cyclist environment. Designing for the minimum requirements will not achieve the desired outcome of an enhanced Active Transportation experience. However, opportunities for landscaping/tree preservation will be explored at localized areas, especially in areas where the sidewalk and cycle track are immediately adjacent to each other (in these instances, minimum requirements may be applied). New Forestry Response: The goal of the project is to achieve a complete street on Lakeshore. The objective of active transportation and the tree corridors fall under the umbrella of a complete street. Without a tree canopy the design will not achieve the desired outcome of an enhanced of Active Transportation experience. There are many technologies and innovative ways to achieve a design solution that can accommodate both, and should be explored.		Andrew	The design team continues to work with City Forestry to accommodate the most street trees feasible in the study area, recognizing the property restrictions and other infrastructure requirements.	4	
66	Jakub Killis	CVC		2022.07.26	Brit Zhang	EPR Rev02	General	Hi Brittany, I'm just catching up from my vacation. I can confirm that our ecology comments have been appropriately addressed and/or appropriate commitments have been made in the EPR for future phases of the project. I am still awaiting comments from our engineering group but should have comments back to you before the end of this week. Regards, Jakub			N/A	1	closed
67	Adam Kennedy	NDMNRF	Kennedy, Adam (NDMNRF) <Adam.K	2022.07.27	Brit Zhang	EPR Rev02	General	Hi Brittany, I was forwarded your email of July 12, 2022, requesting whether MNRNF has additional comments to provide re the revised version of the draft Environmental Project Report (EPR) for the proposed Lakeshore Bus Rapid Transit Project. It is my understanding Aurora District (MNRNF) had previously commented that MNRNF did not have comments to provide, but if further technical advice or natural heritage information was required then MNRNF may be able to assist. Is further technical advice or natural heritage information required at this stage of the review? If so I will try to help as best I can. Also, I cannot access the revised version of the EPR at: Link to download: https://we.tl/t-FBXuzKufvh Not sure if that link is no longer accessible to commenting agencies given the deadline has passed. To summarize, the MNRNF would not have further comment on the revised draft EPR unless there is a request for further technical advice or natural heritage information. Or, unless the revised version of the EPR impacts a MNRNF interest per the Provincial Policy Statement, 2020. If so please provide a new link (or direction on how to access the previous link) and MNRNF can proceed with review of the revised version of the EPR and provide any applicable comment. Thanks, and if you have any questions or need clarification per the above please let me know. Regards, Adam Kennedy		Brit	Hi Adam, Thanks for the clarification. At the moment, there is no further technical advice or natural heritage information required. We will keep you updated on any advancements in the project that may warrant the Ministry's input.	4	closed

68	Norbert Orzel	City of Mississauga (traffic)		2022.07.27	Brit Zhang	EPR Rev02	P107, Sec 6.8.1	-Page 107 of pdf document. Section 6.8.1, The paragraph indicates that as a result of the parallel express route the local transit line (23) is expected to experience reduced passenger loads but based on Figure 6-9 and 6-10 it looks like it experiences increase ridership?			Though Route 23 would see growth in ridership as compared to 2016 baseline however, it would be less than the Business as Usual scenerio (i.e. without any express route)	4	
69	Norbert Orzel	City of Mississauga (traffic)		2022.07.27	Brit Zhang	EPR Rev02	General	Also one general comment but will there be any transportation analysis report attached as an appendix to the EPR?			The relevant excerpted sections of the overall Lakeshore Transportation Studies transportation report have been incorporated into the EPR. The transportation and traffic report (TATAR) is combined with that of the Complete Street Study, draft had been shared with the City back in Dec 2021	4	
70	Vincnet Bulman	MECP-Water resources		2022.08.05	Brit Zhang	Phase 1 ESA	Overall	Original response (June, 2022): "Freedom of information (FOI) requests to the MECP was not part of the Phase I ESA scope given that there is no address number associated with the site. Dewatering requirements and excess soil disposal options will be evaluated as part of the geotechnical and hydrogeological assessments (to be completed). It is Matrix's opinion that an FOI request of the adjacent site properties is not required at this point." -Matrix MECP new comment (Aug, 2022): Proponent states that they don't think an FOI request is necessary for sites that may be contaminated near the alignment. Potential risk later in the process.	Matrix		Aug 2022 response: In lieu of requesting individual FOI searches on adjacent properties that may pose a potential environmental concern, such properties were determined as medium and high risks and investigated for potential soil and/or groundwater impacts as part of the geotechnical and hydrogeological assessment.	4	
71	Mahdi Zangeneh	MECP-Noise approvals unit		2022.08.05	Brit Zhang	Environmental Noise Assessment report	2.6 Noise model used	The use of this "hybrid model" is not endorsed by MECP. STAMSON or TNM 3.1 models can be used to predict road traffic noise for this project.	SLR		Discussion with MECP on Oct 17, Noise methodology memo pending from SLR		
72	Jordan Hughes	MECP-EA		2022.08.05	Brit Zhang	EPR Rev02	Section 7.5.1	Section 7.5.1: Update Notice of Commencement re-issuing date, June 30, 2022	Brit		Updated	1	
73	Jordan Hughes	MECP-EA		2022.08.05	Brit Zhang	EPR Rev02	Section 7	Ensure follow-up phone calls and emails to Indigenous communities are included in the consultation record.	Brit		Noted. All records of communication with Indigenous communities included in Appendix L.4 of the EPR	1	
74	Kaylin Barnes	Metrolinx	Kaylin Barnes <Kaylin.Barnes@metrolinx.ca>	2022.08.08	Brit Zhang	EPR Rev02	N/A	There are no new comments with the revised draft Environmental Project Report. Please do keep Metrolinx included in review of future iterations as they come up. Thanks,			Noted	1	closed
75-85	Shirin Varzani	TRCA	Shirin Varzani <Shirin.Varzani@trca.ca>	2022.08.08	Brit Zhang	EPR Rev02		TRCA comments are on sheet "Part A_EPR Rev02_TRCA"			See tab "Part A_EPR Rev02_TRCA"		
86	Jakub Killis	CVC	Killis, Jakub <Jakub.Killis@cvc.ca>	2022.08.18	Brit Zhang	EPR Rev02		1.Please carry out a scour assessment as per CVC guidelines (https://cvc.ca/wp-content/uploads/2021/06/rpt_scourfactsheet_f_111219.pdf) to ensure that the footings for the proposed culvert extensions have adequate cover and will be protected from erosive forces. This has been noted as a recommendation in the fluvial geomorphology	Andrew		The commitments will note that a scour assessment is to be carried out at the detailed design phase of the project, to ensure that the proposed culvert extensions have adequate cover and will be protected from erosive forces.	4	

87	Jakub Killis	CVC	Kilis, Jakub <Jakub.Killis@cvc.ca>	2022.08.18	Brit Zhang	EPR Rev02		2. Please identify the quantity of cut/fill downstream of each respective culvert extension. Local bank grading is proposed within the existing floodplain. Where existing grading does not match proposed a cut/fill balance must be carried out to confirm that there is no loss of floodplain storage per elevation.		Andrew	While specific cut/fill quantities have not been determined, it is anticipated that the quantities of cut/fill will not significantly impact the existing floodplain. A commitment to undertake a cut/fill balance calculation during the detailed design phase to confirm no net impact to the floodplain storage capacity. Further, Section 6.3 - Fluvial Geomorphology discusses proposed works associated with the culvert extension. "To provide space for flow dissipation, it is recommended that the outlet pool be reconstructed downstream of the culvert extension. This will require grading of the channel banks and local tree removal, and confirmation of grading limits along the west bank which requires a stable slope setback. The cobble-lined channel which backwaters and provides grade control to the outlet pool should also be replicated to maintain existing channel processes through the culvert and upstream. The specific channel restoration lengths and areas recommended above are to be confirmed at the detailed design stage. Any channel tie in works should be coordinated with the Lakeview Village development to ensure the future culvert extension is tied into the Lakeview Village proposed channel improvements."	4	
88	Jakub Killis	CVC	Kilis, Jakub <Jakub.Killis@cvc.ca>	2022.08.18	Brit Zhang	EPR Rev02		3. Please confirm if the culvert hydraulics remain the same, whether inlet or outlet control from existing length to the proposed extension. Please comment on how the change in culvert length impacts the flood hazard (for all storm events) upstream and downstream of each crossing.		Janice	The Applewood Creek crossing is outlet control under existing and proposed conditions. Since the Serson Creek crossing was not modelled as a typical culvert crossing (due to the obstruction from the sanitary sewer) and an unsteady state model was used for the proposed condition, determining the culvert hydraulics for inlet/outlet control would require a separate analysis. However, due to the presence of the obstruction from the sanitary sewer within the crossing, and since the proposed extension generated an increase in upstream water surface elevations, the crossing is likely outlet controlled under proposed conditions. As indicated in Section 3.2.1 of the report, for both Applewood Creek and Serson Creek, the increase in upstream flood elevations will be contained by the channel valley banks. For both crossings, there is no increase in downstream flooding risk. Refer to Appendix B for the HEC-RAS model outputs comparison water surface elevations for existing and proposed conditions. Note that for the HEC-RAS output for Serson Creek, the channel at the downstream of the structure extension is located at River Sta. 11082.9.	4	
89	Jakub Killis	CVC	Kilis, Jakub <Jakub.Killis@cvc.ca>	2022.08.18	Brit Zhang	EPR Rev02		4. Table H demonstrates that both the existing Applewood Creek and Serson Creek crossings are within the existing erosion hazard. Both have undergone extensive modification and straightening. What considerations have been made to reduce the erosion hazard to minimize on-going repairs of the culvert extension in the future?		Janice	Based on the HEC-RAS hydraulic capacity analysis and current condition of the culvert, culvert extension is recommended, and the culverts will be extended on the downstream end only. For Serson Creek, downcutting on the downstream end will be prevented due to the reinforced cover on the sanitary sewer. No considerations have currently been proposed to address the existing erosion hazard. Detailed design for the channel and the culvert to reduce the erosion hazard and consider channel migration are to be investigated as part of detailed design.	4	
90	Jakub Killis	CVC	Kilis, Jakub <Jakub.Killis@cvc.ca>	2022.08.18	Brit Zhang	EPR Rev02		5. How have the increases in riverine flooding in the context of climate change been considered for each of the culvert extensions? The remedial engineering action listed in Table 18 of the Climate Report notes "implement damage-resilient design techniques for crossings". If there is already an existing erosion hazard at both crossings, the increases in precipitation and flooding noted in the Climate Report will only increase the hazard.		Janice	The peak flows used in the hydraulic capacity analysis for the Applewood and Serson Creek culverts were obtained from the CVC model (updated by AECOM), and the results of the HEC-RAS models indicate that there is no overtopping under the Regional storm for both crossings. Updates to the hydrology as a result of climate change are not included in this report, but are to be considered during detailed design based on the findings of the Climate Report by Matrix. Impacts on the structure, riverine hazards from climate change, and damage-resilient design techniques for the culvert are to be investigated as part of detailed design. For erosion considerations, an increase in the channel defining flow comparable to the projected peak flow increase of the 2-year event should be considered during detailed design.	4	
91	Jakub Killis	CVC	Kilis, Jakub <Jakub.Killis@cvc.ca>	2022.08.18	Brit Zhang	EPR Rev02		6. Can the Applewood and Serson Creek culverts be shown on the Roll Plan elevation/profile view?		Andrew	Yes, the Applewood Creek and Serson Creek culverts will be included in the roll plan.	4	



92	Jakub Killis	CVC	Killis, Jakub <Jakub.Killis@cvc.ca>	2022.08.18	Brit Zhang	EPR Rev02		7.CVC's Watercourse Crossing guidelines note that the proposed footings for the culvert extension must be located outside of the 100-year erosion hazard limit. Since the 100-year erosion hazard could not be delineated from the either reach of Applewood or Serson Creek, please confirm the toe erosion allowance (as noted in section 5.1 of Fluvial Geomorphology report) at each location and state why it is sufficiently adequate to protect the footings		Andrew	The culvert extensions have been designed to continue the cross-section of the existing culverts. This is required to simplify the structural design of the culvert extensions and maintain a consistent capacity of the culverts. As such, there is limited flexibility in the positioning of the footings.	4	
93	Jordan Hughes	MECP-SARB	Hughes, Jordan (MECP) <Jordan.Hughes@meep.ca>	2022.08.31	Brit Zhang	EPR Rev02		Hi Brittany, I have not heard back from SARB. However I did review your responses to SARB's comments and they appear to be satisfactory. Do you have any updates to share with regards to the project status? Thanks,			N/A	1 closed	
94	Shari Prowse	MHSTCI- Archaeology	mailto:Archaeology@ontario.ca	2022.09.29	Brit Zhang	Archaeology report		Based on the information contained in the report, the ministry is satisfied that the fieldwork and reporting for the archaeological assessment are consistent with the ministry's 2011 Standards and Guidelines for Consultant Archaeologists and the terms and conditions for archaeological licences. This report has been entered into the Ontario Public Register of Archaeological Reports. Please note that the ministry makes no representation or warranty as to the completeness, accuracy or quality of reports in the register.		Brit	N/A	1 closed	




ID	Name	Company / Address	Name of Report	Section and Page #	Comment / Request (Feb, 2022)	Response / Action (June, 2022)	TRCA Comments - August 8, 2022	Response by	Response/action- Aug, 2022	Action (1- Accepted, 2-Pending, 3-Rejected, 4-Clarified)	Status	
75	Shirin Varzgani	TRCA	Part A Natural Environment Report	Planning ecology. NEA report Table 9	The Natural Environment Assessment (NEA) lists total disturbances within Natural Areas in Table 9. Please provide correlating figures illustrating where these disturbances (habitat removals) can be located, clearly identifying losses within TRCA's jurisdiction. Upon identifying these removals, please provide assessments of the impacts to the natural features and how they will be avoided, minimized, mitigated, and restored/compensated.	Figure 2 to be updated with TRCA and CVC regulation boundaries. Impacts to natural features are addressed within section 7.1 of the Natural Environment Report. Additionally, impact avoidance, minimization, and mitigation strategies are addressed within sections 8-10 of the Natural Environment Report. Furthermore, restoration details can be found within the Arborist Report.	Comment partially addressed. Figure 2 has not been updated to provide impact areas within the identified ELC polygons. Please provide, particularly for figure 2f that identifies the Natural Heritage System within TRCA's jurisdiction. Ideally, this is achieved by overlaying the road widening footprint on the ELC figure. As well, it is not clear to what extent the road widening will impact the Etobicoke Creek valleyland within TRCA jurisdiction. Please provide the road widening construction footprint. Upon clarification, TRCA can assess any outstanding comments to determine if they have been addressed.	Matrix	Figure 2 updated as per comments	1		
76	Shirin Varzgani	TRCA	Part A Natural Environment Report	Planning ecology. NEA report Section 9	Section 9 of the NEA notes that long term impacts associated with the project are expected to create no net impacts upon restoration of disturbed areas. This statement contradicts the information provided in Section 7 of the NEA, particularly Table 9 where habitat loss is quantified and Table 10 listing net effects. Please clarify and provide discussion on how permanent removals of vegetation communities and wildlife habitat, some of which are located within Significant Woodlands and Significant Valleylands as well as SWH and SAR habitat, will pose no net loss to the Natural Heritage System.	Section 9 has been updated to reflect the assumption that restoration efforts, including enhancements to fish habitat and passage, restoration of terrestrial and riparian habitat using native species, and subsequent monitoring and invasive species control will be sufficient to offset negative impacts resulting from disturbance and/or removal of mature habitat due to project works. Disturbance is typically limited to habitat margins which are characterized by pronounced edge effect, dominated by non-native species such as European Buckthorn and Manitoba Maple. Restoration efforts will result in these areas being populated with native species. This will promote a return to the historical natural trajectory of these habitat areas, enhance wildlife habitat, and provide a net benefit to local ecology.	Comment partially addressed. TRCA concurs that the majority of significant impact will be within the Significant Woodlands and Significant Valleylands within CVC's jurisdiction. However, please provide net loss of NHS within TRCA's lands within Table 9. This will assist in preparing and finalizing appropriate restoration plans, and/or compensation requirements if required.	Matrix	Table 9 updated as per comments	1		
77	Shirin Varzgani	TRCA	Part A Arborist Report	Planning ecology. Arborist report	The Arborist Report notes a typical compensation ratio as per a referenced Salerno 2019 report. The replacement ratio of 2:1 for >49cm DBH trees and a 1:1 ratio for <49cm DBH trees may not be appropriate in the effort to adequately compensate for vegetation and habitat losses associated with the proposed removals. TRCA recommends a higher replacement ratio, a minimum of 3:1, for all trees greater than 10cm DBH. Additionally, please note that TRCA has its own guidelines for natural feature compensation. TRCA staff recommends that the City refers to the TRCA's Guideline for Determining Ecosystem Compensation for feature removals required within TRCA's jurisdiction and is available at: https://s3-ca-central-1.amazonaws.com/trcaca/app/uploads/2019/11/27105627/TRCA-Guideline-for-Determining-Ecosystem-Compensation-June-2018_v2.pdf	Tree compensation ratios will be adjusted in the arborist report to incorporate the TRCA Guidelines for Determining Ecosystem Compensation. Because things may change in detailed design the compensation will be estimated at this phase.	TRCA notes that updated removals will be provided at detail design.		N/A			Closed
78	Shirin Varzgani	TRCA	Drainage and SWM report	Planning ecology. Drainage report Section 4.4	An Erosion and Sediment Control (ESC) section (4.4) was added to the SWM report and provided a brief description of the mitigation measures to be implemented during the various stages of construction. An ESC plan and/or report consistent with TRCA Erosion and Sediment Control for Urban Construction (December 2019) will be required at the detailed design stage. Please refer to TRCA's Erosion and Sediment Control Guideline for Urban Construction (2019) for guidance available at: https://trcaca.s3-ca-central-1.amazonaws.com/app/uploads/2020/01/30145157/ESC-Guide-for-Urban-Construction_FINAL.pdf	The requirement for a ESC and associated guidelines will be included in the commitments to future work,	Noted. An ESC Plan will be submitted at detail design.		N/A			Closed
79	Shirin Varzgani	TRCA	Part A Arborist Report	Planning ecology. Arborist report	Please note a Restoration Planting Plan including shrub and tree numbers, species, and conditions (i.e., bare root, potted) is required. Where seeding is indicated please provide seed mix details including species, percent ratio, and application rates, along with cover crop mix and application rates.	A separate restoration plan will be submitted that will include high level recommendations, species/seeding recommendations, application rate recommendations etc.	Noted. A Restoration Plan will be submitted at detail design.		N/A			Closed

80	Shirin Varzgani	TRCA	Drainage and SWM report	Water resources. Drainage report	The report highlights TRCA Stormwater Management (SWM) requirements which are in agreement with the TRCA SWM Criteria. However, no details on how those requirements would be achieved were provided. Please provide further details and supporting calculations on how the water quantity, quality, water balance and erosion control will be achieved. (i.e., preliminary pipe, orifices, oil and grits separators, low impact development measures (LID) sizing and locations). It should be noted that preliminary SWM details and calculations must be provided at this stage and can be refined in subsequent submissions or at the details design stage. For further information regarding the TRCA SWM Criteria, please refer to: https://trcaca.s3.ca-central-1.amazonaws.com/app/uploads/2021/10/20103017/SWMCriteria-2012.pdf . For TRCA's Low Impact Development Stormwater Management Planning and Design Guide, please refer to: https://trcaca.s3.ca-central-1.amazonaws.com/app/uploads/2021/10/20091521/LID-SWM-Guide-v1.0_2010_1_no-appendices.pdf .	The SWM report will include the design criteria and preliminary calculations for the proposed SWM measures.	Staff agrees that no water quantity control would be required for the stretch of the road where the works are proposed. It appears that the proposed erosion and water balance control measures were provided for the additional paved area only. However, water quality and water balance control should be provided for the entire paved areas unless such control is already provided for the existing impervious surfaces. Please clarify, or consider providing the required water quality and water balance control for the entire road.	Soheil	Water quality control and water balance control provided in Section 4 of the Drainage and SWM Report enclosed in Appendix D	4	
81	Shirin Varzgani	TRCA	Part A EPR, and Stage 1 Archaeological Assessment	Archaeology and TRCA Property	The Draft Roll Plan shows that TRCA property is required for the proposed works at Lakeshore Park. The S1 recommendations states that TRCA lands have been cleared by a previous assessment. TRCA archaeology staff has no knowledge of this previous assessment, hence, this is not correct. The area identified in the attached graphics requires a S2 assessment prior to any disturbance. Please note that an archaeological review by TRCA's archaeological staff must precede any ground disturbance to TRCA property. Furthermore, all archaeological assessments on TRCA lands must be conducted by TRCA archaeologists. Please contact TRCA Archaeology staff, Alistair Jolly, Supervisor (Field) at Alistair.jolly@trca.ca for further requirements. Please refer to the aerial views below.	Report revised - Stage 2 AA required in this area.	Based on the Stage 1 report drafted by ASI, the subject TRCA lands in question are cleared. The ASI report identifies those lands as being previously disturbed (Figure 12). However, the EPR report identifies that same section as having been previously assessed by TRCA (Figure 6-3), rather than disturbed. The TRCA lands in question have never been investigated by either a Stage 1 or Stage 2 assessment. Please note that this comment remains outstanding and needs to be addressed as per our previous comment prior to any ground disturbance associated with construction. Please contact TRCA Archaeology staff for further requirements.	Brit	EPR Figure 6-3 updated to reflect ASI's report, Stage 2 AA required in this area.	1	
82	Shirin Varzgani	TRCA	Part A EPR, and Part A Stage 1 Archaeological Assessment	Archaeology and TRCA Property	TRCA is a major landowner in the GTA, owning close to 18,000 hectares of land. TRCA comments provided as a landowner are separate from comments provided under a technical, advisory or regulatory role.	Noted			N/A		Closed
83	Shirin Varzgani	TRCA	Part A EPR, and Part A Stage 1 Archaeological Assessment	Archaeology and TRCA Property	If TRCA property land transfer or easement is required for the implementation of the proposed project, permission and approval from TRCA and the Minister of Natural Resources and Forestry are required. The design must demonstrate that TRCA program and policy objectives are met. Formal approval typically takes 12 to 18 months from the completion of the EA document. Please contact Brandon Hester, Senior Property Agent/Property Agent at brandon.hester@trca.ca for additional information.	Noted. The City will consider this timeframe in the project implementation timeline.	Noted.		N/A		Closed
84	Shirin Varzgani	TRCA	Part A EPR, and Part A Stage 1 Archaeological Assessment	Archaeology and TRCA Property	If TRCA property access is required for the purpose of completing technical studies associated with this project, a Permission To Enter (PTE) must be obtained from TRCA Property staff prior to entry. Please contact Stella Ku, Property Coordinator at stella.ku@trca.ca for additional information.	Property access is not needed at this stage of the project, but TRCA will be contacted in the future when access is needed.	Noted.		N/A		Closed
85	Shirin Varzgani	TRCA	Part A EPR	General	TRCA staff notes that the proposed Draft Roll Plan shows stops/passenger platform at approximately 160 m east of Hydro Road which is also the roadway to Jim Tovey Lakeview Conservation Area. As this project proceeds, opportunities for wayfinding to Jim Tovey Lakeview Conservation Area should be explored. It is noted that there may be further opportunities to recognize the Conservation Area and it's namesake through naming of the BRT infrastructure at this location. To this end, we have copied the Credit Valley Conservation Authority as the conservation area is in their jurisdiction.		Not addressed.	Brit	Naming of BRT infrastructure will be explored at detailed design	4	

TEM	TRCA COMMENTS (February 4, 2022)	PROPONENT/CONSULTANT RESPONSE (June 29, 2022)	TRCA COMMENTS (August 8, 2022)	PROPONENT/CONSULTANT RESPONSE (November 22, 2022)	TRCA COMMENTS (December 20, 2022)	PROPONENT RESPONSE (April 2023)	TRCA COMMENT (May 17, 2023) /Close out
Planning Ecology							
1.	The Natural Environment Assessment (NEA) lists total disturbances within Natural Areas in Table 9. Please provide correlating figures illustrating where these disturbances (habitat removals) can be located, clearly identifying losses within TRCA’s jurisdiction. Upon identifying these removals, please provide assessments of the impacts to the natural features and how they will be avoided, minimized, mitigated, and restored/compensated.	Figure 2 to be updated with TRCA and CVC regulation boundaries. Impacts to natural features are addressed within section 7.1 of the Natural Environment Report. Additionally, impact avoidance, minimization, and mitigation strategies are addressed within sections 8-10 of the Natural Environment Report. Furthermore, restoration details can be found within the Arborist Report.	<p>Comment partially addressed. Figure 2 has not been updated to provide impact areas within the identified ELC polygons. Please provide, particularly for figure 2f that identifies the Natural Heritage System within TRCA’s jurisdiction. Ideally, this is achieved by overlaying the road widening footprint on the ELC figure.</p> <p>As well, it is not clear to what extent the road widening will impact the Etobicoke Creek valleyland within TRCA jurisdiction. Please provide the road widening construction footprint. Upon clarification, TRCA can assess any outstanding comments to determine if they have been addressed.</p>	Figure 2 updated as per comments	Addressed.		
2.	Section 9 of the NEA notes that long term impacts associated with the project are expected to create no net impacts upon restoration of disturbed areas. This statement contradicts the information provided in Section 7 of the NEA, particularly Table 9 where habitat loss is quantified and Table 10 listing net effects. Please clarify and provide discussion on how permanent removals of vegetation communities and wildlife habitat, some of which are located within Significant Woodlands and Significant Valleylands as well as SWH and SAR habitat, will pose no net loss to the Natural Heritage System.	Section 9 has been updated to reflect the assumption that restoration efforts, including enhancements to fish habitat and passage, restoration of terrestrial and riparian habitat using native species, and subsequent monitoring and invasive species control will be sufficient to offset negative impacts resulting from disturbance and/or removal of	Comment partially addressed. TRCA concurs that the majority of significant impact will be within the Significant Woodlands and Significant Valleylands within CVC’s jurisdiction. However, please provide net loss of NHS within TRCA’s	Table 9 updated as per comments	Addressed.		

ITEM	TRCA COMMENTS (February 4, 2022)	PROPONENT/CONSULTANT RESPONSE (June 29, 2022)	TRCA COMMENTS (August 8, 2022)	PROPONENT/CONSULTANT RESPONSE (November 22, 2022)	TRCA COMMENTS (December 20, 2022)	PROPONENT RESPONSE (April 2023)	TRCA COMMENT (May 17, 2023) /Close out
		mature habitat due to project works.	lands within Table 9. This will assist in preparing and finalizing appropriate restoration plans, and/or compensation requirements if required.				
3.	The Arborist Report notes a typical compensation ratio as per a referenced Salerno 2019 report. The replacement ratio of 2:1 for >49cm DBH trees and a 1:1 ratio for <49cm DBH trees may not be appropriate in the effort to adequately compensate for vegetation and habitat losses associated with the proposed removals. TRCA recommends a higher replacement ratio, a minimum of 3:1, for all trees greater than 10cm DBH. Additionally, please note that TRCA has its own guidelines for natural feature compensation. TRCA staff recommends that the City refers to the TRCA's Guideline for Determining Ecosystem Compensation for feature removals required within TRCA's jurisdiction and is available at: https://s3-ca-central-1.amazonaws.com/trcaca/app/uploads/2019/11/27105627/TRCA-Guideline-for-Determining-Ecosystem-Compensation-June-2018_v2.pdf	Tree compensation ratios will be adjusted in the arborist report to incorporate the TRCA Guidelines for Determining Ecosystem Compensation. Because things may change in detailed design the compensation will be estimated at this phase.	TRCA notes that updated removals will be provided at detail design.	N/A			
4.	An Erosion and Sediment Control (ESC) section (4.4) was added to the SWM report and provided a brief description of the mitigation measures to be implemented during the various stages of construction. An ESC plan and/or report consistent with TRCA Erosion and Sediment Control for Urban Construction (December 2019) will be required at the detailed design stage. Please refer to TRCA's Erosion and Sediment Control Guideline for Urban Construction (2019) for guidance available at: https://trcaca.s3-ca-central-1.amazonaws.com/app/uploads/2020/01/30145157/ESC-Guide-for-Urban-Construction_FINAL.pdf	The requirement for a ESC and associated guidelines will be included in the commitments to future work,	Noted. An ESC Plan will be submitted at detail design.	N/A			
5.	Please note a Restoration Planting Plan including shrub and tree numbers, species, and conditions (i.e., bare root, potted) is required. Where seeding is indicated please provide seed mix details including species, percent ratio, and application rates, along with cover crop mix and application rates.	A separate restoration plan will be submitted that will include high level recommendations, species/seeding recommendations, application rate recommendations etc.	Noted. A Restoration Plan will be submitted at detail design.	N/A			
Water Resources							
6.	The report highlights TRCA Stormwater Management (SWM) requirements which are in agreement with the TRCA SWM Criteria. However, no details on how those requirements would be achieved were provided. Please provide further details and supporting calculations on how the water quantity, quality, water	The SWM report will include the design criteria and preliminary calculations for the proposed SWM measures.	Staff agrees that no water quantity control would be required for the stretch of the road where the works are	Water quality control and water balance control provided in Section 4 of the Drainage and SWM Report enclosed in Appendix D.	Proposed water quality and erosion controls consider only the increase in the pavement. Staff encourages the proponent to provide quality control for the entire paved area unless	Locations of the proposed LIDs are identified on the drainage area plans in Appendix A of the Drainage Report. In accordance with MECP's requirements in	The proposed LID (Low Impact Development) locations are now clearly indicated on the drainage area plan in Appendix A of

TEM	TRCA COMMENTS (February 4, 2022)	PROPONENT/CONSULTANT RESPONSE (June 29, 2022)	TRCA COMMENTS (August 8, 2022)	PROPONENT/CONSULTANT RESPONSE (November 22, 2022)	TRCA COMMENTS (December 20, 2022)	PROPONENT RESPONSE (April 2023)	TRCA COMMENT (May 17, 2023) /Close out
	<p>balance and erosion control will be achieved. (i.e., preliminary pipe, orifices, oil and grits separators, low impact development measures (LID) sizing and locations). It should be noted that preliminary SWM details and calculations must be provided at this stage and can be refined in subsequent submissions or at the details design stage. For further information regarding the TRCA SWM Criteria, please refer to: https://trcaca.s3.ca-central-1.amazonaws.com/app/uploads/2021/10/20103017/SWM-Criteria-2012.pdf.</p> <p>For TRCA's Low Impact Development Stormwater Management Planning and Design Guide, please refer to: https://trcaca.s3.ca-central-1.amazonaws.com/app/uploads/2021/10/20091521/LID-SWM-Guide-v1.0_2010_1_no-appendices.pdf.</p>		<p>proposed. It appears that the proposed erosion and water balance control measures were provided for the additional paved area only. However, water quality and water balance control should be provided for the entire paved areas unless such control is already provided for the existing impervious surfaces. Please clarify, or consider providing the required water quality and water balance control for the entire road.</p>		<p>water quality and erosion measures are currently in place. Typically staff requires the proponent indicate the location of the proposed LID and mitigation measures at this stage to ensure the availability of land within the ROW or public areas. Staff defers this issue to the City of Mississauga engineering staff for confirmation and approval.</p>	<p>the Response Letter to the Notice of Study Commencement, the water quality/erosion control measures (bioretention cells) will treat, as a minimum, the increase in pavement area. During detailed design, additional opportunities to implement more bioretention cells or other water quality/erosion control measures are to be considered.</p>	<p>the preliminary design report dated April 27, 2023 and received on May 2, 2023. It is important to note that the final decision regarding the locations of the proposed LID measures rests with the City, as they would own and potentially maintain them.</p> <p>TRCA staff has no further concerns on the proposed water quality control (LID) measures from a flooding or water management perspective.</p>
Archaeology and TRCA Property							
7.	<p>The Draft Roll Plan shows that TRCA property is required for the proposed works at Lakeshore Park. The S1 recommendations states that TRCA lands have been cleared by a previous assessment. TRCA archaeology staff has no knowledge of this previous assessment, hence, this is not correct. The area identified in the attached graphics requires a S2 assessment prior to any disturbance. Please note that an archaeological review by TRCA's archaeological staff must precede any ground disturbance to TRCA property. Furthermore, all archaeological assessments on TRCA lands must be conducted by TRCA archaeologists. Please contact TRCA Archaeology staff, Alistair Jolly, Supervisor (Field) at Alistair.jolly@trca.ca for further requirements. Please refer to the aerial views below.</p> 	<p>Report revised - Stage 2 AA required in this area.</p>	<p>Based on the Stage 1 report drafted by ASI, the subject TRCA lands in question are cleared. The ASI report identifies those lands as being previously disturbed (Figure 12). However, the EPR report identifies that same section as having been previously assessed by TRCA (Figure 6-3), rather than disturbed.</p> <p>The TRCA lands in question have never been investigated by either a Stage 1 or Stage 2 assessment. Please note that this comment remains outstanding and needs to be addressed as per our previous comment prior</p>	<p>EPR Figure 6-3 updated to reflect ASI's report, Stage 2 AA required in this area.</p>	<p>Please refer to the figure (A - below) from TRCA comment of February 4, 2022 that delineates the subject TRCA property that has not been assessed previously, whereas EPR figure 6-3 (B - below) shows this as "previously disturbed – no potential".</p>  <p>A</p>	<p>During the property inspection completed by ASI, the archaeological potential of the area in question was evaluated and found to have been subject to previous deep and pervasive disturbance thus removing any potential for archaeological resources and the requirement for further Stage 2 assessment.</p> <p>If TRCA requires further clarification on this response, we are happy to have a follow up call.</p>	<p>With reference to an email from TRCA Archaeology staff (May 8, 2023) to ASI staff, TRCA Archaeology staff to be contacted at detailed design stage.</p>

TEM	TRCA COMMENTS (February 4, 2022)	PROPONENT/CONSULTANT RESPONSE (June 29, 2022)	TRCA COMMENTS (August 8, 2022)	PROPONENT/CONSULTANT RESPONSE (November 22, 2022)	TRCA COMMENTS (December 20, 2022)	PROPONENT RESPONSE (April 2023)	TRCA COMMENT (May 17, 2023) /Close out
	 		to any ground disturbance associated with construction. Please contact TRCA Archaeology staff for further requirements.		 <p>B</p> <p>Please note that this comment remains outstanding and needs to be addressed as per our previous comments prior to any ground disturbance associated with construction. Please contact TRCA Archaeology staff for further requirements.</p>		
8.	TRCA is a major landowner in the GTA, owning close to 18,000 hectares of land. TRCA comments provided as a landowner are separate from comments provided under a technical, advisory or regulatory role.	Noted.		N/A			
9.	<p>If TRCA property land transfer or easement is required for the implementation of the proposed project, permission and approval from TRCA and the Minister of Natural Resources and Forestry are required. The design must demonstrate that TRCA program and policy objectives are met. Formal approval typically takes 12 to 18 months from the completion of the EA document.</p> <p>Please contact Brandon Hester, Senior Property Agent/Property Agent at brandon.hester@trca.ca for additional information.</p>	Noted. The City will consider this timeframe in the project implementation timeline.	Noted.	N/A			
10.	If TRCA property access is required for the purpose of completing technical studies associated with this project, a Permission To Enter (PTE) must be obtained from TRCA Property staff prior to entry.	Property access is not needed at this stage of the project, but TRCA will be contacted in the future when access is needed.	Noted.	N/A			

TEM	TRCA COMMENTS (February 4, 2022)	PROPONENT/CONSULTANT RESPONSE (June 29, 2022)	TRCA COMMENTS (August 8, 2022)	PROPONENT/CONSULTANT RESPONSE (November 22, 2022)	TRCA COMMENTS (December 20, 2022)	PROPONENT RESPONSE (April 2023)	TRCA COMMENT (May 17, 2023) /Close out
	Please contact Stella Ku, Property Coordinator at stella.ku@trca.ca for additional information.						
General							
11.	TRCA staff notes that the proposed Draft Roll Plan shows stops/passenger platform at approximately 160 m east of Hydro Road which is also the roadway to Jim Tovey Lakeview Conservation Area. As this project proceeds, opportunities for wayfinding to Jim Tovey Lakeview Conservation Area should be explored. It is noted that there may be further opportunities to recognize the Conservation Area and it's namesake through naming of the BRT infrastructure at this location. To this end, we have copied the Credit Valley Conservation Authority as the conservation area is in their jurisdiction.		Not addressed.	Naming of BRT infrastructure will be explored at detailed design.	Noted.		

#	CVC Comment	HDR Response (February 2023)	HDR Response (Apr 2023)
1	A number of our previous comments have been deferred to the detailed design stage. CVC find this acceptable but notes that proper messaging should be included in the final documentation to ensure the future detailed design team is aware of any outstanding comments.	Noted	N/A (see previous response)
2	Impacts to erosion hazard should be determined by comparing existing and proposed condition channel velocities.	The empirical methods that were used to determine reach-scale erosion hazards do not directly account for channel velocities; therefore, erosion hazards are not sensitive to small changes in hydraulics in the updated hydraulic model. The erosion hazards presented in the Part A geomorphology report are relatively conservative in the context of the existing spans of the culverts, and we do not recommend changing the erosion hazards that have been identified based on the conceptual designs that have been put forward. The report includes recommendations for additional scour hazard assessment at the detailed design stage, but we can also include a recommendation to evaluate the local erosion hazard (as opposed to the reach-scale erosion hazard) at detailed design.	Fluvial Geomorphology report updated per discussions. Final report can be downloaded using the link above.
3	When is the Climate Report expected to be finalized? It appears that sections of this report remain outstanding and CVC would prefer to review the completed/draft final version of this report during the EA stage.	Complete Climate Report to be included in the final EPR package	Completed draft Climate Report can be downloaded using the link above.
4	Applewood Creek: It appears that river station 10914 (immediately upstream of the Lakeshore Road crossing) demonstrates an increase in flood hazard for all modelled storm events. There is an increase of 0.074 m and 0.0686 m for both the regional and 100-year storms, respectively. This appears to be the only location showing an increase in flood hazard; however, all flooding is contained within the upstream valley. Please explain this increase and provide justification as to why this increase in flood hazard is necessary for the design. CVC does not accept any increase in flood hazard, unless adequately justified.	The proposed Lakeshore Road culvert is being extended as part of the roadway expansion. Due to the existing river geometry, the proposed extension is skewed to the existing culvert. The longer and skewed culvert now provides greater flow resistance when compared to the existing condition. The design has managed floodplain impacts to a level which will cause no perceivable change in floodplain limits (see hydraulic report for reference floodplain maps), with increases in water surface elevation that are confined exclusively to the immediate upstream cross section and do not cause a persisting impact to the upstream system.	N/A (see previous response)
5	Serson Creek: Please provide description of which plan files within the HEC-RAS model are representative of the proposed condition and the existing condition. It has been assumed that the relevant plan files for the comparison between proposed and existing conditions is "UE_Reg_UNE" and "Reg_une", respectively, for the regional storm assessment.	Plan short ID UE_REG_UNE represents the updated existing regional storm in unsteady state simulation. The plan short ID Reg_une represents the proposed regional storm in unsteady state simulation.	N/A (see previous response)
6	It appears that increases in flood hazard for all modelled storm events are more widespread through the study reach. Table 3-3 has been provided as part for the Drainage Report, however this only compares the immediate u/s water surface elevation between existing and proposed conditions. There must be not impacts to flood hazard upstream or downstream of the proposed work. Please provide a summary table comparing existing WSEL to proposed for the entire reach.	WSELs for the entire reach for the updated existing and proposed conditions have been provided in the form of the modeling output tables in the report appendix. The results demonstrate the impacts to floodplain WSEL is limited to the reach upstream of the proposed crossing. Please specify the widespread floodplain impacts outside the immediate vicinity of the crossing. Changes to wsel are contained within approximately 200m upstream. The fluctuations of flood levels inside the culvert are not valid. The culvert is operating under pressurized flow and can not physically encounter increases in water surface elevation. This is an artifact of modeling a culvert with variable geometry in unsteady state.	Per CVC comment, the project team developed a memo to consider alternatives for Serson Creek and circulated it to CVC on March 22, 2023. CVC provided comments back on the memo on March 27, 2023 indicating the following: CVC supports the selection of option 4 "full replacement" if it can be shown through hydraulic assessment that there are no impacts to the existing flood hazard upstream or downstream of the crossing. The area of focus includes, but is not limited to the residential/private properties immediately upstream of Lakeshore Rd. The updated Serson Creek HEC-RAS modelling and associated technical report (Drainage and Stormwater Management Report) is to be provided and reviewed by CVC to confirm no impacts. The updated Serson Creek HEC-RAS modelling and associated technical report (Drainage and Stormwater Management Report) have been provided showing no increases in flood hazard. CVC to confirm this meets their requirements for approval in principle

#	CVC Comment	HDR Response (February 2023)	HDR Response (Apr 2023)
7	<p>There does not appear to be any fill within the existing cross-sections aside from the culvert extension, yet there appears to be a widespread increase in flood hazard upstream and downstream of the Serson Creek crossing. CVC does not accept impacts to existing flood hazard of this extent. Please determine the cause of the increases in water surface elevation and revise the model to reduce the impact to the existing flood hazard.</p>	<p>The increase in flood hazard upstream of the crossing is due to the proposed extension encapsulating an existing sanitary sewer trunk line crossing immediately upstream of the existing culvert. The sanitary line will be encased in protective layers causing a large obstruction within the proposed culvert confined flow area.</p> <p>HDR proposed an alternative option which increases surface water elevation (~ 9 cm) and has some potential minimal offsite flood hazard impacts. See attached presentation and model files for results of assessment.</p>	<p>See response to comment #6 above.</p>

Meeting Notes

Meeting: Coordination Kick Off Meeting – Lakeshore BRT/Transit (Mississauga) and Lakeshore Trunk Sewer and Watermains (Peel)

Project: T001274A

Date and Time: May 07, 2021, 10:00am via Microsoft Teams

Location: Virtual

Attendees: Region of Peel: Lyle LeDrew, Osama Alfalahi
 City of Mississauga: Jerry Che, Gino Dela Cruz, Matthew Williams
 HDR: Nico Malfara, Tara Erwin, Juan Rodriguez, Soheil Kashi
 CIMA: Matthew Bennett, Sasa Perisic, Mattia Ricci
 Stantec: Danielle Hamara

Absentee: Neil Harvey, Colin Goodwin

Purpose: To discuss how project procedures performed during project

Discussion	Action By	Due Date
Communications Between Projects		
<ul style="list-style-type: none"> • Future communications regarding projects shall be directed to the following parties: <ul style="list-style-type: none"> ○ Region of Peel – Lyle Ledrew, Osama Alfalahi ○ Stantec/CIMA+ - Neil Harvey, Danielle Hamara, Matthew Bennett, Mattia Ricci (added after meeting) ○ City of Mississauga – Jerry Che, Gino Dela Cruz, Matthew Williams ○ HDR – Nico Malfara 	N/A	N/A
<ul style="list-style-type: none"> • Coordination meetings to be setup to on a quarterly basis for future coordination. 	MB	Done
Project Overview/Schedule – Peel Project		
<ul style="list-style-type: none"> • MB reviewed the project limits map for the Region’s project and provided an outline of the project scope and schedule • This is a 400 & 600 watermain running from Jack Darling Park, to the east side of the credit river where the library is. Watermain to be open cut primarily. 	N/A	INFO

<ul style="list-style-type: none">• An EA Addendum is currently being prepared by Stantec for the western and eastern limits• There is a lot of work at the Front St/Lakeshore area where there is a pumping station for the Region. This pump station will be decommissioned once the new trunk sewer has been completed• With all of the utilities we expect the work in this area to be very intrusive• Tentative schedule to begin construction is April 2024.• Detail design of the Region's project is expected to be completed by end of 2022• This is phase 1 of a 2-phase project. This Phase 2 work in the future will continue east towards GE Booth (Lakeshore and Dixie Road).• Construction to begin in 2024 and run for ~1.5-2 years (~\$100-120M). There will likely be another 6 months to a year to abandon and decommission the pumping station.• The work to decommission the PS and make final connections would likely begin after the tunnel and watermains work is completed, i.e. sometime around 2026 of the project is awarded in April of 2024 as currently anticipated.• The design is currently underway and is anticipated to continue into 2022. SUE and Geotechnical work is currently being completed (extents cover to Elmwood Avenue North to Jack Darling Park). Both SUE and Geotech have just recently begun and are expected to continue over the next year and hopefully be completed before the end of 2021.• The current alignment that was presented (attached image) is the current 30% design alignment for the watermain. We anticipate there may be a few deviations from this current route, but overall, this should be fairly accurate. The Region team will continue to coordinate with BRT as design milestones are achieved.• The general intention is that as the work is occurring the watermain will be a rolling operation completed in stages. 1 lane east and west would be closed while the work is occurring. The area from Wesley east to front street is currently shown as a tunnel (watermain) but it is anticipated that this will be open cut located on the south side of Lakeshore.• The sewer will be tunneled, and the information provided on the plan to date still needs to be validated and coordinated with the final EA approval for the amendments. Expect the alignment and the tunnel shaft locations shown for the sewer work to be altered as the design proceeds.• Timeline for EA Amendment. The EA has been approved for the majority of the Trunk; the addendum is to take the current EA across the credit river (currently stops at the light house) is		
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<p>underway. Peel hopes to have the addendum posted for the end of May.</p> <ul style="list-style-type: none"> • Permanent surface features other than maintenance hole and valve chamber frames and covers and standard chamber appurtenances are not anticipated at this time. • MB indicated that the Region project team is aware of two other significant projects occurring west of the credit river. Alectra has a substantial project and the development located between Pine Street and Mississauga Road South is scheduled to be built during the project timelines discussed. The other projects the City team was aware of, i.e. the waterfront redevelopment project and the large development project on Lakeshore • There are other Region projects planned which will connect to Lakeshore but the details and specifics of these would not have the same impact as the planned works on Lakehsore under this contract 		
<p>Project Overview – BRT Project</p>		
<ul style="list-style-type: none"> • City/HDR provided a project overview based on the on the City's Transportation master plan (completed in 2019). • Segment #7 submitted for provincial and federal funding (TPAP) to be completed in spring 2022 and then move to Detailed Design and Acquisition and move to construction in 2024. There is a condition on the provincial and federal funding for substantial completion Fall 2027. • Segments 1-6 work will consist of multimodal improvements (bus stations, possibly bike lanes added) and road reconstruction/streetscaping improvements. • The TPAP will need to be completed quickly on the East side of the extents map (segment 7) to consume the secured funding. Currently there are no set plans for moving the works to the West, but plan will be developed as funding is available. • Once the EA is completed further design and refinement of Segments 1-6 will be completed 	<p>N/A</p>	<p>INFO</p>
<p>Actions</p>		
<ul style="list-style-type: none"> • CIMA+ to send copy of preliminary design geotechnical and hydrogeological report completed to HDR/City. 	<p>CIMA+</p>	<p>ASAP</p>
<ul style="list-style-type: none"> • City/HDR to send copy of plan shown during the meeting (Profile and Segments Map) for use by Region, Stantec and CIMA+ for future coordination etc. 	<p>HDR/City</p>	<p>ASAP</p>
<ul style="list-style-type: none"> • Further discussion between the City and Region regarding possible overlap and coordination of work between projects should occur. This may need additional parties from the City and Region present. 	<p>N/A</p>	<p>INFO</p>

<ul style="list-style-type: none"> The possibility of incorporating the planned multimodal works the into the Region's project should be further discussed. This would require the design of these segments being completed before the Region project is tendered. Further discussion between the City and Region regarding this is required but it was agreed that this approach may be a benefit to resident and businesses in the area to minimize the disruptions from the two project scopes 	<p>N/A</p>	<p>INFO</p>
<ul style="list-style-type: none"> Region will share Future Geotechnical/Hydrogeological reports and SUE reports being completed under the Region project with the City team. This will be forwarded as the work is completed. 	<p>Region</p>	<p>N/A</p>

If there are any comments or revisions on these meeting notes, please contact type email address and/or name and phone number.



Meeting Minutes

Project: Lakeshore Transportation Studies

Subject: City of Toronto Introductory Meeting

Date: Wednesday, June 23, 2021

Location: Webex

Attendees:	HDR Nico Malfara Nick Shaw	City of Mississauga Gino Dela Cruz Jerry Che	City of Toronto Stella Gustavson Josh Bassett
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The following is a summary of the items discussed at the Introductory Meeting between the HDR and City of Mississauga project team and the City of Toronto.

Agenda Items:

	Topic	Presenter
1	Introductions	Nico Malfara
2	Project Overview	
3	2019 TMP Recommendations and City of Toronto Comments	
4	Lakeshore Transportation Studies Scope	
5	Data Request	
6	Next Steps	

Action Items or Decisions Made:

	Action Item or Decision	Person Responsible	Due Date
1	City of Toronto advised City of Mississauga during the drafting of the 2019 TMP that they have no plans to extend streetcar routes beyond the west border before 2041 but are open to further discussion.	N/A	N/A
2	City of Toronto provided platform dimensions for future proofing.	N/A	N/A
3	City of Toronto (Stella G) noted that there is a need to establish a Communications and Review Protocol consistent with other Mississauga projects that have City of Toronto interests. City of Toronto and the TTC are typically consulted together.	City of Toronto (Josh B/Stella G)	July 7, 2021 (if possible)



	City of Toronto (Josh B/Stella G) to coordinate staff representation and prepare list of contacts and reviewers for Technical Advisory Committee and Working Group Meetings to be provided to City of Mississauga.		
4	MiWay has platforms at Long Branch Station and should be considered along with future plans for Long Branch.	N/A	N/A
5	City of Toronto (Stella G) suggested holding a TAC meeting before the end of July to ensure good attendance. HDR (Nico M) noted that the first TAC will be an overview of existing conditions, study outline, and evaluation criteria	HDR (Nico M) to schedule TAC meeting and send invitation to City of Toronto.	N/A

If there are any errors or omissions, please advise nico.malfaro@hdrinc.com within ten business days of the issuance of these meeting notes. Meeting notes prepared by HDR.



Meeting Minutes

Project: Lakeshore Transportation Studies

Subject: MECP Introductory Meeting

Date: Thursday, August 12, 2021

Location: Webex

Attendees: HDR
Andrew Shea
Nico Malfara
Brittany Zhang

MECP
Cindy Batista
Jordan Hughes

City of Mississauga
Gino Dela Cruz

The following is a summary of the items discussed at the Lakeshore Transportation Studies- MECP Introductory Meeting. A copy of the presentation material from the meeting is attached.

Agenda Items:

	Topic	Presenter
1	<p>Introduction:</p> <ul style="list-style-type: none"> - Introduced the Lakeshore Bus Rapid Transit Study's background, study area, scope and timeline, and gave a broad description of the other 2 Studies that are a part of the collective Lakeshore Transportation Studies. - Introduced the various technical studies currently underway as well as topics and findings to be presented at Public Information Centre #1. - Introduced consultation activities undertaken as part of the 2019 TMP and common feedbacks received. 	Nico Malfara (HDR)
2	<p>Public and Stakeholder Consultation:</p> <ul style="list-style-type: none"> - Listed past and upcoming public and stakeholder consultation activities. - Noted that a, online per-TPAP Public Information Centre is planned for September, with notices being distributed in two weeks. 	Nico Malfara (HDR)
3	<p>Lakeshore Bus Rapid Transit Study (BRT) Study:</p> <ul style="list-style-type: none"> - Introduced the preferred cross-section and features to be included in the preliminary design for the BRT Study. - The recommended concept resulting from the Master Plan study was to widen Lakeshore Road to accommodate a new median busway, with additional cycle tracks and improved sidewalks/boulevards on both sides of the road. 	Nico Malfara (HDR)
4	<p>Comments:</p>	Nico Malfara (HDR)



	<ul style="list-style-type: none"> - Cindy Batista (MECP): Are you planning on taking 120 days after issuing the Notice of Commencement? It is recommended that the City and HDR share draft EPR and technical studies with MECP for review. - Nico Malfara (HDR): Yes, we have allocated time for MECP to review documents. We will share the draft EPR before commencing the TPAP process. Aiming to send the documents in fall/winter. Will update the MECP on when the documents will be available. - Cindy Batista (MECP): HDR needs to provide MECP with a letter to the director that confirms the Indigenous communities to be consulted before issuing the Notice of Commencement. - Nico Malfara (HDR): We will prepare you a letter with a list of Indigenous communities ASAP. Will the review process of the letter affect the project timeline? Will it delay the consultation process? - Cindy Batista (MECP): Unlikely, seeing that it normally takes less than 2 weeks to review, HDR and the City can continue with consultation activities in the meantime. A formal letter from Director is needed before TPAP commencement. - Gino Dela Cruz (City of Mississauga): How long does MECP take to review the draft documents? - Cindy (MECP): Depending on staff availability, MECP aims to provide initial comments within 30 days. Will offer a better sense of review timeline after receiving notice of when to begin review. MECP requests at least two-weeks of advance notice of the submission of the draft EPR in order to allow them to plan/schedule for the review with internal reviewers. 	
	<p>Next Steps:</p> <ul style="list-style-type: none"> - HDR to send letter to Director and update MECP on when draft EPR and technical studies will be ready for review 	

Action Items or Decisions Made:

	Action Item or Decision	Person Responsible	Due Date
1	HDR to submit formal letter indicating Indigenous communities to MECP <i>[Post-meeting note: the request letter was submitted to MECP on August 13th, 2021]</i>	Brittany Zhang (HDR)	Aug 13, 2021
2	HDR to notify MECP of when draft EPR and Technical Studies would become available for review	Brittany Zhang (HDR)	Nov/Dec, 2021

If there are any errors or omissions, please advise nico.malfaro@hdrinc.com within ten business days of the issuance of these meeting notes. Meeting notes prepared by HDR.



Meeting Minutes

Project: Lakeshore Transportation Studies

Subject: Peel Region Project Coordination

Date: Oct 15, 2021

Location: Webex

Attendees: **HDR:**
Andrew Shea (AS)
Tara Erwin (TE)
Brittany Zhang (BZ)

City of Mississauga:
Gino Dela Cruz (GDC)
Jerry Che (JC)

Peel Region:
Italia Ponce Vanelli (IPV)

The following is a summary of the items discussed at the Lakeshore Transportation Studies Water/Wastewater meeting.

Action Items or Decisions Made:

	Action Item or Decision	Person Responsible	Due Date
1	IPV provided an overview of the Region's water projects in the Port Credit area, noting that the study area for some key projects will overlap with the transportation improvements proposed under the Lakeshore TPAP (Part A) and EA (Part B) studies.	N/A	
2	The timing of the projects was discussed. The Region has a number of projects in the area, all scheduled for implementation in the next few years. The City advised that Part A of the Lakeshore Transportation Studies (between East Avenue and Etobicoke Creek) will proceed first, with construction starting in 2024, and completion by late 2027 per funding commitments. Part B (Oakville border to East Avenue) is not currently funded and does not have a schedule for implementation.	N/A	
3	In order to facilitate an assessment of potential coordination of the water/road projects, the Region of Peel and City of Mississauga will independently prepare a summary of their proposed projects in the study area, and associated schedules.	Peel / Mississauga	ASAP
4	HDR requested any available information for existing conditions for the study area, including base mapping (survey, utilities, etc) and preliminary designs for proposed water works and utility relocations, to ensure that they are adequately reflected in the	HDR	ASAP



	development of the City's Lakeshore Road transportation improvements. The City will also share any available information from their studies to assist in the development of the design for water/wastewater improvements. HDR will create a spreadsheet documenting the data/information requests and transfers between the City and Peel Region.		
5	The City and HDR will review the water/wastewater infrastructure plans when available to inform their roadway designs and identify opportunities to coordinate the projects.	City/HDR	Dependent on availability of information

If there are any errors or omissions, please advise Brittany.Zhang@hdrinc.com within ten business days of the issuance of these meeting notes. Meeting notes prepared by HDR.



Meeting Minutes - Draft

Project: Lakeshore Transportation Studies – Part A: Bus Rapid Transit Study

Subject: Bus Rapid Transit Study discussion with the CTC Source Protection Authority

Date: Tuesday, April 26, 2022

Location: Webex

Attendees: **HDR:**

Andrew Shea
Brittany Zhang
Soheil Kashi

City of Mississauga:

Gino Dela Cruz

CVC:

Kerry Mulchansigh
Annie Li

TRCA:

Shirin Varzgani
Don Ford
Jeff Thompson

The following is a summary of the items discussed at the CTC Source Protection meeting.

Agenda Items:

	Topic	Presenter
1	<p>Introduction:</p> <ul style="list-style-type: none"> Introduced the study area, timeline, and the cross-section of the preferred solution. Presented the draft roll-plan of the study area. A copy of the meeting presentation is attached, for reference. 	Andrew Shea
2	<p>Source Water Protection:</p> <ul style="list-style-type: none"> Introduced existing source water protection features. Presented HDR’s understanding of the potential threats and applicable policies as identified in the CTC Source Protection Plan (2022) for review/confirmation from attendees. Introduced the recommended low impact development (LID) and best management practice (BMP) measures to mitigate potential impacts to source water. 	Andrew Shea
4	<p>Discussion:</p> <ol style="list-style-type: none"> General comments <ul style="list-style-type: none"> CVC and TRCA staff confirmed and agreed with the project team’s understanding of the existing conditions, potential threats, and applicable policies regarding source protection in the study area. These will be reflected in the Environmental Project Report. 	All



	<ul style="list-style-type: none"> • CVC and TRCA staff approved of the proposed mitigation measures. <p>2. Water crossings</p> <ul style="list-style-type: none"> • TRCA staff noted that engineering staff will need to be involved to review the details of LIDs at water crossing. • Project team will be circulating a SWM plan with more details on water crossings. <p>3. Spill projection</p> <ul style="list-style-type: none"> • TRCA staff asked if any spill protection measures are proposed • Project team noted that no major oil/fuel transmission lines are present in the study area, and spill impacts would likely be associated with roadway operations. Associated spill protection measures are included in the Environmental Project Report. 	
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Action Items or Decisions Made:

	Action Item or Decision	Person Responsible	Due Date
1	Project team to share updated EPR and appendices (including updated SWM plan)	Brittany	ASAP

If there are any errors or omissions, please advise Brittany.Zhang@hdrinc.com within ten business days of the issuance of these meeting notes. Meeting notes prepared by HDR.



Meeting Notes

Project: Lakeshore TPAP EA

Subject: CVC Meeting 1: Introduction and Project Scoping

Date: Tuesday, June 01, 2021

Location: Hosted via WebEx

Attendees: City of Mississauga Project Team

Gino Dela Cruz
Jerry Che

HDR

Nico Malfara
Angie Ning
Maryam Tagh Bostani
Tara Erwin
Brittany Zhang
Sepideh Khorshid
Soheil Kashi

Matrix Solutions

Dave Van Vilet
Robyn Leppington
Roger Phillips

Credit Valley Conservation (CVC)

George Golding
Jakub Kilis
Lori Cook

The following is a summary of the items discussed at the Lakeshore TPAP & EA: CVC Meeting 1 (Project Introduction/Scoping). The purpose of the meeting was to inform CVC staff of the scope, objectives, and timelines of the Lakeshore TPAP & EA project as well as to introduce the environmental studies and processes to be undertaken. A presentation was given by staff from HDR and Matrix Solutions, followed by a general comments/discussion session.

Item

1. Introductions

- Meeting attendees went around and gave self-introductions.

2. Project Overview and Background

- Nico gave an overview on project history, connections to past studies, and scope of each of the 3 project parts as well as the timeline of the project.
- Nico introduced all the watercourses in the vicinity of the study area.

3. Environmental Studies Scope

- Robyn introduced the scope of the environmental studies, including a description of the study area of each of the 3-part project as well as the field surveys to be conducted.
- Robyn highlighted the work involved in the tree inventory process.
- Robyn introduced the study area and scope of the Phase 1 ESA for each of the 3 project parts.
- Dave introduced the scope of work involved in completing the Climate Change & Sustainability Assessment for Part A of the project.
- Dave continued to outline the work to be undertaken for the Fluvial Geomorphic Assessment for each of the project parts.



-
- Dave highlighted the outstanding data that is required to support the completion of the environmental studies.

4. Stormwater/Drainage Scope

- Sepideh outlined the scope of the work involved in completing the Stormwater Drainage Assessment for each of the 3 parts of the project
- Sepideh then outlined the outstanding data that still need to be acquired to support the stormwater drainage assessment process.

5. Next Steps

- Nico introduced the upcoming items as part of the project, which included completing field work for Parts A and C, documenting existing conditions, receiving necessary data from the CVC, Virtual Open House 1, and Part A Impact Assessment and Mitigation.

6. Discussion

- Jakub asked the following questions:
 1. How does HDR plan to document the technical studies?
 - Nico replied that the final environmental assessment reports will be separate, but as of now, the structure has not be finalized, we are open to CVC's suggestions/preferences.
 - Jakub replied that CVC would prefer the studies to be done separately in 3 parts, but the CVC team (Jakub, Lori, and George) would all be reviewing the studies for each part to ensure consistency in information.
 2. Is the intent to conduct a reconstruction of Lakeshore Rd or just add to the existing infrastructure?
 - Nico replied that this is dependent upon the Environmental Assessments findings and is too early to comment on.
- George and Lori had no comments at the moment.
- HDR to provide presentation and data request to CVC following the meeting.
- Jakub to provide contact information for data request.

If there are any errors or omissions, please advise nico.malfaro@hdrinc.com within ten business days of the issuance of these meeting notes. Meeting notes prepared by HDR.



Meeting Notes

Project: Lakeshore Transportation Studies

Subject: TRCA Meeting 1: Introduction and Project Scoping

Date: Monday, June 14, 2021

Location: Hosted via Microsoft Teams

Attendees: HDR
Nico Malfara
Brittany Zhang
Sepideh Khorshid
Soheil Kashi

City of Mississauga Project Team
Gino Dela Cruz

Matrix Solutions
Robyn Leppington
Amy Nicoll

Toronto and Region Conservation Authority (TRCA)
Jason Solnik
Shirin Varzgani
Suzanne Bevan
Jairo Morelli
Dilnasaw Chekol

The following is a summary of the items discussed at the Lakeshore Transportation Studies: TRCA Meeting 1 (Project Introduction/Scoping). The purpose of the meeting was to inform TRCA staff of the scope, objectives, and timelines of the Lakeshore Transportation Studies project as well as to introduce the environmental studies and processes to be undertaken. A presentation was given by staff from HDR and Matrix Solutions, followed by a general comments/discussion session.

Item

1. **Introductions**
 - a. Meeting attendees went around and gave self-introductions.
2. **Project Overview and Background**
 - a. Nico gave an overview on project history, connections to past studies, and scope of each of the 3 project parts as well as the timeline of the project.
 - b. Nico introduced all the watercourses in the vicinity of the study area.
3. **2019 Transportation Master Plan TRCA Comments**
 - a. Nico gave an overview of TRCA's previous comments, mainly regarding the potential effects of the project on Etobicoke Creek. The project team noted that the 2019 TMP preliminary recommendation for no widening for BRT lanes is being carried forward; however, will be reviewed and reconfirmed as part of the TPAP.
 - b. TRCA (Jason) asked whether there will be widening to accommodate cycling infrastructure.
 - c. Nico replied that this is yet to be confirmed.
4. **Environmental Studies Scope**
 - a. Robyn introduced the scope of the environmental studies, including a description of the study area of each of the 3-part project as well as the field surveys to be conducted.

-
- b. Jason commented that if a TOR is to be submitted, a SWA also needs to be submitted for clarification.
 - c. Robyn replied that the proper steps will be followed if a formal TOR is required.
 - d. Robyn highlighted the work involved in the tree inventory process and the arborist report to be produced.
 - e. Robyn introduced the study area and scope of the Phase 1 ESA for each of the 3 project parts.
 - f. Robyn introduced the scope of work involved in completing the Climate Change & Sustainability Assessment for Part A of the project and continued to outline the work to be undertaken for the Fluvial Geomorphic Assessment for each of the project parts.
 - g. Robyn highlighted the outstanding data that is required to support the completion of the environmental studies.

5. **Stormwater/Drainage Scope**

- a. Sepideh outlined the scope of the work involved in completing the Stormwater Drainage Assessment for each of the 3 parts of the project.
- b. Sepideh then outlined the outstanding data that still need to be acquired to support the stormwater drainage assessment process.

6. **Next Steps**

- a. Nico introduced the upcoming items as part of the project, which included completing field work for Parts A and C, documenting existing conditions, receiving necessary data from the TRCA, Virtual Open House 1, and Part A Impact Assessment and Mitigation.

7. **Discussion**

- a. Suzanne mentioned that the TRCA owns several properties close to Etobicoke Creek, and that consultation with another department will be needed if any construction is planned on those properties.
- b. Shirin mentioned that some data can be found on the TRCA website.
- c. Robyn asked if a TOR needs to be formally submitted or does the scope presented in this presentation suffice as a TOR.
- d. Jason replied that the presentation is sufficient and TRCA agrees on the scope.
- e. Nico and Gino to discuss separately on whether to submit a formal TOR and will circulate back to TRCA and Matrix Solutions if required.
- f. Shirin will be the TRCA point of contact and will oversee all correspondence.

If there are any errors or omissions, please advise nico.malfaro@hdrinc.com within ten business days of the issuance of these meeting notes. Meeting notes prepared by HDR.



Lakeshore BRT and Dundas BRT – Mississauga East

Utility Information Session

Rapid Transit Office
November 23, 2021

Agenda

- Introductions
- Overview
- Lakeshore BRT
- Dundas BRT – Mississauga East
- Utility Stakeholder Support
- Questions

Introductions

OWNER – CITY OF MISSISSAUGA		
Jerry Che	Manager, Rapid Transit	Mississauga - Rapid Transit Office
Gino Dela Cruz	Project Lead, Lakeshore BRT	Mississauga - Rapid Transit Office
Matthew Williams	Project Lead, Dundas BRT - Mississauga	Mississauga - Rapid Transit Office
PROGRAM MANAGEMENT		
Laurence Lew	Director, Program Management	Comtech Group
Paul Walkovich	Senior Manager, Utilities	Boxfish Infrastructure Group
ENVIRONMENTAL ASSESSMENT / TPAP (Lakeshore BRT)		
Andrew Shea	Senior Project Manager	HDR
ENVIRONMENTAL ASSESSMENT / TPAP (Dundas BRT)		
Andrew Barr	Project Manager, Transportation	Aecom
Nasim Bozorgmehr	Senior Advisor, Rapid Transit Planning	Metrolinx
Wilson Taveira	Manager, Bus Rapid Transit	Metrolinx

Purpose

The Lakeshore BRT and Dundas BRT – Mississauga East are advancing from the planning phase to the procurement/implementation phase. This session will:

- Provide project delivery structure, scope and timelines
- Request utility stakeholder support during procurement and implementation, including:
 - Review of conceptual designs
 - Development of treatment options (protection, relocation)
 - Providing constraints, upgrade/maintenance considerations
 - Resourcing
 - Implementation

Vision

- The City of Mississauga's vision is to be a transit-oriented city by building public transit systems that:
 - are reliable, efficient, sustainable;
 - provide social and environmental benefits; and
 - can effectively move people across the City, Peel Region and beyond.
- The City is undertaking a portfolio of projects, which:
 - are included in the Metrolinx Regional Transportation Plan;
 - will form a key part of the Regional Transit Grid Network; and
 - are central to the City's vision for its public transit system.

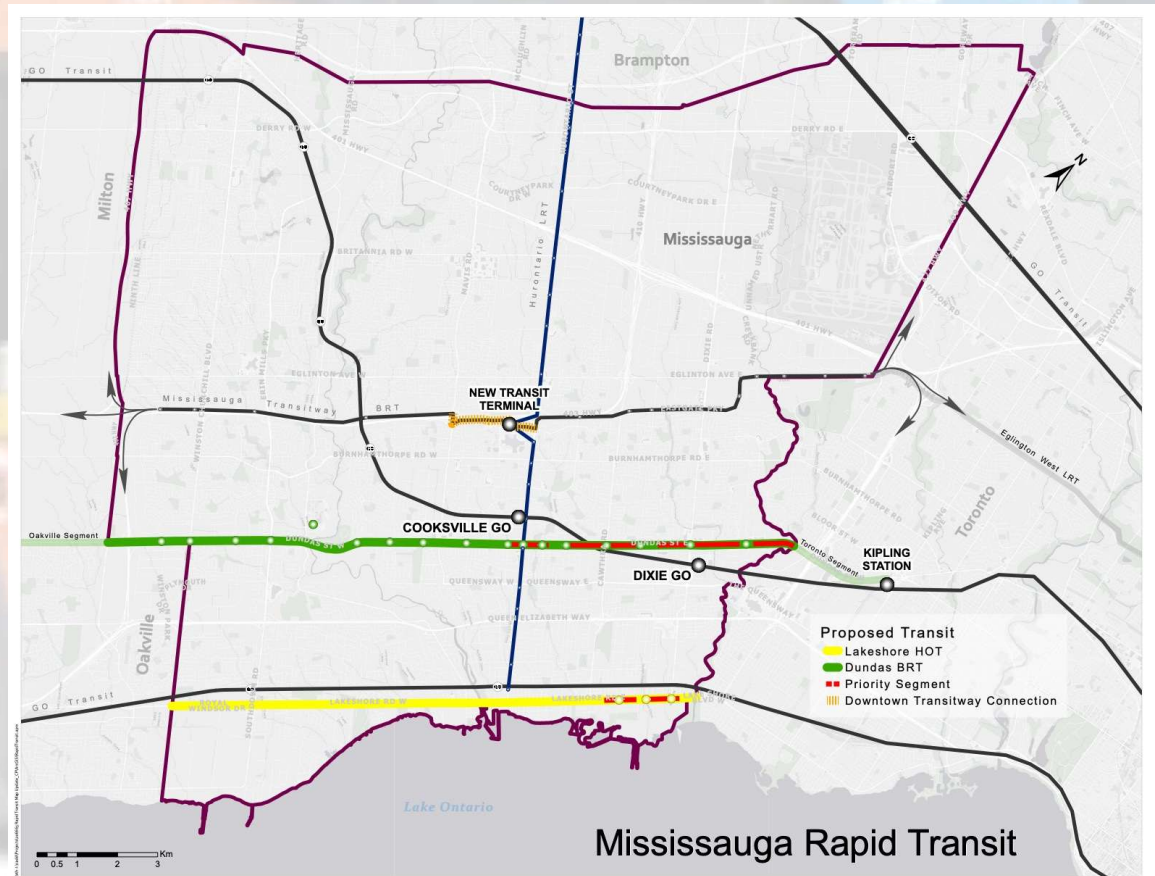
Mississauga – Priority Rapid Transit Projects

Mississauga RTO Projects

- Lakeshore Bus Rapid Transit
- Dundas Bus Rapid Transit
- Downtown Terminal and Transitway Connection

Other Projects

- Downtown Hurontario LRT Loop
- Eglinton Crosstown West Extension
- Milton GO – Two-Way All-Day Service



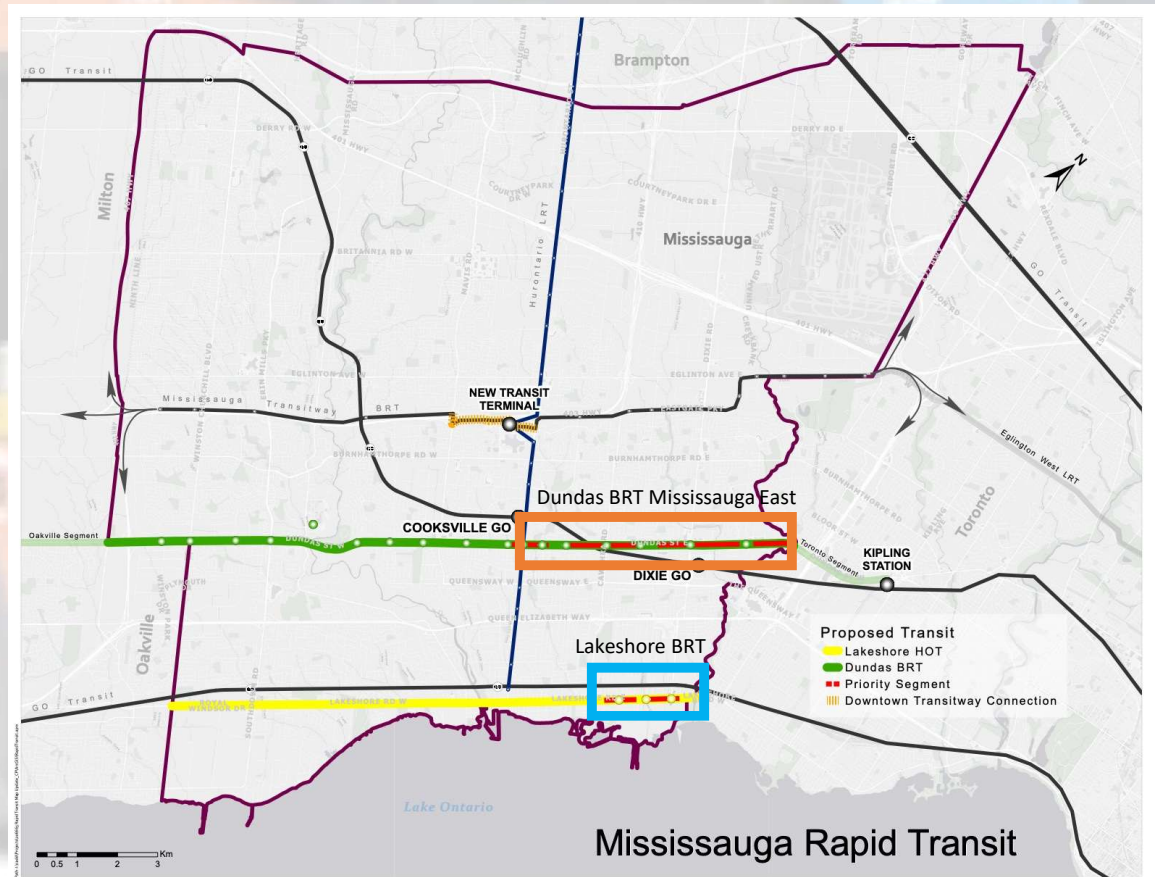
Mississauga – Priority Rapid Transit Projects

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- Lakeshore Bus Rapid Transit
- Dundas Bus Rapid Transit
- Downtown Terminal and Transitway Connection

Other Projects

- Downtown Hurontario LRT Loop
- Eglinton Crosstown West Extension
- Milton GO – Two-Way All-Day Service



What is Bus Rapid Transit (BRT)?

Feature	Description
Dedicated lanes	for buses, where feasible, resulting in shorter travel times and more reliable transit service
Frequent service	with a bus every 5 minutes or less during peak hours
Smart signals	will adapt to support smoother traffic flow for all commutes on buses, in personal vehicles, and on bicycles
Better connections	to TTC, MiWay, Oakville Transit, Burlington Transit, Hamilton Street Rail (HSR), Hurontario Light Rail Transit (LRT) and GO Transit routes to allow for the use of dedicated lanes and shared stops, making it easier to travel through the region
Reliable service	with buses separated from general traffic in most areas, and greater stop spacing to allow for fast, efficient and reliable service
Potential enhanced amenities	such as service maps, next bus information, fare collection, garbage bins, wayfinding information and weather protection

Source: Metrolinx

BRT Project Delivery

- The City of Mississauga is proceeding with road improvements for Lakeshore BRT and Dundas BRT – Mississauga East
- Both federal and provincial governments have announced funding for the construction of the Lakeshore BRT through the Investing in Canada Infrastructure Plan (ICIP) ~\$55 million excluding land cost
- ICIP funding for the Mississauga East segment of the Dundas BRT is pending ~\$305 million excluding land cost
- ICIP funding for each BRT is contingent on completion by late 2027

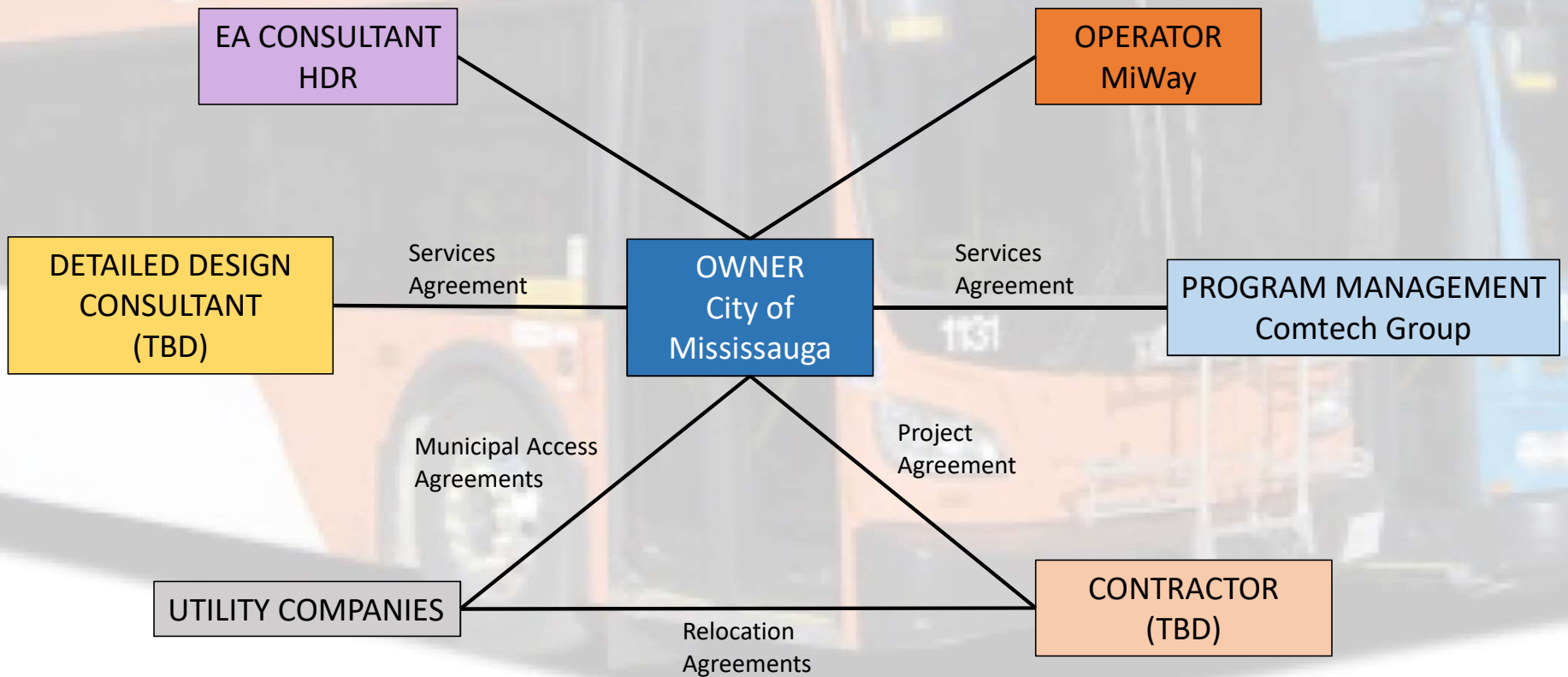
BRT Project Delivery

- The City's Rapid Transit Office (RTO) is responsible for project delivery
- Delivery models:
 - Lakeshore BRT: Design Bid Build (DBB)
 - Dundas BRT – Mississauga East: Design Build (DB)
- Utility works to be undertaken under existing agreements (Municipal Access Agreements)

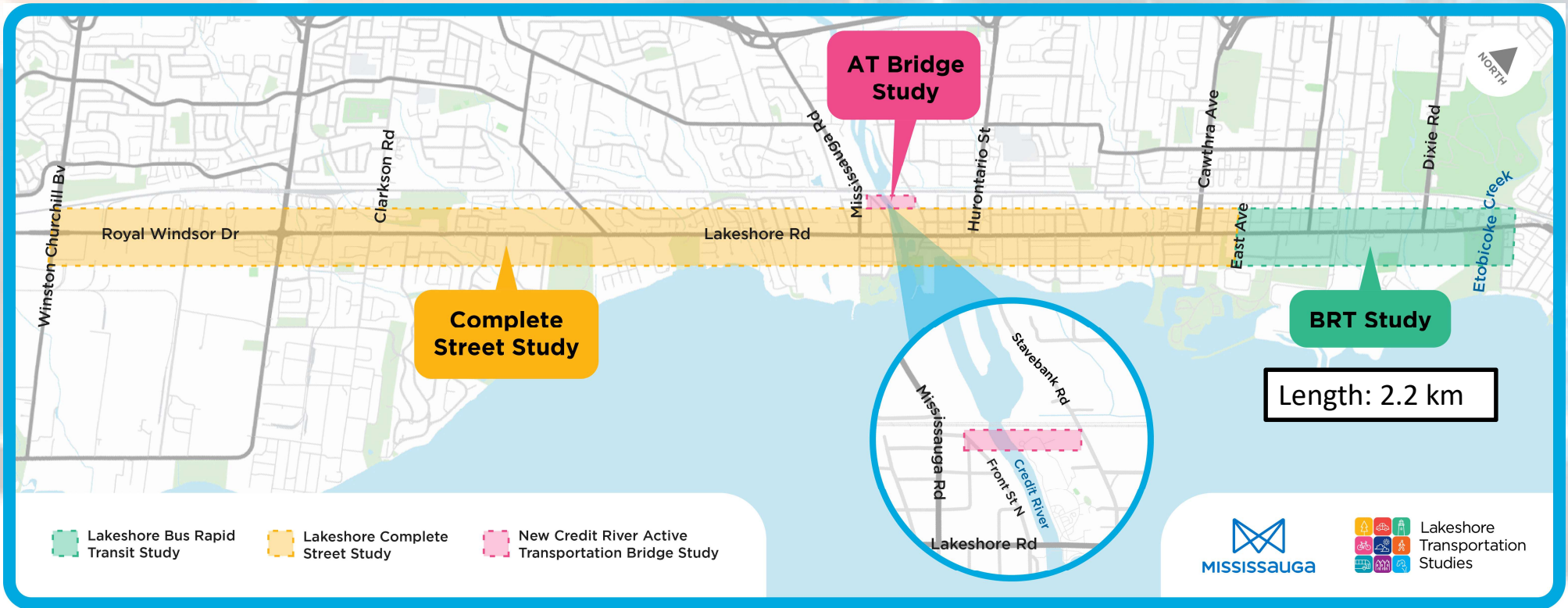


Lakeshore BRT

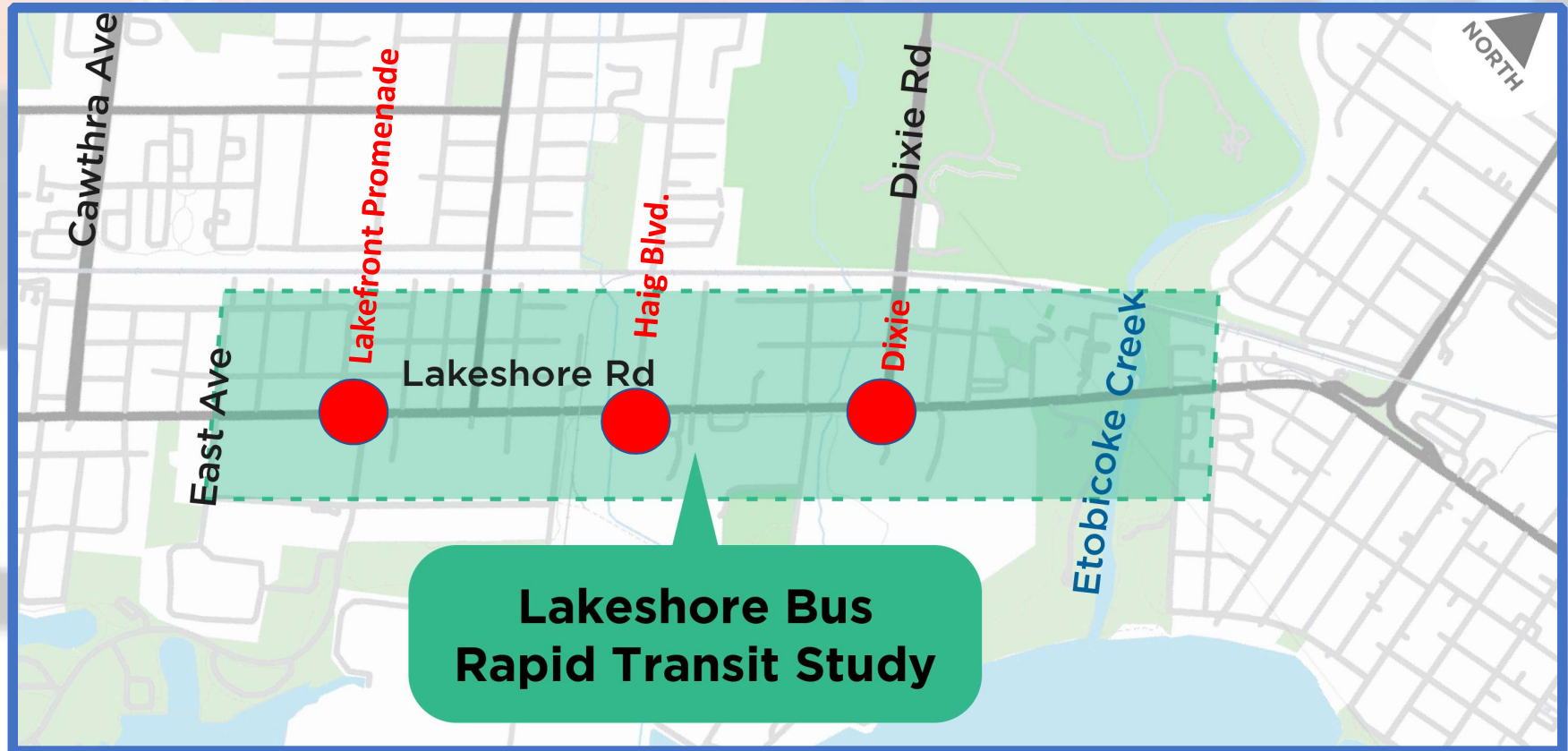
Lakeshore BRT Contractual Arrangement



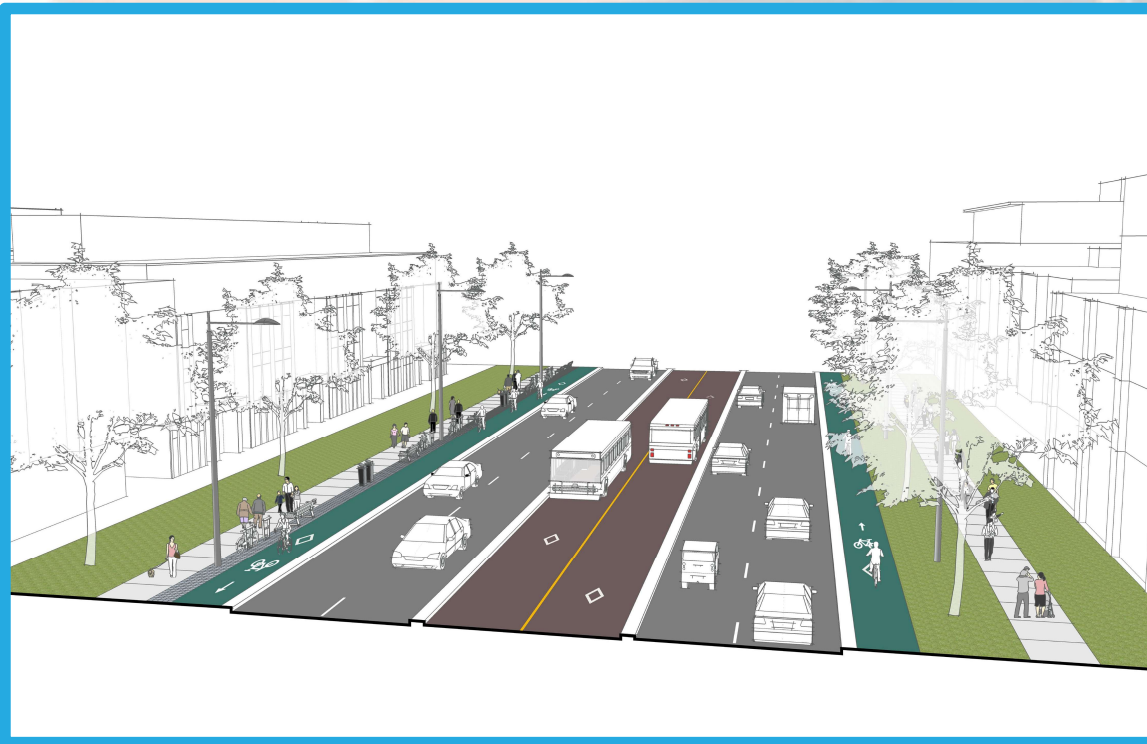
Lakeshore BRT – Etobicoke Creek to East Avenue



Lakeshore BRT – Stop Locations



Lakeshore BRT – Design



- Separated bike lanes and sidewalks
- New centre-running BRT lanes
- New express bus stops in the centre of the street
- Maintain curbside local transit stops in mixed traffic
- Maintain 2 lanes of vehicular traffic in both directions
- Left turn lanes at signalized intersections

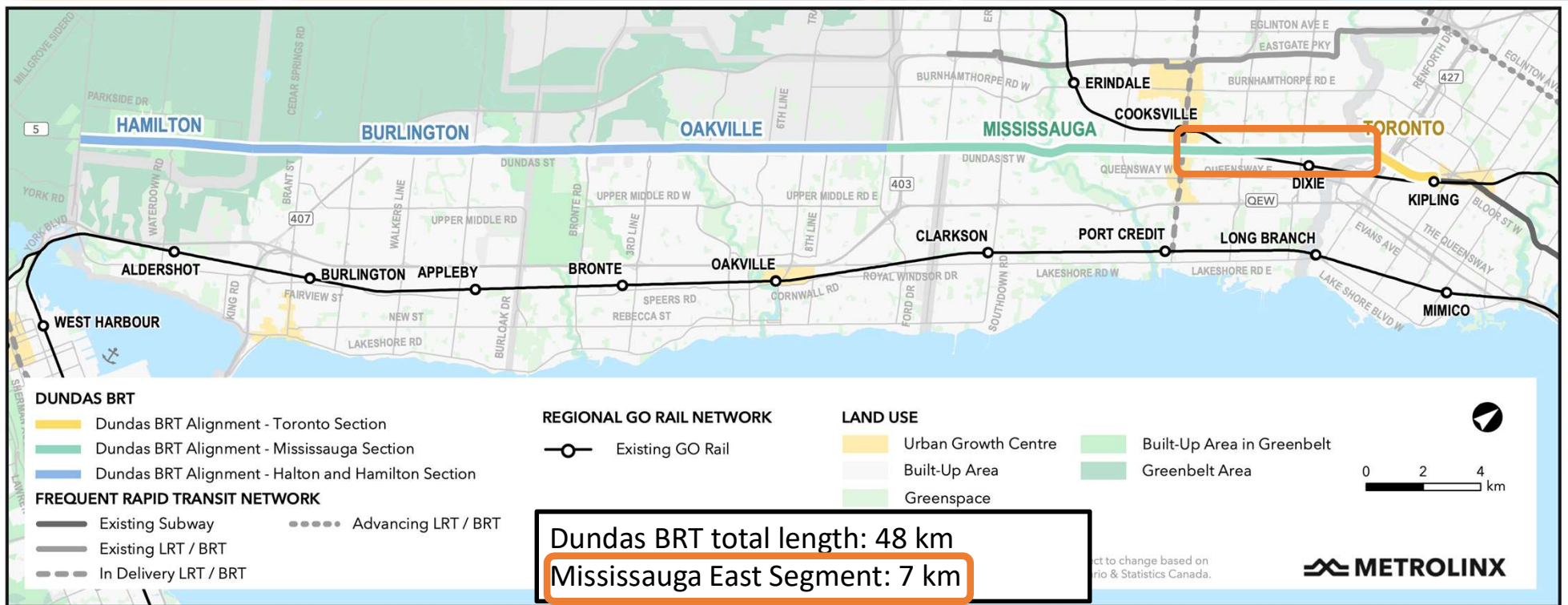
Lakeshore BRT Project Schedule: Key Dates

Milestone	Date
ICIP Funding	Approved January 2021
SUE Investigation	December 2021
Utility Investigation/Conceptual Design	January 2022 – Fall 2022
TPAP Approval	mid 2022
Detailed Design Consultant Onboard	June 2022
Utility Detailed Design	Fall 2022 – Spring 2023
Construction Tender Issuance	Summer 2023
Potential Utility Early Works	Spring 2023 – Spring 2024
Design Bid Build Contract Award	Early 2024
Utility Relocations	Spring 2024 – Summer 2025
Substantial Completion	2027



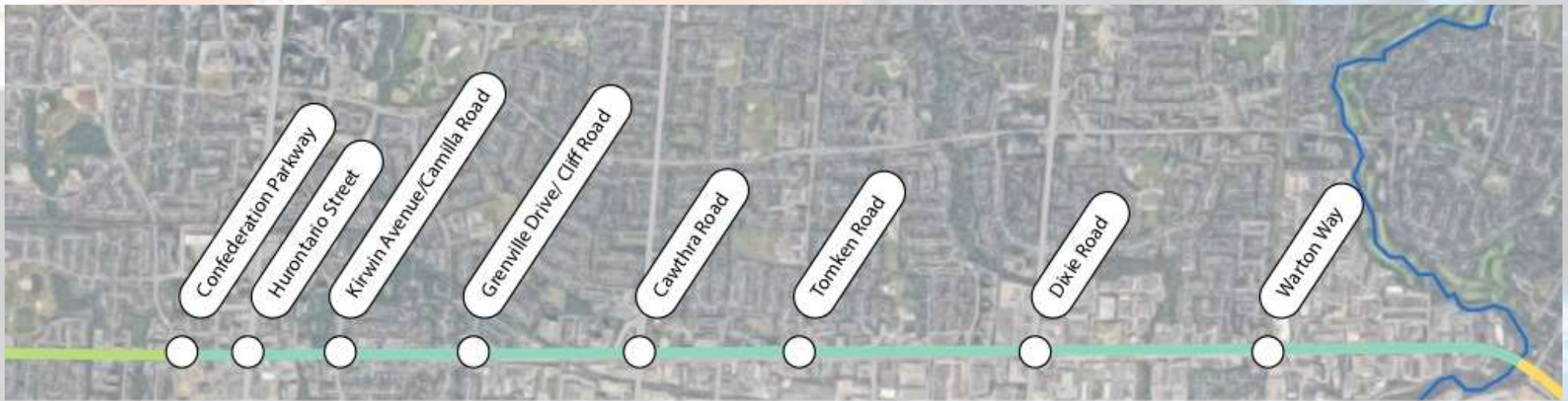
Dundas BRT – Mississauga East

Dundas BRT – Mississauga East Etobicoke Creek to Confederation Parkway





Source: Metrolinx

Dundas BRT – Mississauga East - Stops



Legend

 Dundas BRT - Mississauga East

 Dundas BRT - Mississauga West

 Dundas BRT - Toronto

 Roads

 Etobicoke Creek

 Dundas BRT Stop



Dundas BRT – Mississauga East - ROW

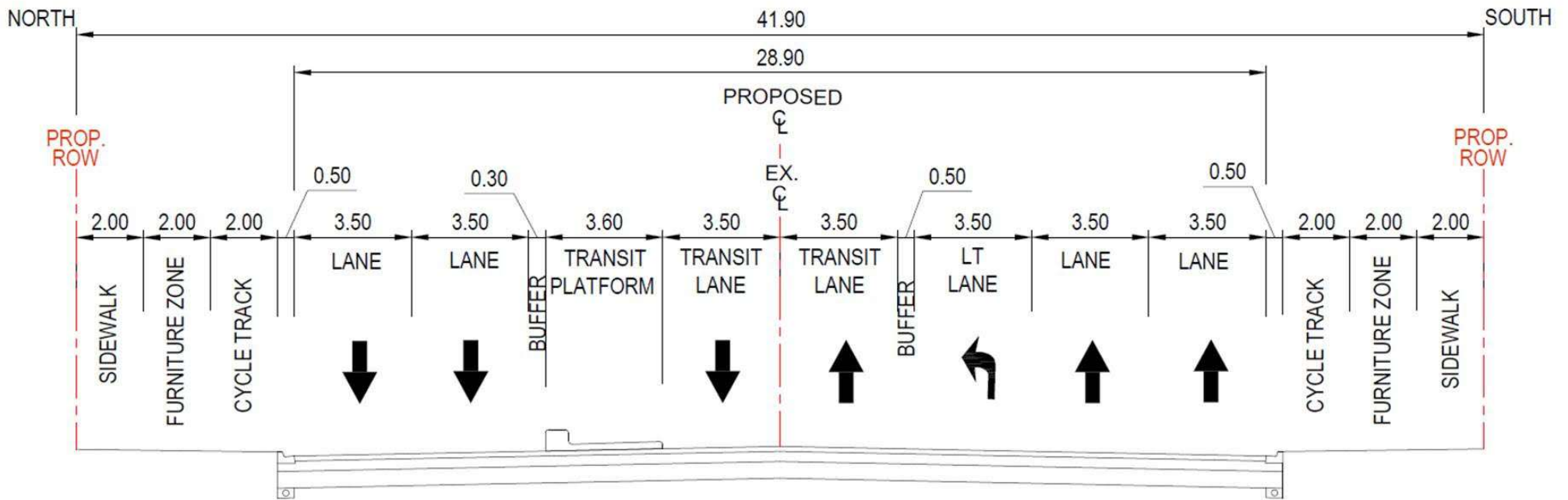


Dundas BRT – Mississauga East – Median BRT

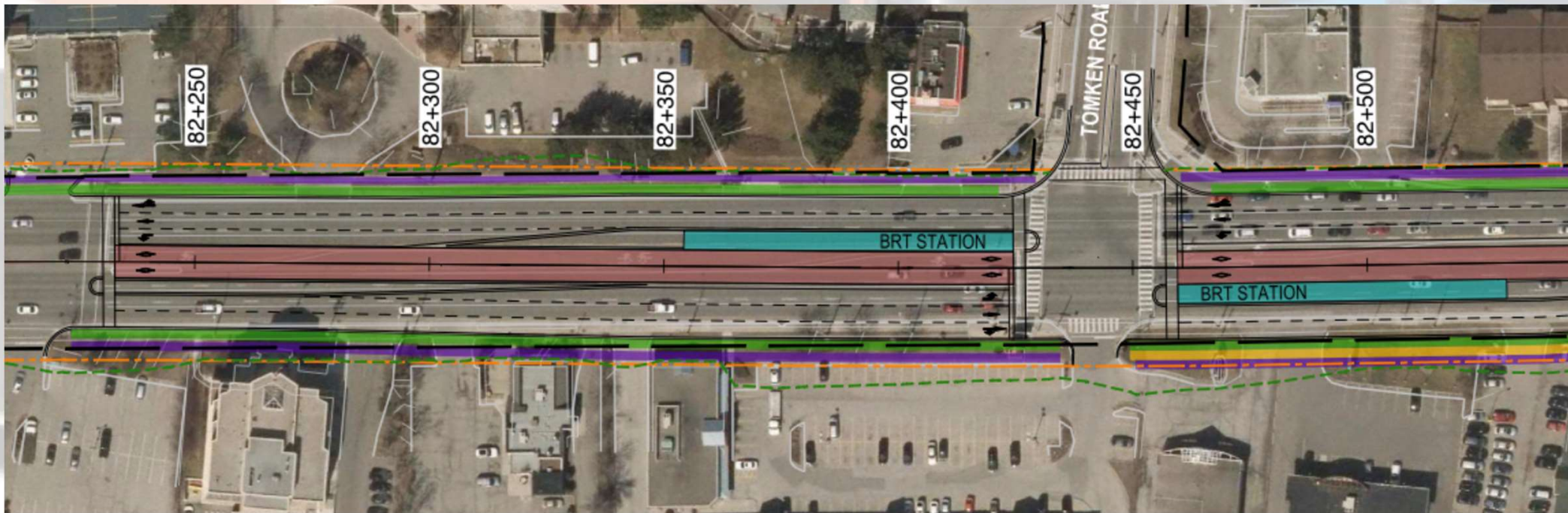


Dundas BRT – Mississauga East – Median Section

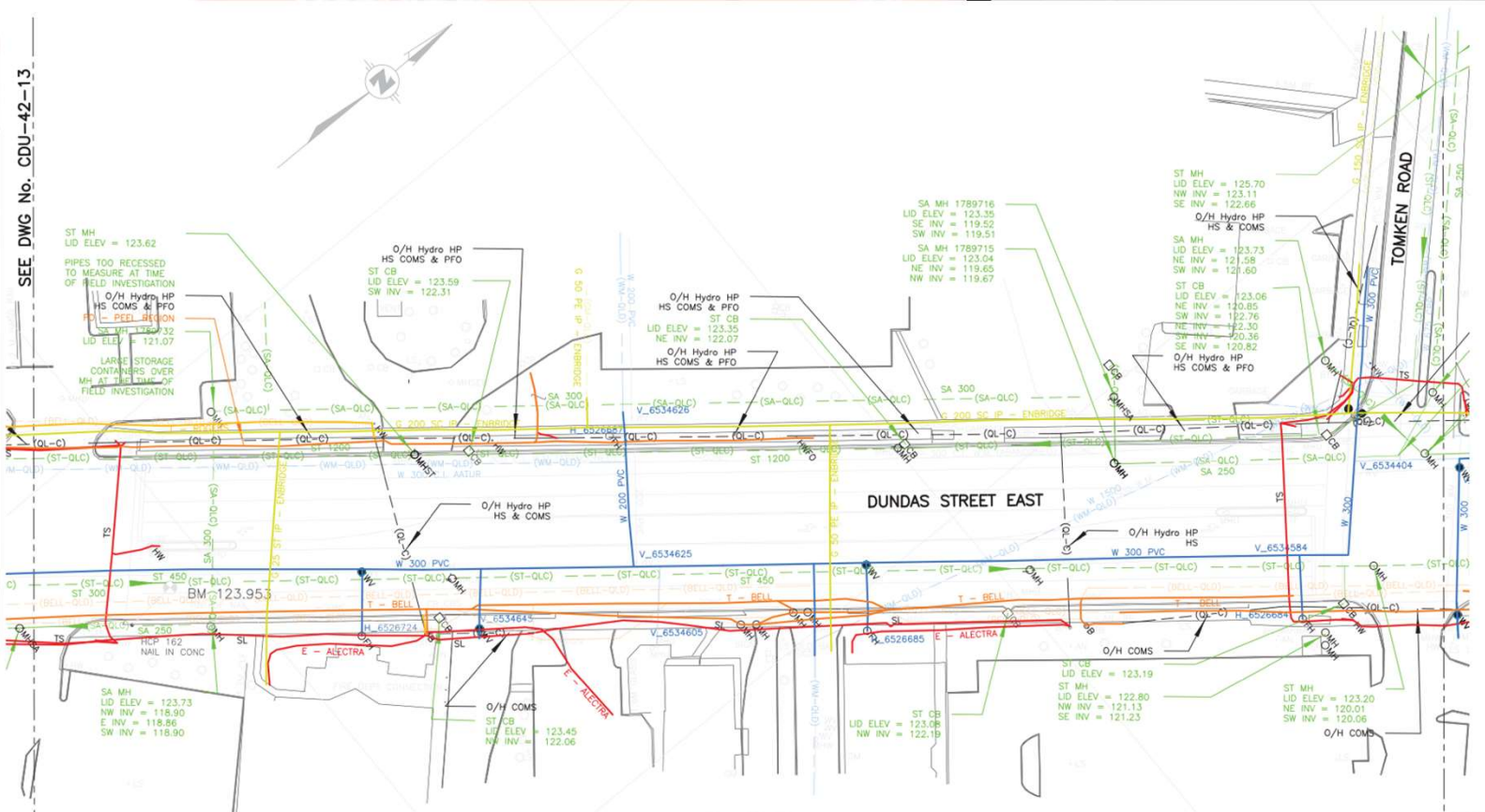
TYPICAL SECTION - DIXIE RD. INTERSECTION



Dundas BRT – Mississauga East – Roll Plan



Dundas BRT – Mississauga East - SUE



SEE DWG No. CDU-42-13

LEGEND

COLOUR/LINE CODES			
E	ELECTRICAL	OWS	OIL WATER SEPARATOR
SL	STREET LIGHTING	ST	STORM SEWER
TS	TRAFFIC SIGNAL	ST	STORM LATERAL
E - H	HYDRO ELECTRIC	SS	SANITARY SEWER
G	GAS MAIN	SA	SANITARY FORCED MAIN
GS	GAS SERVICE	SA LAT	SANITARY LATERAL
T	TELECOMMUNICATIONS	COMB	COMBINED SEWER
FO	FIBRE OPTIC	UNK	UNKNOWN CONDUCTIVE
W	WATER MAIN	UTL	UTILITY WIDTH
WS	WATER SERVICE	Q-L-B	QUALITY LEVEL B
FM	FIRE MAIN	Q-L-C	QUALITY LEVEL C
IRR	IRRIGATION	Q-L-D	QUALITY LEVEL D



Dundas BRT – Mississauga East Project Schedule: Key Dates

Milestone	Date
ICIP Funding	Pending
SUE Investigation	Complete
Utility Investigation / Conceptual Design	January 2022 – Fall 2022
Technical Advisor Onboard	April 2022
TPAP Approval	May 2022
Utility Design	Fall 2022 – Spring 2023
Design Build RFP Issuance	Early 2023
Potential Utility Early Works	Spring 2023 – Spring 2024
Design Build Contract Award	Fall 2023
Utility Relocations	Spring 2024 – Summer 2025
Substantial Completion	2027

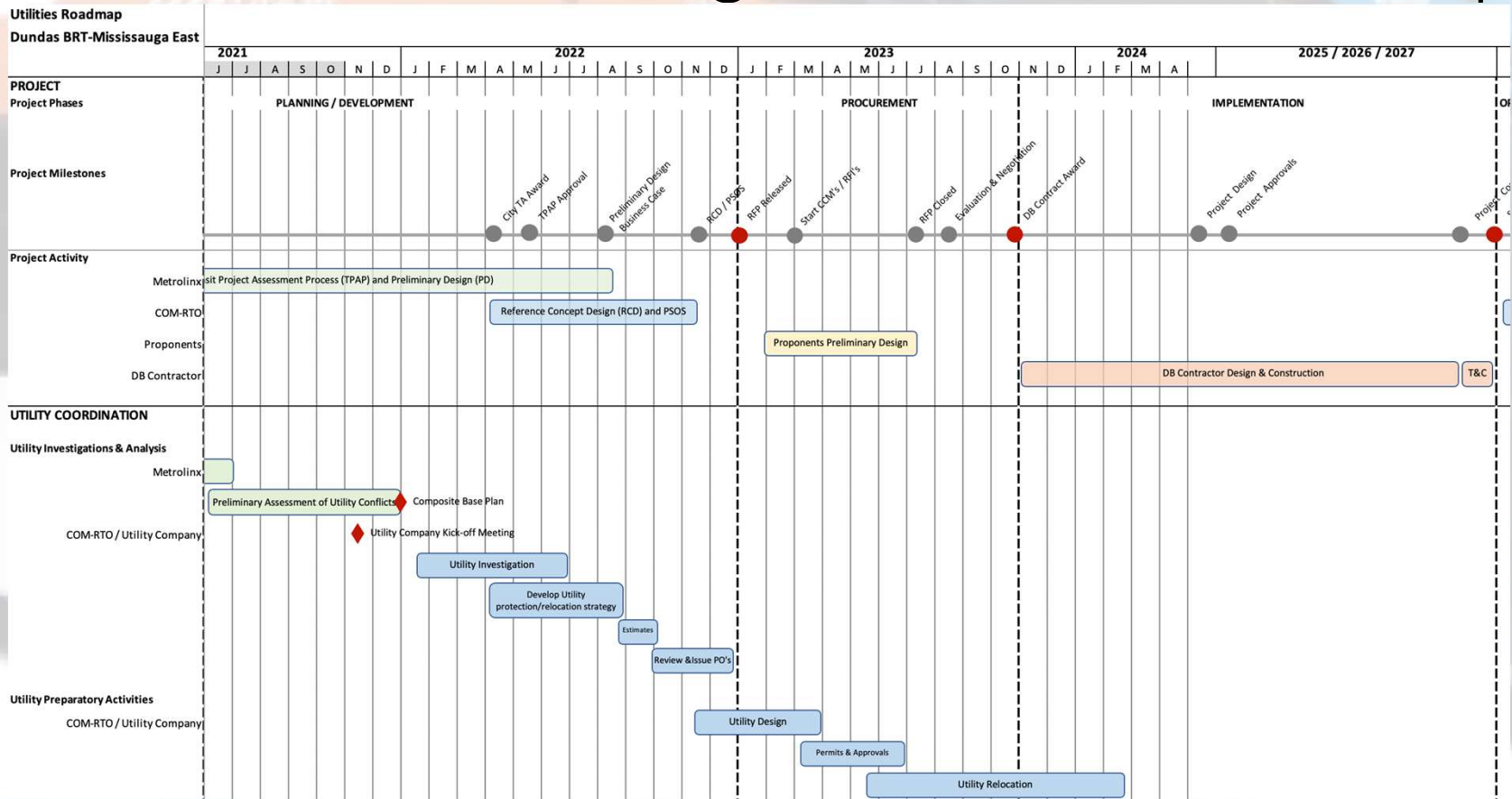


Utility Stakeholder Support

Utility Stakeholder Support

- Utility stakeholders are key to the success of the BRT projects
- Support is required throughout all phases of the BRT projects
 - Asset validation
 - RCD development
 - Detailed design
 - In-market participation
 - Relocations

Dundas BRT – Mississauga East Utilities Roadmap



Utility Stakeholders – Next Steps

- Confirm / provide contact information
- Review MAA's
- Provide location information on new construction and relocations performed within BRT project zones
- Provide forecast for and coordinate capital works within BRT project zones
- Provide requirements and constraints

Utility Stakeholders – Next Steps

- Review SUE information and initial conflict matrix (based on 10% design, available early 2022)
- Coordination meetings to be arranged for early 2022
- Provide feedback on any issues or concerns

Contact Information

Name	Title	Email
Jerry Che	Manager, Rapid Transit	Jerry.Che@mississauga.ca
Gino Dela Cruz	Project Lead, Lakeshore BRT	gino.delacruz@mississauga.ca
Matthew Williams	Project Lead, Dundas BRT	Matthew.Williams@mississauga.ca
Paul Walkovich	Senior Manager, Utilities	pwalkovich@boxfishgroup.com



Thank you!

Questions?



Attendee List & Meeting Notes/Action Items

Attendee List - 1/2

- City of Mississauga (CoM)
 - Jerry Che
 - Gino Dela Cruz
 - Matthew Williams
 - Scott Sorensen – Storm Sewer
- City's Program Management Team
 - Lawrence Lew - Comtech
 - Paul Walkovich - Boxfish
- TPAP(Environmental Assessment) Consultants
 - Kevin Phillip, PM Dundas BRT - AECOM
 - Andrew Barr, DPM Dundas BRT – AECOM
 - Andrew Shea, PM Lakeshore BRT - HDR
- Metrolinx
 - Zul Hamzah
 - Wilson Taveira
 - Liz Tayag
 - Paul Collins
- Peel Region
 - Italia Ponce
 - Sean Ballaro
 - Lyle LeDrew
 - Dan Beddington
 - Gage Thomson
 - Danieil Petrozziello
 - Darrin Dodds

Attendee List - 2/2

- Alectra
 - Andrew Newitt
 - Greg Vandekuyt
- Beanfield
 - Glen Whittaker
- Enbridge
 - Ken Butt
 - Adrian Persaud
- Hydro One
 - Azha Haque
- Rogers
 - Oguz Avci
- Telus
 - Marcel Vien
- Zayo
 - Jeff Hendrikx
- Others
 - Carla Souza
 - Kateryna Vasylieva
 - Manvir Tatla
 - Jamie Rochford

Meeting Notes / Action Items

- Confirm Primary Contact for each Utility companies – all
- Presentation to be distribution – CoM (done)
- Andrew (Alectra) enquired who to talk to about setting up POs to retain design resource/consultants, could take 3-6 months; to be discussed in the new year – CoM/Paul W to arrange meetings
- Ken (Bell) raised the concern resource pool is drying up; PW: hence reason for engaging early, agreed this is an industry theme
- Daniel (Enbridge) would like to understand legal framework in place; prefer to review sooner than in the new year; detail design schedule is not realistic; PW clarified utilities roadmap will be refined further, and the timeline was more for early works vs contractor's utility relocation – CoM/PW to arrange meetings
- Darren (Peel) indicated Peel Program info is available to CoM via regular channel, CoM RTO team to check internally; CoM to arrange LL sessions with Darrin and HuLRT team, including transitway LL
- HDR and AECOM noted that vertical profile of road is not changing much



Meeting Minutes

Project: Lakeshore Transportation Studies

Subject: Technical Advisory Committee Meeting #1

Date: Thursday, July 22, 2021

Location: Webex

Attendees: See Appendix for full list of attendees

The following is a summary of the items discussed at the first Lakeshore Transportation Studies- Technical Advisory Committee Meeting.

Agenda Items:

	Topic	Presenter
1	<p>Introduction:</p> <ul style="list-style-type: none"> - Introduced the purpose, background, timelines, and scope of the Lakeshore Transportation Studies (LTS) - Introduced the technical studies underway and the plans and policies being reviewed - Outlined the public consultation processes included in the drafting of the 2019 Lakeshore Connecting Communities (LCC) Study as well as the general feedback received from the public - Introduced the Problem and/or Opportunity Statement 	Gino Dela Cruz (City of Mississauga) and Nico Malfara (HDR)
2	<p>Lakeshore Bus Rapid Transit Study (BRT) Study:</p> <ul style="list-style-type: none"> - Outlined the scope and status of the BRT Study - Introduced the preferred cross-section and features to be included in the preliminary design for the BRT Study <p>Comments:</p> <ul style="list-style-type: none"> - Lyle Ledrew (Peel Region): “What is the estimated timing of construction for the BRT section?” <ul style="list-style-type: none"> o Gino Dela Cruz (City of Mississauga): As a condition of the ICIP funding, the 2km BRT section requires substantial completion by October 2027. Working backwards from that date, we anticipate the tentative start of construction in Spring 2024. 	Nico Malfara (HDR)
3	<p>Lakeshore Complete Street Study:</p> <ul style="list-style-type: none"> - Outlined the scope, current status and next steps of the Complete Street Study - Introduced the recommended solution for the Lakeshore corridor from East Ave to Winston Churchill Blvd from the 2019 LCC Study - Outlined the alternative transit solutions to be considered for Lakeshore Rd from Godfrey’s Lane to East Ave - Introduced the evaluation criteria to be used to evaluate alternative solutions and design concepts <p>Comments:</p> <ul style="list-style-type: none"> - Paul Stewart (City of Mississauga): “What is the timing for determining which option is preferred?” 	Nico Malfara (HDR)



	<ul style="list-style-type: none"> ○ Nico Malfara (HDR): Preferred transit solution (Phase 2 of EA) to be determined following PIC2 (Fall/Winter 2021). Preferred design concept/cross-section (Phase 3 of EA) to be determined following PIC3 (Summer 2022) - Matthew Sweet (City of Mississauga): "Are there other elements of the complete streets study aside from transit?" <ul style="list-style-type: none"> ○ Nico Malfara (HDR): "Yes, all modes are being considered and evaluated." - Scott Haskill (TTC): "Are you considering different transit solutions for different sections of the Complete Streets Study?" <ul style="list-style-type: none"> ○ Nico Malfara (HDR): "No, we are considering one consistent transit solution from East Ave to Godfrey's Lane." - Michael Tobin (Alectra): "is there a future possibility of an LRT/streetcar?" <ul style="list-style-type: none"> ○ Nico Malfara (HDR): "An LRT/streetcar is not preferred as per the LCC Study's recommendation for up to 2041. However, future (post-2041) conversion to LRT/streetcar is being protected for in the design." 	
	<p>New Credit River Active Transportation (AT) Bridge Study:</p> <ul style="list-style-type: none"> - Outlined the scope, current status and next steps of the AT Bridge Study - Introduced the recommended crossing location solution for the new Credit River crossing from the 2019 LCC Study - Introduced the four alternative bridge design solutions being considered as well as the pros and cons of each - Introduced the evaluation criteria to be used to evaluate alternative solutions and design concepts <p>Comments:</p> <ul style="list-style-type: none"> - Michael Tobin (Alectra): "Will the bridge accommodate vehicles" <ul style="list-style-type: none"> ○ Nico Malfara (HDR): "This will be a pedestrian and cyclist only bridge." - Osama Alfalahi (Peel Region): "To confirm, crossing location option 2 is selected?" <ul style="list-style-type: none"> ○ Nico Malfara (HDR): "Yes, this EA is to confirm the alternative design solutions for that preferred location from the LCC Study." - Michael: "Are there plans to expand the vehicle bridge at lakeshore?" <ul style="list-style-type: none"> ○ Nico: "No. Per the LCC Study problem/opportunity statement, making other means of transportation more attractive is the preferred method of addressing the congestion along Lakeshore." 	Nico Malfara (HDR)
	<p>Next Steps:</p> <ul style="list-style-type: none"> - Introduced the schedule of Virtual Open House #1 as well as ways of learning more about the project 	Nico Malfara (HDR)

Action Items or Decisions Made:

	Action Item or Decision	Person Responsible	Due Date
1	Sending invitation to TAC meeting 2	Brittany Zhang (HDR)	Dec. 2021



If there are any errors or omissions, please advise nico.malfaro@hdrinc.com within ten business days of the issuance of these meeting notes. Meeting notes prepared by HDR.

Appendix

Full list of attendees

HDR	City of Mississauga	Peel Region	Metrolinx
Brittany Zhang	Jessica Yong	Grace Mulcahy	Kevin Chan
Tara Erwin	David Ferro	Brian Parkes	Tony To
Nico Malfara	Viorel Mares	Damian Jamroz	Li Dong
Maryam Tagh Bostani	Robert Ruggiero	Ali Aamir	
Sepideh Khorshid	Max Gill	Wayne Koethe	CVC
Juan Rodriguez	Jerry Che	Sandy Lovisotto	Jakub Killis
	Alex Liya	Osama Alfalahi	Lori Cook
Matrix Solutions	Norbert Orzel	Manvir Tatla	Rizwan Haq
Dave Van Vliet	Scott Sorensen	Sakshi Saini	
Robyn Leppington	Alice Ho	Lyle Ledrew	TRCA
	Paul Stewart	Sabbir Saiyed	Suzanne Bevan
DTAH	Gino Dela Cruz	Ryan Gulyas	Shirin Varzani
Tanya Brown	Farhad Shahla	Bob Nieuwenhuysen	Jason Solnik
	Jacqueline Elias	Steven Kovach	
City of Toronto	Laura Archila	Tamara Alexander	Alectra Utilities
Josh Bassett	Ryan Au	Alex Masley	Michael Tobin
Stella Gustavson	Brent Reid	Monika Racioppo	
Edna Cuvin	Varghese George		
Allison Reid	Kate Allan	Town of Oakville	
Elisabeth Silva Stewart	Wayne Holder	Felix Tse	
Matthew Davis	Matthew Sweet		
	Sheryl Badin		
TTC	Bill Moffatt		
Scott Haskill	Sharon Chapman		



Meeting Minutes

Project: Lakeshore Transportation Studies

Subject: Technical Advisory Committee (TAC) Meeting #2

Date: March 16, 2022

Location: Virtual Meeting (Webex)

Attendees: See page 5 for a full list of attendees

The following is a summary of the items discussed at the Technical Advisory Committee Meeting #2 for the Lakeshore Transportation Studies.

Agenda Items:

	Topic	Presenter
1	<p>Introductions</p> <ul style="list-style-type: none"> - Introduced the objectives, study areas, and timelines of the three studies that make up the collective Lakeshore Transportation Studies. - Outlined the common themes of the feedback received from the first Public Open House that took place in September 2021. 	<p>Gino (City of Mississauga PM)</p> <p>Andrew (HDR PM)</p>
2	<p>Bus Rapid Transit (BRT) Study</p> <ul style="list-style-type: none"> - Presented the preferred cross-section and outlined the key features that would be introduced as part of the BRT Study. - Introduced the design of a BRT stop as well as potential amenities at the stops. - Presented the draft roll plan of the study area and outlined the potential impacts of the proposed design as well as mitigation measures for these impacts. 	<p>Andrew (HDR PM)</p>
3	<p>Complete Street Study</p> <ul style="list-style-type: none"> - Introduced the four alternative transit solutions that were evaluated as part of the Complete Street Study for the section of Lakeshore Rd from Godfrey's Lane to East Ave. - Outlined the framework and criteria used for the evaluation of the alternative transit solutions. - Presented the high-level scoring of each of the alternative transit solutions and identified the preferred solution based on the evaluation framework. 	<p>Angie (HDR Assistant PM)</p>
4	<p>Active Transportation (AT) Bridge Study</p>	<p>Nico (HDR PM)</p>



	<ul style="list-style-type: none"> - Introduced the four alternative bridge design solutions that were initially considered and the two bridge designs that were carried forward for further evaluation. - Introduced the draft alignment of the AT bridge and its potential impacts on the surrounding area. - Outlined the framework and criteria used for the evaluation of the two alternative bridge solutions. - Presented the high-level scoring of each of the alternative bridge solutions and identified the preferred solution based on the evaluation framework. 	
5	<p>Next steps</p> <ul style="list-style-type: none"> - Introduced the next steps of each of the three Studies. - Provided information on the upcoming Virtual Public Open House. 	Nico (HDR PM)
6	<p>Discussion</p> <p>1. Complete Street Study- public realm evaluation</p> <p>City of Mississauga staff voiced concern on the potential impacts transit improvement measures would have on the character of the Port Credit community.</p> <p>City Project Manager noted that transit improvements would be integrated at a localized level and would preserve the character of the community. The specific locations and design of the transit improvements would be finalized during the next phase of the EA.</p> <p>2. Complete Street Study- water quality evaluation</p> <p>TRCA staff inquired as to why all the transit alternatives scored positively for the “water quality” criteria in the evaluation framework.</p> <p>Project team noted that none of the alternatives are expected to negatively impact the water quality seeing that all alternatives are expected to be implemented within the existing Right of Way (RoW). In this phase of design, hydrology impacts are not expected to be a differentiating factor among the four alternatives. Project team also mentioned that a detailed hydrology assessment and mitigation measures will be included for the preferred alternative in Phase 3 and 4 of the EA process.</p> <p>3. Complete Street Study- corridor landscaping</p> <p>City of Mississauga staff commented that 2m x 2m of space would be needed to accommodate trees in soil cells, while 2.5m x 2.5m is needed for trees in sodded landscaping. City staff also expressed concerns over the potential spacing conflicts within the boulevard between trees and utility features.</p> <p>Project team noted that a tree planting plan will be developed for the preferred solution in the next phase of the EA process which will also outline the locations of utilities in the boulevard to minimize conflict.</p>	All



<p>4. BRT Study- corridor landscaping</p> <p>City of Mississauga staff asked if any trees would be preserved in the BRT Study area.</p> <p>Project team noted that the bike lane and sidewalk are aligned in some sections of the study area to preserve existing trees and that a tree preservation plan has been recommended for the detailed design phase of the Study.</p> <p>5. Protection from natural hazards</p> <p>CVC staff raised a question on whether there are measures considered that would protect the Lakeshore corridor against natural hazards such as flooding.</p> <p>Project team noted that for the portion of the Lakeshore corridor under the BRT Study, the project team has received CVC's comments on the Environmental Project Report that was circulated a few months ago and will address these comments in a revised copy of the report.</p> <p>As for the Complete Street Study portion of the corridor, the project team noted that all four transit alternatives would be within the existing RoW and do not foresee any major differences between the alternatives in terms of how they would be impacted by natural hazards. A stormwater analysis will be conducted on the preferred alternative, and findings will be shared with the CVC when available.</p> <p>6. Utility corridor</p> <p>Alectra staff asked if there would be space for a utility corridor to accommodate 4 circuit pole lines between East Ave and Seneca Ave.</p> <p>Project team indicated that there is space for a utility corridor in that segment and that it would continue to the Mississauga/Toronto border.</p> <p>7. Connection to Long Branch GO station</p> <p>TTC staff asked about the proposed frequency of MiWay buses using the Long Branch loop.</p> <p>Project team noted that the peak frequency was modelled to be 5 minutes for the future ultimate condition in 2041.</p> <p>City of Toronto staff requested a micro-simulation forecast for portion of the corridor within the City of Toronto (signalized intersections and the Long Branch Loop), to ensure that the Loop has the capacity to accommodate MiWay buses in the future. The City project team will review the request and follow-up with TTC for further action.</p> <p>8. TTC streetcar extension</p>	
--	--



	<p>TTC staff commented that one of the long-term recommendations which emerged from the 2019 Transportation Master Plan was the extension of the TTC streetcar onto Lakeshore Rd.</p> <p>Project team clarified that the design of the BRT Study section of the Lakeshore corridor is protected for the future streetcar extension. However, the Complete Street Study section of the corridor would warrant future studies in order to accommodate the extension, should this be warranted or explored post 2041.</p> <p>9. Connection to Port Credit GO station</p> <p>Metrolinx staff asked if there are plans to enhance the connection between the proposed AT bridge to the Port Credit GO Station.</p> <p>Project team noted that there a future commitment for this connection will be made in the Project File, however, it is dependent on the completion of the Stavebank Rd grade-separation to allow for a safe connection at that location.</p> <p>10. Complete Street Study Mobility Evaluation</p> <p>Metrolinx staff asked if the Part B evaluation summary specifically for mobility results were qualitative or quantitative. Project team noted that the results were derived from a quantitative analysis and the detailed evaluation matrix and traffic analysis results can be shared with if requested.</p>	
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Action Items or Decisions Made:

	Action Item or Decision	Person Responsible	Due Date
1	Confirm the frequency of MiWay buses using the Long Branch loop	HDR MiWay	March 25. 2022
2	Share micro-simulation results for the corridor within the City of Toronto with City staff for review	HDR	ASAP

If there are any errors or omissions, please advise Brittany.zhang@hdrinc.com within ten business days of the issuance of these meeting notes. Meeting notes prepared by HDR.



List of attendees:

HDR

Andrew Shea
Angie Ning
Anjie Liu
Brittany Zhang
Chris Yung
Maryam Tagh Bostani
Nico Malfara
Qingjie Zeng

City of Mississauga

Alex Liya
Alice Ho
Bill Moffatt
David Ferro
Fred Sandoval
Gino Dela Cruz
Hana Lapp
Jacqueline Elias
Jane Darragh
Jeffrey Reid
Jerry Che
Kate Allan
Laura Archila
Mark Vandersluis
Max Gill
Monika Kokoszka
Norbert Orzel
Paul Stewart
Robert Ruggiero
Ryan Au
Scott Sorensen
Sheryl Badin
Steven Guan
Tomasz Brzeziak
Varghese George
Viorel Mares
Zeljko Subic

TTC

Dominic Ho

Town of Oakville

Ali Zeb
Felix Tse

CVC

Jakub Kilis
Lori Cook
Matteo De Stefano

City of Toronto

Alan Filipuzzi
Josh Bassett

TRCA

Shirin Varzgani
Suzanne Bevan

Metrolinx

Leah Chishimba Simwanza
Kevin Chan

Peel Region

Italia Ponce
Lyle LeDrew
Tamara Kwast
Tatla, Manvir

Telus

Marcel Vien

Alectra utilities

Michael Tobin

Matrix Solutions

Justine Chin-Cheong

ASI

John Sleath

DTAH

Tanya Brown

Agency Emails

Metrolinx

From: Kaylin Barnes <Kaylin.Barnes@metrolinx.com>
Sent: Thursday, September 15, 2022 12:06 PM
To: Zhang, Brittany
Cc: Uton Samuels
Subject: RE: Lakeshore Bus Rapid Transit Project- Notice of Commencement

Categories: To file

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Brittany,

For future Notices and reports for the Lakeshore BRT Project, please send to Uton Samuels (cc'd) who will be taking over reviews.

Thank you,

Kaylin Barnes

Project Manager, Environmental Programs and Assessment
10 Bay Street | Toronto | Ontario | M5J 2R8
T: 416.202.5627 C: 416.728.9147



From: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Sent: Thursday, June 30, 2022 6:54 PM
To: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Cc: Shea, Andrew <Andrew.Shea@hdrinc.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>
Subject: Lakeshore Bus Rapid Transit Project- Notice of Commencement

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Hello,

The attached Notice of Commencement marks the official commencement of the Transit Project Assessment Process (TPAP) for the Lakeshore Bus Rapid Transit (BRT) project, undertaken by the City of Mississauga.

The draft Environmental Project Report (EPR), documenting the study process and findings, was circulated to various review agencies for feedback earlier this year. The comments received have been addressed and a revised draft EPR along with comment responses has been circulated back to the review agencies for feedback.

Please contact me with any questions or comments regarding the Lakeshore BRT project.

Regards,

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

From: Kaylin Barnes <Kaylin.Barnes@metrolinx.com>
Sent: Monday, August 8, 2022 2:05 PM
To: Zhang, Brittany
Cc: Pam Foster; Paul Niejadlik; Li Dong; Gino Dela Cruz; Shea, Andrew
Subject: BRT Study- Metrolinx Review_Revised EPR+Appendices
Attachments: [LTS TPAP EPR Rev01_MX comment tracker 7-22-2022.xlsx](#)

Categories: To file

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Brittany,

Please find attached the latest CRR, where the previous comments were closed out. There are no new comments with the revised draft Environmental Project Report. Please do keep Metrolinx included in review of future iterations as they come up.

Thanks,

Kaylin Barnes

Project Manager, Environmental Programs and Assessment
10 Bay Street | Toronto | Ontario | M5J 2R8
T: 416.202.5627 C: 416.728.9147



From: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Sent: Tuesday, June 28, 2022 1:27 PM
To: Kaylin Barnes <Kaylin.Barnes@metrolinx.com>
Cc: Pam Foster <Pam.Foster@metrolinx.com>; Paul Niejadlik <Paul.Niejadlik@metrolinx.com>; Li Dong <Li.Dong@metrolinx.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>; Shea, Andrew <Andrew.Shea@hdrinc.com>
Subject: RE: Lakeshore Transportation Studies- BRT Study- Metrolinx Review_Revised EPR+Appendices

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Hi Kaylin,

We have drafted responses to Metrolinx' comments received on January 31 from the technical review of the Lakeshore BRT Project Environmental Project Report, comments and responses are logged in the attached comment tracker.

The revised draft Environmental Project Report and appendices can be downloaded **via this link** (<https://we.tl/t-HWaWMQurc1>) for Metrolinx' review.

Please let us know if you have any further comments on the materials circulated, ideally by **July 19.**

Thank you!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Zhang, Brittany
Sent: Tuesday, February 1, 2022 9:10 AM
To: Kaylin Barnes <Kaylin.Barnes@metrolinx.com>
Cc: Pam Foster <Pam.Foster@metrolinx.com>; Paul Niejadlik <Paul.Niejadlik@metrolinx.com>; Tony To <Tony.To@metrolinx.com>; Li Dong <Li.Dong@metrolinx.com>; Kevin Chan <Kevin.Chan@metrolinx.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>; Shea, Andrew <Andrew.Shea@hdrinc.com>
Subject: RE: Lakeshore Transportation Studies- BRT Study- Metrolinx Review_3

Hi Kaylin,

Thank you for your review! Comments received and we are working on providing responses.

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Kaylin Barnes <Kaylin.Barnes@metrolinx.com>
Sent: Monday, January 31, 2022 4:55 PM
To: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Cc: Pam Foster <Pam.Foster@metrolinx.com>; Paul Niejadlik <Paul.Niejadlik@metrolinx.com>; Tony To <Tony.To@metrolinx.com>; Li Dong <Li.Dong@metrolinx.com>; Kevin Chan <Kevin.Chan@metrolinx.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>; Shea, Andrew <Andrew.Shea@hdrinc.com>
Subject: RE: Lakeshore Transportation Studies- BRT Study- Metrolinx Review

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Brittany,

Thank you for the opportunity review the Lakeshore Bus Rapid Transit draft Environmental Project Report and appendices. Please find attached a Response Comment Sheet containing the results of our

review. Please let us know if there will be another chance to review the reports alongside comment responses, and if so when that is expected to occur.

Thank you kindly,

Kaylin Barnes

Project Manager, Environmental Programs and Assessment
10 Bay Street | Toronto | Ontario | M5J 2R8
T: 416.202.5627 C: 416.728.9147



From: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Sent: January-07-22 7:40 PM
To: Pam Foster <Pam.Foster@metrolinx.com>
Cc: Tony To <Tony.To@metrolinx.com>; Li Dong <Li.Dong@metrolinx.com>; Kevin Chan <Kevin.Chan@metrolinx.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>; Shea, Andrew <Andrew.Shea@hdrinc.com>
Subject: Lakeshore Transportation Studies- BRT Study- Metrolinx Review


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Hello Pam,

HDR is working with The City of Mississauga on three Environmental Assessments as part of the overall Lakeshore Transportation Studies, one of which is the Bus Rapid Transit Study.

As the Bus Rapid Transit TPAP Study progresses, HDR now has a draft Environmental Project Report and appendices ready for review.

Please see the attached cover letter for more details on the project.

The draft EPR and appendices can be downloaded using this link ( [20220107 Metrolinx](#)) for your review.

Please let me know if you would like an alternative version (e.g. physical copy) of the report or if you have trouble accessing the link.

If possible, we would greatly appreciate if you could provide the results of your review by **January 31, 2022**.

Thank you!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

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From: Zhang, Brittany
Sent: Friday, July 22, 2022 11:57 AM
To: 'Kaylin Barnes'
Subject: RE: LTS- BRT Study- Metrolinx Review_Revised EPR+Appendices_2

Categories: To file

Hey Kaylin,

Just following up on Metrolinx' review of the revised draft EPR for the BRT project, could you let us know at your earliest convenience if Metrolinx has any additional comments on this submission? Or let us know approximately when we can expect comments by.

Happy weekend!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Zhang, Brittany
Sent: Tuesday, July 19, 2022 11:08 AM
To: Kaylin Barnes <Kaylin.Barnes@metrolinx.com>
Subject: RE: Lakeshore Transportation Studies- BRT Study- Metrolinx Review_Revised EPR+Appendices

Sure thing. Link here: <https://we.tl/t-InPT9kvPok>

Let me know if you have trouble with access.

Thanks!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Kaylin Barnes <Kaylin.Barnes@metrolinx.com>
Sent: Tuesday, July 19, 2022 11:00 AM
To: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Subject: RE: Lakeshore Transportation Studies- BRT Study- Metrolinx Review_Revised EPR+Appendices

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Hi Brittany, can you re-send the wetransfer link for draft EPR?

Thanks,

Kaylin Barnes

T: 416.202.5627 C: 416.728.9147



From: Zhang, Brittany <Brittany.Zhang@hdrinc.com>

Sent: Tuesday, June 28, 2022 1:27 PM

To: Kaylin Barnes <Kaylin.Barnes@metrolinx.com>

Cc: Pam Foster <Pam.Foster@metrolinx.com>; Paul Niejadlik <Paul.Niejadlik@metrolinx.com>; Li Dong <Li.Dong@metrolinx.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>; Shea, Andrew <Andrew.Shea@hdrinc.com>

Subject: RE: Lakeshore Transportation Studies- BRT Study- Metrolinx Review_Revised EPR+Appendices

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Hi Kaylin,

We have drafted responses to Metrolinx' comments received on January 31 from the technical review of the Lakeshore BRT Project Environmental Project Report, comments and responses are logged in the attached comment tracker.

The revised draft Environmental Project Report and appendices can be downloaded **via this link** (<https://we.tl/t-HWaWMQurc1>) for Metrolinx' review.

Please let us know if you have any further comments on the materials circulated, ideally by **July 19.**

Thank you!

Brittany Zhang,

Transportation planner

D 416.825.0255

Brittany.Zhang@hdrinc.com

[hdrinc.com/follow-us](https://www.hdrinc.com/follow-us)

From: Zhang, Brittany

Sent: Tuesday, February 1, 2022 9:10 AM

To: Kaylin Barnes <Kaylin.Barnes@metrolinx.com>

Cc: Pam Foster <Pam.Foster@metrolinx.com>; Paul Niejadlik <Paul.Niejadlik@metrolinx.com>; Tony To <Tony.To@metrolinx.com>; Li Dong <Li.Dong@metrolinx.com>; Kevin Chan

<Kevin.Chan@metrolinx.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>; Shea, Andrew <Andrew.Shea@hdrinc.com>

Subject: RE: Lakeshore Transportation Studies- BRT Study- Metrolinx Review_3

Hi Kaylin,

Thank you for your review! Comments received and we are working on providing responses.

Brittany Zhang,

Transportation planner

D 416.825.0255

Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Kaylin Barnes <Kaylin.Barnes@metrolinx.com>

Sent: Monday, January 31, 2022 4:55 PM

To: Zhang, Brittany <Brittany.Zhang@hdrinc.com>

Cc: Pam Foster <Pam.Foster@metrolinx.com>; Paul Niejadlik <Paul.Niejadlik@metrolinx.com>; Tony To <Tony.To@metrolinx.com>; Li Dong <Li.Dong@metrolinx.com>; Kevin Chan <Kevin.Chan@metrolinx.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>; Shea, Andrew <Andrew.Shea@hdrinc.com>

Subject: RE: Lakeshore Transportation Studies- BRT Study- Metrolinx Review

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Hello Brittany,

Thank you for the opportunity review the Lakeshore Bus Rapid Transit draft Environmental Project Report and appendices. Please find attached a Response Comment Sheet containing the results of our review. Please let us know if there will be another chance to review the reports alongside comment responses, and if so when that is expected to occur.

Thank you kindly,

Kaylin Barnes

Project Manager, Environmental Programs and Assessment

10 Bay Street | Toronto | Ontario | M5J 2R8

T: 416.202.5627 C: 416.728.9147

 **METROLINX**

From: Zhang, Brittany <Brittany.Zhang@hdrinc.com>

Sent: January-07-22 7:40 PM

To: Pam Foster <Pam.Foster@metrolinx.com>

Cc: Tony To <Tony.To@metrolinx.com>; Li Dong <Li.Dong@metrolinx.com>; Kevin Chan

<Kevin.Chan@metrolinx.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>; Shea, Andrew <Andrew.Shea@hdrinc.com>

Subject: Lakeshore Transportation Studies- BRT Study- Metrolinx Review


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Hello Pam,

HDR is working with The City of Mississauga on three Environmental Assessments as part of the overall Lakeshore Transportation Studies, one of which is the Bus Rapid Transit Study.

As the Bus Rapid Transit TPAP Study progresses, HDR now has a draft Environmental Project Report and appendices ready for review.

Please see the attached cover letter for more details on the project.

The draft EPR and appendices can be downloaded using this link ( [20220107 Metrolinx](#)) for your review.

Please let me know if you would like an alternative version (e.g. physical copy) of the report or if you have trouble accessing the link.

If possible, we would greatly appreciate if you could provide the results of your review by **January 31, 2022**.

Thank you!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

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From: Pam Foster <Pam.Foster@metrolinx.com>
Sent: Monday, January 10, 2022 10:23 AM
To: Zhang, Brittany
Subject: RE: LTS- BRT Study- Metrolinx Review_2

Categories: To file

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Brittany,

Looks like I have everything now. I had to request access to get into the files.

Thanks for confirming.

Pam

Pam Foster, RPP

Director, Environmental Programs and Assessment
10 Bay Street | Toronto | Ontario | M5J 2R8
T: 416-202-0528 C: 647-272-9386



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From: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Sent: January-10-22 10:15 AM
To: Pam Foster <Pam.Foster@metrolinx.com>
Cc: Tony To <Tony.To@metrolinx.com>; Li Dong <Li.Dong@metrolinx.com>; Kevin Chan <Kevin.Chan@metrolinx.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>; Shea, Andrew <Andrew.Shea@hdrinc.com>
Subject: RE: Lakeshore Transportation Studies- BRT Study- Metrolinx Review

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Hi Pam,

I noticed that you sent an email requesting access to the folder.

Here is the link again [20220107 Metrolinx](#).

Please let me know if you have trouble accessing the files.

Thank you!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Pam Foster <Pam.Foster@metrolinx.com>
Sent: Monday, January 10, 2022 10:00 AM
To: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Cc: Tony To <Tony.To@metrolinx.com>; Li Dong <Li.Dong@metrolinx.com>; Kevin Chan <Kevin.Chan@metrolinx.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>; Shea, Andrew <Andrew.Shea@hdrinc.com>
Subject: RE: Lakeshore Transportation Studies- BRT Study- Metrolinx Review

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Thanks Brittany. Confirming receipt and we'll get back to you with any comments.

And hi Andrew!!

Thanks,
Pam

Pam Foster, RPP
Director, Environmental Programs and Assessment
10 Bay Street | Toronto | Ontario | M5J 2R8
T: 416-202-0528 C: 647-272-9386



The content of this email is confidential and intended for the recipients(s) specified in this message only. If you received this message in error, please advise the sender and follow with its deletion.

From: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Sent: January-07-22 7:40 PM
To: Pam Foster <Pam.Foster@metrolinx.com>
Cc: Tony To <Tony.To@metrolinx.com>; Li Dong <Li.Dong@metrolinx.com>; Kevin Chan <Kevin.Chan@metrolinx.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>; Shea, Andrew <Andrew.Shea@hdrinc.com>
Subject: Lakeshore Transportation Studies- BRT Study- Metrolinx Review


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EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Hello Pam,

HDR is working with The City of Mississauga on three Environmental Assessments as part of the overall Lakeshore Transportation Studies, one of which is the Bus Rapid Transit Study.

As the Bus Rapid Transit TPAP Study progresses, HDR now has a draft Environmental Project Report and appendices ready for review.

Please see the attached cover letter for more details on the project.

The draft EPR and appendices can be downloaded using this link ( [20220107_Metrolinx](#)) for your review.

Please let me know if you would like an alternative version (e.g. physical copy) of the report or if you have trouble accessing the link.

If possible, we would greatly appreciate if you could provide the results of your review by **January 31, 2022**.

Thank you!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

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Agency Emails
City of Mississauga

From: Gino Dela Cruz <gino.delacruz@mississauga.ca>
Sent: Wednesday, July 27, 2022 11:06 AM
To: Zhang, Brittany
Subject: FW: (LTS) - Part A BRT draft TPAP EPR_Norbert

Categories: To file

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Hi Brittany – one more from City, see below.

Thanks,
Gino

From: Norbert Orzel <Norbert.Orzel@mississauga.ca>
Sent: July 27, 2022 10:48 AM
To: Gino Dela Cruz <gino.delacruz@mississauga.ca>
Subject: RE: Lakeshore Transportation Studies (LTS) - Part A BRT draft TPAP EPR

Hi Gino,

Sorry for the delayed response to your email. I have gone through the responses provided by HDR to my previous comments and I just have one comment.

-Page 107 of pdf document, Section 6.8.1, The paragraph indicates that as a result of the parallel express route the local transit line (23) is expected to experience reduced passenger loads but based on Figure 6-9 and 6-10 it looks like it experiences increase ridership?

Also one general comment but will there be any transportation analysis report attached as an appendix to the EPR?

Thanks,

Norbert

From: Gino Dela Cruz
Sent: Wednesday, July 13, 2022 11:15 AM
To: Norbert Orzel <Norbert.Orzel@mississauga.ca>; Mark Vandersluis <Mark.Vandersluis@mississauga.ca>; Alice Ho <Alice.Ho@mississauga.ca>; Fred Sandoval <Fred.Sandoval@mississauga.ca>; Max Gill <Max.Gill@mississauga.ca>; Tomasz Brzeziak <Tomasz.Brzeziak@mississauga.ca>; Alex Liya <Alex.Liya@mississauga.ca>; Dana Glofcheskie <Dana.Glofcheskie@mississauga.ca>; Wayne Holder <Wayne.Holder@mississauga.ca>; Monika Kokoszka <Monika.Kokoszka@mississauga.ca>; Ryan Au <Ryan.Au@mississauga.ca>; Jeffrey Reid <Jeffrey.Reid@mississauga.ca>; Kate Allan <Kate.Allan@mississauga.ca>; Laura Archila <Laura.Archila@mississauga.ca>; Yelena Klimenko <Yelena.Klimenko@mississauga.ca>; Zeljko Subic <Zeljko.Subic@mississauga.ca>; Scott Sorensen <Scott.Sorensen@mississauga.ca>; Varghese George

<Varghese.George@mississauga.ca>; Paula Wubbenhorst <Paula.Wubbenhorst@mississauga.ca>; Al Jeraj <Al.Jeraj@mississauga.ca>; Jessica Yong <Jessica.Yong@mississauga.ca>; Teresa Chan <Teresa.Chan@mississauga.ca>; Erica Warsh <Erica.Warsh@mississauga.ca>; Steven Guan <Steven.Guan@mississauga.ca>; Robert Ruggiero <Robert.Ruggiero@mississauga.ca>; David Ferro <David.Ferro@mississauga.ca>; Sharon Chapman <sharon.chapman@mississauga.ca>; Jane Darragh <jane.darragh@mississauga.ca>

Subject: RE: Lakeshore Transportation Studies (LTS) - Part A BRT draft TPAP EPR

Hi Team – please note that we are finalizing the EPR for the Lakeshore BRT TPAP. It was circulated internally and to external agencies earlier this year and revised based on comments and public consultation. The updated draft Final EPR is on our sharepoint folder [here](#). Also available in the folder is the comment tracking table. (Please let me know if you have any issues accessing the folder). If you have any outstanding comments, please provide by July 22.

Some of the environmental and background studies are also being finalized and revised based on previous comments – they are also in the sharepoint [folder](#) appendices.

For the TPAP process we have issued the Notice of Commencement and plan to issue the Notice of Completion in the August 2022.

If you have any questions, please let me know.

Thanks,
Gino



Gino Dela Cruz, P.Eng.

Capital Project Manager, Rapid Transit Program Office
T 905-615-3200 ext.8769
gino.delacruz@mississauga.ca

[City of Mississauga](#) | Transportation and Works Department,
Infrastructure Planning and Engineering Services Division

Please consider the environment before printing.

From: Gino Dela Cruz

Sent: January 25, 2022 4:38 PM

To: Norbert Orzel <Norbert.Orzel@mississauga.ca>; Mark Vandersluis <mark.vandersluis@mississauga.ca>; Alice Ho <alice.ho@mississauga.ca>; Fred Sandoval <fred.sandoval@mississauga.ca>; Max Gill <Max.Gill@mississauga.ca>; Tomasz Brzeziak <Tomasz.Brzeziak@mississauga.ca>; Alex Liya <alex.liya@mississauga.ca>; Dana Glofcheskie <dana.glofcheskie@mississauga.ca>; Brent Reid <Brent.Reid@mississauga.ca>; Wayne Holder <Wayne.Holder@mississauga.ca>; Ryan Au <ryan.au@mississauga.ca>; Jeffrey Reid <Jeffrey.Reid@mississauga.ca>; Kate Allan <kate.allan@mississauga.ca>; Laura Archila <laura.archila@mississauga.ca>; Yelena Klimenko <yelena.klimenko@mississauga.ca>; Zeljko Subic <Zeljko.Subic@mississauga.ca>; Scott Sorensen <scott.sorensen@mississauga.ca>; Varghese George <Varghese.George@mississauga.ca>; Paula Wubbenhorst <Paula.Wubbenhorst@mississauga.ca>; Al Jeraj <Al.Jeraj@mississauga.ca>; Jessica Yong <Jessica.Yong@mississauga.ca>; Teresa Chan

<Teresa.Chan@mississauga.ca>; Erica Warsh <erica.warsh@mississauga.ca>; Steven Guan <Steven.Guan@mississauga.ca>; Robert Ruggiero <robert.ruggiero@mississauga.ca>; David Ferro <david.ferro@mississauga.ca>; Sharon Chapman <sharon.chapman@mississauga.ca>

Subject: Lakeshore Transportation Studies (LTS) - Part A BRT draft TPAP EPR

Hi Team – As you know HDR has been working on the Transit Project Assessment Process (Environmental Assessment / transit review) for the Lakeshore Bus Rapid Transit (BRT) – (Part A of LTS from East Ave to Etobicoke Creek). The draft Environmental Project Report is now available for review and comment – attached and on the project sharepoint. Please let me know if you have any issues accessing the files.

<http://projects.mississauga.ca/sites/441/Lakeshore/SHARED/Part%20A%20TPAP%20-%20draft%20EPR%20with%20Appendices>

Note that to expedite our timelines we are circulating these materials to relevant review agencies including federal and provincial per the requirements of the TPAP process.

The previous environmental and background studies are also available in the appendices folder – some of you may have seen these already in previous circulations of stand alone reports but they are all here as the latest.

For the TPAP process we plan to issue the Notice of Commencement in March and follow with an online live meeting shortly after. With our current schedule we anticipate approval of the Lakeshore BRT by July/August 2022.

If you have any questions, please let me know.

Thanks,
Gino



Gino Dela Cruz, P.Eng.

Project Leader, Rapid Transit Office
T 905-615-3200 ext.8769
gino.delacruz@mississauga.ca

[City of Mississauga](#) | Transportation and Works Department,
Infrastructure Planning and Engineering Services Division

Please consider the environment before printing.

From: Gino Dela Cruz <gino.delacruz@mississauga.ca>
Sent: Tuesday, July 26, 2022 9:08 AM
To: Zhang, Brittany
Subject: FW: LTS - Part A BRT draft TPAP EPR_forestry

Categories: To file

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

See below – this should be the last of comments from the City.

Thanks,
Gino

From: Monika Kokoszka <Monika.Kokoszka@mississauga.ca>
Sent: July 25, 2022 2:14 PM
To: Gino Dela Cruz <gino.delacruz@mississauga.ca>
Subject: FW: Lakeshore Transportation Studies (LTS) - Part A BRT draft TPAP EPR

Sorry, accidentally sent before I finished my sentence

From: Monika Kokoszka
Sent: July 25, 2022 2:13 PM
To: Gino Dela Cruz <gino.delacruz@mississauga.ca>
Subject: RE: Lakeshore Transportation Studies (LTS) - Part A BRT draft TPAP EPR

Hi Gino,

Response to item 53 comment clarification:

Forestry Comment:

Active transportation, Potential Impact to add – conflict with the tree corridor. Displacing existing tree corridor with the introduction of additional hard surfaces. Mitigation suggestion – limit AT corridors to the min requirements needed to achieve required connections. Identify replanting opportunities

Response:

The objective of this project is to balance all modes of transportation and improve the pedestrian/cyclist environment. Designing for the minimum requirements will not achieve the desired outcome of an enhanced Active Transportation experience. However, opportunities for landscaping/tree preservation will be explored at localized areas, especially in areas where the sidewalk and cycle track are immediately adjacent to each other (in these instances, minimum requirements may be applied).

Forestry Response:

The goal of the project is to achieve a complete street on Lakeshore. The objective of active transportation and the tree corridors fall under the umbrella of a complete street. Without a tree

canopy the design will not achieve the desired outcome of an enhanced of Active Transportation experience. There are many technologies and innovative ways to achieve a design solution that can accommodate both, and should be explored.

From: Gino Dela Cruz <gino.delacruz@mississauga.ca>
Sent: Monday, July 25, 2022 10:51 AM
To: Zhang, Brittany
Cc: Shea, Andrew; Ning, Angie
Subject: RE: LTS- Part A EPR Rev02+appendices_comments
Attachments: RE: Lakeshore Transportation Studies (LTS) - Part A BRT draft TPAP EPR; RE: Lakeshore Transportation Studies (LTS) - Part A BRT draft TPAP EPR; RE: Lakeshore Transportation Studies (LTS) - Part A BRT draft TPAP EPR; RE: Lakeshore Transportation Studies (LTS) - Part A BRT draft TPAP EPR; RE: Lakeshore Transportation Studies (LTS) - Part A BRT draft TPAP EPR; [LTS TPAP EPR Rev01_MS comment tracker.xlsx](#)

Categories: To file

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Hi Brittany – please see attached comments from City. Note some are in the Excel file attached.

Let me know if you have any questions.

Thanks,
Gino

From: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Sent: July 12, 2022 2:22 PM
To: Gino Dela Cruz <gino.delacruz@mississauga.ca>
Cc: Shea, Andrew <Andrew.Shea@hdrinc.com>; Ning, Angie <Angie.Ning@hdrinc.com>
Subject: RE: LTS- Part A EPR Rev02+appendices

Hi Gino,

Checking in to see how the City's review of the revised EPR is coming.

For easy access, I've attached a tracker with just City staff's comments, and the EPR Rev02+appendices can be re-downloaded here: <https://we.tl/t-K76Xq289UU>

Please let us know if the City has further comments, ideally by the end of next week.

Thanks!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Zhang, Brittany
Sent: Wednesday, May 25, 2022 5:24 PM
To: Gino Dela Cruz <gino.delacruz@mississauga.ca>
Cc: Shea, Andrew <Andrew.Shea@hdrinc.com>; Malfara, Nico <Nico.Malfara@hdrinc.com>; Ning, Angie <Angie.Ning@hdrinc.com>; Construction.Act_TWRT0 <Construction.Act_TWRT0@mississauga.ca>; 10299896_D_Lakeshore_TPAP_EA <10299896_D_Lakeshore_TPAP_EA@hdrinc.com>
Subject: LTS- Part A EPR Rev02+appendices

Hi Gino,

We have completed revisions to the Part A EPR and its appendices reflecting the comments we received from the review agencies.

In this folder ([20220104 LTS TPAP EPR Rev02](#)) you will find:

- A spreadsheet tracking all the comments we received on the EPR Rev01 and its appendices as well as comment responses
 - o If you want to refer to the original comment emails/pdfs from the various review agencies, they are all saved under this folder: [Emails](#)
- EPR Rev02 in Word and PDF format
- All appendices
 - o Please note, Appendix J (draft roll plan), and Appendix K (utility conflict plan) are currently being updated and will be added once available

Next steps:

- Circulate comment responses and EPR Rev02 to corresponding review agencies
- Complete sections on streetscaping/utilities

Please review EPR Rev02 and its appendices and aim to provide comments **by June 8**.
Let me know if you have any questions or want to go over anything together.

Thank you!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Gino Dela Cruz <gino.delacruz@mississauga.ca>
Sent: Wednesday, July 13, 2022 10:56 AM
To: Zhang, Brittany
Cc: Shea, Andrew; Ning, Angie
Subject: RE: LTS- Part A EPR Rev02+appendices_2

Categories: To file

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Thanks Brit – will follow up with internal to get any outstanding comments and let you know by next week.

Gino

From: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Sent: July 12, 2022 2:22 PM
To: Gino Dela Cruz <gino.delacruz@mississauga.ca>
Cc: Shea, Andrew <Andrew.Shea@hdrinc.com>; Ning, Angie <Angie.Ning@hdrinc.com>
Subject: RE: LTS- Part A EPR Rev02+appendices

Hi Gino,

Checking in to see how the City's review of the revised EPR is coming.

For easy access, I've attached a tracker with just City staff's comments, and the EPR Rev02+appendices can be re-downloaded here: <https://we.tl/t-K76Xq289UU>

Please let us know if the City has further comments, ideally by the end of next week.

Thanks!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Zhang, Brittany
Sent: Wednesday, May 25, 2022 5:24 PM
To: Gino Dela Cruz <gino.delacruz@mississauga.ca>
Cc: Shea, Andrew <Andrew.Shea@hdrinc.com>; Malfara, Nico <Nico.Malfara@hdrinc.com>; Ning, Angie <Angie.Ning@hdrinc.com>; Construction.Act_TWRT0 <Construction.Act_TWRT0@mississauga.ca>;


10299896_D_Lakeshore_TPAP_EA <10299896_D_Lakeshore_TPAP_EA@hdrinc.com>

Subject: LTS- Part A EPR Rev02+appendices

Hi Gino,

We have completed revisions to the Part A EPR and its appendices reflecting the comments we received from the review agencies.

In this folder ( [20220104 LTS TPAP EPR Rev02](#)) you will find:

- A spreadsheet tracking all the comments we received on the EPR Rev01 and its appendices as well as comment responses
 - o If you want to refer to the original comment emails/pdfs from the various review agencies, they are all saved under this folder:  [Emails](#)
- EPR Rev02 in Word and PDF format
- All appendices
 - o Please note, Appendix J (draft roll plan), and Appendix K (utility conflict plan) are currently being updated and will be added once available

Next steps:

- Circulate comment responses and EPR Rev02 to corresponding review agencies
- Complete sections on streetscaping/utilities

Please review EPR Rev02 and its appendices and aim to provide comments **by June 8**.
Let me know if you have any questions or want to go over anything together.

Thank you!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Gino Dela Cruz <gino.delacruz@mississauga.ca>
Sent: Tuesday, March 22, 2022 3:27 PM
To: Shea, Andrew
Cc: Zhang, Brittany
Subject: (LTS) - Part A BRT draft TPAP EPR-Streetlighting_Parks_Forestry_Design
Attachments: [20210721_LTS_TPAP EPR_Rev01 zs Feb7.pdf](#); [BusRapidTransitStudyLA-DDComments.docx](#)

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: To file

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Hi Andrew -

As discussed, please see attached comments (from streetlighting- Zeljko Subic and Urban Design-Kate Allan) and below (Forestry – Monika Kokoszka and Park Planning – Jane Darragh) on the draft EPR.

<p>Forestry Forestry’s comments at this point are all consistent with what we have discussed previously</p> <p>LTS reads: 2009 strategic plan had a key pillar of a transit oriented City. The 2009 Strategic Plan also had a key pillar “Green” which focuses on environmental and natural features.</p> <p>Lakeshore Connecting Communities Master Plan</p> <ul style="list-style-type: none"> - Enhance main street feature, what are these features? Are trees considered a main street feature? - <p>Figure 3-3: Recommended Cross-Section for Segment 7 – the proposed tree corridors are not feasible within the existing City ROW. The image should illustrate clearly, what is achievable today, and what the ultimate condition may be if additional land is acquired in the future.</p>	<p>Parks Planning My understanding is that Forestry is providing comments on the natural heritage, tree preservation, removal and compensation as well as the proposed streetscape.</p> <p>As you may be aware, CHL1 includes the Small Arms Building as well as the TRCA lands at 1352 Lakeshore Road E. The Waterfront Parks Strategy Refresh includes recommendations for a future Gateway Park on the TRCA lands which is currently scheduled for design and construction in 2026 -2028. This project may also extend west to the lands identified as CHL2, the heritage designated Firing Range, which is adjacent to the Waterfront Trail.</p> <p>Park Planning is therefore interested in learning more about the implementation of the BRT and the improvements to the ROW that will impact the future park lands and the Waterfront Trail (including</p>
---	---

<p>This cross section is misleading when being shared with the public as it sets an expectation that boulevard trees will be possible on both sides of the street.</p> <p>4.2 Tree Inventory Methodology says 10cm and above. The City’s requirement is 6cm and above for municipal trees. The City plants trees at 60-70cm and those need to be captured by the inventory.</p> <p>Table 6-12: Impact Assessment Summary: Trees – Mitigation Suggestion – identify replanting opportunities, and outlining tree protection measures for those identified to be preserved</p> <p>Active transportation, Potential Impact to add – conflict with the tree corridor. Displacing existing tree corridor with the introduction of additional hard surfaces. Mitigation suggestion – limit AT corridors to the min requirements needed to achieve required connections. Identify replanting opportunities</p>	<p>the section from Hydro Road to Fergus Ave.).</p> <p>There is also reference (BHR2) to a Provincial plaque about the former aerodrome, located at the southeast corner of Lakeshore and Hydro.</p>
--	--

Let me know if you have any questions.

Thanks,
Gino

From: Zeljko Subic <Zeljko.Subic@mississauga.ca>
Sent: March 16, 2022 1:48 PM
To: Gino Dela Cruz <gino.delacruz@mississauga.ca>
Subject: RE: Lakeshore Transportation Studies (LTS) - Part A BRT draft TPAP EPR

Hi Gino,

Here are my overall comments to the document. The streetlighting comments were provided by Bruno on February 2. Hope it is not too late.

Zeljko
5830

From: Gino Dela Cruz <gino.delacruz@mississauga.ca>
Sent: Monday, February 14, 2022 12:05 PM
To: Shea, Andrew; Zhang, Brittany
Subject: FW: Lakeshore Transportation Studies (LTS) - Part A BRT draft TPAP
EPR_Bruno

Categories: To file

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Andrew – please see comments below from Street Lighting:

Under 5.2 Design Criteria, 5. –

The CoM Street Lighting unit wants to ensure that all designs are reviewed by us to ensure all illumination levels are achieved in accordance to RP-8-18

Under 6.9 Utilities Municipal Services, Potential Impacts, Pole relocations.

CoM Street Lighting has concerns with the relocation of hydro poles that have street lights attached. Street light designs must be looked at regarding the relocation of poles.

From: Bruno DiMichele <Bruno.DiMichele@mississauga.ca>

Sent: February 4, 2022 3:28 PM

To: Gino Dela Cruz <gino.delacruz@mississauga.ca>

Cc: Zeljko Subic <Zeljko.Subic@mississauga.ca>; Dennis Shaw <Dennis.Shaw@mississauga.ca>; Trevisan Marcuzzi <Trevisan.Marcuzzi@mississauga.ca>

Subject: RE: Lakeshore Transportation Studies (LTS) - Part A BRT draft TPAP EPR

Gino:

Please be advised that the Street Lighting Unit has updated the SharePoint web site below, with comments.

Please advise if you require any additional information.

Thank you
Bruno

From: Gino Dela Cruz <gino.delacruz@mississauga.ca>
Sent: Monday, February 14, 2022 11:59 AM
To: Shea, Andrew; Zhang, Brittany
Subject: FW: Lakeshore Transportation Studies (LTS) - Part A BRT draft TPAP EPR_Varghese

Categories: To file

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Please document no comments from our Realty group.

Thanks,
Gino

From: Varghese George <Varghese.George@mississauga.ca>
Sent: February 11, 2022 1:04 PM
To: Gino Dela Cruz <gino.delacruz@mississauga.ca>
Subject: RE: Lakeshore Transportation Studies (LTS) - Part A BRT draft TPAP EPR

Hi Gino,

We have reviewed the document and have no comments to make.

Thanks,

Varghese



Varghese George
Project Leader, Realty services
T 905-615-3200 ext.8195 | M 416-262-2784
varghese.george@mississauga.ca |

Please consider the environment before printing.

From: Gino Dela Cruz <gino.delacruz@mississauga.ca>
Sent: Monday, February 14, 2022 11:55 AM
To: Shea, Andrew; Zhang, Brittany
Subject: FW: Lakeshore Transportation Studies (LTS) - Part A BRT draft TPAP EPR_Hana

Categories: To file

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Please see below comments on the EPR.

Thanks,
Gino

From: Hana Lapp <Hana.Lapp@mississauga.ca>
Sent: February 10, 2022 2:15 PM
To: Gino Dela Cruz <gino.delacruz@mississauga.ca>
Cc: Teresa Chan <Teresa.Chan@mississauga.ca>
Subject: RE: Lakeshore Transportation Studies (LTS) - Part A BRT draft TPAP EPR

Hi Gino,

Thank you for sharing access to the folder. I've taken a look at the GHG Assessment section within the Air Quality Appendix – please see comments/ questions below:

- Overall, I think we'd like to see more of a breakdown of the methodology that was used. For example:
 - Does this methodology account for EVs? Accounting for this type of change in transportation modes would be especially important for the 2041 time period, as Canada has set a mandatory target for all new light-duty cars and passenger trucks to be zero-emission by 2035.
 - Table 24 – is the CO2 equivalent emissions section displaying absolute emissions? And is this based off the fact that there will be increased traffic 20 years in the future? If so, could this be made more clear in the preamble?
 - Table 25 displays the projected changes in CO2 emissions rate (g/VMT) between 2021 - 2041 – is it possible this table is supposed to display absolute emissions as opposed to the emissions rate? Right now, the table seems to be implying that over the next 20 years, there will be increased carbon emissions per vehicle mile travelled – which likely isn't the case, since the introduction of more fuel efficient vehicles, EVs, and hybrid cars/buses/trucks will likely decrease this rate.
 - Table 26 - The first row is reporting the numbers from table 25 as absolute emissions (e.g. tonnes/year) – could this be an error? (see comment above)
- Other general comments:
 - Is 2021 the correct baseline for a pre-build baseline? There are likely changes to the number of cars on the road due to COVID – would 2019 be a preferable baseline?. If not, perhaps a rationale as to why 2021 was selected.

- Is it possible to display vkt (vehicle kilometres travelled) instead of vmt (vehicle miles travelled)? Just to remain consistent with the metric system.

As I mentioned, I focused solely on the GHG Assessment as the Air Quality data would fall more under the purview/expertise of the Region or Province.

Hope these comments are helpful, and please let me know if you have any questions.

Cheers,
Hana



Hana Lapp

Pronouns: she, her, hers

Climate Change Coordinator

T 905-615-3200 ext.8668 | M 416-648-4163

hana.lapp@mississauga.ca

[City of Mississauga](#) | Community Services Department,
Parks, Forestry and Environment Division

Please consider the environment before printing.

From: Gino Dela Cruz <gino.delacruz@mississauga.ca>
Sent: Tuesday, February 1, 2022 9:24 AM
To: Shea, Andrew; Zhang, Brittany
Subject: FW: Lakeshore Transportation Studies (LTS) - Part A BRT draft TPAP EPR

Categories: To file

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See comments below and suggested edits for EPR.

Thanks,
Gino

From: Paula Wubbenhorst <Paula.Wubbenhorst@mississauga.ca>
Sent: January 27, 2022 4:00 PM
To: Gino Dela Cruz <gino.delacruz@mississauga.ca>
Subject: RE: Lakeshore Transportation Studies (LTS) - Part A BRT draft TPAP EPR

Suggested edit on page 79. Replace “structures” with “features” to be more inclusive due to the Vimy oaks.

Where feasible, the proposed alignment should be designed to avoid indirect impacts to these BHRs and CHLs. To ensure the **features** on these properties are not adversely impacted, construction and staging in the Lakeshore Road East right-of-way should be suitably planned to avoid all impacts to these properties.

From: Gino Dela Cruz <gino.delacruz@mississauga.ca>
Sent: Tuesday, February 1, 2022 9:23 AM
To: Shea, Andrew; Zhang, Brittany
Subject: (LTS) - Part A BRT draft TPAP EPR_Norbert
Attachments: [20210721_LTS_TPAP EPR_Rev01_NOComments.pdf](#)

Categories: To file

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Please see attached and below comments on EPR for documentation and response.

Thanks,
Gino

From: Norbert Orzel <Norbert.Orzel@mississauga.ca>
Sent: January 27, 2022 3:13 PM
To: Gino Dela Cruz <gino.delacruz@mississauga.ca>
Subject: RE: Lakeshore Transportation Studies (LTS) - Part A BRT draft TPAP EPR

Hi Gino,

I have reviewed the EPR document and attached are my comments. I generally focused on the transportation analysis components of the report and most of my comments on those sections are minor.

Also I know we are still working through the other section of the Lakeshore corridor but do you think that any of the work completed for this TPAP work may need to be updated based on the recommendations generated for the other section of the corridor? For example the difference between a 4 lane cross-section versus a 2 lane cross-section in the Complete Streets study area will most likely have an impact on the transportation analysis results in the TPAP study area. How do you see that being captured in this overall Lakeshore study?

Please let me know if you have any questions.

Thanks,

Norbert

Agency Emails

Credit Valley Conservation

From: Kilis, Jakob <Jakub.Kilis@cvc.ca>
Sent: Tuesday, May 23, 2023 11:05 AM
To: Zhang, Brittany
Cc: Malfara, Nico
Subject: CVC Comments - revised submission - Lakeshore BRT (CVC File EA 21/007)_FINAL

Categories: LTS file

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Hi Brittany,

CVC staff has completed our review of the updated submission for the Lakeshore BRT and offer the following housekeeping comments for your consideration:

1. Please update all reports noted as "DRAFT" to "FINAL".
2. All reports must be signed and stamped by a registered Professional Engineer / qualified professionals prior to receiving approval from the conservation authority.
3. There is some confusing wording in the drainage and SWM report regarding the solution for the Serson Creek culvert. It has been well established that the proponent is proceeding with full replacement of the culvert. It is recommended that they do not refer to the proposed culvert extension, as this sounds like the previous alternative.

create an obstruction within the culvert. While relocating this sewer outside the culvert, so that it will not obstruct the flow and reduce the culvert's hydraulic capacity was the primary recommendation, it has been determined through engagement with stakeholders that this is not a feasible option. To evaluate its impact, the existing hydraulic model provided by CVC was updated to allow modeling of the **proposed culvert extension** with the obstruction, which required an unsteady-state simulation. Additionally, the existing hydraulic model provided by CVC was updated to include additional channel geometry details, including additional cross sections, spatial modifications of existing cross sections, and adjustments to the channel geometry.

The hydraulic modeling results show that replacing and upsizing the culvert will result in a decrease of 0.03 m in the immediate upstream 100-year and Regional flood levels as shown in **Table 3-3**. Under existing and proposed conditions, the 100 year and Regional Storm events do not overtop Lakeshore Road at the Serson Creek crossing.

The **proposed culvert extension** will result in an increase in channel velocities immediately upstream of the crossing. Adequate erosion protection measures should be designed in the detailed design stage to mitigate the increased erosion hazard.

Please let me know if you have any questions about the above,
Jakub

I'm working remotely and in the office. The best way to reach me is by email, mobile phone or Microsoft Teams.

Jakub Kilis | RPP

Senior Manager, Infrastructure and Regulations | Credit Valley Conservation
905-670-1615 ext 287 | M: 647-212-6554
jakub.kilis@cvc.ca | cvc.ca



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From: Zhang, Brittany
Sent: Friday, April 28, 2023 5:26 PM
To: Kilis, Jakub
Cc: Stahl, Jason; Mawji, Dante; Gino Dela Cruz; Malfara, Nico; Eric Lee; 10299896_D_Lakeshore_TPAP_EA
Subject: RE: [External] RE: CVC feedback -LTS- Serson Creek (CVC File EA 21/007)_final

Categories: LTS file

Hi Jakub,

We have updated our assessment and responses per CVC's comments. See responses in table below.

All revised reports and HEC RAS model can be downloaded using this link ([📁 230428 Reports and HecRas](#)), including:


- Fluvial geomorphology report
- Climate report
- Stormwater management and drainage report
- HEC RAS model

#	CVC Comment	HDR Response (February 2023)	HDR Response (Apr 2023)	CVC Comment / Close Out
1	A number of our previous comments have been deferred to the detailed design stage. CVC find this acceptable but notes that proper messaging should be included in the final documentation to ensure the future detailed design team is aware of any outstanding comments.	Noted	N/A (see previous response)	

#	CVC Comment	HDR Response (February 2023)	HDR Response (Apr 2023)	CVC Comment / Close Out
2	Impacts to erosion hazard should be determined by comparing existing and proposed condition channel velocities.	The empirical methods that were used to determine reach-scale erosion hazards do not directly account for channel velocities; therefore, erosion hazards are not sensitive to small changes in hydraulics in the updated hydraulic model. The erosion hazards presented in the Part A geomorphology report are relatively conservative in the context of the existing spans of the culverts, and we do not recommend changing the erosion hazards that have been identified based on the conceptual designs that have been put forward. The report includes recommendations for additional scour hazard assessment at the detailed design stage, but we can also include a recommendation to evaluate the local erosion hazard (as opposed to the reach-scale erosion hazard) at detailed design.	Fluvial Geomorphology report updated per discussions. Final report can be downloaded using the link above.	
3	When is the Climate Report expected to be finalized? It appears that sections of this report remain outstanding and CVC would prefer to review the completed/draft final version of this report during the EA stage.	Complete Climate Report to be included in the final EPR package	Completed draft Climate Report can be downloaded using the link above.	

#	CVC Comment	HDR Response (February 2023)	HDR Response (Apr 2023)	CVC Comment / Close Out
4	<p>Applewood Creek: It appears that river station 10914 (immediately upstream of the Lakeshore Road crossing) demonstrates an increase in flood hazard for all modelled storm events. There is an increase of 0.074 m and 0.0686 m for both the regional and 100-year storms, respectively. This appears to be the only location showing an increase in flood hazard; however, all flooding is contained within the upstream valley. Please explain this increase and provide justification as to why this increase in flood hazard is necessary for the design. CVC does not accept any increase in flood hazard, unless adequately justified.</p>	<p>The proposed Lakeshore Road culvert is being extended as part of the roadway expansion. Due to the existing river geometry, the proposed extension is skewed to the existing culvert. The longer and skewed culvert now provides greater flow resistance when compared to the existing condition. The design has managed floodplain impacts to a level which will cause no perceivable change in floodplain limits (see hydraulic report for reference floodplain maps), with increases in water surface elevation that are confined exclusively to the immediate upstream cross section and do not cause a persisting impact to the upstream system.</p>	<p>N/A (see previous response)</p>	
5	<p>Serson Creek: Please provide description of which plan files within the HEC-RAS model are representative of the proposed condition and the existing condition. It has been assumed that the relevant plan files for the comparison between proposed and existing conditions is "UE_Reg_UNNS" and "Reg_uns", respectively, for the regional storm assessment.</p>	<p>Plan short ID UE_REG_UNNS represents the updated existing regional storm in unsteady state simulation. The plan short ID Reg_uns represents the proposed regional storm in unsteady state simulation.</p>	<p>N/A (see previous response)</p>	

<p>6</p>	<p>It appears that increases in flood hazard for all modelled storm events are more widespread through the study reach. Table 3-3 has been provided as part for the Drainage Report, however this only compares the immediate u/s water surface elevation between existing and proposed conditions. There must be not impacts to flood hazard upstream or downstream of the proposed work. Please provide a summary table comparing existing WSEL to proposed for the entire reach.</p>	<p>WSEs for the entire reach for the updated existing and proposed conditions have been provided in the form of the modeling output tables in the report appendix.</p> <p>The results demonstrate the impacts to floodplain WSEL is limited to the reach upstream of the proposed crossing. Please specify the widespread floodplain impacts outside the immediate vicinity of the crossing.</p> <p>Changes to wsel are contained within approximately 200m upstream. The fluctuations of flood levels inside the culvert are not valid. The culvert is operating under pressurized flow and can not physically encounter increases in water surface elevation. This is an artifact of modeling a culvert with variable geometry in unsteady state.</p>	<p>Per CVC comment, the project team developed a memo to consider alternatives for Serson Creek and circulated it to CVC on March 22, 2023. CVC provided comments back on the memo on March 27, 2023 indicating the following:</p> <p>CVC supports the selection of option 4 “full replacement” if it can be shown through hydraulic assessment that there are no impacts to the existing flood hazard upstream or downstream of the crossing. The area of focus includes, but is not limited to the residential/private properties immediately upstream of Lakeshore Rd. The updated Serson Creek HEC-RAS modelling and associated technical report (Drainage and Stormwater Management Report) is to be provided and reviewed by CVC to confirm no impacts.</p> <p>The updated Serson Creek HEC-RAS modelling and associated technical report (Drainage and Stormwater Management Report) have been provided showing no increases in flood hazard.</p>
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#	CVC Comment	HDR Response (February 2023)	HDR Response (Apr 2023)	CVC Comment / Close Out
			CVC to confirm this meets their requirements for approval in principle	
7	There does not appear to be any fill within the existing cross-sections aside from the culvert extension, yet there appears to be a widespread increase in flood hazard upstream and downstream of the Serson Creek crossing. CVC does not accept impacts to existing flood hazard of this extent. Please determine the cause of the increases in water surface elevation and revise the model to reduce the impact to the existing flood hazard.	<p>The increase in flood hazard upstream of the crossing is due to the proposed extension encapsulating an existing sanitary sewer trunk line crossing immediately upstream of the existing culvert. The sanitary line will be encased in protective layers causing a large obstruction within the proposed culvert confined flow area.</p> <p>HDR proposed an alternative option which increases surface water elevation (~ 9 cm) and has some potential minimal offsite flood hazard impacts. See attached presentation and  model files for results of assessment.</p>	See response to comment #6 above.	

Please let us know if the CVC is satisfied with our responses, ideally by May 5.

Thank you!

Brittany Zhang, (she/her)

Transportation Planner

HDR

D 416.825.0255

brittany.zhang@hdrinc.com

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From: Kilis, Jakub <Jakub.Kilis@cvc.ca>

Sent: Monday, March 27, 2023 12:45 PM

To: Malfara, Nico <Nico.Malfara@hdrinc.com>; Zhang, Brittany <Brittany.Zhang@hdrinc.com>

Cc: Stahl, Jason <Jason.Stahl@hdrinc.com>; Mawji, Dante <Dante.Mawji@hdrinc.com>

Subject: RE: [External] RE: CVC feedback -LTS- Offsite impacts at Serson Creek (CVC File EA 21/007)_2

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Hi Nico,

Our engineering staff have now had a chance to review the additional information below and we provide the following for your future consideration:

1. CVC supports the selection of option 4 "full replacement" if it can be shown through hydraulic assessment that there are no impacts to the existing flood hazard upstream or downstream of the crossing. The area of focus includes, but is not limited to the residential/private properties immediately upstream of Lakeshore Rd. The updated Serson Creek HEC-RAS modelling and associated technical report (Drainage and Stormwater Management Report) is to be provided and reviewed by CVC to confirm no impacts.

Please let us know if you have any questions about the above,
Jakub

I'm working remotely and in the office. The best way to reach me is by email, mobile phone or Microsoft Teams.

Jakub Kilis | RPP

Senior Manager, Infrastructure and Regulations | Credit Valley Conservation

905-670-1615 ext 287 | M: 647-212-6554

jakub.kilis@cvc.ca | cvc.ca



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From: Malfara, Nico <Nico.Malfara@hdrinc.com>

Sent: Wednesday, March 22, 2023 11:30 AM

To: Kilis, Jakub <Jakub.Kilis@cvc.ca>; Zhang, Brittany <Brittany.Zhang@hdrinc.com>; De Stefano, Matteo <matteo.destefano@cvc.ca>

Cc: Stahl, Jason <Jason.Stahl@hdrinc.com>; Mawji, Dante <Dante.Mawji@hdrinc.com>; 10299896_D_Lakeshore_TPAP_EA <10299896_D_Lakeshore_TPAP_EA@hdrinc.com>

Subject: [External] RE: CVC feedback - Lakeshore BRT - Offsite impacts at Serson Creek (CVC File EA 21/007)

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Hi Jakub,

Thank you for your response and providing these potential options it was very helpful for our team to consider. We've reviewed these options in addition to a full replacement option and have prepared the attached memo for your review.

Based on the high-level analysis and evaluation performed for the options, the project team has recommended carrying forward the removal of the existing 8.0m span x 2.0m height x 27.4m long culvert and replacing it with a 12.0m span x 2.0m height x 50.0m long culvert as it provides the most advantages for a moderate cost premium as compared to a relief culvert with similar environmental impacts. The preliminary design and Environmental Project Report will be updated accordingly and re-circulated to CVC for review based on this change.

Please let me know if you have any issues with this approach; otherwise, we will update our response to your original comment on the Serson Creek offsite flooding hazard to indicate our new approach and consider this item closed.

Thanks,

Nico Malfara, P.Eng (BC,ON), MASc
Pronouns: he/him
M 647.333.3627

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From: Kilis, Jakub <Jakub.Kilis@cvc.ca>
Sent: Monday, March 6, 2023 9:02 AM
To: Zhang, Brittany <Brittany.Zhang@hdrinc.com>; Malfara, Nico <Nico.Malfara@hdrinc.com>; De Stefano, Matteo <matteo.destefano@cvc.ca>
Cc: Stahl, Jason <Jason.Stahl@hdrinc.com>; Mawji, Dante <Dante.Mawji@hdrinc.com>
Subject: CVC feedback - Lakeshore BRT - Offsite impacts at Serson Creek (CVC File EA 21/007)

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Hi Brittany,

As we discussed at our last meeting on February 17th the proposed Lakeshore BRT project shows some flooding impacts on private properties upstream of the Lakeshore Rd Crossing of Serson Creek. We have taken the additional information you provided from that meeting and have been discussing it internally with our technical teams. The impacts as currently shown are not acceptable and CVC would not be in a position to support a project showing the current offsite impacts to private property. Our technical staff also discussed what solutions/opportunities might exist to help address/alleviate the flooding shown.

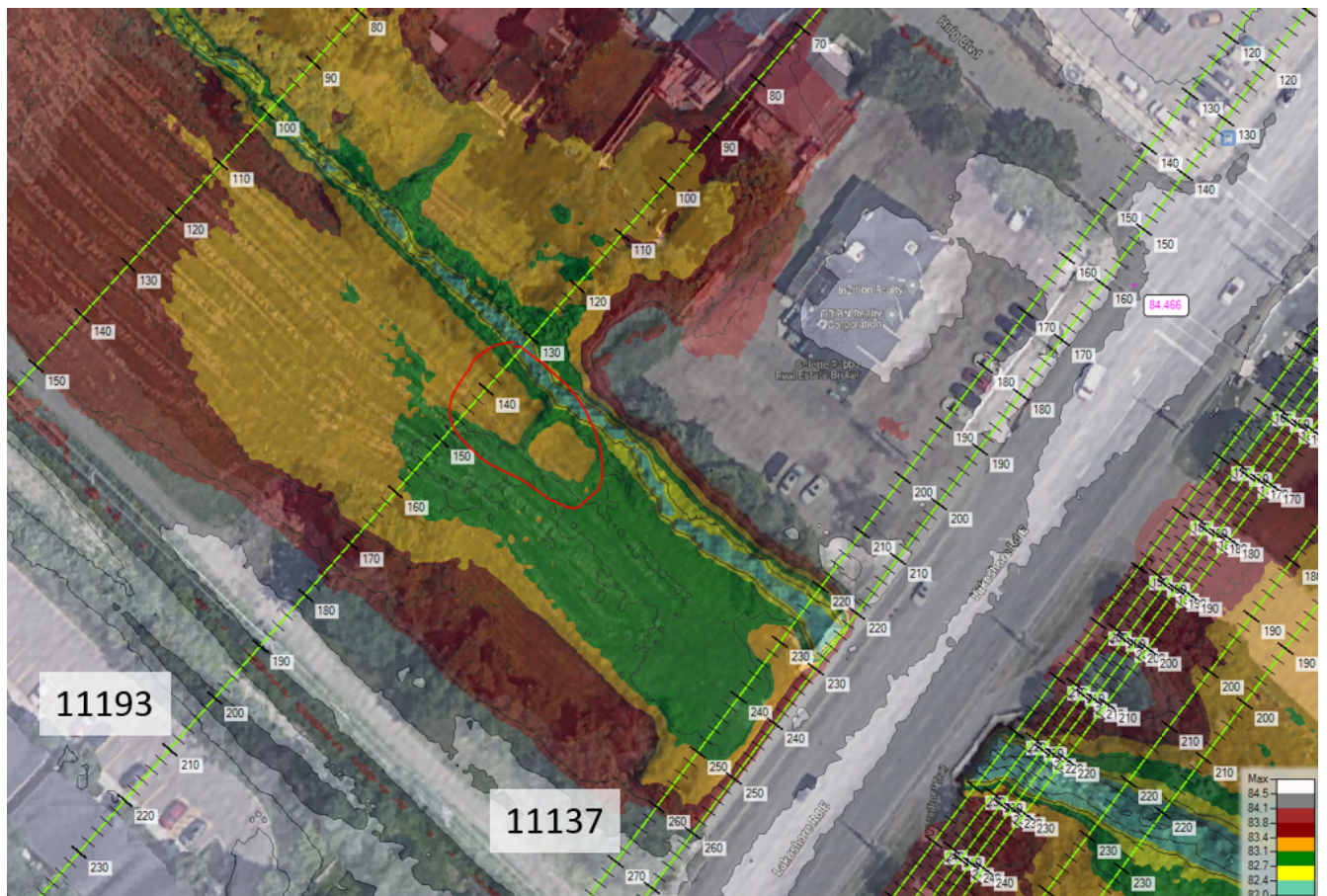
Our staff suggest exploration of three potential options to alleviate the increase in flood hazard due to the proposed culvert extension:

1. Floodplain cut on the west side of the creek immediately upstream of Lakeshore to provide additional floodplain storage;
2. Add a relief culvert to the Lakeshore crossing providing additional conveyance to the existing culvert;

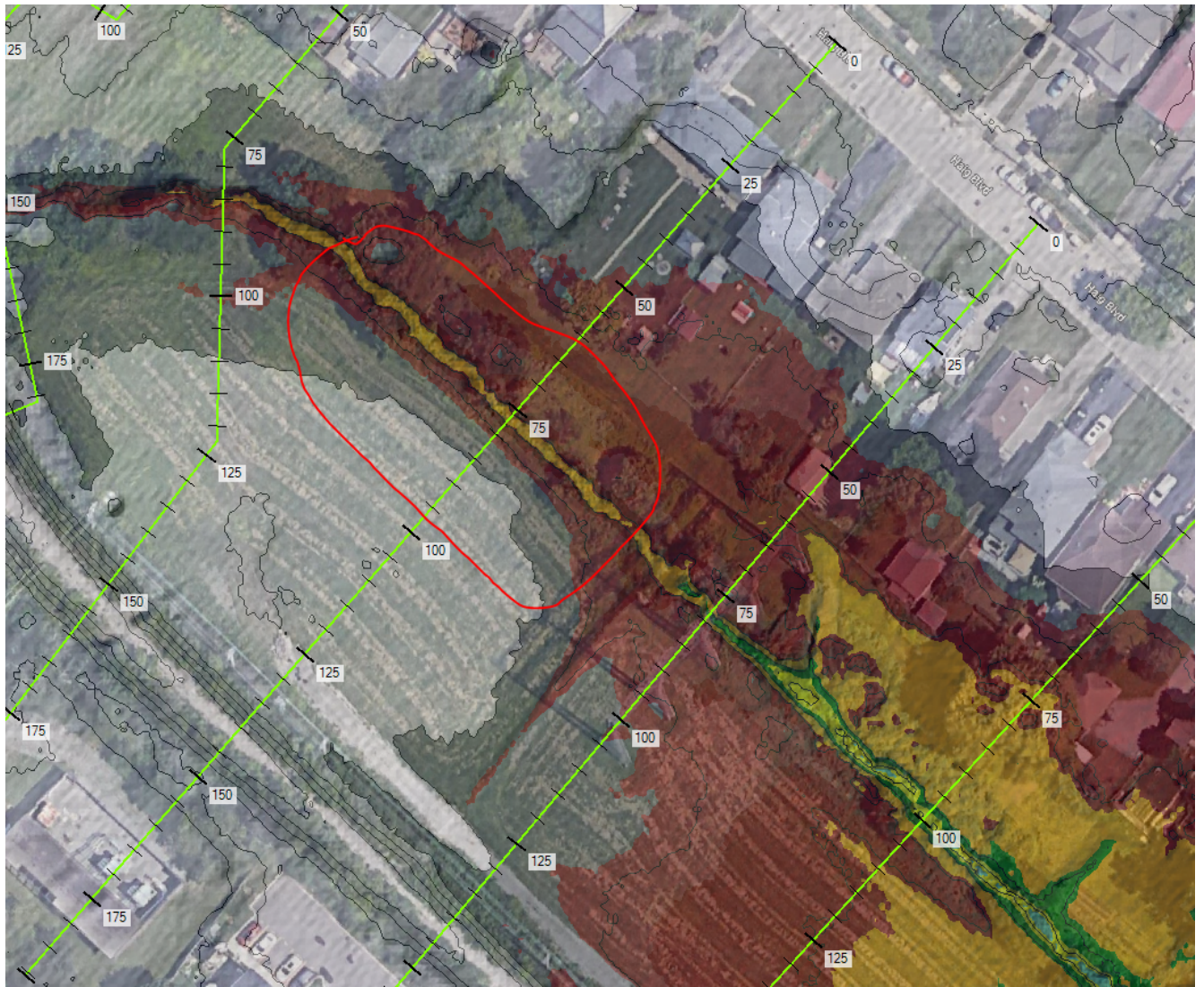
3. Reduce the length of the culvert extension, determine the correlation between culvert length and floodplain impact and impacts to planned Lakeshore Road transit/road infrastructure.

There may be other potential solutions that our teams have not thought of. We also approached this with the understanding that the City did not want to touch the existing recently construction Serson Creek culvert under Lakeshore Road.

Some further thoughts on the above potential options. Although the floodplain is relatively flat on the west side of the creek, there is some potential for a gain in floodplain storage - note where the orange shading meets the dark green shading in the LiDAR image below. There may be some gain here in flood storage however, not enough to address the total current impact. The culvert is ultimately the hydraulic control to this system so the consultant may want to consider a combination of the options discussed above. Potentially a floodplain cut from XS 11137 to further upstream combined with a relief culvert or reduction in culvert length. The combination of the two might prevent any major alterations to the proposed culvert design. We do not have information on land ownership in this area and recognize this may pose a challenge on the west side of the creek.



Additionally, there is a point further upstream where the floodplain bottlenecks (see image below), pushing most of the flooding on to the residential properties. There could be additional opportunity to widen the floodplain at this location, however this may not be feasible for this project.



CVC staff would be happy to discuss further to help reach a suitable solution for the proposed project.

Jakub

I'm working remotely and in the office. The best way to reach me is by email, mobile phone or Microsoft Teams.

Jakub Kilis | RPP

Senior Manager, Infrastructure and Regulations | Credit Valley Conservation

905-670-1615 ext 287 | M: 647-212-6554

jakub.kilis@cvc.ca | cvc.ca



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From: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Sent: Tuesday, February 28, 2023 12:16 PM
To: Kilis, Jakub <Jakub.Kilis@cvc.ca>; Malfara, Nico <Nico.Malfara@hdrinc.com>; De Stefano, Matteo <matteo.destefano@cvc.ca>
Cc: 10299896_D_Lakeshore_TPAP_EA <10299896_D_Lakeshore_TPAP_EA@hdrinc.com>; Stahl, Jason <Jason.Stahl@hdrinc.com>; Mawji, Dante <Dante.Mawji@hdrinc.com>
Subject: RE: [External] FW: CVC- Lakeshore BRT Project- Serson Creek Discussion

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Hi Jakub,

Following up on the review of the comment responses.

Please provide an update at your earliest convenience so that we can prepare next steps accordingly.

Thank you!

Brittany Zhang,
Transportation Planner

HDR
D 416.825.0255
brittany.zhang@hdrinc.com
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From: Kilis, Jakub <Jakub.Kilis@cvc.ca>
Sent: Friday, February 17, 2023 3:19 PM
To: Malfara, Nico <Nico.Malfara@hdrinc.com>; De Stefano, Matteo <matteo.destefano@cvc.ca>
Cc: 10299896_D_Lakeshore_TPAP_EA <10299896_D_Lakeshore_TPAP_EA@hdrinc.com>; Zhang, Brittany <Brittany.Zhang@hdrinc.com>; Stahl, Jason <Jason.Stahl@hdrinc.com>; Mawji, Dante <Dante.Mawji@hdrinc.com>
Subject: RE: [External] FW: CVC- Lakeshore BRT Project- Serson Creek Discussion

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Hi Nico,


Thanks for the response summary, pdf of images from this morning's conversation and updated model files. We will discuss internally and get back to you .

Regards,
Jakub

From: Malfara, Nico <Nico.Malfara@hdrinc.com>
Sent: Friday, February 17, 2023 10:22 AM
To: Kilis, Jakub <Jakub.Kilis@cvc.ca>; De Stefano, Matteo <matteo.destefano@cvc.ca>
Cc: 10299896_D_Lakeshore_TPAP_EA <10299896_D_Lakeshore_TPAP_EA@hdrinc.com>; Zhang, Brittany <Brittany.Zhang@hdrinc.com>; Stahl, Jason <Jason.Stahl@hdrinc.com>; Mawji, Dante <Dante.Mawji@hdrinc.com>
Subject: [External] FW: CVC- Lakeshore BRT Project- Serson Creek Discussion

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Hi Jakub,

Below is an update on the comments provided by CVC for Part A (BRT Study) including the presentation slides that were presented on Feb 15, 2023 and  [the model files](#) requested to look into the offsite flood hazard impacts for Serson Creek.

#	Comment	Response	Action
1	A number of our previous comments have been deferred to the detailed design stage. CVC find this acceptable but notes that proper messaging should be included in the final documentation to ensure the future detailed design team is aware of any outstanding comments.	Noted	N/A
2	Impacts to erosion hazard should be determined by comparing existing and proposed condition channel velocities.	The empirical methods that were used to determine reach-scale erosion hazards do not directly account for channel velocities; therefore, erosion hazards are not sensitive to small changes in hydraulics in the updated hydraulic model. The erosion hazards presented in the Part A	CVC to provide direction on update to Geomorphology Report if needed based on response.

		<p>geomorphology report are relatively conservative in the context of the existing spans of the culverts, and we do not recommend changing the erosion hazards that have been identified based on the conceptual designs that have been put forward. The report includes recommendations for additional scour hazard assessment at the detailed design stage, but we can also include a recommendation to evaluate the local erosion hazard (as opposed to the reach-scale erosion hazard) at detailed design.</p>	
3	<p>When is the Climate Report expected to be finalized? It appears that sections of this report remain outstanding and CVC would prefer to review the completed/draft final version of this report during the EA stage.</p>	<p>Complete Climate Report to be included in the final EPR package</p>	<p>HDR to provide in next submission</p>
4	<p>Applewood Creek: It appears that river station 10914 (immediately upstream of the Lakeshore Road crossing) demonstrates an increase in flood hazard for all modelled storm events. There is an increase of 0.074 m and 0.0686 m for both the regional and 100-year storms, respectively. This appears to be the only location showing an increase in flood hazard; however, all flooding is contained within the upstream valley. Please explain this increase and provide justification as to why this increase in flood hazard is necessary for the design. CVC does not accept any increase in flood hazard, unless adequately justified.</p>	<p>The proposed Lakeshore Road culvert is being extended as part of the roadway expansion. Due to the existing river geometry, the proposed extension is skewed to the existing culvert. The longer and skewed culvert now provides greater flow resistance when compared to the existing condition. The design has managed floodplain impacts to a level which will cause no perceivable change in floodplain limits (see hydraulic report for reference floodplain maps), with increases in water surface elevation that are confined exclusively to the immediate upstream cross section and do not cause a persisting impact to the upstream system.</p>	<p>Response noted and accepted by CVC, written responses to be provided by HDR along with final EPR package</p>
5	<p>Serson Creek: Please provide description of which plan files within the HEC-RAS model are representative of the proposed condition and the</p>	<p>Plan short ID UE_REG_UNE represents the updated existing regional storm in unsteady state simulation. The plan short ID Reg_une represents the proposed</p>	

	<p>existing condition. It has been assumed that the relevant plan files for the comparison between proposed and existing conditions is "UE_Reg_UNNS" and "Reg_uns", respectively, for the regional storm assessment.</p>	<p>regional storm in unsteady state simulation.</p>	
<p>6</p>	<p>It appears that increases in flood hazard for all modelled storm events are more widespread through the study reach. Table 3-3 has been provided as part for the Drainage Report, however this only compares the immediate u/s water surface elevation between existing and proposed conditions. There must be not impacts to flood hazard upstream or downstream of the proposed work. Please provide a summary table comparing existing WSEL to proposed for the entire reach.</p>	<p>WSEs for the entire reach for the updated existing and proposed conditions have been provided in the form of the modeling output tables in the report appendix.</p> <p>The results demonstrate the impacts to floodplain WSEL is limited to the reach upstream of the proposed crossing. Please specify the widespread floodplain impacts outside the immediate vicinity of the crossing.</p> <p>Changes to wsel are contained within approximately 200m upstream. The fluctuations of flood levels inside the culvert are not valid. The culvert is operating under pressurized flow and can not physically encounter increases in water surface elevation. This is an artifact of modeling a culvert with variable geometry in unsteady state.</p>	
<p>7</p>	<p>There does not appear to be any fill within the existing cross-sections aside from the culvert extension, yet there appears to be a widespread increase in flood hazard upstream and downstream of the Serson Creek crossing. CVC does not accept impacts to existing flood hazard of this extent. Please determine the cause of the increases in water surface elevation and revise the model to reduce the impact to the existing flood hazard.</p>	<p>The increase in flood hazard upstream of the crossing is due to the proposed extension encapsulating an existing sanitary sewer trunk line crossing immediately upstream of the existing culvert. The sanitary line will be encased in protective layers causing a large obstruction within the proposed culvert confined flow area.</p> <p>HDR proposed an alternative option which increases surface water elevation (~ 9 cm) and has some potential minimal offsite flood hazard impacts. See attached presentation and</p>	<p>CVC to review presentation results internally and provide comments/recommendations for HDR/City of Mississauga regarding offsite flood hazard impacts.</p>

 [model files](#) for results of assessment.

We appreciate your time and look forward to your comments. Please let us know when you'd like to meet again to discuss next steps at your earliest convenience.

Thanks,

Nico Malfara, (he/him) P.Eng (BC,ON), MASc
M 647.333.3627

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

From: Zhang, Brittany <Brittany.Zhang@hdrinc.com>

Sent: Thursday, February 9, 2023 12:48 PM

To: Zhang, Brittany; Malfara, Nico; Stahl, Jason; Mawji, Dante; Kilis, Jakub; De Stefano, Matteo

Subject: CVC- Lakeshore BRT Project- Serson Creek Discussion

When: Wednesday, February 15, 2023 3:30 PM-4:00 PM (UTC-05:00) Eastern Time (US & Canada).

Where: Microsoft Teams Meeting

Microsoft Teams meeting

Join on your computer, mobile app or room device

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Passcode: wmrQdP

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From: Kilis, Jakub <Jakub.Kilis@cvc.ca>
Sent: Tuesday, December 20, 2022 12:32 PM
To: Zhang, Brittany
Cc: Gino Dela Cruz; Shea, Andrew
Subject: CVC Comments - Lakeshore BRT project - EPR and Appendices (CVC File No. EA 21/007)

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: LTS file

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Hi Brittany,

CVC staff has completed our review of the EPR and associated appendices for the Lakeshore BRT project and offer the following comments for your consideration:

General

1. A number of our previous comments have been deferred to the detailed design stage. CVC find this acceptable but notes that proper messaging should be included in the final documentation to ensure the future detailed design team is aware of any outstanding comments.
2. Impacts to erosion hazard should be determined by comparing existing and proposed condition channel velocities.
3. When is the Climate Report expected to be finalized? It appears that sections of this report remain outstanding and CVC would prefer to review the completed/draft final version of this report during the EA stage.

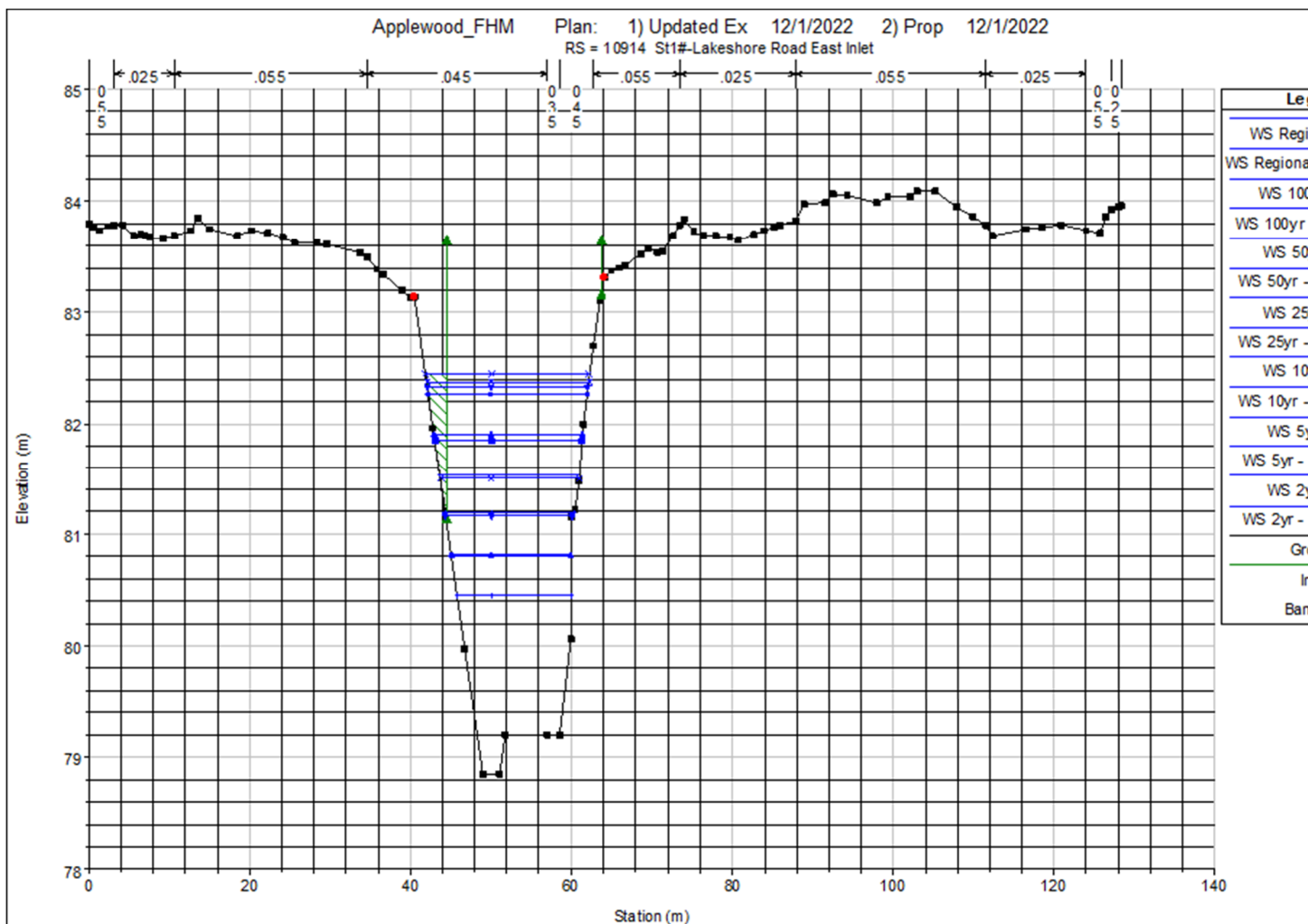
Applewood Creek

4. It appears that river station 10914 (immediately upstream of the Lakeshore Road crossing) demonstrates an increase in flood hazard for all modelled storm events. There is an increase of 0.074 m and 0.0686 m for both the regional and 100-year storms, respectively. This appears to be the only location showing an increase in flood hazard; however, all flooding is contained within the upstream valley. Please explain this increase and provide justification as to why this increase in flood hazard is necessary for the design. CVC does not accept any increase in flood hazard, unless adequately justified.

Serson Creek

5. Please provide description of which plan files within the HEC-RAS model are representative of the proposed condition and the existing condition. It has been assumed that the relevant plan files for the comparison between proposed and existing conditions is "UE_Reg_UN\$" and "Reg_uns", respectively, for the regional storm assessment.

6. It appears that increases in flood hazard for all modelled storm events are more widespread through the study reach. Table 3-3 has been provided as part for the Drainage Report, however this only compares the immediate u/s water surface elevation between existing and proposed conditions. There must be not impacts to flood hazard upstream or downstream of the proposed work. Please provide a summary table comparing existing WSEL to proposed for the entire reach.
7. There does not appear to be any fill within the existing cross-sections aside from the culvert extension, yet there appears to be a widespread increase in flood hazard upstream and downstream of the Serson Creek crossing. CVC does not accept impacts to existing flood hazard of this extent. Please determine the cause of the increases in water surface elevation and revise the model to reduce the impact to the existing flood hazard.



Please let me know if you have any questions about the above,
Jakub

I'm working remotely and in the office. The best way to reach me is by email, mobile phone or Microsoft Teams.

Jakub Kilis | RPP

Senior Manager, Infrastructure and Regulations | Credit Valley Conservation

905-670-1615 ext 287 | M: 647-212-6554

jakub.kilis@cvc.ca | cvc.ca



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From: Zhang, Brittany
Sent: Wednesday, November 23, 2022 11:39 AM
To: Kilis, Jakub
Subject: FW: CVC Comments - EPR Submission - Engineering comments (CVC File EA 21/007)
Attachments: CVC Comments - Lakeshore BRT - Drainage & SWM report (CVC File No. EA 21/007) ; [CVC comment-responses_BRT Study EPR final draft.pdf](#)
Follow Up Flag: Follow up
Flag Status: Flagged
Categories: To file

Hi Jakub,

I was trying to send you the following message yesterday but apparently the comment-response tracker was too big for attachment and it couldn't get delivered.

Please see my message below.

Thank you!

Brittany Zhang,
Transportation Planner

HDR
D 416.825.0255
brittany.zhang@hdrinc.com
hdrinc.com/follow-us

From: Zhang, Brittany
Sent: Tuesday, November 22, 2022 3:51 PM
To: 'Kilis, Jakub' <Jakub.Kilis@cvc.ca>
Cc: Gino Dela Cruz <gino.delacruz@mississauga.ca>; Shea, Andrew <Andrew.Shea@hdrinc.com>; 10299896_D_Lakeshore_TPAP_EA <10299896_D_Lakeshore_TPAP_EA@hdrinc.com>; Construction.Act_TWRTO@mississauga.ca
Subject: RE: CVC Comments - EPR Submission - Engineering comments (CVC File EA 21/007)

Hi Jakub,

We have addressed CVC's comments on the EPR from August, the comments from June regarding the Drainage and SWM report (original email attached) are also addressed and included in the comment tracker.

The updated Drainage & SWM report as well as the requested HEC-RAS model is enclosed in **Appendix D** of the EPR package, the revised EPR package can be downloaded here:

[20220729 LTS TPAP EPR Rev03](#)

The comment and response tracker is attached.

As we are hoping to file for completion soon, could the CVC please confirm that the comments are adequately addressed, ideally by December 9?

Thank you!

Brittany Zhang,
Transportation Planner

HDR
D 416.825.0255
brittany.zhang@hdrinc.com
hdrinc.com/follow-us

From: Kilis, Jakub <Jakub.Kilis@cvc.ca>
Sent: Thursday, August 18, 2022 9:40 AM
To: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Subject: CVC Comments - EPR Submission - Engineering comments (CVC File EA 21/007)

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Brittany,

We are still awaiting payment of the invoice for these projects, however in the interest in helping the City move things forward we're providing the additional EPR comments below.

Further to our comments on the SWM report via email dated June 30, 2022 please find below additional email from our review of the EPR and associated appendices. As you're aware comments from our June 30 email are outstanding and single comprehensive response would be helpful to close the loop on our comments. Also, as noted previously, we do not have any outstanding ecology comments.

1. Please carry out a scour assessment as per CVC guidelines (https://cvc.ca/wp-content/uploads//2021/06/rpt_scourfactsheet_f_111219.pdf) to ensure that the footings for the proposed culvert extensions have adequate cover and will be protected from erosive forces. This has been noted as a recommendation in the fluvial geomorphology report to be carried out at the detailed design stage.
2. Please identify the quantity of cut/fill downstream of each respective culvert extension. Local bank grading is proposed within the existing floodplain. Where existing grading does not match proposed a cut/fill balance must be carried out to confirm that there is no loss of floodplain storage per elevation.
3. Please confirm if the culvert hydraulics remain the same, whether inlet or outlet control from existing length to the proposed extension. Please comment on how the change in culvert length impacts the flood hazard (for all storm events) upstream and downstream of each crossing.

4. Table H demonstrates that both the existing Applewood Creek and Serson Creek crossings are within the existing erosion hazard. Both have undergone extensive modification and straightening. What considerations have been made to reduce the erosion hazard to minimize on-going repairs of the culvert extension in the future?
5. How have the increases in riverine flooding in the context of climate change been considered for each of the culvert extensions? The remedial engineering action listed in Table 18 of the Climate Report notes "implement damage-resilient design techniques for crossings". If there is already an existing erosion hazard at both crossings, the increases in precipitation and flooding noted in the Climate Report will only increase the hazard.
6. Can the Applewood and Serson Creek culverts be shown on the Roll Plan elevation/profile view?
7. CVC's Watercourse Crossing guidelines note that the proposed footings for the culvert extension must be located outside of the 100-year erosion hazard limit. Since the 100-year erosion hazard could not be delineated from the either reach of Applewood or Serson Creek, please confirm the toe erosion allowance (as noted in section 5.1 of Fluvial Geomorphology report) at each location and state why it is sufficiently adequate to protect the footings

Please let me know if you have any questions about the above,
Jakub

I'm working remotely. The best way to reach me is by email, mobile phone or Microsoft Teams.

Jakub Kilis | RPP

Senior Manager, Infrastructure and Regulations | Credit Valley Conservation

905-670-1615 ext 287 | M: 647-212-6554

jakub.kilis@cvc.ca | cvc.ca



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From: Zhang, Brittany
Sent: Thursday, August 11, 2022 11:05 AM
To: Kilis, Jakub
Cc: Shea, Andrew
Subject: RE: CVC Comments - Lakeshore BRT -(CVC File No. EA 21/007)- Revised
EPR_Invoice
Attachments: [Invoice 21991.pdf](#)
Categories: To file

Hi Jakub,

Following up to see if the engineering group has any more comments on the EPR Rev02.

On a separate note, I left you a voicemail a few days ago regarding invoice #IN000021991 (attached) for \$5,000, our accountant informed me that invoices over \$3,500 would require an agreement between HDR and the payee, and it would need to be approved by our headquarters, which could take weeks or even months.

To make things easier and to save some time, she suggested that the CVC submit 2 separate invoices that adds up to the total of \$5,000 (so each one is below the \$3,500 threshold).

Please let me know if this is something CVC can do.

Thank you!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Kilis, Jakub <Jakub.Kilis@cvc.ca>
Sent: Tuesday, July 26, 2022 12:28 PM
To: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Cc: Shea, Andrew <Andrew.Shea@hdrinc.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>
Subject: RE: CVC Comments - Lakeshore BRT -(CVC File No. EA 21/007)- Revised EPR_3

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Brittany,

I'm just catching up from my vacation.

I can confirm that our ecology comments have been appropriately addressed and/or appropriate commitments have been made in the EPR for future phases of the project. I am still awaiting comments from our engineering group but should have comments back to you before the end of this week.

Regards,
Jakub

I'm working remotely. The best way to reach me is by email, mobile phone or Microsoft Teams.

Jakub Kilis | RPP

Senior Manager, Infrastructure and Regulations | Credit Valley Conservation

905-670-1615 ext 287 | M: 647-212-6554

jakub.kilis@cvc.ca | cvc.ca



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From: Zhang, Brittany <Brittany.Zhang@hdrinc.com>

Sent: Friday, July 22, 2022 10:45 AM

To: Kilis, Jakub <Jakub.Kilis@cvc.ca>

Cc: Shea, Andrew <Andrew.Shea@hdrinc.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>; Cook, Lori <lori.cook@cvc.ca>

Subject: [External] RE: CVC Comments - Lakeshore BRT -(CVC File No. EA 21/007)- Revised EPR+Appendices

[CAUTION] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. If in doubt contact help211@cvc.ca

Hi Jakub,

We are almost finished addressing CVC's comments on the draft drainage report.

In the meantime, could you let us know at your earliest convenience if the CVC has any additional comments on the submission of the revised EPR (submitted June 28)?

Thank you!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Zhang, Brittany
Sent: Tuesday, June 28, 2022 12:45 PM
To: Kilis, Jakub <Jakub.Kilis@cvc.ca>
Cc: Shea, Andrew <Andrew.Shea@hdrinc.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>; lori.cook@cvc.ca
Subject: RE: CVC Comments - Lakeshore BRT -(CVC File No. EA 21/007)- Revised EPR+Appendices

Hi Jakub,

Following our circulation of the updated drainage and SWM report on June 7, we have drafted responses to CVC's comments received on January 31 from the technical review of the Lakeshore BRT Project Environmental Project Report, comments and responses are logged in the attached comment tracker.

The revised draft Environmental Project Report and appendices can be downloaded **via this link** (<https://we.tl/t-Aqf1zMQZwU>) for CVC's review.

Could we ask that CVC staff prioritize the review of the draft drainage report (submitted June 7, and also in Appendix D of the EPR package), and provide comments at your earliest convenience?

Please let us know if you have any further comments on the materials circulated, ideally by **July 19.**

Thank you!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Zhang, Brittany
Sent: Tuesday, June 7, 2022 3:08 PM
To: Kilis, Jakub <Jakub.Kilis@cvc.ca>

Cc: Shea, Andrew <Andrew.Shea@hdrinc.com>; 'Gino Dela Cruz' <gino.delacruz@mississauga.ca>; 'lori.cook@cvc.ca' <lori.cook@cvc.ca>

Subject: RE: CVC Comments - Lakeshore BRT -(CVC File No. EA 21/007)- Drainage & SWM report

Hi Jakub,

An updated draft drainage and stormwater management report has been completed as part of the Lakeshore BRT project.

We would really appreciate it if CVC staff could review the attached draft report and provide comments, ideally by **June 15**.

Thank you!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Gino Dela Cruz <gino.delacruz@mississauga.ca>
Sent: Tuesday, February 1, 2022 9:43 AM
To: Kilis, Jakub <Jakub.Kilis@cvc.ca>
Cc: Zhang, Brittany <Brittany.Zhang@hdrinc.com>; Shea, Andrew <Andrew.Shea@hdrinc.com>
Subject: RE: CVC Comments - Lakeshore BRT -(CVC File No. EA 21/007)

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Jakub – thanks for providing comments. We will review with the team and prepare responses.

For the EA review fee, please send me an invoice similar to previous projects.

Thanks,
Gino



Gino Dela Cruz, P.Eng.
Project Leader, Rapid Transit Office
T 905-615-3200 ext.8769
gino.delacruz@mississauga.ca

City of Mississauga | Transportation and Works Department,
Infrastructure Planning and Engineering Services Division

Please consider the environment before printing.

From: Kilis, Jakub <Jakub.Kilis@cvc.ca>

Sent: January 31, 2022 1:14 PM

To: Gino Dela Cruz <gino.delacruz@mississauga.ca>

Cc: Zhang, Brittany <Brittany.Zhang@hdrinc.com>; Shea, Andrew <Andrew.Shea@hdrinc.com>

Subject: CVC Comments - Lakeshore BRT - 1st Technical Submission (CVC File No. EA 21/007)

Hi Gino,

CVC staff has completed our review of the 1st technical submission for the Lakeshore BRT, including the EPR submitted on January 13, 2022, and offer the following comments for your consideration:

General

1. CVC's EA review fee is still outstanding for this project. As previously discussed CVC is treating the Lakeshore component of this project as one project (Lakeshore Complete Streets Schedule C EA and Lakeshore BRT Study) in terms of fee assessment. The EA review fee for these components of the overall project is \$5000. CVC will require a separate fee of \$2500 for the Schedule B active transportation crossing project. We will request that fee when we receive a substantial package for review. CVC can provide you with an invoice for the current \$5000 at your request.

Engineering

2. Please ensure that hydraulic analysis memo accompanies the submission of the modified HEC-RAS model reflecting future conditions. All changes to the existing conditions model should be summarized within this memo.
3. Please reference and ensure design criteria matches the following CVC guidelines:
 - a. ESC guidelines: https://cvc.ca/wp-content/uploads/2021/06/rpt_ESCGuideforUrbanConstruction_f_2019.pdf
 - b. SWM guidelines: <https://cvc.ca/document/stormwater-management-criteria-document/>
 - c. Watercourse Crossing guidelines: <https://cvc.ca/document/technical-guidelines-for-watercourse-crossings/>
4. Please note that the erosion control of 5 mm retention of rainfall is for newly addition impervious area within the proposed works.
5. Please clarify if the existing roadway is to be widened (i.e. widening parallel to the direction of flow). If so, are there any proposed works on the existing bridge structure and abutments?
6. Please ensure that future submissions of final reports and drawings are signed and sealed by a professional engineer or equivalent qualified professional.

The following are comments to be considered at detailed design stage

7. In regard to the CVC HEC-RAS model for Applewood Creek – the Lakeshore Road bridge crossing for Applewood Creek as coded in the model was based on design drawings. It will be important for the applicant to update the Applewood Creek model

based on as-built conditions/survey of the Lakeshore Road bridge crossing at the detailed design stage.

8. Please include detail construction staging and erosion and sediment control measures related to the in-water works at both crossing.
9. Please include a stand-alone ESC plan/drawing summarizing all control measures for the various stages of the in-water works.
10. Please ensure all standard CVC notes are included on the ESC drawings, found here: <https://cvc.ca/document/standard-notes-for-drawings-submitted-for-cvc-review/>

Ecology

11. CVC supports the recommendation to employ natural channel design for channel improvements associated with the lengthening of the Applewood and Serson Creek culverts to provide added stability and enhance fish passage. CVC recommends extending natural channel design works upstream to the extent feasible to further improve fish passage. This is particularly relevant for Applewood Creek. Limits of channel works can be determined at detailed design once impacts associated with the development are better understood.
12. To maintain natural processes and minimize disturbances to the streambed and fish passage, CVC recommends the use of an open bottom culvert for the culvert extension. If this is not an option, please provide justification.
13. Identify opportunities to minimize the length of the culvert extension to the extent feasible.
14. Both Serson Creek and Applewood Creek are classified as warmwater fisheries communities; works are to be carried out during the warmwater timing window of July 1 – March 31.
15. CVC understands that the proposed extension of the Applewood Creek and Serson Creek culverts will require channel tie-in works. CVC supports the recommendation in the EA to re-instate the existing morphology of each channel. Efforts should be made to minimize grading to the extent possible and minimize the use of large stone in the water course channel and along the banks (subject to Engineering requirements).
16. Subject to Engineering constraints, CVC recommends removing some of the existing rock from Applewood Creek to enhance the aquatic habitat and improve fish passage. This can be a component of the overall mitigation strategy.
17. While it is recognized that the reported fish surveys in Serson Creek did not result in any captures, in recent years restoration works downstream have connected the watercourse to Lake Ontario and improved habitat quality and fish passage. As a result, a small number of fish were recently seen in the watercourse, and it is expected that more fish will move upstream into the study area over time. Please design the crossing with fish passage and fisheries habitat in mind.
18. To minimize potential impacts to candidate SWH for area sensitive birds and bat maternity roosting, trees should not be removed between April 1 and September 30

of a given year. Please note this applies to all trees and not just snag trees. Please include this note on the site plan during detailed design.

19. The EA identifies that the potential removal of portions of Significant Woodland associated with Serson Creek and Applewood Creek may be necessary. If portions of the Significant Woodland are removed, the following comments apply:
 - a. Efforts should be made to minimize the removal of trees and natural habitat to the extent possible.
 - b. The City of Mississauga's tree replacement ratios are unlikely to address the potential loss of portions of the Natural Heritage System (NHS) associated with the proposed works. Please reference CVC's offsetting guidelines in the determination of compensation requirements. The commitment to use CVC's Offsetting Guidelines should be made at this stage in the Planning process, however the specific area required for compensation can be determined at detailed design once the area of encroachment is known. https://cvc.ca/wp-content/uploads/2021/06/rpt_CVCEcoOffset_FINAL_20200313.pdf
 - c. Ideally, compensation plantings will occur onsite, outside of any identified buffer plantings, in an area that will add to the existing NHS. Where offsets require more plant material than can be accommodated onsite, suitable locations offsite should be explored. Please note that CVC can help to locate offsite locations, and we can offer to accept cash-in-lieu to plant on the proponent's behalf.
20. Although specific detail on the planting plan can be provided at the detailed design stage, please identify the goals and objectives of restoration works at this stage of the Planning process. For example, CVC recommends the following:
 - a. Planting a dense layer of trees and shrubs adjacent to the watercourse to enhance riparian cover and improve fish habitat by increasing stream shading and minimizing thermal impacts.
 - b. The use of bio-engineering techniques for bank stabilization and habitat enhancement.

The following comments are to be considered at the detailed design stage

21. CVC supports the recommendation made in the EA to consider wildlife crossing design during the detailed design phase to improve wildlife passage and linkages. Please refer to CVC's Fish and Wildlife Crossing Guidelines for recommendations and guidance [Fish and Wildlife Crossing Guideline \(cvc.ca\)](#)
22. If portions of significant woodland are removed, please address the following comments:
 - a. Identify the full extent of the edge management zone on the site plan, measured as a given distance from the canopy dripline of the trees to be retained.
 - b. Provide a complete planting plan for the full extent of the edge management zone. In order to meet naturalization goals and contribute to the form and function of the natural areas, plant material is to be calculated based on shrubs planted 0.75-1.0 on centre and trees 2.4-2.7m for the entire zone.
 - c. CVC recommends planting fast-growing edge species that are adapted to the harsher conditions found along new edges/disturbed areas. Plantings should emulate a natural forest edge with smaller sized plant material at the front, and larger sized plant material along the existing forest.
 - d. Planting plan is to include plants of a larger stocking size to increase survivability and afford some immediate level of protection to the adjacent woodlands. Trees and shrubs should be of the following sizes: Whips: 1.5-2.5m in height, caliper 40-60mm, conifers 1.5-2.0m in height, and shrubs 40-100cm in height.

- e. If feasible, stumps within 5 m of the new edge should not be grubbed to allow groundcover regeneration from the undisturbed seedbank.
 - f. Grading should be designed to meet existing grades a minimum of 3 m away from the tree dripline in order to prevent suffocation of tree roots. All efforts to maintain pre-construction soils and seed bank should be employed.
23. All disturbed areas to be re-naturalized to original (or better) condition through the use of an appropriate seed mix. CVC approved seed mixes can be found on the CVC website at: <https://cvc.ca/wp-content/uploads/2018/04/Plant-Selection-Guideline-FINAL-APRIL-24th-2018.pdf>. Please include the composition of the seed mix (e.g. species, broadcast rate, cover crop etc.) on the detailed design drawings.
24. Please consult CVC's guideline on healthy soils for recommendations on soil requirements for the terrestrial habitat and buffer zones <https://www.creditvalleyca.ca/wp-content/uploads/2017/09/CVC-Healthy-Soils-Guidelines-NHS-Web-V5.pdf>
25. The EA identifies the potential removal of vegetation within the large cultural meadow habitat between Applewood and Etobicoke creeks, with the potential to impact Bobolink and Eastern Meadowlarks during the breeding season. Please continue to include correspondence with MECP as it relates to Species at Risk once impacts are better understood.

Please let me know if you have any questions about the above,
Jakub

I'm working remotely. The best way to reach me is by email, mobile phone or Microsoft Teams.

Jakub Kilis | RPP

Senior Manager, Infrastructure and Regulations | Credit Valley Conservation

905-670-1615 ext 287 | M: 647-212-6554

jakub.kilis@cvc.ca | cvc.ca



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From: Kilis, Jakub <Jakub.Kilis@cvc.ca>
Sent: Thursday, June 30, 2022 3:25 PM
To: Zhang, Brittany
Subject: CVC Comments - Lakeshore BRT - Drainage & SWM report (CVC File No. EA 21/007)

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: To file

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Brittany,

CVC staff has completed our review of the updated Draft Drainage and SWM Report and offer the following comments

General

1. Please note that this review pertains only to the updated Drainage and SWM report and our previous outstanding comments which are not noted below remain outstanding.
2. We have recently received an updated submission to the EPR including Appendices. Please confirm if the newly submitted Drainage and SWM report is the same as the report we just reviewed.

Engineering

3. In our previous comments we asked for clarification if the existing roadway is to be widened (i.e., widening parallel to the direction of flow). If so, are there any proposed works on the existing bridge structure and abutments? June 2022 update to our comment: Through a second review of the provided drainage plan drawings, it has been confirmed that the existing roadway is to be widened at the crossing locations of both Applewood Creek and Serson Creek. Aside from the proposed culvert extension, please confirm the additional work proposed for the bridge structure, if any?
4. It was noted that there is an existing 1600 mm trunk sanitary sewer in the footprint of the Serson Creek box culvert extension. The recommendation was made to relocate this portion of the trunk sewer. Will the realignment work of this trunk sewer be included as part of this EA study? If so, detailed construction drawing, and work plans will need to be provided.
5. Please include all BMP/LID features on detailed design drawings with cross-sections.
6. Please summarize quantities of any additional fill introduced to the channel geometry for both Serson and Applewood Creek for the culvert extension works.
7. The proponent should not be using the word "negligible" in this statement. "The increase in the pavement area as a result of the corridor improvements is negligible in

comparison to the large external drainage areas contributing to the watercourse crossing location.” If the increase in impervious cover was negligible, this would not be part of the CA’s SWM criteria.

8. Model output tables have been provided as part of Appendix B of the SWM report, however, no model has been provided as part of the partial submission. CVC requires a digital copy of both the modified Serson Creek and Applewood Creek HEC-RAS models. Section 3.2.1 was a new addition to the SWM report; however, it does not highlight any changes to model parameters (Mannings n, entrance/exit coefficients for the modified culverts, flow regimes.
9. Based on the HEC-RAS model output for Serson Creek, there are significant increases to flow velocity (≥ 0.5 m/s) between the updated existing conditions and proposed conditions for river stations 11096.43 and 11094.38 for the 50-yr, 100-yr, and regional storm runs. Please comment on how the increase in flow velocity will impact erosion hazard at these locations.
10. Please provide existing and proposed floodlines on the Serson Creek and Applewood Creek culvert crossing design drawings.

Please let me know if you have any questions or comments about the above,
Jakub

I’m working remotely. The best way to reach me is by email, mobile phone or Microsoft Teams.

Jakub Kilis | RPP

Senior Manager, Infrastructure and Regulations | Credit Valley Conservation

905-670-1615 ext 287 | M: 647-212-6554

jakub.kilis@cvc.ca | cvc.ca



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As the Bus Rapid Transit TPAP Study progresses, HDR now has several draft specialist reports ready for the Credit Valley Conservation to review.

Please see the attached cover letter for more details on the project.

The PDF versions of the following draft reports can be downloaded using this link ([📄 20211221_CVC](#)) for your review:

- Natural Environment Report
- Drainage and Stormwater Management
- Arborist Report

Please let me know if you would like an alternative version (e.g. physical copy) of the reports or if you have trouble accessing the link.

If possible, we would greatly appreciate if you could provide the results of your review by January 21, 2022.

Thank you!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Ivey, Janet <janet.ivey@cvc.ca>
Sent: Tuesday, March 29, 2022 2:01 PM
To: Zhang, Brittany
Cc: Jacques, Craig; Don Ford
Subject: FW: [External] Fwd: LTS- BRT Study - Source Protection

Categories: To file

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Brittany,

Please include myself and Craig Jacques (cc'd) in the meeting proposed below. We're the program leads for the CTC source protection region.

Best,

Jan

I'm working remotely. The best way to reach me is by email, mobile phone (437-247-8078) or Microsoft Teams.

Janet Ivey | B.Sc. (Env), M.A., PMP | she/her/hers
Chief Specialist, Watershed Plans and Source Water Protection | Credit Valley Conservation
Program Manager, CTC Source Protection Region
905-670-1615 ext 379 | M: 437-247-8078
janet.ivey@cvc.ca | cvc.ca | ctcswp.ca



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From: Don Ford <Don.Ford@trca.ca>
Sent: Monday, March 21, 2022 1:22 PM
To: Ivey, Janet <janet.ivey@cvc.ca>; Jacques, Craig <craig.jacques@cvc.ca>
Subject: [External] Fwd: Lakeshore Transportation Studies - BRT Study - Source Protection

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FYI...

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From: Zhang, Brittany <Brittany.Zhang@hdrinc.com>

Sent: Monday, March 21, 2022 12:24 PM

To: Don Ford <Don.Ford@trca.ca>; Jeff Thompson <jeff.thompson@trca.ca>

Cc: Shea, Andrew <Andrew.Shea@hdrinc.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>; Shirin Varzгани <Shirin.Varzгани@trca.ca>

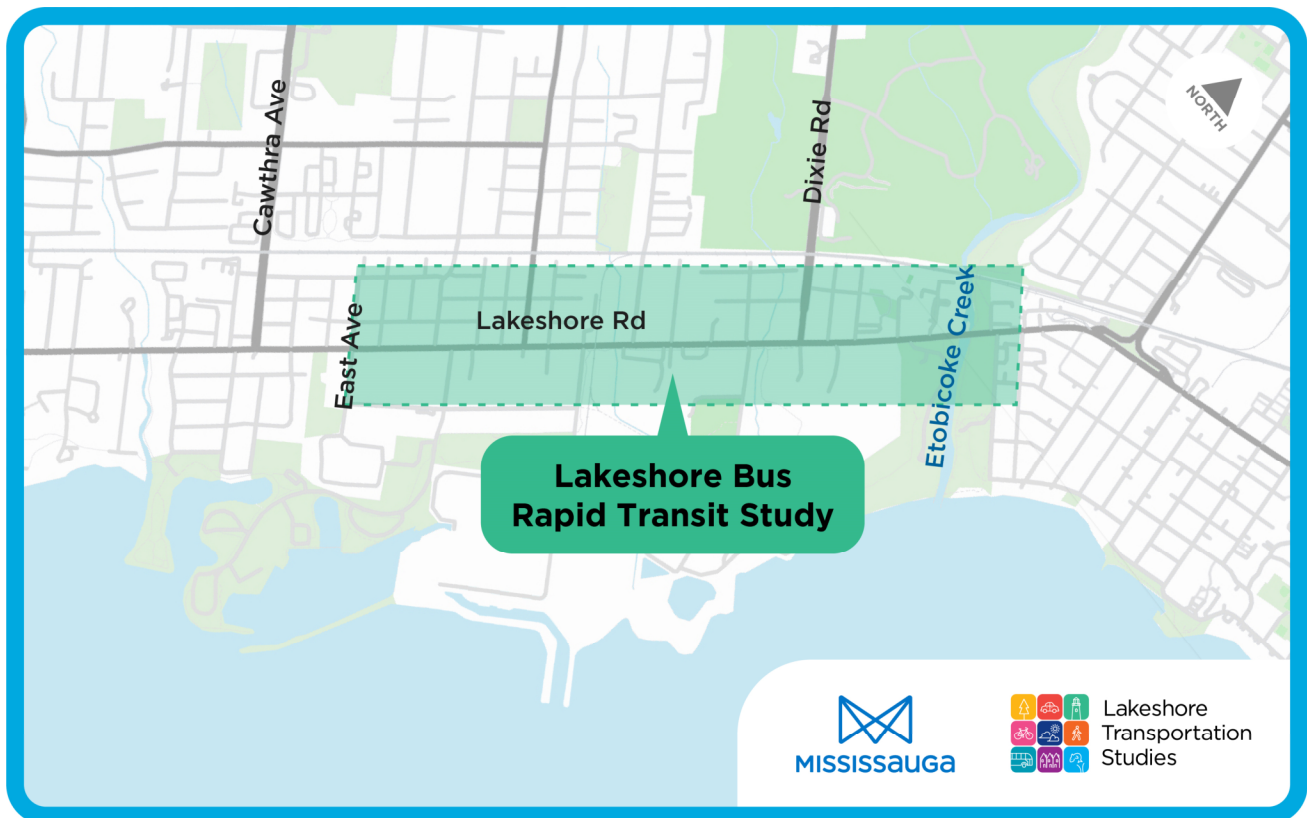
Subject: Lakeshore Transportation Studies - BRT Study - Source Protection

Thanks, Shirin!

Hi Don and Jeff,

HDR is working with the City of Mississauga in developing the preliminary design and completing the Transit Project Assessment Process (TPAP) for the Lakeshore Bus Rapid Transit Project (BRT).

The Lakeshore BRT is planned to run for two kilometres along Lakeshore Road (see Study Area below).



The draft Environmental Project Report for the BRT Project was circulated to various review agencies a few months ago and we have recently received comments that we are working to address.

A few comments came from the **MECP- Conservation and Source Protection** department regarding the existing source water resources in the area and the potential threats/mitigation measures for this project.

MECP staff also directed us to discuss this project with the CTC Source Protection Authority.

As such, I am hoping to book a meeting and talk about the source protection component of this project with you guys either this week or the next.

Please let me know your availabilities and I can send you a calendar invite with a meeting link.

Thank you!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Shirin Varzgani <Shirin.Varzgani@trca.ca>
Sent: Friday, March 18, 2022 4:03 PM
To: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Cc: Shea, Andrew <Andrew.Shea@hdrinc.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>; Don Ford <Don.Ford@trca.ca>; Jeff Thompson <jeff.thompson@trca.ca>
Subject: RE: CFN 65182 - Lakeshore Transportation Studies - BR Study - TRCA Response to Draft EPR

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Brittany,

Regarding your inquiry below, please contact:

Don Ford
Senior Manager, Hydrogeology and Source Water Protection
Engineering Services

Email: don.ford@trca.ca
Telephone: 416-661-6600 Ext. 5369

Jeff Thompson
Senior Planner, Planning and Policy

Planning Policy and Regulation

Email: jeff.thompson@trca.ca

Telephone: 416-661-6600 Ext. 6469

Both are cc'ed on this email.

Thank you and regards,

Shirin

Shirin Varzgani, MIP, MES (PI.) (she, her, hers)

Senior Planner

Infrastructure Planning and Permits | Development and Engineering Services

T: (416) 661-6600 ext. 5785

E: shirin.varzgani@trca.ca

A: 101 Exchange Avenue, Vaughan, ON, L4K 5R6 | trca.ca



From: Zhang, Brittany <Brittany.Zhang@hdrinc.com>

Sent: March 18, 2022 1:04 PM

To: Shirin Varzgani <Shirin.Varzgani@trca.ca>

Cc: Shea, Andrew <Andrew.Shea@hdrinc.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>

Subject: RE: CFN 65182 - Lakeshore Transportation Studies - BR Study - TRCA Response to Draft EPR

Hi Shirin,

We're working through the comments on the Lakeshore TPAP project report that we received from various review agencies and we've been advised by the MECP to get in touch with the CTC Source Protection Authority to discuss potential impacts to source water.

We asked the MECP to provide the contact information of the appropriate staff at CTC that we should get in touch with.

However, MECP staff didn't have that information and said that the TRCA can probably provide a CTC contact.

As such, could you point me to someone at CTC that I get reach out to?

Thank you!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Shirin Varzgani <Shirin.Varzgani@trca.ca>
Sent: Friday, February 4, 2022 4:04 PM
To: Gino Dela Cruz <gino.delacruz@mississauga.ca>
Cc: Shea, Andrew <Andrew.Shea@hdrinc.com>; Kilis, Jakub <jakub.kilis@cvc.ca>; Beth Williston <Beth.Williston@trca.ca>; Suzanne Bevan <Suzanne.Bevan@trca.ca>; Alistair Jolly <Alistair.Jolly@trca.ca>; Trina Seguin <Trina.Seguin@trca.ca>; Brandon Hester <Brandon.Hester@trca.ca>; Victoria Kramkowski <Victoria.Kramkowski@trca.ca>; Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Subject: CFN 65182 - Lakeshore Transportation Studies - BR Study - TRCA Response to Draft EPR

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Gino,

Please refer to the attached letter.

Should you have any questions, please do not hesitate to contact me

Thank you and regards,

Shirin Varzgani, MIP, MES (Pl.) (she, her, hers)

Senior Planner

Infrastructure Planning and Permits | Development and Engineering Services

T: [\(416\) 661-6600](tel:(416)661-6600) ext. 5785

E: shirin.varzgani@trca.ca

A: [101 Exchange Avenue, Vaughan, ON, L4K 5R6](https://www.trca.ca) | trca.ca



From: Zhang, Brittany
Sent: Tuesday, January 4, 2022 2:31 PM
To: lori.cook@cvc.ca; Kilis, Jakub
Cc: rizwan.haq@cvc.ca; info@cvc.ca; Gino Dela Cruz; Shea, Andrew
Subject: RE: Lakeshore Transportation Studies- BRT Study- Agency Review_4

Categories: To file

Hi Lori and Jakub,

Happy 2022!

As a follow up to my previous email, the draft Environmental Project Report and its associated appendices for the BRT Study are now ready for review.

Please note that this draft has a few minor sections pending still and will be completed in future revisions.


The Report and appendices can be downloaded here:  [20211231 LTS TPAP EPR Rev01](#)

We would really appreciate it if you could provide comments by the end of January.

Please let me know if you have any questions.

Thank you!

Brittany Zhang,
Transportation planner

 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Zhang, Brittany
Sent: Tuesday, December 21, 2021 6:03 PM
To: 'lori.cook@cvc.ca' <lori.cook@cvc.ca>; Kilis, Jakub <jakub.kilis@cvc.ca>
Cc: 'rizwan.haq@cvc.ca' <rizwan.haq@cvc.ca>; 'info@cvc.ca' <info@cvc.ca>; 'Gino Dela Cruz' <gino.delacruz@mississauga.ca>; Shea, Andrew <Andrew.Shea@hdrinc.com>
Subject: FW: Lakeshore Transportation Studies- BRT Study- Agency Review

Hello Lori and Jakub,

As you may remember, HDR is working with The City of Mississauga on three Environmental Assessments as part of the overall Lakeshore Transportation Studies, one of which is the Bus Rapid Transit Study.

From: Zhang, Brittany
Sent: Tuesday, January 4, 2022 1:50 PM
To: Kilis, Jakub
Cc: Gino Dela Cruz; Shea, Andrew
Subject: FW: Lakeshore Transportation Studies- BRT Study- Agency Review_3


Categories: To file

Hi Jakub,

Hope you enjoyed your holidays!

Apologies for the delayed response.

The hydraulic modeling for the proposed condition is not yet complete and can be included in the next iteration of the report.

The hydraulic modeling used for the existing conditions was actually provided to us by the CVC, for your interest, they can be accessed from this folder ( [Hydraulic modelling](#)).

Please email me with any further comments.

Thank you!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Kilis, Jakub <Jakub.Kilis@cvc.ca>
Sent: Wednesday, December 22, 2021 9:57 AM
To: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Cc: Gino Dela Cruz <gino.delacruz@mississauga.ca>; Shea, Andrew <Andrew.Shea@hdrinc.com>
Subject: RE: [External] FW: Lakeshore Transportation Studies- BRT Study- Agency Review

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Brittany,

Are you able to provide the hydraulic modeling used to support the Drainage Report? This would be helpful in our review.

Thanks,
Jakub

I'm working remotely. The best way to reach me is by email, mobile phone or Microsoft Teams.

Jakub Kilis | RPP

Senior Manager, Infrastructure and Regulations | Credit Valley Conservation

905-670-1615 ext 287 | M: 647-212-6554

jakub.kilis@cvc.ca | cvc.ca



[View our privacy statement](#)

From: Zhang, Brittany <Brittany.Zhang@hdrinc.com>

Sent: Tuesday, December 21, 2021 6:03 PM

To: Cook, Lori <lori.cook@cvc.ca>; Kilis, Jakub <Jakub.Kilis@cvc.ca>

Cc: Haq, Rizwan <Rizwan.Haq@cvc.ca>; ZZG-CVC-Info <info@cvc.ca>; Gino Dela Cruz <gino.delacruz@mississauga.ca>; Shea, Andrew <Andrew.Shea@hdrinc.com>

Subject: [External] FW: Lakeshore Transportation Studies- BRT Study- Agency Review

[CAUTION] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. If in doubt contact help211@cvc.ca

Hello Lori and Jakub,

As you may remember, HDR is working with The City of Mississauga on three Environmental Assessments as part of the overall Lakeshore Transportation Studies, one of which is the Bus Rapid Transit Study.

As the Bus Rapid Transit TPAP Study progresses, HDR now has several draft specialist reports ready for the Credit Valley Conservation to review.

Please see the attached cover letter for more details on the project.

The PDF versions of the following draft reports can be downloaded using this link ([📄 20211221_CVC](#)) for your review:

- Natural Environment Report
- Drainage and Stormwater Management

- Arborist Report

Please let me know if you would like an alternative version (e.g. physical copy) of the reports or if you have trouble accessing the link.

If possible, we would greatly appreciate if you could provide the results of your review by January 21, 2022.

Thank you!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

Agency Emails

Peel Region Emergency Medical Services

From: Parkes, Brian <brian.parkes@peelregion.ca>
Sent: Monday, July 25, 2022 6:31 AM
To: Zhang, Brittany
Cc: Vineham, Diane; Shea, Andrew; Gino Dela Cruz
Subject: RE: LTS- BRT Study-Peel EMS review-EPR Rev02_3

Categories: To file

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Moring Brittany,

I have no additional comments at this time.

Regards

Brian Parkes
Divisional Commander/Manager
Region of Peel Paramedic Services
Streetsville Reporting Station

2492 Thomas St
Mississauga, ON
L5M 0Z4
Tell: 905-791-7800 ext: 3901
Cell: 416-735-2201
brian.parkes@peelregion.ca



From: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Sent: July 22, 2022 11:11 AM
To: Parkes, Brian <Brian.Parkes@peelregion.ca>
Cc: Vineham, Diane <Diane.Vineham@peelregion.ca>; Shea, Andrew <Andrew.Shea@hdrinc.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>
Subject: RE: LTS- BRT Study-Peel EMS review-EPR Rev02

CAUTION: EXTERNAL MAIL. DO NOT CLICK ON LINKS OR OPEN ATTACHMENTS YOU DO NOT TRUST.

Hi Brian,

Following up on the review of the revised draft EPR that was submitted on July 12, could you let us know at your earliest convenience if the Peel Region EMS has any additional comments on this submission?

Thank you!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Zhang, Brittany
Sent: Tuesday, July 12, 2022 2:51 PM
To: Parkes, Brian <brian.parkes@peelregion.ca>
Cc: Vineham, Diane <diane.vineham@peelregion.ca>; Shea, Andrew <Andrew.Shea@hdrinc.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>
Subject: RE: LTS- BRT Study-Peel EMS review-EPR Rev02

Hi Brian,

We wanted to inform you that a revised version of the draft Environmental Project Report (EPR) for the proposed Lakeshore Bus Rapid Transit project has recently become available for review.

Link to download: <https://we.tl/t-J0aleFzteF>

Region of Peel Paramedic Services previously noted that they had no comments on the first circulation of the draft EPR (February 11, 2022), could you please confirm that this is still the case for the revised draft EPR?

Please provide confirmation or additional comments by **July 22**.

Thank you!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

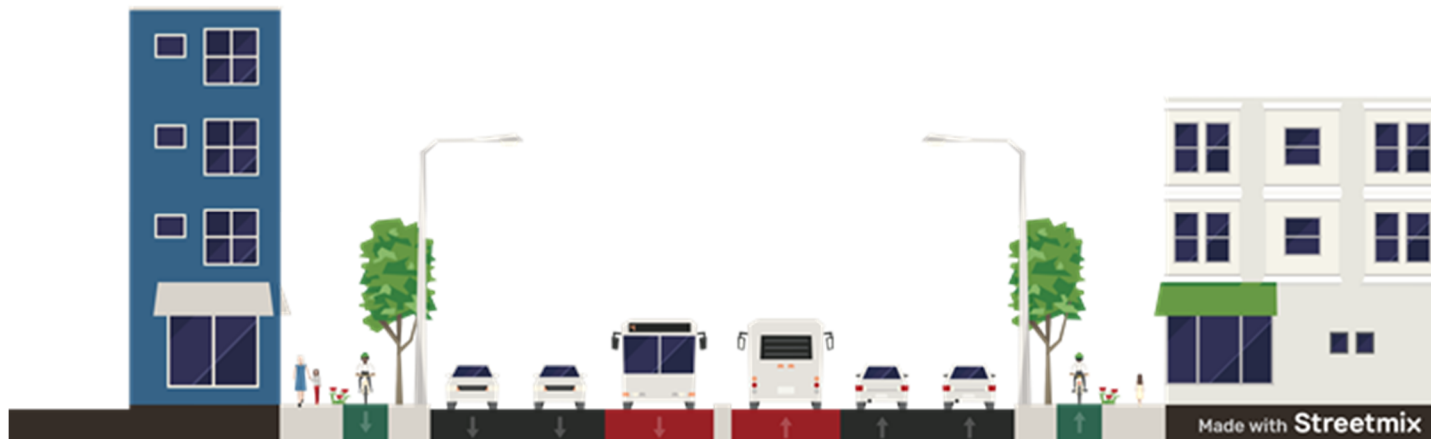
From: Zhang, Brittany
Sent: Tuesday, May 3, 2022 1:59 PM
To: Parkes, Brian <brian.parkes@peelregion.ca>
Cc: Vineham, Diane <diane.vineham@peelregion.ca>; Shea, Andrew <Andrew.Shea@hdrinc.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>
Subject: RE: LTS- BRT Study-Peel EMS review-Median

Hi Brian,

We would like to follow-up on our previous circulation of the draft Environmental Project Report for the proposed Lakeshore Road Bus Rapid Transit project.

In the previous report, we had noted that the proposed Bus Rapid Transit facility would be located in the centre of the roadway, but not physically-separated from general traffic, and therefore would not result in any restrictions on emergency vehicle operations.

Subsequent to distribution of the draft, and resulting from consultation with internal City stakeholders, the City is now proposing the implementation of physical barriers as part of the proposed BRT facility, to restrict general traffic from crossing the BRT guideway. The BRT guideway will be comprised of dedicated bus-only lanes with regulatory restrictions for general traffic. Physical barriers will be implemented in the median or between the dedicated bus lanes and general traffic. A representative cross-section of the proposed BRT facility is provided below, for reference.



In order to mitigate the impacts of these barriers on emergency service responses, the City commits to working with emergency service providers throughout the detailed design phase of the project to identify locations for strategic gaps in the median barriers to accommodate emergency service crossings. This approach is applied in the analogous Viva Rapidway design (see image below for reference, *Viva Rapidway on Davis Drive in Newmarket*). Further, emergency services will have access to use the proposed BRT lanes throughout the corridor. Crossings of the guideway will be provided for at all signalized intersections. U-turns for general traffic will be accommodated on dedicated left-turn signal phases at signalized intersections throughout the corridor to mitigate the impacts of the mid-block left-turn restrictions.



We will continue to work with the City and Region Emergency Service Providers throughout the design and implementation process. If you have any immediate questions or further comments, please don't hesitate to contact us.

Thank you!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Parkes, Brian <brian.parkes@peelregion.ca>
Sent: Friday, February 11, 2022 8:06 AM
To: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Cc: Vineham, Diane <diane.vineham@peelregion.ca>
Subject: RE: Lakeshore Transportation Studies- BRT Study-Peel EMS review

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Moring Brittany,

I have reviewed the document and have no comments or recommendations at this time.

Regards

Brian Parkes
Divisional Commander/Manager
Region of Peel Paramedic Services
Streetsville Reporting Station

2492 Thomas St
Mississauga, ON
L5M 0Z4
Tell: 905-791-7800 ext: 3901
Cell: 416-735-2201
brian.parkes@peelregion.ca



From: ZZG-ParamedicServices
Sent: February 10, 2022 4:44 PM
To: Parkes, Brian <Brian.Parkes@peelregion.ca>
Subject: FW: Lakeshore Transportation Studies- BRT Study-Peel EMS review

Hi Brian

Do we have any comments?? Please see below and attached.

Thanks
Diane V

Take care, be safe, stay healthy,

Diane Vineham
Administrative Assistant to Chief and Deputy Chief
Paramedic Services, Health Services
Region of Peel
1600 Bovaird Dr. E
Brampton ON L6T 3S8
diane.vineham@peelregion.ca



From: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Sent: February 9, 2022 11:06 AM
To: ZZG-ParamedicServices <zzg-paramedicservices@peelregion.ca>
Subject: FW: Lakeshore Transportation Studies- BRT Study-Peel EMS review

CAUTION: EXTERNAL MAIL. DO NOT CLICK ON LINKS OR OPEN ATTACHMENTS YOU DO NOT TRUST.

Hello,

I just wanted to follow up on my previous email and see if Peel Region EMS has any comments on the draft EPR and appendices that was circulated last month.

If so, we would really appreciate it if you could provide your comments by the end of this week.

Thank you!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us


From: Zhang, Brittany
Sent: Monday, January 24, 2022 5:44 PM
To: peelems@peelregion.ca
Cc: Gino Dela Cruz <gino.delacruz@mississauga.ca>; Shea, Andrew <Andrew.Shea@hdrinc.com>
Subject: Lakeshore Transportation Studies- BRT Study-Peel EMS review

Hello Peel Region Paramedic Services Staff,

HDR is working with The City of Mississauga on three Environmental Assessments as part of the overall Lakeshore Transportation Studies, one of which is the Bus Rapid Transit Study.

As the Bus Rapid Transit TPAP Study progresses, HDR now has a draft Environmental Project Report and appendices ready for review.

Please see the attached cover letter for more details on the project.

The draft EPR and appendices can be downloaded using this link ( [220124 EMS](#)) for your review.

Please let me know if you would like an alternative version (e.g. physical copy) of the report or if you have trouble accessing the link.

If possible, we would greatly appreciate if you could provide the results of your review by **February 11, 2022**.

Thank you!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

Agency Emails

Mississauga Fire & Emergency Services

From: Stephane Malo <Stephane.Malo@mississauga.ca>
Sent: Tuesday, July 19, 2022 10:12 AM
To: Zhang, Brittany
Cc: Deryn Rizzi; Gino Dela Cruz; Shea, Andrew
Subject: RE: LTS- BRT Study-Fire department review-EPR Rev02_2

Categories: To file

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Brittany,

No additional comments to add to the Tuesday, February 8, 2022 reply.

Thank you for the opportunity to comment on this project.

Regards,



**Mississauga Fire
& Emergency Services**

Stephane Malo (he/his), **BA (Hons), CMM II**

Deputy Chief, Operations

T 905-615-3754 | M 416-570-4058 | twitter.com/mississaugafes
stephane.malo@mississauga.ca | www.mississauga.ca/fire

[City of Mississauga](http://www.mississauga.ca) | Community Services Department,
Fire & Emergency Services Division
15 Fairview Rd West
Mississauga, ON L5B 1K7

Please consider the environment before printing.

From: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Sent: Wednesday, July 13, 2022 2:19 PM
To: Stephane Malo <Stephane.Malo@mississauga.ca>
Cc: Deryn Rizzi <Deryn.Rizzi@mississauga.ca>; Gino Dela Cruz <gino.delacruz@mississauga.ca>; Shea, Andrew <Andrew.Shea@hdrinc.com>
Subject: RE: LTS- BRT Study-Fire department review-EPR Rev02

Hello Stephane,

We wanted to inform you that a revised version of the draft Environmental Project Report (EPR) for the proposed Lakeshore Bus Rapid Transit project has recently become available for review.

Link to download: <https://we.tl/t-NBvWJrDLaj>

We did not receive a response to our message sent on May 3, please confirm that the fire department has no comments on the materials circulated.
Alternatively, email me with any comments that arise from your review, preferably by **July 22**.

Thank you!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

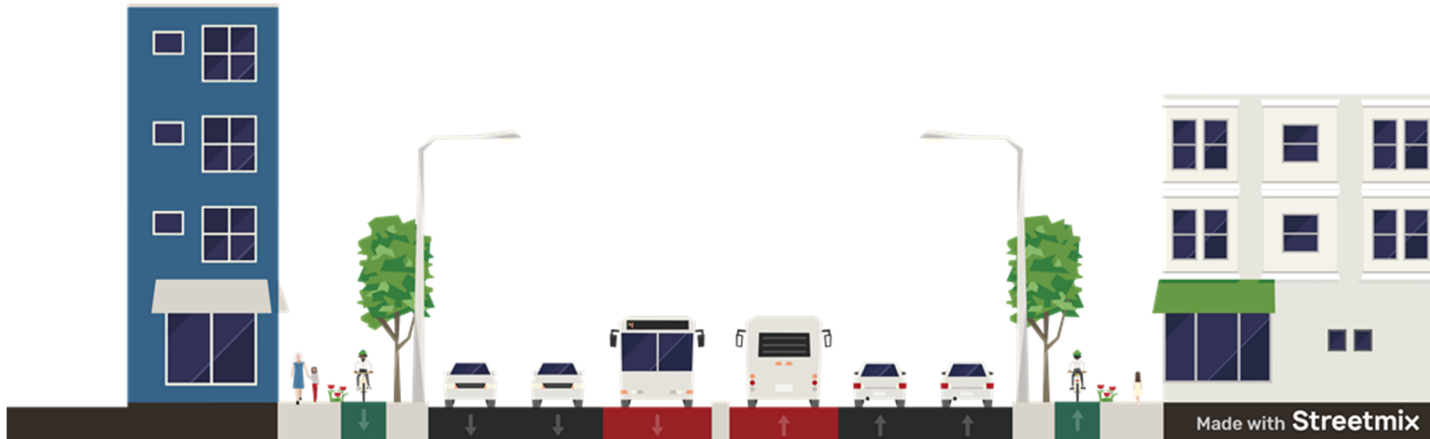
From: Zhang, Brittany
Sent: Tuesday, May 3, 2022 2:46 PM
To: Stephane Malo <Stephane.Malo@mississauga.ca>
Cc: Deryn Rizzi <Deryn.Rizzi@mississauga.ca>; Gino Dela Cruz <gino.delacruz@mississauga.ca>; Shea, Andrew <Andrew.Shea@hdrinc.com>
Subject: RE: LTS- BRT Study-Fire department review-Median

Hi Stephane,

We would like to follow-up on our previous circulation of the draft Environmental Project Report for the proposed Lakeshore Road Bus Rapid Transit project.

In the previous report, we had noted that the proposed Bus Rapid Transit facility would be located in the centre of the roadway, but not physically-separated from general traffic, and therefore would not result in any restrictions on emergency vehicle operations.

Subsequent to distribution of the draft, and resulting from consultation with internal City stakeholders, the City is now proposing the implementation of physical barriers as part of the proposed BRT facility, to restrict general traffic from crossing the BRT guideway. The BRT guideway will be comprised of dedicated bus-only lanes with regulatory restrictions for general traffic. Physical barriers will be implemented in the median or between the dedicated bus lanes and general traffic. A representative cross-section of the proposed BRT facility is provided below, for reference.



In order to mitigate the impacts of these barriers on emergency service responses, the City commits to working with emergency service providers throughout the detailed design phase of the project to identify locations for strategic gaps in the median barriers to accommodate emergency service crossings. This approach is applied in the analogous Viva Rapidway design (see image below for reference, *Viva Rapidway on Davis Drive in Newmarket*). Further, emergency services will have access to use the proposed BRT lanes throughout the corridor. Crossings of the guideway will be provided for at all signalized intersections. U-turns for general traffic will be accommodated on dedicated left-turn signal phases at signalized intersections throughout the corridor to mitigate the impacts of the mid-block left-turn restrictions.



We will continue to work with the City Emergency Service Providers throughout the design and implementation process. If you have any immediate questions or further comments, please don't hesitate to contact us.

Thank you!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Zhang, Brittany
Sent: Tuesday, February 8, 2022 5:40 PM
To: Stephane Malo <Stephane.Malo@mississauga.ca>; Deryn Rizzi <Deryn.Rizzi@mississauga.ca>
Subject: RE: Lakeshore Transportation Studies- BRT Study-Fire department review_comments2

Thank you for your comments! They are tracked and we are working on a response.

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Stephane Malo <Stephane.Malo@mississauga.ca>
Sent: Tuesday, February 8, 2022 5:02 PM
To: Zhang, Brittany <Brittany.Zhang@hdrinc.com>; Deryn Rizzi <Deryn.Rizzi@mississauga.ca>
Subject: RE: Lakeshore Transportation Studies- BRT Study-Fire department review_comments

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon Brittany,

After reviewing the information provided, we have the following comments and recommendations:

Suitable points:

- General travel lanes are designed to be 3.35 m wide. This is suitable for fire trucks to travel safely
- Section 5.7 Access on p. 71 states that access to the BRT for emergency response (much like the Transit Way along the 403 currently does)

Recommendations:

- If a permanent guideway is constructed along Lakeshore for the BRT, any intersections open for left turns should have emergency access with mountable curbs and collapsible bollards or gates
- Equally, to have emergency access for u-turns if a run of greater than 500 m between intersections or turnaround points

We appreciate giving us the opportunity to comment.

Regards,



**Mississauga Fire
& Emergency Services**

Stephane Malo (he/his), **BA (Hons), CMM II**

Deputy Chief, Operations

T 905-615-3754 | M 416-570-4058 | twitter.com/mississaugafes
stephane.malo@mississauga.ca | www.mississauga.ca/fire

[City of Mississauga](http://www.mississauga.ca) | Community Services Department,
Fire & Emergency Services Division
15 Fairview Rd West
Mississauga, ON L5B 1K7

Please consider the environment before printing.

From: Zhang, Brittany <Brittany.Zhang@hdrinc.com>

Sent: Tuesday, February 8, 2022 9:16 AM

To: Deryn Rizzi <Deryn.Rizzi@mississauga.ca>

Cc: Stephane Malo <Stephane.Malo@mississauga.ca>

Subject: RE: Lakeshore Transportation Studies- BRT Study-Fire department review

Importance: High

Hello,

That's odd... You should be able to download everything through this link: <https://we.tl/t-eFg59Mkcp8>

I've cc'ed Stephane here but I don't have the contact info of PC Luigi, could you forward this email to him?

Could I ask that you provide comments by early next week?

Please let me know if you run into issues with accessing the link again.

Thank you!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Deryn Rizzi <Deryn.Rizzi@mississauga.ca>
Sent: Tuesday, February 8, 2022 8:39 AM
To: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Subject: RE: Lakeshore Transportation Studies- BRT Study-Fire department review

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning,

I still cannot open the WORD document.

Could you please also send this information to PC Luigi Davoli and Deputy Stephane Malo?

Thank you



**Mississauga Fire
& Emergency Services**

Deryn Rizzi, B.A, B.Ed., MDEM, CMM III
Fire Chief and Director of Emergency Management
T 905-615-3750 | M 416-988-2719 | twitter.com/mississaugafes
deryn.rizzi@mississauga.ca | www.mississauga.ca/fire

City of Mississauga | Community Services Department
Fire & Emergency Services Division
300 City Centre Drive 2nd Floor
Mississauga, ON L5B 3C1

Please consider the environment before printing.

From: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Sent: Monday, February 7, 2022 4:25 PM
To: Deryn Rizzi <Deryn.Rizzi@mississauga.ca>
Subject: FW: Lakeshore Transportation Studies- BRT Study-Fire department review

Hi Deryn,

Just wanted to check in on how the review of the draft Environmental Project Report from my previous email is coming.

Please don't hesitate to email me with any questions or comments.

Thank you!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us


From: Zhang, Brittany
Sent: Monday, January 24, 2022 5:33 PM
To: Deryn.Rizzi@mississauga.ca
Cc: Shea, Andrew <Andrew.Shea@hdrinc.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>
Subject: Lakeshore Transportation Studies- BRT Study-Fire department review

Hello Deryn,

HDR is working with The City of Mississauga on three Environmental Assessments as part of the overall Lakeshore Transportation Studies, one of which is the Bus Rapid Transit Study.

As the Bus Rapid Transit TPAP Study progresses, HDR now has a draft Environmental Project Report and appendices ready for review.

Please see the attached cover letter for more details on the project.

The draft EPR and appendices can be downloaded using this link ( [20220124 Fire Dep](#)) for your review.

Please let me know if you would like an alternative version (e.g. physical copy) of the report or if you have trouble accessing the link.

If possible, we would greatly appreciate if you could provide the results of your review by **February 11, 2022**.

Thank you!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Zhang, Brittany
Sent: Tuesday, January 25, 2022 9:41 AM
To: Deryn Rizzi
Cc: Shea, Andrew; Gino Dela Cruz; Stephane Malo; Rob Grimwood; John Crozier
Subject: RE: Lakeshore Transportation Studies- BRT Study-Fire department review

Categories: To file

That's odd... I'm going to try sending you the folder another way.

You (and everyone on this email) should be able to download everything from this WeTransfer link:
<https://we.tl/t-p10W5C4gc9>

Please let me know if this doesn't work for you.

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Deryn Rizzi <Deryn.Rizzi@mississauga.ca>
Sent: Monday, January 24, 2022 6:50 PM
To: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Cc: Shea, Andrew <Andrew.Shea@hdrinc.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>; Stephane Malo <Stephane.Malo@mississauga.ca>; Rob Grimwood <Robert.Grimwood@mississauga.ca>; John Crozier <John.Crozier@mississauga.ca>
Subject: RE: Lakeshore Transportation Studies- BRT Study-Fire department review

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon Brittany,

The only document I could not open was the stand-alone WORD document.



**Mississauga Fire
& Emergency Services**

Deryn Rizzi, B.A, B.Ed., MDEM, CMM III
Fire Chief and Director of Emergency Management
T 905-615-3750 | M 416-988-2719 | twitter.com/mississaugafes
deryn.rizzi@mississauga.ca | www.mississauga.ca/fire

City of Mississauga | Community Services Department

Fire & Emergency Services Division
300 City Centre Drive 2nd Floor
Mississauga, ON L5B 3C1

Please consider the environment before printing.


From: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Sent: Monday, January 24, 2022 5:33 PM
To: Deryn Rizzi <Deryn.Rizzi@mississauga.ca>
Cc: Shea, Andrew <Andrew.Shea@hdrinc.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>
Subject: Lakeshore Transportation Studies- BRT Study-Fire department review

Hello Deryn,

HDR is working with The City of Mississauga on three Environmental Assessments as part of the overall Lakeshore Transportation Studies, one of which is the Bus Rapid Transit Study.

As the Bus Rapid Transit TPAP Study progresses, HDR now has a draft Environmental Project Report and appendices ready for review.

Please see the attached cover letter for more details on the project.

The draft EPR and appendices can be downloaded using this link ( [20220124 Fire Dep](#)) for your review.

Please let me know if you would like an alternative version (e.g. physical copy) of the report or if you have trouble accessing the link.

If possible, we would greatly appreciate if you could provide the results of your review by **February 11, 2022**.

Thank you!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

Agency Emails

Ministry of the Environment, Conservation & Parks

From: Jason Dorssers <jdorssers@slrconsulting.com>
Sent: Tuesday, October 11, 2022 10:09 AM
To: Zhang, Brittany
Cc: Chris Blaney; Scott Penton
Subject: RE: LTS- Part A Noise report- MECP comment

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: To file

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Good morning Brittany,

Please find the response to the singular comment below.

Response

Line sources of sound were used, with sound emission rates calculated using the ORNAMENT algorithms, the road traffic noise model of the MECP. The MECP STAMSON program is simply a computerized implementation of the ORNAMENT algorithms. Propagation from the line source to the receivers were then calculated using the ISO-9613 algorithms. These predictions were validated and are equivalent to those made using the MECP's ORNAMENT or STAMSON v5.04 road traffic noise models per **Figure C1** in **Appendix C** of the report. SLR has modelled roadways using this methodology for hundreds of transportation noise and land-use compatibility projects. Municipalities, Cities, the MECP, the Ministry of Transportation and other peer reviewing acoustical consulting firms have accepted this method of analysis. Additional assessment is not required.

Thank you,
Jason



Jason Dorssers, B.Eng.

Acoustics Consultant

D +1 226 706 8080 Ext. 229

O +1 226 706 8080

C 519-362-0958

E jdorssers@slrconsulting.com

SLR Consulting (Canada) Ltd
100 Stone Road West, Suite 201, Guelph, ON N1G 5L3



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From: Jason Dorssers <jdorssers@slrconsulting.com>
Sent: October 11, 2022 9:12 AM
To: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Cc: Chris Blaney <cblaney@slrconsulting.com>
Subject: RE: LTS- Part A Noise report- MECP comment

Good morning Brittany,

I have a response drafted, just getting a senior engineer to officially review.

We will respond this afternoon with a final response.

Thank you,
Jason



Jason Dorssers, B.Eng.

Acoustics Consultant

D +1 226 706 8080 Ext. 229

O +1 226 706 8080

C 519-362-0958

E jdorssers@slrconsulting.com

SLR Consulting (Canada) Ltd
100 Stone Road West, Suite 201, Guelph, ON N1G 5L3



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From: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Sent: October 07, 2022 4:36 PM
To: Tahrana Lovlin <tlovlin@slrconsulting.com>

Cc: Chris Blaney <cblaney@slrconsulting.com>; Jason Dorssers <jdorssers@slrconsulting.com>
Subject: RE: LTS- Part A Noise report- MECP comment

Hi all,

Just following up on the below,
We are on a tight timeline for the TPAP, so we really need the response as soon as possible.

Could we aim for Tuesday midday?

Thanks!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Tahrana Lovlin <tlovlin@slrconsulting.com>
Sent: Thursday, October 6, 2022 9:22 AM
To: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Cc: Chris Blaney <cblaney@slrconsulting.com>; Jason Dorssers <jdorssers@slrconsulting.com>
Subject: RE: LTS- Part A Noise report- MECP comment

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Brittany,

I've CC'd Chris on this. He can provide a response. Chris, this is for **241.30176, Part A**.

Cheers,
Tahrana



Tahrana Lovlin, MAES, P.Eng.
Principal, Microclimate

D +1 226 706 8080 Ext. 224

O +1 226 706 8080

C +1 519 496 8516

E tlovlin@slrconsulting.com

SLR Consulting (Canada) Ltd



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From: Zhang, Brittany <Brittany.Zhang@hdrinc.com>

Sent: October 06, 2022 9:16 AM

To: Tahrana Lovlin <tlovlin@slrconsulting.com>

Subject: LTS- Part A Noise report- MECP comment

Importance: High

Hi Tahrana,

We got a comment from the MECP on the Part A BRT Study noise report in **section 2.6** , see below:

2.6 Noise model used	The use of this "hybrid model" is not endorsed by MECP. STAMSON or TNM 3.1 models can be used to predict road traffic noise for this project.
----------------------	---

Could you please provide a response at your earliest convenience?

Thank you!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Zhang, Brittany
Sent: Thursday, September 1, 2022 11:47 AM
To: Hughes, Jordan (MECP)
Cc: Shea, Andrew; Gino Dela Cruz; Batista, Cindy (MECP)
Subject: RE: Lakeshore Transportation Studies- BRT Study TPAP- MECP review-Revised
EPR+Appendices_5

Categories: To file

Thanks Jordan!

We are waiting for one last agency to provide their comments, but have started addressing the comments we did receive and revising the report.

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

Upcoming vacation: Sept 2 to 10

From: Hughes, Jordan (MECP) <Jordan.Hughes@ontario.ca>
Sent: Wednesday, August 31, 2022 9:37 AM
To: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Cc: Shea, Andrew <Andrew.Shea@hdrinc.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>;
Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Subject: RE: Lakeshore Transportation Studies- BRT Study TPAP- MECP review-Revised
EPR+Appendices_4

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Hi Brittany,

I have not heard back from SARB.
However I did review your responses to SARB's comments and they appear to be satisfactory.

Do you have any updates to share with regards to the project status?

Thanks,

Jordan Hughes | Project Officer
Environmental Assessment Services | Environmental Assessment Branch
Ministry of the Environment, Conservation & Parks
135 St. Clair Avenue West, 1st Floor, Toronto, ON M4V 1P5
☎: 437-770-6953 | ✉: jordan.hughes@ontario.ca

If you have any accommodation needs or require communication supports or alternate formats, please let me know.

Si vous avez des besoins en matière d'adaptation, ou si vous nécessitez des aides à la communication ou des médias substitués, veuillez me le faire savoir.

From: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Sent: August-23-22 10:22 AM
To: Hughes, Jordan (MECP) <Jordan.Hughes@ontario.ca>
Cc: Shea, Andrew <Andrew.Shea@hdrinc.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>; Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Subject: RE: Lakeshore Transportation Studies- BRT Study TPAP- MECP review-Revised EPR+Appendices_4

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Hi Jordan,

Any updates from the SAR branch?

Thanks!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Hughes, Jordan (MECP) <Jordan.Hughes@ontario.ca>
Sent: Thursday, August 11, 2022 12:00 PM
To: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Cc: Shea, Andrew <Andrew.Shea@hdrinc.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>; Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Subject: RE: Lakeshore Transportation Studies- BRT Study TPAP- MECP review-Revised EPR+Appendices_4

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Hi Brittany,

I have not heard from SAR, I am sending a follow-up to get it moving along. I will let you know when I hear back as soon as possible.

Thanks,

Jordan Hughes | Project Officer
Environmental Assessment Services | Environmental Assessment Branch
Ministry of the Environment, Conservation & Parks
135 St. Clair Avenue West, 1st Floor, Toronto, ON M4V 1P5
☎: 437-770-6953 | ✉: jordan.hughes@ontario.ca

If you have any accommodation needs or require communication supports or alternate formats, please let me know.

Si vous avez des besoins en matière d'adaptation, ou si vous nécessitez des aides à la communication ou des médias substitués, veuillez me le faire savoir.

From: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Sent: August-11-22 11:52 AM
To: Hughes, Jordan (MECP) <Jordan.Hughes@ontario.ca>
Cc: Shea, Andrew <Andrew.Shea@hdrinc.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>; Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Subject: RE: Lakeshore Transportation Studies- BRT Study TPAP- MECP review-Revised EPR+Appendices_3

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Hi Jordan,

We're working away on the comments, but wanted to check in and see if you've heard from the SAR Branch yet.

Thank you!

Brittany Zhang,
Transportation planner

☎ 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Hughes, Jordan (MECP) <Jordan.Hughes@ontario.ca>
Sent: Friday, August 5, 2022 10:28 AM
To: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Cc: Shea, Andrew <Andrew.Shea@hdrinc.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>;
Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Subject: RE: Lakeshore Transportation Studies- BRT Study TPAP- MECP review-Revised
EPR+Appendices_3

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Brittany,

I have attached the responses back from technical review comments of your revised EPR. The SAR Branch will be providing a response shortly, but I wanted you to have the majority of responses now to get started.

I have highlighted in yellow matters that need to be addressed.

Please feel free to contact me if you have any questions, or would like to discuss any items with a technical reviewer.

Jordan Hughes | Project Officer
Environmental Assessment Services | Environmental Assessment Branch
Ministry of the Environment, Conservation & Parks
135 St. Clair Avenue West, 1st Floor, Toronto, ON M4V 1P5
☎: 437-770-6953 | ✉: jordan.hughes@ontario.ca

If you have any accommodation needs or require communication supports or alternate formats, please let me know.

Si vous avez des besoins en matière d'adaptation, ou si vous nécessitez des aides à la communication ou des médias substitués, veuillez me le faire savoir.

From: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Sent: August-04-22 4:12 PM
To: Hughes, Jordan (MECP) <Jordan.Hughes@ontario.ca>
Cc: Shea, Andrew <Andrew.Shea@hdrinc.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>
Subject: RE: Lakeshore Transportation Studies- BRT Study TPAP- MECP review-Revised
EPR+Appendices_2

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Hi Jordan,

Any updates on the review of the EPR Rev02?

Thanks!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

Upcoming vacation alert: August 12 to 20, 2022.

From: Hughes, Jordan (MECP) <Jordan.Hughes@ontario.ca>
Sent: Monday, July 25, 2022 10:10 AM
To: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Cc: Shea, Andrew <Andrew.Shea@hdrinc.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>
Subject: RE: Lakeshore Transportation Studies- BRT Study TPAP- MECP review-Revised EPR+Appendices_2

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Hi Brittany,

My apologies for the later response, I was off all week sick. I will be sending you the lakeshore technical review comments later this week.

Kind regards,

Jordan Hughes | Project Officer
Environmental Assessment Services | Environmental Assessment Branch
Ministry of the Environment, Conservation & Parks
135 St. Clair Avenue West, 1st Floor, Toronto, ON M4V 1P5
☎: 437-770-6953 | ✉: jordan.hughes@ontario.ca

If you have any accommodation needs or require communication supports or alternate formats, please let me know.

Si vous avez des besoins en matière d'adaptation, ou si vous nécessitez des aides à la communication ou des médias substitués, veuillez me le faire savoir.

From: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Sent: July-22-22 11:26 AM
To: Hughes, Jordan (MECP) <Jordan.Hughes@ontario.ca>

Cc: Shea, Andrew <Andrew.Shea@hdrinc.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>
Subject: RE: Lakeshore Transportation Studies- BRT Study TPAP- MECP review-Revised EPR+Appendices

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Hi Jordan,

Just following up on MECP's review of the revised draft EPR for the BRT project, could you let us know at your earliest convenience if the MECP has any additional comments on this submission?
Or let us know approximately when we can expect comments by.

Happy weekend!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Hughes, Jordan (MECP) <Jordan.Hughes@ontario.ca>
Sent: Wednesday, June 29, 2022 3:42 PM
To: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Subject: RE: Lakeshore Transportation Studies- BRT Study TPAP- MECP review-Revised EPR+Appendices

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This worked! Thank you!

Jordan Hughes | Project Officer
Environmental Assessment Services | Environmental Assessment Branch
Ministry of the Environment, Conservation & Parks
135 St. Clair Avenue West, 1st Floor, Toronto, ON M4V 1P5
☎: 437-770-6953 | ✉: jordan.hughes@ontario.ca

If you have any accommodation needs or require communication supports or alternate formats, please let me know.

Si vous avez des besoins en matière d'adaptation, ou si vous nécessitez des aides à la communication ou des médias substitués, veuillez me le faire savoir.

From: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Sent: June-29-22 3:35 PM


To: Hughes, Jordan (MECP) <Jordan.Hughes@ontario.ca>

Cc: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>

Subject: RE: Lakeshore Transportation Studies- BRT Study TPAP- MECP review-Revised EPR+Appendices

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

That is so weird, this is the first time I've had issues with WeTransfer.

Let's try this another way. Please use this SharePoint link for download: (
[20220617 LTS TPAP EPR Rev02.1](#)), 3rd time's the charm.

Thanks!

Brittany Zhang,

Transportation planner

D 416.825.0255

Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Hughes, Jordan (MECP) <Jordan.Hughes@ontario.ca>

Sent: Wednesday, June 29, 2022 3:25 PM

To: Zhang, Brittany <Brittany.Zhang@hdrinc.com>

Cc: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>

Subject: RE: Lakeshore Transportation Studies- BRT Study TPAP- MECP review-Revised EPR+Appendices

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Brittany,

I am still getting "It looks like the webpage at <https://we.tl/t-fnSg5Sxid3> might be having issues, or it may have moved permanently to a new web address."

Jordan Hughes | Project Officer

Environmental Assessment Services | Environmental Assessment Branch

Ministry of the Environment, Conservation & Parks

135 St. Clair Avenue West, 1st Floor, Toronto, ON M4V 1P5

☎: 437-770-6953 | ✉: jordan.hughes@ontario.ca

If you have any accommodation needs or require communication supports or alternate formats, please let me know.

Si vous avez des besoins en matière d'adaptation, ou si vous nécessitez des aides à la communication ou des médias substitués, veuillez me le faire savoir.

From: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Sent: June-29-22 3:13 PM
To: Hughes, Jordan (MECP) <Jordan.Hughes@ontario.ca>
Cc: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Subject: RE: Lakeshore Transportation Studies- BRT Study TPAP- MECP review-Revised EPR+Appendices

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Thanks for letting me know.

Hoping this one works (<https://we.tl/t-fnSg5Sxid3>)

Please reach out if you run into more troubles.

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Hughes, Jordan (MECP) <Jordan.Hughes@ontario.ca>
Sent: Wednesday, June 29, 2022 3:08 PM
To: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Cc: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>
Subject: RE: Lakeshore Transportation Studies- BRT Study TPAP- MECP review-Revised EPR+Appendices

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Hi Brittany,

Thank you for the table.

I am having issues accessing the revised EPR, the link below doesn't seem to be working.

Jordan Hughes | Project Officer
Environmental Assessment Services | Environmental Assessment Branch
Ministry of the Environment, Conservation & Parks
135 St. Clair Avenue West, 1st Floor, Toronto, ON M4V 1P5
☎: 437-770-6953 | ✉: jordan.hughes@ontario.ca

If you have any accommodation needs or require communication supports or alternate formats, please let me know.

Si vous avez des besoins en matière d'adaptation, ou si vous nécessitez des aides à la communication ou des médias substituts, veuillez me le faire savoir.

From: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Sent: June-29-22 12:49 PM
To: Hughes, Jordan (MECP) <Jordan.Hughes@ontario.ca>
Cc: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>; Shah, Shachi (MECP) <Shachi.Shah@ontario.ca>; Gino Dela Cruz <gino.delacruz@mississauga.ca>; Shea, Andrew <Andrew.Shea@hdrinc.com>
Subject: FW: Lakeshore Transportation Studies- BRT Study TPAP- MECP review-Revised EPR+Appendices

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Hi Jordan,

While we are working through the re-issuing of the Notice of Commencement for the Lakeshore BRT Project, we would also like to share the revised draft Environmental Project Report and its Appendices with the MECP for review.

The revised EPR can be downloaded **via this link** (<https://we.tl/t-Aqf1zMQZwU>)

I know we've previously shared the draft EPR comment-response tracker in a separate email, but for easy access, the attached comment tracker specifically logs the comments from MECP staff.

Please let us know if you have any further comments on the materials circulated, ideally by **July 20**.

Thank you for all your help,

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Hughes, Jordan (MECP) <Jordan.Hughes@ontario.ca>
Sent: Thursday, February 10, 2022 1:14 PM
To: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Cc: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>; Shah, Shachi (MECP) <Shachi.Shah@ontario.ca>
Subject: RE: Lakeshore Transportation Studies- BRT Study TPAP- MECP review

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Hello Brittany,

Please see the attached documents concerning the draft EPR for the Lakeshore BRT project.

Enclosed is a ministry memo, comment table, as well as the technical review documents.

Please let me know if you have any trouble opening any of the documents.

Thanks,

Jordan Hughes | Project Officer

Environmental Assessment Services | Environmental Assessment Branch

Ministry of the Environment, Conservation & Parks

135 St. Clair Avenue West, 1st Floor, Toronto, ON M4V 1P5

☎: 437-770-6953 | ✉: jordan.hughes@ontario.ca

If you have any accommodation needs or require communication supports or alternate formats, please let me know.

Si vous avez des besoins en matière d'adaptation, ou si vous nécessitez des aides à la communication ou des médias substitués, veuillez me le faire savoir.

From: Zhang, Brittany <Brittany.Zhang@hdrinc.com>

Sent: February-09-22 11:07 AM

To: Hughes, Jordan (MECP) <Jordan.Hughes@ontario.ca>

Subject: RE: Lakeshore Transportation Studies- BRT Study TPAP- MECP review

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hi Jordan,

Any updates on the review? We're really hoping to move along with the TPAP process.

Thank you!

Brittany Zhang,

Transportation planner

D 416.825.0255

Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Hughes, Jordan (MECP) <Jordan.Hughes@ontario.ca>

Sent: Thursday, February 3, 2022 4:46 PM

To: Zhang, Brittany <Brittany.Zhang@hdrinc.com>

Subject: RE: Lakeshore Transportation Studies- BRT Study TPAP- MECP review_5

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Brittany,

Just wanted to update you on the comments for the draft EPR.

I have one more outstanding technical reviewer that is working on providing comments. I am hoping to send you everything by Monday/Tuesday next week.

I will provide you an official letter, table summary, as well as the original documents of the technical reviewer comments.

Thanks, and please let me know if this delay is any issue!

Jordan Hughes | Project Officer

Environmental Assessment Services | Environmental Assessment Branch

Ministry of the Environment, Conservation & Parks

135 St. Clair Avenue West, 1st Floor, Toronto, ON M4V 1P5

☎: 437-770-6953 | ✉: jordan.hughes@ontario.ca

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From: Zhang, Brittany <Brittany.Zhang@hdrinc.com>

Sent: January-04-22 5:53 PM

To: Hughes, Jordan (MECP) <Jordan.Hughes@ontario.ca>

Cc: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>

Subject: RE: Lakeshore Transportation Studies- BRT Study TPAP- MECP review

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Thank you so much Jordan!

Hope you enjoyed your holidays.

Brittany Zhang,

Transportation planner

D 416.825.0255

Brittany.Zhang@hdrinc.com

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Hi Brittany,

The documents will be shared with MECP staff tomorrow for review as today was the first day back for the majority of staff including our technical reviewers.

We will try our best to get back to you with comments for the end of January, if not first week of February.

Thanks,

Jordan Hughes | Project Officer
Environmental Assessment Services | Environmental Assessment Branch
Ministry of the Environment, Conservation & Parks
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Hi Jordan and Cindy,

Happy 2022!

As a follow up to my previous email, the draft Environmental Project Report and its associated appendices for the BRT Study are now ready for review.

Please note that this draft has a few minor sections pending still and will be completed in future revisions.

The Report (Word and PDF versions) and appendices can be downloaded here:

[20211231 LTS TPAP EPR Rev01](#)

We would really appreciate it if you could provide comments by the end of January.

Please let me know if you have any questions.

Thank you!

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- Natural environment
- Phase 1 ESA
- Arborist
- Fluvial geomorphology
- Cultural heritage
- Archaeology
- Noise
- Air quality
- Drainage

The PDF version of the draft reports above can be downloaded using this link ( [20211222_MECP](#)) for your review:

Please see the attached cover letter for more details on the project.

Please let me know if you would like an alternative version (e.g. physical copy) of the reports or if you have trouble accessing the link.

If possible, we would greatly appreciate if you could provide the results of your review by January 21, 2022.

Thank you!

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The draft reports below will be included:

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Subject: RE: Lakeshore Transportation Studies- BRT Study TPAP- Ministry review_2

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Morning Brittany.

Sorry I missed your call yesterday afternoon. Jordan has now responded to your email. Please feel free to reach out to her or myself if you or your team has any further questions about the transit project.

Thanks,

Cindy

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Sent: December 8, 2021 8:07 PM
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Subject: RE: Lakeshore Transportation Studies- BRT Study TPAP- Ministry review

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I left you a voicemail earlier today about my email below. Please provide comments when possible.

Thank you for all your help!

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Transportation planner

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Brittany.Zhang@hdrinc.com

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Subject: Lakeshore Transportation Studies- BRT Study TPAP- Ministry review

Hi again Cindy,

As the BRT TPAP study progresses, HDR now has several draft specialist reports ready for various Ministries to review.

As such, we would like to confirm with the MECP on which ministries to circulate the draft reports to.

These are the draft reports currently available and the parties we are thinking to circulate them to:

- Cultural Heritage report and Archaeology report
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- Natural Environment report and Arborist report
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 - Credit Valley Conservation Authority
 - Indigenous groups
- Phase 1 Environmental Site Assessment report, Noise and Vibration report, Air Quality report, and Stormwater Management Report
 - MECP

Could you please review and comment on the above list? Or direct us to where to find information regarding Ministry review for TPAP and EA processes?

Thanks!

Brittany Zhang,

Transportation planner

D 416.825.0255

Brittany.Zhang@hdrinc.com

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From: Spedalieri, Christine (MECP) <Christine.Spedalieri@ontario.ca>
Sent: Friday, February 4, 2022 9:39 AM
To: Hughes, Jordan (MECP)
Subject: RE: Lakeshore BRT EA ~ Surface Water comments

Follow Up Flag: Follow up
Flag Status: Flagged

Typo corrected.

maintaining local hydrology, and safeguarding receiving water bodies from untreated stormwater.

Cheers CS

From: Spedalieri, Christine (MECP)
Sent: February 3, 2022 9:30 PM
To: Hughes, Jordan (MECP) <Jordan.Hughes@ontario.ca>
Subject: Lakeshore BRT EA ~ Surface Water comments
Importance: High

Hi Jordan,

I am incredibly sorry for the delay ~ I do hope what I have written can still be included. Please see below... do not hesitate to grammatically edit as needed (I tend to forget little words here and there).
Call me to discuss if needed.

Sorry again! Good night.
Cheers Christine

Christine Spedalieri
Surface Water Specialist
Surface Water Unit - Technical Support Section – Central Region
Drinking Water and Environmental Compliance Division
Ontario Ministry of the Environment, Conservation and Parks
5775 Yonge St. 9th Floor, Toronto, ON M2M 4J1
Cell: 437.522.3368

Brief Project Description

The Lakeshore Road East Corridor between Etobicoke Creek and East Avenue proposed to be widened to provide additional capacity, an exclusive transit median, and in-boulevard cycle tracks with sidewalks on both sides of the road.

Short-term construction impacts to surface water resources

Short-term impacts were well assessed, and the Proponent proposed appropriate erosion/sedimentation controls, monitoring and mitigation plans for construction in and around surface water features. Relevant agencies and policies were acknowledged and incorporated in the plans as to minimize the impact of construction for this undertaking.

Long-term road widening impacts to surface water resources

Stormwater Quality and Quantity

The Proponent acknowledged the need to manage stormwater generated from the new impervious area resultant of the road expansion. As required by various regulatory agencies, the Proponent commits to provide “Enhanced” water quality treatment (80% TSS removal) coupled with meeting pre/post flows and water balance and erosion controls. A combination of high-level and detailed analysis under various storm events flows, hydrologic analysis and hydraulic assessment of watercourse systems was presented in the Draft ESR (2022).

Note: The following studies are outstanding and to be completed as per ESR indication:

- final calculations and a “pavement area analysis” will be carried out to determine the increased impervious surface area as to implement Best Management Practices for future stormwater management in the area; and
- A “spread analysis” proposed to be completed at the detailed design stage to ensure that the ponding at low points does not exceed the crown of the road.

With respect to stormwater water quality and quantity controls, the following mechanisms were proposed for consideration:

- storm sewer upsizing and catch-basin relocations;
- catch-basin inserts;
- oil-grit separator units;
- online storage pipes;
- existing drainage swales converted to underground storm sewers along Lakeshore Rd.;
- over-sized storage pipes with flow control devices (e.g. orifice plate) upstream of the discharge location to provide peak flow control in combination with allowable surface ponding for major flows (100-year storm); and
- for drainage areas discharging directly to a watercourse, consideration to apply a treatment train approach using catch-basin inserts (e.g. Goss trap, CB Shield) for effluent pre-treatment and LIDs, such as bioretention cells and exfiltration trenches, for additional filtration and quantity control.

Ministry Comments

Based on the information provided in the Draft ESR and various supporting documents, the Ministry would like to emphasize the importance of completing the “pavement area analysis”

as to refine the proposed stormwater management mechanisms being considered to meet the targeted quality/quantity criteria. This data/information should be presented in the Final ESR document.

The Ministry generally supports the Draft ESR discussion related to quantity/quality stormwater management however, please note that the use of Oil/Grit separators as a stand-alone treatment mechanism will unlikely provide "Enhanced" treatment level, and/or adequately control flow/erosion in downstream receivers particularly in high-flow events. We strongly recommend the use of a treatment train approach as to ensure that stormwater will meet the proposed "Enhanced" water quality criteria and provide erosion and peak flow control especially given that flows, in some areas, will discharge directly to surrounding watercourses.

On a final note, the road expansion and construction offer a valuable opportunity to improve the existing stormwater management systems that are likely dated. The Ministry encourages outfitting areas with LIDs techniques not only to preserve and create natural habitats but to also enhance streetscapes while minimizing the impacts of increased stormwater flows, maintain local hydrology, and safeguard receiving water bodies from untreated stormwater.

Additional Comment: As mentioned by Vince Bulman (Hydrogeologist), the proponent needs to include the need for a PTTW in Section 8.1 of the EPR (HDR, 2022).

From: Hughes, Jordan (MECP) <Jordan.Hughes@ontario.ca>
Sent: February 3, 2022 9:18 AM
To: Spedalieri, Christine (MECP) <Christine.Spedalieri@ontario.ca>
Subject: RE: Hi ~ Lakeshore EA comments

Hi Christine,

Thanks a lot for the update, still time to comment! Your comments are always welcomed,

Thanks,

Jordan Hughes | Project Officer
Environmental Assessment Services | Environmental Assessment Branch
Ministry of the Environment, Conservation & Parks
135 St. Clair Avenue West, 1st Floor, Toronto, ON M4V 1P5
☎: 437-770-6953 | ✉: jordan.hughes@ontario.ca

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From: Spedalieri, Christine (MECP) <Christine.Spedalieri@ontario.ca>

Sent: February-02-22 6:59 PM

To: Hughes, Jordan (MECP) <Jordan.Hughes@ontario.ca>

Subject: Hi ~ Lakeshore EA comments

Hey Jordan,

I should have completed it then (took advantage of you saying you were working on another file) but I am in the process of completing now.

I reviewed everything thankfully....It's actually a decent EA and they did A LOT of work. I didn't red flag anything but am just rereading some stuff about the SWM plan wondering if I can even comment because they note that MECP told them to only deal with new impervious area (which is technically true)...However I started wondering how they plan on dealing with the existing area that will coupled with the accumulation of the new area that apparently will be going to existing infrastructure.

Anyways...

So sorry Jordan... I let this one slide too long.

Is there still time to comment?

Thx CS

Christine Spedalieri

Surface Water Specialist

Surface Water Unit - Technical Support Section – Central Region

Drinking Water and Environmental Compliance Division

Ontario Ministry of the Environment, Conservation and Parks

5775 Yonge St. 9th Floor, Toronto, ON M2M 4J1

Cell: 437.522.3368

From: Hughes, Jordan (MECP) <Jordan.Hughes@ontario.ca>
Sent: Thursday, February 3, 2022 4:46 PM
To: Zhang, Brittany
Subject: RE: Lakeshore Transportation Studies- BRT Study TPAP- MECP review_5

Categories: To file

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Hi Brittany,

Just wanted to update you on the comments for the draft EPR.

I have one more outstanding technical reviewer that is working on providing comments. I am hoping to send you everything by Monday/Tuesday next week.

I will provide you an official letter, table summary, as well as the original documents of the technical reviewer comments.

Thanks, and please let me know if this delay is any issue!

Jordan Hughes | Project Officer
Environmental Assessment Services | Environmental Assessment Branch
Ministry of the Environment, Conservation & Parks
135 St. Clair Avenue West, 1st Floor, Toronto, ON M4V 1P5
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Subject: RE: Lakeshore Transportation Studies- BRT Study TPAP- MECP review

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Thank you so much Jordan!

Hope you enjoyed your holidays.

Brittany Zhang,

Transportation planner

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Subject: RE: Lakeshore Transportation Studies- BRT Study TPAP- Ministry review_2

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Morning Brittany.

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Thanks,

Cindy

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 - Indigenous groups
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 - MECP

Could you please review and comment on the above list? Or direct us to where to find information regarding Ministry review for TPAP and EA processes?

Thanks!

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Transportation planner

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Brittany.Zhang@hdrinc.com

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From: Snell, Shamus (MECP) <Shamus.Snell@ontario.ca>
Sent: Thursday, January 13, 2022 1:05 PM
To: Hughes, Jordan (MECP)
Subject: SARB Comments: Lakeshore Bus Rapid Transit - Natural Environment Assessment
Attachments: [Bat Survey Standards Note 2021.pdf](#); [Treed Habitats - Maternity Roost Surveys.docx](#); [SAR Bat Building Exit and Roost Survey Protocols.docx](#); [BMP_Reptile_and_Amphibian_Exculsion_Fencing.pdf](#)

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Jordan,

Species at Risk Branch (SARB) has completed its review of the Lakeshore Bus Rapid Transit (ERT) Study Natural Environment Assessment and offer the following comments and suggesting.

Page 33

- SARB confirms that additional surveys for Little Brown Myotis, Northern Myotis and Tricoloured Bat will need to be conducted following the attached Bat Survey Standard Note 2021 and associated protocols.
- SARB also confirms that species specific surveys for Bobolink and Eastern Meadowlark will need to be performed to determine if these species are utilizing the suitable habitat within the Study Area.

Page 48: Section 8.1

- NO clearing of trees can be done during the active season for Species at Risk (SAR) bats or SAR birds. SARB dose not endorse ANY type of tree clearance surveys and ANY removal of trees during the active season is considered a contravention of the ESA and may result in enforcement actions being taken.

Page 49: Section 8.3

- The design of the proposed exclusionary fencing must met or exceed the guidelines found in the attached Best Practices Technical Note for Reptile and Amphibian Exclusion Fencing.

Page 53: ESA Permit

- It is recommended that an Information Gathering Form be submitted to SARB so it can formally asses the project proposal for potential impacts to SAR. If it is determined that the project proposal is likely to contravene the Endangered Species Act then an authorization will be required. Please note if an authorization is required under Section 17(2)(c)(Overall Benefit Permit) that it can take a minimum of 12 months from receipt of a complete application package for a permit to be issued by the Minister. Included in this period is posting of the permit proposal on the Environmental Registry for 30 days and ensuring the Crown's Duty To Consult with First Nations communities has been met.

Depending on the feedback from this consultation with members of the public and First Nations modifications to the application package may need to occur which can extend this timeframe

- An application package for a Overall Benefit permit consists of the forms below all of which must be received and be considered complete and accurate to ensure the information in the forms meets the legislative tests required for the Minister to make an informed decision about the permit. SARB is required to ensure all permit applications can achieve these test before sending a package to the Minister for their consideration and approval.
 - 1) Information Gathering Form (IGF)
 - 2) Avoidance Alternatives Form (AAF)
 - 3) Permit Application Form also called C Permit Application Form (C-PAF)

Page 53: Future Work

- If it is determined that candidate SAR bat maternity roost habitat is present within the study area then acoustic surveys should be perform (following attached survey protocol) to determine which SAR bat species are present and to determine the relative use of the habitat.

If there are any questions regarding the comments and suggestion above please feel free to contact me.

Regards,

Shamus Snell
A/ Management Biologist
Species at Risk Branch
Ministry of Environment, Conservation and Parks
Email: shamus.snell@ontario.ca

From: Hughes, Jordan (MECP) <Jordan.Hughes@ontario.ca>
Sent: January 5, 2022 3:17 PM
To: Merza, Header (MECP) <Header.Merza@ontario.ca>; Martin, Paul (MECP) <Paul.D.Martin@ontario.ca>; Belayneh, Ted (MECP) <Ted.Belayneh@ontario.ca>; Shen, Lisai (MECP) <Lisai.Shen@ontario.ca>; Bulman, Vincent (MECP) <Vincent.Bulman@ontario.ca>; Caicedo, Jimena (MECP) <Jimena.Caicedo@ontario.ca>; Source Protection Screening (MECP) <SourceProtectionScreening@ontario.ca>; Species at Risk (MECP) <SAROntario@ontario.ca>
Cc: Fletcher, Rachael (MECP) <Rachael.Fletcher@ontario.ca>; Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>; Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>
Subject: Lakeshore Bus Rapid Transit: Confidential Draft Environmental Project Report and Draft Technical Reports for Review

Hello Everyone,

The City of Mississauga (City) is circulating a preliminary draft of the Environmental Project Report (EPR) for the Lakeshore Bus Rapid Transit Study (BRT) and associated draft technical reports for ministry review ahead of circulating drafts to the general public. The City submitted the draft EPR on December 22, 2021, and revised the submission on January 4, 2022. The City is requesting comments by the ministry by **January 21th**. However typically we provide 30 days, and I will wait to hear from you by **February 3rd**. If staff require additional time beyond February 3rd, please let me know before this date. The attached letter also provides a high-level project description for your information.

The following documents have been provided for your information and review via Microsoft Teams:

- i. Summary cover letter ***attached to this e-mail*** describing the Project.
- ii. Draft EPR and technical reports can be accessed via the Microsoft Teams link below. I have only added the documents below that relate to either our ministry's mandates (air, noise, land use compatibility, soil and sediment issues, groundwater and surface water issues) or additional information to support the review and they include:
 - Draft EPR (word document) * please note draft has a few minor sections pending and will be completed in future revisions
 - Appendix A: Natural Environment Assessment report
 - Appendix C: Fluvial Report
 - Appendix D: Drainage and SWM report
 - Appendix E: Phase 1 ESA (supporting document)
 - Appendix H: Air Quality Assessment
 - Appendix I: Environmental Noise Assessment

Draft EPR and draft technical reports can be accessed via Microsoft Teams "Lakeshore BRT TPAP". Please use the following link:

https://teams.microsoft.com/l/team/19%3aMh0nSE3WO9KcH1K35enVPWfagyr_oYK6TW6ZMfMgdV81%40thread.tacv2/conversations?groupId=bef4049c-6b9f-424a-849e-54bb04c3a34a&tenantId=cddc1229-ac2a-4b97-b78a-0e5cacb5865c

Please let me know if you have any questions.

Thank you,

Jordan Hughes | Project Officer

Environmental Assessment Services | Environmental Assessment Branch

Ministry of the Environment, Conservation & Parks

135 St. Clair Avenue West, 1st Floor, Toronto, ON M4V 1P5

☎: 437-770-6953 | ✉: jordan.hughes@ontario.ca

If you have any accommodation needs or require communication supports or alternate formats, please let me know.

Si vous avez des besoins en matière d'adaptation, ou si vous nécessitez des aides à la communication ou des médias substitués, veuillez me le faire savoir.

Agency Emails

Ministry of Heritage, Sport, Tourism & Culture Industries

From: Malfara, Nico
Sent: Thursday, September 29, 2022 10:42 AM
To: Zhang, Brittany; Shea, Andrew; Nahed, Karim
Cc: 10299896_D_Lakeshore_TPAP_EA
Subject: FW: ENTERED INTO REGISTER: Archaeological Report for P383-0308-2021 / *
Attachments: [ENTERED INTO REGISTER Archaeological Report for P383-0308-2021.pdf](#)

Categories: To file

Hey All,

See attached and below email from Ministry for archaeology review of Part A. Please save to correspondence.

Nico Malfara, (he/him) P.Eng (BC,ON), MASc
M 647.333.3627

hdrinc.com/follow-us

From: pastport <pastport@ontario.ca>
Sent: Wednesday, September 28, 2022 5:35 PM
To: blakecmwilliams@gmail.com
Cc: Gino Dela Cruz <Gino.DelaCruz@mississauga.ca>; Malfara, Nico <Nico.Malfara@hdrinc.com>; PastPort@ontario.ca
Subject: ENTERED INTO REGISTER: Archaeological Report for P383-0308-2021 / *

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Blake Williams,

The ministry has reviewed the Original report for PIF P383-0308-2021 submitted by you as a condition of your licence.

This report has been deemed compliant with ministry requirements for archaeological fieldwork and reporting. It has been entered into the *Ontario Public Register of Archaeological Reports*. Please refer to the attached letter to see the result of this review.

Note: the ministry makes no representation or warrant as to the completeness, accuracy or quality of reports in the register.

Development proponents and approval authorities: the Ontario Ministry of Heritage, Sport, Tourism and Culture Industries has copied you on this email as you have been identified by the consultant archaeologist as either the proponent or approval authority for this project.

Please **do not** reply to this e-mail. The message will be undeliverable and we are unable to respond from this address.

If you have any questions about this report email us at: Archaeology@ontario.ca

Thank you,

Shari Prowse

Shari.Prowse@ontario.ca

From: Sarah Jagelewski <sjagelewski@asiheritage.ca>
Sent: Tuesday, August 16, 2022 9:25 AM
To: Zhang, Brittany
Cc: Shea, Andrew
Subject: RE: LTS- BRT Study- [MHSTCI]- Part A Archaeology submission-signed letter
Attachments: Fwd: Expedited Report Review Request Granted / *

Categories: To file

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning,

The MTCS have reviewed the report package and it is now waiting for be reviewed. They have also granted our expedited review request (see attached) and have committed to reviewing the report by September 27.

Sarah

From: Sarah Jagelewski
Sent: August 15, 2022 10:31 AM
To: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Cc: Shea, Andrew <Andrew.Shea@hdrinc.com>
Subject: RE: LTS- BRT Study- Ministry Review [MHSTCI]- Part A Archaeology submission-signed letter

Thanks, Brittany

I'll provide an update as soon as one is received from MTCS.

Sarah

From: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Sent: August 12, 2022 1:45 PM
To: Sarah Jagelewski <sjagelewski@asiheritage.ca>
Cc: Shea, Andrew <Andrew.Shea@hdrinc.com>
Subject: RE: LTS- BRT Study- Ministry Review [MHSTCI]- Part A Archaeology submission-signed letter [V]

Hi Sarah,

Please see attached letter signed by Andrew.

I put the deadline as Sept 9 (4 weeks today), better to have it sooner than later I think... and if they need to use the full 8 weeks, they can let us know.

Thanks!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Sarah Jagelewski <sjagelewski@asiheritage.ca>
Sent: Tuesday, August 9, 2022 8:45 AM
To: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Cc: Shea, Andrew <Andrew.Shea@hdrinc.com>
Subject: RE: LTS- BRT Study- Ministry Review [MHSTCI]- Part A Archaeology submission

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Brittany,

Thanks for the letter. Something I think I failed to mention previously, the MTCS require 8 weeks to review expedited review requests. They won't be able to accommodate the August 19 deadline. We can always ask for something earlier than 8 weeks but there is no guarantee they'll be able to accommodate. I would suggest changing the date on the letter. Also, it needs to be signed by someone from HDR.

While I wait for a revised letter from you I will move forward with submission of the report to MTCS.

Thank you,
Sarah

Sarah Jagelewski, BA (Hon) (she/her)
Lead Archaeologist | Manager • Environmental Assessment Division



ASI • Providing Archaeological & Cultural Heritage Services

SJagelewski@asiheritage.ca • 416 966 1069 x 237 • Fax: 416 966 9723

528 Bathurst Street, Toronto, Ontario, M5S 2P9 • asiheritage.ca

From: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Sent: August 5, 2022 2:50 PM
To: Sarah Jagelewski <sjagelewski@asiheritage.ca>
Cc: John Sleath <jsleath@asiheritage.ca>; Shea, Andrew <Andrew.Shea@hdrinc.com>
Subject: RE: LTS- BRT Study- Ministry Review [MHSTCI]- Part A Archaeology submission

Thanks Sarah,

Please review the attached letter with HDR letterhead.
I've put the date down as Aug 19, 2022.

Let us know if you need anything else from us regarding this task, or alternatively, please keep me in the loop for when you file it with the MHSTIC.

Happy weekend!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

Upcoming vacation alert: August 12 to 20, 2022.

From: Sarah Jagelewski <sjagelewski@asiheritage.ca>
Sent: Tuesday, August 2, 2022 1:06 PM
To: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Cc: John Sleath <jsleath@asiheritage.ca>; Shea, Andrew <Andrew.Shea@hdrinc.com>
Subject: RE: LTS- BRT Study- Ministry Review [MHSTCI]- Part A Archaeology submission

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Brittany,

I can move forward with submission this week. I would suggest we request an expedited review from the ministry. Otherwise, it could take over a year to have the report reviewed and receive a response. The letter must be on HDR letter head, include a date by which you require the report to be reviewed and include a reason why the expedited review is required.

I have included a template for you to complete. Let me know if you have any questions.

Regards,
Sarah

Sarah Jagelewski, BA (Hon) (she/her)
Lead Archaeologist | Manager • Environmental Assessment Division



ASI • Providing Archaeological & Cultural Heritage Services

SJagelewski@asiheritage.ca • 416 966 1069 x 237 • Fax: 416 966 9723
528 Bathurst Street, Toronto, Ontario, M5S 2P9 • asiheritage.ca

From: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Sent: July 25, 2022 4:54 PM
To: Sarah Jagelewski <sjagelewski@asiheritage.ca>
Cc: John Sleath <jsleath@asiheritage.ca>; Shea, Andrew <Andrew.Shea@hdrinc.com>
Subject: FW: LTS- BRT Study- Ministry Review [MHSTCI]- Part A Archaeology submission

Hi Sarah,

Could you submit the Part A Archaeology report to the MHSTIC for review?

See email from them below.

Thanks!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Hatcher, Laura (MTCS) <Laura.E.Hatcher@ontario.ca>
Sent: Monday, July 25, 2022 4:02 PM
To: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Cc: Shea, Andrew <Andrew.Shea@hdrinc.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>; Barboza, Karla (MTCS) <Karla.Barboza@ontario.ca>; Zirger, Rosi (MHSTCI) <Rosi.Zirger@ontario.ca>
Subject: RE: LTS- BRT Study- Ministry Review [MHSTCI File 0015691]_Revised EPR+Appendices

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Brittany,

Thank you for providing this comment table and a link to the revised draft EPR and technical studies.

I have no further comments on the Cultural Heritage Report and the draft EPR. I note that the archaeological assessments prepared for this project have not yet been submitted by the licensed archaeologist to the Ministry of Tourism, Culture and Sport for review. Since the TPAP period has begun,

we recommend the reports are submitted soon, to ensure time for the reports to be reviewed, and any necessary revisions completed, prior to the completion of the TPAP process.

Sincerely,

Laura

Laura Hatcher, MCIP, RPP

Heritage Planner

Heritage Planning Unit | Programs and Services Branch | Heritage, Tourism and Culture Division

Ministry of Tourism, Culture and Sport

Tel. 437-239-3404 **New** | email: laura.e.hatcher@ontario.ca

From: Zhang, Brittany <Brittany.Zhang@hdrinc.com>

Sent: June 28, 2022 3:10 PM

To: Zirger, Rosi (MHSTCI) <Rosi.Zirger@ontario.ca>

Cc: Shea, Andrew <Andrew.Shea@hdrinc.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>; Hatcher, Laura (MHSTCI) <Laura.E.Hatcher@ontario.ca>; Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca>

Subject: RE: LTS- BRT Study- Ministry Review [MHSTCI File 0015691]_Revised EPR+Appendices

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hi Rosi,

We have drafted responses to MHSTCI's comments received on January 17 from the first technical review of the Lakeshore BRT Project Environmental Project Report, comments and responses are logged in the attached comment tracker.

The revised draft Environmental Project Report and appendices can be downloaded **via this link** (<https://we.tl/t-Aqf1zMQZwU>) for MHSTCI's review.

Please let us know if you have any further comments on the materials circulated, ideally by **July 19.**

Thank you!

Brittany Zhang,

Transportation planner

D 416.825.0255

Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Zhang, Brittany

Sent: Monday, January 17, 2022 3:01 PM

To: 'Zirger, Rosi (MHSTCI)' <Rosi.Zirger@ontario.ca>

Cc: Shea, Andrew <Andrew.Shea@hdrinc.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>; Hatcher, Laura (MHSTCI) <Laura.E.Hatcher@ontario.ca>; Barboza, Karla (MTCS) <Karla.Barboza@ontario.ca>

Subject: LTS- BRT Study- Ministry Review [MHSTCI File 0015691]_2

Thank you, Rosi!

Comments received and will be incorporated into upcoming revisions accordingly.

Regards,

Brittany Zhang,

Transportation planner

D 416.825.0255

Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Zirger, Rosi (MHSTCI) <Rosi.Zirger@ontario.ca>

Sent: Monday, January 17, 2022 2:31 PM

To: Zhang, Brittany <Brittany.Zhang@hdrinc.com>

Cc: Shea, Andrew <Andrew.Shea@hdrinc.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>;

Hatcher, Laura (MHSTCI) <Laura.E.Hatcher@ontario.ca>; Barboza, Karla (MTCS)

<Karla.Barboza@ontario.ca>

Subject: RE: Lakeshore Transportation Studies- BRT Study- Ministry Review [MHSTCI File 0015691]

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon Brittany

Thank you for sending the Heritage Planning Unit (HPU) of the Ministry of Heritage, Sport, Tourism, and Culture Industries (MHSTCI) the draft Cultural Heritage Report and Draft Environment Project Report for the Lakeshore BRT TPAP. The MHSTCI's Heritage Planning Unit's interest in this TPAP 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.

Please find attached our cover letter together with detailed report comments as they relate to cultural heritage. We would also appreciate being kept informed of the manner in which the Ministry's input has been considered. Please let me know if you have any questions or if further clarification is needed. We would be happy to schedule a teleconference if needed.

Sincerely

Rosi

Rosi Zirger | A/Heritage Advisor
Ministry of Heritage, Sport, Tourism and Culture Industries
Heritage, Tourism and Culture Division | Programs & Services Branch | Heritage Planning Unit
Tel. 416.786-6874 | E-mail: rosi.zirger@ontario.ca

From: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Sent: January 4, 2022 3:19 PM
To: Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca>
Cc: Shea, Andrew <Andrew.Shea@hdrinc.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>;
Hatcher, Laura (MHSTCI) <Laura.E.Hatcher@ontario.ca>; Zirger, Rosi (MHSTCI)
<Rosi.Zirger@ontario.ca>; Coburn, Neil (MHSTCI) <Neil.Coburn@ontario.ca>; Dempster, Ray (MHSTCI)
<Ray.Dempster@ontario.ca>; Freeman, Bob (MHSTCI) <Bob.Freeman@ontario.ca>
Subject: RE: Lakeshore Transportation Studies- BRT Study- Ministry Review [MHSTCI File 0015691]

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Thank you Karla (et al.),

I have passed this message along to our archaeologist and they will be getting in touch with the MHSTCI shortly.

As a follow up to my previous email, the draft Environmental Project Report and its associated appendices for the BRT Study are now ready for review.

Please note that this draft has a few minor sections pending still and will be completed in future revisions.

The Report (Word and PDF versions) and appendices can be downloaded here:

[20211231 LTS TPAP EPR Rev01](#)

We would really appreciate it if you could provide comments by the end of January.

Please let me know if you have any questions.

Thank you!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca>
Sent: Wednesday, December 29, 2021 3:37 PM
To: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Cc: Shea, Andrew <Andrew.Shea@hdrinc.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>;
Hatcher, Laura (MHSTCI) <Laura.E.Hatcher@ontario.ca>; Zirger, Rosi (MHSTCI) <Rosi.Zirger@ontario.ca>
Subject: RE: Lakeshore Transportation Studies- BRT Study- Ministry Review [MHSTCI File 0015691]

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Brittany (et al.),

Thanks for sending the draft technical cultural heritage studies for the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) review.

I was able to download them and don't need a physical (or hard copy). MHSTCI Heritage Planning Unit will aim to provide comments, as appropriate, by January 21. But may be a couple of days after that, given the holiday season and vacations.

Archaeological assessments are to be submitted directly by the licensed archaeologist as per the terms and conditions of their licence. Please ask your consultant archaeologist to submit the report directly to MHSTCI. You may also need to ask the archaeologist to submit a request for an expedited review of the report, if the project is facing an impeding deadline.

Let us know if you have any questions in the meantime.

Thanks again and Happy Holidays!

Karla

Karla Barboza MCIP, RPP, CAHP | (A) Team Lead, Heritage
Ministry of Heritage, Sport, Tourism and Culture Industries
Heritage, Tourism and Culture Division | Programs and Services Branch | Heritage Planning Unit
T. 416. 660.1027 | Email: karla.barboza@ontario.ca

From: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Sent: December-22-21 10:56 AM
To: Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca>; Hatcher, Laura (MHSTCI) <Laura.E.Hatcher@ontario.ca>; Coburn, Neil (MHSTCI) <Neil.Coburn@ontario.ca>; Dempster, Ray (MHSTCI) <Ray.Dempster@ontario.ca>; Freeman, Bob (MHSTCI) <Bob.Freeman@ontario.ca>
Cc: Shea, Andrew <Andrew.Shea@hdrinc.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>
Subject: Lakeshore Transportation Studies- BRT Study- Ministry Review


CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Dear Staff of the Ministry of Heritage, Sport, Tourism, and Culture Industries,

HDR is working with The City of Mississauga on three Environmental Assessments as part of the overall Lakeshore Transportation Studies, one of which is the Bus Rapid Transit Study.

As the Bus Rapid Transit TPAP Study progresses, HDR now has several draft specialist reports ready for the Ministry to review.

Please see the attached cover letter for more details on the project.

The PDF versions of the following draft reports can be downloaded using this link ( [20211222_MHSTC](#)) for your review:

- Cultural Heritage Report
- Archaeology Report

Please let me know if you would like an alternative version (e.g. physical copy) of the reports or if you have trouble accessing the link.

If possible, we would greatly appreciate if you could provide the results of your review by January 21, 2022.

Thank you!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Sarah Jagelewski <sjagelewski@asiheritage.ca>
Sent: Wednesday, August 10, 2022 8:57 AM
To: Zhang, Brittany
Cc: Shea, Andrew
Subject: RE: LTS- BRT Study- Ministry Review [MHSTCI]- Part A Archaeology submission
Attachments: [P383-0308-2021_10Aug2022_RE.pdf](#)
Categories: To file

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning, Brittany.

Please find attached the Stage 1 AA report that was submitted to MTCS for review, note the date on the report cover has changed to reflect the submission date. Once they have screened the report package, I'll notify you.

Sarah

From: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Sent: August 5, 2022 2:50 PM
To: Sarah Jagelewski <sjagelewski@asiheritage.ca>
Cc: John Sleath <jsleath@asiheritage.ca>; Shea, Andrew <Andrew.Shea@hdrinc.com>
Subject: RE: LTS- BRT Study- Ministry Review [MHSTCI]- Part A Archaeology submission [V]

Thanks Sarah,

Please review the attached letter with HDR letterhead.
I've put the date down as Aug 19, 2022.

Let us know if you need anything else from us regarding this task, or alternatively, please keep me in the loop for when you file it with the MHSTIC.

Happy weekend!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

Upcoming vacation alert: August 12 to 20, 2022.

From: Sarah Jagelewski <sjagelewski@asiheritage.ca>
Sent: Tuesday, August 2, 2022 1:06 PM
To: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Cc: John Sleath <jsleath@asiheritage.ca>; Shea, Andrew <Andrew.Shea@hdrinc.com>
Subject: RE: LTS- BRT Study- Ministry Review [MHSTCI]- Part A Archaeology submission

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Hi Brittany,

I can move forward with submission this week. I would suggest we request an expedited review from the ministry. Otherwise, it could take over a year to have the report reviewed and receive a response. The letter must be on HDR letter head, include a date by which you require the report to be reviewed and include a reason why the expedited review is required.

I have included a template for you to complete. Let me know if you have any questions.

Regards,
Sarah

Sarah Jagelewski, BA (Hon) (she/her)
Lead Archaeologist | Manager • Environmental Assessment Division



ASI • Providing Archaeological & Cultural Heritage Services
SJagelewski@asiheritage.ca • 416 966 1069 x 237 • Fax: 416 966 9723
528 Bathurst Street, Toronto, Ontario, M5S 2P9 • asiheritage.ca

From: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Sent: July 25, 2022 4:54 PM
To: Sarah Jagelewski <sjagelewski@asiheritage.ca>
Cc: John Sleath <jsleath@asiheritage.ca>; Shea, Andrew <Andrew.Shea@hdrinc.com>
Subject: FW: LTS- BRT Study- Ministry Review [MHSTCI]- Part A Archaeology submission

Hi Sarah,

Could you submit the Part A Archaeology report to the MHSTIC for review?

See email from them below.

Thanks!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Hatcher, Laura (MTCS) <Laura.E.Hatcher@ontario.ca>
Sent: Monday, July 25, 2022 4:02 PM
To: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Cc: Shea, Andrew <Andrew.Shea@hdrinc.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>; Barboza, Karla (MTCS) <Karla.Barboza@ontario.ca>; Zirger, Rosi (MHSTCI) <Rosi.Zirger@ontario.ca>
Subject: RE: LTS- BRT Study- Ministry Review [MHSTCI File 0015691]_Revised EPR+Appendices

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Brittany,

Thank you for providing this comment table and a link to the revised draft EPR and technical studies.

I have no further comments on the Cultural Heritage Report and the draft EPR. I note that the archaeological assessments prepared for this project have not yet been submitted by the licensed archaeologist to the Ministry of Tourism, Culture and Sport for review. Since the TPAP period has begun, we recommend the reports are submitted soon, to ensure time for the reports to be reviewed, and any necessary revisions completed, prior to the completion of the TPAP process.

Sincerely,

Laura

Laura Hatcher, MCIP, RPP

Heritage Planner

Heritage Planning Unit | Programs and Services Branch | Heritage, Tourism and Culture Division

Ministry of Tourism, Culture and Sport

Tel. 437-239-3404 **New** | email: laura.e.hatcher@ontario.ca

From: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Sent: June 28, 2022 3:10 PM
To: Zirger, Rosi (MHSTCI) <Rosi.Zirger@ontario.ca>
Cc: Shea, Andrew <Andrew.Shea@hdrinc.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>; Hatcher, Laura (MHSTCI) <Laura.E.Hatcher@ontario.ca>; Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca>
Subject: RE: LTS- BRT Study- Ministry Review [MHSTCI File 0015691]_Revised EPR+Appendices

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hi Rosi,

We have drafted responses to MHSTCI's comments received on January 17 from the first technical review of the Lakeshore BRT Project Environmental Project Report, comments and responses are logged in the attached comment tracker.

The revised draft Environmental Project Report and appendices can be downloaded **via this link** (<https://we.tl/t-Aqf1zMQZwU>) for MHSTCI's review.

Please let us know if you have any further comments on the materials circulated, ideally by **July 19.**

Thank you!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Zhang, Brittany
Sent: Monday, January 17, 2022 3:01 PM
To: 'Zirger, Rosi (MHSTCI)' <Rosi.Zirger@ontario.ca>
Cc: Shea, Andrew <Andrew.Shea@hdrinc.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>; Hatcher, Laura (MHSTCI) <Laura.E.Hatcher@ontario.ca>; Barboza, Karla (MTCS) <Karla.Barboza@ontario.ca>
Subject: LTS- BRT Study- Ministry Review [MHSTCI File 0015691]_2

Thank you, Rosi!
Comments received and will be incorporated into upcoming revisions accordingly.

Regards,

Brittany Zhang,
Transportation planner

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Brittany.Zhang@hdrinc.com

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Hatcher, Laura (MHSTCI) <Laura.E.Hatcher@ontario.ca>; Barboza, Karla (MTCS) <Karla.Barboza@ontario.ca>

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Sincerely
Rosi

Rosi Zirger | A/Heritage Advisor
Ministry of Heritage, Sport, Tourism and Culture Industries
Heritage, Tourism and Culture Division | Programs & Services Branch | Heritage Planning Unit
Tel. 416.786-6874 | E-mail: rosi.zirger@ontario.ca

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Thank you Karla (et al.),

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We would really appreciate it if you could provide comments by the end of January.

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the report directly to MHSTCI. You may also need to ask the archaeologist to submit a request for an expedited review of the report, if the project is facing an impending deadline.

Let us know if you have any questions in the meantime.

Thanks again and Happy Holidays!

Karla

Karla Barboza MCIP, RPP, CAHP | (A) Team Lead, Heritage
Ministry of Heritage, Sport, Tourism and Culture Industries
Heritage, Tourism and Culture Division | Programs and Services Branch | Heritage Planning Unit
T. 416. 660.1027 | Email: karla.barboza@ontario.ca

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Thank you!

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From: Hatcher, Laura (MTCS) <Laura.E.Hatcher@ontario.ca>
Sent: Monday, July 25, 2022 4:02 PM
To: Zhang, Brittany
Cc: Shea, Andrew; Gino Dela Cruz; Barboza, Karla (MTCS); Zirger, Rosi (MHSTCI)
Subject: RE: LTS- BRT Study- Ministry Review [MHSTCI File 0015691]_Revised
EPR+Appendices_3

Categories: To file

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Hi Brittany,

Thank you for providing this comment table and a link to the revised draft EPR and technical studies.

I have no further comments on the Cultural Heritage Report and the draft EPR. I note that the archaeological assessments prepared for this project have not yet been submitted by the licensed archaeologist to the Ministry of Tourism, Culture and Sport for review. Since the TPAP period has begun, we recommend the reports are submitted soon, to ensure time for the reports to be reviewed, and any necessary revisions completed, prior to the completion of the TPAP process.

Sincerely,

Laura

Laura Hatcher, MCIP, RPP

Heritage Planner

Heritage Planning Unit | Programs and Services Branch | Heritage, Tourism and Culture Division

Ministry of Tourism, Culture and Sport

Tel. 437-239-3404 **New** | email: laura.e.hatcher@ontario.ca

From: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Sent: June 28, 2022 3:10 PM
To: Zirger, Rosi (MHSTCI) <Rosi.Zirger@ontario.ca>
Cc: Shea, Andrew <Andrew.Shea@hdrinc.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>;
Hatcher, Laura (MHSTCI) <Laura.E.Hatcher@ontario.ca>; Barboza, Karla (MHSTCI)
<Karla.Barboza@ontario.ca>
Subject: RE: LTS- BRT Study- Ministry Review [MHSTCI File 0015691]_Revised EPR+Appendices

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Hi Rosi,

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Please let us know if you have any further comments on the materials circulated, ideally by **July 19.**

Thank you!

Brittany Zhang,
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Thank you, Rosi!
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Thanks again and Happy Holidays!

Karla

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Transportation planner

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To: Zirger, Rosi (MHSTCI)
Cc: Shea, Andrew; Gino Dela Cruz; Hatcher, Laura (MHSTCI); Barboza, Karla (MTCS)
Subject: RE: LTS- BRT Study- Ministry Review [MHSTCI File 0015691]_Revised EPR+Appendices_2

Categories: To file

Hi Rosi,

Just following up on the MHSTCI's review of the revised draft EPR for the BRT project, could you let us know at your earliest convenience if the Ministry has any additional comments on this submission? Or let us know approximately when we can expect comments by.

Thanks,
Happy weekend!

Brittany Zhang,
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From: Zhang, Brittany
Sent: Tuesday, February 1, 2022 10:25 AM
To: John Sleath
Cc: Shea, Andrew; Sarah Jagelewski
Subject: RE: LTS- BRT Study- MHSTC comments

Categories: To file

Thanks John!

More comments from other agencies are coming in. I'll pass them along to you as I receive them.

Will this revision also have the edits suggested by Robyn from Six Nations?

Brittany Zhang,
Transportation planner

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From: John Sleath <jsleath@asiheritage.ca>
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Hi Brittany,
We've reviewed the comments and while they seem substantial in some cases they are generally quick fixes.
We should be able to revise and recirculate to you by the end of the week. I'll let you know if any issues with the timing pop up.

Regards,
John

John Sleath, MA (he/him)
Cultural Heritage Specialist | Project Manager • Cultural Heritage Division



ASI • Providing Archaeological & Cultural Heritage Services
JSleath@asiheritage.ca • 416 966 1069 x243 • Fax: 416 966 9723
528 Bathurst Street, Toronto, Ontario, M5S 2P9 • asiheritage.ca

From: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Sent: January 26, 2022 10:40 AM
To: John Sleath <jsleath@asiheritage.ca>
Cc: Shea, Andrew <Andrew.Shea@hdrinc.com>; Sarah Jagelewski <sjagelewski@asiheritage.ca>
Subject: FW: LTS- BRT Study- MHSTC comments

Hi John,

We received some comments from the MHSTCI on the Cultural Heritage report for the BRT study (attached).

Could you please review the comments and revise the report accordingly. If possible, it'd be amazing if you could complete the updates by the **end of next week (Feb 4)**.

Thank you!!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Zirger, Rosi (MHSTCI) <Rosi.Zirger@ontario.ca>
Sent: Monday, January 17, 2022 2:31 PM
To: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Cc: Shea, Andrew <Andrew.Shea@hdrinc.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>; Hatcher, Laura (MHSTCI) <Laura.E.Hatcher@ontario.ca>; Barboza, Karla (MTCS) <Karla.Barboza@ontario.ca>
Subject: RE: LTS- BRT Study- Ministry Review [File 0015691]

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon Brittany

Thank you for sending the Heritage Planning Unit (HPU) of the Ministry of Heritage, Sport, Tourism, and Culture Industries (MHSTCI) the draft Cultural Heritage Report and Draft Environment Project Report for the Lakeshore BRT TPAP. The MHSTCI's Heritage Planning Unit's interest in this TPAP 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.

Please find attached our cover letter together with detailed report comments as they relate to cultural heritage. We would also appreciate being kept informed of the manner in which the Ministry's input has been considered. Please let me know if you have any questions or if further clarification is needed. We would be happy to schedule a teleconference if needed.

Sincerely
Rosi

Rosi Zirger | A/Heritage Advisor
Ministry of Heritage, Sport, Tourism and Culture Industries
Heritage, Tourism and Culture Division | Programs & Services Branch | Heritage Planning Unit
Tel. 416.786-6874 | E-mail: rosi.zirger@ontario.ca

From: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Sent: January 4, 2022 3:19 PM
To: Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca>
Cc: Shea, Andrew <Andrew.Shea@hdrinc.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>; Hatcher, Laura (MHSTCI) <Laura.E.Hatcher@ontario.ca>; Zirger, Rosi (MHSTCI) <Rosi.Zirger@ontario.ca>; Coburn, Neil (MHSTCI) <Neil.Coburn@ontario.ca>; Dempster, Ray (MHSTCI) <Ray.Dempster@ontario.ca>; Freeman, Bob (MHSTCI) <Bob.Freeman@ontario.ca>
Subject: RE: Lakeshore Transportation Studies- BRT Study- Ministry Review [MHSTCI File 0015691]

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Thank you Karla (et al.),

I have passed this message along to our archaeologist and they will be getting in touch with the MHSTCI shortly.

As a follow up to my previous email, the draft Environmental Project Report and its associated appendices for the BRT Study are now ready for review.

Please note that this draft has a few minor sections pending still and will be completed in future revisions.

The Report (Word and PDF versions) and appendices can be downloaded here:

[20211231 LTS TPAP EPR Rev01](#)

We would really appreciate it if you could provide comments by the end of January.

Please let me know if you have any questions.

Thank you!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca>
Sent: Wednesday, December 29, 2021 3:37 PM
To: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Cc: Shea, Andrew <Andrew.Shea@hdrinc.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>; Hatcher, Laura (MHSTCI) <Laura.E.Hatcher@ontario.ca>; Zirger, Rosi (MHSTCI) <Rosi.Zirger@ontario.ca>
Subject: RE: Lakeshore Transportation Studies- BRT Study- Ministry Review [MHSTCI File 0015691]

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Brittany (et al.),

Thanks for sending the draft technical cultural heritage studies for the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) review.

I was able to download them and don't need a physical (or hard copy). MHSTCI Heritage Planning Unit will aim to provide comments, as appropriate, by January 21. But may be a couple of days after that, given the holiday season and vacations.

Archaeological assessments are to be submitted directly by the licensed archaeologist as per the terms and conditions of their licence. Please ask your consultant archaeologist to submit the report directly to MHSTCI. You may also need to ask the archaeologist to submit a request for an expedited review of the report, if the project is facing an impending deadline.

Let us know if you have any questions in the meantime.

Thanks again and Happy Holidays!
Karla

Karla Barboza MCIP, RPP, CAHP | (A) Team Lead, Heritage
Ministry of Heritage, Sport, Tourism and Culture Industries
Heritage, Tourism and Culture Division | Programs and Services Branch | Heritage Planning Unit
T. 416. 660.1027 | Email: karla.barboza@ontario.ca

From: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Sent: December-22-21 10:56 AM

To: Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca>; Hatcher, Laura (MHSTCI) <Laura.E.Hatcher@ontario.ca>; Coburn, Neil (MHSTCI) <Neil.Coburn@ontario.ca>; Dempster, Ray (MHSTCI) <Ray.Dempster@ontario.ca>; Freeman, Bob (MHSTCI) <Bob.Freeman@ontario.ca>
Cc: Shea, Andrew <Andrew.Shea@hdrinc.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>
Subject: Lakeshore Transportation Studies- BRT Study- Ministry Review


CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Dear Staff of the Ministry of Heritage, Sport, Tourism, and Culture Industries,

HDR is working with The City of Mississauga on three Environmental Assessments as part of the overall Lakeshore Transportation Studies, one of which is the Bus Rapid Transit Study.

As the Bus Rapid Transit TPAP Study progresses, HDR now has several draft specialist reports ready for the Ministry to review.

Please see the attached cover letter for more details on the project.

The PDF versions of the following draft reports can be downloaded using this link ( [20211222_MHSTC](#)) for your review:

- Cultural Heritage Report
- Archaeology Report

Please let me know if you would like an alternative version (e.g. physical copy) of the reports or if you have trouble accessing the link.

If possible, we would greatly appreciate if you could provide the results of your review by January 21, 2022.

Thank you!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Sarah Jagelewski <sjagelewski@asiheritage.ca>
Sent: Tuesday, January 4, 2022 12:57 PM
To: Zhang, Brittany
Cc: John Sleath; Shea, Andrew; Gino Dela Cruz
Subject: RE: LTS- BRT Study- Ministry Review [MHSTCI File 0015691]-ASI reply

Categories: To file

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Hi Brittany,

I hope you had an enjoyable holiday!

The report is submitted to MHSTCI for review once it is finalized. The ministry reviews the report to ensure that we, the licensed archaeologists, have met the obligations of our licensing agreements and have met the requirements of the Standards and Guidelines. Once a report is submitted to MHSTCI for review no further changes can be made (unless requested by the ministry).

I hope this helps. Please let me know if you would like to discuss further.

Sarah

Sarah Jagelewski, BA (Hon) (she/her)
Lead Archaeologist | Manager • Environmental Assessment Division



ASI • Providing Archaeological & Cultural Heritage Services

SJagelewski@asiheritage.ca • 416 966 1069 x 237 • Fax: 416 966 9723

528 Bathurst Street, Toronto, Ontario, M5S 2P9 • **Error! Hyperlink reference not valid.**

I will be on vacation December 20 – December 24. The ASI offices are closed December 25 to January 3. Have a safe and happy holiday!

From: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Sent: December 29, 2021 8:28 PM
To: Sarah Jagelewski <sjagelewski@asiheritage.ca>
Cc: John Sleath <jsleath@asiheritage.ca>; Shea, Andrew <Andrew.Shea@hdrinc.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>
Subject: FW: Lakeshore Transportation Studies- BRT Study- Ministry Review [MHSTCI File 0015691]
Importance: High

Hi Sarah,

We circulated the draft reports for the BRT study to various ministries for review last week and heard back from MHSTCI (see Karla's email below).

It seems like the archaeologist has to submit the report directly to the Ministry and we may also need to request an expedited review if we want comments by Jan 21.

Please let me know if you have any questions regarding the submission.

Thank you!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca>
Sent: Wednesday, December 29, 2021 3:37 PM
To: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Cc: Shea, Andrew <Andrew.Shea@hdrinc.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>; Hatcher, Laura (MHSTCI) <Laura.E.Hatcher@ontario.ca>; Zirger, Rosi (MHSTCI) <Rosi.Zirger@ontario.ca>
Subject: RE: Lakeshore Transportation Studies- BRT Study- Ministry Review [MHSTCI File 0015691]

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Brittany (et al.),

Thanks for sending the draft technical cultural heritage studies for the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) review.

I was able to download them and don't need a physical (or hard copy). MHSTCI Heritage Planning Unit will aim to provide comments, as appropriate, by January 21. But may be a couple of days after that, given the holiday season and vacations.

Archaeological assessments are to be submitted directly by the licensed archaeologist as per the terms and conditions of their licence. Please ask your consultant archaeologist to submit the report directly to MHSTCI. You may also need to ask the archaeologist to submit a request for an expedited review of the report, if the project is facing an impending deadline.

Let us know if you have any questions in the meantime.

Thanks again and Happy Holidays!

Karla

Karla Barboza MCIP, RPP, CAHP | (A) Team Lead, Heritage
Ministry of Heritage, Sport, Tourism and Culture Industries

From: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Sent: December-22-21 10:56 AM
To: Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca>; Hatcher, Laura (MHSTCI) <Laura.E.Hatcher@ontario.ca>; Coburn, Neil (MHSTCI) <Neil.Coburn@ontario.ca>; Dempster, Ray (MHSTCI) <Ray.Dempster@ontario.ca>; Freeman, Bob (MHSTCI) <Bob.Freeman@ontario.ca>
Cc: Shea, Andrew <Andrew.Shea@hdrinc.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>
Subject: Lakeshore Transportation Studies- BRT Study- Ministry Review


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Dear Staff of the Ministry of Heritage, Sport, Tourism, and Culture Industries,

HDR is working with The City of Mississauga on three Environmental Assessments as part of the overall Lakeshore Transportation Studies, one of which is the Bus Rapid Transit Study.

As the Bus Rapid Transit TPAP Study progresses, HDR now has several draft specialist reports ready for the Ministry to review.

Please see the attached cover letter for more details on the project.

The PDF versions of the following draft reports can be downloaded using this link ( [20211222_MHSTC](#)) for your review:

- Cultural Heritage Report
- Archaeology Report

Please let me know if you would like an alternative version (e.g. physical copy) of the reports or if you have trouble accessing the link.

If possible, we would greatly appreciate if you could provide the results of your review by January 21, 2022.

Thank you!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Zhang, Brittany
Sent: Wednesday, December 29, 2021 8:14 PM
To: Barboza, Karla (MHSTCI)
Cc: Shea, Andrew; Gino Dela Cruz; Hatcher, Laura (MHSTCI); Zirger, Rosi (MHSTCI)
Subject: RE: Lakeshore Transportation Studies- BRT Study- Ministry Review [MHSTCI File 0015691]_2

Categories: To file

Thank you Karla,

I'll get in touch with our consultant archaeologist.

Happy Holidays!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca>
Sent: Wednesday, December 29, 2021 3:37 PM
To: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Cc: Shea, Andrew <Andrew.Shea@hdrinc.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>; Hatcher, Laura (MHSTCI) <Laura.E.Hatcher@ontario.ca>; Zirger, Rosi (MHSTCI) <Rosi.Zirger@ontario.ca>
Subject: RE: Lakeshore Transportation Studies- BRT Study- Ministry Review [MHSTCI File 0015691]

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Brittany (et al.),

Thanks for sending the draft technical cultural heritage studies for the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) review.

I was able to download them and don't need a physical (or hard copy). MHSTCI Heritage Planning Unit will aim to provide comments, as appropriate, by January 21. But may be a couple of days after that, given the holiday season and vacations.

Archaeological assessments are to be submitted directly by the licensed archaeologist as per the terms and conditions of their licence. Please ask your consultant archaeologist to submit the report directly to MHSTCI. You may also need to ask the archaeologist to submit a request for an expedited review of the report, if the project is facing an impending deadline.

Let us know if you have any questions in the meantime.

Thanks again and Happy Holidays!

Karla

Karla Barboza MCIP, RPP, CAHP | (A) Team Lead, Heritage
Ministry of Heritage, Sport, Tourism and Culture Industries
Heritage, Tourism and Culture Division | Programs and Services Branch | Heritage Planning Unit
T. 416. 660.1027 | Email: karla.barboza@ontario.ca

From: Zhang, Brittany <Brittany.Zhang@hdrinc.com>

Sent: December-22-21 10:56 AM

To: Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca>; Hatcher, Laura (MHSTCI) <Laura.E.Hatcher@ontario.ca>; Coburn, Neil (MHSTCI) <Neil.Coburn@ontario.ca>; Dempster, Ray (MHSTCI) <Ray.Dempster@ontario.ca>; Freeman, Bob (MHSTCI) <Bob.Freeman@ontario.ca>

Cc: Shea, Andrew <Andrew.Shea@hdrinc.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>

Subject: Lakeshore Transportation Studies- BRT Study- Ministry Review


CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Dear Staff of the Ministry of Heritage, Sport, Tourism, and Culture Industries,

HDR is working with The City of Mississauga on three Environmental Assessments as part of the overall Lakeshore Transportation Studies, one of which is the Bus Rapid Transit Study.

As the Bus Rapid Transit TPAP Study progresses, HDR now has several draft specialist reports ready for the Ministry to review.

Please see the attached cover letter for more details on the project.

The PDF versions of the following draft reports can be downloaded using this link ( [20211222_MHSTC](#)) for your review:

- Cultural Heritage Report
- Archaeology Report

Please let me know if you would like an alternative version (e.g. physical copy) of the reports or if you have trouble accessing the link.

If possible, we would greatly appreciate if you could provide the results of your review by January 21, 2022.

Thank you!

Brittany Zhang,

Transportation planner

D 416.825.0255

Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

Agency Emails

Ministry of Municipal Affairs and Housing

From: Watt, Heather (MMAH) <Heather.Watt@ontario.ca>
Sent: Friday, July 22, 2022 3:57 PM
To: Zhang, Brittany
Cc: jeff.thompson@ontario.ca; Chisholm, Stewart (MMAH); Le, Jennifer (MMAH); Chan, Anson (MMAH)
Subject: RE: LTS- BRT Study- MMAH Review- EPR Rev02_3
Categories: To file

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Brittany,

Thanks for circulating us on the study.

Regarding section 2.1.2 of the report outlining details of Peel Region's Official Plan, I would note that on April 28, 2022, Regional Council adopted the new Peel Regional Official Plan. The Region has forwarded the OP to the Ministry for approval. You may want to consider whether revisions will be needed to section 2.1.2 of the study to reflect the Region's OP policies, once a decision has been made.

Please follow up with Jennifer Le and Anson Chan (copied here) if you have questions.

Thanks
Heather

From: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Sent: July 22, 2022 12:52 PM
To: Watt, Heather (MMAH) <Heather.Watt@ontario.ca>
Cc: jeff.thompson@ontario.ca; Chisholm, Stewart (MMAH) <Stewart.Chisholm@ontario.ca>
Subject: RE: Lakeshore Transportation Studies- BRT Study- MMAH Review- EPR Rev02

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Of course, please try this one: <https://we.tl/t-hlfjZloQpb>

Thanks Heather!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Watt, Heather (MMAH) <Heather.Watt@ontario.ca>
Sent: Friday, July 22, 2022 12:43 PM
To: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Cc: jeff.thompson@ontario.ca; Chisholm, Stewart (MMAH) <Stewart.Chisholm@ontario.ca>
Subject: RE: Lakeshore Transportation Studies- BRT Study- MMAH Review- EPR Rev02

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Brittany – The link below has expired. Would you please send an updated one?

From: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Sent: July 22, 2022 12:05 PM
To: Watt, Heather (MMAH) <Heather.Watt@ontario.ca>; jeff.thompson@ontario.ca; Chisholm, Stewart (MMAH) <Stewart.Chisholm@ontario.ca>
Subject: RE: Lakeshore Transportation Studies- BRT Study- MMAH Review- EPR Rev02

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hello Heather,

Following up on the review of the revised draft EPR that was submitted on July 12, could you let us know at your earliest convenience if the MMAH has any additional comments on this submission?

Thank you!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Zhang, Brittany
Sent: Tuesday, July 12, 2022 3:41 PM
To: Watt, Heather (MMAH) <Heather.Watt@ontario.ca>; jeff.thompson@ontario.ca; Chisholm, Stewart (MMAH) <Stewart.Chisholm@ontario.ca>
Subject: RE: Lakeshore Transportation Studies- BRT Study- MMAH Review- EPR Rev02

Hi Heather,

We wanted to inform you that a revised version of the draft Environmental Project Report (EPR) for the proposed Lakeshore Bus Rapid Transit project has recently become available for review.

Link to download: <https://we.tl/t-pS2SzCXOAI>

The Ministry previously noted that they had no comments on the first circulation of the draft EPR (February 8, 2022), could you please confirm that this is still the case for the revised draft EPR?

Please provide confirmation or additional comments by **July 22**.

Thank you!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Watt, Heather (MMAH) <Heather.Watt@ontario.ca>
Sent: Tuesday, February 8, 2022 10:32 AM
To: Zhang, Brittany <Brittany.Zhang@hdrinc.com>; jeff.thompson@ontario.ca; Chisholm, Stewart (MMAH) <Stewart.Chisholm@ontario.ca>
Subject: RE: Lakeshore Transportation Studies- BRT Study- MMAH Review

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Brittany – Ministry staff do not have comments on the draft EPR.

Thanks
Heather

From: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Sent: February 8, 2022 9:25 AM
To: jeff.thompson@ontario.ca; Watt, Heather (MMAH) <Heather.Watt@ontario.ca>; Chisholm, Stewart (MMAH) <Stewart.Chisholm@ontario.ca>
Subject: Lakeshore Transportation Studies- BRT Study- MMAH Review
Importance: High

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hello everyone,

I just wanted to follow up on my previous email and see if the Ministry has any comments on the draft EPR and appendices that was circulated last month.

If so, we would really appreciate it if you could provide your comments by the end of this week.

Thank you!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us


From: Zhang, Brittany
Sent: Monday, January 10, 2022 11:24 AM
To: jeff.thompson@ontario.ca; stewart.chisholm@ontario.ca; heather.watt@ontario.ca
Cc: Shea, Andrew <Andrew.Shea@hdrinc.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>; 10299896_D_Lakeshore_TPAP_EA <10299896_D_Lakeshore_TPAP_EA@hdrinc.com>
Subject: Lakeshore Transportation Studies- BRT Study- MMAH Review

Dear Staff of the Ministry of Municipal Affairs and Housing,

HDR is working with The City of Mississauga on three Environmental Assessments as part of the overall Lakeshore Transportation Studies, one of which is the Bus Rapid Transit Study.

As the Bus Rapid Transit TPAP Study progresses, HDR now has a draft Environmental Project Report and appendices ready for review.

Please see the attached cover letter for more details on the project.

The draft EPR and appendices can be downloaded using this link ( [20220110 MMAH](#)) for your review.

Please let me know if you would like an alternative version (e.g. physical copy) of the report or if you have trouble accessing the link.

If possible, we would greatly appreciate if you could provide the results of your review by **January 31, 2022.**

Thank you!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

Agency Emails

Ministry of Northern Development, Mines, Natural
Resources and Forestry

From: Zhang, Brittany
Sent: Friday, July 29, 2022 5:52 PM
To: Kennedy, Adam (NDMNRF)
Cc: Gino Dela Cruz; Shea, Andrew
Subject: RE: Revised EPR - Lakeshore Transportation Studies-MNRF

Categories: To file


Hi Adam,

Thanks for the clarification.

At the moment, there is no further technical advice or natural heritage information required. We will keep you updated on any advancements in the project that may warrant the Ministry's input.

Happy weekend,

Brittany Zhang,
Transportation planner

 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Kennedy, Adam (NDMNRF) <Adam.Kennedy@ontario.ca>
Sent: Wednesday, July 27, 2022 1:40 PM
To: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Cc: Kennedy, Adam (NDMNRF) <Adam.Kennedy@ontario.ca>
Subject: Revised EPR - Lakeshore Transportation Studies_4

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Brittany,

I was forwarded your email of July 12, 2022, requesting whether MNRF has additional comments to provide re the revised version of the draft Environmental Project Report (EPR) for the proposed Lakeshore Bus Rapid Transit Project.

It is my understanding Aurora District (MNRF) had previously commented that MNRF did not have comments to provide, but if further technical advice or natural heritage information was required then MNRF may be able to assist.

Is further technical advice or natural heritage information required at this stage of the review? If so I will try to help as best I can.

Also, I cannot access the revised version of the EPR at: Link to download: <https://we.tl/t-FBXuzKufvh>

Not sure if that link is no longer accessible to commenting agencies given the deadline has passed.

To summarize, the MNRF would not have further comment on the revised draft EPR unless there is a request for further technical advice or natural heritage information. Or, unless the revised version of the EPR impacts a MNRF interest per the Provincial Policy Statement, 2020. If so please provide a new link (or direction on how to access the previous link) and MNRF can proceed with review of the revised version of the EPR and provide any applicable comment.

Thanks, and if you have any questions or need clarification per the above please let me know.

Regards,

Adam Kennedy

Adam Kennedy (he/him)

Regional Planner | LUPSI | Southern Region
(705) 761-3374

Adam.Kennedy@Ontario.ca

From: Zhang, Brittany <Brittany.Zhang@hdrinc.com>

Sent: July 22, 2022 12:21 PM

To: Simard, Julie (NDMNRF) <julie.simard@ontario.ca>

Cc: Gino Dela Cruz <gino.delacruz@mississauga.ca>; Shea, Andrew <Andrew.Shea@hdrinc.com>

Subject: RE: Lakeshore Transportation Studies- BRT Study- Ministry Review_EPR Rev02_2

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hi Julie,

Following up on the review of the revised draft EPR that was submitted on July 12, could you let us know at your earliest convenience if the Ministry has any additional comments on this submission?

Thank you!

Brittany Zhang,
Transportation planner

D 416.825.0255

Brittany.Zhang@hdrinc.com
hdrinc.com/follow-us

From: Zhang, Brittany

Sent: Tuesday, July 12, 2022 4:31 PM

To: julie.simard@ontario.ca

Cc: Gino Dela Cruz <gino.delacruz@mississauga.ca>; Shea, Andrew <Andrew.Shea@hdrinc.com>; Hislop, Chris (NDMNRF) <Chris.Hislop@ontario.ca>

Subject: RE: Lakeshore Transportation Studies- BRT Study- Ministry Review_EPR Rev02_2

Thanks Chris!

Julie, let me know if you have any questions regarding the project or trouble accessible the files for download.

Regards,

Brittany Zhang,
Transportation planner

D 416.825.0255

Brittany.Zhang@hdrinc.com
hdrinc.com/follow-us

From: Hislop, Chris (NDMNRF) <Chris.Hislop@ontario.ca>

Sent: Tuesday, July 12, 2022 4:26 PM

To: Zhang, Brittany <Brittany.Zhang@hdrinc.com>

Cc: Gino Dela Cruz <gino.delacruz@mississauga.ca>; Shea, Andrew <Andrew.Shea@hdrinc.com>

Subject: RE: Lakeshore Transportation Studies- BRT Study- Ministry Review_EPR Rev02

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Brittany,

Thanks for your email. I no longer work for MNRF Aurora District and I have sent your email along to Julie Simard (Julie.simard@ontario.ca), District Supervisor, MNRF Aurora District for review and assignment to staff.

Thanks,

Chris

Chris Hislop (he/him)
Regional Lands Specialist

Southern Region
Ministry of Natural Resources and Forestry
chris.hislop@ontario.ca
289-221-3149

As part of providing [accessible customer service](#), please let me know if you have any accommodation needs or require communication supports or alternate formats.

From: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Sent: July 12, 2022 3:47 PM
To: Hislop, Chris (NDMNRF) <Chris.Hislop@ontario.ca>
Cc: Gino Dela Cruz <gino.delacruz@mississauga.ca>; Shea, Andrew <Andrew.Shea@hdrinc.com>
Subject: RE: Lakeshore Transportation Studies- BRT Study- Ministry Review_EPR Rev02

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hi Chris,

We wanted to inform you that a revised version of the draft Environmental Project Report (EPR) for the proposed Lakeshore Bus Rapid Transit project has recently become available for review.

Link to download: <https://we.tl/t-FBXuzKufvh>

The Ministry previously noted that they had no comments on the first circulation of the draft EPR (January 28, 2022), could you please confirm that this is still the case for the revised draft EPR?

Please provide confirmation or additional comments by July 22.

Thank you!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com
hdrinc.com/follow-us

From: Hislop, Chris (NDMNRF) <Chris.Hislop@ontario.ca>
Sent: Friday, January 28, 2022 5:11 PM
To: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Cc: Gino Dela Cruz <gino.delacruz@mississauga.ca>; Shea, Andrew <Andrew.Shea@hdrinc.com>
Subject: RE: Lakeshore Transportation Studies- BRT Study- Ministry Review_3

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Brittany,

NDMNRF staff have reviewed the draft Environmental Project Report for the City of Mississauga Bus Rapid Transit study as part of the Lakeshore Transportation Studies.

There are not any further comments from NDMNRF on this project. Please continue to circulate to us if you need further technical advice or natural heritage information.

Thanks,

Chris

Chris Hislop (he/him)
A/Resources Operations Supervisor
Aurora District – Ministry of Northern Development, Mines, Natural Resources and Forestry
chris.hislop@ontario.ca
289-221-3149

From: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Sent: January 4, 2022 3:33 PM
To: Hislop, Chris (NDMNRF) <Chris.Hislop@ontario.ca>
Cc: Gino Dela Cruz <gino.delacruz@mississauga.ca>; Shea, Andrew <Andrew.Shea@hdrinc.com>
Subject: RE: Lakeshore Transportation Studies- BRT Study- Ministry Review

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hi Chris,

Happy 2022!

As a follow up to my previous email, the draft Environmental Project Report and its associated appendices for the BRT Study are now ready for review.

Please note that this draft has a few minor sections pending still and will be completed in future revisions.

The Report (Word and PDF versions) and appendices can be downloaded here:

 [20211231 LTS TPAP EPR Rev01](#)

We would really appreciate it if you could provide comments by the end of January.

Please let me know if you have any questions.

Thank you!

Brittany Zhang,
Transportation planner

D 416.825.0255

Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Hislop, Chris (NDMNRF) <Chris.Hislop@ontario.ca>

Sent: Thursday, December 23, 2021 11:56 AM

To: Zhang, Brittany <Brittany.Zhang@hdrinc.com>

Subject: RE: Lakeshore Transportation Studies- BRT Study- Ministry Review

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Thank you!

CH

Chris Hislop (he/him)

A/Resources Operations Supervisor

Aurora District – Ministry of Northern Development, Mines, Natural Resources and Forestry

chris.hislop@ontario.ca

289-221-3149

From: Zhang, Brittany <Brittany.Zhang@hdrinc.com>

Sent: December 23, 2021 11:47 AM

To: Hislop, Chris (NDMNRF) <Chris.Hislop@ontario.ca>

Cc: Jawaid, Maria (NDMNRF) <Maria.Jawaid@ontario.ca>; Gino Dela Cruz <gino.delacruz@mississauga.ca>; Shea, Andrew <Andrew.Shea@hdrinc.com>

Subject: RE: Lakeshore Transportation Studies- BRT Study- Ministry Review

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hi Chris,

Of course. This link ( [20211222_MNF](#)) is now available for your download.

Thank you!

Brittany Zhang,
Transportation planner

D 416.825.0255

Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Hislop, Chris (NDMNRF) <Chris.Hislop@ontario.ca>
Sent: Thursday, December 23, 2021 11:43 AM
To: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Subject: RE: Lakeshore Transportation Studies- BRT Study- Ministry Review

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Brittany,

Maria is currently on assignment with another unit.

Could you arrange that I could have access to the file link so I can download and direct to staff for review.

Thanks,

Chris Hislop (he/him)
A/Resources Operations Supervisor
Aurora District – Ministry of Northern Development, Mines, Natural Resources and Forestry
chris.hislop@ontario.ca
289-221-3149

From: Jawaid, Maria (NDMNRF) <Maria.Jawaid@ontario.ca>
Sent: December 22, 2021 12:41 PM
To: Hislop, Chris (NDMNRF) <Chris.Hislop@ontario.ca>
Subject: FW: Lakeshore Transportation Studies- BRT Study- Ministry Review

Maria Jawaid (she/her) - click [here](#) to listen to how my name is pronounced
A/ Senior Environmental Planning Analyst | Strategic and Indigenous Policy Branch
Ministry of Northern Development, Mines, Natural Resources and Forestry (NDMNRF)
(289-380-6817 | 8 maria.jawaid@ontario.ca)



From: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Sent: Wednesday, December 22, 2021 12:30 PM
To: Jawaid, Maria (NDMNRF) <Maria.Jawaid@ontario.ca>
Cc: Shea, Andrew <Andrew.Shea@hdrinc.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>
Subject: Lakeshore Transportation Studies- BRT Study- Ministry Review


CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Dear Maria,

HDR is working with The City of Mississauga on three Environmental Assessments as part of the overall Lakeshore Transportation Studies, one of which is the Bus Rapid Transit Study.

As the Bus Rapid Transit TPAP Study progresses, HDR now has several draft specialist reports ready for the Ministry to review.

Please see the attached cover letter for more details on the project.

The PDF versions of the following draft reports can be downloaded using this link ( [20211222 MNF](#)) for your review:

- Natural Environment Report
- Arborist Report

Please let me know if you would like an alternative version (e.g. physical copy) of the reports or if you have trouble accessing the link.

If possible, we would greatly appreciate if you could provide the results of your review by January 21, 2022.

Thank you!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com
hdrinc.com/follow-us

Agency Emails

Ministry of the Solicitor General

From: Zhang, Brittany
Sent: Friday, July 22, 2022 12:32 PM
To: kelly.williams@ontario.ca
Cc: robert.greene@ontario.ca; Gino Dela Cruz; Shea, Andrew
Subject: RE: Lakeshore Transportation Studies- BRT Study- Ministry Review- EPR Rev02_2

Categories: To file

Hi Kelly,

Following up on the review of the revised draft EPR that was submitted on July 12, could you let us know at your earliest convenience if the Ministry has any comments on this submission?

Thank you!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Zhang, Brittany
Sent: Tuesday, July 12, 2022 4:12 PM
To: 'kelly.williams@ontario.ca' <kelly.williams@ontario.ca>
Subject: FW: Lakeshore Transportation Studies- BRT Study- Ministry Review- EPR Rev02

Hello Kelly,

I received an out-of-office email from Robert, with you as a point of contact in his absence.

Could you help me with my request below?

Thank you!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Zhang, Brittany
Sent: Tuesday, July 12, 2022 4:09 PM
To: 'robert.greene@ontario.ca' <robert.greene@ontario.ca>

Cc: Shea, Andrew <Andrew.Shea@hdrinc.com>

Subject: RE: Lakeshore Transportation Studies- BRT Study- Ministry Review- EPR Rev02

Hi Robert,

We haven't received any responses from the Ministry regarding our first circulation of the draft Environmental Project Report (EPR) for the proposed Lakeshore Bus Rapid Transit project (February, 2022).

We wanted to inform you that a revised version of the EPR has recently become available for review. Link to download: <https://we.tl/t-ZeBQYoAe9V>

Could the Ministry please provide comments on the revised draft EPR by **July 22**?

Thank you!

Brittany Zhang,

Transportation planner

D 416.825.0255

Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Zhang, Brittany

Sent: Tuesday, February 8, 2022 9:29 AM

To: robert.greene@ontario.ca

Subject: FW: Lakeshore Transportation Studies- BRT Study- Ministry Review

Importance: High

Hello,

I just wanted to follow up on my previous email and see if the Ministry has any comments on the draft EPR and appendices that was circulated last month.

If so, we would really appreciate it if you could provide your comments by the end of this week.

Thank you!

Brittany Zhang,

Transportation planner

D 416.825.0255

Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Zhang, Brittany

Sent: Monday, January 10, 2022 12:10 PM

To: robert.greene@ontario.ca

Cc: Shea, Andrew <Andrew.Shea@hdrinc.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>; 10299896_D_Lakeshore_TPAP_EA <10299896_D_Lakeshore_TPAP_EA@hdrinc.com>


Subject: Lakeshore Transportation Studies- BRT Study- Ministry Review

Dear Staff of the Ministry of the Solicitor General,

HDR is working with The City of Mississauga on three Environmental Assessments as part of the overall Lakeshore Transportation Studies, one of which is the Bus Rapid Transit Study.

As the Bus Rapid Transit TPAP Study progresses, HDR now has a draft Environmental Project Report and appendices ready for review.

Please see the attached cover letter for more details on the project.

The draft EPR and appendices can be downloaded using this link ( [20220110 MSG](#)) for your review.

Please let me know if you would like an alternative version (e.g. physical copy) of the report or if you have trouble accessing the link.

If possible, we would greatly appreciate if you could provide the results of your review by **January 31, 2022**.

Thank you!

Brittany Zhang,

Transportation planner

D 416.825.0255

Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

Agency Emails

Ministry of Transportation Ontario

From: Zhang, Brittany
Sent: Friday, July 22, 2022 12:43 PM
To: White, Jason (MTO)
Cc: Shea, Andrew
Subject: RE: Lakeshore Transportation Studies- BRT Study- MTO Review_EPR Rev02_2

Categories: To file

Hey Jason,

Following up on MTO's review of the revised draft EPR that was submitted on July 12, could you let us know at your earliest convenience if the Ministry has any comments on this submission?

Thank you!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Zhang, Brittany
Sent: Tuesday, July 12, 2022 4:29 PM
To: White, Jason (MTO) <Jason.White@ontario.ca>
Cc: Shea, Andrew <Andrew.Shea@hdrinc.com>
Subject: RE: Lakeshore Transportation Studies- BRT Study- MTO Review_EPR Rev02

Hi again Jason,

We wanted to inform you that a revised version of the draft Environmental Project Report (EPR) for the proposed Lakeshore Bus Rapid Transit project has recently become available for review.

Link to download: <https://we.tl/t-6XtDTBmems>

The Ministry previously noted that they had no comments on the first circulation of the draft EPR (February 10, 2022), could you please confirm that this is still the case for the revised draft EPR?

Please provide confirmation or additional comments by **July 22**.

Thank you!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Zhang, Brittany
Sent: Wednesday, June 29, 2022 5:02 PM
To: White, Jason (MTO) <Jason.White@ontario.ca>
Subject: RE: Lakeshore Transportation Studies- BRT Study- MTO Review_2

Hi Jason,

Thanks for your comment, MTO will remain on the project mailing list and be notified of future opportunities to participate in the study and review study documents.

Thank you!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: White, Jason (MTO) <Jason.White@ontario.ca>
Sent: Thursday, February 10, 2022 8:00 AM
To: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Subject: RE: Lakeshore Transportation Studies- BRT Study- MTO Review

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Brittany

I had a look at the report and the improvements to Lakeshore do not directly impact any MTO facilities. MTO would appreciate if we can continue to be consulted about any changes with the BRT corridor, and we would be interested in any closures during construction that would use the QEW or other adjacent freeway as a potential detour route.

Thanks

Jason

From: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Sent: February 8, 2022 10:28 AM
To: White, Jason (MTO) <Jason.White@ontario.ca>

Subject: FW: Lakeshore Transportation Studies- BRT Study- MTO Review

Importance: High

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Hello Jason,

I just wanted to follow up on my previous email and see if the Ministry has any comments on the draft EPR and appendices that was circulated last month.

If so, we would really appreciate it if you could provide your comments by the end of this week.

Thank you!

Brittany Zhang,

Transportation planner

D 416.825.0255

Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Zhang, Brittany

Sent: Friday, January 7, 2022 8:02 PM

To: jason.white@ontario.ca

Cc: Shea, Andrew <Andrew.Shea@hdrinc.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>


Subject: Lakeshore Transportation Studies- BRT Study- MTO Review

Hello Jason,

HDR is working with The City of Mississauga on three Environmental Assessments as part of the overall Lakeshore Transportation Studies, one of which is the Bus Rapid Transit Study.

As the Bus Rapid Transit TPAP Study progresses, HDR now has a draft Environmental Project Report and appendices ready for review.

Please see the attached cover letter for more details on the project.

The draft EPR and appendices can be downloaded using this link ( [20220107_MTO](#)) for your review.

Please let me know if you would like an alternative version (e.g. physical copy) of the report or if you have trouble accessing the link.

If possible, we would greatly appreciate if you could provide the results of your review by **January 31, 2022.**

Thank you!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

Agency Emails

Peel Region

From: Hinsperger, Kelsey <Kelsey.Hinsperger@wsp.com>
Sent: Thursday, July 14, 2022 1:39 PM
To: Zhang, Brittany
Cc: Ahlberg, Jason; Leyburne, Troy
Subject: RE: LTS BRT Study- Peel Revised EPR+Appendices_2
Attachments: [Rogers Proposed Fiber Optic Line-20220714.pdf](#)

Categories: To file

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Brittany,

This is more of an FYI than a comment on the BRT report, but Peel received the attached plan from Rogers via a PUC circulation regarding a proposed fiber optic line installation by Rogers at Lakeshore and Cawthra Road. It may help the BRT project to add this to the utility conflict plan.

No other comments from our team.

Thanks!



Kelsey Hinsperger, PMP

Project Manager

Conveyance

Pronouns (she/her)

M+ 1 226-220-0590

From: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Sent: June 29, 2022 3:18 PM
To: Dave, Richa <richa.dave@peelregion.ca>
Cc: Ahuja, Sidharth <sidharth.ahuja@peelregion.ca>; Detaramani, Tina <tina.detaramani@peelregion.ca>; Gino Dela Cruz <gino.delacruz@mississauga.ca>; Shea, Andrew <Andrew.Shea@hdrinc.com>; Ahlberg, Jason <Jason.Ahlberg@wsp.com>; Hinsperger, Kelsey <Kelsey.Hinsperger@wsp.com>
Subject: RE: Lakeshore Transportation Studies- BRT Study- Peel Region Review_ Revised EPR+Appendices

Hi Richa,

We have drafted responses to Peel Region's comments received on February 15 from the first technical review of the Lakeshore BRT Project Environmental Project Report, comments and responses are logged in the attached comment tracker.

The revised draft Environmental Project Report and appendices can be downloaded **via this link** (<https://we.tl/t-0AsvBdMwvp>) for Peel Region's review.

Please let us know if you have any further comments on the materials circulated, ideally by **July 20**.

Thank you!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Dave, Richa <richa.dave@peelregion.ca>
Sent: Tuesday, February 15, 2022 10:05 AM
To: Gino Dela Cruz <gino.delacruz@mississauga.ca>
Cc: Zhang, Brittany <Brittany.Zhang@hdrinc.com>; Ahuja, Sidharth <sidharth.ahuja@peelregion.ca>; Detaramani, Tina <tina.detaramani@peelregion.ca>; Shea, Andrew <Andrew.Shea@hdrinc.com>; Ahlberg, Jason <jason.Ahlberg@wsp.com>; Kelsey.Hinsperger@wsp.com
Subject: RE: Lakeshore Transportation Studies- BRT Study- Peel Region Review_Richa

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning Gino,

Thank you for the opportunity to review and comment on the Draft EPR for the Lakeshore BRT. Regional staff have reviewed the materials provided and offer the attached comments.

Should you have any questions regarding our comments, please do not hesitate to contact myself or Sid Ahuja (copied).

Warm regards,

Richa Dave, MCIP RPP (she/her)
Principal Planner
Sustainable Transportation & Strategic Initiatives, Transportation Division
Region of Peel
10 Peel Centre Drive, Suite B, 4th Floor

 **Region
of Peel**
working with you

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From: Saddi, Asha <asha.saddi@peelregion.ca>
Sent: February 14, 2022 10:18 AM
To: Dave, Richa <richa.dave@peelregion.ca>
Cc: Shea, Andrew <Andrew.Shea@hdrinc.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>; Ahlberg, Jason <Jason.Ahlberg@wsp.com>; Hinsperger, Kelsey <Kelsey.Hinsperger@wsp.com>; Ponce Vanelli, Italia <italia.ponce@peelregion.ca>; Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Subject: FW: Lakeshore Transportation Studies- BRT Study- Peel Region Review

Hi Richa,
See attached comments from Lyle.

Hi Brittany, please forward all correspondence for the Lakeshore Transportation Studies to Richa.

Thanks,

*Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Asha.Saddi@peelregion.ca*



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From: LeDrew, Lyle <lyle.ledrew@peelregion.ca>
Sent: February 11, 2022 9:18 PM
To: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Cc: Shea, Andrew <Andrew.Shea@hdrinc.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>; Ahlberg, Jason <Jason.Ahlberg@wsp.com>; Hinsperger, Kelsey <Kelsey.Hinsperger@wsp.com>; Ponce Vanelli, Italia <italia.ponce@peelregion.ca>; Saddi, Asha <asha.saddi@peelregion.ca>
Subject: RE: Lakeshore Transportation Studies- BRT Study- Peel Region Review

Brittany,

Thank you for providing us the opportunity to review and provide comments on the Lakeshore BRT Study. We offer the comments below:

- Section 4.9 (p. 54), Sanitary and Storm Sewers section

- Please add the following information regarding Peel Region's upcoming plans for installation of a new sewer line on Lakeshore Road East.
 - The Region of Peel is planning to install a new sanitary sewer line along the centre line of Lakeshore Road East from West Avenue to Beechwood Avenue. The new sanitary sewer line will be a 375 mm diameter line installed by open cut from West Avenue to Aviation Road. From Aviation Road to Beechwood Avenue, the new sanitary sewer line will be a 600 mm line installed within a 1200 mm diameter microtunnel. The Region of Peel is currently undertaking a Municipal Class Environmental Assessment for this project. The construction of this new sanitary sewer line is planned for 2023, and the project team will continue to coordinate with the Region of Peel throughout detailed design.
- Appendix K – Utility Conflict Plan
 - Given the two current project schedules (Peel Region Lakeshore Road Sanitary Line construction starting in 2023, Mississauga BRT utility relocations starting in 2024), the new pipeline in Lakeshore should be treated as a planned existing condition. It should be built by the time the Mississauga BRT utility relocations begin.
 - To facilitate accurate planning for utility relocations, please add the proposed Peel Region sanitary line on Lakeshore Road East to the Utility Conflict Plan. We've attached a marked up plan showing the alignment.

If you have questions or require additional information, please contact me anytime to discuss.

Lyle LeDrew C.E.T.

Project Manager, Engineering
Wastewater Collection and Conveyance
Engineering Services Division
Public Works
Region of Peel
10 Peel Centre Dr., suite B, 4th Floor
Brampton, ON L6T 4B9
Office: 905-791-7800 x 7836
Mobile: 416-573-0263



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From: Zhang, Brittany <Brittany.Zhang@hdrinc.com>

Sent: January 21, 2022 5:48 PM

To: Saddi, Asha <asha.saddi@peelregion.ca>; LeDrew, Lyle <lyle.ledrew@peelregion.ca>; Ponce Vanelli, Italia <italia.ponce@peelregion.ca>

Cc: Shea, Andrew <Andrew.Shea@hdrinc.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>
Subject: Lakeshore Transportation Studies- BRT Study- Peel Region Review


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Hello everyone,

As you may remember, HDR is working with The City of Mississauga on three Environmental Assessments as part of the overall Lakeshore Transportation Studies, one of which is the Bus Rapid Transit Study.

As the Bus Rapid Transit TPAP Study progresses, HDR now has a draft Environmental Project Report and appendices ready for review.

Please see the attached cover letter for more details on the project.

The draft EPR and appendices can be downloaded using this link ( [20220121_Peel](#)) for your review.

Please let me know if you would like an alternative version (e.g. physical copy) of the report or if you have trouble accessing the link.

If possible, we would greatly appreciate if you could provide the results of your review by **February 11, 2022**.

Thank you!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

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-LAEmHhHzdJzBITWfa4Hgs7pbKl

From: Gino Dela Cruz <gino.delacruz@mississauga.ca>
Sent: Thursday, June 30, 2022 10:47 AM
To: 'Smith, Neal'
Cc: Zhang, Brittany
Subject: FW: Lakeshore Transportation Studies- BRT Study- Peel Region Review_ Revised EPR+Appendices
Attachments: [LTS TPAP EPR Rev01_Peel comment tracker.xlsx](#)
Categories: To file

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Hi Neal – please see correspondence below which you should have been copied on for the Lakeshore BRT. I will ask our consultant to revise our contact list with you as the main point of contact for Peel.

Thanks and have a good long weekend.

Gino

From: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Sent: June 29, 2022 3:18 PM
To: Dave, Richa <richa.dave@peelregion.ca>
Cc: Ahuja, Sidharth <sidharth.ahuja@peelregion.ca>; Detaramani, Tina <tina.detaramani@peelregion.ca>; Gino Dela Cruz <gino.delacruz@mississauga.ca>; Shea, Andrew <Andrew.Shea@hdrinc.com>; Ahlberg, Jason <jason.Ahlberg@wsp.com>; Kelsey.Hinsperger@wsp.com
Subject: RE: Lakeshore Transportation Studies- BRT Study- Peel Region Review_ Revised EPR+Appendices

Hi Richa,

We have drafted responses to Peel Region’s comments received on February 15 from the first technical review of the Lakeshore BRT Project Environmental Project Report, comments and responses are logged in the attached comment tracker.

The revised draft Environmental Project Report and appendices can be downloaded **via this link** (<https://we.tl/t-0AsvBdMwvp>) for Peel Region’s review.

Please let us know if you have any further comments on the materials circulated, ideally by **July 20.**

Thank you!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Dave, Richa <richa.dave@peelregion.ca>
Sent: Tuesday, February 15, 2022 10:05 AM
To: Gino Dela Cruz <gino.delacruz@mississauga.ca>
Cc: Zhang, Brittany <Brittany.Zhang@hdrinc.com>; Ahuja, Sidharth <sidharth.ahuja@peelregion.ca>; Detaramani, Tina <tina.detaramani@peelregion.ca>; Shea, Andrew <Andrew.Shea@hdrinc.com>; Ahlberg, Jason <jason.Ahlberg@wsp.com>; Kelsey.Hinsperger@wsp.com
Subject: RE: Lakeshore Transportation Studies- BRT Study- Peel Region Review_Richa

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Good morning Gino,

Thank you for the opportunity to review and comment on the Draft EPR for the Lakeshore BRT. Regional staff have reviewed the materials provided and offer the attached comments.

Should you have any questions regarding our comments, please do not hesitate to contact myself or Sid Ahuja (copied).

Warm regards,

Richa Dave, MCIP RPP (she/her)

Principal Planner

Sustainable Transportation & Strategic Initiatives, Transportation Division

Region of Peel

10 Peel Centre Drive, Suite B, 4th Floor



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From: Saddi, Asha <asha.saddi@peelregion.ca>
Sent: February 14, 2022 10:18 AM
To: Dave, Richa <richa.dave@peelregion.ca>
Cc: Shea, Andrew <Andrew.Shea@hdrinc.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>; Ahlberg, Jason <Jason.Ahlberg@wsp.com>; Hinsperger, Kelsey <Kelsey.Hinsperger@wsp.com>; Ponce Vanelli, Italia <italia.ponce@peelregion.ca>; Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Subject: FW: Lakeshore Transportation Studies- BRT Study- Peel Region Review

Hi Richa,
See attached comments from Lyle.

Hi Brittany, please forward all correspondence for the Lakeshore Transportation Studies to Richa.

Thanks,

Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Asha.Saddi@peelregion.ca



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From: LeDrew, Lyle <lyle.ledrew@peelregion.ca>
Sent: February 11, 2022 9:18 PM
To: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Cc: Shea, Andrew <Andrew.Shea@hdrinc.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>; Ahlberg, Jason <Jason.Ahlberg@wsp.com>; Hinsperger, Kelsey <Kelsey.Hinsperger@wsp.com>; Ponce Vanelli, Italia <italia.ponce@peelregion.ca>; Saddi, Asha <asha.saddi@peelregion.ca>
Subject: RE: Lakeshore Transportation Studies- BRT Study- Peel Region Review

Brittany,

Thank you for providing us the opportunity to review and provide comments on the Lakeshore BRT Study. We offer the comments below:

- Section 4.9 (p. 54), Sanitary and Storm Sewers section
 - Please add the following information regarding Peel Region's upcoming plans for installation of a new sewer line on Lakeshore Road East.
 - The Region of Peel is planning to install a new sanitary sewer line along the centre line of Lakeshore Road East from West Avenue to Beechwood Avenue. The new sanitary sewer line will be a 375 mm diameter line installed by open cut from West Avenue to Aviation Road. From Aviation Road to Beechwood Avenue, the new sanitary sewer line will be a 600 mm line installed within a 1200 mm diameter microtunnel. The Region of Peel is currently undertaking a Municipal Class Environmental Assessment for this project. The construction of this new sanitary sewer line is planned for 2023, and the project team will continue to coordinate with the Region of Peel throughout detailed design.

- Appendix K – Utility Conflict Plan
 - Given the two current project schedules (Peel Region Lakeshore Road Sanitary Line construction starting in 2023, Mississauga BRT utility relocations starting in 2024), the new pipeline in Lakeshore should be treated as a planned existing condition. It should be built by the time the Mississauga BRT utility relocations begin.
 - To facilitate accurate planning for utility relocations, please add the proposed Peel Region sanitary line on Lakeshore Road East to the Utility Conflict Plan. We've attached a marked up plan showing the alignment.

If you have questions or require additional information, please contact me anytime to discuss.

Lyle LeDrew C.E.T.

Project Manager, Engineering
Wastewater Collection and Conveyance
Engineering Services Division
Public Works
Region of Peel
10 Peel Centre Dr., suite B, 4th Floor
Brampton, ON L6T 4B9
Office: 905-791-7800 x 7836
Mobile: 416-573-0263



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From: Zhang, Brittany <Brittany.Zhang@hdrinc.com>

Sent: January 21, 2022 5:48 PM

To: Saddi, Asha <asha.saddi@peelregion.ca>; LeDrew, Lyle <lyle.ledrew@peelregion.ca>; Ponce Vanelli, Italia <italia.ponce@peelregion.ca>

Cc: Shea, Andrew <Andrew.Shea@hdrinc.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>

Subject: Lakeshore Transportation Studies- BRT Study- Peel Region Review


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Hello everyone,

As you may remember, HDR is working with The City of Mississauga on three Environmental Assessments as part of the overall Lakeshore Transportation Studies, one of which is the Bus Rapid Transit Study.

As the Bus Rapid Transit TPAP Study progresses, HDR now has a draft Environmental Project Report and appendices ready for review.

Please see the attached cover letter for more details on the project.

The draft EPR and appendices can be downloaded using this link ( [20220121 Peel](#)) for your review.

Please let me know if you would like an alternative version (e.g. physical copy) of the report or if you have trouble accessing the link.

If possible, we would greatly appreciate if you could provide the results of your review by **February 11, 2022**.

Thank you!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Hinsperger, Kelsey <Kelsey.Hinsperger@wsp.com>
Sent: Tuesday, May 3, 2022 3:03 PM
To: Shea, Andrew
Cc: Jerry Che; Gino Dela Cruz; Leyburne, Troy; LeDrew, Lyle; Templeton, Heather; Ning, Angie; 10299896_D_Lakeshore_TPAP_EA; Construction.Act_TWRT0; Erwin, Tara; Zhang, Brittany
Subject: RE: Peel Region Comments - Lakeshore BRT Study_2
Categories: To file

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Great; thanks for the follow up Andrew!



Kelsey Hinsperger, PMP

Project Manager
Conveyance
Pronouns (she/her)

M+ 1 226-220-0590

From: Shea, Andrew <Andrew.Shea@hdrinc.com>
Sent: May 3, 2022 2:39 PM
To: Hinsperger, Kelsey <Kelsey.Hinsperger@wsp.com>
Cc: Jerry Che <Jerry.Che@mississauga.ca>; Gino Dela Cruz <gino.delacruz@mississauga.ca>; Leyburne, Troy <troy.leyburne@peelregion.ca>; LeDrew, Lyle <lyle.ledrew@peelregion.ca>; Templeton, Heather <Heather.Templeton@hdrinc.com>; Ning, Angie <Angie.Ning@hdrinc.com>; 10299896_D_Lakeshore_TPAP_EA <10299896_D_Lakeshore_TPAP_EA@hdrinc.com>; Construction.Act_TWRT0 <Construction.Act_TWRT0@mississauga.ca>; Erwin, Tara <tara.erwin@hdrinc.com>; Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Subject: RE: Peel Region Comments - Lakeshore BRT Study

Hi Kelsey,

Thanks for following-up.

The text regarding the planned sewer works has been incorporated into the revised draft Environmental Project Report, which continues to develop and will be circulated back to the Region for review when complete.

Regarding the utility conflict plan, we have incorporated the proposed Peel works in an updated utility plan (attached). The change was not made in advance of the March 7th circulation, but is in the current version and will be included in the planning of any utility works for the project.

Hope this helps clarify things, but if you would like to discuss further, please feel free to give me a shout.

Thanks,
Andrew

Andrew Shea, P. Eng.
Senior Project Manager, Transportation Planning

HDR
300 Richmond Road
Ottawa, Ontario K1Z 6X6
D 613-907-7349
Andrew.Shea@hdrinc.com

hdrinc.com/follow-us

From: Hinsperger, Kelsey <Kelsey.Hinsperger@wsp.com>
Sent: Monday, May 2, 2022 2:50 PM
To: Shea, Andrew <Andrew.Shea@hdrinc.com>
Cc: Jerry Che <Jerry.Che@mississauga.ca>; Gino Dela Cruz <gino.delacruz@mississauga.ca>; Leyburne, Troy <troy.leyburne@peelregion.ca>; LeDrew, Lyle <lyle.ledrew@peelregion.ca>
Subject: Peel Region Comments - Lakeshore BRT Study

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Hi Andrew,

I'm just following up on some coordination that may be helpful between our two teams. I'm working on an environmental assessment for Peel Region for the Beach Street Diversion. The scope is generally be a large microtunnelled pipe in the middle of Lakeshore Road directly west of your project to be installed in 2023. While the two projects don't directly overlap, we would like to see our linework incorporated into the utility conflict map. We wouldn't want any utilities to be relocated to a location that conflicts with our proposed pipe.

We submitted the comments below to HDR back in February, but noted that they didn't appear to have been incorporated in the version of the drawings that came out on March 7 (see attached emails). If you didn't receive these, could you please incorporate these comments into your project plans and documents?

- Section 4.9 (p. 54), Sanitary and Storm Sewers section
 - Please add the following information regarding Peel Region's upcoming plans for installation of a new sewer line on Lakeshore Road East.
 - The Region of Peel is planning to install a new sanitary sewer line along the centre line of Lakeshore Road East from West Avenue to Beechwood Avenue. The new sanitary sewer line will be a 375 mm diameter line installed by open cut from West Avenue to Aviation Road. From Aviation Road to Beechwood Avenue, the new sanitary sewer line will be a 600 mm line installed within a 1200 mm diameter microtunnel. The Region of Peel is currently

undertaking a Municipal Class Environmental Assessment for this project. The construction of this new sanitary sewer line is planned for 2023, and the project team will continue to coordinate with the Region of Peel throughout detailed design.

- Appendix K – Utility Conflict Plan
 - Given the two current project schedules (Peel Region Lakeshore Road Sanitary Line construction starting in 2023, Mississauga BRT utility relocations starting in 2024), the new pipeline in Lakeshore should be treated as a planned existing condition. It should be built by the time the Mississauga BRT utility relocations begin.
 - To facilitate accurate planning for utility relocations, please add the proposed Peel Region sanitary line on Lakeshore Road East to the Utility Conflict Plan. We've attached a marked up plan showing the alignment.

We would be happy to have a quick call if you'd rather talk through the coordination. Mainly we just want to make sure you received our comments and are incorporating them.

Thank you!



Kelsey Hinsperger, PMP

Project Manager

Conveyance

Pronouns (she/her)

T+ 226-220-0590

WSP Canada Inc.
582 Lancaster Street West
Kitchener, Ontario
N2K 1M3 Canada

wsp.com

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From: Ahlberg, Jason <Jason.Ahlberg@wsp.com>
Sent: Thursday, February 10, 2022 9:09 AM
To: Zhang, Brittany
Subject: RE: Lakeshore Transportation Studies- BRT Study- Peel Region Review_4

Categories: To file

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Hi Brittany,

WSP has reviewed the information and provided some comments to the Region regarding our current project to construct a new sewer on Lakeshore. The sewer will be constructed between West Ave. and Beechwood Ave. The Region's PM (Lyle LeDrew) indicated to us yesterday that he would review the comments and then forward them on directly to you. I expect this to occur soon, but let us know if you want us to follow up with him.

Regards,



Jason Ahlberg, P. Eng., PMP

Project Engineer
Conveyance

T+ 1 289-982-4391

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

wsp.com

From: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Sent: Wednesday, February 09, 2022 11:11 AM
To: Ahlberg, Jason <Jason.Ahlberg@wsp.com>
Subject: RE: Lakeshore Transportation Studies- BRT Study- Peel Region Review

Hi Jason,

I just wanted to follow up on my previous email and see if the Region has any comments on the draft EPR and appendices that was circulated last month.

If so, we would really appreciate it if you could provide your comments by the end of this week.

Thank you!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Ahlberg, Jason <Jason.Ahlberg@wsp.com>
Sent: Wednesday, January 26, 2022 10:20 AM
To: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Subject: RE: Lakeshore Transportation Studies- BRT Study- Peel Region Review_3

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Thanks Brittany. I was able to successfully download the files.

Regards,



Jason Ahlberg, P. Eng., PMP

Project Engineer
Conveyance


T+ 1 289-982-4391

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

wsp.com

From: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Sent: Tuesday, January 25, 2022 5:47 PM
To: LeDrew, Lyle <lyle.ledrew@peelregion.ca>
Cc: Ahlberg, Jason <Jason.Ahlberg@wsp.com>
Subject: RE: Lakeshore Transportation Studies- BRT Study- Peel Region Review

Yea for sure.

Jason, you should have access now ( [20220121 Peel](#)).

Let me know if it's not working.

Thanks!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: LeDrew, Lyle <lyle.ledrew@peelregion.ca>
Sent: Tuesday, January 25, 2022 5:44 PM
To: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Cc: Ahlberg, Jason <Jason.Ahlberg@wsp.com>
Subject: RE: Lakeshore Transportation Studies- BRT Study- Peel Region Review

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Brittany,

Can you please provide access to the link below to WSP (Jason Ahlberg cc'ed on this email) so that they may review the BRT study?

WSP is working with the Region of Peel to design and construct a new sanitary sewer diversion project along Lakeshore wo want to ensure they have as much information on the BRT as possible.

Thank you

Lyle LeDrew C.E.T.
Project Manager, Engineering
Wastewater Collection and Conveyance
Engineering Services Division
Public Works
Region of Peel
10 Peel Centre Dr., suite B, 4th Floor
Brampton, ON L6T 4B9
Office: 905-791-7800 x 7836
Mobile: 416-573-0263



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From: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Sent: January 21, 2022 5:48 PM
To: Saddi, Asha <asha.saddi@peelregion.ca>; LeDrew, Lyle <lyle.ledrew@peelregion.ca>; Ponce Vanelli, Italia <italia.ponce@peelregion.ca>
Cc: Shea, Andrew <Andrew.Shea@hdrinc.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>
Subject: Lakeshore Transportation Studies- BRT Study- Peel Region Review

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Hello everyone,

As you may remember, HDR is working with The City of Mississauga on three Environmental Assessments as part of the overall Lakeshore Transportation Studies, one of which is the Bus Rapid Transit Study.

As the Bus Rapid Transit TPAP Study progresses, HDR now has a draft Environmental Project Report and appendices ready for review.
Please see the attached cover letter for more details on the project.

The draft EPR and appendices can be downloaded using this link ( [20220121_Peel](#)) for your review.

Please let me know if you would like an alternative version (e.g. physical copy) of the report or if you have trouble accessing the link.

If possible, we would greatly appreciate if you could provide the results of your review by **February 11, 2022**.

Thank you!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

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-LAEmHhHzdJzBITWfa4Hgs7pbKl

From: Saddi, Asha <asha.saddi@peelregion.ca>
Sent: Monday, January 24, 2022 8:59 AM
To: Zhang, Brittany; Dave, Richa
Cc: Shea, Andrew; Gino Dela Cruz; LeDrew, Lyle; Ponce Vanelli, Italia
Subject: RE: Lakeshore Transportation Studies- BRT Study- Peel Region Review

Categories: To file

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Good Morning Brittany,
Thank you for your email and the attached Notice. Richa Dave is the lead from the Region on this project. Please forward future communications on this project to Richa. Richa is copied on this email.

Thanks,

*Asha Saddi, BA(Hons), PMP
Technical Analyst, Infrastructure Programming & Studies
Transportation Division
Public Works, Region of Peel
Asha.Saddi@peelregion.ca*



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From: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Sent: January 21, 2022 5:48 PM
To: Saddi, Asha <asha.saddi@peelregion.ca>; LeDrew, Lyle <lyle.ledrew@peelregion.ca>; Ponce Vanelli, Italia <italia.ponce@peelregion.ca>
Cc: Shea, Andrew <Andrew.Shea@hdrinc.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>
Subject: Lakeshore Transportation Studies- BRT Study- Peel Region Review


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Hello everyone,

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Please let me know if you would like an alternative version (e.g. physical copy) of the report or if you have trouble accessing the link.

If possible, we would greatly appreciate if you could provide the results of your review by **February 11, 2022**.

Thank you!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

Agency Emails

City of Toronto

From: Joshua Bassett <Joshua.Bassett@toronto.ca>
Sent: Friday, July 22, 2022 4:31 PM
To: Zhang, Brittany
Subject: RE: LTS- BRT Study- TO review_Revised EPR+Appendices_3

Categories: To file

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Brittany,

See my reply to your response below. **(highlighted in yellow).**

Regards,

Josh

From: Zhang, Brittany [mailto:Brittany.Zhang@hdrinc.com]
Sent: July 22, 2022 1:10 PM
To: Joshua Bassett <Joshua.Bassett@toronto.ca>
Cc: Shea, Andrew <Andrew.Shea@hdrinc.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>
Subject: RE: LTS- BRT Study- TO review_Revised EPR+Appendices

Hi Josh,

Following up on the City of Toronto's review of the revised draft EPR that was submitted on June 29, could you let us know at your earliest convenience if the City has any comments on this submission?
Link to download: <https://we.tl/t-cHsyB2yXWZ>

Thank you!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Zhang, Brittany
Sent: Wednesday, June 29, 2022 4:13 PM
To: Joshua Bassett <Joshua.Bassett@toronto.ca>
Cc: Shea, Andrew <Andrew.Shea@hdrinc.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>
Subject: RE: LTS- BRT Study- TO review_Revised EPR+Appendices

Hi Josh,

We have been working on a revised draft Environmental Project Report for the Lakeshore BRT project. The revised EPR and Appendices can be downloaded via this link (<https://we.tl/t-d1AD1tNmZ6>) for the City's review.

Your comments received on February 11 are responded in red below.

Please let us know if you have any further comments on the materials circulated, ideally by **July 20.**

Thank you!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Joshua Bassett <Joshua.Bassett@toronto.ca>
Sent: Friday, February 11, 2022 7:54 PM
To: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Subject: RE: Lakeshore Transportation Studies- BRT Study- City of Toronto Review_Comments

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Brittany,

- I have noted that median transit only lanes are not proposed to extend the entirety of the corridor and thus the transit way and express buses can merge back into general purpose lanes prior to crossing into the City of Toronto---Will there be a multimodal forecast conducted at intersections prior to/proximate to the Long Branch GO; so we can understand how increased bus service(not infrastructure) might impact operations within our jurisdiction? I imagine that impacts will be negligible. Will this be part of the PDBC?
A micro-simulation analysis was conducted for Long Branch and the results shared with the City of Toronto on June 14. No further comments received
- I imagine roles and responsibilities for the implementation and operations along the corridor will be refined through the business case development and analysis?
 - I assume engagement for the deliverability and operations considerations will occur as you develop the Preliminary Design Business Case and as the project advances?
No preliminary design business case is proposed as part of the current study. The City will be responsible for the implementation, operation, and maintenance of the proposed BRT facility. No BRT infrastructure is proposed for Toronto here. Please clarify? The route that is proposed to operate in our jurisdiction is a very small section in mixed traffic. Do you mean routes operated by the TTC that extend into Peel Region using this infrastructure? Additional Bays at Long Branch? Traffic Signal upgrades?

Regards,

Josh

Joshua Bassett

Senior Planner, Transportation Planning
City of Toronto
City Planning, Etobicoke York District
2 Civic Centre Court, 3rd Floor
Toronto ON M9C 5A3

Tel: 416-394-8217

Fax: 416-394-6063

joshua.bassett@toronto.ca

From: Zhang, Brittany [<mailto:Brittany.Zhang@hdrinc.com>]

Sent: February 9, 2022 11:10 AM

To: Joshua Bassett <Joshua.Bassett@toronto.ca>; Alan Filipuzzi <Alan.Filipuzzi@toronto.ca>

Subject: RE: Lakeshore Transportation Studies- BRT Study- City of Toronto Review

Hi Josh and Alan,

I just wanted to follow up on my previous email and see if the City has any comments on the draft EPR and appendices that was circulated last month.

If so, we would really appreciate it if you could provide your comments by the end of this week.

Thank you!

Brittany Zhang,

Transportation planner

D 416.825.0255

Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Zhang, Brittany

Sent: Monday, January 24, 2022 2:29 PM

To: Joshua Bassett <Joshua.Bassett@toronto.ca>; Alan Filipuzzi <Alan.Filipuzzi@toronto.ca>

Cc: Shea, Andrew <Andrew.Shea@hdrinc.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>; Stella

Gustavson <Stella.Gustavson@toronto.ca>

Subject: RE: Lakeshore Transportation Studies- BRT Study- City of Toronto Review

Thanks for letting me know Josh!

Hi Alan, I've changed the link setting to grant you access ([20220121_City of TO](#)) and re-attached the cover letter in case you wanted some background information on the project.

Thank you!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Joshua Bassett <Joshua.Bassett@toronto.ca>
Sent: Monday, January 24, 2022 2:25 PM
To: Zhang, Brittany <Brittany.Zhang@hdrinc.com>; Stella Gustavson <Stella.Gustavson@toronto.ca>; Alan Filipuzzi <Alan.Filipuzzi@toronto.ca>
Cc: Shea, Andrew <Andrew.Shea@hdrinc.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>
Subject: RE: Lakeshore Transportation Studies- BRT Study- City of Toronto Review

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Brittany,

Thank you for sending the draft EPR.

Alan Filipuzzi has taken over for Stella Gustavson. I have copied Alan on this email.

Regards,

Josh

Joshua Bassett

Senior Planner, Transportation Planning
City of Toronto
City Planning, Etobicoke York District
2 Civic Centre Court, 3rd Floor
Toronto ON M9C 5A3

Tel: 416-394-8217

Fax: 416-394-6063

joshua.bassett@toronto.ca


From: Zhang, Brittany [<mailto:Brittany.Zhang@hdrinc.com>]
Sent: January 21, 2022 5:40 PM
To: Stella Gustavson <Stella.Gustavson@toronto.ca>; Joshua Bassett <Joshua.Bassett@toronto.ca>
Cc: Shea, Andrew <Andrew.Shea@hdrinc.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>
Subject: Lakeshore Transportation Studies- BRT Study- City of Toronto Review

Hi Stella and Josh,

As you may remember, HDR is working with The City of Mississauga on three Environmental Assessments as part of the overall Lakeshore Transportation Studies, one of which is the Bus Rapid Transit Study.

As the Bus Rapid Transit TPAP Study progresses, HDR now has a draft Environmental Project Report and appendices ready for review.

Please see the attached cover letter for more details on the project.

The draft EPR and appendices can be downloaded using this link ( [20220121_City of TO](#)) for your review.

Please let me know if you would like an alternative version (e.g. physical copy) of the report or if you have trouble accessing the link.

If possible, we would greatly appreciate if you could provide the results of your review by **February 11, 2022**.

Thank you!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Joshua Bassett <Joshua.Bassett@toronto.ca>
Sent: Friday, February 11, 2022 7:54 PM
To: Zhang, Brittany
Subject: RE: Lakeshore Transportation Studies- BRT Study- City of Toronto Review_Comments

Categories: To file

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Brittany,

- I have noted that median transit only lanes are not proposed to extend the entirety of the corridor and thus the transit way and express buses can merge back into general purpose lanes prior to crossing into the City of Toronto---Will there be a multimodal forecast conducted at intersections prior to/proximate to the Long Branch GO; so we can understand how increased bus service(not infrastructure) might impact operations within our jurisdiction? I imagine that impacts will be negligible. Will this be part of the PDBC?
- I imagine roles and responsibilities for the implementation and operations along the corridor will be refined through the business case development and analysis?
 - I assume engagement for the deliverability and operations considerations will occur as you develop the Preliminary Design Business Case and as the project advances?

Regards,

Josh

Joshua Bassett

Senior Planner, Transportation Planning
City of Toronto
City Planning, Etobicoke York District
2 Civic Centre Court, 3rd Floor
Toronto ON M9C 5A3

Tel: 416-394-8217

Fax: 416-394-6063

joshua.bassett@toronto.ca

From: Zhang, Brittany [mailto:Brittany.Zhang@hdrinc.com]
Sent: February 9, 2022 11:10 AM

To: Joshua Bassett <Joshua.Bassett@toronto.ca>; Alan Filipuzzi <Alan.Filipuzzi@toronto.ca>
Subject: RE: Lakeshore Transportation Studies- BRT Study- City of Toronto Review

Hi Josh and Alan,

I just wanted to follow up on my previous email and see if the City has any comments on the draft EPR and appendices that was circulated last month.

If so, we would really appreciate it if you could provide your comments by the end of this week.

Thank you!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Zhang, Brittany
Sent: Monday, January 24, 2022 2:29 PM
To: Joshua Bassett <Joshua.Bassett@toronto.ca>; Alan Filipuzzi <Alan.Filipuzzi@toronto.ca>
Cc: Shea, Andrew <Andrew.Shea@hdrinc.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>; Stella Gustavson <Stella.Gustavson@toronto.ca>
Subject: RE: Lakeshore Transportation Studies- BRT Study- City of Toronto Review

Thanks for letting me know Josh!

Hi Alan, I've changed the link setting to grant you access ([20220121_City of TO](#)) and re-attached the cover letter in case you wanted some background information on the project.

Thank you!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Joshua Bassett <Joshua.Bassett@toronto.ca>
Sent: Monday, January 24, 2022 2:25 PM
To: Zhang, Brittany <Brittany.Zhang@hdrinc.com>; Stella Gustavson <Stella.Gustavson@toronto.ca>;

Alan Filipuzzi <Alan.Filipuzzi@toronto.ca>

Cc: Shea, Andrew <Andrew.Shea@hdrinc.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>

Subject: RE: Lakeshore Transportation Studies- BRT Study- City of Toronto Review

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Hi Brittany,

Thank you for sending the draft EPR.

Alan Filipuzzi has taken over for Stella Gustavson. I have copied Alan on this email.

Regards,

Josh

Joshua Bassett

Senior Planner, Transportation Planning
City of Toronto

City Planning, Etobicoke York District
2 Civic Centre Court, 3rd Floor
Toronto ON M9C 5A3

Tel: 416-394-8217

Fax: 416-394-6063

joshua.bassett@toronto.ca

From: Zhang, Brittany [<mailto:Brittany.Zhang@hdrinc.com>]

Sent: January 21, 2022 5:40 PM

To: Stella Gustavson <Stella.Gustavson@toronto.ca>; Joshua Bassett <Joshua.Bassett@toronto.ca>

Cc: Shea, Andrew <Andrew.Shea@hdrinc.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>


Subject: Lakeshore Transportation Studies- BRT Study- City of Toronto Review

Hi Stella and Josh,

As you may remember, HDR is working with The City of Mississauga on three Environmental Assessments as part of the overall Lakeshore Transportation Studies, one of which is the Bus Rapid Transit Study.

As the Bus Rapid Transit TPAP Study progresses, HDR now has a draft Environmental Project Report and appendices ready for review.

Please see the attached cover letter for more details on the project.

The draft EPR and appendices can be downloaded using this link ( [20220121_City of TO](#)) for your review.

Please let me know if you would like an alternative version (e.g. physical copy) of the report or if you have trouble accessing the link.

If possible, we would greatly appreciate if you could provide the results of your review by **February 11, 2022**.

Thank you!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Joshua Bassett <Joshua.Bassett@toronto.ca>
Sent: Wednesday, February 9, 2022 11:18 AM
To: Zhang, Brittany; Alan Filipuzzi
Subject: RE: Lakeshore Transportation Studies- BRT Study- City of Toronto Review_2

Categories: To file

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Brittany,

I will send you comments for end of week.

Josh

From: Zhang, Brittany [mailto:Brittany.Zhang@hdrinc.com]
Sent: February 9, 2022 11:10 AM
To: Joshua Bassett <Joshua.Bassett@toronto.ca>; Alan Filipuzzi <Alan.Filipuzzi@toronto.ca>
Subject: RE: Lakeshore Transportation Studies- BRT Study- City of Toronto Review

Hi Josh and Alan,

I just wanted to follow up on my previous email and see if the City has any comments on the draft EPR and appendices that was circulated last month.

If so, we would really appreciate it if you could provide your comments by the end of this week.

Thank you!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Zhang, Brittany
Sent: Monday, January 24, 2022 2:29 PM
To: Joshua Bassett <Joshua.Bassett@toronto.ca>; Alan Filipuzzi <Alan.Filipuzzi@toronto.ca>
Cc: Shea, Andrew <Andrew.Shea@hdrinc.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>; Stella Gustavson <Stella.Gustavson@toronto.ca>
Subject: RE: Lakeshore Transportation Studies- BRT Study- City of Toronto Review

Thanks for letting me know Josh!

Hi Alan, I've changed the link setting to grant you access ([20220121_City of TO](#)) and re-attached the cover letter in case you wanted some background information on the project.

Thank you!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Joshua Bassett <Joshua.Bassett@toronto.ca>
Sent: Monday, January 24, 2022 2:25 PM
To: Zhang, Brittany <Brittany.Zhang@hdrinc.com>; Stella Gustavson <Stella.Gustavson@toronto.ca>; Alan Filipuzzi <Alan.Filipuzzi@toronto.ca>
Cc: Shea, Andrew <Andrew.Shea@hdrinc.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>
Subject: RE: Lakeshore Transportation Studies- BRT Study- City of Toronto Review

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Hi Brittany,

Thank you for sending the draft EPR.

Alan Filipuzzi has taken over for Stella Gustavson. I have copied Alan on this email.

Regards,

Josh

Joshua Bassett

Senior Planner, Transportation Planning
City of Toronto
City Planning, Etobicoke York District
2 Civic Centre Court, 3rd Floor
Toronto ON M9C 5A3

Tel: 416-394-8217
Fax: 416-394-6063
joshua.bassett@toronto.ca

From: Zhang, Brittany [<mailto:Brittany.Zhang@hdrinc.com>]

Sent: January 21, 2022 5:40 PM

To: Stella Gustavson <Stella.Gustavson@toronto.ca>; Joshua Bassett <Joshua.Bassett@toronto.ca>

Cc: Shea, Andrew <Andrew.Shea@hdrinc.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>


Subject: Lakeshore Transportation Studies- BRT Study- City of Toronto Review

Hi Stella and Josh,

As you may remember, HDR is working with The City of Mississauga on three Environmental Assessments as part of the overall Lakeshore Transportation Studies, one of which is the Bus Rapid Transit Study.

As the Bus Rapid Transit TPAP Study progresses, HDR now has a draft Environmental Project Report and appendices ready for review.

Please see the attached cover letter for more details on the project.

The draft EPR and appendices can be downloaded using this link ( [20220121 City of TO](#)) for your review.

Please let me know if you would like an alternative version (e.g. physical copy) of the report or if you have trouble accessing the link.

If possible, we would greatly appreciate if you could provide the results of your review by **February 11, 2022**.

Thank you!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

Agency Emails

Toronto and Region Conservation Authority

From: Shirin Varzgani <Shirin.Varzgani@trca.ca>
Sent: Friday, July 22, 2022 2:43 PM
To: Zhang, Brittany
Cc: Shea, Andrew; Beth Williston; Gino Dela Cruz; Suzanne Bevan; Alistair Jolly; Brandon Hester; Victoria Kramkowski
Subject: RE: CFN 65182 - LTS - TRCA Response to Draft EPR_ Revised EPR+Appendices_3

Categories: To file

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Brittany,

I was away on my vacation when you submitted the revised draft EPR for the above-noted project on June 29, 2022. I will followup with our staff (Kristen Sullivan) regarding this submission. Kristen is away today and will be returning on Monday, I will update you regarding the review status on Monday. Thank you and regards, Shirin

From: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Sent: July 22, 2022 2:17 PM
To: Shirin Varzgani <Shirin.Varzgani@trca.ca>
Cc: Shea, Andrew <Andrew.Shea@hdrinc.com>; Beth Williston <Beth.Williston@trca.ca>; Gino Dela Cruz <gino.delacruz@mississauga.ca>; Suzanne Bevan <Suzanne.Bevan@trca.ca>; Alistair Jolly <Alistair.Jolly@trca.ca>; Trina Seguin <Trina.Seguin@trca.ca>; Brandon Hester <Brandon.Hester@trca.ca>; Victoria Kramkowski <Victoria.Kramkowski@trca.ca>
Subject: RE: CFN 65182 - LTS - TRCA Response to Draft EPR_ Revised EPR+Appendices

Hi Shirin,

Following up on the TRCA's review of the revised draft EPR that was submitted on June 29, could you let us know at your earliest convenience if the TRCA has any comments on this submission?

Link to download: <https://we.tl/t-IOETjg5Ach>

Happy weekend,

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Zhang, Brittany
Sent: Wednesday, June 29, 2022 4:23 PM

To: Shirin Varzgani <Shirin.Varzgani@trca.ca>; Gino Dela Cruz <gino.delacruz@mississauga.ca>
Cc: Shea, Andrew <Andrew.Shea@hdrinc.com>; Beth Williston <Beth.Williston@trca.ca>; Suzanne Bevan <Suzanne.Bevan@trca.ca>; Alistair Jolly <Alistair.Jolly@trca.ca>; Trina Seguin <Trina.Seguin@trca.ca>; Brandon Hester <Brandon.Hester@trca.ca>; Victoria Kramkowski <Victoria.Kramkowski@trca.ca>

Subject: RE: CFN 65182 - LTS - TRCA Response to Draft EPR_ Revised EPR+Appendices

Hi Shirin,

We have drafted responses to TRCA's comments received on February 4 from the first technical review of the Lakeshore BRT Project Environmental Project Report, comments and responses are logged in the attached comment tracker.

The revised draft Environmental Project Report and appendices can be downloaded **via this link** (<https://we.tl/t-d1AD1tNmZ6>) for TRCA's review.

Could we ask that TRCA staff prioritize the review of the draft drainage report (in Appendix D of the EPR package), and provide comments at your earliest convenience?

Please let us know if you have any further comments on the materials circulated, ideally by **July 20.**

Thank you!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Shirin Varzgani <Shirin.Varzgani@trca.ca>
Sent: Friday, February 4, 2022 4:04 PM
To: Gino Dela Cruz <gino.delacruz@mississauga.ca>
Cc: Shea, Andrew <Andrew.Shea@hdrinc.com>; Kilis, Jakub <jakub.kilis@cvc.ca>; Beth Williston <Beth.Williston@trca.ca>; Suzanne Bevan <Suzanne.Bevan@trca.ca>; Alistair Jolly <Alistair.Jolly@trca.ca>; Trina Seguin <Trina.Seguin@trca.ca>; Brandon Hester <Brandon.Hester@trca.ca>; Victoria Kramkowski <Victoria.Kramkowski@trca.ca>; Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Subject: CFN 65182 - LTS - TRCA Response to Draft EPR

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Gino,

Please refer to the attached letter.

Should you have any questions, please do not hesitate to contact me

Thank you and regards,

Shirin Varzgani, MIP, MES (Pl.) (she, her, hers)

Senior Planner

Infrastructure Planning and Permits | Development and Engineering Services

T: (416) 661-6600 ext. 5785

E: shirin.varzgani@trca.ca

A: 101 Exchange Avenue, Vaughan, ON, L4K 5R6 | trca.ca



From: Shirin Varzgani <Shirin.Varzgani@trca.ca>
Sent: Wednesday, May 17, 2023 3:32 PM
To: Zhang, Brittany
Cc: Malfara, Nico
Subject: RE: CFN 65182 - LTS - TRCA Response to Draft EPR_ FINAL
Attachments: [Appendix A_CFN 65182 - Lakeshore BRT EA Study - Draft EPR Report Response_May 17-2023.docx](#); [Appendix A_CFN 65182 - Lakeshore BRT EA Study - Draft EPR Report Response_May 17-2023.pdf](#)

Categories: LTS file

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Brittany,

On April 28, 2023 and May 2, 2023, TRCA staff received the Proponent/Consultant response to TRCA Comments on Draft EPR and Appendices including Appendix A and link (non-working) to the Draft Drainage and Stormwater Management Report and link (working) to the Draft Drainage and Stormwater Management Report dated April 27, 2023 respectively. It is our understanding that the City of Mississauga has undertaken a Transit Project Assessment Process (TPAP) study for the for the Lakeshore Bus Rapid Transit Project (BRT) for segment of Lakeshore Road between Etobicoke Creek and East Avenue, in the City of Mississauga.

The proposed works are being undertaken in preparation of and to accommodate growth in the area by 2041 and beyond. The proposed works involves reconfiguration of Lakeshore Road to include exclusive BRT lanes, BRT stops, bike lanes, sidewalks, vehicular traffic lanes, curbs, improved accessibility features, illumination, signage/wayfinding/bus service information, fare payment machines, unique architectural treatments and landscaped boulevards.

TRCA staff has completed their review of the Proponent responses and the above-noted SWM Report. Please see the attachment for TRCA comments and sign off.

Should you have any questions, please do not hesitate to contact me.

Thank you and regards,

Shirin Varzgani, MIP, MES (Pl.) (she, her, hers)
Senior Planner
Infrastructure Planning and Permits | Development and Engineering Services

T: (437) 880-2429

E: shirin.varzgani@trca.ca

A: 101 Exchange Avenue, Vaughan, ON, L4K 5R6 | trca.ca



From: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Sent: Wednesday, May 17, 2023 10:52 AM
To: Shirin Varzgani <Shirin.Varzgani@trca.ca>
Cc: Malfara, Nico <Nico.Malfara@hdrinc.com>
Subject: RE: CFN 65182 - LTS - TRCA Response to Draft EPR_ Revised EPR+Appendices - TRCA Comments_Responses

Hi Shirin,

Following up on the review of responses for Comment #6, are there any updates?

Thanks!

Brittany Zhang, (she/her)
Transportation Planner

HDR
D 416.825.0255
brittany.zhang@hdrinc.com
hdrinc.com/follow-us

From: Shirin Varzgani <Shirin.Varzgani@trca.ca>
Sent: Thursday, May 4, 2023 1:58 PM
To: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Cc: Malfara, Nico <Nico.Malfara@hdrinc.com>
Subject: RE: CFN 65182 - LTS - TRCA Response to Draft EPR_ Revised EPR+Appendices - TRCA Comments_Responses

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Brittany,

I have circulated the documents to our technical staff, and is currently under review. Please note that we have service delivery timelines that we follow and based on this our technical staff requires the time to review. As such, yes, our Water Resources staff requires additional time to review and provide their comment n item #6.

I had a chat with our Archaeology staff and as per their review, item #7 remains outstanding. Should you wish to have a Teams call/meeting to discuss this item with our Archaeology staff, please let me know, I

will organize a meeting and provide you with some dates for archaeology staff availability. Please let me know.

Thank you,

Shirin Varzgani, MIP, MES (Pl.) (she, her, hers)
Senior Planner
Infrastructure Planning and Permits | Development and Engineering Services

T: (437) 880-2429

E: shirin.varzgani@trca.ca

A: 101 Exchange Avenue, Vaughan, ON, L4K 5R6 | trca.ca



From: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Sent: Thursday, May 4, 2023 12:47 PM
To: Shirin Varzgani <Shirin.Varzgani@trca.ca>
Cc: Malfara, Nico <Nico.Malfara@hdrinc.com>
Subject: RE: CFN 65182 - LTS - TRCA Response to Draft EPR_ Revised EPR+Appendices - TRCA Comments_Responses

Hi Shirin,

Checking in to see how the review of our responses is coming.

Let us know if the TRCA can provide confirmation by tomorrow or if some additional time is required.

Thanks!

Brittany Zhang, (she/her)

Transportation Planner

HDR

D 416.825.0255

brittany.zhang@hdrinc.com

hdrinc.com/follow-us

From: Zhang, Brittany
Sent: Tuesday, May 2, 2023 2:40 PM
To: Shirin Varzgani <Shirin.Varzgani@trca.ca>
Subject: RE: CFN 65182 - LTS - TRCA Response to Draft EPR_ Revised EPR+Appendices - TRCA Comments_Responses

Hi Shirin,

Sure thing, please try this one instead:  [230428_SWM and Drainage report](#).

Let me know if you run into anymore issues.

Thanks!

Brittany Zhang, (she/her)
Transportation Planner

HDR
D 416.825.0255
brittany.zhang@hdrinc.com
hdrinc.com/follow-us

From: Shirin Varzgani <Shirin.Varzgani@trca.ca>
Sent: Tuesday, May 2, 2023 2:08 PM
To: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Subject: RE: CFN 65182 - LTS - TRCA Response to Draft EPR_ Revised EPR+Appendices - TRCA Comments_Responses

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Brittany,

The link in your email below involving the SWM and Drainage Report is not working, please can you re-send it. Thank you, Shirin

Shirin Varzgani, MIP, MES (Pl.) (she, her, hers)
Senior Planner
Infrastructure Planning and Permits | Development and Engineering Services

T: (437) 880-2429
E: shirin.varzgani@trca.ca
A: [101 Exchange Avenue, Vaughan, ON, L4K 5R6](#) | trca.ca



From: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Sent: Friday, April 28, 2023 3:31 PM
To: Shirin Varzgani <Shirin.Varzgani@trca.ca>
Cc: Suzanne Bevan <Suzanne.Bevan@trca.ca>; Beth Williston <Beth.Williston@trca.ca>; Gino Dela Cruz <gino.delacruz@mississauga.ca>; Malfara, Nico <Nico.Malfara@hdrinc.com>; Eric Lee <eric.lee@mississauga.ca>; 10299896_D_Lakeshore_TPAP_EA <10299896_D_Lakeshore_TPAP_EA@hdrinc.com>
Subject: RE: CFN 65182 - LTS - TRCA Response to Draft EPR_ Revised EPR+Appendices - TRCA Comments_Responses

Hi Shirin,

Please see the attached Word document with our comment responses, I believe only comments **#6 and #7** were outstanding.

For TRCA's reference, the most recent SWM and Drainage Report can be accessed using this link:

 [230428 SWM and Drainage report](#)

Please let us know if the TRCA is satisfied with our responses, ideally by May 5.
Happy to set up a call to discuss further if needed.

Thank you!

Brittany Zhang, (she/her)

Transportation Planner

HDR

D 416.825.0255

brittany.zhang@hdrinc.com

hdrinc.com/follow-us

From: Shirin Varzgani <Shirin.Varzgani@trca.ca>
Sent: Tuesday, December 20, 2022 5:10 PM
To: Gino Dela Cruz <gino.delacruz@mississauga.ca>
Cc: Zhang, Brittany <Brittany.Zhang@hdrinc.com>; Shea, Andrew <Andrew.Shea@hdrinc.com>; Suzanne Bevan <Suzanne.Bevan@trca.ca>; Beth Williston <Beth.Williston@trca.ca>

Subject: RE: CFN 65182 - LTS - TRCA Response to Draft EPR_ Revised EPR+Appendices - TRCA Comments_2

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Gino,

Please see the attached TCA Response letter and Appendix A. Please do not hesitate to contact me should you have any questions.

Thank you and regards,

Shirin Varzgani, MIP, MES (PI.) (she, her, hers)
Senior Planner
Infrastructure Planning and Permits | Development and Engineering Services

T: (437) 880-2429

E: shirin.varzgani@trca.ca

A: [101 Exchange Avenue, Vaughan, ON, L4K 5R6](https://www.trca.ca) | [trca.ca](https://www.trca.ca)



From: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Sent: December 8, 2022 10:26 AM
To: Shirin Varzgani <Shirin.Varzgani@trca.ca>
Cc: Gino Dela Cruz <gino.delacruz@mississauga.ca>; Shea, Andrew <Andrew.Shea@hdrinc.com>
Subject: RE: CFN 65182 - LTS - TRCA Response to Draft EPR_ Revised EPR+Appendices - TRCA Comments

Thanks Shirin!

No, the SharePoint link does not expire ([20220729 LTS TPAP EPR Rev03](#)), but let me know if you run into any troubles with it.

Regards,

Brittany Zhang,
Transportation Planner

HDR
D 416.825.0255
brittany.zhang@hdrinc.com
[hdrinc.com/follow-us](https://www.hdrinc.com/follow-us)

From: Shirin Varzgani <Shirin.Varzgani@trca.ca>
Sent: Thursday, December 8, 2022 9:54 AM
To: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Cc: Gino Dela Cruz <gino.delacruz@mississauga.ca>
Subject: RE: CFN 65182 - LTS - TRCA Response to Draft EPR_ Revised EPR+Appendices - TRCA Comments

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Hi Brittany,

The above-noted submission is currently under review and it may not be possible to provide our comments by tomorrow, Dec 9. We are working on it.

Also, does the link with the submission material have an expiry date on it? I have been trying to access it – just to see if I may have missed downloading.

Thank you,

Shirin

From: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Sent: December 6, 2022 9:51 AM
To: Shirin Varzgani <Shirin.Varzgani@trca.ca>
Cc: Suzanne Bevan <Suzanne.Bevan@trca.ca>; Shea, Andrew <Andrew.Shea@hdrinc.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>; Alistair Jolly <Alistair.Jolly@trca.ca>; Brandon Hester <Brandon.Hester@trca.ca>; Victoria Kramkowski <Victoria.Kramkowski@trca.ca>; 10299896_D_Lakeshore_TPAP_EA@hdrinc.com; Construction.Act_TWRTO@mississauga.ca
Subject: RE: CFN 65182 - LTS - TRCA Response to Draft EPR_ Revised EPR+Appendices - TRCA Comments

Good morning Shirin,

Following up on the TRCA's review of the latest comment responses.

Please let us know if the TRCA could provide confirmation by Dec 9.

Thank you!

Brittany Zhang,
Transportation Planner

HDR
D 416.825.0255
brittany.zhang@hdrinc.com

From: Zhang, Brittany
Sent: Tuesday, November 22, 2022 12:33 PM
To: Shirin Varzgani <Shirin.Varzgani@trca.ca>
Cc: Suzanne Bevan <Suzanne.Bevan@trca.ca>; Shea, Andrew <Andrew.Shea@hdrinc.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>; Alistair Jolly <Alistair.Jolly@trca.ca>; Brandon Hester <Brandon.Hester@trca.ca>; Victoria Kramkowski <Victoria.Kramkowski@trca.ca>; 10299896_D_Lakeshore_TPAP_EA <10299896_D_Lakeshore_TPAP_EA@hdrinc.com>; Construction.Act_TWRTO@mississauga.ca
Subject: RE: CFN 65182 - LTS - TRCA Response to Draft EPR_ Revised EPR+Appendices - TRCA Comments

Hi Shirin,

We have addressed TRCA's comments from August, the revised EPR package can be downloaded here:

[20220729 LTS TPAP EPR Rev03](#)

The comment and response tracker is attached.

As we are hoping to file for completion soon, could the TRCA please confirm that the comments are adequately addressed, ideally by December 9?

Thank you!

Brittany Zhang,
Transportation Planner

HDR
D 416.825.0255
brittany.zhang@hdrinc.com
hdrinc.com/follow-us

From: Shirin Varzgani <Shirin.Varzgani@trca.ca>
Sent: Monday, August 8, 2022 4:07 PM
To: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Cc: Suzanne Bevan <Suzanne.Bevan@trca.ca>; Shea, Andrew <Andrew.Shea@hdrinc.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>; Alistair Jolly <Alistair.Jolly@trca.ca>; Brandon Hester <Brandon.Hester@trca.ca>; Victoria Kramkowski <Victoria.Kramkowski@trca.ca>
Subject: RE: CFN 65182 - LTS - TRCA Response to Draft EPR_ Revised EPR+Appendices - TRCA Comments

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Hi Brittany,

TRCA staff received the revised Draft EPR and Appendices on June 29, 2022. It is our understanding that the City of Mississauga has undertaken a Transit Project Assessment Process (TPAP) study for the for the Lakeshore Bus Rapid Transit Project (BRT) for segment of Lakeshore Road between Etobicoke Creek and East Avenue, in the City of Mississauga. The proposed works are being undertaken as a part of Lakeshore Transportation Studies that features the following three components:

- a) Bus Rapid Transit (BRT) Study: Transit Project Assessment Process (TPAP) and Preliminary Design for two (2) km section of Lakeshore Road from Etobicoke Creek to East Avenue;
- b) Complete Street Study: Schedule C Class EA Study and Preliminary Design for Lakeshore Road and Royal Windsor Drive from East Avenue to Oakville Border; and
- c) Active Transportation Bridge Study: Schedule B Class EA Study and Preliminary Design for an Active Transportation bridge crossing over the Credit River north of Lakeshore Road.

The proposed works are being undertaken in preparation of and to accommodate growth in the area by 2041 and beyond. The proposed works involves reconfiguration of Lakeshore Road to include exclusive BRT lanes, BRT stops, bike lanes, sidewalks, vehicular traffic lanes, curbs, improved accessibility features, illumination, signage/wayfinding/bus service information, fare payment machines, unique architectural treatments and landscaped boulevards.

Please note that there appears to be a rating system (Column “Action: 1-Accepted, 2-Pending, 3-Rejected, 4-Clarified”) in the attached Comments table (excel). Please note that the rating that appears was from the original comments table and TRCA staff has not added or “rated” any of the comments in this response table.

PROJECT REVIEW

TRCA staff has completed the review of the above-noted submission. Please find attached the Appendix A and also the excel sheet with TRCA responses to the Draft EPR and Appendices for the above-noted project. While staff has no objection in principle to the proposed project, the comments provided must be addressed in the final EA document.

RESUBMISSION REQUIREMENTS

Please ensure TRCA receives a digital copy of the Notice of Study Completion, as well one (1) digital copy of the final EPR. The final EA document should be accompanied by a covering letter which uses the numbering scheme provided in this letter and identifies how these comments have been addressed. Digital materials must be submitted in PDF format, with drawings pre-scaled to print on 11”x17” pages. Materials may be submitted on discs, via e-mail (if less than 5 MB), or through file transfer protocol (FTP) sites (if posted for a minimum of two weeks).

Should you have any questions or require any additional information please contact me.

Thank you and regards,

Shirin Varzani, MIP, MES (Pl.) (she, her, hers)

Senior Planner

Infrastructure Planning and Permits | Development and Engineering Services

T: (437) 880-2429

E: shirin.varzgani@trca.ca

A: 101 Exchange Avenue, Vaughan, ON, L4K 5R6 | trca.ca



From: Zhang, Brittany <Brittany.Zhang@hdrinc.com>

Sent: July 22, 2022 2:17 PM

To: Shirin Varzgani <Shirin.Varzgani@trca.ca>

Cc: Shea, Andrew <Andrew.Shea@hdrinc.com>; Beth Williston <Beth.Williston@trca.ca>; Gino Dela Cruz <gino.delacruz@mississauga.ca>; Suzanne Bevan <Suzanne.Bevan@trca.ca>; Alistair Jolly <Alistair.Jolly@trca.ca>; Trina Seguin <Trina.Seguin@trca.ca>; Brandon Hester <Brandon.Hester@trca.ca>; Victoria Kramkowski <Victoria.Kramkowski@trca.ca>

Subject: RE: CFN 65182 - LTS - TRCA Response to Draft EPR_ Revised EPR+Appendices

Hi Shirin,

Following up on the TRCA's review of the revised draft EPR that was submitted on June 29, could you let us know at your earliest convenience if the TRCA has any comments on this submission?

Link to download: <https://we.tl/t-IOETjg5Ach>

Happy weekend,

Brittany Zhang,

Transportation planner

D 416.825.0255

Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Zhang, Brittany

Sent: Wednesday, June 29, 2022 4:23 PM

To: Shirin Varzgani <Shirin.Varzgani@trca.ca>; Gino Dela Cruz <gino.delacruz@mississauga.ca>

Cc: Shea, Andrew <Andrew.Shea@hdrinc.com>; Beth Williston <Beth.Williston@trca.ca>; Suzanne Bevan <Suzanne.Bevan@trca.ca>; Alistair Jolly <Alistair.Jolly@trca.ca>; Trina Seguin <Trina.Seguin@trca.ca>; Brandon Hester <Brandon.Hester@trca.ca>; Victoria Kramkowski <Victoria.Kramkowski@trca.ca>

Subject: RE: CFN 65182 - LTS - TRCA Response to Draft EPR_ Revised EPR+Appendices

Hi Shirin,

We have drafted responses to TRCA's comments received on February 4 from the first technical review of the Lakeshore BRT Project Environmental Project Report, comments and responses are logged in the attached comment tracker.

The revised draft Environmental Project Report and appendices can be downloaded **via this link** (<https://we.tl/t-d1AD1tNmZ6>) for TRCA's review.

Could we ask that TRCA staff prioritize the review of the draft drainage report (in Appendix D of the EPR package), and provide comments at your earliest convenience?

Please let us know if you have any further comments on the materials circulated, ideally by **July 20.**

Thank you!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Shirin Varzgani <Shirin.Varzgani@trca.ca>
Sent: Friday, February 4, 2022 4:04 PM
To: Gino Dela Cruz <gino.delacruz@mississauga.ca>
Cc: Shea, Andrew <Andrew.Shea@hdrinc.com>; Kilis, Jakub <jakub.kilis@cvc.ca>; Beth Williston <Beth.Williston@trca.ca>; Suzanne Bevan <Suzanne.Bevan@trca.ca>; Alistair Jolly <Alistair.Jolly@trca.ca>; Trina Seguin <Trina.Seguin@trca.ca>; Brandon Hester <Brandon.Hester@trca.ca>; Victoria Kramkowski <Victoria.Kramkowski@trca.ca>; Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Subject: CFN 65182 - LTS - TRCA Response to Draft EPR

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Gino,

Please refer to the attached letter.

Should you have any questions, please do not hesitate to contact me

Thank you and regards,

Shirin Varzgani, MIP, MES (PI.) (she, her, hers)

Senior Planner

Infrastructure Planning and Permits | Development and Engineering Services

T: (416) 661-6600 ext. 5785

E: shirin.varzgani@trca.ca

A: 101 Exchange Avenue, Vaughan, ON, L4K 5R6 | trca.ca



From: Gino Dela Cruz <gino.delacruz@mississauga.ca>
Sent: Tuesday, February 8, 2022 10:15 AM
To: 'Shirin Varzani'
Cc: Zhang, Brittany; Shea, Andrew
Subject: RE: CFN 65182 - Lakeshore Transportation Studies - BR Study - TRCA
Response to Draft EPR

Categories: To file

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Shirin –

Thanks for your letter. We are currently reviewing with our team and will prepare a response.

Regarding the outstanding review fee you noted, are you able to provide an invoice that I can process with our Accounts Payable?

The invoice can be emailed to me and should include the following on the invoice:

City of Mississauga
Attn: Gino Dela Cruz
300 City Centre Drive
Mississauga, ON
L5B 3C1

Let me know if you have any questions.

Thanks,
Gino



Gino Dela Cruz, P.Eng.

Project Leader, Rapid Transit Office
T 905-615-3200 ext.8769
gino.delacruz@mississauga.ca

[City of Mississauga](#) | Transportation and Works Department,
Infrastructure Planning and Engineering Services Division

Please consider the environment before printing.

From: Shirin Varzani <Shirin.Varzani@trca.ca>
Sent: February 4, 2022 4:04 PM
To: Gino Dela Cruz <gino.delacruz@mississauga.ca>
Cc: Shea, Andrew <Andrew.Shea@hdrinc.com>; jakub.kilis@cvc.ca; Beth Williston <Beth.Williston@trca.ca>; Suzanne Bevan <Suzanne.Bevan@trca.ca>; Alistair Jolly

<Alistair.Jolly@trca.ca>; Trina Seguin <Trina.Seguin@trca.ca>; Brandon Hester
<Brandon.Hester@trca.ca>; Victoria Kramkowski <Victoria.Kramkowski@trca.ca>; Zhang, Brittany
<Brittany.Zhang@hdrinc.com>

Subject: CFN 65182 - Lakeshore Transportation Studies - BR Study - TRCA Response to Draft EPR

Hi Gino,

Please refer to the attached letter.

Should you have any questions, please do not hesitate to contact me

Thank you and regards,

Shirin Varzgani, MIP, MES (Pl.) (she, her, hers)

Senior Planner

Infrastructure Planning and Permits | Development and Engineering Services

T: (416) 661-6600 ext. 5785

E: shirin.varzgani@trca.ca

A: 101 Exchange Avenue, Vaughan, ON, L4K 5R6 | trca.ca



From: Sarah Jagelewski <sjagelewski@asiheritage.ca>
Sent: Wednesday, January 25, 2023 9:06 AM
To: Zhang, Brittany
Subject: RE: CFN 65182 - LTS - TRCA Response to Draft EPR_ Revised EPR+Appendices - TRCA Comments_3

Categories: To file

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Brittany,

It looks like maybe the comment tracking is incorrect? We didn't change this area to recommend Stage 2, we evaluated the archaeological potential of the area and found it to have been subject to disturbance in the recent past. I wonder if TRCA is thinks our map label of "previously disturbed" is implying that a previous archaeological report identified this as disturbed (which is not the case).

I would suggest the following response "During the property inspection completed by ASI the archaeological potential of the area in question was evaluated and found to have been subject to previous deep and pervasive disturbance thus removing any potential for archaeological resources and the requirement for further Stage 2 assessment."

Hopefully this helps?

Sarah

Sarah Jagelewski, BA (Hon)

Lead Archaeologist | Manager • Environmental Assessment Division



ASI • Providing Archaeological & Cultural Heritage Services

SJagelewski@asiheritage.ca • 416 966 1069 x 237 • Fax: 416 966 9723

528 Bathurst Street, Toronto, Ontario, M5S 2P9 • asiheritage.ca

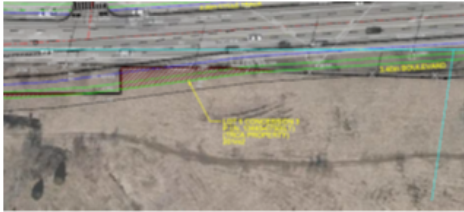
From: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Sent: January 20, 2023 11:07 AM
To: Sarah Jagelewski <sjagelewski@asiheritage.ca>
Subject: FW: CFN 65182 - LTS - TRCA Response to Draft EPR_ Revised EPR+Appendices - TRCA Comments

Hi Sarah,

It seems like the TRCA is still unsatisfied about a figure on the Archaeology report, please see below (#7 on the attached).

Archaeology and TRCA Property

7. The Draft Roll Plan shows that TRCA property is required for the proposed works at Lakeshore Park. The S1 recommendations states that TRCA lands have been cleared by a previous assessment. TRCA archaeology staff has no knowledge of this previous assessment, hence, this is not correct. The area identified in the attached graphics requires a S2 assessment prior to any disturbance. Please note that an archaeological review by TRCA's archaeological staff must precede any ground disturbance to TRCA property. Furthermore, all archaeological assessments on TRCA lands must be conducted by TRCA archaeologists. Please contact TRCA Archaeology staff, Alistair Jolly, Supervisor (Field) at Alistair.jolly@trca.ca for further requirements. Please refer to the aerial views below.



Report revised - Stage 2 AA required in this area.

Based on the Stage 1 report draft, the subject TRCA lands in question were not investigated. The ASI report identifies those lands as previously disturbed (Figure 12). The EPR report identifies that same area as having been previously assessed (Figure 6-3), rather than disturbed.

The TRCA lands in question have not been investigated by either a Stage 1 or Stage 2 assessment. Please note that this remains outstanding and needs to be addressed as per our previous correspondence to any ground disturbance associated with construction. Please contact TRCA Archaeology staff for further requirements.

The Stage 1 AA report can't be changed now, but could you draft a response to this comment?

Thank you!

Brittany Zhang,
Transportation Planner

HDR
D 416.825.0255
brittany.zhang@hdrinc.com
[hdrinc.com/follow-us](https://www.hdrinc.com/follow-us)

From: Shirin Varzgani <Shirin.Varzgani@trca.ca>
Sent: Tuesday, December 20, 2022 5:10 PM

To: Gino Dela Cruz <gino.delacruz@mississauga.ca>
Cc: Zhang, Brittany <Brittany.Zhang@hdrinc.com>; Shea, Andrew <Andrew.Shea@hdrinc.com>; Suzanne Bevan <Suzanne.Bevan@trca.ca>; Beth Williston <Beth.Williston@trca.ca>
Subject: RE: CFN 65182 - LTS - TRCA Response to Draft EPR_ Revised EPR+Appendices - TRCA Comments

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Hi Gino,

Please see the attached TCA Response letter and Appendix A. Please do not hesitate to contact me should you have any questions.

Thank you and regards,

Shirin Varzgani, MIP, MES (Pl.) (she, her, hers)
Senior Planner
Infrastructure Planning and Permits | Development and Engineering Services

T: (437) 880-2429

E: shirin.varzgani@trca.ca

A: 101 Exchange Avenue, Vaughan, ON, L4K 5R6 | trca.ca



From: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Sent: December 8, 2022 10:26 AM
To: Shirin Varzgani <Shirin.Varzgani@trca.ca>
Cc: Gino Dela Cruz <gino.delacruz@mississauga.ca>; Shea, Andrew <Andrew.Shea@hdrinc.com>
Subject: RE: CFN 65182 - LTS - TRCA Response to Draft EPR_ Revised EPR+Appendices - TRCA Comments

Thanks Shirin!

No, the SharePoint link does not expire ([20220729 LTS TPAP EPR Rev03](#)), but let me know if you run into any troubles with it.

Regards,

Brittany Zhang,
Transportation Planner

HDR

D 416.825.0255
brittany.zhang@hdrinc.com
hdrinc.com/follow-us

From: Shirin Varzgani <Shirin.Varzgani@trca.ca>
Sent: Thursday, December 8, 2022 9:54 AM
To: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Cc: Gino Dela Cruz <gino.delacruz@mississauga.ca>
Subject: RE: CFN 65182 - LTS - TRCA Response to Draft EPR_ Revised EPR+Appendices - TRCA Comments

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Hi Brittany,

The above-noted submission is currently under review and it may not be possible to provide our comments by tomorrow, Dec 9. We are working on it.

Also, does the link with the submission material have an expiry date on it? I have been trying to access it – just to see if I may have missed downloading.

Thank you,

Shirin

From: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Sent: December 6, 2022 9:51 AM
To: Shirin Varzgani <Shirin.Varzgani@trca.ca>
Cc: Suzanne Bevan <Suzanne.Bevan@trca.ca>; Shea, Andrew <Andrew.Shea@hdrinc.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>; Alistair Jolly <Alistair.Jolly@trca.ca>; Brandon Hester <Brandon.Hester@trca.ca>; Victoria Kramkowski <Victoria.Kramkowski@trca.ca>; 10299896_D_Lakeshore_TPAP_EA@10299896_D_Lakeshore_TPAP_EA@hdrinc.com;
Construction.Act_TWRTO@mississauga.ca
Subject: RE: CFN 65182 - LTS - TRCA Response to Draft EPR_ Revised EPR+Appendices - TRCA Comments

Good morning Shirin,

Following up on the TRCA's review of the latest comment responses.

Please let us know if the TRCA could provide confirmation by Dec 9.

Thank you!

Brittany Zhang,
Transportation Planner

HDR

D 416.825.0255
brittany.zhang@hdrinc.com
hdrinc.com/follow-us

From: Zhang, Brittany
Sent: Tuesday, November 22, 2022 12:33 PM
To: Shirin Varzgani <Shirin.Varzgani@trca.ca>
Cc: Suzanne Bevan <Suzanne.Bevan@trca.ca>; Shea, Andrew <Andrew.Shea@hdrinc.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>; Alistair Jolly <Alistair.Jolly@trca.ca>; Brandon Hester <Brandon.Hester@trca.ca>; Victoria Kramkowski <Victoria.Kramkowski@trca.ca>; 10299896_D_Lakeshore_TPAP_EA <10299896_D_Lakeshore_TPAP_EA@hdrinc.com>; Construction.Act_TWRT0@mississauga.ca
Subject: RE: CFN 65182 - LTS - TRCA Response to Draft EPR_ Revised EPR+Appendices - TRCA Comments

Hi Shirin,

We have addressed TRCA's comments from August, the revised EPR package can be downloaded here:

 [20220729 LTS TPAP EPR Rev03](#)

The comment and response tracker is attached.

As we are hoping to file for completion soon, could the TRCA please confirm that the comments are adequately addressed, ideally by December 9?

Thank you!

Brittany Zhang,
Transportation Planner

HDR

D 416.825.0255
brittany.zhang@hdrinc.com
hdrinc.com/follow-us

From: Shirin Varzgani <Shirin.Varzgani@trca.ca>
Sent: Monday, August 8, 2022 4:07 PM
To: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Cc: Suzanne Bevan <Suzanne.Bevan@trca.ca>; Shea, Andrew <Andrew.Shea@hdrinc.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>; Alistair Jolly <Alistair.Jolly@trca.ca>; Brandon Hester <Brandon.Hester@trca.ca>; Victoria Kramkowski <Victoria.Kramkowski@trca.ca>
Subject: RE: CFN 65182 - LTS - TRCA Response to Draft EPR_ Revised EPR+Appendices - TRCA Comments

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Brittany,

TRCA staff received the revised Draft EPR and Appendices on June 29, 2022. It is our understanding that the City of Mississauga has undertaken a Transit Project Assessment Process (TPAP) study for the for the Lakeshore Bus Rapid Transit Project (BRT) for segment of Lakeshore Road between Etobicoke Creek and East Avenue, in the City of Mississauga. The proposed works are being undertaken as a part of Lakeshore Transportation Studies that features the following three components:

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- b) Complete Street Study: Schedule C Class EA Study and Preliminary Design for Lakeshore Road and Royal Windsor Drive from East Avenue to Oakville Border; and
- c) Active Transportation Bridge Study: Schedule B Class EA Study and Preliminary Design for an Active Transportation bridge crossing over the Credit River north of Lakeshore Road.

The proposed works are being undertaken in preparation of and to accommodate growth in the area by 2041 and beyond. The proposed works involves reconfiguration of Lakeshore Road to include exclusive BRT lanes, BRT stops, bike lanes, sidewalks, vehicular traffic lanes, curbs, improved accessibility features, illumination, signage/wayfinding/bus service information, fare payment machines, unique architectural treatments and landscaped boulevards.

Please note that there appears to be a rating system (Column “Action: 1-Accepted, 2-Pending, 3-Rejected, 4-Clarified”) in the attached Comments table (excel). Please note that the rating that appears was from the original comments table and TRCA staff has not added or “rated” any of the comments in this response table.

PROJECT REVIEW

TRCA staff has completed the review of the above-noted submission. Please find attached the Appendix A and also the excel sheet with TRCA responses to the Draft EPR and Appendices for the above-noted project. While staff has no objection in principle to the proposed project, the comments provided must be addressed in the final EA document.

RESUBMISSION REQUIREMENTS

Please ensure TRCA receives a digital copy of the Notice of Study Completion, as well one (1) digital copy of the final EPR. The final EA document should be accompanied by a covering letter which uses the numbering scheme provided in this letter and identifies how these comments have been addressed. Digital materials must be submitted in PDF format, with drawings pre-scaled to print on 11”x17” pages. Materials may be submitted on discs, via e-mail (if less than 5 MB), or through file transfer protocol (FTP) sites (if posted for a minimum of two weeks).

Should you have any questions or require any additional information please contact me.

Thank you and regards,

Shirin Varzani, MIP, MES (PI.) (she, her, hers)

Senior Planner

Infrastructure Planning and Permits | Development and Engineering Services

T: (437) 880-2429

E: shirin.varzgani@trca.ca

A: 101 Exchange Avenue, Vaughan, ON, L4K 5R6 | trca.ca



From: Zhang, Brittany <Brittany.Zhang@hdrinc.com>

Sent: July 22, 2022 2:17 PM

To: Shirin Varzgani <Shirin.Varzgani@trca.ca>

Cc: Shea, Andrew <Andrew.Shea@hdrinc.com>; Beth Williston <Beth.Williston@trca.ca>; Gino Dela Cruz <gino.delacruz@mississauga.ca>; Suzanne Bevan <Suzanne.Bevan@trca.ca>; Alistair Jolly <Alistair.Jolly@trca.ca>; Trina Seguin <Trina.Seguin@trca.ca>; Brandon Hester <Brandon.Hester@trca.ca>; Victoria Kramkowski <Victoria.Kramkowski@trca.ca>

Subject: RE: CFN 65182 - LTS - TRCA Response to Draft EPR_ Revised EPR+Appendices

Hi Shirin,

Following up on the TRCA's review of the revised draft EPR that was submitted on June 29, could you let us know at your earliest convenience if the TRCA has any comments on this submission?

Link to download: <https://we.tl/t-IOETjg5Ach>

Happy weekend,

Brittany Zhang,

Transportation planner

D 416.825.0255

Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Zhang, Brittany

Sent: Wednesday, June 29, 2022 4:23 PM

To: Shirin Varzgani <Shirin.Varzgani@trca.ca>; Gino Dela Cruz <gino.delacruz@mississauga.ca>

Cc: Shea, Andrew <Andrew.Shea@hdrinc.com>; Beth Williston <Beth.Williston@trca.ca>; Suzanne Bevan <Suzanne.Bevan@trca.ca>; Alistair Jolly <Alistair.Jolly@trca.ca>; Trina Seguin <Trina.Seguin@trca.ca>; Brandon Hester <Brandon.Hester@trca.ca>; Victoria Kramkowski <Victoria.Kramkowski@trca.ca>

Subject: RE: CFN 65182 - LTS - TRCA Response to Draft EPR_ Revised EPR+Appendices

Hi Shirin,

We have drafted responses to TRCA's comments received on February 4 from the first technical review of the Lakeshore BRT Project Environmental Project Report, comments and responses are logged in the attached comment tracker.

The revised draft Environmental Project Report and appendices can be downloaded **via this link** (<https://we.tl/t-d1AD1tNmZ6>) for TRCA's review.

Could we ask that TRCA staff prioritize the review of the draft drainage report (in Appendix D of the EPR package), and provide comments at your earliest convenience?

Please let us know if you have any further comments on the materials circulated, ideally by **July 20.**

Thank you!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Shirin Varzgani <Shirin.Varzgani@trca.ca>
Sent: Friday, February 4, 2022 4:04 PM
To: Gino Dela Cruz <gino.delacruz@mississauga.ca>
Cc: Shea, Andrew <Andrew.Shea@hdrinc.com>; Kilis, Jakub <jakub.kilis@cvc.ca>; Beth Williston <Beth.Williston@trca.ca>; Suzanne Bevan <Suzanne.Bevan@trca.ca>; Alistair Jolly <Alistair.Jolly@trca.ca>; Trina Seguin <Trina.Seguin@trca.ca>; Brandon Hester <Brandon.Hester@trca.ca>; Victoria Kramkowski <Victoria.Kramkowski@trca.ca>; Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Subject: CFN 65182 - LTS - TRCA Response to Draft EPR

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Gino,

Please refer to the attached letter.

Should you have any questions, please do not hesitate to contact me

Thank you and regards,

Shirin Varzgani, MIP, MES (PI.) (she, her, hers)

Senior Planner

Infrastructure Planning and Permits | Development and Engineering Services

T: (416) 661-6600 ext. 5785

E: shirin.varzgani@trca.ca

A: 101 Exchange Avenue, Vaughan, ON, L4K 5R6 | trca.ca



From: Shirin Varzgani <Shirin.Varzgani@trca.ca>
Sent: Friday, January 21, 2022 2:07 PM
To: Zhang, Brittany
Cc: Suzanne Bevan; Shea, Andrew; Gino Dela Cruz
Subject: RE: Lakeshore Transportation Studies- BRT Study- TRCA Review (TRCA CFN 65182)

Categories: To file

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Brittany,

With reference to your email below regarding your request for TRCA comments by January 21, 2022, I am currently working on compiling our technical staff comments and will provide them to you early next week. Apologies for this delay.

Please let me know should you have any questions.

Thank you and regards,

Shirin Varzgani, MIP, MES (Pl.) (she, her, hers)
Senior Planner
Infrastructure Planning and Permits | Development and Engineering Services

T: (416) 661-6600 ext. 5785

E: shirin.varzgani@trca.ca

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
From: Zhang, Brittany <Brittany.Zhang@hdrinc.com>
Sent: December 22, 2021 9:48 AM
To: Shirin Varzgani <Shirin.Varzgani@trca.ca>
Cc: Jason Solnik <Jason.Solnik@trca.ca>; Suzanne Bevan <Suzanne.Bevan@trca.ca>; Info <Info@trca.ca>; Shea, Andrew <Andrew.Shea@hdrinc.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>
Subject: Lakeshore Transportation Studies- BRT Study- TRCA Review

Hello Shirin,

As you may remember, HDR is working with The City of Mississauga on three Environmental Assessments as part of the overall Lakeshore Transportation Studies, one of which is the Bus Rapid Transit Study.

As the Bus Rapid Transit TPAP Study progresses, HDR now has several draft specialist reports ready for the TRCA to review.

Please see the attached cover letter for more details on the project.

The PDF versions of the following draft reports can be downloaded using this link ( [20211222 TRCA](#)) for your review:

- Natural Environment Report
- Drainage and Stormwater Management
- Arborist Report

Please let me know if you would like an alternative version (e.g. physical copy) of the reports or if you have trouble accessing the link.

If possible, we would greatly appreciate if you could provide the results of your review by January 21, 2022.

Thank you!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

hdrinc.com/follow-us

From: Zhang, Brittany
Sent: Tuesday, January 4, 2022 3:36 PM
To: shirin.varzgani@trca.ca
Cc: jason.solnik@trca.ca; Suzanne Bevan; info@trca.ca; Shea, Andrew; Gino Dela Cruz
Subject: RE: Lakeshore Transportation Studies- BRT Study- TRCA Review_2
Categories: To file

Hi Shirin,

Happy 2022!

As a follow up to my previous email, the draft Environmental Project Report and its associated appendices for the BRT Study are now ready for review.

Please note that this draft has a few minor sections pending still and will be completed in future revisions.

The Report (Word and PDF versions) and appendices can be downloaded here:

[20211231 LTS TPAP EPR Rev01](#)

We would really appreciate it if you could provide comments by the end of January.

Please let me know if you have any questions.

Thank you!

Brittany Zhang,
Transportation planner

D 416.825.0255
Brittany.Zhang@hdrinc.com

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
From: Zhang, Brittany
Sent: Wednesday, December 22, 2021 9:48 AM
To: shirin.varzgani@trca.ca
Cc: jason.solnik@trca.ca; Suzanne Bevan <Suzanne.Bevan@trca.ca>; info@trca.ca; Shea, Andrew <Andrew.Shea@hdrinc.com>; Gino Dela Cruz <gino.delacruz@mississauga.ca>
Subject: Lakeshore Transportation Studies- BRT Study- TRCA Review

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If possible, we would greatly appreciate if you could provide the results of your review by January 21, 2022.

Thank you!

Brittany Zhang,
Transportation planner

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