

# Agency Mailing List

Stakeholder Group	Organization Name	Prefix	First	Last	Title	Address 1	City	Province	Postal Code	Phone Number	Email
Provincial Agency	Ministry of Environmental and Climate Change										
Provincial Agency	Ministry of Environmental and Climate Change	Ms.	Emilee	O'Leary	Environmental Planner/Environmental Assessment Coordinator	5775 Yonge Street, 8th Floor	Toronto	ON	M2M 4J1	416-326-3469	<a href="mailto:MEA_Notices_EAAB@ontario.ca">MEA_Notices_EAAB@ontario.ca</a>
Provincial Agency	Ministry of Natural Resources and Forestry	Mr.	Steven	Strong	Senior District Planner - Aurora District	50 Bloomington Rd	Aurora	ON	L4G0L8	905-713-7366	<a href="mailto:steven.strong@ontario.ca">steven.strong@ontario.ca</a>
Provincial Agency	Ministry of Natural Resources and Forestry	Ms.	Aurora	McAllister	Management Biologist - Aurora District	50 Bloomington Rd	Aurora	ON	L4G0L8	905-713-7732	<a href="mailto:aurora.mcallister@ontario.ca">aurora.mcallister@ontario.ca</a>
Provincial Agency	Ministry of Natural Resources and Forestry	Mr.	Bohdan	Kowalsky	District Planner, Aurora District	50 Bloomington Rd	Aurora	ON	L4G0L8	905-713-7387	<a href="mailto:bohdan.kowalsky@ontario.ca">bohdan.kowalsky@ontario.ca</a>
Provincial Agency	Toronto and Region Conservation Authority	Ms.	Sharon	Lingertat	Senior Planner, Environmental Assessment Planning	101 Exchange Ave	Concord	ON	L4K 5R6	416-661-6600 Ext. 5717	<a href="mailto:slingertat@trca.on.ca">slingertat@trca.on.ca</a>
Provincial Agency	Toronto and Region Conservation Authority		Renee	Aloom-Boateng	Senior Planner, Environmental Assessment Planning	101 Exchange Ave	Concord	ON	L4K 5R6		
Provincial Agency	Toronto and Region Conservation Authority	Mr.	Harsha	Gammampila	Planner, Environmental Assessment Planning, Planning and Development	101 Exchange Ave	Concord	ON	L4K 5R6	416 661-6600 ext. 5629	<a href="mailto:HGammampila@trca.on.ca">HGammampila@trca.on.ca</a>
Provincial Agency	Ministry of Tourism, Culture and Sport	Mr.	Dan	Minkin	Heritage Planner - Culture Services Unit	401 Bay Street, Suite 1700	Toronto	ON	M7A 0A7	416-314-7147	<a href="mailto:dan.minkin@ontario.ca">dan.minkin@ontario.ca</a>
Provincial Agency	Ministry of Tourism, Culture and Sport	Ms.	Rosi	Zirner	Heritage Planner - Culture Services Unit	401 Bay Street, Suite 1700	Toronto	ON	M7A 0A7	416-314-7159	<a href="mailto:rosi.zirner@ontario.ca">rosi.zirner@ontario.ca</a>
Provincial Agency	Ministry of Tourism, Culture and Sport	Mr.	Daniel	de Moissac	Heritage Planner (Acting)	401 Bay Street, Suite 1700	Toronto	ON	M7A 0A7	416-314-5424	<a href="mailto:daniel.demoissac@ontario.ca">daniel.demoissac@ontario.ca</a>
Provincial Agency	Ministry of Transportation				Corridor Management Office	159 Sir William Hearst Avenue, 7th Floor	Downsview	ON	M3M 1J8	416-235-5412	
Provincial Agency	Ministry of Transportation	Ms.	Rebecca	Palys	Senior Project Engineer, Highway Engineering, York/Simcoe	159 Sir William Hearst Avenue, 4th Floor	Toronto	ON	M3M 0B7	416 235-5566	<a href="mailto:Rebecca.Palys@ontario.ca">Rebecca.Palys@ontario.ca</a>
Utilities	TransCanada Pipelines Limited CIO MHBC Planning	Ms.	Darlene	Presley	Planning Coordinator	442 Brant Street, Suite 204	Burlington	ON	L7R 2G4	905-639-8686 ext. 229	<a href="mailto:dpresley@mhbcpian.com">dpresley@mhbcpian.com</a>
Utilities						97 Collier Street	Barrie	ON	L4M 1H2	705-727-0663, ext. 21	
Property Owner	TransCanada Pipelines Limited	Mr.	Doug	Christie	Field Supervisor						
Utilities	Enbridge Gas Distribution	Mr.	Jamie	Rochford	Planning & Design Lead Central Region East, Distribution Planning & Records	101 Honda Blvd	Markham	ON	L6C 0M6	905-927-3150	<a href="mailto:Jamie.Rochford@enbridge.com">Jamie.Rochford@enbridge.com</a>
Utilities	Hydro One Networks Inc.	Mr.	Ian	Mitchell	EA Coordinator	65 Kelfield Street	Rexdale	ON	M9W 5A3	416-240-6701	<a href="mailto:ian.mitchell@hydroone.com">ian.mitchell@hydroone.com</a>
Utilities	Hydro One Networks Inc.		Maria	Agnew	Senior Real Estate Coordinator, Facilities & Real Estate, R32					905.946.6275	<a href="mailto:maria.agnew@hydroone.com">maria.agnew@hydroone.com</a>
Utilities	Hydro One Networks Inc.		Janet	O'Brien							<a href="mailto:Janet.O'Brien@HydroOne.com">Janet.O'Brien@HydroOne.com</a>
Utilities	Rogers Cable	Mr.	Richard	Humpage	EA Coordinator						<a href="mailto:richard.humpage@rci.rogers.com">richard.humpage@rci.rogers.com</a>
First Nations	Alderville First Nation	Mr.	Dave	Simpson	Land and Resources	244 Newkirk Road	Richmond Hill	ON	L4C 3S5	905-780-7014	
First Nations	Beausoleil First Nation	Chief	Mary	McCue-King		11696 Second Line	Rosemeath	ON	KOK 2X0		
First Nations	Beausoleil First Nation		Mary	McCue-King		11 O'Gemaas Miikaan	Christian Island	ON	L9M 0A9	(705) 247-2051	<a href="mailto:info@chimimising.ca">info@chimimising.ca</a>
First Nations	Chippewas of Georgina Island	Ms.	Janice	Taylor	Band Manager	R.R.#2 Box N-13	Sutton West	ON	L0E 1R0		
First Nations	Chippewas of Rama First Nation	Ms.	Cathy	Edney	Communications Manager	5884 Rama Rd, Suite 200	Rama	ON	L3V 6H6	(705) 325-3611, ext. 1416	<a href="mailto:communications@ramafirstnation.ca">communications@ramafirstnation.ca</a>
First Nations	Curve Lake First Nation	Ms.	Melissa	Dokis	Lands Consultation Liaison	22 Wiinookeeda Road	Curve Lake	ON	K0L 1R0		
First Nations	Hiawatha First Nation	Chief	Laurie	Carr		123 Paudash Street	Hiawatha	ON	K9J 0E6	(705) 295-4421	<a href="mailto:chiefcarr@hiawathafn.ca">chiefcarr@hiawathafn.ca</a>
First Nations	Mississaugas of the Scugog Island First Nation	Mr.	Dave	Mowat		22521 Island Road	Port Perry	ON	L9L 1B6	905-865-3337 ext. 263	<a href="mailto:dnewest@scugogfirstnation.com">dnewest@scugogfirstnation.com</a>
First Nations	Mississaugas of the Scugog Island First Nation	Chief	Kelty	LaRocca	Consultation, Lands & Membership Supervisor						
First Nations	Metis Nation of Ontario				Métis Consultation Unit	500 Old St. Patrick Street, Unit D	Ottawa	ON	K1N 9G4		
Municipality	Region of York	Mr.	Sieve	Mota	Program Manager – Transportation Planning Transportation & Infrastructure Planning Branch	17250 Yonge Street	Newmarket	ON	L3Y 6Z1	905-830-4444 ext. 75056	<a href="mailto:Steve.Mota@york.ca">Steve.Mota@york.ca</a>
Municipality	Town of Whitchurch-Stouffville	Mr.	Barry	Laverick	Manager, Capital Projects						<a href="mailto:barry.laverick@townofws.ca">barry.laverick@townofws.ca</a>
Elected Officials		Mr.	Alan	Ho	Ward 2 Councillor	101 Town Centre Blvd.	Markham	ON	L3R 0W3	905-479-7760	<a href="mailto:alan.ho@markham.ca">alan.ho@markham.ca</a>
Provincial Agency		Ms.	Lisa	Myslicki	Environmental Specialist, Environmental Management	1 Dundas Street West, Suite 2000	Toronto	ON	M5G 2L5	416-212-3768	<a href="mailto:lisa.myslicki@infrastructureontario.ca">lisa.myslicki@infrastructureontario.ca</a>
Provincial Agency		Ms.	Rita	Kelley	Project Manager, Land Transactions, Hydro Corridors & Public Works	1 Dundas Street West, Suite 2000	Toronto	ON	M5G 2L5	416-212-4934	<a href="mailto:rita.kelley@infrastructureontario.ca">rita.kelley@infrastructureontario.ca</a>

**J**

**Appendix J-1 - Meeting Minutes**





## Meeting Minutes

**MEETING TITLE:** Hwy 404 Collector Roads EA Study  
Coordination meeting

**DATE:** February 2<sup>nd</sup>, 2021, 4:00pm

**ATTENDEES:** Alain Cachola (AC) – City of Markham - Attending  
Geoffrey Kneller (GK) – TC Energy - Attending  
Shadi Shenouda (SS) – TC Energy - Attending  
Martin Scott (MS) – CIMA – Attending  
Nehal Azmy (NA) – City of Markham – Attending  
Marija Ilic (MI) – City of Markham – Not Attending

ITEMS	ACTION
1. The meeting is to discuss the comments received from TC Energy on January 13, 2021.	
2. DISCUSSION ITEMS: <ul style="list-style-type: none"> <li>a. <u>Location and depth of TC Energy pipelines:</u> <ul style="list-style-type: none"> <li>• The plans presented by CIMA showed approximate horizontal location of pipelines.</li> <li>• GK commented that the pipelines are not located in the positions as shown in the plans.</li> <li>• AC noted that pipe locates can be undertaken as part of the detail design for this project.</li> </ul> </li> <li>b. <u>TC Energy Easement Lands and Access:</u> <ul style="list-style-type: none"> <li>• GK commented that TC Energy have fee simple lands on the north side and west side of Enbridge's corridor and facilities,</li> <li>• MS proposed new access from Road "E" to TC Energy facility that replaces the current access from Woodbine Ave. A gated entrance can be part of the detail design discussion.</li> <li>• GK has concerns with the grade change of a driveway that would have to come down to the facility from a 2.0+m high Road E. Also a driveway may not be allowed in close proximity to a signalized intersection of Road E and Road</li> </ul> </li> </ul>	<p>AC &amp; NA</p> <p>GK &amp; MS</p> <p>AC &amp; SS</p>

<p>D. The road design would need to accommodate the turning radius of trucks carrying equipment into and out of TC Energy industrial facility.</p> <ul style="list-style-type: none"><li>• GK and SS both identified the need for extensive review relating to the road intersecting TC's Fee simple lands, to provide any additional concerns TC Energy may have.</li></ul> <p>c. <u>Property requirement for future roads crossing TC Energy:</u></p> <ul style="list-style-type: none"><li>• AC noted that the required property/easement acquisition for the new roads crossing to be identified at the detail design phase. City staff will contact both TC Energy and Enbridge Gas to start the discussion on easements / property acquisition requirements.</li></ul> <p>d. <u>Road "E" Fill:</u></p> <ul style="list-style-type: none"><li>• GK noted that the proposed Road E crossing with an additional 2+ metres of fill may not conform with CSA-Z662. As a result, this may trigger the requirement for an engineering assessment at the City's expense in order for TC Energy to complete its analysis of the crossing.</li><li>• Since the proposed profile of the Honda Blvd extension matches the existing ground. No engineering assessment is required.</li><li>• MS noted that the profile of road "E" was raised at the intersection with road "D" to accommodate the stormwater elevations in support of the Master Environmental Servicing Plan for the study area. CIMA will examine revising the Road "E" profile to lower the amount of fill at the location crossing the pipelines.</li><li>• AC noted that the City will include an allowance in the project budget for an engineering assessment as required.</li></ul> <p>e. <u>Road "D" Cross Section</u></p> <ul style="list-style-type: none"><li>• GK noted that a 7.0 m setback from the boulevard to the TC Energy property line is required to design the road to conform with CSA-Z662.</li><li>• GK noted that the multi-use pathway could be considered but it should not drive the design to grade within TC Energy property. Other options should strongly be considered such as lowering the pathway portion to reduce the extent of grading. GK encouraged the City to re-assess overall whether a multi-use pathway is a</li></ul>	
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<p>necessity on this side of the street, adjacent to TC Energy industrial facility.</p> <ul style="list-style-type: none"> <li>• The proposed 1:1 grading within the 7.0m set back using a Filtrexxrex Reinforced Living Wall to prevent erosion provides conformance with TC Energy requirement to avoid grading into TC Energy fee simple lands.</li> </ul> <p>f. <u>Geotechnical Investigation</u></p> <ul style="list-style-type: none"> <li>• Geotechnical investigations will be completed during the detail design phase.</li> </ul> <p>g. <u>Storm Water Management – Overland Flow</u></p> <ul style="list-style-type: none"> <li>• MS explained that the overland flow is proposed to drain towards the future SWM pond at the N-W corner of Woodbine Ave and Road D.</li> <li>• GK noted that overland flow of stormwater over TC Energy’s property would not be accepted.</li> </ul>	
<p>3. Next Steps – Tentative Schedule</p> <ul style="list-style-type: none"> <li>a. Revised roads profiles and plans will be provided to TC Energy.</li> <li>b. Draft Environmental Assessment report: End of February 2021.</li> <li>c. Issue study of completion and file the Environmental Assessment report: March 2021</li> </ul>	



## Meeting Minutes

- Meeting** : Meeting with Toronto and Region Conservation Authority (TRCA)
- Project** : City of Markham Highway 404 North Collector Roads Class EA
- Date / Time** : December 1, 2020, 10:30 AM
- Location** : Virtual Meeting
- Attendees** :
  - Harsha Gammanpila, TRCA
  - Suzanne Bevan, TRCA
  - Shauna Fernandes, TRCA
  - Nehal Azmy, City of Markham
  - Martin Scott, CIMA
  - Jessica Dorgo, CIMA

Note: please advise author immediately of any errors or omissions

Discussion Topics	Action By
<b>1. Introductions</b>	
1.1.	Roundtable introductions were held.
1.2.	The purpose of this meeting is review the comments provided by TRCA in October 2020. The comments have been narrowed down to four that need to be addressed during the EA stage. The remaining comments can be addressed during detailed design.
<b>2. Road E</b>	
2.1.	CIMA previously provided TRCA with an alternative alignment for Road E that includes curvature to shift the road away from the woodlot. CIMA noted that this alignment is not desirable from a safety and road operations perspective and it contains two back to back curves. The alignment was provided for discussion purposes only. The original alignment of Road E is the preferred alignment.
2.2.	During detailed design, the alignment of Road E will be reviewed to determine if any minor shifts are possible.
2.3.	Future compensation will be provided with respect to the woodlot impacts. A commitment will be included in the ESR noting that compensation and restoration will be provided for the woodlot to ensure no overall negative impact to the Ecoregion 7E Significant Wildlife Habitat. This will be investigated further during detailed design.
2.4.	The size and location of the wildlife crossing culvert will be confirmed during detailed design. Small to medium animal passage is required.
<b>3. Road A</b>	
3.1.	CIMA investigated the impacts associated with shifting Road A to the north outside of the limit of the PSW.



Discussion Topics		Action By
3.2.	The City of Markham noted that the City plans to protect for a future continuation of Road A to the east beyond Woodbine Avenue. The current alignment of Road A is at the narrowest point of the PSW on the west side of Woodbine Avenue. There is no PSW present on the east side of Woodbine Avenue at this point. If Road A were shifted northerly, there would be impacts on the PSW on the east side when an extension of Road A was pursued.	
3.3.	The profile of Road A at the Woodbine Avenue intersection allows for bank-to-bank clearance of the wetland area. Details of the type of wildlife crossing at the intersection will be investigated at detailed design. CIMA to include preliminary recommendations in the response to the TRCA comments.	
<b>4. Next Steps</b>		
4.1.	CIMA/City of Markham to provide TRCA with responses to the October 2020 comments as per discussions today. The City can then proceed with filing the EA.	CIMA/City of Markham

Jessica Dorgo, P.Eng



## Meeting Minutes

- Meeting** : Meeting with TC Energy
- Project** : City of Markham Highway 404 North Collector Roads EA
- Date / Time** : June 22, 2020, 11:00 AM
- Location** : Virtual Meeting
- Attendees** :
- Alain Cachola, City of Markham
  - Nehal Azmy, City of Markham
  - Geoff Kneller, TC Energy
  - Nadia McCarthy, TC Energy
  - Martin Scott, CIMA
  - Jessica Dorgo, CIMA

Note: please advise author immediately of any errors or omissions

**Discussion Topics**

**Action By**

**1. Revised Road D Cross-Section**

<p><b>1.1.</b></p>	<p>Based on feedback previously provided by TC Energy, CIMA presented the revised cross-section for Road D. The cross-section includes a 19.0 metre right-of-way with a 7.0 metre buffer to the TC Energy property line on the south side. A 3.0 metre multi-use path (MUP) is provided within the 7.0 metre buffer.</p>	
<p><b>1.2.</b></p>	<p>It was noted that the MUP may be at a lower grade than the road.</p>	
<p><b>1.3.</b></p>	<p>TC Energy noted that no street furniture should be placed within the 7.0 metre buffer. Specific landscaping will be permitted. TC Energy will provide additional information on the types of landscaping permitted during detailed design.</p>	
<p><b>1.4.</b></p>	<p>Streetlights will be included within the 1.5 metre boulevard.</p>	
<p><b>1.5.</b></p>	<p>TC Energy does not have any concerns with the proposed cross-section.</p>	

**2. Road D and Road E Intersection**

<p><b>2.1.</b></p>	<p>CIMA confirmed that there is approximately 60 metres between the “jog” in the pipelines and the Road D and Road E intersection.</p>	
<p><b>2.2.</b></p>	<p>In consultation with TC Energy, the City will stake out the exact locations of the pipes during detailed design.</p>	
<p><b>2.3.</b></p>	<p>The City noted that there is potential for underground servicing to follow the road alignments. This includes watermain and sanitary sewer. This will be confirmed during detailed design.</p>	

### 3. Proposed TC Energy Access Location

<b>3.1.</b>	CIMA presented a proposed access location for TC Energy. This location provides access from Road D between Road C and Road E. Other alternatives were discussed, including access from Road C (Honda Boulevard) and Road E. It was noted that access / driveway should be spaced well away from road intersections.	
<b>3.2.</b>	TC Energy noted that developers would be responsible for the construction of the access and crossing.	

### 4. Next Steps

<b>4.1.</b>	CIMA to update the plans with the new cross-section and 7.0 metre buffer and provide to TC Energy for review.	CIMA
<b>4.2.</b>	TC Energy will review the plans internally and can provide a letter indicating their support for the EA.	TC Energy
<b>4.3.</b>	CIMA to provide TC Energy with a copy of the final Environmental Study Report for review.	CIMA

Jessica Dorgo, EIT



## Meeting Minutes

- Meeting** : Meeting with Enbridge Gas and TransCanada PipeLines Limited
- Project** : City of Markham Highway 404 North Collector Roads Class EA
- Date / Time** : March 13, 2019, 3:00 PM
- Location** : Civic Centre Meeting Room 3C, City of Markham
- Attendees** :
- Jamie Rochford, Enbridge Gas
  - Steve Dinopoulos, Enbridge Gas
  - Heather Whitten, Enbridge Gas
  - David Cross, TransCanada PipeLines Limited
  - Nehal Azmy, City of Markham
  - Martin Scott, CIMA
  - Jessica Dorgo, CIMA

Note: please advise author immediately of any errors or omissions



Discussion Topics	Action By
<b>1. Study Overview</b>	
1.1.	CIMA presented an overview of the study progress to date facilitated by a PowerPoint presentation (attached).
1.2.	The purpose of the study is to determine the road network within the planning precinct. Some development has already occurred including Honda, Mobis and Enbridge. The Honda and Mobis developments have precluded the road network as shown in OPA 149, therefore the purpose of this Environmental Assessment is to confirm the collector road network so that additional development may proceed.
1.3.	Two collector road networks were analyzed and evaluated to determine the corridors for the recommended collector roads. The results of the evaluation were presented at Public Information Centre (PIC) #1 in June 2018. Following the PIC, road network #2 was selected as preferred.
1.4.	Alternative design concepts (road alignments) were developed for the preferred road network.
1.5.	Road B was not carried forward because of potential significant natural environment impacts to the Berczy Creek tributary.
<b>2. Review of Preliminary Preferred Alternative</b>	
2.1.	CIMA provided an overview of the preliminary preferred collector road network.
2.2.	Enbridge has existing facilities located directly south of the TransCanada facilities.
2.3.	Collector Roads C1 and E1 will cross the TransCanada pipeline.
2.4.	TransCanada noted that the ideal offset from the centre of the closest pipe to any proposed facility is 30 metres. This is the area under the control of TransCanada. An application can be submitted to request approval for work within the 30 metre buffer. CIMA to contact Darlene Quilty with MHBC (third party planner for TransCanada) to discuss the location of the proposed collector roads.



<b>Discussion Topics</b>		<b>Action By</b>
<b>2.5.</b>	TransCanada noted that is not ideal for the road to be constructed directly on top of the pipeline however, it is not prohibited. It was noted that the current proposed location of Collector Road D is not anticipated to overtop the pipeline.	
<b>2.6.</b>	Pipeline protection and mitigation for the TransCanada Pipeline will be considered during detailed design in consultation with TransCanada.	CIMA
<b>2.7.</b>	Enbridge Gas has two pipelines (30 inch and 12 inch) that travel from the Enbridge Station to Woodbine Avenue. Collector Road C1 requires crossing of the Enbridge pipelines.	
<b>2.8.</b>	Enbridge noted that a portion of the land utilized for the pipelines is Enbridge owned and a portion is an easement.	
<b>2.9.</b>	Enbridge noted that during detailed design, typical design processes will need to be followed to ensure adequate mitigation is provided in the vicinity of the pipelines.	CIMA
<b>2.10.</b>	No impacts to the existing Enbridge administration office are anticipated.	
<b>2.11.</b>	The north leg of the Woodbine Avenue and Road E1 intersection has already been constructed and the future Road E1 would tie into this existing intersection.	
<b>2.12.</b>	Underground utilities will be installed in parallel with development of the collector roads.	
<b>3. Next Steps</b>		
<b>3.1.</b>	Public Information Centre (PIC) #2 is tentatively planned for April 2019. All meeting attendees will be invited to attend the PIC.	
<b>3.2.</b>	The filing of the Environmental Study Report (ESR) on the public record for the 30-day review period is currently planned for late Spring.	

Jessica Dorgo, EIT

Encl.





## Meeting Minutes

- Meeting** : Property Owner Meeting
- Project** : City of Markham Highway 404 North Collector Roads Class EA
- Date / Time** : March 5, 2019, 10:00 AM
- Location** : Civic Centre Meeting Room 3C, City of Markham
- Attendees** :
- [redacted], Property Owner
  - [redacted], Property Owner
  - [redacted], Property Owner
  - Nehal Azmy, City of Markham
  - Martin Scott, CIMA
  - Jessica Dorgo, CIMA

Note: please advise author immediately of any errors or omissions

Discussion Topics	Action By
<b>1. Study Overview</b>	
1.1.	CIMA presented an overview of the study progress to date facilitated by a PowerPoint presentation. CIMA to send [] a copy of the presentation. CIMA
1.2.	The purpose of the study is to determine the road network within the planning precinct. Some development has already occurred including Honda, Mobis and Enbridge. The purpose of this Environmental Assessment is to confirm the collector road network so that additional development can proceed.
<b>2. Review of Preliminary Preferred Alternative</b>	
2.1.	CIMA provided an overview of the preliminary preferred alternative roll plan. Proposed collector Road E crosses the Campagna property.
2.2.	The east portion of the [] property is designated as prestige employment land which currently has access from Woodbine Avenue. CIMA noted that York Region has plans to widen Woodbine Avenue and designate it as a regional road. CIMA advised it is likely that access from the [] property will not be permitted onto Woodbine Avenue following the York Region undertaking.
2.3.	[] noted that they own the parcel of land north of Road A within the Town of Whitchurch-Stouffville jurisdiction. [] noted that this land could be considered to extend or realign Road A to avoid impact to the Berczy Creek watercourse.
2.4.	There is an opportunity for the Project Team to coordinate with the Town of Whitchurch-Stouffville regarding their future plans north of the study area.



Discussion Topics		Action By
2.5.	<ul style="list-style-type: none"> <li>• [] Noted that there are no concerns with the preliminary recommended plan if:</li> <li>• Access to both portions of the property are provided. CIMA noted that a crossing of the hydro easement would allow for access to the east portion.</li> <li>• The property remains designated as commercial lands.</li> <li>• Cost sharing is considered as part of a developers group.</li> </ul>	
2.6.	CIMA noted that servicing for the collector roads will follow the strategy outlined in the current Master Environmental Servicing Plan (MESP).	
<h3>3. Next Steps</h3>		
3.1.	Public Information Centre (PIC) #2 is tentatively planned for April/May 2019. All property owners will be invited to attend the PIC.	
3.2.	The filing of the Environmental Study Report (ESR) on the public record for the 30-day review period is currently planned for late Spring.	
3.3.	City of Markham to confirm anticipated timing for construction.	City of Markham

Jessica Dorgo, EIT



## Jessica Dorgo

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**From:** Jessica Dorgo  
**Sent:** Thursday, June 14, 2018 10:43 AM  
**To:** '  
**Cc:** Martin Scott; 'Azmy, Nehal'  
**Subject:** City of Markham - Highway 404 North Collector Roads EA Public Information Centre #1  
**Attachments:** B801\_Markham 404 Collector Rds EA\_PIC1 Boards\_e02.pdf

Good Morning ,

Thank you for attending the first Public Information Centre for the City of Markham Highway 404 North Collector Roads EA. As requested at the meeting, please find attached a copy of the PIC #1 display materials.

Thank you,

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**JESSICA DORGO**, EIT  
EIT / Transportation

T 289-288-0287 ext. 6819 F 289-288-0285  
3027 Harvester Road, Suite 400 Burlington Ontario L7N 3G7 CANADA



## Eleni Dekaneas

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**From:** Jessica Dorgo  
**Sent:** Friday, March 15, 2019 9:54 AM  
**To:**  
**Cc:**  
**Subject:** RE: Meeting March 5 2019 City of Markham  
**Attachments:** B801\_Markham 404 Collector Rds EA\_Property Owner Meeting Presentation\_e00v01.pdf

Hi

A copy of the presentation from our March 5th meeting for the Highway 404 North Collector Roads EA is attached.

A discussed, you will also receive a copy of the minutes of meeting next week.

Thank you,

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**JESSICA DORGO, EIT**  
Transportation

T 289-288-0287 ext. 6819 F 289-288-0285  
400-3027 Harvester Road, Burlington, ON L7N 3G7 CANADA



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

**From:** Martin Scott  
**Sent:** Wednesday, March 13, 2019 11:14 AM  
**To:** Jessica Dorgo <Jessica.Dorgo@cima.ca>  
**Subject:** FW: Meeting March 5 2019 City of Markham

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

**From:**  
**Sent:** Monday, March 11, 2019 11:51 PM  
**To:** Martin Scott <Martin.Scott@cima.ca>  
**Cc:** s  
**Subject:** Meeting March 5 2019 City of Markham

Martin

Thanks again for accommodating us at the pre meeting at the City of Markham. I was wondering if you can have Jessica send me a digital copy of what was displayed and promised to us in the board room that day.

Thanks Again,



## Meeting Minutes

- Meeting** : Property Owner Meeting
- Project** : City of Markham Highway 404 North Collector Roads Class EA
- Date / Time** : March 6, 2019, 9:30 AM
- Location** : Building Boardroom, City of Markham
- Attendees** :
- Property Owner - 2743 19<sup>th</sup> Avenue
  - Property Owner Representative - 180 Honda Boulevard (Honda Campus)
  - Property Owner - 11358 Woodbine Avenue
  - Property Owner - 11358 Woodbine Avenue
  - Property Owner - 2787 19<sup>th</sup> Avenue
  - Property Owner - 2825 19<sup>th</sup> Avenue
  - Property Owner - 1099490 Ontario Ltd.
  - Nehal Azmy, City of Markham
  - Martin Scott, CIMA
  - Jessica Dorgo, CIMA

Note: please advise author immediately of any errors or omissions



Discussion Topics	Action By
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**1. Study Overview**

<b>1.1.</b>	CIMA presented an overview of the study progress to date facilitated by a PowerPoint presentation (attached).	
<b>1.2.</b>	The purpose of the study is to determine the road network within the planning precinct. Some development has already occurred including Honda, Mobis and Enbridge. The purpose of this Environmental Assessment is to confirm the collector road network so that additional development can proceed.	
<b>1.3.</b>	Two collector road networks were analyzed and evaluated to determine the corridors for the recommended collector roads. The results of the evaluation were presented at Public Information Centre (PIC) #1 in June 2018. Following the PIC, road network #2 was selected as preferred.	
<b>1.4.</b>	Alternative design concepts (road alignments) were developed for the preferred road network.	
<b>1.5.</b>	Road B was not carried forward because of significant impacts to the Berczy Creek tributary.	

**2. Review of Preliminary Preferred Alternative**

<b>2.1.</b>	CIMA provided an overview of the preliminary preferred collector road network.	
<b>2.2.</b>	It was noted that there is a sign present on Woodbine Avenue north of 19 <sup>th</sup> Avenue attached to the ‘Welcome to the City of Markham’ sign which notes “Future home of York University.” CIMA noted that the project team is not aware of any plans for a York University campus within the study area.	
<b>2.3.</b>	CIMA noted that most land within the study area is designated as employment land. The land adjacent to Woodbine Avenue south of Road D is planned for Prestige Employment land. CIMA noted that York Region has plans to widen Woodbine Avenue and designate it as a regional road. CIMA advised it is likely that access from these properties will not be permitted onto Woodbine Avenue following the York Region undertaking.	
<b>2.4.</b>	CIMA noted that the intersection of Road D and Woodbine Avenue may be shifted northerly to minimize impact to the wetland. The property owner at this location noted that the alignment of Road D shown is preferable to minimize segmentation of the property.	



Discussion Topics		Action By
2.5.	It is assumed that at the time of development, all land within the study area will be planned for industrial and commercial uses (i.e. no residential units) given the planned future land use designation.	
2.6.	There is no approved major development within the study area at this time.	
2.7.	CIMA noted that servicing for the collector roads will follow the strategy outlined in the existing Master Environmental Servicing Plan (MESP) and that an updated to the MESP will be required following the approval of the EA.	
2.8.	Honda noted that the parcel of land previously utilized for access is an easement.	

**3. Next Steps**

3.1.	Public Information Centre (PIC) #2 is tentatively planned for April / May 2019. All property owners will be invited to attend the PIC.	
3.2.	The filing of the Environmental Study Report (ESR) on the public record for the 30-day review period is currently planned for late Spring.	
3.3.	The City of Markham does not have an anticipated timeline for construction. It is anticipated that construction will follow the pace of development in the study area.	

Jessica Dorgo, EIT

Encl.





## Meeting Minutes

- Meeting** : Meeting with the Ministry of Transportation (MTO)
- Project** : City of Markham Highway 404 North Collector Roads Class EA
- Date / Time** : November 29, 2018, 10:00 AM
- Location** : 5th Floor Boardroom - Building D, 159 Sir William Hearst Avenue
- Attendees** :
  - Rebecca Palys, Ministry of Transportation
  - Margaret Mikolajczak, Ministry of Transportation
  - Brian Jenkins, Ministry of Transportation
  - Nehal Azmy, City of Markham
  - Martin Scott, CIMA
  - Jessica Dorgo, CIMA
- CC** :
  - Loy Cheah, City of Markham

Note: please advise author immediately of any errors or omissions

<b>Discussion Topics</b>		<b>Action By</b>
<b>1. Introductions</b>		
1.1.	Roundtable introductions were held.	
1.2.	The study is currently in Phase 3 and Public Information Centre #2 is tentatively planned for January 2018. The purpose of this meeting is to review the alternative design concepts with MTO and obtain feedback in advance of the PIC.	
<b>2. Study Overview</b>		
2.1.	The purpose of the study is to determine the road network within the planning precinct. Some development has already occurred including Honda, Mobis and Enbridge. The Honda and Mobis developments have precluded the road network as shown in OPA 149, therefore there is a need to confirm the collector road network so that additional development can proceed.	
2.2.	MTO noted that comments were submitted during the development of OPA 149 regarding traffic operations. City of Markham to confirm the OPA 149 approval date.	City of Markham
<b>3. Review of Alternative Design Concepts</b>		
3.1.	CIMA provided an overview of the alternative design concepts roll plan.	
3.2.	CIMA noted that a meeting with Toronto and Region Conservation Authority (TRCA) was held and TRCA noted that if Road B is implemented, a bridge spanning the floodline limits would likely be required.	
3.3.	If Road B is not carried forward, an access road from 19 <sup>th</sup> Avenue to the parcels north of 19 <sup>th</sup> Avenue and adjacent to Highway 404 would be considered.	
3.4.	CIMA noted that all of the land within the study area is designated as employment land.	



Discussion Topics		Action By
3.5.	The alignment of Road C will be determined based on the MTO requirement for offset from the potential future Highway 404 interchange ramp (the interchange is not part of this study). C1 and C2 are 370 metres and 440 metres from the potential future interchange ramp, respectively.	
3.6.	MTO noted that an acceptable offset between the signalized ramp terminal and the collector roads is typically 360 metres with 400 metres being considered desirable.	
3.7.	The alignment of Road D and the location of the intersection with Woodbine Avenue will be reviewed taking into consideration the Future Urban Area (FUA) objectives.	CIMA
3.8.	York Region has an approved crossing over Highway 404 at Mobis Drive. There are also plans to widen 19 <sup>th</sup> Avenue to 4-lanes in the future.	
<b>4. Other Business</b>		
4.1.	CIMA to send MTO the Traffic Report for review.	CIMA
4.2.	CIMA noted that the City of Markham has developed preliminary plans for an interchange at Highway 404/19 <sup>th</sup> Avenue. This interchange is not part of this Class EA study. However, the location of the potential interchange ramps is being considered as part of this EA to ensure there is sufficient spacing between the collector roads and the interchange ramps if it is pursued in the future. The City is conducting a review of the potential property boundary if an interchange is developed in the future.	
4.3.	MTO noted that there is an approved Highway 404 HOV EA which specifies the future cross-section for Highway 404. CIMA will be requesting this cross-section from MTO.	CIMA
4.4.	CIMA noted that a separate meeting (not part of this EA) would be required to discuss the right-of-way limits and permit requirements for the interchange. York Region would also be required to participate in the discussion.	
4.5.	The City's intention is to establish a general agreement with MTO (not obtain MTO approval) of the right-of-way limits for the interchange in order to inform where future development can occur in the surrounding area.	



<b>Discussion Topics</b>		<b>Action By</b>
<b>4.6.</b>	City of Markham to provide MTO with a hard copy and electronic copy of OPA 149.	City of Markham
<b>4.7.</b>	CIMA to provide MTO with the plan of alternative design concepts and MTO to provide comments.	CIMA
<b>4.8.</b>	CIMA to send MTO a plan of the potential future interchange in order for MTO to provide comments on the offset of the collector roads from the potential future interchange ramps.	CIMA

Jessica Dorgo, EIT





## Meeting Minutes

- Meeting** : Meeting with York Region
- Project** : City of Markham Highway 404 North Collector Roads Class EA
- Date / Time** : November 27, 2018, 10:30 AM
- Location** : City of Markham Office, Room 3B
- Attendees** :
- Steve Mota, York Region
  - Ryan Wong, York Region
  - Vi Bui, York Region
  - Nehal Azmy, City of Markham
  - Marija Ilic, City of Markham
  - Ziad Yassi, City of Markham
  - Martin Scott, CIMA
  - Jessica Dorgo, CIMA

Note: please advise author immediately of any errors or omissions

Discussion Topics		Action By
<b>1. Introductions</b>		
1.1.	Roundtable introductions were held.	
1.2.	The study is currently in Phase 3 and Public Information Centre #2 is tentatively planned for January 2018. The purpose of this meeting is to review the alternative design concepts with York Region and obtain feedback in advance of the PIC.	
<b>2. Study Overview</b>		
2.1.	The purpose of the study is to determine the road network within the planning precinct. Some development has already occurred including Honda, Mobis and Enbridge. The Honda and Mobis developments have precluded the road network as shown in OPA 149, therefore there is a need to confirm the collector road network so that additional development can proceed.	
<b>3. Review of Alternative Design Concepts</b>		
3.1.	CIMA provided an overview of the alternative design concepts roll plan.	
3.2.	CIMA noted that a meeting with Toronto and Region Conservation Authority (TRCA) was held and TRCA noted that if Road B is implemented, a bridge spanning the floodline limits would likely be required.	
3.3.	The alignment of Road C will be reviewed with the Ministry of Transportation to ensure the offset from the Highway 404 ramps meets MTO requirements.	
3.4.	The alignment of Road D and the location of the intersection with Woodbine Avenue will be reviewed taking into consideration the Future Urban Area (FUA) objectives.	CIMA
3.5.	York Region’s typical intersection spacing requirement is 300-350 meters. In urban areas, the minimum requirements is 215 metres. The City of Markham noted that in the future, the study area will be fully urbanized.	
3.6.	CIMA noted that the potential to shift Road A east and include an intersection providing access to the parcels south of 19 <sup>th</sup> Avenue will be considered.	





<b>Discussion Topics</b>		<b>Action By</b>
<b>3.7.</b>	York Region noted that 19 <sup>th</sup> Avenue will likely become a 4-lane arterial under the jurisdiction of York Region in the future.	
<b>3.8.</b>	The intersections of the new collector roads with 19 <sup>th</sup> Avenue should be designed to accommodate the future 4-lane cross-section.	
<b>3.9.</b>	York Region suggested that if Road B is not carried forward, Road C could be extended past 19 <sup>th</sup> Avenue to provide access to the parcels north of 19 <sup>th</sup> Avenue adjacent to Highway 404.	
<b>3.10.</b>	York Region has policies regarding continuous collector roads. If unable to fulfil this requirement, the EA needs to show how the environmental impacts justify overruling this policy.	
<b>3.11.</b>	CIMA to consider the provision of active transportation and transit within the study area and confirm if the City active transportation strategy has planned facilities in this area. CIMA to also review TRCA's plan for the area.	
<b>3.12.</b>	York Region noted that the widening of 19 <sup>th</sup> Avenue may become the responsibility of the developers.	
<b>3.13.</b>	York Region noted that a 41-metre right-of-way (minimum, 43m desirable) would be required for the widening of 19 <sup>th</sup> Avenue.	
<b>4. Other Business</b>		
<b>4.1.</b>	CIMA to send York Region the Traffic Report for review.	CIMA
<b>4.2.</b>	CIMA to provide York Region with the PIC #2 package in advance of the PIC for review including the plan for the preliminary preferred alternative.	CIMA

Jessica Dorgo, EIT





## Meeting Minutes

- Meeting** : Meeting with Toronto and Region Conservation Authority (TRCA)
- Project** : City of Markham Highway 404 North Collector Roads Class EA
- Date / Time** : November 26, 2018, 2:00 PM
- Location** : TRCA Head Office, 101 Exchange Avenue, Vaughan ON L4K 5R6
- Attendees** :
- Scott Smith, TRCA
  - Matt Kuyntjes, TRCA
  - Ali Shirazi, TRCA
  - Harsha Gammanpila, TRCA
  - Brad Stephens, TRCA
  - Nehal Azmy, City of Markham
  - Martin Scott, CIMA
  - Jessica Dorgo, CIMA

Note: please advise author immediately of any errors or omissions

Discussion Topics	Action By
<b>1. Introductions</b>	
1.1.	Roundtable introductions were held. H. Gammanpila will be the main point of contact at TRCA for this study.
1.2.	The study is currently in Phase 3 and Public Information Centre #2 is tentatively planned for January 2018. The purpose of this meeting is to review the alternative design concepts with TRCA and obtain feedback in advance of the PIC.
<b>2. Study Overview</b>	
2.1.	The purpose of the study is to determine the road network within the planning precinct. Some development has already occurred including Honda, Mobis and Enbridge. The Honda and Mobis developments have precluded the road network as shown in OPA 149, therefore there is a need to confirm the collector road network so that additional development can proceed.
<b>3. Review of Alternative Design Concepts</b>	
3.1.	CIMA provided an overview of the alternative design concepts roll plan.
3.2.	Although not included in OPA 149, Road B is under consideration for this study. If implemented, the alignment of Road B will be reviewed over Berczy Creek in order to minimize impacts.
3.3.	The alignment of Road C will be reviewed with the Ministry of Transportation to ensure the offset from the Highway 404 ramps meets MTO requirements.
3.4.	The alignment of Road D and the location of the intersection with Woodbine Avenue will be reviewed taking into consideration the Future Urban Area (FUA) objectives.
3.5.	TRCA noted that the wetland north of 19 <sup>th</sup> Avenue is a Provincially Significant Wetland (PSW) as well as the wetland north of 19 <sup>th</sup> Avenue adjacent to Woodbine Avenue.



<b>Discussion Topics</b>		<b>Action By</b>
<b>3.6.</b>	TRCA noted that the Regulation Limit extends 120m around the PSW and any road crossing would be required to span the full flood line limit (likely with a bridge).	
<b>3.7.</b>	CIMA to reference the TRCA Stream Crossing Guidelines to determine the exact crossing requirements.	CIMA
<b>3.8.</b>	The cumulative effects downstream would need to be considered if a crossing is implemented. TRCA noted that the upstream flood impacts could impact the feasibility of Road B.	
<b>3.9.</b>	General Arrangement drawings and Geotechnical drawings would be required as part of the ESR if a crossing is provided.	
<b>3.10.</b>	CIMA to confirm if the woodlot intersecting with Road E is designated by the City.	

#### **4. Other Business**

<b>4.1.</b>	CIMA will incorporate the information provided by TRCA's into the analysis and evaluation of alternative design concepts and review the feasibility of Road B.	
<b>4.2.</b>	CIMA to provide TRCA with the PIC #2 package in advance of the PIC for review including the plan for the preliminary preferred alternative. Following the review TRCA will determine if another meeting is required.	
<b>4.3.</b>	CIMA to provide TRCA with the draft ESR in advance of filing. TRCA requests 30 days for review. CIMA to provide technical reports as they become available.	
<b>4.4.</b>	TRCA noted that MNRF should also be consulted as part of the study if any impact to Berczy Creek is anticipated.	

Jessica Dorgo, EIT



# J

**Appendix J-2 - Ministry of  
Environment, Conservation and Parks  
(formerly Ministry of Environment and  
Climate Change)**



**From:** [Jessica Dorgo](#)  
**To:** [O'Leary, Emilee \(MECP\)](#)  
**Cc:** [Martin, Paul \(MECP\)](#); [Dugas, Celeste \(MECP\)](#); [Martin Scott](#); [Azmy, Nehal](#)  
**Subject:** RE: MECP Comments\_Draft Report\_Highway 404 North Collector Roads  
**Date:** Tuesday, March 17, 2020 11:19:00 AM  
**Attachments:** [B801\\_MECP Comments 20191008 Comment Response Package\\_e01.pdf](#)  
[image001.jpg](#)  
[image002.jpg](#)

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Good Morning Emilee,

Please find the attached letter and table outlining responses to your comments on the City of Markham Highway 404 North Collector Roads Class EA.

Thank you,

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**JESSICA DORG**O, EIT  
EIT / Transportation

T 289-288-0287 ext. 6819 F 289-288-0285  
400-3027 Harvester Road, Burlington, ON L7N 3G7 CANADA



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**From:** O'Leary, Emilee (MECP) <Emilee.OLeary@ontario.ca>  
**Sent:** Tuesday, October 8, 2019 11:28 AM  
**To:** Azmy, Nehal <nazmy@markham.ca>  
**Cc:** Martin, Paul (MECP) <Paul.D.Martin@ontario.ca>; Dugas, Celeste (MECP) <Celeste.Dugas@ontario.ca>; Martin Scott <Martin.Scott@cima.ca>; Jessica Dorgo <Jessica.Dorgo@cima.ca>  
**Subject:** MECP Comments\_Draft Report\_Highway 404 North Collector Roads

Dear Project Team,

Attached please find comments from the Ministry of the Environment, Conservation and Parks on the draft report for the Highway 404 North Collector Roads class environmental assessment project proposed by the City of Markham.

***\*Please note that this serves as the ministry's formal correspondence. Please kindly acknowledge receipt\****

Thank you,

**Emilee O'Leary** | Environmental Planner/Environmental Assessment Coordinator

*Technical Support Section, Central Region, Ministry of the Environment, Conservation and Parks*

5775 Yonge Street, 8<sup>th</sup> floor, Toronto ON, M2M 4J1

Phone: 416-326-3469 | [emilee.oleary@ontario.ca](mailto:emilee.oleary@ontario.ca)

March 17, 2020

Emilee O'Leary  
Regional Environmental Assessment Coordinator  
Air, Pesticides and Environmental Planning  
Ministry of the Environment, Conservation and Parks  
Central Region  
5775 Yonge Street, 8th floor  
North York ON M2M 4J1

**Attention: Ms. Emilee O'Leary**

**RE: CITY OF MARKHAM HIGHWAY 404 NORTH COLLECTOR ROADS  
MUNICIPAL CLASS EA DRAFT ENVIRONMENTAL STUDY REPORT  
RESPONSES TO TECHNICAL SUPPORT SECTION COMMENTS**

Dear Ms. O'Leary

Thank you for providing your comments on the draft Environmental Study Report for the City of Markham Highway 404 North Collector Roads Class Environmental Assessment. Together with the City of Markham we have reviewed your comments dated October 9, 2019.

A table is attached to this letter outlining our responses to each of your comments. We trust that these responses and the associated modifications to the project file will address your comments.

Filing of the Environmental Study Report is tentatively scheduled for April 2020. You will be notified at the initiation of the public review period and informed regarding how to obtain a copy of the final Environmental Study Report for your records. If you have any outstanding comments or concerns, please feel free to contact the undersigned.

Sincerely,

**CIMA Canada Inc.**



**Martin Scott, P.Eng.**  
Project Manager  
martin.scott@cima.ca

Encl.



**MECP COMMENTS AND PROPONENT RESPONSES**

ITEM	MECP COMMENTS (OCTOBER 8, 2019)	PROponent/CONSULTANT RESPONSE
<b>Section 2</b>		
1	Exhibit 2-2 is difficult to understand – What do the different colours and the dashes represent? Which roads are built and which are the proposed network from OPA 149? A legend or further labelling would be helpful for the reader.	A legend has been added to the figure.
<b>Section 3</b>		
2	The report is missing a discussion on potential contamination in the study area. Are there any areas of potential contamination? Please describe.	A Contamination Overview Study has been completed. A discussion has been added to the ESR in Section 6.8.
3	The report is missing a discussion on the existing groundwater environment. A high level discussion should be included at minimum.	A HydroGeological Assessment has been completed. A discussion has been added to the ESR in Section 6.7.
4	The status of, and potential impacts to any well water supplies should be addressed.	Discussion regarding well water has been added to Section 6.7.
<b>Section 4</b>		
5	Based on the evaluation in Exhibit 4-3 and the networks presented in the PIC materials, it appears that the network discussed on page 28 (Exhibit 4-1) should actually be “Network #2” and the network discussed on page 29 should actually “Network #1”. Please clarify	Alternative Network 1 and 2 were shown incorrectly in the previous version of the ESR. The preferred solution is the network that includes Corridor E (now correctly labelled Alternative Network #2).
6	On page 28, corridor D in what should be Network #2 is described as “Corridor D: New east-west road intersecting with the existing termination of Honda Boulevard in the west and the new north-south road in the east.” However Exhibit 5-1 and 5-4, and page 38 show/describe Road D as intersecting with Woodbine Avenue. Please clarify the discrepancy.	Corridor D on page 28 is part of the alternative solutions. The alternative road networks (alternative solutions as part of Phase 2 of the EA process) were developed to assess traffic needs. Following the selection of the preferred solution (Alternative Network 2), individual road alignments were established as part of the alternative design concepts (Phase 3 of EA process). During Phase 3, "Road D" was defined to extend west of Honda Boulevard (a refinement from the corridor identified in Phase 2).
7	Further to the above, if Corridor/Road D is intersecting with Woodbine Avenue, then the analysis under the “Land Use” row in Exhibit 4-3 should read “Provides for smaller development parcels between Honda Boulevard and Woodbine Avenue with access from Corridor ‘E’ and ‘D’.”	Corridor D and Road D are different elements. Corridor D is included as part of the alternative solutions evaluating road network options overall. Road D is a defined road alignment included as an alternative design concept. Exhibit 4-3 is the analysis of alternative solutions and therefore "Road E" is not a consideration at this stage as road alignments are not considered until the development of alternative design concepts.
8	In Exhibit 4-3 under the “Land Use” row both analyses state “Access to lands fronting on Woodbine Avenue would be from the collector road network”, however the difference between the two alternatives is that one “would limit development potential” while the other “would provide more flexibility for development.” It is not clear why or how one network would be limiting while the other would be flexible. Please explain this analysis more clearly and in more detail in Exhibit 4-3.	Alternative Network 2 provides more flexibility for development because these parcels can have frontage onto Road E that back onto Woodbine Avenue. Without Road E, access can only be provided from Honda Boulevard which limits the opportunity for small parcel development.
9	It is not clear why the analysis in Exhibit 4-3 against the Natural Environment discusses only impacts to the Berczy Creek tributary when there are other natural heritage features in the study area (e.g. PSW, vegetation communities, species at risk habitat, significant woodlands). The analysis should include a discussion on impacts on all natural heritage features.	Exhibit 4-3 has been updated to include consideration for other natural heritage features including significant woodlands, significant wildlife habitat and areas where barn swallows were observed.
10	Section 4.1 indicates that the impact on the natural environment was considered because there is natural heritage features present within the study area. There are also cultural heritage features in the study area – why were these not included in the analysis?	Cultural heritage has been added as a factor in the analysis and evaluation table. Neither option have an impact on cultural heritage features in the study area.

**MECP COMMENTS AND PROPONENT RESPONSES**

ITEM	MECP COMMENTS (OCTOBER 8, 2019)	PROPONENT/CONSULTANT RESPONSE
<b>Section 4.2</b>		
11	Please include a distinct discussion regarding indigenous consultation. This should include the following information: o List of the communities who were consulted o Information about when they were consulted (dates) and how (letters/emails/phone calls), including a summary of any follow up phone calls or emails sent to the communities. o A discussion of comments/concerns raised by any communities and how they were addressed by the proponent.	Discussion regarding indigenous consultation has been added to the ESR in Section 4.2.5.
12	Please include a discussion regarding consultation with review agencies, including information on who was consulted, when and how, as well as any comments/concerns raised and how they were addressed.	Discussion regarding consultation with review agencies has been added to the ESR in Section 4.2.4.
<b>Section 6</b>		
13	Please include a discussion on impacts during construction and operation to the current businesses and industries located in the study area (e.g. impacts to access, traffic etc.). Appropriate mitigation measures should be discussed.	Accesses to current businesses will be maintained during construction. Discussion has been added to the commitments to further work table in Section 7.
<b>Section 7</b>		
14	With respect to air quality, the ministry recommends that non-chloride dust suppressants be used.	A commitment to further work has been added to Section 7.
15	Since the removal or movement of soils may be required, please include a commitment to ensure that appropriate tests to determine contaminant levels from previous land uses or dumping will be undertaken. If the soils are contaminated, it will be disposed of consistent with Part XV.1 of the Environmental Protection Act (EPA) and Ontario Regulation 153/04, Records of Site Condition. The ministry's York Durham District Office will be consulted for further consultation if contaminated sites are present.	A commitment to further work has been added to Section 7.
16	Activities involving the management of excess soil should be completed in accordance with the MOECC's current guidance document titled "Management of Excess Soil – A Guide for Best Management Practices" (2014) available online ( <a href="http://www.ontario.ca/document/management-excess-soil-guide-best-management-practices">http://www.ontario.ca/document/management-excess-soil-guide-best-management-practices</a> ). Please include this commitment.	A commitment to further work has been added to Section 7.
<b>Source Water Protection</b>		
17	As directed in our letter of January 3, 2018, a discussion on source water protection is required in the report. Please refer to the Areas of Interest attachment to our January 3, 2018 letter for direction	Discussion on source water protection has been added to Section 3.4. and relevant commitments to further work have been added to Section 7.

MECP COMMENTS AND PROPONENT RESPONSES		
ITEM	MECP COMMENTS (OCTOBER 8, 2019)	PROPONENT/CONSULTANT RESPONSE
<b>Climate Change</b>		
18	The ministry expects proponents to include a discussion in the report detailing how climate change was considered in the EA. How climate change is considered can be qualitative or quantitative in nature, and should be scaled to the project's level of environmental effect. In all instances, both a project's impacts on climate change (mitigation) and impacts of climate change on a project (adaptation) should be considered. Please ensure climate change is considered in the report.	Discussion regarding climate change has been added to Section 1.2.2 and 6.10.3 and commitments to further work have been added to Section 7.  A review of intensity-duration-frequency (IDF) parameters based on MTO's Lookup Curves was completed to assess the impact of climate change on drainage and SWM infrastructure. Future IDF parameters based on MTO Lookup Curve Year 2085 compared to 2010 predicts a maximum increase of 17% and 8%, respectively for the 2-year and 100-year design intensity. To mitigate the potential impacts from climate change, during detailed design the computed capacity of storm sewers should be designed such that the peak flow is less than 80% of the pipe flowing full. This will provide resilience for the drainage infrastructure under predicted future conditions.
<b>Anticipated Project Timeline</b>		
19	Please include an anticipated project timeline.	The anticipated project timeline will be dependent on the rate of development in Highway 404 North Precinct Planning Area.
<b>Post-EA Approval/Permits</b>		
20	Please include a list of anticipated approvals and permits required for the project from all agencies. From MECP perspective, the following approvals and permits may be required: o Permit under the Endangered Species Act – it is recommended that the proponent contact the MECP's Species at Risk Branch during detailed design for consultation on whether a permit is required for the project (SARontario@ontario.ca). o Permit to Take Water or EASR o Environmental Compliance Approval for municipally owned stormwater management infrastructure	A commitment to further work has been added to Section 7.
<b>Other</b>		
21	Page 34 is showing a reference error.	The error has been updated.
<b>Local Air Quality Assessment</b>		
22	On page 9 of the Novus Report, it notes that the worst PM <sub>2.5</sub> concentration was observed at Toronto North station, whereas the maximum PM <sub>10</sub> and TSP concentrations were observed at Toronto East station. Since PM <sub>10</sub> and TSP background concentrations are based on PM <sub>2.5</sub> measurements, please confirm that the station is also Toronto North and not Toronto East.	Toronto North is the correct station for PM <sub>10</sub> and TSP. Though the data is derived from the PM <sub>2.5</sub> measurements, the PM standard is based on a 98 <sup>th</sup> percentile value, averaged over 3 years, while the PM <sub>10</sub> and TSP stations are selected based on maximum 24-hour concentrations. This sometimes results in a different station being selected for PM <sub>10</sub> and TSP than PM <sub>2.5</sub> .
23	Table 19 "Summary of Predicted Acrolein Concentrations" illustrates 24-hour acetaldehyde concentrations instead of acrolein. Please revise accordingly.	The report has been revised accordingly.
24	It is recommended to also assess impacts not only at existing sensitive receptors as listed in Figures 7 to 9 of the Novus Report, but also at future sensitive receptors, if applicable	Novus/SLR were not aware of any future sensitive receptors at the time of this assessment. However, it is expected that results at the receptors included in the assessment would be similar for future receptors located in similar proximity to the roadway.
25	Since the highest particulate impacts are seen in the vicinity of receptors no. 4, 7 and 13, it is recommended to plant evergreen trees in this area so that it acts as a surface for particulate deposition which minimizes off-site impacts.	The recommendation is for the design team to plant evergreen trees in the vicinity of a few of the receptors. It is recommended that the design team incorporate these trees into the landscaping plans. This has been added to the commitments to further work in Section 7.

**MECP COMMENTS AND PROPONENT RESPONSES**

ITEM	MECP COMMENTS (OCTOBER 8, 2019)	PROponent/CONSULTANT RESPONSE
<b>Consultation Appendices</b>		
26	Please include a stakeholder distribution list for the review agencies and indigenous communities who were consulted for this project.	The stakeholder distribution list for the review agencies and indigenous communities has been added to Appendix J.

Ministry of the Environment,

Ministère de l'Environnement, de

Conservation and Parks

la Protection de la nature et des Parcs

Central Region

Région du Centre

5775 Yonge Street, 8<sup>th</sup> floor  
North York ON M2M 4J1  
Tel.: 416 326-6700  
Fax.: 416 325-6345

8<sup>e</sup> étage, 5775, rue Yonge  
North York ON M2M 4J1  
Tél. : 416 326-6700  
Télec. : 416 325-6345

October 8, 2019

File No.: EA 01-06-05

Nehal Azmy (BY EMAIL ONLY)  
City Project Manager  
City of Markham  
101 Town Centre Boulevard  
Markham ON L3R 9W3

Re: **Highway 404 North Collector Roads  
City of Markham  
Municipal Class EA – Road C  
Draft Environmental Study Report  
Technical Support Section Comments**

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Dear Nehal Azmy,

We have received the draft Environmental Study Report for the above noted environmental assessment. Our understanding is that the preferred alternative is alternative 2 with four new collector roads. We provide the following comments below for your consideration.

### **Section 2**

1. Exhibit 2-2 is difficult to understand – What do the different colours and the dashes represent? Which roads are built and which are the proposed network from OPA 149? A legend or further labelling would be helpful for the reader.

### **Section 3**

2. The report is missing a discussion on potential contamination in the study area. Are there any areas of potential contamination? Please describe.
3. The report is missing a discussion on the existing groundwater environment. A high level discussion should be included at minimum.
4. The status of, and potential impacts to any well water supplies should be addressed.

## Section 4

5. Based on the evaluation in Exhibit 4-3 and the networks presented in the PIC materials, it appears that the network discussed on page 28 (Exhibit 4-1) should actually be “Network #2” and the network discussed on page 29 should actually “Network #1”. Please clarify.
6. On page 28, corridor D in what should be Network #2 is described as “Corridor D: New east-west road intersecting with the existing termination of Honda Boulevard in the west and the new north-south road in the east.” However Exhibit 5-1 and 5-4, and page 38 show/describe Road D as intersecting with Woodbine Avenue. Please clarify the discrepancy.
7. Further to the above, if Corridor/Road D is intersecting with Woodbine Avenue, then the analysis under the “Land Use” row in Exhibit 4-3 should read “Provides for smaller development parcels between Honda Boulevard and Woodbine Avenue with access from Corridor ‘E’ and ‘D’.”
8. In Exhibit 4-3 under the “Land Use” row both analyses state “Access to lands fronting on Woodbine Avenue would be from the collector road network”, however the difference between the two alternatives is that one “would limit development potential” while the other “would provide more flexibility for development.” It is not clear why or how one network would be limiting while the other would be flexible. Please explain this analysis more clearly and in more detail in Exhibit 4-3.
9. It is not clear why the analysis in Exhibit 4-3 against the Natural Environment discusses only impacts to the Berczy Creek tributary when there are other natural heritage features in the study area (e.g. PSW, vegetation communities, species at risk habitat, significant woodlands). The analysis should include a discussion on impacts on all natural heritage features.
10. Section 4.1 indicates that the impact on the natural environment was considered because there is natural heritage features present within the study area. There are also cultural heritage features in the study area – why were these not included in the analysis?

## Section 4.2

11. Please include a distinct discussion regarding indigenous consultation. This should include the following information:
  - List of the communities who were consulted
  - Information about when they were consulted (dates) and how (letters/emails/phone calls), including a summary of any follow up phone calls or emails sent to the communities.
  - A discussion of comments/concerns raised by any communities and how they were addressed by the proponent.
12. Please include a discussion regarding consultation with review agencies, including information on who was consulted, when and how, as well as any comments/concerns raised and how they were addressed.

## Section 6

13. Please include a discussion on impacts during construction and operation to the current businesses and industries located in the study area (e.g. impacts to access, traffic etc.). Appropriate mitigation measures should be discussed.

## Section 7

14. With respect to air quality, the ministry recommends that non-chloride dust suppressants be used.
15. Since the removal or movement of soils may be required, please include a commitment to ensure that appropriate tests to determine contaminant levels from previous land uses or dumping will be undertaken. If the soils are contaminated, it will be disposed of consistent with Part XV.1 of the Environmental Protection Act (EPA) and Ontario Regulation 153/04, Records of Site Condition. The ministry's York Durham District Office will be consulted for further consultation if contaminated sites are present.
16. Activities involving the management of excess soil should be completed in accordance with the MOECC's current guidance document titled "Management of Excess Soil – A Guide for Best Management Practices" (2014) available online (<http://www.ontario.ca/document/management-excess-soil-guide-best-management-practices>). Please include this commitment.

### Source Water Protection

17. As directed in our letter of January 3, 2018, a discussion on source water protection is required in the report. Please refer to the Areas of Interest attachment to our January 3, 2018 letter for direction.

### Climate Change

18. The ministry expects proponents to include a discussion in the report detailing how climate change was considered in the EA. How climate change is considered can be qualitative or quantitative in nature, and should be scaled to the project's level of environmental effect. In all instances, both a project's impacts on climate change (mitigation) and impacts of climate change on a project (adaptation) should be considered. Please ensure climate change is considered in the report.

### Anticipated Project Timeline

19. Please include an anticipated project timeline.

### Post-EA Approvals/Permits

20. Please include a list of anticipated approvals and permits required for the project from all agencies. From MECP perspective, the following approvals and permits may be required:
  - Permit under the Endangered Species Act – it is recommended that the proponent contact the MECP's Species at Risk Branch during detailed design for consultation on whether a permit is required for the project ([SARontario@ontario.ca](mailto:SARontario@ontario.ca)).
  - Permit to Take Water or EASR
  - Environmental Compliance Approval for municipally owned stormwater management infrastructure

### Other

21. Page 34 is showing a reference error.

## Local Air Quality Assessment (Novus, Feb 1, 2019)

Overall the air quality impact assessment followed the ministry's guidance document. The list of contaminants of concern selected for this study and the methodology employed is acceptable. Minor comments are as follows:

22. On page 9 of the Novus Report, it notes that the worst PM<sub>2.5</sub> concentration was observed at Toronto North station, whereas the maximum PM<sub>10</sub> and TSP concentrations were observed at Toronto East station. Since PM<sub>10</sub> and TSP background concentrations are based on PM<sub>2.5</sub> measurements, please confirm that the station is also Toronto North and not Toronto East.
23. Table 19 "Summary of Predicted Acrolein Concentrations" illustrates 24-hour acetaldehyde concentrations instead of acrolein. Please revise accordingly.
24. It is recommended to also assess impacts not only at existing sensitive receptors as listed in Figures 7 to 9 of the Novus Report, but also at future sensitive receptors, if applicable.
25. Since the highest particulate impacts are seen in the vicinity of receptors no. 4, 7 and 13, it is recommended to plant evergreen trees in this area so that it acts as a surface for particulate deposition which minimizes off-site impacts.

### Consultation Appendices

26. Please include a stakeholder distribution list for the review agencies and indigenous communities who were consulted for this project.

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Please provide an accompanying response letter to support our review of the final report. Thank you for the opportunity to comment on this project and your subsequent response.

Should you or any members of your project team have any questions, please feel free to contact me at [emilee.oleary@ontario.ca](mailto:emilee.oleary@ontario.ca) or 416-326-3469.

Sincerely,



Emilee O'Leary  
Regional Environmental Assessment Coordinator  
Air, Pesticides and Environmental Planning

cc: Paul Martin, Supervisor, Technical Support Section, MECP  
Celeste Dugas, Manager, York Durham District Office, MECP  
Martin Scott, Consultant Project Manager, CIMA+  
Jessica Dorgo, Consultant Project Team, CIMA+



## Jessica Dorgo

---

**From:** O'Leary, Emilee (MECP) <Emilee.OLeary@ontario.ca>  
**Sent:** Wednesday, September 18, 2019 3:22 PM  
**To:** Jessica Dorgo  
**Cc:** Species at Risk (MECP); Martin Scott; Azmy, Nehal  
**Subject:** RE: City of Markham Hwy 404 N Collector Roads EA - Draft ESR

Hi Jessica,

Thank you for your email. I was able to download the files successfully. We will undertake a review.

Regards,  
Emilee

**Emilee O'Leary** | Environmental Planner/Environmental Assessment Coordinator  
*Technical Support Section, Central Region, Ministry of the Environment, Conservation and Parks*  
5775 Yonge Street, 8<sup>th</sup> floor, Toronto ON, M2M 4J1  
Phone: 416-326-3469 | [emilee.oleary@ontario.ca](mailto:emilee.oleary@ontario.ca)

---

**From:** Jessica Dorgo <Jessica.Dorgo@cima.ca>  
**Sent:** September 17, 2019 10:09 AM  
**To:** O'Leary, Emilee (MECP) <Emilee.OLeary@ontario.ca>  
**Cc:** Species at Risk (MECP) <SAROntario@ontario.ca>; Martin Scott <Martin.Scott@cima.ca>; Azmy, Nehal <nazmy@markham.ca>  
**Subject:** City of Markham Hwy 404 N Collector Roads EA - Draft ESR

Good Morning Emilee,

A copy of the draft ESR for City of Markham Highway 404 North Collector Roads EA is available on the file transfer site below for your review. As requested, this is being provided to you for review prior to filing of the EA.

### [Access the file transfer site](#)

**If the link doesn't work, please Copy / Paste the following link in your browser:**

<https://transfertsherbrooke.cima.ca/ftphttp/asp/index.asp?id=13849&k=e8beb21482e1a2361fdc08a3464d82a6&courriel=Jessica.dorgo@cima.ca&lang=en&noOCX=0>

Thank you,

---

**JESSICA DORG**O, EIT  
Transportation

T 289-288-0287 ext. 6819 F 289-288-0285  
400-3027 Harvester Road, Burlington, ON L7N 3G7 CANADA

## Eleni Dekaneas

---

**From:** Jessica Dorgo  
**Sent:** Monday, April 29, 2019 9:28 AM  
**To:** O'Leary, Emilee (MOECC)  
**Cc:** Martin Scott; Azmy, Nehal  
**Subject:** RE: Highway 404 North Collector Roads PIC 2 Materials Requested

Good Morning Emilee,

A copy of the PIC #2 display boards as well as the preliminary recommended roll plan are available on the file transfer site below for download. A hard copy of the detailed analysis and evaluation of alternative design concepts was also made available at the meeting, separate from the display boards.

### [Access the file transfer site](#)

Please let us know if you have any issues accessing the files.

Thank you,

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**JESSICA DORGO**, EIT  
Transportation

T 289-288-0287 ext. 6819 F 289-288-0285  
400-3027 Harvester Road, Burlington, ON L7N 3G7 CANADA



---

**From:** Martin Scott <Martin.Scott@cima.ca>  
**Sent:** Monday, April 29, 2019 8:41 AM  
**To:** Jessica Dorgo <Jessica.Dorgo@cima.ca>  
**Subject:** FW: Highway 404 North Collector Roads PIC 2 Materials Requested

---

**From:** O'Leary, Emilee (MECP) <[Emilee.OLeary@ontario.ca](mailto:Emilee.OLeary@ontario.ca)>  
**Sent:** Friday, April 26, 2019 3:36 PM  
**To:** Azmy, Nehal <[nazmy@markham.ca](mailto:nazmy@markham.ca)>; Martin Scott <[Martin.Scott@cima.ca](mailto:Martin.Scott@cima.ca)>  
**Subject:** Highway 404 North Collector Roads PIC 2 Materials Requested

Good afternoon Nehal and Martin,

I am in receipt of the attached notice of PIC 2 for the Highway 404 North Collector Roads class EA. Can you please send to me the PIC materials (presentation, boards etc.) for my files and information.

Thank you,  
Emilee

**Emilee O'Leary** | Environmental Planner/Environmental Assessment Coordinator  
*Technical Support Section, Central Region, Ministry of the Environment, Conservation and Parks*  
5775 Yonge Street, 8<sup>th</sup> floor, Toronto ON, M2M 4J1  
Phone: 416-326-3469 | [emilee.oleary@ontario.ca](mailto:emilee.oleary@ontario.ca)

## Jessica Dorgo

---

**From:** Azmy, Nehal <nazmy@markham.ca>  
**Sent:** Friday, January 5, 2018 4:33 PM  
**To:** O'Leary, Emilee (MOECC)  
**Cc:** Martin Scott; Jessica Dorgo; Martin, Paul (MOECC); Dugas, Celeste (MOECC); Cachola, Alain  
**Subject:** RE: MOECC Comments\_Notice of Commencement\_Highway 404 North Collector Roads  
**Attachments:** TSS Comments\_Notice of Commencement\_Highway 404 North Collector Roads.pdf

Dear Emilee O'Leary,

This is to confirm receipt of the Ministry's formal correspondence related to the Highway 404 North Collector Roads EA Study.

The City along with AECOM Consultant will make every effort to address all areas of interest applicable to the project along with other Ministry's requirements as outlined in the attached document.

Regards,

Nehal Azmy, P.Eng.  
Senior Capital Works Engineer  
T: 905.477.7000 Ext. 2197  
F: 905.479.7773  
E: [nazmy@markham.ca](mailto:nazmy@markham.ca)

---

**From:** O'Leary, Emilee (MOECC) [mailto:Emilee.OLeary@ontario.ca]  
**Sent:** January 3, 2018 4:14 PM  
**To:** Azmy, Nehal <nazmy@markham.ca>  
**Cc:** Martin Scott <Martin.Scott@cima.ca>; Jessica Dorgo <Jessica.Dorgo@cima.ca>; Martin, Paul (MOECC) <Paul.D.Martin@ontario.ca>; Dugas, Celeste (MOECC) <Celeste.Dugas@ontario.ca>  
**Subject:** MOECC Comments\_Notice of Commencement\_Highway 404 North Collector Roads

Dear Nehal Azmy,

Attached please find the Ministry of the Environment and Climate Change's response to the Notice of Commencement for the Highway 404 North Collector Roads Class EA study proposed by the City of Markham.

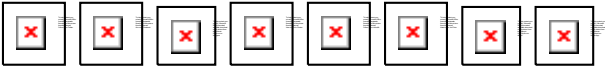
**\*Please note that this serves as the ministry's formal correspondence. Please kindly acknowledge receipt\***

Thank you,

**Emilee O'Leary** | Environmental Planner/Environmental Assessment Coordinator  
*Technical Support Section, Central Region, Ministry of the Environment and Climate Change*  
5775 Yonge Street, 8<sup>th</sup> floor, Toronto ON, M2M 4J1  
Phone: 416-326-3469 | [emilee.oleary@ontario.ca](mailto:emilee.oleary@ontario.ca)



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Ministry of the Environment and  
Climate Change  
*Drinking Water and Environmental  
Compliance Division*

Central Region,  
Technical Support Section  
5775 Yonge Street, 9<sup>th</sup> Floor  
North York, ON M2M 4J1  
Tel. (416) 326-6700  
Fax (416) 325-6347

Ministère de l'Environnement et de  
l'Action en matière de changement  
climatique  
*Division de la conformité en matière d'eau  
potable et d'environnement*

Région du Centre  
Section d'appui technique  
5775, rue Yonge, 8<sup>ième</sup> étage  
North York, Ontario M2M 4J1  
Tél. : (416) 326-6700  
Télééc. : (416) 325-6347



January 3, 2018

File No.: EA 01-06-05

Nehal Azmy (BY EMAIL ONLY)  
City of Markham  
101 Town Centre Boulevard  
Markham ON L3R 9W3

Re: **Highway 404 North Collector Roads  
City of Markham  
Municipal Class EA – Schedule C, road  
Response to Notice of Commencement**

Dear Nehal Azmy,

This letter is in response to the Notice of Commencement for the above noted project. The Ministry of the Environment and Climate Change (MOECC) acknowledges that the City of Markham has indicated that the study is following the approved environmental planning process for a Schedule C project under the Municipal Class Environmental Assessment (Class EA).

The **updated** attached "Areas of Interest" document provides guidance regarding the ministry's interests with respect to the Class EA process. Please identify the areas of interest which are applicable to the project and ensure they are addressed. Proponents who address all of the applicable areas of interest can minimize potential delays to the project schedule.

The Crown has a legal duty to consult Aboriginal communities when it has knowledge, real or constructive, of the existence or potential existence of an Aboriginal or treaty right and contemplates conduct that may adversely impact that right. Before authorizing this project, the Crown must ensure that its duty to consult has been fulfilled, where such a duty is triggered. Although the duty to consult with Aboriginal peoples is a duty of the Crown, the Crown may delegate procedural aspects of this duty to project proponents while retaining oversight of the consultation process.

The proposed project may have the potential to affect Aboriginal or treaty rights protected under Section 35 of Canada's *Constitution Act* 1982. Where the Crown's duty to consult is triggered in relation to the proposed project, **the MOECC is delegating the procedural aspects of rights-based consultation to the proponent through this letter.** The Crown intends to rely on the delegated consultation process in discharging its duty to consult and maintains the right to participate in the consultation process as it sees fit.

Based on information provided to date and the Crown's preliminary assessment, the Crown has not identified any Indigenous communities as potentially affected by the proposed project at this time. However, if the proponent determines that there is archaeological potential for the site and there is a requirement for a stage 2 archaeological study, then local Indigenous communities should be notified of this. The communities to be consulted in this instance are:

- Curve Lake
- Hiawatha
- Alderville
- Mississaugas of Scugog
- Williams Treaties coordinator (Kary Sandy-McKenzie)

Steps that the proponent may need to take in relation to Aboriginal consultation for the proposed project are outlined in the "Code of Practice for Consultation in Ontario's Environmental Assessment Process" which can be found at the following link: <https://www.ontario.ca/document/consultation-ontarios-environmental-assessment-process>

Additional information related to Ontario's Environmental Assessment Act is available online at: [www.ontario.ca/environmentalassessments](http://www.ontario.ca/environmentalassessments)

Please also refer to the attached document "A Proponent's Introduction to the Delegation of Procedural Aspects of consultation with Aboriginal Communities" for further information.

The proponent must contact the Director of Environmental Approvals Branch under the following circumstances subsequent to initial discussions with the communities identified by MOECC:

- Aboriginal or treaty rights impacts are identified to the proponent by the communities
- The proponent has reason to believe that the proposed project may adversely affect an Aboriginal or treaty right
- Consultation has reached an impasse
- A Part II Order request or elevation request is expected

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

<b>Email:</b>	<a href="mailto:EAASIBGen@ontario.ca">EAASIBGen@ontario.ca</a> Subject: Potential Duty to Consult
<b>Fax:</b>	416-314-8452
<b>Address:</b>	Environmental Approvals Branch 135 St. Clair Avenue West, 1 <sup>st</sup> Floor Toronto, ON, M4V 1P5

The MOECC will then assess the extent of any Crown duty to consult for the circumstances and will consider whether additional steps should be taken, including what role the proponent will be asked to play in them.

**A draft copy of the ESR should be sent to this office prior to the filing of the final report, allowing a minimum of 30 days for the ministry's technical reviewers to provide comments. Please also forward the Notice of Completion and final ESR to me when completed.**

Should you or any members of your project team have any questions regarding the material above, please contact me at emilee.oleary@ontario.ca or 416-326-3469.

Yours truly,



Emilee O'Leary  
Regional Environmental Assessment Coordinator  
Air, Pesticides and Environmental Planning

cc: Paul Martin, Supervisor, Technical Support Section, MOECC  
Celeste Dugas, Manager, York Durham District Office, MOECC  
Martin Scott, Consultant Project Manager, CIMA Canada Inc.  
Jessica Dorgo, Consultant Project Team, CIMA Canada Inc.

Central Region EA File  
A & P File

Attach: Areas of Interest  
A Proponent's Introduction to the Delegation of Procedural Aspects of consultation with  
Aboriginal Communities



## AREAS OF INTEREST

*It is suggested that you check off each applicable area after you have considered / addressed it.*

### ☐ **Source Water Protection (all projects)**

The Clean Water Act, 2006 (CWA) aims to protect existing and future sources of drinking water. To achieve this, several types of vulnerable areas have been delineated around surface water intakes and wellheads for every municipal residential drinking water system that is located in a source protection area. These vulnerable areas are known as a Wellhead Protection Areas (WHPAs) and surface water Intake Protection Zones (IPZs). Other vulnerable areas that have been delineated under the CWA include Highly Vulnerable Aquifers (HVAs), Significant Groundwater Recharge Areas (SGRAs), Event-based modelling areas (EBAs), and Issues Contributing Areas (ICAs). Source protection plans have been developed that include policies to address existing and future risks to sources of municipal drinking water within these vulnerable areas.

Projects that are subject to the Environmental Assessment Act that fall under a Class EA, or one of the Regulations, have the potential to impact sources of drinking water if they occur in designated vulnerable areas or in the vicinity of other at-risk drinking water systems (i.e. systems that are not municipal residential systems). MEA Class EA projects may include activities that, if located in a vulnerable area, could be a threat to sources of drinking water (i.e. have the potential to adversely affect the quality or quantity of drinking water sources) and the activity could therefore be subject to policies in a source protection plan. Where an activity poses a risk to drinking water, policies in the local source protection plan may impact how or where that activity is undertaken. Policies may prohibit certain activities, or they may require risk management measures for these activities. Municipal Official Plans, planning decisions, Class EA projects (where the project includes an activity that is a threat to drinking water) and prescribed instruments must conform with policies that address significant risks to drinking water and must have regard for policies that address moderate or low risks.

- As you may be aware, in October 2015, the MEA Parent Class EA document was amended to include reference to the Clean Water Act (Section A.2.10.6) and indicates that proponents undertaking a Municipal Class EA project must identify early in their process whether a project is or could potentially be occurring with a vulnerable area. **Given this requirement, please include a section in the Project File/ESR on source water protection.**
  - The proponent should identify the source protection area and should clearly document how the proximity of the project to sources of drinking water (municipal or other) and any delineated vulnerable areas was considered and assessed. Specifically the report should discuss whether or not the project is located in a vulnerable area and provide applicable details about the area. If located in a vulnerable area, proponents should document whether any project activities are prescribed drinking water threats and thus pose a risk to drinking water (this should be consulted on with the appropriate Source Protection Authority). Where an activity poses a risk to drinking water, the proponent must document and discuss in the project file or ESR how the project adheres to or has regard to applicable policies in the local source protection plan. This section should then be used to inform and be reflected in other sections of the report, such as the identification of net positive/negative effects of alternatives, mitigation measures, evaluation of alternatives etc.
- While most source protection plans focused on including policies for significant drinking water threats in the WHPAs and IPZs it should be noted that even though source protection plan policies may not apply in HVAs, these are areas where aquifers are sensitive and at risk to impacts and within these areas, activities may impact the quality of sources of drinking water for systems other than municipal residential systems.
- In order to determine if this project is occurring within a vulnerable area, proponents can use this mapping tool: <http://www.applications.ene.gov.on.ca/swp/en/index.php>. The mapping tool will also provide a link to the appropriate source protection plan in order to identify what policies may be applicable in the vulnerable area.

- For further information on the maps or source protection plan policies which may relate to their project, proponents must contact the appropriate source protection authority. **Please consult with the local source protection authority to discuss potential impacts on drinking water. The contact for this project is Jennifer Stephens at [jstephens@trca.on.ca](mailto:jstephens@trca.on.ca) or (416) 661-6600 x5568. Please document the results of that consultation within the Report and include all communication documents/correspondence.**

#### More Information

For more information on the Clean Water Act, source protection areas and plans, including specific information on the vulnerable areas and drinking water threats, please refer to Conservation Ontario's website where you will also find links to the local source protection plan/assessment report.

A list of the prescribed drinking water threats can be found in section 1.1 of Ontario Regulation 287/07 made under the Clean Water Act. In addition to prescribed drinking water threats, some source protection plans may include policies to address additional "local" threat activities, as approved by the MOECC.

#### □ **Climate Change**

Ontario is leading the fight against climate change through the Climate Change Action Plan. Recently released, the plan lays out the specific actions Ontario will take in the next five years to meet its 2020 greenhouse gas reduction targets and establishes the framework necessary to meet its long-term targets. As a commitment of the action plan, the province has prepared a guide Consideration of Climate Change in Environmental Assessment in Ontario for projects and undertakings under the Environmental Assessment Act. This guide supports the province's Climate Change Action Plan and Adaptation Strategy and will become part of the Environmental Assessment program's Guides and Codes of Practice. The guide is found online at <https://www.ontario.ca/page/considering-climate-change-environmental-assessment-process>.

- We encourage proponents to include a section on climate change in the Project File/ESR.

#### □ **Planning and Policy**

- Parts of the study area may be subject to the Oak Ridges Moraine Conservation Plan, Niagara Escarpment Plan, Greenbelt Plan, [Lake Simcoe Protection Plan](#), or Growth Plan for the Greater Golden Horseshoe. Applicable policies should be referenced in the Project File/ESR, and the proponent should describe how the proposed study adheres to the relevant policies in these plans. **The new 2017 provincial plans are now in effect.**
- The [Provincial Policy Statement](#) (2014) contains policies that protect Ontario's natural heritage and water resources. Applicable policies should be referenced in the Project File/ESR, and the proponent should describe how this proposed project is consistent with these policies.

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

- If there are sensitive receptors in the surrounding area of this project, an air quality/odour impact assessment will be useful to evaluate alternatives, determine impacts and identify appropriate mitigation measures. The scope of the assessment can be determined based on the potential effects of the proposed alternatives, and typically includes source and receptor characterization and a quantification of local air quality impacts on the sensitive receptors and the environment in the study area. The assessment will compare to all applicable standards or guidelines for all contaminants of concern. **This project does not require a full quantitative Air Quality Impact Assessment. Please refer to the next bullet.**

- **If a full Air Quality Impact Assessment is not required for the project, the Project File/ESR should still contain a detailed qualitative discussion including:**
  - A discussion of local air quality including existing activities/sources that significantly impact local air quality and how the project may impact existing conditions;
  - A discussion of the nearby sensitive receptors and the project's potential air quality impacts on present and future sensitive receptors;
  - A discussion of local air quality impacts that could arise from this project during both construction and operation; and
  - A discussion of potential mitigation measures.
- As a common practice, "air quality" should be used an evaluation criterion for all road projects.
- Dust and noise control measures should be addressed and included in the construction plans to ensure that nearby residential and other sensitive land uses within the study area are not adversely affected during construction activities.
- Please note that the ministry recommends that non-chloride dust-suppressants be applied. For a comprehensive list of fugitive dust prevention and control measures that could be applied, refer to *Cheminfo Services Inc. Best Practices for the Reduction of Air Emissions from Construction and Demolition Activities*. Report prepared for Environment Canada. March 2005. <http://www.bieapfrempp.org/Toolbox%20pdfs/EC%20-%20Final%20Code%20of%20Practice%20-%20Construction%20%20Demolition.pdf>
- The Project File/ESR should consider the potential impacts of increased noise levels during the operation of the completed project. The proponent should explore all potential measures to mitigate significant noise impacts during the assessment of alternatives.

□ **Ecosystem Protection and Restoration**

- Any impacts to ecosystem form and function must be avoided where possible. The Project File/ESR should describe any proposed mitigation measures and how project planning will protect and enhance the local ecosystem.
- All natural heritage features should be identified and described in detail to assess potential impacts and to develop appropriate mitigation measures. The following sensitive environmental features may be located within or adjacent to the study area:
  - Areas of Natural and Scientific Interest (ANSIs)
  - Rare Species of flora or fauna
  - Watercourses
  - Wetlands
  - Woodlots

We recommend consulting with the Ministry of Natural Resources and Forestry (MNR), Fisheries and Oceans Canada (DFO) and your local conservation authority to determine if special measures or additional studies will be necessary to preserve and protect these sensitive features. In addition, you may consider the provisions of the Rouge Park Management Plan if applicable.

□ **Surface Water**

- The Project File/ESR must include a sufficient level of information to demonstrate that there will be no negative impacts on the natural features or ecological functions of any watercourses within the study area. Measures should be included in the planning and design process to ensure that any impacts to watercourses from construction or operational activities (e.g. spills, erosion, pollution) are mitigated as part of the proposed undertaking.

- Additional stormwater runoff from new pavement can impact receiving watercourses and flood conditions. Quality and quantity control measures to treat stormwater runoff should be considered for all new impervious areas and, where possible, existing surfaces. The ministry's [Stormwater Management Planning and Design Manual \(2003\)](#) should be referenced in the Project File/ESR and utilized when designing stormwater control methods. **A Stormwater Management Plan should be prepared as part of the Class EA process** that includes:
    - Strategies to address potential water quantity and erosion impacts related to stormwater draining into streams or other sensitive environmental features, and to ensure that adequate (enhanced) water quality is maintained
    - Watershed information, drainage conditions, and other relevant background information
    - Future drainage conditions, stormwater management options, information on erosion and sediment control during construction, and other details of the proposed works
    - Information on maintenance and monitoring commitments.
  - Ontario Regulation 60/08 under the Ontario Water Resources Act (OWRA) applies to the Lake Simcoe Basin, which encompasses Lake Simcoe and the lands from which surface water drains into Lake Simcoe. If the proposed sewage treatment plant is listed in Table 1 of the regulation, the Project File/ESR should describe how the proposed project and its mitigation measures are consistent with the requirements of this regulation and the OWRA.
  - Any potential approval requirements for surface water taking or discharge should be identified in the Project File/ESR. In particular, a Permit to Take Water (PTTW) under the OWRA will be required for any water takings that exceed 50,000 L/day. It should be noted that certain water taking activities have been prescribed by the Water Taking EASR Regulation – *O. Reg. 63/16*. These prescribed water-taking activities require registration in the EASR instead of a PTTW.
- **Groundwater**
- The status of, and potential impacts to any well water supplies should be addressed. If the project involves groundwater takings or changes to drainage patterns, the quantity and quality of groundwater may be affected due to drawdown effects or the redirection of existing contamination flows. In addition, project activities may infringe on existing wells such that they must be reconstructed or sealed and abandoned. Appropriate information to define existing groundwater conditions should be included in the Project File/ESR.
  - If the potential construction or decommissioning of water wells is identified as an issue, the Project File/ESR should refer to Ontario Regulation 903, Wells, under the OWRA.
  - Potential impacts to groundwater-dependent natural features should be addressed. Any changes to groundwater flow or quality from groundwater taking may interfere with the ecological processes of streams, wetlands or other surficial features. In addition, discharging contaminated or high volumes of groundwater to these features may have direct impacts on their function. Any potential effects should be identified, and appropriate mitigation measures should be recommended. The level of detail required will be dependent on the significance of the potential impacts.
  - Any potential approval requirements for groundwater taking or discharge should be identified in the Project File/ESR. In particular, a PTTW under the OWRA will be required for any water takings that exceed 50,000 L/day. It should be noted that certain water taking activities have been prescribed by the Water Taking EASR Regulation – *O. Reg. 63/16*. These prescribed water-taking activities require registration in the EASR instead of a PTTW.

## □ Contaminated Soils

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

## □ Excess Materials Management

- Activities involving the management of excess soil should be completed in accordance with the MOECC's current guidance document titled "Management of Excess Soil – A Guide for Best Management Practices" (2014) available online (<http://www.ontario.ca/document/management-excess-soil-guide-best-management-practices>).
- All waste generated during construction must be disposed of in accordance with ministry requirements.

## □ Servicing and Facilities

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

## □ Mitigation and Monitoring

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

- Design and construction reports and plans should be based on a best management approach that centres on the prevention of impacts, protection of the existing environment, and opportunities for rehabilitation and enhancement of any impacted areas.
- The proponent's construction and post-construction monitoring plans must be documented in the Project File/ESR, as outlined in Section A.2.5 and A.4.1 of the MEA Class EA parent document.

## □ Consultation

- The Project File/ESR must demonstrate how the consultation provisions of the Class EA have been fulfilled, including documentation of all stakeholder consultation efforts undertaken during the planning process. This includes a discussion in the Project File/ESR that identifies concerns that were raised and **describes how they have been addressed by the proponent** throughout the planning process. The Class EA also directs proponents to include copies of comments submitted on the project by interested stakeholders, and the proponent's responses to these comments.

## □ Class EA Process

- The Project File/ESR should provide clear and complete documentation of the planning process in order to allow for transparency in decision-making.
- If this project is a Master Plan: there are several different approaches that can be used to conduct a Master Plan, examples of which are outlined in Appendix 4 of the Class EA. The Master Plan should clearly indicate the selected approach for conducting the plan, in particular by identifying whether the levels of assessment, consultation and documentation are sufficient to fulfill the requirements for Schedule B or C projects. Please note that any Schedule B or C projects identified in the plan would be subject to Part II Order Requests under the *Environmental Assessment Act* (EAA), although the plan itself would not be.
- The Class EA requires the consideration of the effects of each alternative on all aspects of the environment. The Project File/ESR should include a level of detail (e.g. hydrogeological investigations, terrestrial and aquatic assessments) such that all potential impacts can be identified and appropriate mitigation measures can be developed. Any supporting studies conducted during the Class EA process should be referenced and included as part of the Project File/ESR.
- Please include in the Project File/ESR a list of all subsequent permits or approvals that may be required for the implementation of the preferred alternative, including MOECC's PTTW, EASR Registrations and ECAs, conservation authority permits, and approval under the *Canadian Environmental Assessment Act* (CEAA)
- Ministry guidelines and other information related to the issues above are available at <http://www.ontario.ca/environment-and-energy/environment-and-energy>. We encourage you to review all the available guides and to reference any relevant information in the Project File/ESR.

## A PROPONENT'S INTRODUCTION TO THE DELEGATION OF PROCEDURAL ASPECTS OF CONSULTATION WITH ABORIGINAL COMMUNITIES

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### DEFINITIONS

The following definitions are specific to this document and may not apply in other contexts:

**Aboriginal communities** – the First Nation or Métis communities identified by the Crown for the purpose of consultation.

**Consultation** – the Crown's legal obligation to consult when the Crown has knowledge of an established or asserted Aboriginal or treaty right and contemplates conduct that might adversely impact that right. This is the type of consultation required pursuant to s. 35 of the *Constitution Act, 1982*. Note that this definition does not include consultation with Aboriginal communities for other reasons, such as regulatory requirements.

**Crown** – the Ontario Crown, acting through a particular ministry or ministries.

**Procedural aspects of consultation** – those portions of consultation related to the process of consultation, such as notifying an Aboriginal community about a project, providing information about the potential impacts of a project, responding to concerns raised by an Aboriginal community and proposing changes to the project to avoid negative impacts.

**Proponent** – the person or entity that wants to undertake a project and requires an Ontario Crown decision or approval for the project.

### I. PURPOSE

The Crown has a legal duty to consult Aboriginal communities when it has knowledge of an existing or asserted Aboriginal or treaty right and contemplates conduct that may adversely impact that right. In outlining a framework for the duty to consult, the Supreme Court of Canada has stated that the Crown may delegate procedural aspects of consultation to third parties. This document provides general information about the Ontario Crown's approach to delegation of the procedural aspects of consultation to proponents.

This document is not intended to instruct a proponent about an individual project, and it does not constitute legal advice.

## **II. WHY IS IT NECESSARY TO CONSULT WITH ABORIGINAL COMMUNITIES?**

The objective of the modern law of Aboriginal and treaty rights is the *reconciliation* of Aboriginal peoples and non-Aboriginal peoples and their respective rights, claims and interests. Consultation is an important component of the reconciliation process.

The Crown has a legal duty to consult Aboriginal communities when it has knowledge of an existing or asserted Aboriginal or treaty right and contemplates conduct that might adversely impact that right. For example, the Crown's duty to consult is triggered when it considers issuing a permit, authorization or approval for a project which has the potential to adversely impact an Aboriginal right, such as the right to hunt, fish, or trap in a particular area.

The scope of consultation required in particular circumstances ranges across a spectrum depending on both the nature of the asserted or established right and the seriousness of the potential adverse impacts on that right.

Depending on the particular circumstances, the Crown may also need to take steps to accommodate the potentially impacted Aboriginal or treaty right. For example, the Crown may be required to avoid or minimize the potential adverse impacts of the project.

## **III. THE CROWN'S ROLE AND RESPONSIBILITIES IN THE DELEGATED CONSULTATION PROCESS**

The Crown has the responsibility for ensuring that the duty to consult, and accommodate where appropriate, is met. However, the Crown may delegate the procedural aspects of consultation to a proponent.

There are different ways in which the Crown may delegate the procedural aspects of consultation to a proponent, including through a letter, a memorandum of understanding, legislation, regulation, policy and codes of practice.

If the Crown decides to delegate procedural aspects of consultation, the Crown will generally:

- Ensure that the delegation of procedural aspects of consultation and the responsibilities of the proponent are clearly communicated to the proponent;
- Identify which Aboriginal communities must be consulted;
- Provide contact information for the Aboriginal communities;
- Revise, as necessary, the list of Aboriginal communities to be consulted as new information becomes available and is assessed by the Crown;
- Assess the scope of consultation owed to the Aboriginal communities;
- Maintain appropriate oversight of the actions taken by the proponent in fulfilling the procedural aspects of consultation;
- Assess the adequacy of consultation that is undertaken and any accommodation that may be required;
- Provide a contact within any responsible ministry in case issues arise that require direction from the Crown; and
- Participate in the consultation process as necessary and as determined by the Crown.



#### **IV. THE PROPONENT'S ROLE AND RESPONSIBILITIES IN THE DELEGATED CONSULTATION PROCESS**

Where aspects of the consultation process have been delegated to a proponent, the Crown, in meeting its duty to consult, will rely on the proponent's consultation activities and documentation of those activities. The consultation process informs the Crown's decision of whether or not to approve a proposed project or activity.

A proponent's role and responsibilities will vary depending on a variety of factors including the extent of consultation required in the circumstance and the procedural aspects of consultation the Crown has delegated to it. Proponents are often in a better position than the Crown to discuss a project and its potential impacts with Aboriginal communities and to determine ways to avoid or minimize the adverse impacts of a project.

A proponent can raise issues or questions with the Crown at any time during the consultation process. If issues or concerns arise during the consultation that cannot be addressed by the proponent, the proponent should contact the Crown.

##### **a) What might a proponent be required to do in carrying out the procedural aspects of consultation?**

Where the Crown delegates procedural aspects of consultation, it is often the proponent's responsibility to provide notice of the proposed project to the identified Aboriginal communities. The notice should indicate that the Crown has delegated the procedural aspects of consultation to the proponent and should include the following information:

- a description of the proposed project or activity;
- mapping;
- proposed timelines;
- details regarding anticipated environmental and other impacts;
- details regarding opportunities to comment; and
- any changes to the proposed project that have been made for seasonal conditions or other factors, where relevant.

Proponents should provide enough information and time to allow Aboriginal communities to provide meaningful feedback regarding the potential impacts of the project. Depending on the nature of consultation required for a project, a proponent also may be required to:

- provide the Crown with copies of any consultation plans prepared and an opportunity to review and comment;
- ensure that any necessary follow-up discussions with Aboriginal communities take place in a timely manner, including to confirm receipt of information, share and update information and to address questions or concerns that may arise;
- as appropriate, discuss with Aboriginal communities potential mitigation measures and/or changes to the project in response to concerns raised by Aboriginal communities;
- use language that is accessible and not overly technical, and translate material into Aboriginal languages where requested or appropriate;
- bear the reasonable costs associated with the consultation process such as, but not

limited to, meeting hall rental, meal costs, document translation(s), or to address technical & capacity issues;

- provide the Crown with all the details about potential impacts on established or asserted Aboriginal or treaty rights, how these concerns have been considered and addressed by the proponent and the Aboriginal communities and any steps taken to mitigate the potential impacts;
- provide the Crown with complete and accurate documentation from these meetings and communications; and
- notify the Crown immediately if an Aboriginal community not identified by the Crown approaches the proponent seeking consultation opportunities.

## **b) What documentation and reporting does the Crown need from the proponent?**

Proponents should keep records of all communications with the Aboriginal communities involved in the consultation process and any information provided to these Aboriginal communities.

As the Crown is required to assess the adequacy of consultation, it needs documentation to satisfy itself that the proponent has fulfilled the procedural aspects of consultation delegated to it. The documentation required would typically include:

- the date of meetings, the agendas, any materials distributed, those in attendance and copies of any minutes prepared;
- the description of the proposed project that was shared at the meeting;
- any and all concerns or other feedback provided by the communities;
- any information that was shared by a community in relation to its asserted or established Aboriginal or treaty rights and any potential adverse impacts of the proposed activity, approval or disposition on such rights;
- any proposed project changes or mitigation measures that were discussed, and feedback from Aboriginal communities about the proposed changes and measures;
- any commitments made by the proponent in response to any concerns raised, and feedback from Aboriginal communities on those commitments;
- copies of correspondence to or from Aboriginal communities, and any materials distributed electronically or by mail;
- information regarding any financial assistance provided by the proponent to enable participation by Aboriginal communities in the consultation;
- periodic consultation progress reports or copies of meeting notes if requested by the Crown;
- a summary of how the delegated aspects of consultation were carried out and the results; and
- a summary of issues raised by the Aboriginal communities, how the issues were addressed and any outstanding issues.

In certain circumstances, the Crown may share and discuss the proponent's consultation record with an Aboriginal community to ensure that it is an accurate reflection of the consultation process.

### **c) Will the Crown require a proponent to provide information about its commercial arrangements with Aboriginal communities?**

The Crown may require a proponent to share information about aspects of commercial arrangements between the proponent and Aboriginal communities where the arrangements:

- include elements that are directed at mitigating or otherwise addressing impacts of the project;
- include securing an Aboriginal community's support for the project; or
- may potentially affect the obligations of the Crown to the Aboriginal communities.

The proponent should make every reasonable effort to exempt the Crown from confidentiality provisions in commercial arrangements with Aboriginal communities to the extent necessary to allow this information to be shared with the Crown.

The Crown cannot guarantee that information shared with the Crown will remain confidential. Confidential commercial information should not be provided to the Crown as part of the consultation record if it is not relevant to the duty to consult or otherwise required to be submitted to the Crown as part of the regulatory process.

### **V. WHAT ARE THE ROLES AND RESPONSIBILITIES OF ABORIGINAL COMMUNITIES' IN THE CONSULTATION PROCESS?**

Like the Crown, Aboriginal communities are expected to engage in consultation in good faith. This includes:

- responding to the consultation notice;
- engaging in the proposed consultation process;
- providing relevant documentation;
- clearly articulating the potential impacts of the proposed project on Aboriginal or treaty rights; and
- discussing ways to mitigate any adverse impacts.

Some Aboriginal communities have developed tools, such as consultation protocols, policies or processes that provide guidance on how they would prefer to be consulted. Although not legally binding, proponents are encouraged to respect these community processes where it is reasonable to do so. Please note that there is no obligation for a proponent to pay a fee to an Aboriginal community in order to enter into a consultation process.

To ensure that the Crown is aware of existing community consultation protocols, proponents should contact the relevant Crown ministry when presented with a consultation protocol by an Aboriginal community or anyone purporting to be a representative of an Aboriginal community.

### **VI. WHAT IF MORE THAN ONE PROVINCIAL CROWN MINISTRY IS INVOLVED IN APPROVING A PROPONENT'S PROJECT?**

Depending on the project and the required permits or approvals, one or more ministries may delegate procedural aspects of the Crown's duty to consult to the proponent. The proponent may contact individual ministries for guidance related to the delegation of procedural aspects of consultation for ministry-specific permits/approvals required for the project in question. Proponents are encouraged to seek input from all involved Crown ministries sooner rather than later.

## MEMO

**TO:** TO FILE

**CC:**

**PREPARED BY:** Jessica Dorgo

**DATE:** January 3, 2018

**SUBJECT:** Teleconference with MOECC

**PROJECT:** B000801 Highway 404 North Collector Roads Class EA

---

### Participants:

Emilee O'Leary, Ministry of Environment, and Climate Change  
Nehal Azmy, City of Markham  
Martin Scott, CIMA  
Jessica Dorgo, CIMA

- Mr. Scott provided an overview of the study area and defined the study limits:
  - o Bounded by Highway 404 to the west
  - o Markham city boundary to the north
  - o Woodbine Avenue to the east/south
  - o Protected woodlot to the south
- OPA 149 was prepared and approved by the City with similar boundaries to the EA study area. However, the EA study area does not include the residential area south of Woodbine Avenue
- The road network approved in the OPA needs to be modified as there have been two large complexes built on the land which included the west north-south part of the ring-road system.
- The Class EA is looking to confirm the road network in the balance of the lands.
- Mr. Scott noted that the new collector roads may be 2-lane with additional pavement width for parking or 4-lanes. This will be confirmed through the traffic study.
- CIMA confirmed that the lands within the study area are designated for future land use as employment land with the exception of one open space corridor designated as green space.
- Ms. O'Leary noted that MOECC has developed a revised protocol for aboriginal consultation. Ms. O'Leary noted that aboriginal consultation requirements for this study will be reviewed with the MOECC Indigenous Advisor and confirmed.
- Ms. O'Leary noted that air quality requirements will be reviewed with the MOECC Air Quality Analyst and confirmed.

## Jessica Dorgo

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**From:** Jessica Dorgo  
**Sent:** Tuesday, January 2, 2018 3:26 PM  
**To:** 'O'Leary, Emilee (MOECC)'  
**Cc:** Azmy, Nehal; Martin Scott  
**Subject:** RE: Follow up to Notice of Commencement\_Highway 404 North Collector Roads

Hi Emilee,

Thank you for your response. Are you available tomorrow (Wednesday, January 3) at 10:00 AM for a teleconference? If so, we will follow up with a meeting request with call-in details.

Thank you,  
Jessica

---

**Jessica Dorgo**  
EIT Transportation  
Traffic Engineering, Transportation

**CIMA+**  
Partners in Excellence

3027 Harvester Road, Suite 400  
Burlington Ontario L7N 3G7  
CANADA  
Tel: 289-288-0287 ext. 6819 / Fax: 289-288-0285



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**From:** O'Leary, Emilee (MOECC) [mailto:Emilee.OLeary@ontario.ca]  
**Sent:** Tuesday, January 02, 2018 1:11 PM  
**To:** Jessica Dorgo <Jessica.Dorgo@cima.ca>  
**Cc:** Azmy, Nehal <nazmy@markham.ca>; Martin Scott <Martin.Scott@cima.ca>  
**Subject:** RE: Follow up to Notice of Commencement\_Highway 404 North Collector Roads

Hi Jessica,

Happy New Year. Thank you for providing the letter regarding the Highway 404 Collector Roads. Can we set up a time to discuss this project over the phone? I would like to gain a better understanding of the project in order to determine potential requirements related to an air quality assessment, and Indigenous consultation.

My schedule is open this week except for Thursday morning.

Thank you,  
Emilee

**Emilee O'Leary** | Environmental Planner/Environmental Assessment Coordinator  
Technical Support Section, Central Region, Ministry of the Environment and Climate Change

---

**From:** Jessica Dorgo [<mailto:Jessica.Dorgo@cima.ca>]  
**Sent:** December 18, 2017 9:53 AM  
**To:** O'Leary, Emilee (MOECC)  
**Cc:** Azmy, Nehal; Martin Scott  
**Subject:** RE: Follow up to Notice of Commencement\_Highway 404 North Collector Roads

Good Morning Ms. O'Leary,

Please find the attached letter in response to your December 12, 2017 correspondence. Additionally, a copy of OPA 149 is available on the file transfer site below for your reference.

### [Access the file transfer site](#)

**If the link doesn't work, please Copy / Paste the following link in your browser:**

<https://transfertsherbrooke.cima.ca/ftphhttp/asp/index.asp?id=11706&k=5b9ee0dc506ecd1a162f9d12583cb3ec&courriel=Jessica.dorgo@cima.ca&lang=en&noOCX=0>

Thank you,

---

**Jessica Dorgo**  
EIT Transportation  
Traffic Engineering, Transportation

**CIMA+**  
Partners in Excellence

3027 Harvester Road, Suite 400  
Burlington Ontario L7N 3G7  
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**From:** O'Leary, Emilee (MOECC) [<mailto:Emilee.OLeary@ontario.ca>]  
**Sent:** December 12, 2017 2:58 PM  
**To:** Azmy, Nehal <[nazmy@markham.ca](mailto:nazmy@markham.ca)>; [martin.scott@cima.ca](mailto:martin.scott@cima.ca)  
**Subject:** Follow up to Notice of Commencement\_Highway 404 North Collector Roads

Dear Project Team,

I was forwarded for my attention the attached Notice of Study Commencement for the Class EA study titled "Highway 404 North Collector Roads" proposed by the City of Markham.

This notice was not received by my office or by me directly. Per Section 3.6 of the MEA Municipal Class Environmental Assessment document (2000, as amended 2015), the appropriate Ministry of the Environment and Climate Change (MOECC) Regional Office EA Coordinator is the mandatory contact for all municipal class EA projects. For projects located in York Region, this is myself at the MOECC's Central Region Office. Accordingly, please ensure that I am the

MOECC contact on your consultation list and am provided with all the notices for this project. There does not need to be any other MOECC contact (with the exception that in addition to myself, the Notice of Completion must be sent to the following email [MEA.Notices.EAAB@ontario.ca](mailto:MEA.Notices.EAAB@ontario.ca)).

Additionally, Appendix 6 of the MCEA document (2015) outlines the minimum mandatory requirements for all notices. The Notice of Commencement for this project is missing the following mandatory information:

- Freedom of Information and Protection of Privacy (FIPPA) disclaimer
- Proponent Name (the notice does not clearly identify City of Markham as the proponent)

Please review appendix 6 of the MCEA document and ensure all future notices contain all mandatory minimum content requirements.

Lastly, can you please provide some further information on this project. Did OPA 149 outline preliminary alignments for new north-south and east-west roads? Can you please provide to me any applicable documents relating to OPA 149 for my reference.

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

Thank you,

**Emilee O’Leary** | Environmental Planner/Environmental Assessment Coordinator  
Technical Support Section, Central Region, Ministry of the Environment and Climate Change  
5775 Yonge Street, 8<sup>th</sup> floor, Toronto ON, M2M 4J1  
Phone: 416-326-3469 | [emilee.oleary@ontario.ca](mailto:emilee.oleary@ontario.ca)



**Connect with us:**



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## Jessica Dorgo

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**From:** Martin Scott  
**Sent:** Thursday, December 14, 2017 8:37 AM  
**To:** Jessica Dorgo  
**Subject:** FW: Follow up to Notice of Commencement\_Highway 404 North Collector Roads  
**Attachments:** Notice of Commencement\_Highway 404 North Collector Roads.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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**From:** O'Leary, Emilee (MOECC) [mailto:Emilee.OLeary@ontario.ca]  
**Sent:** Tuesday, December 12, 2017 2:58 PM  
**To:** nazmy@markham.ca; Martin Scott <Martin.Scott@cima.ca>  
**Subject:** Follow up to Notice of Commencement\_Highway 404 North Collector Roads

Dear Project Team,

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This notice was not received by my office or by me directly. Per Section 3.6 of the MEA Municipal Class Environmental Assessment document (2000, as amended 2015), the appropriate Ministry of the Environment and Climate Change (MOECC) Regional Office EA Coordinator is the mandatory contact for all municipal class EA projects. For projects located in York Region, this is myself at the MOECC's Central Region Office. Accordingly, please ensure that I am the MOECC contact on your consultation list and am provided with all the notices for this project. There does not need to be any other MOECC contact (with the exception that in addition to myself, the Notice of Completion must be sent to the following email [MEA.Notices.EAAB@ontario.ca](mailto:MEA.Notices.EAAB@ontario.ca)).

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- Proponent Name (the notice does not clearly identify City of Markham as the proponent)

Please review appendix 6 of the MCEA document and ensure all future notices contain all mandatory minimum content requirements.

Lastly, can you please provide some further information on this project. Did OPA 149 outline preliminary alignments for new north-south and east-west roads? Can you please provide to me any applicable documents relating to OPA 149 for my reference.

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

Thank you,

**Emilee O'Leary** | Environmental Planner/Environmental Assessment Coordinator  
*Technical Support Section, Central Region, Ministry of the Environment and Climate Change*  
5775 Yonge Street, 8<sup>th</sup> floor, Toronto ON, M2M 4J1



December 15, 2017

Ms. Emilee O'Leary  
Environmental Planner/Environmental Assessment Coordinator  
Ministry of the Environment and Climate Change  
5775 Yonge Street, 8th floor  
Toronto ON, M2M 4J1

Dear Ms. O'Leary,

**Subject: Highway 404 North Collector Roads  
Municipal Class Environmental Assessment Study  
Follow up to Notice of Study Commencement**

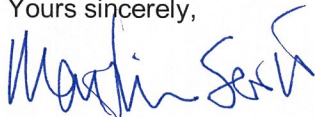
Thank you for your response letter in regard to the Notice of Study Commencement for the City of Markham Highway 404 North Collector Roads Municipal Class Environmental Assessment. We have added your contact information to our study mailing list to ensure you directly receive all future notices for this study. As indicated in your letter, the Notice of Study Completion will also be sent to [MEA.Notices.EAAB@ontario.ca](mailto:MEA.Notices.EAAB@ontario.ca). We will include the required information as per Appendix 6 of the MCEA document (2015) on future study notifications.

Official Plan Amendment 149 (OPA 149) established a proposed layout for the road network within the study area. Since the approval of OPA 149, the development has proceeded with the Honda Campus being the first major development to occur. The enclosed drawing shows the current built conditions with the OPA 149 road network. The Honda lands extend from Highway 404 easterly approximately 440m at their south boundary and approximately 465m at their north boundary. The overall east – west width of the planning district is approximately 980m. Mobis Parts Canada has constructed a distribution centre on the lands south of Honda. The location of Honda Boulevard is approximately midway between Highway 404 and Woodbine Avenue and therefore based on the OPA 149 road layout, the collector roads in the east half would no longer be viable or needed. Honda Boulevard is a four lane urban road with sidewalks on both sides of the road.

An electronic copy of OPA 149 will be provided to you via file transfer site for your reference.

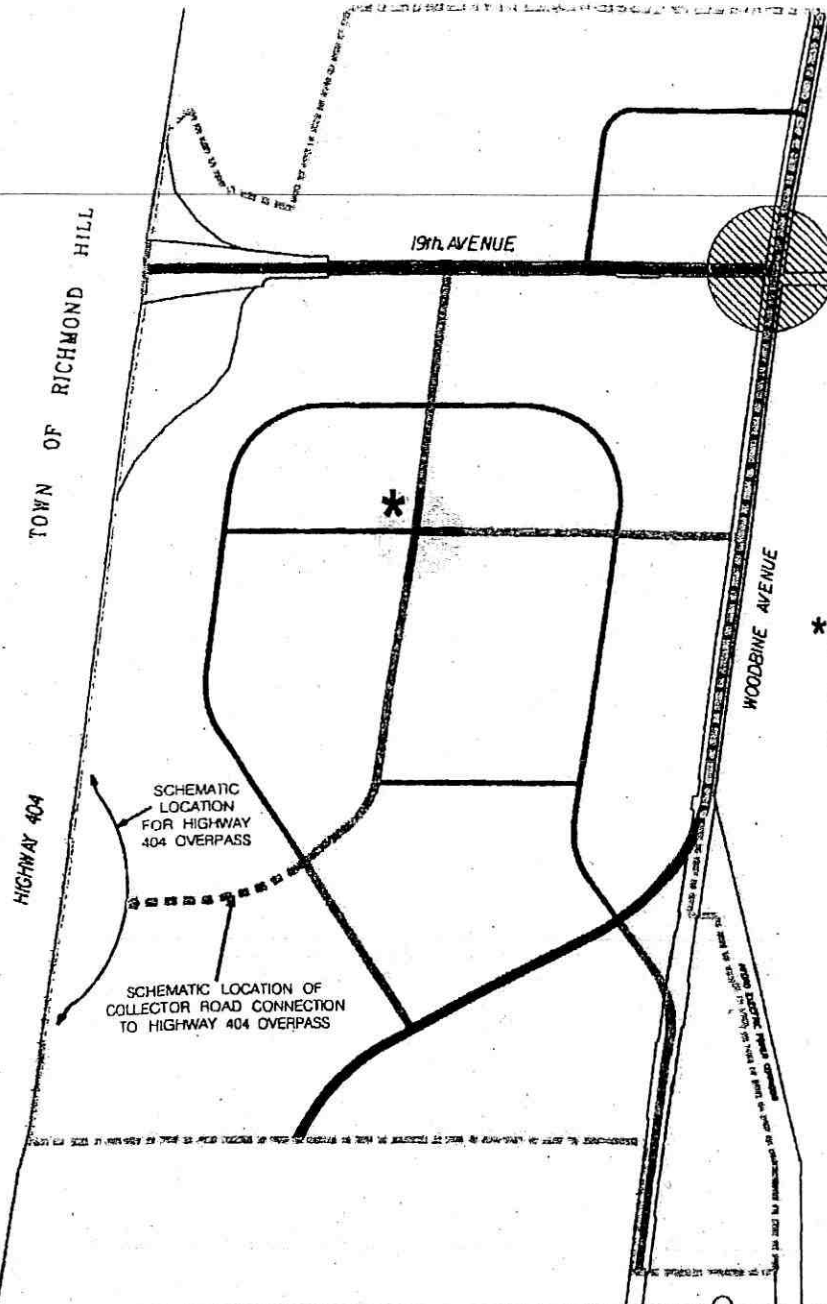
Should you have any questions or comments, please do not hesitate to contact the undersigned at (289) 288-0287, ext. 6812 or [Martin.Scott@cima.ca](mailto:Martin.Scott@cima.ca).

Yours sincerely,



Martin Scott, P.Eng.  
Consultant Project Manager  
CIMA Canada Inc. (CIMA+)  
3027 Harvester Road, Suite 400  
Burlington, ON L7N 3G7  
Tel: 289-288-0287 ext. 6812  
Email: [martin.scott@cima.ca](mailto:martin.scott@cima.ca)

Encl.



\* Refer to policies  
6.1.1 (g)  
6.1.5 (c)

OFFICIAL PLAN AMENDMENT No. 149

TOWN OF MARKHAM OFFICIAL PLAN (REVISED 1987) AS AMENDED  
SCHEDULE BB - TRANSPORTATION

BOUNDARY OF AREA COVERED BY THIS AMENDMENT

- |                                       |  |   |
|---------------------------------------|--|---|
| REGION OF YORK ARTERIAL ROAD          | MAJOR COLLECTOR ROAD                               | INTERSECTION IMPROVEMENT                  |
| MAJOR ARTERIAL ROAD (TOWN OF MARKHAM) | INDUSTRIAL COLLECTOR ROAD<br>23 metre right-of-way | SCHEMATIC LOCATION<br>(see section 6.1.3) |

## Jessica Dorgo

---

**From:** Jessica Dorgo  
**Sent:** Tuesday, November 7, 2017 8:21 AM  
**To:** 'trevor.bell@ontario.ca'  
**Cc:** Martin Scott  
**Subject:** City of Markham - Highway 404 Collector Rds EA

Good Morning Mr. Bell,

The City of Markham has initiated a Municipal Class Environmental Assessment (EA) to confirm the final alignment of the new north-south and east-west roads as per the approved OPA 149 Secondary Plan and consequently to the pattern of other roads within this District. The Highway 404 North Planning District area extends from approximately 400 metres north of 19th Avenue and south to approximately 600 metres north of Elgin Mills Road. Highway 404 defines the western limit while the eastern limit is primarily defined by Woodbine Avenue, as shown on the Key Plan below.



The study is being conducted in compliance with *Schedule C* of the *Municipal Class Environmental Assessment* process (October 2000, as amended in 2007, 2011 and 2015), which is approved under the *Ontario Environmental Assessment Act*.

The study will define the problem, identify alternative solutions, and determine a preferred road network. Consultation with the public and stakeholders including First Nations and Metis communities is a key component of the study. Two (2) Public Information Centres will be held to review the study and obtain public input on issues related to alternative solutions and design, environmental impacts and mitigation measures.

We have identified the following First Nations and Metis communities as potential interested stakeholders in our study:

- Alderville First Nation
- Beausoleil First Nation
- Chippewas of Georgina Island
- Chippewas of Rama First Nation
- Curve Lake First Nation
- Hiawatha First Nation

- Mississaugas of the Scugog Island First Nation
- Metis Nation of Ontario

We would like to request your assistance in identifying additional First Nations or Metis communities that may have interest in our study.

The consultant Project Manager, Martin Scott, can be contacted via email at [Martin.Scott@cima.ca](mailto:Martin.Scott@cima.ca) by phone 289-2888-0287 ext. 6812.

Thank you,

---

**Jessica Dorgo**  
EIT  
Transportation Engineering

**CIMA+**  
Partners in Excellence

3027 Harvester Road, Suite 400  
Burlington Ontario L7N 3G7  
CANADA  
Tel: 289-288-0287 ext. 6819 / Fax: 289-288-0285



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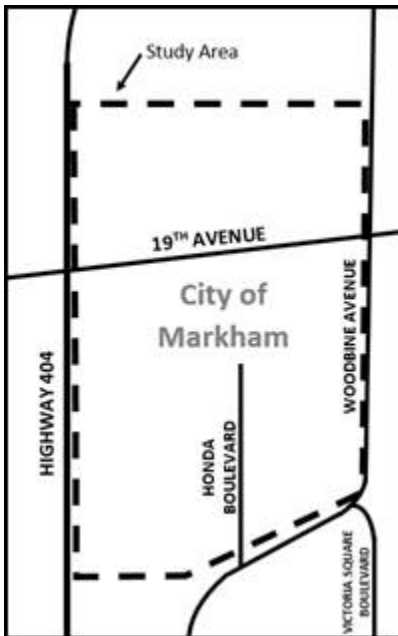
## Jessica Dorgo

---

**From:** Jessica Dorgo  
**Sent:** Tuesday, November 7, 2017 8:24 AM  
**To:** 'maa.ea.review@ontario.ca'  
**Cc:** Martin Scott  
**Subject:** City of Markham - Highway 404 Collector Rds EA

Good Morning,

The City of Markham has initiated a Municipal Class Environmental Assessment (EA) to confirm the final alignment of the new north-south and east-west roads as per the approved OPA 149 Secondary Plan and consequently to the pattern of other roads within this District. The Highway 404 North Planning District area extends from approximately 400 metres north of 19th Avenue and south to approximately 600 metres north of Elgin Mills Road. Highway 404 defines the western limit while the eastern limit is primarily defined by Woodbine Avenue, as shown on the Key Plan below.



The study is being conducted in compliance with *Schedule C* of the *Municipal Class Environmental Assessment* process (October 2000, as amended in 2007, 2011 and 2015), which is approved under the *Ontario Environmental Assessment Act*.

The study will define the problem, identify alternative solutions, and determine a preferred road network. Consultation with the public and stakeholders including First Nations and Metis communities is a key component of the study. Two (2) Public Information Centres will be held to review the study and obtain public input on issues related to alternative solutions and design, environmental impacts and mitigation measures.

We have identified the following First Nations and Metis communities as potential interested stakeholders in our study:

- Alderville First Nation
- Beausoleil First Nation
- Chippewas of Georgina Island
- Chippewas of Rama First Nation
- Curve Lake First Nation
- Hiawatha First Nation

- Mississaugas of the Scugog Island First Nation
- Metis Nation of Ontario

We would like to request your assistance in identifying additional First Nations or Metis communities that may have interest in our study.

The consultant Project Manager, Martin Scott, can be contacted via email at [Martin.Scott@cima.ca](mailto:Martin.Scott@cima.ca) by phone 289-2888-0287 ext. 6812.

Thank you,

---

**Jessica Dorgo**  
EIT  
Transportation Engineering

**CIMA+**  
Partners in Excellence

3027 Harvester Road, Suite 400  
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CANADA  
Tel: 289-288-0287 ext. 6819 / Fax: 289-288-0285



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# J

## Appendix J-3 - Infrastructure Ontario



## Jessica Dorgo

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**From:** Coakley, Michael (IO) <Michael.Coakley@infrastructureontario.ca>  
**Sent:** Thursday, February 21, 2019 10:04 AM  
**To:** Jessica Dorgo  
**Cc:** Martin Scott  
**Subject:** RE: City of Markham - Highway 404 North Collector Roads EA

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Thank you for your e-mail, Jessica.

There are no provincially owned properties in the General Real Estate Portfolio (GREP) within the EA study area, so IO would have no interest in this EA and will not be attending any of the PICs.

Best Regards,

Michael

***Michael Coakley, MCIP, RPP***

**Senior Planner  
Development Planning  
Infrastructure Ontario  
19<sup>th</sup> Floor  
1 Dundas Street West  
Toronto, ON M5G 1Z3**

*Tel: (416) 327-3797*

*Cell: (416) 806-9025*

*Fax: (416) 327-4194*

*e-mail: Michael.Coakley@infrastructureontario.ca*

---

**From:** Jessica Dorgo [mailto:Jessica.Dorgo@cima.ca]  
**Sent:** Thursday, February 21, 2019 9:52 AM  
**To:** Coakley, Michael (IO) <Michael.Coakley@infrastructureontario.ca>  
**Cc:** Martin Scott <Martin.Scott@cima.ca>  
**Subject:** City of Markham - Highway 404 North Collector Roads EA

Good Morning Mr. Coakley,

As you may be aware, the City of Markham is conducting a Municipal Class EA study to confirm the final alignment of the new north-south and east-west collector roads in the Highway 404 North Planning District. A copy of the Notice of Study Commencement that was provided to IO on November 14, 2017 is attached for your reference.



In advance of the second Public Information Centre, the project team would like to invite you to attend an agency meeting to discuss the recommended alternative and Infrastructure Ontario's requirements as they relate to this study. Can you please advise regarding your availability on the following dates:

- March 4, 2019
- March 5, 2019
- March 13, 2019

Once all attendees confirm availability we will provide you with the final meeting details. Please feel free to contact me if you have any additional questions or if you are not the appropriate contact for this study.

Thank you,

---

**JESSICA DORGO, EIT**  
Transportation

T 289-288-0287 ext. 6819 F 289-288-0285  
400-3027 Harvester Road, Burlington, ON L7N 3G7 CANADA



November 20, 2017

**Response to EA Notice**

Thank you for providing Infrastructure Ontario (IO) with a copy of your Environmental Assessment Notice. From the information you have provided, it is unclear if you are proposing to use lands under the control of the Ministry of Infrastructure (MOI lands) to support your proposed project.

*Potential Negative Impacts to IO Tenants and Lands*

Negative environmental impacts associated with the project design and construction, such as the potential for dewatering, dust noise and vibration impacts, impacts to natural heritage features/habitat and functions etc. should be avoided and/or appropriately mitigated in accordance with applicable regulations and best practices in accordance with the Ministry of Natural Resources and Forestry (MNRF) and the Ministry of the Environment and Climate Change (MOECC) standards. Avoidance and mitigation options that characterize baseline conditions and quantify the potential impacts should be present as part of the project file. Details of appropriate mitigation, contingency plans and triggers for implementing contingency plans should also be present.

*Land Holdings*

Prior to MOI consenting to the use of MOI lands, the applicable environmental assessment, duty to consult Indigenous peoples (if triggered) and heritage obligations will need to be met. In order for MOI to allow you access to MOI lands and to carry out proposed activities, MOI must ensure that provincial requirements and due diligence obligations are satisfied. These requirements are in addition to any such obligations you as the proponent of the project may have.

You as the proponent of the project will be required to work with Infrastructure Ontario (IO) to fulfill MOI's obligations. All costs associated with meeting MOI's obligations will be the responsibility of the proponent. Please note that time should be allocated in your project timelines for MOI to ensure that its obligations have been met and to secure any internal government approvals required to allow for the use of the MOI lands for your proposed project.

In order for MOI and IO to assist you to meet your required project timelines, please recognize that early, direct contact with IO is imperative. The due diligence required prior to the use of MOI lands for your proposed project, may include but may not be limited to the following:

- Procedural aspects of the Provincial Crown's Indigenous Duty to Consult obligations – see *Instruction Note 1*
- Requirements of the MOI Public Work Class Environmental Assessment – see *Instruction*

*Note 2*

- Requirements of the Ministry of Tourism Culture and Sport (MTCS) Standards and Guidelines for Consultant Archaeologists – see *Instruction Note 3*
- Requirements of the MTCS Standards and Guidelines for the Conservation of Provincial Heritage Properties Consultant Archaeologists – see *Instruction Note 4*

Representatives from IO are available to discuss your proposed project, the potential need for MOI lands and the corresponding provincial requirements and due diligence obligations.

Please review the attached instruction notes which provide greater detail on the due diligence obligations associated with the use of MOI lands for your proposed project. We are providing this information to allow you as the proponent to allocate adequate time and funding into your project schedule and budgets. If your project requires you to study MOI lands, then an agreement is required and all studies undertaken on MOI lands will be considered confidential until approval is received. IO will require electronic copies of all required studies on MOI lands that you undertake.

We strongly encourage you to work with IO as early as possible in your process to identify if any MOI lands would be required for your proposed project. Please note that on title MOI control may be identified under the name of MOI or one of its predecessor ministries or agencies which may include but is not limited to variations of the following: Her Majesty the Queen/King, Hydro One, MBS, MEI, MEDEI, MGS, MOI, OLC, ORC, PIR or Ministry of Public Works<sup>1</sup>.

Please provide Rita Kelly with a confirmation in writing of any MOI lands that you propose to use for your proposed project and why the lands are required along with a copy of a title search for the MOI lands.

For more information concerning the identification of MOI lands in your study area or the process for acquiring access to or an interest in MOI lands, please contact:

Rita Kelly  
Project Manager  
Land Transactions, Hydro Corridors & Public Works  
Infrastructure Ontario  
1 Dundas Street West, Suite 2000  
Toronto, ON  
M5G 2L5  
Tel: (416) 212-4934  
Email: [rita.kelly@infrastructureontario.ca](mailto:rita.kelly@infrastructureontario.ca)

---

<sup>1</sup> MBS - Management Board Secretariat; MEI - Ministry of Energy and Infrastructure; MEDEI – Ministry of Economic Development, Employment and Infrastructure; MGS - Ministry of Government Services; MOI - Ministry of Infrastructure; OLC - Ontario Lands Corporation; ORC - Ontario Realty Corporation; PIR - Ministry of Public Infrastructure Renewal

---

An application package and requirements checklist is attached for your reference. Please note that transfer of an interest in MOI lands to a proponent can take up to one year and there is no certainty that approval will be obtained.

For more information concerning the MOI Public Work Class Environmental Assessment process and due diligence requirements, please contact:

Lisa Myslicki  
Environmental Specialist  
Infrastructure Ontario  
1 Dundas Street West, Suite 2000  
Toronto, ON  
M5G 2L5  
Tel: (416) 557-3116  
Email: [lisa.myslicki@infrastructureontario.ca](mailto:lisa.myslicki@infrastructureontario.ca)

If MOI lands are not to be impacted by the proposed project, please provide a confirmation in writing to Infrastructure Ontario.

Thank you for the opportunity to provide initial comments on your proposed project.

Sincerely,

**Patrick Grace**  
Director  
Land Transactions, Hydro Corridors & Public Works  
Infrastructure Ontario  
1 Dundas Street West, Suite 2000  
Toronto, ON, M5G 2L5

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## INSTRUCTION NOTE 1

### **Provincial Crown's Indigenous Duty to Consult obligations**

The Crown has a constitutional Duty to Consult (DTC) in certain circumstances and Indigenous consultation may be required prior to MOI granting access to MOI lands or undertaking other activities. The requirement for Indigenous consultation may be triggered given Indigenous or treaty rights, established consultation or notification protocols, government policy and/or program decisions, archaeological potential or results, and/or cultural heritage consultation obligations. The requirement for Indigenous consultation will be assessed by MOI.

Prior to the use of MOI lands, MOI must first meet any duty to consult obligations that may be triggered by the proposed use of MOI lands. It is incumbent on you to consult with IO as early in the process as possible once you have confirmed that MOI lands would be involved.

MOI will evaluate the potential impact of your proposed project on Indigenous and treaty rights. MOI may assess that the Crown's Duty to Consult (DTC) requires consultation of Indigenous communities. Proponents should discuss with IO whether MOI will require consultation to occur and if so, which communities should be consulted.

Where MOI determines that Indigenous consultation is required, MOI will formally ask you to consult or continue to consult with Indigenous peoples at the direction of MOI.

On behalf of MOI you will also be required to:

1. Maintain a record and document all notices and engagement activities, including telephone calls and/or meetings;
2. Provide the Ministry updates on these activities as requested; and
3. Notify the Ministry of any issues raised by Indigenous communities.

If consultation has already occurred, IO strongly encourages you to provide complete Indigenous consultation documentation to IO as soon as possible. This documentation should include all notices and engagement activities, including telephone calls and/or meetings.

Any duty to consult obligations must be met prior to IO completing their Class Environmental Assessments (EA) for realty rights and activities.

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## INSTRUCTION NOTE 2

### **Requirements of the MOI Public Work Class Environmental Assessment**

MOI has an approved Class EA (the Ministry of Infrastructure Public Work Class Environmental Assessment (Public Work Class EA) to assess undertakings that affect MOI lands including disposing of an interest in land or site development. Details on the Public Work Class EA can be found at:

<http://www.infrastructureontario.ca/Public-Work-Class-Environmental-Assessment/>

You may be required to work with IO to complete an environmental assessment under the Public Work Class EA for the undertakings related to MOI lands. This may include the completion of IO's Consultation and Documentation Report and publicly posting on the IO website for 30 days. IO Environmental Management will provide direction and guidance on how to complete the MOI Class EA process.

The MOI Class EA process **must be completed as a separate process** from the proponent's EA process. Studies and consultation may be undertaken during the proponent's EA process but the MOI Class EA process must be completed and undertaken separately.

Examples of studies that can be undertaken during a proponents Class EA process and use for MOI's Class EA process include:

- Phase One Environmental Site Assessment and follow up
- Stage 1 Archaeological Assessment and follow up
- Survey
- Title Search
- Natural Heritage / Species at Risk Survey(s)

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INSTRUCTION NOTE 3 – ARCHAEOLOGY - (see also *Instruction Note on Duty to Consult*)

Archaeological sites are recognized and protected under the *Ontario Heritage Act*. Carrying out archaeological fieldwork is a licensed, regulated activity under the 2011 Ministry of Culture Standards and Guidelines for Consulting Archaeologists.

Archaeological due diligence is required for any proposed project on MOI land that could cause significant below ground disturbance such as, new building construction, installation/modification of site services, and installation/maintenance of new pipelines or transmission lines.

You, as the proponent, must engage IO prior to undertaking any archaeological work on MOI lands.

IO has three in-house licensed archaeologists who should be consulted early in the preparatory stages of a proposed project when geographic and site locations are being considered so that the potential for archaeological resources including historic and Indigenous material (including Indigenous villages and burials sites) can be assessed.

To support both the Public Work Class EA and MOI's duty to consult analysis, archaeological assessments are required to determine if there are any significant findings that may be of cultural value or interest to Indigenous people (e.g., archaeological or burial sites).

Archaeological work can begin before the assessment under the Public Works Class EA begins but the Class EA cannot be completed until the duty to consult that may be triggered regarding archaeological resources are fulfilled.

Depending upon the number or significance of resources found, the duty to consult may be triggered during any of the 4 phases of archaeological work (see below) or anytime during project construction.

The discovery of Indigenous resources can impact on activities, including project and site plans, timelines and all costs. As the proponent, you are expected to ensure that your project timelines include adequate time and resources to address MOI due diligence obligations, including internal government approvals. All costs associated with meeting MOI's archaeological obligations will be the responsibility of the proponent.

For Archaeological Assessments (Stages 1 through 4), proponents must adhere to the four stage archaeological fieldwork process prescribed by the Ontario Ministry of Tourism, Culture and Sport (MTCS) as per the 2011 Standards and Guidelines for Consultant Archeologists. Not all noted Stages will be necessary for all work. Respondents must follow industry procedures and practices as per the MTCS Standards and Guidelines for Consultant Archeologists 2011 for each Stage of archaeological assessment, all reporting criteria and formatting, and any other license

requirements and/or obligations.

- Stage 1 Background Study - Evaluation of Archaeological Potential
  - Archival research and non-intrusive site visit
- Stage 2 Property Assessment
  - In-field systematic pedestrian survey or test pitting and reporting
  -
- Stage 3 Site-specific Assessment
  - Limited excavation to determine site significance and size
  - Field works and reporting
- Stage 4 Site mitigation
  - Through either avoidance/protection or excavation Field work 4 to 8 weeks
  - Develop summary report
  - MTCS review – expedited review of summary report 6 weeks
  - Final report
  - Time to develop and implement mitigation measures – negotiation, legal protections, avoidance



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## INSTRUCTION NOTE 4 – HERITAGE REQUIREMENTS

### Built Heritage/Cultural Landscapes

Built heritage/cultural landscapes (cultural heritage) are recognized and protected under the Ontario Heritage Act, the regulations to that Act and the 2010 Ministry of Culture Standards and Guidelines for Conservation of Provincial Heritage Properties (S&Gs) Criteria for determining cultural heritage value or interest are set out in O. Reg. 9/06 and 10/06. The S&Gs set out a process for identifying properties of cultural heritage value, and the standards for protection, maintenance, use and disposal of these properties.

Cultural heritage due diligence will be required for any proposed project on MOI land with the potential to impact cultural heritage resources, such as new building construction, installation/modification of site services, landscape modifications and installation/maintenance of new pipelines, transmission lines.

To support MOI's heritage and MOI PW Class EA obligations, proponents will be required to undertake cultural heritage assessments for all projects that require MOI lands. This will help to determine if the MOI lands are of cultural value or interest to the Province and the level of heritage significance. Where a property has heritage value, proponents may be required to develop appropriate conservation measures/plans and heritage management plans.

You, as the proponent, are strongly encouraged engage IO heritage staff as early in your project planning process as possible and in advance of beginning any cultural heritage assessment work. IO staff will be able to provide advice on the S&Gs and will provide any available heritage information for the MOI lands.

Proponents must also follow industry procedures and practices for all components of cultural heritage assessment work, all reporting criteria and formatting, and any other requirements and/or obligations. IO heritage staff can help identify any required reports.

Should MOI lands be identified under the S&Gs as a Provincial Heritage Property (local significance) or a Provincial Heritage Property of Provincial Significance, IO must be engaged to determine next steps.

Please note that if a Provincial Heritage Property of Provincial Significance is to be impacted, it is likely that consent from the Minister, Ontario Minister, Tourism, Culture and Sport (MTCS) will be required prior to access being granted to MOI lands. Minister's consent requires a detailed application and approvals should land dispositions or building demolitions be applied for as part of the proposed project.

As the proponent, you are expected to ensure that your project timelines include adequate time

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and resources to address MOI's heritage due diligence obligations, including internal government approvals. All costs associated with meeting MOI's heritage obligations are the responsibility of the proponent.

# J

## Appendix J-4 - TransCanada Pipelines



## Jessica Dorgo

---

**From:** Jessica Dorgo  
**Sent:** Tuesday, August 25, 2020 9:41 AM  
**To:** geoff\_kneller@tcenergy.com  
**Cc:** Nehal Azmy (nazmy@markham.ca); Martin Scott  
**Subject:** City of Markham - Hwy 404 N Collector Roads Class EA - Road D Alignment

Hi Geoff,

Thank you for continuing to work with us on finalizing the alignments for the Highway 404 North Collector Roads Class EA. We are looking at options for the alignment of Road D to meet the requirements of TC Energy (i.e. maintaining a 7 metre buffer) and are having issues within 100 metres of the Road D/Road E intersection. Are there any options for a toe wall or engineered fill (e.g. Filtrexxrex Reinforced Living Wall) within the 7 metre buffer for this short segment of the road in order to keep the grading from extending into the TC Energy property? We are constrained by the elevations required for servicing and a further northly shift will greatly impact the development lands. We greatly appreciate you working with us to resolve these issues.

Thank you,

---

**JESSICA DORGO**, EIT  
EIT / Transportation

T 289-288-0287 ext. 6819 F 289-288-0285  
400-3027 Harvester Road, Burlington, ON L7N 3G7 CANADA



## Jessica Dorgo

---

**From:** Jessica Dorgo  
**Sent:** Tuesday, April 21, 2020 2:43 PM  
**To:** Geoff Kneller  
**Cc:** Martin Scott; Azmy, Nehal; Ilic, Marija; Cachola, Alain  
**Subject:** RE: RE: 2787 19th Avenue - Road extension from Honda Blvd.

Hi Geoff,

Please advise if there is a typical type of pipe protection that TransCanada Energy prefers to use as this was a requirement proposed by MHBC. The City will coordinate the details of the pipe protection with TransCanada Energy during the detail design phase.

Thank you,

---

**JESSICA DORGO**, EIT  
EIT / Transportation

T 289-288-0287 ext. 6819 F 289-288-0285  
400-3027 Harvester Road, Burlington, ON L7N 3G7 CANADA



---

**From:** Geoff Kneller <[geoff\\_kneller@tcenergy.com](mailto:geoff_kneller@tcenergy.com)>  
**Sent:** Monday, April 20, 2020 4:06 PM  
**To:** Jessica Dorgo <[Jessica.Dorgo@cima.ca](mailto:Jessica.Dorgo@cima.ca)>  
**Subject:** RE: RE: 2787 19th Avenue - Road extension from Honda Blvd.

Ok thanks for sending that over. What do you have in mind when you say “pipe protection”?

**Geoffrey R. Kneller CD P.Eng MBA**  
Integrated Land-use Management  
Right-of-way Management & Project Support  
Technical Services, Canadian Gas Operations  
desk: 587-933-3882  
[TCEnergy.com](http://TCEnergy.com)

---

**From:** Jessica Dorgo <[Jessica.Dorgo@cima.ca](mailto:Jessica.Dorgo@cima.ca)>  
**Sent:** Monday, April 20, 2020 1:42 PM  
**To:** Geoff Kneller <[geoff\\_kneller@tcenergy.com](mailto:geoff_kneller@tcenergy.com)>  
**Cc:** Cachola, Alain <[ACachola@markham.ca](mailto:ACachola@markham.ca)>; Ilic, Marija <[MIlic@markham.ca](mailto:MIlic@markham.ca)>; Martin Scott <[Martin.Scott@cima.ca](mailto:Martin.Scott@cima.ca)>; HTencer@markham.ca; [dquilty@mhbcpplan.com](mailto:dquilty@mhbcpplan.com); Shadi Shenouda <[shadi\\_shenouda@tcenergy.com](mailto:shadi_shenouda@tcenergy.com)>; Nadia McCarthy <[nadia\\_mccarthy@tcenergy.com](mailto:nadia_mccarthy@tcenergy.com)>; Azmy, Nehal <[nazmy@markham.ca](mailto:nazmy@markham.ca)>  
**Subject:** [EXTERNAL] RE: RE: 2787 19th Avenue - Road extension from Honda Blvd.

Good Afternoon Geoff,

Thank you for your comments. As you mention, we have corresponded with Darlene Quilty from MHBC throughout the EA. We also met with a representative from TransCanada, David Cross, on March 13, 2019 to discuss the proposed road alignments. In the minutes of our March 13, 2019 meeting with TransCanada, we made a commitment to assess pipe protection during detailed design and the minutes were circulated to the meeting attendees. We did not receive any corrections or clarifications from the meeting minutes and therefore carried forward with the road alignments as shown at the meeting. Following the meeting, the final road alignments were provided to MHBC. The response noted that the 7m offset was preferable and mentioned that if this cannot be achieved, pipe protection may be required.

The City of Markham plans to use the precinct lands as efficiently as possible and shifting the alignment of Road D by 7 meters to the north will negatively impact the planning potential. By providing pipe protection adjacent to road D, this would 'save' an additional area of land (0.553 ha) to be included in the development compared to shifting the road northerly. As noted in the meeting minutes, a commitment to further work will be included in the EA to assess the need for pipe protection at detailed design. Attached are copies of our correspondence with TransCanada as well as the March 13, 2019 meeting minutes.

As previously provided by Nehal Azmy, the plan for Road C and Road D are attached. The areas shaded in green represent boulevard with urban design features. This could include landscaping, trees, planting and other urban design elements. The additional green space directly adjacent to the intersections are the sight triangles, which are required for the intersection design. The encroachment to the TransCanada property is for grading, sight triangles and possible traffic signal poles. The poles would be into the sight triangle by approximately 1.0m from the right-of-way. We will add commitments to further work noting the need for open space zoning and/or written consent from TransCanada, as well as possible pipe protection, once property ownership is confirmed.

Since Woodbine Ave is currently under the jurisdiction of York Region, the future intersection at Woodbine Ave/Road D including sight triangles may need to be under the ownership of the Region.

Thank you,

---

**JESSICA DORGO, EIT**  
EIT / Transportation

T 289-288-0287 ext. 6819 F 289-288-0285  
400-3027 Harvester Road, Burlington, ON L7N 3G7 CANADA



---

**From:** Geoff Kneller [[mailto:geoff\\_kneller@tcenergy.com](mailto:geoff_kneller@tcenergy.com)]  
**Sent:** Monday, March 23, 2020 9:51 AM  
**To:** Tencer, Hersh <[HTencer@markham.ca](mailto:HTencer@markham.ca)>  
**Cc:** Shadi Shenouda <[shadi\\_shenouda@tcenergy.com](mailto:shadi_shenouda@tcenergy.com)>; Nadia McCarthy <[nadia\\_mccarthy@tcenergy.com](mailto:nadia_mccarthy@tcenergy.com)>  
**Subject:** 2787 19th Avenue - Road extension from Honda Blvd.

**CAUTION: This email originated from a source outside the City of Markham. DO NOT CLICK on any links or attachments, or reply unless you recognize the sender and know the content is safe.**

Hello Hersh; I had a look at our files for this site and I see that both Janyce from our office and Darlene Quilty from MHBC provided feedback on setbacks for this plan last year. I also appreciate the contact with Nehal Azmy, who I've provided with some additional input to pass along to your consultants. We're particularly interested in the design for Road D as it pertains to this site. Just to reiterate our approach to setbacks:

- We've mentioned a minimum 7m setback of Road D from the edge of the right-of-way. That setback has to include any structures such as grading, street lighting, curbs and gutters, sidewalks, landscaping, and underground servicing. If you have the ability at this point in the plan to set Road D further back than that, that will certainly reduce the potential for future complications.
- For the crossing of Road C in relation to this property, we would like to understand what is meant on the photos supplied by Nehal for the area on our right-of-way shaded in green, and for the "boulevard with urban design features". We've also started an internal engineering analysis of the road crossing to understand what is going to be required in order to maintain the integrity of the pipelines.
- If you're planning to obtain land use on the property, we would be seeking an open space zoning on the portion that our easement is located on, and we would be looking for it to remain under the ownership of the municipality.
- If you'll be seeking to sell the remnant parcels once you subdivide the property, I believe the setback on this site from the edge of the right-of-way will be encompassed by the design of Road D, but any ground disturbance and development by the purchaser within the 30m 'prescribed area' from the centerline of the pipelines will require our written consent.

Thanks for continuing to keep us involved in your project and let us know if there's any other way we can be of assistance.

**Geoffrey R. Kneller CD P.Eng MBA**

**Integrated Land-use Management**

Right-of-way Management & Project Support

Technical Services, Canadian Gas Operations

[geoff\\_kneller@tcenergy.com](mailto:geoff_kneller@tcenergy.com)

desk: 587-933-3882



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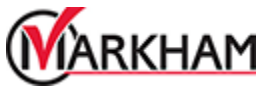
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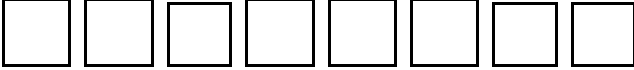




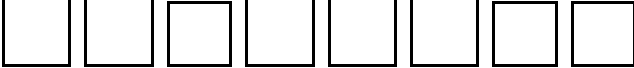
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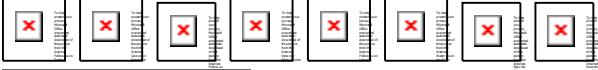
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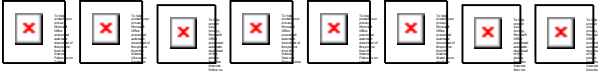
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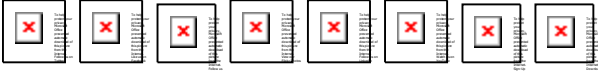
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## Derek Napoli

---

**From:** Darlene Quilty <dquilty@mhbcplan.com>  
**Sent:** Wednesday, May 1, 2019 12:34 PM  
**To:** Jessica Dorgo  
**Cc:** Martin Scott  
**Subject:** RE: City of Markham - Highway 404 North Collector Roads EA

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hi Jessica,

Further to your email highlighted below, following is some clarification:

**1. The ideal offset from the centre of the closest TransCanada pipe to any proposed facility is 30 metres**

The 30 metres is the 'prescribed area' where approval is required by TransCanada, but the road does not need to be offset 30m. The preference is for a paralleling road to be offset 7m from the edge of the right-of-way. If this cannot be met then pipeline protection may be required. This work would be 100% reimbursable to TransCanada.

**2. Collector Road D is located directly adjacent to the pipeline right-of-way and Collector Roads C1 and E1 will cross the pipeline.**

Collector Road D should be offset 7m from the edge of the pipeline ROW. Collector Roads C1 and E1 shall cross 'as close to 90 degrees as possible but no less than 45 degrees'. Crossing agreements will be required with TransCanada for these road crossings.

If you have any further questions please let me know.

Sorry for the delay!

Thank you,

**DARLENE QUILTY** | Planning Co-ordinator

**MHBC** Planning, Urban Design & Landscape Architecture  
On behalf of TransCanada PipeLines Limited

442 Brant Street, Suite 204 | Burlington | ON | L7R 2G4 | T 905 639 8686 x 229 | F 905 761 5589 | C 705 627 2302 | [dquilty@mhbcplan.com](mailto:dquilty@mhbcplan.com) |

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---

**From:** Jessica Dorgo [mailto:Jessica.Dorgo@cima.ca]  
**Sent:** April-29-19 11:20 AM  
**To:** Darlene Quilty  
**Cc:** Martin Scott  
**Subject:** RE: City of Markham - Highway 404 North Collector Roads EA

Hi Darlene,

Great, thank you for the update.

Regards,

---

**JESSICA DORGO**, EIT  
Transportation

T 289-288-0287 ext. 6819 F 289-288-0285  
400-3027 Harvester Road, Burlington, ON L7N 3G7 CANADA



---

**From:** Darlene Quilty <dquilty@mhbcplan.com>  
**Sent:** Monday, April 29, 2019 11:18 AM  
**To:** Jessica Dorgo <Jessica.Dorgo@cima.ca>  
**Cc:** Martin Scott <Martin.Scott@cima.ca>  
**Subject:** RE: City of Markham - Highway 404 North Collector Roads EA

Hi Jessica,

My apologies for the delay. I'm waiting for the crossings team to clarify something. I've followed up and will get back to you asap.

Thanks,

**DARLENE QUILTY** | Planning Co-ordinator

**MHBC** Planning, Urban Design & Landscape Architecture  
On behalf of TransCanada PipeLines Limited

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---

**From:** Jessica Dorgo [<mailto:Jessica.Dorgo@cima.ca>]  
**Sent:** April-29-19 9:45 AM  
**To:** Darlene Quilty  
**Cc:** Martin Scott  
**Subject:** FW: City of Markham - Highway 404 North Collector Roads EA

Hi Darlene,

Following up on my message below, we are moving forward with this study and tentatively anticipate filing the EA in fall 2019. Prior to this we would greatly appreciate if you could please advise regarding the steps we need to take to receive approval from TransCanada to move forward with the proposed collector road alignments. As mentioned below, as part of the Class EA we are looking for confirmation that the location of the proposed roads will be acceptable to TransCanada.

Thank you,

---

**JESSICA DORGO, EIT**  
Transportation

T 289-288-0287 ext. 6819 F 289-288-0285  
400-3027 Harvester Road, Burlington, ON L7N 3G7 CANADA



---

**From:** Jessica Dorgo  
**Sent:** Wednesday, March 27, 2019 9:05 AM  
**To:** 'Darlene Quilty' <[dquilty@mhbcpplan.com](mailto:dquilty@mhbcpplan.com)>  
**Cc:** Martin Scott <[martin.scott@cima.ca](mailto:martin.scott@cima.ca)>  
**Subject:** RE: City of Markham - Highway 404 North Collector Roads EA

Hi Darlene,

Thank you for coordinating a representative from TransCanada to meet with us on March 6, 2019. During the meeting David mentioned that the ideal offset from the centre of the closest TransCanada pipe to any proposed facility is 30 metres. He noted that an application can be submitted to request approval for work within the 30 metre buffer. At this stage, can you please advise regarding the steps we need to take to receive approval from TransCanada to move forward with the proposed collector road alignments. Collector Road D is located directly adjacent to the pipeline right-of-way and Collector Roads C1 and E1 will cross the pipeline. We recognize that further consultation with TransCanada will be required during detailed design. At this stage however, we are looking for confirmation that the location of the proposed roads will be acceptable to TransCanada.

A copy of the plan for the preliminary recommended collector road network is available on the file transfer site below.

[Access the file transfer site](#)

Thank you,

---

**JESSICA DORGO**, EIT  
Transportation

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---

**From:** Darlene Quilty <[dquilty@mhbcplan.com](mailto:dquilty@mhbcplan.com)>  
**Sent:** Tuesday, March 12, 2019 11:10 AM  
**To:** Jessica Dorgo <[Jessica.Dorgo@cima.ca](mailto:Jessica.Dorgo@cima.ca)>  
**Cc:** Martin Scott <[martin.scott@cima.ca](mailto:martin.scott@cima.ca)>  
**Subject:** RE: City of Markham - Highway 404 North Collector Roads EA

Hi Jessica,

David Cross from TransCanada will be attending the meeting. His contact information follows:

**Dave Cross**  
**Pipeline Technician**  
**TransCanada Pipelines**  
Cell: 289-387-4657  
Office: 705-721-1011  
Fax: 705-721-0899  
[david\\_cross@transcanada.com](mailto:david_cross@transcanada.com)

**DARLENE QUILTY** | Planning Co-ordinator

**MHBC** Planning, Urban Design & Landscape Architecture  
On behalf of TransCanada PipeLines Limited

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**From:** Jessica Dorgo [<mailto:Jessica.Dorgo@cima.ca>]  
**Sent:** March-11-19 1:10 PM  
**To:** Darlene Quilty  
**Cc:** Martin Scott  
**Subject:** RE: City of Markham - Highway 404 North Collector Roads EA

Hi Darlene,

I just wanted to follow up to confirm that a representative from TransCanada will be attending the City of Markham Highway 404 North Collector Roads EA meeting on Wednesday. If possible, can you please provide us with the name and contact information of the individual or individuals attending?

Thank you,

---

**JESSICA DORGO**, EIT  
Transportation

T 289-288-0287 ext. 6819 F 289-288-0285  
400-3027 Harvester Road, Burlington, ON L7N 3G7 CANADA



---

**From:** Darlene Quilty <[dquilty@mhbcplan.com](mailto:dquilty@mhbcplan.com)>  
**Sent:** Wednesday, March 6, 2019 9:38 AM  
**To:** Jessica Dorgo <[Jessica.Dorgo@cima.ca](mailto:Jessica.Dorgo@cima.ca)>  
**Cc:** Martin Scott <[Martin.Scott@cima.ca](mailto:Martin.Scott@cima.ca)>  
**Subject:** RE: City of Markham - Highway 404 North Collector Roads EA

Thank you Jessica,

TransCanada is reviewing to determine the best person to attend. Once decided I will forward them the meeting invite.

**DARLENE QUILTY** | Planning Co-ordinator

**MHBC** Planning, Urban Design & Landscape Architecture  
On behalf of TransCanada PipeLines Limited

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**From:** Jessica Dorgo [<mailto:Jessica.Dorgo@cima.ca>]  
**Sent:** March-04-19 3:29 PM  
**To:** Darlene Quilty  
**Cc:** Martin Scott  
**Subject:** RE: City of Markham - Highway 404 North Collector Roads EA

Hi Darlene,

I have forwarded you a meeting request for March 13<sup>th</sup>. Please let me know if we should extend the invite to any representatives at TransCanada. Additionally, please let us know if you have any questions regarding the plan we provided last week.

Thanks,

---

**JESSICA DORGO**, EIT  
Transportation

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400–3027 Harvester Road, Burlington, ON L7N 3G7 CANADA



---

**From:** Jessica Dorgo  
**Sent:** Monday, February 25, 2019 12:55 PM  
**To:** Darlene Quilty <[dquilty@mhbcplan.com](mailto:dquilty@mhbcplan.com)>  
**Cc:** Martin Scott <[martin.scott@cima.ca](mailto:martin.scott@cima.ca)>  
**Subject:** RE: City of Markham - Highway 404 North Collector Roads EA

Hi Darlene,

A plan of the preliminary recommended collector road network is available on the file transfer site below. Two of the recommended collector roads include a crossing of the TransCanada pipeline.

[Access the file transfer site](#)

Thanks,

---

**JESSICA DORGO**, EIT  
Transportation

T 289-288-0287 ext. 6819 F 289-288-0285  
400-3027 Harvester Road, Burlington, ON L7N 3G7 CANADA



---

**From:** Darlene Quilty <[dquilty@mhbcplan.com](mailto:dquilty@mhbcplan.com)>  
**Sent:** Friday, February 22, 2019 1:45 PM  
**To:** Jessica Dorgo <[Jessica.Dorgo@cima.ca](mailto:Jessica.Dorgo@cima.ca)>  
**Cc:** Martin Scott <[Martin.Scott@cima.ca](mailto:Martin.Scott@cima.ca)>  
**Subject:** RE: City of Markham - Highway 404 North Collector Roads EA

Hi Jessica,

March 13<sup>th</sup> would be the best date. Someone from TransCanada may attend instead, I will need to confirm.

Do you have any study details or proposed road network you could forward? Are there any crossings of TransCanada's pipelines proposed?

Thank you,

**DARLENE QUILTY** | Planning Co-ordinator

**MHBC** Planning, Urban Design & Landscape Architecture  
On behalf of TransCanada PipeLines Limited

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**From:** Jessica Dorgo [<mailto:Jessica.Dorgo@cima.ca>]  
**Sent:** February-21-19 9:44 AM  
**To:** Darlene Quilty  
**Cc:** Martin Scott  
**Subject:** City of Markham - Highway 404 North Collector Roads EA

Good Morning Ms. Presley,

As you are aware, the City of Markham is conducting a Municipal Class EA study to confirm the final alignment of the new north-south and east-west collector roads in the Highway 404 North Planning District. The project team would like



to invite you to attend an agency meeting to discuss the recommended alternative and TransCanada's requirements as they relate to this study. Can you please advise regarding your availability on the following dates:

- March 4, 2019
- March 5, 2019
- March 13, 2019

Once all attendees confirm availability we will provide you with the final meeting details. Please feel free to contact me if you have any additional questions.

Thank you,

---

**JESSICA DORGO, EIT**  
Transportation

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400-3027 Harvester Road, Burlington, ON L7N 3G7 CANADA



## Jessica Dorgo

---

**From:** Azmy, Nehal <nazmy@markham.ca>  
**Sent:** Friday, June 29, 2018 11:25 AM  
**To:** Jessica Dorgo; Martin Scott  
**Subject:** FW: Highway 404 North Collector Roads EA  
**Attachments:** 37659 Highway 404 Environmental Assessment Response Letter.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Good Morning Martin and Jessica,

I am forwarding to you this letter received on behalf of Tans Canada.

Please let me know if you want to discuss the next step and if you have the documents / comments received at PIC.

Enjoy the long weekend.

Nehal

---

**From:** Darlene Presley [mailto:dpresley@mhbcplan.com]  
**Sent:** June 29, 2018 9:20 AM  
**To:** Azmy, Nehal <nazmy@markham.ca>  
**Subject:** Highway 404 North Collector Roads EA

Good Morning Mr. Azmy,

Regarding the EA noted above, attached are our comments.

If you have any questions or require any additional information let me know.

Thank you,

**DARLENE PRESLEY** | Planning Co-ordinator

**MHBC** Planning, Urban Design & Landscape Architecture  
On behalf of TransCanada PipeLines Limited

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

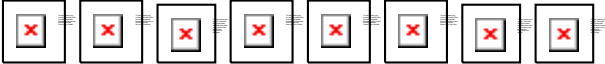
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June 28<sup>th</sup>, 2018

Mr. Nehal Azmy, P. Eng.  
City Project Manager  
City of Markham  
101 Town Centre Boulevard  
Markham, ON  
L3R 9W3

Via email: [nazmy@markham.ca](mailto:nazmy@markham.ca)

Dear Mr. Azmy:

**Re: Highway 404 North Collector Roads Municipal Class EA Study  
Our File No. PAR 37659**

---

We have received notice of the Highway 404 Environmental Assessment (EA). TransCanada PipeLines Limited (“TransCanada”) has three high pressure natural gas pipeline(s) crossing the study area.

TransCanada’s pipeline is subject to the jurisdiction of the National Energy Board (“NEB”). As such, certain activities must comply with the National Energy Board Act (the “Act”) and the National Energy Board Damage Prevention Regulations (the “Regulations”). The Act and the Regulations noted can be accessed from the NEB’s website at [www.neb-one.gc.ca](http://www.neb-one.gc.ca).

Following are some regulatory and development requirements for inclusion in the EA:

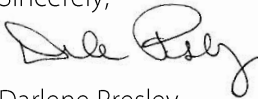
1. Written consent must be obtained from TransCanada prior to undertaking the following activities:
  - a. constructing or installing a facility across, on, along or under a TransCanada pipeline right-of-way.
  - b. conducting a ground disturbance (excavation or digging) on TransCanada’s pipeline right-of-way or within 30 meters of the centreline of TransCanada’s pipe (the “Prescribed Area”);
  - c. driving a vehicle, mobile equipment or machinery across a TransCanada pipeline right-of-way outside the travelled portion of a highway or public road; and
  - d. using any explosives within 300 meters of TransCanada’s pipeline right-of-way.
2. The following provides design guidance for crossings. While exceptions might be made once an assessment has been completed, adhering to the guidance will assist in efforts to process applications expeditiously.

General Requirements

- The crossing shall occur as close as possible to 90 degrees.
  - The crossing shall not occur at a bend in a TransCanada pipeline.
4. General Conditions for Crossings of TransCanada Pipelines by Highways, Private Roads, and Railways
- A highway or private road shall be constructed so that the travelled surface is no less than 1.5 meters above the top of the pipeline.
  - The bottom of the ditches adjacent to roads should not be less than 1.4 meters above the top of the pipeline.
  - Minimum cover for railway crossings (below base of rail) is 3.05 meters for uncased pipe.
5. Following is a link to TransCanada's website for additional information on crossings:  
<https://www.transcanada.com/en/commitment/safety/working-safely-around-pipelines>

Thank you for the opportunity to comment. Kindly forward the notice of completion to the undersigned by mail or by email to [dpresley@mhbcplan.com](mailto:dpresley@mhbcplan.com). If you have any questions, please do not hesitate to contact our office.

Sincerely,



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



STUDY REPLY FORM (Please print)

RE: Notice of Study Commencement
Municipal Class Environmental Assessment Study
Highway 404 North Collector Roads
City of Markham

Date: Nov. 16/17
Name: Darlene Presley
Title: Planning Coordinator
Agency: TransCanada Pipelines Limited c/o MHBCL Planning
Address: 442 Brant St, Suite 204
Burlington, ON Postal Code: L7R 2G4
Phone: 905-639-8686 x229 Fax:
Email: dpresley@mhbclplan.com

Does your agency wish to be kept informed of the study? (Circle yes or no)

Yes No

Does your agency wish to participate in the study? (Circle yes or no)

Yes No

Are you the appropriate contact at your agency for this study? If not, please indicate the agency representative to be included on the study mailing list. (Circle yes or no)

Yes No

Contact Name: Darlene Presley
Email: dpresley@mhbclplan.com

Additional Comments:

Please return this form to the contact below by December 12, 2017:

Martin Scott, P.Eng. Phone: (289) 288-0287 ext. 6812
CIMA Canada Inc. (CIMA+) Fax: (289) 288-0285
3027 Harvester Road, Suite 400 Email: martin.scott@cima.ca
Burlington, Ontario L7N 3G7

**J**

**Appendix J-5 - York Region**



## Eleni Dekaneas

---

**From:** Jessica Dorgo  
**Sent:** Monday, April 29, 2019 9:32 AM  
**To:** Steve.Mota@york.ca  
**Cc:** Martin Scott; Azmy, Nehal  
**Subject:** FW: 404 North Collector Roads

Good Morning Steve,

A copy of the PIC #2 display boards and the preliminary recommended roll plan are available on the file transfer site below.

### [Access the file transfer site](#)

Please let us know if you have any issues accessing the files.

Thanks,

---

**JESSICA DORGO**, EIT  
Transportation

T 289-288-0287 ext. 6819 F 289-288-0285  
400-3027 Harvester Road, Burlington, ON L7N 3G7 CANADA



---

**From:** Azmy, Nehal <nazmy@markham.ca>  
**Sent:** Monday, April 29, 2019 9:17 AM  
**To:** Jessica Dorgo <Jessica.Dorgo@cima.ca>  
**Cc:** Mota, Steve <Steve.Mota@york.ca>  
**Subject:** FW: 404 North Collector Roads

Good Morning Jessica,

Please provide Steve Mota was an electronic copy to the PIC information.

Thanks

Nehal Azmy, P.Eng.  
Senior Capital Works Engineer  
T: 905.477.7000 Ext. 2197  
F: 905.479.7773  
E: [nazmy@markham.ca](mailto:nazmy@markham.ca)



---

**From:** Mota, Steve <[Steve.Mota@york.ca](mailto:Steve.Mota@york.ca)>  
**Sent:** April 29, 2019 9:12 AM  
**To:** Azmy, Nehal <[nazmy@markham.ca](mailto:nazmy@markham.ca)>  
**Subject:** 404 North Collector Roads

Hi Nehal,

I could not find a link on the Markham website to download the PIC information from last week. Would you mind sending me a link or electronic copy of the information.

Regards.

**Steve Mota, P.Eng.** | Program Manager – Transportation Planning  
Transportation & Infrastructure Planning Branch | Transportation Services

---

The Regional Municipality of York | 17250 Yonge Street | Newmarket, ON L3Y 6Z1  
O: 905-830-4444 ext. 75056 | [Steve.Mota@york.ca](mailto:Steve.Mota@york.ca) | [www.york.ca](http://www.york.ca)



Connect with us:



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## Jessica Dorgo

---

**From:** Jessica Dorgo  
**Sent:** Monday, October 29, 2018 2:20 PM  
**To:** 'Steve.Mota@york.ca'  
**Cc:** Martin Scott  
**Subject:** City of Markham Highway 404 North Collector Rds EA - Meeting Request

Good Afternoon Mr. Mota,

As you are aware, the City of Markham is conducting a Municipal Class Environmental Assessment for the Highway 404 North Collector Roads to confirm the final alignment of the new north-south and east-west roads as per the approved OPA 149 Secondary Plan and consequently to confirm the pattern of other roads within this District.

The Project Team would like to arrange a meeting with you to review the alternative design concepts being considered as part of the study. Can you please advise regarding your availability for the weeks of November 19<sup>th</sup> - 23<sup>rd</sup> and 26<sup>th</sup> - 30<sup>th</sup> and we can schedule a meeting accordingly.

Thank you,

---

**JESSICA DORGO, EIT**  
EIT / Transportation

T 289-288-0287 ext. 6819 F 289-288-0285  
3027 Harvester Road, Suite 400 Burlington Ontario L7N 3G7 CANADA



## Jessica Dorgo

---

**From:** Azmy, Nehal <nazmy@markham.ca>  
**Sent:** Friday, June 15, 2018 10:49 AM  
**To:** Mota, Steve  
**Cc:** Martin Scott; Jessica Dorgo  
**Subject:** RE: Hwy 404 North Collector Roads

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hi Steve,

I have downloaded a copy of the public meeting boards in our FTP site.

Log in to the FTP site.

<https://na01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fftp.markham.ca%2FThinClient%2Flogin.aspx&data=02%7C01%7CJessica.Dorgo%40cima.ca%7Cee56d170466044f469b008d5d2cf329a%7Ce655d450f1ad4d6a91bd0b9333b0ed01%7C0%7C0%7C636646709705456164&sdata=925utCMalo2Lmj9ZYck5IpEiUKOSaKI6lBcUGPLm33M%3D&reserved=0>

Username: eng-project5  
Password: X7vf3@ku

File name: B801\_Markham 404 Collector Rds EA\_PIC1 Boards\_e02

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

Regards,

Nehal Azmy, P.Eng.  
Senior Capital Works Engineer  
T: 905.477.7000 Ext. 2197  
F: 905.479.7773  
E: nazmy@markham.ca

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

From: Mota, Steve [mailto:Steve.Mota@york.ca]  
Sent: June 15, 2018 7:54 AM  
To: Azmy, Nehal <nazmy@markham.ca>  
Subject: Hwy 404 North Collector Roads

Hi Nehal,

Hope all is well. I didn't get a chance to stop by your PIC a few days ago. Would you mind sending me the PIC boards or provide me a link to where they are on the website.

Thanks.  
Steve



STUDY REPLY FORM (Please print)

RE: Notice of Study Commencement
Municipal Class Environmental Assessment Study
Highway 404 North Collector Roads
City of Markham

Date: November 30, 2017
Name: Steve Mota
Title: Program Manager - Transportation Planning
Agency: York Region - Transportation Services
Address: 17250 Yonge Street
Newmarket, ON Postal Code: L3Y 6Z1
Phone: 905-830-4444 x 75056 Fax:
Email: Steve.mota@york.ca

Does your agency wish to be kept informed of the study? (Circle yes or no)

Yes No

Does your agency wish to participate in the study? (Circle yes or no)

Yes No

Are you the appropriate contact at your agency for this study? If not, please indicate the agency representative to be included on the study mailing list. (Circle yes or no)

Yes No

Contact Name:

Email:

Additional Comments:

Please return this form to the contact below by December 12, 2017:

Martin Scott, P.Eng.
CIMA Canada Inc. (CIMA+)
3027 Harvester Road, Suite 400
Burlington, Ontario L7N 3G7

Phone: (289) 288-0287 ext. 6812
Fax: (289) 288-0285
Email: martin.scott@cima.ca

**From:** [Source Water Protection](#)  
**To:** [Jessica Dorgo](#)  
**Cc:** [Martin Scott](#)  
**Subject:** RE: City of Markham Highway 404 North Collector Roads EA  
**Date:** Monday, October 21, 2019 11:30:26 AM  
**Attachments:** [image001.jpg](#)  
[image002.jpg](#)  
[SWPReport.pdf](#)

---

Hi Jessica,

Thank you for reaching out. Based on the SW Report that you sent us the following source water policies would apply. I've kept it general as I'm not sure what type of work will be planned.

As you are aware your site is located within the CTC Source Protection Region corresponding with the Toronto and Region Conservation Authority (TRCA) boundary. The site is within a Wellhead Protection Area Q (WHPA-Q). It is also partially within a Highly Vulnerable Aquifer (HVA) and partially within a Significant Groundwater Recharge Area (SGRA).

## **Source Water Policies**

### **Highly Vulnerable Aquifer**

Should the proposed major development include bulk fuel (= 2500L) or bulk chemicals (= 500L) within the HVA, a Contaminant Management Plan (CMP) will be required prior Site Plan approval, for Water Resources review and approval.

### **Recharge Management Area):**

Please note the property is located within a Significant Groundwater Recharge Area (SGRA). As such the CTC Source Protection Plan water quantity recharge policy and York Region Official Plan Low Impact Development policy 2.3.41 will apply. The proponent should maximize infiltration at the site using best management practices. The use of the following resource is encouraged: Low Impact Development Stormwater Management Planning and Design Guide by Credit Valley Conservation Authority. The contact person for this requirement is Quentin Hanchard at TRCA.

Please let me know if you need anything else

Joanna

---

**Joanna Miron** | Environmental Program Coordinator, Source Water Protection, Environmental Promotion & Protection, Environmental Services

**O:** 1-877-464-9675ext. 75574 **C:** 905-806-0512

---

**From:** Jessica Dorgo [mailto:Jessica.Dorgo@cima.ca]  
**Sent:** Monday, October 21, 2019 11:00 AM  
**To:** Source Water Protection  
**Cc:** Martin Scott  
**Subject:** City of Markham Highway 404 North Collector Roads EA

Good Morning,

The City of Markham is conducting an Environmental Assessment study for the Highway 404 North Collector Roads. As part of our study we are evaluating potential impacts to source water. Using the York Region online mapping tool we have received the attached summary report for our study area. Can you please confirm if there are any source water protection planning policies that apply to our study area?

Thank you,

---

**JESSICA DORGO**, EIT  
Transportation

**T** 289-288-0287 ext. 6819 **F** 289-288-0285  
400-3027 Harvester Road, Burlington, ON L7N 3G7 CANADA



# Source Water Protection Report

Roll Number: 193602016048011, 193602015653300, 193602016058900, 193602015454705,  
 Parcel Id: 6165, 16308, 19674, 22700, 29720, 35900, 36318, 38772, 51406, 53194, 54744,  
 Watershed: Toronto and Region Conservation Authority (TRCA)

Oak Ridges Moraine Conservation Plan	
In the Oak Ridges Moraine?	Partially
Area of High Aquifer Vulnerability?	Yes

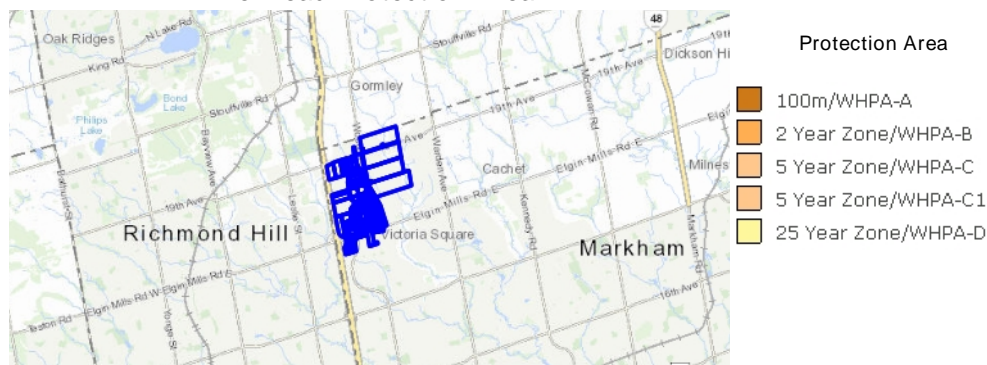
Parcel Addresses: 24 Thomas Reid Road, Markham || 10843 Victoria Square Boulevard, Markham || 20 Thomas Reid Road, Markham || 10891 Victoria Square Boulevard, Markham || 10 Victoria Street, Markham || 27 Thomas Reid Road, Markham || 11030 Victoria Square Boulevard, Markham || 16 Thomas Reid Road, Markham || 3009 Elgin Mills Road East, Markham || 10803 Victoria Square Boulevard, Markham || 61 Herbert Wales Crescent, Markham || 2 Edward Roberts Drive, Markham || 5 Gillings Street, Markham || 7 Gillings Street, Markham || 78 Prince of Wales Drive, Markham || 76 Prince of Wales Drive, Markham || 64 Prince of Wales Drive, Markham || 71 Prince of Wales Drive, Markham || 12 Wintam Place, Markham || 14 Wintam Place, Markham || 22 Wintam Place, Markham || 24 Wintam Place, Markham || 7 Edward Roberts Drive, Markham || 5 Edward Roberts Drive, Markham || 19 Duke of York Street, Markham || 5 Prince of Wales Drive, Markham || 7 Prince of Wales Drive, Markham || 14 Arnold

## Clean Water Act

Source Protection Region: Credit Valley, Toronto Region and Central Lake Ontario (CTC)

Recharge Management Area: Yes      In an Intake Protection Zone: No      Significant Groundwater Recharge Area: Partially      Highly Vulnerable Aquifers: Partially

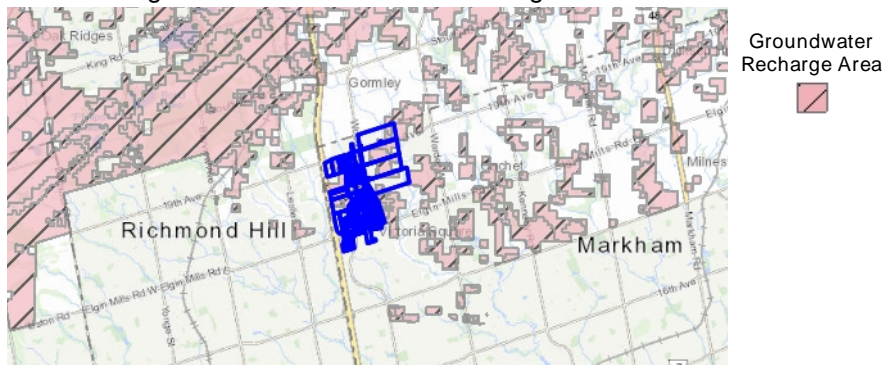
### Wellhead Protection Area



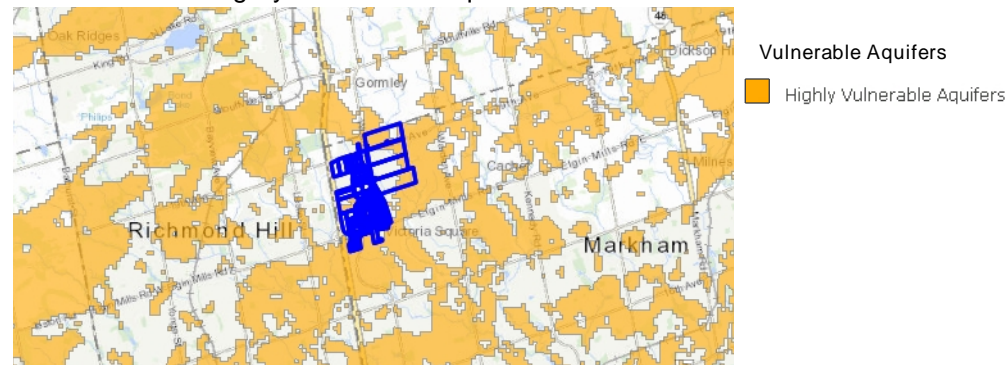
### Vulnerability Score



### Significant Groundwater Recharge Area



### Highly Vulnerable Aquifers



**J**

**Appendix J-6 - Ministry of Tourism,  
Culture and Sport**





**From:** [kjgalvin@arch-research.com](mailto:kjgalvin@arch-research.com)  
**To:** [Jessica Dorgo](mailto:Jessica.Dorgo); [cjgohm@arch-research.com](mailto:cjgohm@arch-research.com)  
**Cc:** "[Monica Maika](#)"; [christina.gohm@arch-research.com](mailto:christina.gohm@arch-research.com); [pracher@arch-research.com](mailto:pracher@arch-research.com); "[Sarah Clarke](#)"; [Martin Scott](#)  
**Subject:** RE: Highway 404 Collector Roads - Draft Heritage Report  
**Date:** Wednesday, August 28, 2019 4:07:02 PM  
**Attachments:** [image001.jpg](#)  
[image002.jpg](#)

---

Jessica,

We have provided the heritage report to the MTCS.

Thanks!

**Kayla Jonas Galvin, M.A., CAHP**  
**Heritage Operations Manager**

219-900 Guelph Street, Kitchener, ON, N2H 5Z6  
P 519.804.2291 x120 | M 226.339.8572 | F 519.286.0493  
[www.arch-research.com](http://www.arch-research.com)  
[@ArchResearch @ARAHeritage](#)

---

**From:** Jessica Dorgo <[Jessica.Dorgo@cima.ca](mailto:Jessica.Dorgo@cima.ca)>  
**Sent:** August 27, 2019 3:28 PM  
**To:** [cjgohm@arch-research.com](mailto:cjgohm@arch-research.com)  
**Cc:** 'Monica Maika' <[monica.maika@araheritage.ca](mailto:monica.maika@araheritage.ca)>; [christina.gohm@arch-research.com](mailto:christina.gohm@arch-research.com); [pracher@arch-research.com](mailto:pracher@arch-research.com); 'Sarah Clarke' <[sclarke@arch-research.com](mailto:sclarke@arch-research.com)>; 'Kayla Jonas Galvin - ARA' <[kjgalvin@arch-research.com](mailto:kjgalvin@arch-research.com)>; 'Sarah Clarke' <[sclarke@arch-research.com](mailto:sclarke@arch-research.com)>; Martin Scott <[Martin.Scott@cima.ca](mailto:Martin.Scott@cima.ca)>  
**Subject:** RE: Highway 404 Collector Roads - Draft Heritage Report

Hi Chris, Monica and Kayla,

The City has signed off on the Built Heritage and Cultural Heritage Landscape Assessment and Stage 1 Archaeological Assessment reports. Can you please proceed with submitting the reports to MTCS. The project file number is included in the attached letter.

Thank you,

**Jessica Dorgo, EIT**  
Transportation  
T 289-288-0287 ext. 6819 F 289-288-0285

**CIMA+**

---

## Jessica Dorgo

---

**From:** Martin Scott  
**Sent:** Thursday, December 14, 2017 8:36 AM  
**To:** Jessica Dorgo  
**Subject:** FW: Highway 404 Class EA Notice of Commencement MTCS Comments  
**Attachments:** 2017-12-11 Hwy 404 North Collector Roads HPU MTCS Comments.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

---

**From:** deMoissac, Daniel (MTCS) [mailto:Daniel.deMoissac@ontario.ca]  
**Sent:** Monday, December 11, 2017 3:56 PM  
**To:** Martin Scott <Martin.Scott@cima.ca>  
**Cc:** nazmy@markham.ca  
**Subject:** Highway 404 Class EA Notice of Commencement MTCS Comments

Dear Martin Scott,

Thank you sending the Ministry of Tourism, Culture and Sport (MTCS) Notice of Commencement for the project mentioned above. MTCS's interest in this EA project relates to its mandate of conserving Ontario's cultural heritage, which includes archaeological resources, built heritage resources, and cultural heritage landscapes.

Please find attached MTCS's comments and recommendations for the project. We would appreciate being kept informed on this project as it proceeds through the EA process.

Please contact me as necessary for clarification or for further discussion.

Best Regards,

**Daniel de Moissac**  
Heritage Planner (Acting)  
Heritage Program Unit | Programs and Services Branch | Ministry of Tourism, Culture and Sport  
401 Bay Street Suite 1700 Toronto ON M7A 0A7  
Tel. 416.314.5424 | email: daniel.demoissac@ontario.ca

**Ministry of Tourism,  
Culture and Sport**

Heritage Program Unit  
Programs and Services Branch  
401 Bay Street, Suite 1700  
Toronto ON M7A 0A7  
Tel: 416 314 7643  
Fax: 416 212 1802

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

Unité des programmes patrimoine  
Direction des programmes et des services  
401, rue Bay, Bureau 1700  
Toronto ON M7A 0A7  
Tél: 416 314 7643  
Télé: 416 212 1802



December 11, 2017 (EMAIL ONLY)

Martin Scott, P. Eng.  
CIMA Canada Inc.  
3027 Harvester Road, Suite 400  
Burlington, ON L7N 3G7  
Martin.scott@cima.ca

**RE: MTCS file #: 0008080**  
**Proponent: City of Markham**  
**Subject: Notice of Study Commencement (dated November 13, 2017)**  
**Highway 404 North Collector Roads**  
**Municipal Class EA "Schedule C"**  
**Location: Markham, York Region ON**

---

Dear Martin Scott:

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

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

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

Indigenous communities may have knowledge that can contribute to the identification of cultural heritage resources, and we suggest that any engagement with Indigenous communities includes a discussion about known or potential cultural heritage resources that are of value to these communities. Municipal Heritage Committees, historical societies and other local heritage organizations may also have knowledge that contributes to the identification of cultural heritage resources.

### **Archaeological Resources**

Please be aware that there are known archaeological sites within your study area. Therefore, your EA meets at least one criterion for determining archaeological potential. As such, an archaeological assessment (AA) should be undertaken by an OHA licensed consultant archaeologist, who is responsible for submitting the report directly to MTCS for review.

For further information on how archaeological potential is determined please refer to the [Criteria for Evaluating Archaeological Potential](#). MTCS archaeological sites data are available at [archaeologicalsites@ontario.ca](mailto:archaeologicalsites@ontario.ca).

## **Built Heritage and Cultural Heritage Landscapes**

The MTCS [Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes](#) should be completed to help determine whether your EA project may impact cultural heritage resources. The Clerk and/or heritage planning staff for the City of Markham can provide information that will assist you in completing the checklist, such as information on property registered or designated under the *Ontario Heritage Act*.

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

## **Environmental Assessment Reporting**

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

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

Sincerely,

Daniel de Moissac  
Heritage Planner (Acting)  
Ministry of Tourism, Culture and Sport  
daniel.demoissac@ontario.ca

Copied to: Nehal Azmy, P. Eng., City of Markham

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

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

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

# J

## **Appendix J-7 - Chippewas of Rama First Nation**





Chippewas of RAMA  
First Nation

*A Proud Progressive First Nation Community*

5884 Rama Road, Suite 200  
Rama, Ontario L3V 6H6  
T 705.325.3611 F 705.325.0879

---

June 8, 2018

Nehal Azmy  
City Project Manager, Markham  
101 town Centre Blvd.  
Markham, ON  
L3R 9W3

**RE: Highway 404 North Collector Roads EA Study**

Dear Nehal,

On behalf of the Chippewas of Rama First Nation, thank you for your notice of May 31, 2018, regarding Highway 404 North Collector Roads Public Information Session.

At this time, we have no input to provide regarding the study area. Please keep us updated as this project moves forward.

Again, thank you for bringing this information to our attention so we can address consultation as needed.

Sincerely,

Cathy Edney  
For Rama First Nation

May 31, 2018

Ms. Cathy Edney  
Communications Manager  
Chippewas of Rama First Nation  
5884 Rama Rd, Suite 200  
Rama, ON L3V 6H6

Dear Ms. Cathy Edney

**RE: Highway 404 North Collector Roads  
Municipal Class Environmental Assessment Study  
Notice of Public Information Centre No. 1**

---

The City of Markham has initiated a Schedule 'C' Municipal Class Environmental Assessment to confirm the final alignment of the new north-south and east-west collector roads in the Markham Highway 404 North Planning District as per the approved OPA 149 Secondary Plan and consequently to confirm the pattern of other roads within this District. The purpose of this letter is to invite your agency to attend Public Information Centre (PIC) No.1. A copy of the Notice of PIC No.1 is attached.

The study is being conducted in compliance with Schedule 'C' of the Municipal Class EA, which is approved under the Ontario Environmental Assessment Act. The study will define the problem, identify alternative solutions, analyze and evaluate each alternative based on the potential impacts to the natural, social and economic environments. In consultation with the public and external agencies, a preferred road network will be determined.

Public consultation is an integral component of the Municipal Class EA process and opportunities to comment are welcomed throughout the entire study. PIC No.1 is scheduled for June 13, 2018.

If you are unable to attend the PIC and wish to provide any comments on this study, we request that your comments be directed to one of the Project Managers on the attached Notice of PIC No.1.

Sincerely

**Nehal Azmy, P. Eng.**  
City Project Manager  
City of Markham  
101 Town Centre Boulevard  
Markham, ON L3R 9W3  
Tel: 905 477 7000 ext. 2197  
Email: nazmy@markham.ca

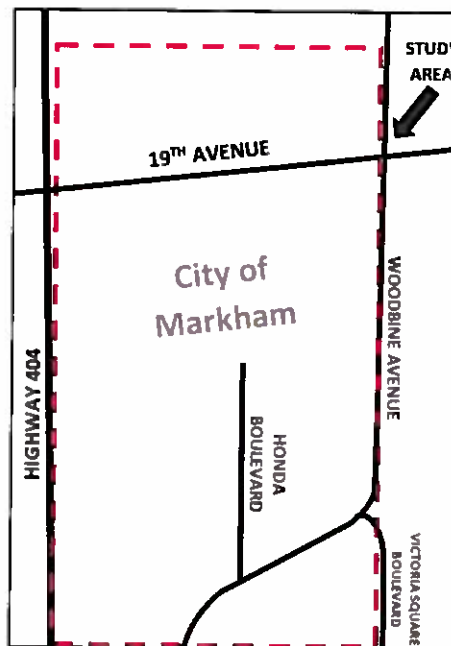
**Martin Scott, P.Eng.**  
Consultant Project Manager  
CIMA Canada Inc. (CIMA+)  
3027 Harvester Road, Suite 400  
Burlington, ON L7N 3G7  
Tel: 289-288-0287 ext. 6812  
Email: martin.scott@cima.ca

# Notice of Public Information Centre #1

## Municipal Class Environmental Assessment Study

### Highway 404 North Collector Roads

The City of Markham is conducting a Class Environmental Assessment study for the Highway 404 North Collector Roads in the City of Markham. The Markham Highway 404 North Planning District Secondary Plan (OPA 149) requires the completion of a Class Environmental Assessment Study (Class EA) to confirm the final alignment of the new north-south and east-west roads as per the approved OPA 149 Secondary Plan and consequently to confirm the pattern of other roads within this District. The Highway 404 North Planning District area extends from approximately 400 metres north of 19th Avenue and south to approximately 600 metres north of Elgin Mills Road. Highway 404 defines the western limit while the eastern limit is primarily defined by Woodbine Avenue, and is shown on the Key Plan. In consultation with the public and external agencies, a preferred road network will be determined.



Key Plan

#### The Study Process

The project is being planned under **Schedule C** of the Municipal Class Environmental Assessment (October 2000, as amended in 2007, 2011 and 2015) process.

Two Public Information Centres (PICs) will be held to review the study findings and receive public feedback. The first PIC is scheduled for June 13, 2018 to present the study progress and obtain public input on alternative solutions, evaluation criteria, environmental impacts and mitigation measures. The PIC will be held as follows:

**Date:** Wednesday, June 13, 2018  
**Time:** 7:00 PM to 9:00 PM  
**Location:** Victoria Square Community Centre  
2929 Elgin Mills Rd E  
Gormley, ON L0H 1G0

A key component of this study is public and agency consultation. Public input received following the PIC will be used to confirm the preferred solution for the study. If you have any questions regarding the study, or would like to be included on the project mailing list please contact one of the Project Team members below:

**Nehal Azmy, P. Eng.**  
City Project Manager  
City of Markham  
101 Town Centre Boulevard  
Markham, ON L3R 9W3  
Tel: 905 477 7000 ext. 2197  
Email: nazmy@markham.ca

**Martin Scott, P.Eng.**  
Consultant Project Manager  
CIMA Canada Inc. (CIMA+)  
3027 Harvester Road, Suite 400  
Burlington, ON L7N 3G7  
Tel: 289-288-0287 ext. 6812  
Email: martin.scott@cima.ca

This notice was first issued on May 31, 2018

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



**J**

**Appendix J-8 - Enbridge Gas**



## Eleni Dekaneas

---

**From:** Jessica Dorgo  
**Sent:** Monday, March 4, 2019 10:48 AM  
**To:** Jamie Rochford  
**Cc:** Martin Scott  
**Subject:** RE: City of Markham - Highway 404 North Collector Roads EA

Hi Jamie,

Thank you for your reply. We are looking for input from Enbridge with respect to both areas, planning and property ownership. From the planning perspective we would like to discuss the current infrastructure in the study area. From the property ownership perspective we would like to discuss the potential property impacts to the parcel owned by Enbridge that proposed collector road E passes through.

We are currently waiting on replies from other agencies regarding availability but we will tentatively plan for March 13<sup>th</sup>. The meeting will be one hour and will be held at the City of Markham offices. Please let us know if there is a time that you prefer. As suggested, we will contact the Enbridge mark-ups group to provide information on the location of the Enbridge assets in the study area.

Thanks,

---

**JESSICA DORGO**, EIT  
Transportation

T 289-288-0287 ext. 6819 F 289-288-0285  
400-3027 Harvester Road, Burlington, ON L7N 3G7 CANADA



---

**From:** Jamie Rochford <Jamie.Rochford@enbridge.com>  
**Sent:** Sunday, March 3, 2019 3:19 PM  
**To:** Jessica Dorgo <Jessica.Dorgo@cima.ca>  
**Cc:** Martin Scott <Martin.Scott@cima.ca>  
**Subject:** RE: City of Markham - Highway 404 North Collector Roads EA

Hi Jessica.

I have some availability the morning of the 4<sup>th</sup> and some availability on the 13<sup>th</sup>, it depends on when the meeting would be scheduled for and how long it will be.

I'm thinking contact with our Mark-Ups ([Mark-Ups@enbridge.com](mailto:Mark-Ups@enbridge.com)) group would serve you we'll, where they could provide the location of our assets.

Sorry, but for further clarity...are you looking for me (Enbridge Planning) to provide comments on current infrastructure we have in the area or are you looking for someone from Enbridge that can represent as a "land owner"? Essentially what type of feedback are you expecting from property owners in the area?

**Jamie Rochford**, B. Comm.

Sr. Advisor, Planning  
Central Region East  
Critical Infrastructure & Operations Planning

—  
**ENBRIDGE GAS**

TEL: 905-927-3150 | CELL: 416-578-9852

101 Honda Blvd, Markham, ON L6C 0M6

[enbridgegas.com](http://enbridgegas.com)

**Integrity. Safety. Respect.**

---

**From:** Jessica Dorgo [<mailto:Jessica.Dorgo@cima.ca>]

**Sent:** Monday, February 25, 2019 12:47 PM

**To:** Jamie Rochford

**Cc:** Martin Scott

**Subject:** [External] RE: City of Markham - Highway 404 North Collector Roads EA

Hi Jamie,

The purpose of the meeting is to review the preliminary recommended alternative with the various property owners in the area to obtain your comments and feedback before proceeding to Public Information Centre #2. A plan of the preliminary recommended collector road network is available on the file transfer site below. We will be reviewing this plan at the meeting as well.

**[Access the file transfer site](#)**

Thanks,

---

**JESSICA DORGO**, EIT

Transportation

T 289-288-0287 ext. 6819 F 289-288-0285

400-3027 Harvester Road, Burlington, ON L7N 3G7 CANADA



---

**From:** Jamie Rochford <[Jamie.Rochford@enbridge.com](mailto:Jamie.Rochford@enbridge.com)>

**Sent:** Thursday, February 21, 2019 4:56 PM

**To:** Jessica Dorgo <[Jessica.Dorgo@cima.ca](mailto:Jessica.Dorgo@cima.ca)>

**Cc:** Martin Scott <[Martin.Scott@cima.ca](mailto:Martin.Scott@cima.ca)>

**Subject:** RE: City of Markham - Highway 404 North Collector Roads EA

Good day Jessica, thank you for the email.

In order to ensure Enbridge is able to most appropriately provide representation and input, could you clarify what you'd be looking for from Enbridge at this meeting? Also do you have a key plan or mapping of the area in review?

Thank you,

## Jamie Rochford

Sr. Advisor, Planning  
Central Region East  
Critical Infrastructure & Operations Planning

---

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---

**From:** Jessica Dorgo [<mailto:Jessica.Dorgo@cima.ca>]  
**Sent:** Thursday, February 21, 2019 10:00 AM  
**To:** Jackie McKinlay; Jamie Rochford  
**Cc:** Martin Scott  
**Subject:** [External] City of Markham - Highway 404 North Collector Roads EA

Good Morning Jackie & Jamie,

As you are aware, the City of Markham is conducting a Municipal Class EA study to confirm the final alignment of the new north-south and east-west collector roads in the Highway 404 North Planning District. The project team would like to invite you to attend an agency meeting to discuss the recommended alternative. Can you please advise regarding your availability on the following dates:

- March 4, 2019
- March 5, 2019
- March 13, 2019

Once all attendees confirm availability we will provide you with the final meeting details. Please feel free to contact me if you have any additional questions.

Thank you,

---

**JESSICA DORGO, EIT**  
Transportation

T 289-288-0287 ext. 6819 F 289-288-0285  
400-3027 Harvester Road, Burlington, ON L7N 3G7 CANADA



## Jessica Dorgo

---

**From:** Azmy, Nehal <nazmy@markham.ca>  
**Sent:** Friday, October 5, 2018 12:10 PM  
**To:** Martin Scott  
**Cc:** Jessica Dorgo  
**Subject:** FW: Proposed Road, Markham  
**Attachments:** Future Road Markup.PNG; Future Road Markup2.PNG; 11160 Woodbine Avenue Limited.PNG

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hi Martin,

FYI - Please see below email from Enbridge.

Regards

Nehal Azmy, P.Eng.  
Senior Capital Works Engineer  
T: 905.477.7000 Ext. 2197  
F: 905.479.7773  
E: [nazmy@markham.ca](mailto:nazmy@markham.ca)

---

**From:** Jackie McKinlay [<mailto:Jackie.McKinlay@enbridge.com>]  
**Sent:** Monday, October 01, 2018 3:46 PM  
**To:** Chan, Jacqueline <[JChan@markham.ca](mailto:JChan@markham.ca)>  
**Subject:** Proposed Road, Markham

Good afternoon Jacqueline,

I am reaching out today in regards to the proposed road mapping that is outlined and highlighted in yellow on the above first two attachments. The parcel to which the mapping is over is owned by a company called 11160 Woodbine Avenue as set out in the last attachment.

Are there currently any plans to convey road as shown in the first two attachments to the municipality? I am interested as Enbridge is looking at options for the future routing of a gas main. Let me know if you need any further information in order to comment, or if there is an alternate contact I should be reaching out to.

Thank you,

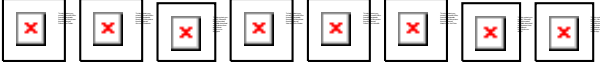
**Jackie McKinlay**  
Property Agent, Land Services

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**J**

**Appendix J-9 - Ministry of  
Transportation**



## Eleni Dekaneas

---

**From:** Azmy, Nehal <nazmy@markham.ca>  
**Sent:** Thursday, January 17, 2019 12:56 PM  
**To:** Mikolajczak, Margaret (MTO)  
**Cc:** Martin Scott; Jessica Dorgo  
**Subject:** City of Markham Highway 404 North Collector Rds EA - MTO Meeting  
**Attachments:** OMB modified OPA 149 Consolidation.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hi Margaret,

Further to our meeting regarding the above noted project, below is the link to the electronic copy of the of OPA 149.

Please log in to our FTP site to retrieve the file. The file will be available on this site until February 15, 2019.

<https://sftp.markham.ca/ThinClient/login.aspx>

Username: eng-project5  
Password: X7vf3@ku  
File name: OMB modified OPA 149 Consolidation.pdf

A hard copy of the OPA 149 document can also be sent to you by Courier. Please let me know if you need one and confirm the mailing address to be sent to.

Regards,

Nehal Azmy, P.Eng.  
Senior Capital Works Engineer  
T: 905.477.7000 Ext. 2197  
F: 905.479.7773  
E: [nazmy@markham.ca](mailto:nazmy@markham.ca)



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## Eleni Dekaneas

---

**From:** Jessica Dorgo  
**Sent:** Monday, October 29, 2018 2:31 PM  
**To:** 'Ma, WanChi (MTO)'  
**Cc:** Martin Scott  
**Subject:** City of Markham Highway 404 North Collector Rds EA - Meeting Request

Good Afternoon Ms. Ma,

As you may be aware, the City of Markham is conducting a Municipal Class Environmental Assessment for the Highway 404 North Collector Roads to confirm the final alignment of the new north-south and east-west roads as per the approved OPA 149 Secondary Plan and consequently to confirm the pattern of other roads within this District.

The Project Team would like to arrange a meeting with MTO to review the alternative design concepts being considered as part of the study. Can you please advise if you are the correct contact for our study and if so, advise regarding your availability for the weeks of November 19<sup>th</sup> - 23<sup>rd</sup> and 26<sup>th</sup> - 30<sup>th</sup> and we can schedule a meeting accordingly.

Please feel free to contact us if you have any questions.

Thank you,

---

**JESSICA DORGO**, EIT  
EIT / Transportation

T 289-288-0287 ext. 6819 F 289-288-0285  
3027 Harvester Road, Suite 400 Burlington Ontario L7N 3G7 CANADA



# J

## **Appendix J-10 - Toronto and Region Conservation Authority**



## Jessica Dorgo

---

**From:** Jessica Dorgo  
**Sent:** Thursday, December 3, 2020 3:22 PM  
**To:** 'Harsha Gammanpila'  
**Cc:** Nehal Azmy (nazmy@markham.ca); Martin Scott; Martin Scott; Suzanne Bevan; 'shauna.fernandes@trca.ca'  
**Subject:** RE: 59144 - TRCA comments to 404 North Collector Roads Final report response  
**Attachments:** B801\_TRCA Response\_20201201\_e01.pdf; B801\_Markham 404 Collector Rds EA\_TRCA Meeting\_Minutes\_e01.pdf

Hi Harsha,

Please find the attached response letter and comment-response table with respect to TRCA's October 13, 2020 comments. Meeting minutes for our December 1, 2020 video call are also attached.

Thank you,

---

**JESSICA DORGIO**, P.Eng  
EIT / Transportation



T 289-288-0287 ext. 6819 F 289-288-0285  
400-3027 Harvester Road, Burlington, ON L7N 3G7 CANADA

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December 3, 2020

Mr. Harsha Gammanpila  
Planner, Infrastructure Planning and Permits  
Development and Engineering Services  
Toronto and Region Conservation Authority  
[hgammanpila@trca.ca](mailto:hgammanpila@trca.ca)

**RE: TRCA Comments - Final Environmental Study Report (ESR)  
Highway 404 North Collector Roads EA  
Municipal Class Environmental Assessment – Schedule C**

Dear Mr. Gammanpila,

Thank you for providing the follow-up comments on the Draft Environmental Study Report (ESR) for the City of Markham Highway 404 North Collector Roads EA and meeting with the project team on December 1, 2020.

We understand that TRCA staff have no objections in principle to the preferred alternative but remain to have concerns with the preferred alignment. We have provided responses to the four outstanding issues that TRCA have requested be addressed during the EA stage of this project. A detailed comment response table is appended to this letter. Based on discussions with TRCA, the remaining comments will be addressed during the detailed design stage of the study. Commitments to further work will be included in the ESR.

We trust that these responses address your comments. As noted above, the detailed comments provided by TRCA will be noted in the Environmental Study Report and carried forward to detailed design. TRCA will receive a copy of the final Environmental Study Report and a copy of the Notice of Study Completion upon filing of the EA.

Sincerely,

**CIMA Canada Inc.**



**Martin Scott, P.Eng.**  
Project Manager  
[Martin.Scott@cima.ca](mailto:Martin.Scott@cima.ca)

Encl.

**AGENCY COMMENTS AND PROPONENT RESPONSES**

ITEM	TRCA COMMENTS (September 22/October 13, 2020)	PROponent/CONSULTANT RESPONSE
<b>Section 4 &amp; 5 - Alternative Solutions and Concepts</b>		
1	The majority of TRCA's were not addressed, acknowledged or provided a response when many clearly articulated the requirement to address at the stage of the Final ESR and not be transferred to detailed design due to significant environmental impacts proposed that would be constrained during detailed design.	Comment noted. Responses to the issues to be addressed during the EA are provided below.
2	<p>The response for TRCA Comment #2 provided by CIMA provides mixed messaging as it says it may not be feasible and also not preferred. While it was suggested that it may not be feasible to provide a complete curve ANY realignment or shift would reduce the permanent negative impacts.</p> <p>It is our understanding that the City of Markham has engaged in conversations for compensation where the woodland would be impacted; the TRCA is suggesting that the compensation and restoration is completed to increase the woodland that is impacted in order to create no negative impact.</p> <p>It is critically important to maintain the Confirmed Significant Wildlife Habitat created by the overall woodland size and shape which would assist in conforming to Significant Wildlife Habitat guidelines for Ecoregion 7E with respect to roads and infrastructure.</p>	<p>To clarify our previous comment, through the refinement of the alternative design concepts, the alignment of Road E has been shifted to the east to the extent feasible in order to limit impact to the woodlot. A further easterly shift is not feasible due to the location of the SWM pond. The alternative alignment of Road E that was previously provided showed curvature in Road E immediately north of the SWM pond. This alignment requires two back-to-back curves which is highly undesirable from a traffic operations and safety perspective. This alignment was provided for illustration purposes to highlight to TRCA that this option is not feasible.</p> <p>A reduction in the right-of-way of Road E is suggested in order to minimize impact to the woodlot without shifting the alignment. This reduction in right-of-way would have similar benefits compared to shifting the road to the east. The alignment of Road E will be refined and shifted during detailed design.</p> <p>A commitment will be included in the ESR noting that compensation and restoration will be provided for the woodlot to ensure no overall negative impact to the Ecoregion 7E Significant Wildlife Habitat.</p>
3	The response for TRCA Comment 2 for Road A notes shifting the road north outside of the PSW will be outside the boundary of the City of Markham however based upon the mapping the municipal boundary is approximately 160 m north of the PSW upper limit. The road should be aligned outside of the PSW and where not feasible should demonstrate a comparison of impact between shifting as far north as possible or the current location. Severing linear provincially significant wetlands can create permanent negative impacts to the connectivity of ecological and hydrological functions.	<p>An internal review of the alignments at the City of Markham has identified long range plans to protect for a future continuation of Road A to the east beyond Woodbine Avenue. The current alignment of Road A is at the narrowest point of the PSW on the west side of Woodbine Avenue. There is no PSW present on the east side of Woodbine Avenue at this point. If Road A were shifted northerly, there would be impacts on the PSW on both the east and west side of Woodbine Avenue when an extension of Road A is pursued. These impacts would be greater than the impacts on the west side with the current alignment.</p> <p>Shifting the road further to the north (outside of the PSW) would result in significant impacts to at least one private residential property. A further shift north (to avoid impact to any private residences) would be outside of the City of Markham boundary. The current location of Road A was selected as the preferred solution as it minimizes impact to the PSW under short term and long term scenarios.</p>

**AGENCY COMMENTS AND PROPONENT RESPONSES**

ITEM	TRCA COMMENTS (September 22/October 13, 2020)	PROponent/CONSULTANT RESPONSE
4	<p>Crossings both aquatic/terrestrial or terrestrial (Street A &amp; Street E) all need to be provided and recommendations made based upon the migration connectivity.</p>	<p>The Natural Heritage Report notes, "The PSW serves as a wildlife movement corridor, with confirmed observations of wildlife moving across the road network between wetlands in the complex and to and from the surrounding uplands. Biodiversity of the PSW includes 452 vascular plant species, 10 reptiles and amphibians, 87 breeding bird species, 9 mammal species and 34 fish species. Wetland No.14 &amp; 15 are considered Redside Dace (<i>Clinostomus elongatus</i>) contributing habitat (MNRF, 2017). " Mammal species include Coyote (<i>Canis latrans</i>) tracks and Eastern Cottontail Rabbit (<i>Sylvilagus floridanus</i>).</p> <p>Based on these findings, it is assumed that the aquatic/terrestrial crossings will be intended for small and medium species present in the study area. The profile of Road A at the Woodbine Avenue intersection allows for bank-to-bank clearance of the wetland area. A 3-cell concrete box culvert can be provided to accommodate the wildlife passage. Details of the type of wildlife crossing at the intersection will be investigated and refined at detailed design.</p> <p>The wildlife crossing for Road E will be located at the southern limit of the woodlot due to the profile of Road E. The size and location of the wildlife crossing culvert for Road E will be investigated and refined during detailed design. The crossing will accommodate small to medium sized species.</p>

**From:** Harsha Gammanpila <[Harsha.Gammanpila@trca.ca](mailto:Harsha.Gammanpila@trca.ca)>  
**Sent:** Monday, October 19, 2020 4:54 PM  
**To:** Azmy, Nehal <[nazmy@markham.ca](mailto:nazmy@markham.ca)>  
**Cc:** Martin Scott <[Martin.Scott@cima.ca](mailto:Martin.Scott@cima.ca)>; Beth Williston <[Beth.Williston@trca.ca](mailto:Beth.Williston@trca.ca)>; Quentin Hanchard <[Quentin.Hanchard@trca.ca](mailto:Quentin.Hanchard@trca.ca)>  
**Subject:** 59144 - TRCA comments to 404 North Collector Roads Final report response

**CAUTION: This email originated from a source outside the City of Markham. DO NOT CLICK on any links or attachments, or reply unless you recognize the sender and know the content is safe.**

Hi Nehal,

Please find the comments for the above project.

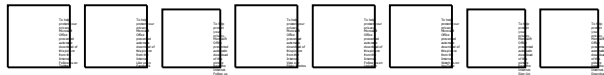
Thank you,  
Harsha Gammanpila M.Sc., CAN-CISEC, PMP  
Planner  
Infrastructure Planning and Permits | Development and Engineering Services

T: 416 661-6600 ext. 5629  
E: [HGammanpila@trca.ca](mailto:HGammanpila@trca.ca)  
A: 101 Exchange Avenue, Vaughan ON L4K 5R6

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October 19, 2020,

CFN 59144

Xref 40662

**BY E-MAIL ONLY** ([nazmy@markham.ca](mailto:nazmy@markham.ca))

Nehal Azmy  
City of Markham  
101 Town Centre Boulevard  
Markham, ON  
L3R 9W3

Dear Ms. Azmy:

**Re: Final Environmental Study Report (ESR)  
Highway 404 North Collector Roads EA  
Municipal Class Environmental Assessment – Schedule C  
Rouge Watershed; City of Markham; Regional Municipality of York**

Toronto and Region Conservation Authority (TRCA) staff received the response to TRCA comments for Final Environmental Study Report (ESR) dated August 13, 2020. TRCA staff reviewed the response and met with the City of Markham staff to further discuss TRCA's concerns on September 22, 2020.

### **PROJECT OVERVIEW**

Staff understands that the Environmental Assessment study has confirmed the final alignment of the new north-south and east-west roads in the Markham Highway 404 North Planning District as per the approved OPA 149 Secondary plan and the pattern of other roads within this district. The study area extends from approximately 400 meters north of 19th Avenue and south to approximately 600 meters. Highway 404 defines the western limit and Woodbine Avenue defines the eastern limit. Staff note that this study did not address potential connections to adjacent lands north side of 19<sup>th</sup> Avenue and east side of Woodbine Avenue.

Staff understands that City of Markham staff will ensure coordination of the review of this road network, associated infrastructure and the EA study itself with the appropriate stakeholders and government agencies to ensure that all applicable planning policies and regulations are satisfied.

### **PROJECT REVIEW**

Staff understand that this is the Final ESR report. Staff has no objection in principle to the preferred alternative but remains to have concerns with the preferred alignments. TRCA reiterates that our comments should be addressed in the final EA document and not pushed forward to detailed design due to potential significant environmental impacts of the proposed alignments. TRCA staff reviewed the response table and met with City of Markham staff to discuss TRCA's concerns on September 22, 2020. During the meeting TRCA staff requested



that further analysis, supporting information and justification be provided to support the comment responses provided to TRCA . TRCA's concerns regarding the proposed alignment of Road A still remain and staff request that every effort be made to avoid impacts to the Provincially Significant Wetland (PSW). Staff also remain to have concerns with the proposed alignment of Road E1 and again request further details showing efforts made to provide an alignment with the least impacts to the woodlot. Detailed comments are provided in Appendix A.

Please note that permits in accordance with Ontario Regulation 166/06 are required from TRCA prior to project construction. In advance of the permit submission, a Pre-Design Brief summarizing all TRCA requirements and technical commitments made during the EA stage will be required to be completed and submitted, in draft, to TRCA for review together with a copy of the TRCA permit application form. The TRCA Pre-Design Brief Checklist for Infrastructure Projects is available on our website (<http://www.trca.on.ca/dotAsset/xxx.pdf>), and should be used as a guide to your submission. The draft Pre-Design Brief should also include reference to the comments in Appendix A of this letter. Once the Pre-Design Brief is finalized, please submit the 90% detailed design drawings, together with the appropriate reports and documents and the permit application form. Please include a digital copy of all submitted material.

Should you have any questions or require any additional information please contact me at extension 5629 or at [hgammnpila@trca.ca](mailto:hgammanpila@trca.ca).

Regards,



Harsha Gammanpila,  
Planner, Infrastructure Planning and Permits  
Development and Engineering Services

Attached: Appendix A

**BY E-MAIL**

cc:

Consultant: Martin Scott (Martin.Scott@cima.ca)

TRCA: Beth Williston, Associate Director, Infrastructure Planning and Permits  
Quentin Hanchard, Associate Director, Planning and Development

**APPENDIX A: TRCA COMMENTS AND PROPONENT RESPONSES**

ITEM	TRCA COMMENTS (November 5, 2019)	PROponent RESPONSE (April 5, 2020)	TRCA COMMENTS (May 20, 2020)	PROponent RESPONSE (August 13, 2020)	TRCA COMMENTS (September 22/October 13, 2020)
<b>Section 4 &amp; 5 – Alternative Solutions and Concepts</b>					
2.	Please detail why alternative road alignments that further avoid the woodland were not considered. It is recommended that opportunities to further reduce or avoid impacts to the woodlot be considered by reconfiguring the location and / or alignment of Road E1.	Alternative Network #1 considered avoiding the woodlot entirely (omitting Corridor E) however based on the development needs of the surrounding area, this was not selected as the preferred solution. A stormwater management pond is present on the east side of Road E which eliminates the potential for a easterly shift. A shift to the west would result in additional curvature in the road which is also undesirable. Since the land is designated as 'Business Park Employment, the City of Markham prefers to protect for a minimum 3.5 m centre turn lane along Road E1 at the woodlot. Access opportunities to the adjacent lands and compensation requirement of woodland removals as a result of development will be investigated at detailed design stage. A commitment to further work has been included in the ESR. Options to reduce the impacts of Road E to the woodlot by reducing the right-	Not addressed. TRCA has received the response to comments and feels there are still opportunities present to realign the road route of E1 including curving east just immediately past the SWM Pond. Additionally, a number of other measures should be identified at this stage to reduce the impact footprint, such as no sidewalks, reduced slope grades, reducing the road grade to as close as existing grades etc....and the details refined at the next stage.  Following is suggested: <ul style="list-style-type: none"> <li>• The road footprint should be reduced as much as possible to mitigate impacts (ie : proposed fragmentation) and to maintain significance of the woodland.</li> <li>• a dry wildlife passage culvert corridor may be required and</li> </ul>	TRCA comment #2 recommends realigning the route of Road E1 to further reduce impacts to the woodlot. The alignment of Road E1 has been shifted from the original alignment outlined in the Master Environmental Servicing Plan for the Highway 404 North Secondary Plan Area (April 2008, revised December 2010). This easterly shift allows for a reduction in impact to the woodlot. A further easterly shift is not feasible due to the location of the stormwater management pond and the existing intersection of Woodbine Avenue and Victoria Square Boulevard. As requested, we have drafted an alignment that curves Road E1 immediately north of the stormwater	<p>1. The majority of TRCA's were not addressed, acknowledged or provided a response when many clearly articulated the requirement to the address at the stage of the Final ESR and not be transferred to detailed design due to significant environmental impacts proposed that would be constrained during detailed design.</p> <p>2. The response for TRCA Comment #2 provided by CIMA provides mixed messaging as it says it may not be feasible and also not preferred. While it was suggested that it may not be feasible to provide a complete curve ANY realignment or shift would reduce the permanent negative impacts. It is our understanding that the City of Markham has engaged in conversations for compensation where the woodland would be</p>

		<p>of-way at this area will be investigated at the detailed design phase. Options include reducing the centre two-way left-turn lane to 3.5 metres at this location. This will reduce the right-of-way at the woodlot from 24.5 metres to 23.0 metres. A commitment to further investigate the options has been included in the ESR.</p>	<p>needs to be identified at this stage.</p> <ul style="list-style-type: none"> <li>• Road A should be shifted north outside of the Provincially Significant Wetland and Road C1 slightly east outside of the smaller woodland.</li> </ul> <p>The small road extension of where Road B was located should be removed since the roadway was removed from the overall project.</p>	<p>management pond (see attached). This alignment is not preferred as it further restricts the development parcels between Road E1 and Woodbine Avenue. As previously noted, options to reduce the impacts of Road E1 to the woodlot by reducing the right-of-way at this area will be investigated at the detailed design phase. Options include reducing the centre two-way left-turn lane to 3.5 metres at this location. This will reduce the right-of-way at the woodlot from 24.5 metres to 23.0 metres. TRCA comment #2 also recommends that Road A be shifted northerly, outside of the Provincially Significant Wetland and Road C1 be shifted slightly east outside of the smaller woodland. The current alignment of Road A intersects Woodbine Avenue at the</p>	<p>impacted; the TRCA is suggesting that the compensation and restoration is completed to increase the woodland that is impacted in order to create no negative impact. It is critically important to maintain the Confirmed Significant Wildlife Habitat created by the overall woodland size and shape which would assist in conforming to Significant Wildlife Habitat guidelines for Ecoregion 7E with respect to roads and infrastructure.</p> <p>3. The response for TRCA Comment #2 for Road A notes shifting the road north outside of the PSW will be outside the boundary of the City of Markham however based upon the mapping the municipal boundary is approximately 160 m north of the PSW upper limit. The road should be aligned outside of the PSW and where not feasible should demonstrate a comparison of impact between shifting as far north as possible or the</p>
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				narrowest part of the PSW. Shifting Road A further north to be outside of the PSW would extend beyond the City of Markham boundary. Neither of these scenarios are desirable. Additionally, the profile of Woodbine Avenue rises to the north which may cause visibility issues if Road A is relocated northerly.	current location. Severing linear provincially significant wetlands can create permanent negative impacts to the connectivity of ecological and hydrological functions.  4. Crossings both aquatic/terrestrial or terrestrial (Street A & Street E) all need to be provided and recommendations made based upon the migration connectivity.
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**Section 6 – Description of the Recommended Plan**

3.	Consider opportunities to reduce the proposed road right of way adjacent to natural feature and their associated buffers – specifically to reduce encroachment into the woodland and wetland. Impacts could be reduced by way of reducing the proposed ‘boulevard with urban design features’ and limiting active transportation to one side of the road.	Please see the response to comment #2. Options to improve the relationship of Road E1 with forest community FODM12 will be reviewed at detailed design. Options include maximizing the width of the landscaped/planting zone and using a ‘naturalized’ landscaping treatment within the right-of-way. A commitment to further work has been included in the ESR.	Partially addressed. A high-level investigation should be completed at this stage (see response to Comment #2) and the potential encroachment reductions identified for Road A, C1 and E1. At detailed design generally the grades for roads are pre-determined and as a result will be constrained to make appropriate changes.		
5.	It is recommended that wildlife passage be incorporated into the design of Road E1 and Road A.	The profile of Road A has been modified to provide opportunities for wetland flow and wildlife passage. Sizing of the culverts will be determined	Not addressed. The wildlife passage criteria and requirements for an appropriately sized culvert needs to be identified and		

		<p>at detailed design. Opportunity for wildlife passage at Road E1 would exist at the south end of the woodlot. Further consideration will occur at the time of detailed design. Commitments to further work have been added to Section 7.</p>	<p>addressed at this stage If this can not be addressed at detailed design there will be a residual negative impact. These connectivity requirements are critical to the road design. Additional road ecology design principles should be identified such as exclusion fencing, dry passage culvert, and/or plantings.</p>		
6.	<p>Consider the location of interim stormwater ponds to avoid sensitive features and their associated buffers. Specifically, interim pond B1 should be located outside of the wetland and wetland buffer.</p>	<p>Depending on the phase of development and present land owner development objectives, it is possible for final proposed ponds to be built without the implementation of interim ponds. If interim ponds are implemented, it is possible that they will be moved and upgraded to their final design, or that they will remain, and any downstream development will need to provide their own quantity and quality controls. The location of stormwater management ponds within the Stormwater Management Report and ESR is based on preliminary planning studies. During detailed design of any stormwater management ponds, care should be taken to ensure that their footprint</p>	<p>Not addressed. The response does not address interim pond B1 and its location to outside of features and their associated buffers. Additionally, the wording should be stronger to state that all ponds temporary or interim will not be located within features or their associated buffers. Please note the TRCA will not support the placement of any SWM in features and their associated buffers.</p>		

		avoid sensitive features and their associated buffers.			
8	Ensure that the final design and alignment of stormwater management ponds are located outside of natural features, their associated buffers, and TRCA's regulatory limits.	Noted. A commitment to further work has been included in the ESR to consider this when the final ponds are designed.	Not addressed. The wording should be stronger to state that all ponds temporary or interim will not be located within features or their associated buffers. Please note the TRCA will not support the placement of any SWM in features and their associated buffers.		
<b>Section 7 – Mitigation and Commitments to Further Work</b>					
12.	The table outlines that the structure at Crossing B is 'expected to provide some level of connectivity for wildlife'. TRCA recommends that the crossing be designed to ensure wildlife movement is maintained, specifically for amphibian species. Please consider an appropriate culvert size and design to maintain wildlife movement during the EA or detail design stages.	A commitment to further work has been added to Section 7.	Not addressed. See response to comments #2 and #5.		
<b>Appendix B – Natural Heritage Assessment Report</b>					
14.	TRCA Guideline to Determining Ecosystem Compensation has been used to guide a compensation plan. While TRCA does recommend that	Basal area for the impacted woodland area will be determined during detailed	Partially addressed. A general footprint of impact should be identified at this stage and refined during		

	avoidance and mitigation be further explored during the EA stage, TRCA notes that the 1:2 compensation ratio referenced in the plan is inaccurate. In order to accurately apply the Guideline, basal area for the impacted woodland vegetation community should be determined. This will allow for an accurate assessment of the compensation ratio.	design once the final road footprint has been confirmed.	detailed design in order to understand the impacts that require compensation		
<b>Additional Comments:</b>					
<b>Natural Environment Report (CIMA Canada Inc., February 28, 2020)</b>					
1.	Please ensure that the 30 m PSW setback and 10 m dripline setback is included for all wetlands and woodlands considered significant and the SWM Ponds are located outside of the features and their associated setbacks. The wetland and woodland should include further characterization including hydrological functions, age class, etc.				
2.	The wetland and woodland should include further characterization including hydrological functions, age class, etc.				
3.	The report should discuss impacts associated with both temporary and permanent and include associated mitigation measures.				
<b>Environmental Study Report (CIMA Canada Inc., March 2020) &amp; Arborist Report (CIMA Canada Inc., August 2019)</b>					
4.	Any changes as per these TRCA comments need to be reflected and revised in the next/future submission of the Environmental Study Report and Arborist Report as applicable.				
<b>Water Resources Comments:</b>					
19.	Please indicate in the ESR and Stormwater Management Report (CIMA Canada Inc.) that the 0.32 ha	ETV particle distribution was used to calculate OGS unit sizing, therefore it was	Section 3.3 in the Stormwater Management Report		

	<p>of proposed roadway 'A' denoted as "uncontrolled" will require SWM controls prior to discharge to the creek. Please note that TRCA has taken a position whereby OGS units, regardless of manufacturer, as a stand-alone measure can achieve up to a 50% TSS removal. As TRCA requires 80% TSS removal, additional measures must be considered.</p>	<p>anticipated that the TRCA would credit the full 80% TSS removal. We have also considered a treatment train approach utilizing low impact development such as a bioswale to increase the water quality of the roadway runoff. However, City of Markham Low Impact Development guidelines does not support LIDs in the ROW. Discussion has been added to the SWM report accordingly.</p>	<p>(CIMA Canada Inc.) and Section 6.10.4 in the ESR (CIMA Canada Inc.), that the 0.32 ha of proposed roadway 'A' denoted as "uncontrolled" will require SWM controls prior to discharge to the creek. Please note that TRCA has taken a position whereby OGS units, regardless of manufacturer, as a stand-alone measure can achieve up to a 50% TSS removal.</p> <p>As per Section 3.5 Preliminary OGS Sizing, a treatment train approach will be required at the detailed design. TRCA will be looking to review the bioswale, or another LID, solution in combination with the OGS. This comment is satisfied at this time.</p>		
20.	<p>Please update section 1.3 of the Stormwater Management Report ((CIMA Canada Inc.) to incorporate criteria outlined in the Rouge River Watershed Hydrology Study Update, including unitary peak flow rates and retention volume</p>	<p>Section 1.3 of the SWM report has been updated accordingly.</p>	<p>Thank you for providing the updated Section 1.3 of the Stormwater Management Report (CIMA Canada Inc.) to outline that the Rouge River Watershed</p>		



	<p>requirements (<a href="https://trca.ca/conservation/flood-risk-management/modeling-references-section">https://trca.ca/conservation/flood-risk-management/modeling-references-section</a>). Please also include discussion with respect to TRCA’s erosion control criteria. It should be noted that the proposed roadways are located within WHPA-Q and that the City of Markham may have additional requirements to satisfy this criteria.</p>		<p>Hydrology Study Update including unitary peak flow rates and retention volume requirements, as well as a discussion of the erosion control criteria. However, please note that the Flood (Quantity) Control Criteria outlined in Section E should be updated to outline the criteria outlined in the most updated Rouge River Hydrology Study Update (Final Report, September 2018) which also includes updated criteria. Future studies will need to demonstrate how all measures proposed will meet the most updated criteria. This comment can be closed at this time, however please note that at the detailed design stage, the most recent criteria will need to be satisfied.</p>		
21.	<p>Please delineate TRCA’s regulatory floodplain on the provided drainage mosaics. Please contact TRCA for required updated information.</p>	<p>We requested the updated TRCA regulatory floodplain mapping from TRCA, and were informed that while new hydrologic models had been created, they had not been used to create new floodplain</p>	<p>Please note an update to the HEC-RAS model with new hydrology flows will be required. Estimated hydraulic modelling is available and this will need to be updated at detailed design to engineered</p>		

		<p>maps. Therefore, the mapping has not been revised.</p>	<p>model including, but not limited to all road-crossing culverts, as well as updated cross sections based on any topographic information available.</p> <p>Further, at this stage please delineate TRCA's regulatory floodplain on the provided drainage mosaics. Please contact TRCA for required information. Please include the most updated information, and delineate the elevation on the mosaics.</p> <p>If this comment cannot be addressed at this time please note that this comment is outstanding and NEEDS to be done to the approval of TRCA with the most updated information at the detailed design stage. All applicable policy and regulatory requirements must be addressed in order to issue a permit for the proposed works.</p>		
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## Jessica Dorgo

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**From:** Jessica Dorgo  
**Sent:** Thursday, August 13, 2020 2:51 PM  
**To:** Harsha Gammanpila  
**Cc:** Martin Scott; Azmy, Nehal  
**Subject:** RE: 59144 - TRCA Response to Highway 404 North Collector Roads EA -Final ESR Report

Hi Harsha,

Thank you for your additional comments. We understand that TRCA has no objections in principle to the preferred alternative. However, prior to finalizing the EA we would like to provide further clarification regarding the rationale for the collector road alignments. A letter outlining our clarifications as well as supporting documents are available on the file transfer site below for your review.

[https://cimao365-my.sharepoint.com/:f/g/personal/jessica\\_dorgo\\_cima\\_ca/EtTesCvP2SdMn62x\\_qD-ruQBwL5hzG8KZZNPsjz0LmU2Jw?e=7T6Amw](https://cimao365-my.sharepoint.com/:f/g/personal/jessica_dorgo_cima_ca/EtTesCvP2SdMn62x_qD-ruQBwL5hzG8KZZNPsjz0LmU2Jw?e=7T6Amw)

Please feel free to contact us if you have any questions.

Thank you,

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**JESSICA DORG**O, EIT  
EIT / Transportation

T 289-288-0287 ext. 6819 F 289-288-0285  
400-3027 Harvester Road, Burlington, ON L7N 3G7 CANADA



---

**From:** Harsha Gammanpila <[Harsha.Gammanpila@trca.ca](mailto:Harsha.Gammanpila@trca.ca)>  
**Sent:** Wednesday, June 17, 2020 4:54 PM  
**To:** 'Azmy, Nehal' <[nazmy@markham.ca](mailto:nazmy@markham.ca)>  
**Cc:** Martin Scott <[Martin.Scott@cima.ca](mailto:Martin.Scott@cima.ca)>; Miron, Joanna <[Joanna.Miron@york.ca](mailto:Joanna.Miron@york.ca)>; Beth Williston <[Beth.Williston@trca.ca](mailto:Beth.Williston@trca.ca)>; Quentin Hanchard <[Quentin.Hanchard@trca.ca](mailto:Quentin.Hanchard@trca.ca)>; Suzanne Bevan <[Suzanne.Bevan@trca.ca](mailto:Suzanne.Bevan@trca.ca)>  
**Subject:** 59144 - TRCA Response to Highway 404 North Collector Roads EA -Final ESR Report

Hi Nehal.

Please find the attached comments for above ESR.

Staff understands that this is the Final ESR report. Staff has no objection in principle to the preferred alternative but remains to have concerns with the preferred alignments.

Please ensure these comments are carried forward to detailed design. In advance of the permit submission, a Pre-Design Brief summarizing all TRCA requirements and technical commitments made during the EA stage should be completed and submitted, in draft, to TRCA for review

Thank You,

Harsha Gammanpila M.Sc., CAN-CISEC, PMP  
Planner  
Infrastructure Planning and Permits | Development and Engineering Services

T: 416 661-6600 ext. 5629

E: [HGammanpila@trca.ca](mailto:HGammanpila@trca.ca)

A: 101 Exchange Avenue, Vaughan ON L4K 5R6

Toronto and Region Conservation Authority (TRCA) | [trca.ca](http://trca.ca)



Connect with us:



*This e-mail contains information that may be privileged and/or confidential. If you are not the intended recipient, any disclosure, distribution, copying or any other use of this e-mail or the information contained herein or attached hereto is strictly prohibited and may be unlawful. If you have received this e-mail in error, please notify this sender immediately and delete this e-mail without reading, printing, copying or forwarding it to anyone. Thank you for your co-operation.*

August 13, 2020

Mr. Harsha Gammanpila  
Planner, Infrastructure Planning and Permits  
Development and Engineering Services  
Toronto and Region Conservation Authority  
[hgammanpila@trca.ca](mailto:hgammanpila@trca.ca)

**RE: TRCA Comments - Final Environmental Study Report (ESR)  
Highway 404 North Collector Roads EA  
Municipal Class Environmental Assessment – Schedule C**

Dear Mr. Gammanpila,

Thank you for reviewing the final Environmental Study Report for the City of Markham Highway 404 North Collector Roads Class EA. We understand that TRCA has no objection in principle to the preferred alternative but remains to have concerns with the preferred alignments of the proposed collector roads. We have received your detailed comments and they will be carried forward to detailed design. However, prior to finalizing the EA, we would like to provide clarification regarding the rationale for the collector road alignments.

TRCA comment #2 recommends realigning the route of Road E1 to further reduce impacts to the woodlot. The alignment of Road E1 has been shifted from the original alignment outlined in the Master Environmental Servicing Plan for the Highway 404 North Secondary Plan Area (April 2008, revised December 2010). This easterly shift allows for a reduction in impact to the woodlot. A further easterly shift is not feasible due to the location of the stormwater management pond and the existing intersection of Woodbine Avenue and Victoria Square Boulevard. As requested, we have drafted an alignment that curves Road E1 immediately north of the stormwater management pond (see attached). This alignment is not preferred as it further restricts the development parcels between Road E1 and Woodbine Avenue.

As previously noted, options to reduce the impacts of Road E1 to the woodlot by reducing the right-of-way at this area will be investigated at the detailed design phase. Options include reducing the centre two-way left-turn lane to 3.5 metres at this location. This will reduce the right-of-way at the woodlot from 24.5 metres to 23.0 metres.

TRCA comment #2 also recommends that Road A be shifted northerly, outside of the Provincially Significant Wetland and Road C1 be shifted slightly east outside of the smaller woodland. The current alignment of Road A intersects Woodbine Avenue at the narrowest part of the PSW. Shifting Road A further north to be outside of the PSW would extend beyond the City of Markham boundary. Neither of these scenarios are desirable. Additionally, the profile of Woodbine Avenue rises to the north which may cause visibility issues if Road A is relocated northerly.

Based on the Natural Environment assessment findings, Road C does not intersect a woodlot. The Natural Environment mapping is attached for your reference.



We trust that these clarifications provide a better understanding of the rationale for the proposed collector road alignments. As noted above, the detailed comments provided by TRCA will be noted in the Environmental Study Report and carried forward to detailed design. TRCA will receive a copy of the final Environmental Study Report and a copy of the Notice of Study Completion upon filing of the EA.

Sincerely,

**CIMA Canada Inc.**

A handwritten signature in blue ink that reads "Martin Scott".

**Martin Scott, P.Eng.**  
Project Manager  
Martin.Scott@cima.ca

Encl.

June 17, 2020,

CFN 59144

**BY E-MAIL ONLY** ([nazmy@markham.ca](mailto:nazmy@markham.ca))

Nehal Azmy  
City of Markham  
101 Town Centre Boulevard  
Markham, ON  
L3R 9W3

Dear Ms. Azmy:

**Re: Final Environmental Study Report (ESR)  
Highway 404 North Collector Roads EA  
Municipal Class Environmental Assessment – Schedule C  
Rouge Watershed; City of Markham; Regional Municipality of York**

Toronto and Region Conservation Authority (TRCA) staff received the draft Environmental Study Report (ESR) dated August 2019 received by TRCA on April 2, 2020.

### **PROJECT OVERVIEW**

Staff understands that the Environmental Assessment study has confirmed the final alignment of the new north-south and east-west roads in the Markham Highway 404 North Planning District as per the approved OPA 149 Secondary plan and consequently to confirm the pattern of other roads within this district. The study area extends from approximately 400 meters north of 19th Avenue and south to approximately 600 meters. Highway 404 defines the western limit and Woodbine Avenue defines the eastern limit. Staff note that this study did not address potential connections to adjacent lands north side of 19<sup>th</sup> Avenue and east side of Woodbine Avenue.

Staff understands that City of Markham staff will ensure coordination of the review of this road network, associated infrastructure and the EA study itself with the appropriate stakeholders and government agencies to ensure that all applicable planning policies and regulations are satisfied.

### **PROJECT REVIEW**

Staff understands that this is the Final ESR report. Staff has no objection in principle to the preferred alternative but remains to have concerns with the preferred alignments that should have been addressed in the final EA document. Detailed comments are provided in Appendix A. Please ensure these comments are carried forward to detailed design.

Permits in accordance with Ontario Regulation 166/06 are required from TRCA prior to project construction. In advance of the permit submission, a Pre-Design Brief summarizing all TRCA requirements and technical

commitments made during the EA stage should be completed and submitted, in draft, to TRCA for review together with a copy of the TRCA permit application form. The TRCA Pre-Design Brief Checklist for Infrastructure Projects is available on our website (<http://www.trca.on.ca/dotAsset/xxx.pdf>) and should be used as a guide to your submission. The draft Pre-Design Brief should also include reference to the comments in Appendix A of this letter. Once the Pre-Design Brief is finalized, please submit the 90% detailed design drawings, together with the appropriate reports and documents and the permit application form. Please include a digital copy of all submitted material.

Should you have any questions or require any additional information please contact me at extension 5629 or at [hgammanpila@trca.ca](mailto:hgammanpila@trca.ca).

Regards,



Harsha Gammanpila,  
Planner, Infrastructure Planning and Permits  
Development and Engineering Services

Attached: Appendix A

**BY E-MAIL**

cc:

Consultant: Martin Scott (Martin.Scott@cima.ca)

York Region: Joanna Miron (Joanna.Miron@york.ca)

TRCA: Beth Williston, Associate Director, Infrastructure Planning and Permits  
Quentin Hanchard, Associate Director, Planning and Development



**APPENDIX A: TRCA COMMENTS AND PROPONENT RESPONSES**

ITEM	TRCA COMMENTS (November 5, 2019)	PROPONENT/CONSULTANT RESPONSE (April 5, 2020)	TRCA COMMENTS (June 17, 2020)
<b>Section 4 &amp; 5 – Alternative Solutions and Concepts</b>			
2.	Please detail why alternative road alignments that further avoid the woodland were not considered. It is recommended that opportunities to further reduce or avoid impacts to the woodlot be considered by reconfiguring the location and / or alignment of Road E1.	Alternative Network #1 considered avoiding the woodlot entirely (omitting Corridor E) however based on the development needs of the surrounding area, this was not selected as the preferred solution. A stormwater management pond is present on the east side of Road E which eliminates the potential for a easterly shift. A shift to the west would result in additional curvature in the road which is also undesirable. Since the land is designated as 'Business Park Employment, the City of Markham prefers to protect for a minimum 3.5 m centre turn lane along Road E1 at the woodlot. Access opportunities to the adjacent lands and compensation requirement of woodland removals as a result of development will be investigated at detailed design stage. A commitment to further work has been included in the ESR. Options to reduce the impacts of Road E to the woodlot by reducing the right-of-way at this area will be investigated at the detailed design phase. Options include reducing the centre two-way left-turn lane to 3.5 metres at this location. This will reduce the right-of-way at the woodlot from 24.5 metres to 23.0 metres. A commitment to further investigate the options has been included in the ESR.	Not addressed. TRCA has received the response to comments and feels there are still opportunities present to realign the road route of E1 including curving east just immediately past the SWM Pond. Additionally, a number of other measures should be identified at this stage to reduce the impact footprint, such as no sidewalks, reduced slope grades, reducing the road grade to as close as existing grades etc....and the details refined at the next stage.  Following is suggested: <ul style="list-style-type: none"> <li>• The road footprint should be reduced as much as possible to mitigate impacts (ie : proposed fragmentation) and to maintain significance of the woodland.</li> <li>• a dry wildlife passage culvert corridor may be required and needs to be identified at this stage.</li> <li>• Road A should be shifted north outside of the Provincially Significant Wetland and Road C1 slightly east outside of the smaller woodland.</li> <li>• The small road extension of where Road B was located should be removed since the roadway was removed from the overall project.</li> </ul>
<b>Section 6 – Description of the Recommended Plan</b>			
3.	Consider opportunities to reduce the proposed road right of way adjacent to natural feature and their associated buffers – specifically to reduce	Please see the response to comment #2.Options to improve the relationship of Road E1 with forest community FODM12 will	Partially addressed. A high-level investigation should be completed at this stage (see response to Comment #2) and the potential encroachment

	encroachment into the woodland and wetland. Impacts could be reduced by way of reducing the proposed 'boulevard with urban design features' and limiting active transportation to one side of the road.	be reviewed at detailed design. Options include maximizing the width of the landscaped/planting zone and using a 'naturalized' landscaping treatment within the right-of-way. A commitment to further work has been included in the ESR.	reductions identified for Road A, C1 and E1. At detailed design generally the grades for roads are pre-determined and as a result will be constrained to make appropriate changes.
5.	It is recommended that wildlife passage be incorporated into the design of Road E1 and Road A.	The profile of Road A has been modified to provide opportunities for wetland flow and wildlife passage. Sizing of the culverts will be determined at detailed design. Opportunity for wildlife passage at Road E1 would exist at the south end of the woodlot. Further consideration will occur at the time of detailed design. Commitments to further work have been added to Section 7.	Not addressed. The wildlife passage criteria and requirements for an appropriately sized culvert needs to be identified and addressed at this stage. If this can not be addressed at detailed design there will be a residual negative impact. These connectivity requirements are critical to the road design. Additional road ecology design principles should be identified such as exclusion fencing, dry passage culvert, and/or plantings.
6.	Consider the location of interim stormwater ponds to avoid sensitive features and their associated buffers. Specifically, interim pond B1 should be located outside of the wetland and wetland buffer.	Depending on the phase of development and present land owner development objectives, it is possible for final proposed ponds to be built without the implementation of interim ponds. If interim ponds are implemented, it is possible that they will be moved and upgraded to their final design, or that they will remain, and any downstream development will need to provide their own quantity and quality controls. The location of stormwater management ponds within the Stormwater Management Report and ESR is based on preliminary planning studies. During detailed design of any stormwater management ponds, care should be taken to ensure that their footprint avoid sensitive features and their associated buffers.	Not addressed. The response does not address interim pond B1 and its location to outside of features and their associated buffers. Additionally, the wording should be stronger to state that all ponds temporary or interim will not be located within features or their associated buffers. Please note the TRCA will not support the placement of any SWM in features and their associated buffers.
8	Ensure that the final design and alignment of stormwater management ponds are located	Noted. A commitment to further work has been included in the ESR to consider this when the final ponds are designed.	Not addressed. The wording should be stronger to state that all ponds temporary or interim will not be located within features or their associated buffers.

	outside of natural features, their associated buffers, and TRCA's regulatory limits.		Please note the TRCA will not support the placement of any SWM in features and their associated buffers.
<b>Section 7 – Mitigation and Commitments to Further Work</b>			
12.	The table outlines that the structure at Crossing B is 'expected to provide some level of connectivity for wildlife'. TRCA recommends that the crossing be designed to ensure wildlife movement is maintained, specifically for amphibian species. Please consider an appropriate culvert size and design to maintain wildlife movement during the EA or detail design stages.	A commitment to further work has been added to Section 7.	Not addressed. See response to comments #2 and #5.
<b>Appendix B – Natural Heritage Assessment Report</b>			
14.	TRCA Guideline to Determining Ecosystem Compensation has been used to guide a compensation plan. While TRCA does recommend that avoidance and mitigation be further explored during the EA stage, TRCA notes that the 1:2 compensation ratio referenced in the plan is inaccurate. In order to accurately apply the Guideline, basal area for the impacted woodland vegetation community should be determined. This will allow for an accurate assessment of the compensation ratio.	Basal area for the impacted woodland area will be determined during detailed design once the final road footprint has been confirmed.	Partially addressed. A general footprint of impact should be identified at this stage and refined during detailed design in order to understand the impacts that require compensation
<b>Additional Comments:</b>			
<b>Natural Environment Report (CIMA Canada Inc., February 28, 2020)</b>			
1.	Please ensure that the 30 m PSW setback and 10 m dripline setback is included for all wetlands and woodlands considered significant and the SWM Ponds are located outside of the features and their associated setbacks. The wetland and woodland should include further characterization including hydrological functions, age class, etc.		
2.	The wetland and woodland should include further characterization including hydrological functions, age class, etc.		

3.	The report should discuss impacts associated with both temporary and permanent and include associated mitigation measures.		
<b>Environmental Study Report (CIMA Canada Inc., March 2020) &amp; Arborist Report (CIMA Canada Inc., August 2019)</b>			
4.	Any changes as per these TRCA comments need to be reflected and revised in the next/future submission of the Environmental Study Report and Arborist Report as applicable.		
<b>Water Resources Comments:</b>			
19.	Please indicate in the ESR and Stormwater Management Report (CIMA Canada Inc.) that the 0.32 ha of proposed roadway 'A' denoted as "uncontrolled" will require SWM controls prior to discharge to the creek. Please note that TRCA has taken a position whereby OGS units, regardless of manufacturer, as a stand-alone measure can achieve up to a 50% TSS removal. As TRCA requires 80% TSS removal, additional measures must be considered.	ETV particle distribution was used to calculate OGS unit sizing, therefore it was anticipated that the TRCA would credit the full 80% TSS removal. We have also considered a treatment train approach utilizing low impact development such as a bioswale to increase the water quality of the roadway runoff. However, City of Markham Low Impact Development guidelines does not support LIDs in the ROW. Discussion has been added to the SWM report accordingly.	Section 3.3 in the Stormwater Management Report (CIMA Canada Inc.) and Section 6.10.4 in the ESR (CIMA Canada Inc.), that the 0.32 ha of proposed roadway 'A' denoted as "uncontrolled" will require SWM controls prior to discharge to the creek. Please note that TRCA has taken a position whereby OGS units, regardless of manufacturer, as a stand-alone measure can achieve up to a 50% TSS removal.  As per Section 3.5 Preliminary OGS Sizing, a treatment train approach will be required at the detailed design. TRCA will be looking to review the bioswale, or another LID, solution in combination with the OGS. This comment is satisfied at this time.
20.	Please update section 1.3 of the Stormwater Management Report ((CIMA Canada Inc.) to incorporate criteria outlined in the Rouge River Watershed Hydrology Study Update, including unitary peak flow rates and retention volume requirements ( <a href="https://trca.ca/conservation/flood-risk-management/modeling-references-section">https://trca.ca/conservation/flood-risk-management/modeling-references-section</a> ). Please also include discussion with respect to TRCA's erosion control criteria. It should be	Section 1.3 of the SWM report has been updated accordingly.	Thank you for providing the updated Section 1.3 of the Stormwater Management Report (CIMA Canada Inc.) to outline that the Rouge River Watershed Hydrology Study Update including unitary peak flow rates and retention volume requirements, as well as a discussion of the erosion control criteria. However, please note that the Flood (Quantity) Control Criteria outlined in Section E should be updated to outline the criteria outlined in the most updated Rouge River Hydrology Study Update (Final

	<p>noted that the proposed roadways are located within WHPA-Q and that the City of Markham may have additional requirements to satisfy this criteria.</p>		<p>Report, September 2018) which also includes updated criteria. Future studies will need to demonstrate how all measures proposed will meet the most updated criteria. This comment can be closed at this time, however please note that at the detailed design stage, the most recent criteria will need to be satisfied.</p>
<p>21.</p>	<p>Please delineate TRCA’s regulatory floodplain on the provided drainage mosaics. Please contact TRCA for required updated information.</p>	<p>We requested the updated TRCA regulatory floodplain mapping from TRCA, and were informed that while new hydrologic models had been created, they had not been used to create new floodplain maps. Therefore, the mapping has not been revised.</p>	<p>Please note an update to the HEC-RAS model with new hydrology flows will be required. Estimated hydraulic modelling is available and this will need to be updated at detailed design to engineered model including, but not limited to all road-crossing culverts, as well as updated cross sections based on any topographic information available.</p> <p>Further, at this stage please delineate TRCA’s regulatory floodplain on the provided drainage mosaics. Please contact TRCA for required information. Please include the most updated information, and delineate the elevation on the mosaics.</p> <p>If this comment cannot be addressed at this time please note that this comment is outstanding and NEEDS to be done to the approval of TRCA with the most updated information at the detailed design stage. All applicable policy and regulatory requirements must be addressed in order to issue a permit for the proposed works.</p>

## Jessica Dorgo

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**From:** Jessica Dorgo  
**Sent:** Wednesday, April 1, 2020 12:04 PM  
**To:** Harsha Gammanpila  
**Cc:** Martin Scott; Azmy, Nehal  
**Subject:** RE: 59144 - TRCA response letter to Highway 404 North Collector Roads Draft ESR

Hi Harsha,

A copy of the final ESR was not provided with the responses to your comments. We intend to circulate a copy of the final ESR to you when the EA is filed.

Thank you,

---

**JESSICA DORG**O, EIT  
EIT / Transportation

T 289-288-0287 ext. 6819 F 289-288-0285  
400–3027 Harvester Road, Burlington, ON L7N 3G7 CANADA



---

**From:** Harsha Gammanpila <Harsha.Gammanpila@trca.ca>  
**Sent:** Wednesday, April 1, 2020 11:59 AM  
**To:** Jessica Dorgo <Jessica.Dorgo@cima.ca>  
**Cc:** Martin Scott <Martin.Scott@cima.ca>; Azmy, Nehal <nazmy@markham.ca>  
**Subject:** RE: 59144 - TRCA response letter to Highway 404 North Collector Roads Draft ESR

Hi Jessica,

Just wanted to follow up, do you send the final ESR with this comments ?

Thanks,

Harsha Gammanpila M.Sc., CAN-CISEC, PMP  
Planner  
Infrastructure Planning and Permits | Development and Engineering Services

T: 416 661-6600 ext. 5629  
E: [HGammanpila@trca.ca](mailto:HGammanpila@trca.ca)  
A: 101 Exchange Avenue, Vaughan ON L4K 5R6

Toronto and Region Conservation Authority (TRCA) | [trca.ca](http://trca.ca)

---

**From:** Jessica Dorgo <[Jessica.Dorgo@cima.ca](mailto:Jessica.Dorgo@cima.ca)>  
**Sent:** Tuesday, March 17, 2020 11:01 AM

**To:** Harsha Gammanpila <[Harsha.Gammanpila@trca.ca](mailto:Harsha.Gammanpila@trca.ca)>  
**Cc:** Martin Scott <[Martin.Scott@cima.ca](mailto:Martin.Scott@cima.ca)>; Azmy, Nehal <[nazmy@markham.ca](mailto:nazmy@markham.ca)>  
**Subject:** RE: 59144 - TRCA response letter to Highway 404 North Collector Roads Draft ESR

Good Morning Harsha,

Please find the attached letter and table outlining responses to your comments on the City of Markham Highway 404 North Collector Roads Class EA.

Thank you,

---

**JESSICA DORGO**, EIT  
EIT / Transportation

T 289-288-0287 ext. 6819 F 289-288-0285  
400-3027 Harvester Road, Burlington, ON L7N 3G7 CANADA



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**From:** Harsha Gammanpila <[Harsha.Gammanpila@trca.ca](mailto:Harsha.Gammanpila@trca.ca)>  
**Sent:** November 5, 2019 3:43 PM  
**To:** Azmy, Nehal <[nazmy@markham.ca](mailto:nazmy@markham.ca)>  
**Cc:** Martin Scott <[Martin.Scott@cima.ca](mailto:Martin.Scott@cima.ca)>; [Scott.Lister@york.ca](mailto:Scott.Lister@york.ca); Beth Williston <[Beth.Williston@trca.ca](mailto:Beth.Williston@trca.ca)>; Quentin Hanchard <[Quentin.Hanchard@trca.ca](mailto:Quentin.Hanchard@trca.ca)>; Jennifer Stephens <[Jennifer.Stephens@trca.ca](mailto:Jennifer.Stephens@trca.ca)>  
**Subject:** 59144 - TRCA response letter to Highway 404 North Collector Roads Draft ESR

Hi Nehal,

Please find the attached response letter for the above ESR.

Please contact me if you have any questions.

Thank you,

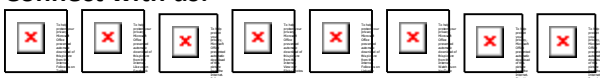
Harsha Gammanpila M.Sc., CAN-CISEC, PMP  
Planner  
Infrastructure Planning and Permits | Development and Engineering Services

T: 416 661-6600 ext. 5629  
E: [HGammanpila@trca.ca](mailto:HGammanpila@trca.ca)  
A: 101 Exchange Avenue, Vaughan ON L4K 5R6

Toronto and Region Conservation Authority (TRCA) | [trca.ca](http://trca.ca)



**Connect with us:**



March 17, 2020

Harsha Gammanpila  
Planner, Infrastructure Planning and Permits  
Development and Engineering Services  
Toronto and Region Conservation Authority  
101 Exchange Avenue  
Vaughan, ON L4K 5R6

**Attention: Mr. Harsha Gammanpila**

**RE: CITY OF MARKHAM HIGHWAY 404 NORTH COLLECTOR ROADS  
MUNICIPAL CLASS EA DRAFT ENVIRONMENTAL STUDY REPORT  
RESPONSES TO TRCA COMMENTS**

Dear Mr. Gammanpila,

Thank you for providing your comments on the draft Environmental Study Report for the City of Markham Highway 404 North Collector Roads Class Environmental Assessment. Together with the City of Markham we have reviewed your comments dated November 5, 2019.

A table is attached to this letter outlining our responses to each of your comments. We trust that these responses and the associated modifications to the project file will address your comments.

Filing of the Environmental Study Report is tentatively scheduled for April 2020. You will be notified at the initiation of the public review period and informed regarding how to obtain a copy of the final Environmental Study Report for your records. If you have any outstanding comments or concerns, please feel free to contact the undersigned.

Sincerely,

**CIMA Canada Inc.**



**Martin Scott, P.Eng.**  
Project Manager  
martin.scott@cima.ca

Encl.



TRCA COMMENTS AND PROPONENT RESPONSES		
ITEM	TRCA COMMENTS (November 5, 2019)	PROPONENT/CONSULTANT RESPONSE
<b>General Planning Comment</b>		
1	<p>According to Section #4 Alternative Solutions Alternative Network # 2 was the preferred alternative.</p> <p>a. Page # 29 – Alternative Network # 2 does not include Corridor E</p> <p>b. Page # 28 – Alternative Network # 1 Road D does not connect to Woodbine</p> <p>But the study report include Corridor E and Road D connects the Woodbine Avenue as the preferred alternative.</p> <p>Please clarify.</p>	<p>Alternative Network 1 and 2 were shown incorrectly in the previous version of the ESR. The preferred solution is the network that includes Corridor E (now correctly labelled Alternative Network #2).</p>
<b>Section 4 &amp; 5 – Alternative Solutions and Concepts</b>		
2	<p>Please detail why alternative road alignments that further avoid the woodland were not considered. It is recommended that opportunities to further reduce or avoid impacts to the woodlot be considered by reconfiguring the location and / or alignment of Road E1.</p>	<p>Alternative Network #1 considered avoiding the woodlot entirely (omitting Corridor E) however based on the development needs of the surrounding area, this was not selected as the preferred solution.</p> <p>A stormwater management pond is present on the east side of Road E which eliminates the potential for a easterly shift. A shift to the west would result in additional curvature in the road which is also undesirable.</p> <p>Since the land is designated as 'Business Park Employment, the City of Markham prefers to protect for a minimum 3.5 m centre turn lane along Road E1 at the woodlot. Access opportunities to the adjacent lands and compensation requirement of woodland removals as a result of development will be investigated at detailed design stage. A commitment to further work has been included in the ESR.</p> <p>Options to reduce the impacts of Road E to the woodlot by reducing the right-of-way at this area will be investigated at the detailed design phase. Options include reducing the centre two-way left-turn lane to 3.5 metres at this location. This will reduce the right-of-way at the woodlot from 24.5 metres to 23.0 metres. A commitment to further investigate the options has been included in the ESR.</p>
<b>Section 6 – Description of the Recommended Plan</b>		
3	<p>Consider opportunities to reduce the proposed road right of way adjacent to natural feature and their associated buffers – specifically to reduce encroachment into the woodland and wetland. Impacts could be reduced by way of reducing the proposed 'boulevard with urban design features' and limiting active transportation to one side of the road.</p>	<p>Please see the response to comment #2.</p> <p>Options to improve the relationship of Road E1 with forest community FODM12 will be reviewed at detailed design. Options include maximizing the width of the landscaped/planting zone and using a 'naturalized' landscaping treatment within the right-of-way. A commitment to further work has been included in the ESR.</p>
4	<p>Delineate wetland and woodland limits as well as their buffers on preliminary design figures to illustrate opportunities to avoid these features and outline where impacts are contemplated.</p>	<p>The wetland and woodland limits are now shown on the preliminary design plates in the ESR.</p>

TRCA COMMENTS AND PROPONENT RESPONSES		
ITEM	TRCA COMMENTS (November 5, 2019)	PROponent/CONSULTANT RESPONSE
5	It is recommended that wildlife passage be incorporated into the design of Road E1 and Road A.	<p>The profile of Road A has been modified to provide opportunities for wetland flow and wildlife passage. Sizing of the culverts will be determined at detailed design.</p> <p>Opportunity for wildlife passage at Road E1 would exist at the south end of the woodlot. Further consideration will occur at the time of detailed design.</p> <p>Commitments to further work have been added to Section 7.</p>
6	Consider the location of interim stormwater ponds to avoid sensitive features and their associated buffers. Specifically, interim pond B1 should be located outside of the wetland and wetland buffer.	<p>Depending on the phase of development and present land owner development objectives, it is possible for final proposed ponds to be built without the implementation of interim ponds. If interim ponds are implemented, it is possible that they will be moved and upgraded to their final design, or that they will remain, and any downstream development will need to provide their own quantity and quality controls.</p> <p>The location of stormwater management ponds within the Stormwater Management Report and ESR is based on preliminary planning studies. During detailed design of any stormwater management ponds, care should be taken to ensure that their footprint avoid sensitive features and their associated buffers.</p>
7	TRCA recommends that final ponds be constructed rather than interim ponds. At minimum, interim ponds must meet water quality and quantity targets for receiving features.	The final ponds will be designed and built when the catchment area for development is confirmed. The interim/final ponds will meet the MECP quality and quantity controls.
8	Ensure that the final design and alignment of stormwater management ponds are located outside of natural features, their associated buffers, and TRCA's regulatory limits.	Noted. A commitment to further work has been included in the ESR to consider this when the final ponds are designed.
9	The EA does not consider opportunities to incorporate Low Impact Design into the stormwater management plan. Please consider opportunities for a stormwater plan that does not solely rely on end of pipe stormwater management ponds. For example, consider bioretention, swales, and perforated pipes where feasible. Efforts to incorporate LID will support mitigation of impacts to Redside Dace and the Berczy Creek tributary and associated wetlands.	<p>The City of Markham LID guidelines was approved by TRCA and it does not support LIDs in the ROW.</p> <p>Additional LID measures will be considered in the development of the precinct as a whole and a stormwater management plan for the collector roads will be incorporated with the overall precinct development plan.</p>
<b>Section 7 – Mitigation and Commitments to Further Work</b>		
10	Consider opportunities for restoration and enhancement of natural features as part of commitments to further work. A detailed restoration plan at Detail Design will be required to address areas of temporary impact. Furthermore, restoration and enhancement of the significant woodland and wetlands is recommended to mitigate losses associated with unavoidable impacts.	A commitment to further work has been added to Section 7.
11	The report recommends that measures be taken to prevent sediment from exceeding 25 mg/L above background levels during construction. TRCA staff assume this measure is referring to Total Suspended Solids. While this measure does meet thresholds to protect fish, all efforts should be made to ensure that there is no release of sediment or other deleterious substance to the watercourse or other natural features.	

TRCA COMMENTS AND PROPONENT RESPONSES		
ITEM	TRCA COMMENTS (November 5, 2019)	PROponent/CONSULTANT RESPONSE
12	The table outlines that the structure at Crossing B is 'expected to provide some level of connectivity for wildlife'. TRCA recommends that the crossing be designed to ensure wildlife movement is maintained, specifically for amphibian species. Please consider an appropriate culvert size and design to maintain wildlife movement during the EA or detail design stages.	
<b>Appendix B – Natural Heritage Assessment Report</b>		
13	The Preliminary Cost Estimate - 2870 19th Avenue Environmental Restoration Memo details a compensation strategy for proposed woodland removals. Please note that at the EA stage, efforts to avoid and mitigate impacts should be considered first. Prior to developing a compensation plan, consider opportunities to further avoid, further reduce or mitigate impacts to the woodland and other natural features.	Please see the response to comment #2.
14	TRCA Guideline to Determining Ecosystem Compensation has been used to guide a compensation plan. While TRCA does recommend that avoidance and mitigation be further explored during the EA stage, TRCA notes that the 1:2 compensation ratio referenced in the plan is inaccurate. In order to accurately apply the Guideline, basal area for the impacted woodland vegetation community should be determined. This will allow for an accurate assessment of the compensation ratio.	Basal area for the impacted woodland area will be determined during detailed design once the final road footprint has been confirmed.
15	Please remove documents associated with Town of Caledon and Municipality of Waterloo from the report.	No documents from town of Caledon or Municipality of Waterloo are referred to in the Natural Environment Report.
16	Please appropriately label Figure 2.	Figure 2 has been updated in the revised report.
17	Please label wetlands units 14 and 15 in relevant natural heritage feature and system figures.	The wetland labels have been updated in the revised report.
18	Staking of the wetland limits at 2780 19th Avenue and along 19th Avenue was undertaken on September 24, 2019 with TRCA, City of Markham and Beacon Environmental in attendance. Please work with the City of Markham to ensure figures are updated with the most up to date wetland limits.	City of Markham does not currently have updated wetland limits. The September 24, 2019 staking did not include wetland units No. 14 and 15.
<b>Water Resources Comments:</b>		
19	Please indicate in the ESR and Stormwater Management Report (CIMA Canada Inc.) that the 0.32 ha of proposed roadway 'A' denoted as "uncontrolled" will require SWM controls prior to discharge to the creek. Please note that TRCA has taken a position whereby OGS units, regardless of manufacturer, as a stand-alone measure can achieve up to a 50% TSS removal. As TRCA requires 80% TSS removal, additional measures must be considered.	ETV particle distribution was used to calculate OGS unit sizing, therefore it was anticipated that the TRCA would credit the full 80% TSS removal. We have also considered a treatment train approach utilizing low impact development such as a bioswale to increase the water quality of the roadway runoff. However, City of Markham Low Impact Development guidelines does not support LIDs in the ROW. Discussion has been added to the SWM report accordingly.
20	Please update section 1.3 of the Stormwater Management Report ((CIMA Canada Inc.) to incorporate criteria outlined in the Rouge River Watershed Hydrology Study Update, including unitary peak flow rates and retention volume requirements ( <a href="https://trca.ca/conservation/flood-riskmanagement/modeling-references-section">https://trca.ca/conservation/flood-riskmanagement/modeling-references-section</a> ). Please also include discussion with respect to TRCA's erosion control criteria. It should be noted that the proposed roadways are located within WHPA-Q and that the City of Markham may have additional requirements to satisfy this criteria.	Section 1.3 of the SWM report has been updated accordingly.
21	Please delineate TRCA's regulatory floodplain on the provided drainage mosaics. Please contact TRCA for required updated information.	We requested the updated TRCA regulatory floodplain mapping from TRCA, and were informed that while new hydrologic models had been created, they had not been used to create new floodplain maps. Therefore, the mapping has not been revised.

**TRCA COMMENTS AND PROPONENT RESPONSES**

ITEM	TRCA COMMENTS (November 5, 2019)	PROponent/CONSULTANT RESPONSE
<b>Hydrogeology Comments:</b>		
22	<p>The Clean Water Act ensures communities protect their drinking water supplies through prevention by developing collaborative, watershed-based source protection plans that are locally driven and based on science.</p> <p>Please be advised that the subject property appears to fall within a Significant Groundwater Recharge Area (SGRA), Wellhead Protection Area Q (WHPA-Q) and Highly vulnerable Aquifer (HVA) in accordance with the Credit Valley-Toronto &amp; Region-Central Lake Ontario Source Protection Plan (CTC SPP). TRCA supports the legislated protection of municipal drinking water sources through the Clean Water Act and acts as a technical advisor to municipalities in their role for implementing some aspects of the CTC SPP. For more information please visit <a href="http://www.ctcswp.ca/">http://www.ctcswp.ca/</a>. and contact Scott Lister, Risk Management Inspector (Scott.Lister@york.ca)</p>	<p>York Region has confirmed that the study area falls partially within a Highly Vulnerable Aquifer (HVA) and partially within a Significant Groundwater Recharge Area (SGRA).</p> <p>The physical roads will not be subject to the source protection policies but the work areas around the roads will. Within the HVA areas we ask that you do not store any bulk fuel or chemicals. Water Resources does encourage the use of best management practices during construction and post construction with respect to the handling and storage of chemicals (such as used oil, degreasers and salt) on site. It is strongly recommended that Risk Management Measures are put in place with respect to chemical use and storage including spill kits, secondary containment, a spill response plan and training.</p> <p>Discussion on source water protection has been added to Section 3.4. and relevant commitments to further work have been added to Section 7.</p>
<b>Geotechnical requirements for the detailed design:</b>		
23	Further geotechnical study is required in support of the proposed undertaking to provide the detailed geotechnical design recommendations for the various components of the proposed undertaking.	A commitment to further work has been added to Section 7.
24	The retaining walls, abutments and wing walls should be designed by qualified engineer using geotechnical information. The global stability should be also checked for the walls to confirm that a minimum safety factor of 1.50 is met against global instability.	
25	In the event that the works require the ground improvement (e.g. preloading),the ground improvement is required to be designed by geotechnical engineer. The extent of the additional disturbed zone during the implementation of the ground improvement is required to be determined in both site plan and cross-sections. All necessary provisions for the design and implementation are required to be presented on the drawings along with supporting design documents.	
26	The culverts should be designed by qualified engineer(s) using the geotechnical information. Suitable foundation is required for the culverts as per the ground condition.	
27	The cross-sections should be provided along the alignment in adequate intervals and the critical locations, which shows the proposed grade with respect to the existing ground. The cross-section should be extended enough to show all the features and slopes/banks where exist. The extent of the proposed grading should be also shown on the site plan along the alignment.	
28	The proposed embankments should be studied and designed by geotechnical engineer. The stability assessment is required for the embankments to ensure that a minimum safety factor of 1.50 is achieved.	
29	The proposed cuts should be studied by geotechnical engineer. Stability assessment is required to confirm that the proposed side slopes for the cuts satisfy a minimum safety factor of 1.50.	

**TRCA COMMENTS AND PROPONENT RESPONSES**

ITEM	TRCA COMMENTS (November 5, 2019)	PROponent/CONSULTANT RESPONSE
30	All engineering drawings for the retaining walls, abutments and wing walls, culverts, crossings, stabilization works, embankments and cuts should be prepared showing all necessary details and specifications and submitted as signed and sealed by Licensed Professional Engineer.	
31	Where the work is in proximity of the banks/slopes, the construction methodology and sequencing should be presented to ensure that the surrounding ground/bank/slope is not adversely impacted during the construction.	
32	Where there is trenchless installation for the infrastructures below the watercourse, the pertinent geotechnical studies should be conducted to provide the required site characterization. The trenchless installation should be designed by specialty consultant or contractor using the geotechnical information and recommendations. The adequate cover from the bottom of the watercourse should be determined as per the design. The cross-sections and site plan showing the alignment and entry and exit pits/shafts and the cover from the bottom of the watercourse and other infrastructures should be also submitted in support of the proposed undertaking. The design should also ensure that the proposed trenchless installation does not cause the inadvertent return of drilling fluid (frac-out) or excess settlement on the ground along the alignment. Further, the shafts or pits required for the proposed trenchless installation should be properly stabilized by the means of shoring or other techniques. The details of such stabilization should be also prepared by qualified engineer and submitted as signed and sealed by Licensed Professional Engineer.	

November 5, 2019

CFN 59144

**BY E-MAIL ONLY** ([nazmy@markham.ca](mailto:nazmy@markham.ca))

Nehal Azmy  
City of Markham  
101 Town Centre Boulevard  
Markham, ON  
L3R 9W3

Dear Ms. Azmy:

**Re: Draft Environmental Study Report (ESR)  
Highway 404 North Collector Roads Draft EA  
Municipal Class Environmental Assessment – Schedule C  
Rouge Watershed; City of Markham; Regional Municipality of York**

Toronto and Region Conservation Authority (TRCA) staff received the draft Environmental Study Report (ESR) dated August 2019 received by TRCA on October 1, 2019.

### **PROJECT OVERVIEW**

Staff understands that the draft ESR involves study to confirm the final alignment of the new north-south and east-west roads in the Markham Highway 404 North Planning District as per the approved OPA 149 Secondary plan and consequently to confirm the pattern of other roads within this district. The study area extends from approximately 400 meters north of 19<sup>th</sup> Avenue and south to approximately 600 meters. Highway 404 defines the western limit and Woodbine Avenue defines the eastern limit.

Staff note that this study did not address potential connections to adjacent lands north side of 19<sup>th</sup> Avenue and east side of Woodbine Avenue.

### **PROJECT REVIEW**

While staff has no objection in principle to the preferred alternative, the following concerns must be addressed in the final EA document. Additional detailed comments are provided in Appendix A. These comments should be included as an appendix in the final ESR report.

### **RESUBMISSION REQUIREMENTS**

Please ensure TRCA receives a copy of the Notice of Study Completion, as well as two (2) hard copies and one (1) digital copy of the final ESR. 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 25 MB), or through file transfer protocol (FTP) sites (if posted for a minimum of two weeks).

### **REVIEW FEES**

Please be advised that this application is subject to a \$ 13 315 application review fee as per our 2018 Fee Schedule. Please note:

1. **To ensure accurate processing of your fee, please ensure your accounting department references CFN 59144 when making any payments.**
2. Payment method and timing must be noted in your covering letter response.
3. Payments can be made by:
  - a. Cheque: please attach the cheque to your resubmission. Alternatively, if sending separately through your accounting department, please request your accounting department submit the cheque to the attention of Rina Bhagat - Administrative Clerk, Infrastructure Planning and Permits, TRCA.
  - b. Credit Card: please contact Rina Bhagat at extension 5681 for payments made over the phone.
  - c. Electronic Fund Transfer: this option may be available through your accounting department.

Should you have any questions or require any additional information please contact me at extension 5629 or at [hgammnpila@trca.ca](mailto:hgammanpila@trca.ca).

Regards,



Harsha Gammanpila,  
Planner, Infrastructure Planning and Permits  
Development and Engineering Services

Attached: Appendix A

### **BY E-MAIL**

cc:

Consultant: Martin Scott ([Martin.Scott@cima.ca](mailto:Martin.Scott@cima.ca))

York Region: Scott Lister, Risk Management Inspector ([Scott.Lister@york.ca](mailto:Scott.Lister@york.ca))

TRCA: Beth Williston, Associate Director, Environmental Assessment Planning  
Quentin Hanchard, Associate Director, Planning and Development  
Jennifer Stephens, Manager, Source Water Protection

## APPENDIX A: TRCA COMMENTS AND PROPONENT RESPONSES

ITEM	TRCA COMMENTS (November 5, 2019)	PROponent/CONSULTANT RESPONSE
<b>General Planning Comment</b>		
1.	<p>According to Section #4 Alternative Solutions Alternative Network # 2 was the preferred alternative.</p> <p style="margin-left: 20px;">a. Page # 29 – Alternative Network # 2 does not include Corridor E</p> <p style="margin-left: 20px;">b. Page # 28 – Alternative Network # 1 Road D does not connect to Woodbine</p> <p>But the study report include Corridor E and Road D connects the Woodbine Avenue as the preferred alternative.</p> <p>Please clarify.</p>	
<b>Section 4 &amp; 5 – Alternative Solutions and Concepts</b>		
2.	<p>Please detail why alternative road alignments that further avoid the woodland were not considered. It is recommended that opportunities to further reduce or avoid impacts to the woodlot be considered by reconfiguring the location and / or alignment of Road E1.</p>	
<b>Section 6 – Description of the Recommended Plan</b>		
3.	<p>Consider opportunities to reduce the proposed road right of way adjacent to natural feature and their associated buffers – specifically to reduce encroachment into the woodland and wetland. Impacts could be reduced by way of reducing the proposed ‘boulevard with urban design features’ and limiting active transportation to one side of the road.</p>	
4.	<p>Delineate wetland and woodland limits as well as their buffers on preliminary design figures to illustrate opportunities to avoid these features and outline where impacts are contemplated.</p>	
5.	<p>It is recommended that wildlife passage be incorporated into the design of Road E1 and Road A.</p>	
6.	<p>Consider the location of interim stormwater ponds to avoid sensitive features and their associated buffers. Specifically, interim pond B1 should be located outside of the wetland and wetland buffer.</p>	



7.	TRCA recommends that final ponds be constructed rather than interim ponds. At minimum, interim ponds must meet water quality and quantity targets for receiving features.	
8.	Ensure that the final design and alignment of stormwater management ponds are located outside of natural features, their associated buffers, and TRCA's regulatory limits.	
9.	The EA does not consider opportunities to incorporate Low Impact Design into the stormwater management plan. Please consider opportunities for a stormwater plan that does not solely rely on end of pipe stormwater management ponds. For example, consider bioretention, swales, and perforated pipes where feasible. Efforts to incorporate LID will support mitigation of impacts to Redside Dace and the Berczy Creek tributary and associated wetlands.	
<b>Section 7 – Mitigation and Commitments to Further Work</b>		
10.	Consider opportunities for restoration and enhancement of natural features as part of commitments to further work. A detailed restoration plan at Detail Design will be required to address areas of temporary impact. Furthermore, restoration and enhancement of the significant woodland and wetlands is recommended to mitigate losses associated with unavoidable impacts. 0	
11.	The report recommends that measures be taken to prevent sediment from exceeding 25 mg/L above background levels during construction. TRCA staff assume this measure is referring to Total Suspended Solids. While this measure does meet thresholds to protect fish, all efforts should be made to ensure that there is no release of sediment or other deleterious substance to the watercourse or other natural features.	
12.	The table outlines that the structure at Crossing B is 'expected to provide some level of connectivity for wildlife'. TRCA recommends that the crossing be designed to ensure wildlife movement is maintained, specifically for amphibian species. Please consider an appropriate culvert size and design to maintain wildlife movement during the EA or detail design stages.	

**Appendix B – Natural Heritage Assessment Report**

13.	The <i>Preliminary Cost Estimate - 2870 19<sup>th</sup> Avenue Environmental Restoration Memo</i> details a compensation strategy for proposed woodland removals. Please note that at the EA stage, efforts to avoid and mitigate impacts should be considered first. Prior to developing a compensation plan, consider opportunities to further avoid, further reduce or mitigate impacts to the woodland and other natural features.	
14.	TRCA Guideline to Determining Ecosystem Compensation has been used to guide a compensation plan. While TRCA does recommend that avoidance and mitigation be further explored during the EA stage, TRCA notes that the 1:2 compensation ratio referenced in the plan is inaccurate. In order to accurately apply the Guideline, basal area for the impacted woodland vegetation community should be determined. This will allow for an accurate assessment of the compensation ratio.	
15.	Please remove documents associated with Town of Caledon and Municipality of Waterloo from the report.	
16.	Please appropriately label Figure 2.	
17.	Please label wetlands units 14 and 15 in relevant natural heritage feature and system figures.	
18.	Staking of the wetland limits at 2780 19 <sup>th</sup> Avenue and along 19 <sup>th</sup> Avenue was undertaken on September 24, 2019 with TRCA, City of Markham and Beacon Environmental in attendance. Please work with the City of Markham to ensure figures are updated with the most up to date wetland limits.	
<b>Water Resources Comments:</b>		
19.	Please indicate in the ESR and Stormwater Management Report (CIMA Canada Inc.) that the 0.32 ha of proposed roadway 'A' denoted as "uncontrolled" will require SWM controls prior to discharge to the creek. Please note that TRCA has taken a position whereby OGS units, regardless of manufacturer, as a stand-alone measure can achieve up to a 50% TSS removal. As TRCA requires 80% TSS removal, additional measures must be considered.	

20.	Please update section 1.3 of the Stormwater Management Report ((CIMA Canada Inc.) to incorporate criteria outlined in the Rouge River Watershed Hydrology Study Update, including unitary peak flow rates and retention volume requirements ( <a href="https://trca.ca/conservation/flood-risk-management/modeling-references-section">https://trca.ca/conservation/flood-risk-management/modeling-references-section</a> ). Please also include discussion with respect to TRCA's erosion control criteria. It should be noted that the proposed roadways are located within WHPA-Q and that the City of Markham may have additional requirements to satisfy this criteria.	
21.	Please delineate TRCA's regulatory floodplain on the provided drainage mosaics. Please contact TRCA for required updated information.	
<b>Hydrogeology Comments:</b>		
22.	<p>The Clean Water Act ensures communities protect their drinking water supplies through prevention by developing collaborative, watershed-based source protection plans that are locally driven and based on science.</p> <p>Please be advised that the subject property appears to fall within a Significant Groundwater Recharge Area (SGRA), Wellhead Protection Area Q (WHPA-Q) and Highly vulnerable Aquifer (HVA) in accordance with the Credit Valley-Toronto &amp; Region-Central Lake Ontario Source Protection Plan (CTC SPP). TRCA supports the legislated protection of municipal drinking water sources through the <i>Clean Water Act</i> and acts as a technical advisor to municipalities in their role for implementing some aspects of the CTC SPP. For more information please visit <a href="http://www.ctcswp.ca/">http://www.ctcswp.ca/</a>. and contact Scott Lister, Risk Management Inspector (<a href="mailto:Scott.Lister@york.ca">Scott.Lister@york.ca</a>)</p>	
<b>Geotechnical requirements for the detailed design:</b>		
23.	Further geotechnical study is required in support of the proposed undertaking to provide the detailed geotechnical design recommendations for the various components of the proposed undertaking.	
24.	The retaining walls, abutments and wing walls should be designed by qualified engineer using geotechnical information. The global stability should be also checked for the walls to confirm that a minimum safety factor of 1.50 is met against global instability.	
25.	In the event that the works require the ground improvement (e.g. preloading), the ground improvement is required to be designed by geotechnical engineer. The extent of the	

	additional disturbed zone during the implementation of the ground improvement is required to be determined in both site plan and cross-sections. All necessary provisions for the design and implementation are required to be presented on the drawings along with supporting design documents.	
26.	The culverts should be designed by qualified engineer(s) using the geotechnical information. Suitable foundation is required for the culverts as per the ground condition.	
27.	The cross-sections should be provided along the alignment in adequate intervals and the critical locations, which shows the proposed grade with respect to the existing ground. The cross-section should be extended enough to show all the features and slopes/banks where exist. The extent of the proposed grading should be also shown on the site plan along the alignment.	
28.	The proposed embankments should be studied and designed by geotechnical engineer. The stability assessment is required for the embankments to ensure that a minimum safety factor of 1.50 is achieved.	
29.	The proposed cuts should be studied by geotechnical engineer. Stability assessment is required to confirm that the proposed side slopes for the cuts satisfy a minimum safety factor of 1.50.	
30.	All engineering drawings for the retaining walls, abutments and wing walls, culverts, crossings, stabilization works, embankments and cuts should be prepared showing all necessary details and specifications and submitted as signed and sealed by Licensed Professional Engineer.	
31.	Where the work is in proximity of the banks/slopes, the construction methodology and sequencing should be presented to ensure that the surrounding ground/bank/slope is not adversely impacted during the construction.	
32.	Where there is trenchless installation for the infrastructures below the watercourse, the pertinent geotechnical studies should be conducted to provide the required site characterization. The trenchless installation should be designed by specialty consultant or contractor using the geotechnical information and recommendations. The adequate cover from the bottom of the watercourse should be determined as per the design. The cross-	

<p>sections and site plan showing the alignment and entry and exit pits/shafts and the cover from the bottom of the watercourse and other infrastructures should be also submitted in support of the proposed undertaking. The design should also ensure that the proposed trenchless installation does not cause the inadvertent return of drilling fluid (frac-out) or excess settlement on the ground along the alignment. Further, the shafts or pits required for the proposed trenchless installation should be properly stabilized by the means of shoring or other techniques. The details of such stabilization should be also prepared by qualified engineer and submitted as signed and sealed by Licensed Professional Engineer.</p>	
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## Derek Napoli

---

**From:** Jessica Dorgo  
**Sent:** Wednesday, August 28, 2019 8:53 AM  
**To:** hgammanpila@trca.on.ca  
**Cc:** Martin Scott; Azmy, Nehal  
**Subject:** FW: City of Markham Highway 404 North Collector Rds EA - TRCA Meeting Minutes - 59144

Good Morning Harsha,

Following our meeting regarding the City of Markham Highway 404 North Collector Roads EA in November 2018, the project team has been working to develop the preliminary recommended plan for the collector road network. The preliminary recommended plan is available on the file transfer site below for your review.

Based on the feedback you provided during our meeting, Road B was not carried forward to the recommended network in order to avoid impact to the Berczy Creek. We note that Road A crosses part of a PSW at the intersection with Woodbine Avenue. Can you please advise what span TRCA would require for the open bottom culvert crossing at this location?

### [Access the file transfer site](#)

Please feel free to contact me if you have any issues access the plan on the file transfer site.

Thank you,

---

**JESSICA DORGO, EIT**  
Transportation

T 289-288-0287 ext. 6819 F 289-288-0285  
400-3027 Harvester Road, Burlington, ON L7N 3G7 CANADA



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**From:** Harsha Gammanpila <[hgammanpila@trca.on.ca](mailto:hgammanpila@trca.on.ca)>  
**Sent:** Wednesday, December 12, 2018 1:23 PM  
**To:** Jessica Dorgo <[Jessica.Dorgo@cima.ca](mailto:Jessica.Dorgo@cima.ca)>  
**Cc:** Martin Scott <[martin.scott@cima.ca](mailto:martin.scott@cima.ca)>  
**Subject:** RE: City of Markham Highway 404 North Collector Rds EA - TRCA Meeting Minutes - 59144

Thank you !

Harsha Gammanpila M.Sc., PMP  
Planner  
Environmental Assessment Planning | Planning and Development

T: 416 661-6600 ext. 5629

E: [HGammanpila@trca.on.ca](mailto:HGammanpila@trca.on.ca)

A: 101 Exchange Avenue, Vaughan ON L4K 5R6

Toronto and Region Conservation Authority (TRCA) | [trca.ca](http://trca.ca)

---

From: Jessica Dorgo <[Jessica.Dorgo@cima.ca](mailto:Jessica.Dorgo@cima.ca)>  
To: Harsha Gammanpila <[hgammanpila@trca.on.ca](mailto:hgammanpila@trca.on.ca)>  
Cc: Martin Scott <[Martin.Scott@cima.ca](mailto:Martin.Scott@cima.ca)>  
Date: 12/12/2018 01:07 PM  
Subject: RE: City of Markham Highway 404 North Collector Rds EA - TRCA Meeting Minutes - 59144

---

Hi Harsha,

A pdf copy of the plan presented at the meeting is available on the file transfer site below.

[Access the file transfer site](#)

Thanks,

---

**JESSICA DORGO**, EIT  
EIT / Transportation

T 289-288-0287 ext. 6819 F 289-288-0285  
3027 Harvester Road, Suite 400 Burlington Ontario L7N 3G7 CANADA



---

**From:** Harsha Gammanpila <[hgammanpila@trca.on.ca](mailto:hgammanpila@trca.on.ca)>  
**Sent:** Wednesday, December 12, 2018 10:45 AM  
**To:** Jessica Dorgo <[Jessica.Dorgo@cima.ca](mailto:Jessica.Dorgo@cima.ca)>  
**Subject:** Re: City of Markham Highway 404 North Collector Rds EA - TRCA Meeting Minutes - 59144

Hi Jessica,

Thanks for the meeting minutes I will get back to you once I hear feedback from the staff. Is there any possibility to get the drawings discussed at the meeting, just to include in the file as the meeting minutes also referred to roads (ie: Road A, B, C) that was in the drawings.

Thank you,  
Harsha Gammanpila M.Sc., PMP  
Planner  
Environmental Assessment Planning | Planning and Development

T: 416 661-6600 ext. 5629  
E: [HGammanpila@trca.on.ca](mailto:HGammanpila@trca.on.ca)  
A: 101 Exchange Avenue, Vaughan ON L4K 5R6

From: Jessica Dorgo <[Jessica.Dorgo@cima.ca](mailto:Jessica.Dorgo@cima.ca)>  
To: Scott Smith <[ssmith@trca.on.ca](mailto:ssmith@trca.on.ca)>, "[hgammanpila@trca.on.ca](mailto:hgammanpila@trca.on.ca)" <[hgammanpila@trca.on.ca](mailto:hgammanpila@trca.on.ca)>, "[matthew.kuyntjes@trca.on.ca](mailto:matthew.kuyntjes@trca.on.ca)" <[matthew.kuyntjes@trca.on.ca](mailto:matthew.kuyntjes@trca.on.ca)>, "[ashirazi@trca.on.ca](mailto:ashirazi@trca.on.ca)" <[ashirazi@trca.on.ca](mailto:ashirazi@trca.on.ca)>, "[bstephens@trca.on.ca](mailto:bstephens@trca.on.ca)" <[bstephens@trca.on.ca](mailto:bstephens@trca.on.ca)>  
Cc: "Azmy, Nehal" <[nazmy@markham.ca](mailto:nazmy@markham.ca)>, Martin Scott <[Martin.Scott@cima.ca](mailto:Martin.Scott@cima.ca)>  
Date: 12/12/2018 09:03 AM  
Subject: City of Markham Highway 404 North Collector Rds EA - TRCA Meeting Minutes

---

Good Morning,

Please find the attached meeting minutes for the City of Markham Highway 404 North Collector Roads EA meeting with TRCA.

Thank you,

---

**JESSICA DORGO, EIT**  
EIT / Transportation

T 289-288-0287 ext. 6819 F 289-288-0285  
3027 Harvester Road, Suite 400 Burlington Ontario L7N 3G7 CANADA



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[\[attachment "B801 Markham 404 Collector Rds EA TRCA Meeting Minutes e01.pdf" deleted by Harsha Gammanpila/TRCA\]](#)

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**From:** Harsha Gammanpila <hgammanpila@trca.on.ca>  
**Sent:** Wednesday, December 12, 2018 10:45 AM  
**To:** Jessica Dorgo <Jessica.Dorgo@cima.ca>  
**Subject:** Re: City of Markham Highway 404 North Collector Rds EA - TRCA Meeting Minutes - 59144

Hi Jessica,

Thanks for the meeting minutes I will get back to you once I hear feedback from the staff. Is there any possibility to get the drawings discussed at the meeting, just to include in the file as the meeting minutes also referred to roads (ie: Road A, B, C) that was in the drawings.

Thank you,  
Harsha Gammanpila M.Sc., PMP  
Planner  
Environmental Assessment Planning | Planning and Development

T: 416 661-6600 ext. 5629  
E: [HGammanpila@trca.on.ca](mailto:HGammanpila@trca.on.ca)  
A: 101 Exchange Avenue, Vaughan ON L4K 5R6

Toronto and Region Conservation Authority (TRCA) | [trca.ca](http://trca.ca)

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From: Jessica Dorgo <[Jessica.Dorgo@cima.ca](mailto:Jessica.Dorgo@cima.ca)>  
To: Scott Smith <[ssmith@trca.on.ca](mailto:ssmith@trca.on.ca)>, "[hgammanpila@trca.on.ca](mailto:hgammanpila@trca.on.ca)" <[hgammanpila@trca.on.ca](mailto:hgammanpila@trca.on.ca)>, "[matthew.kuyntjes@trca.on.ca](mailto:matthew.kuyntjes@trca.on.ca)" <[matthew.kuyntjes@trca.on.ca](mailto:matthew.kuyntjes@trca.on.ca)>, "[ashirazi@trca.on.ca](mailto:ashirazi@trca.on.ca)" <[ashirazi@trca.on.ca](mailto:ashirazi@trca.on.ca)>, "[bstephens@trca.on.ca](mailto:bstephens@trca.on.ca)" <[bstephens@trca.on.ca](mailto:bstephens@trca.on.ca)>  
Cc: "Azmy, Nehal" <[nazmy@markham.ca](mailto:nazmy@markham.ca)>, Martin Scott <[Martin.Scott@cima.ca](mailto:Martin.Scott@cima.ca)>  
Date: 12/12/2018 09:03 AM  
Subject: City of Markham Highway 404 North Collector Rds EA - TRCA Meeting Minutes

---

Good Morning,

Please find the attached meeting minutes for the City of Markham Highway 404 North Collector Roads EA meeting with TRCA.

Thank you,

---

**JESSICA DORGO, EIT**  
EIT / Transportation

T 289-288-0287 ext. 6819 F 289-288-0285  
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[\[attachment "B801 Markham 404 Collector Rds EA TRCA Meeting Minutes e01.pdf" deleted by Harsha Gammanpila/TRCA\]](#)

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## Eleni Dekaneas

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**From:** Jessica Dorgo  
**Sent:** Monday, October 29, 2018 2:25 PM  
**To:** 'slingertat@trca.on.ca'  
**Cc:** Martin Scott  
**Subject:** City of Markham Highway 404 North Collector Rds EA - Meeting Request

Good Afternoon Ms. Lingertat,

As you are aware, the City of Markham is conducting a Municipal Class Environmental Assessment for the Highway 404 North Collector Roads to confirm the final alignment of the new north-south and east-west roads as per the approved OPA 149 Secondary Plan and consequently to confirm the pattern of other roads within this District.

The Project Team would like to arrange a meeting with you to review the alternative design concepts being considered as part of the study. Can you please advise regarding your availability for the weeks of November 19<sup>th</sup> - 23<sup>rd</sup> and 26<sup>th</sup> - 30<sup>th</sup> and we can schedule a meeting accordingly.

Thank you,

---

**JESSICA DORGO, EIT**  
EIT / Transportation

T 289-288-0287 ext. 6819 F 289-288-0285  
3027 Harvester Road, Suite 400 Burlington Ontario L7N 3G7 CANADA



## Eleni Dekaneas

---

**From:** Martin Scott  
**Sent:** Friday, January 19, 2018 2:21 PM  
**To:** Jessica Dorgo  
**Subject:** FW: 59144 - Response to Notice of Commencement - Highway 404 Collector Roads EA  
**Attachments:** 59144 - TRCA Response to Notice of Commencement for 404 North Collector Roads .pdf

**From:** Harsha Gammanpila [mailto:hgammanpila@trca.on.ca]  
**Sent:** Thursday, January 18, 2018 11:09 AM  
**To:** Azmy, Nehal <nazmy@markham.ca>  
**Cc:** Martin Scott <Martin.Scott@cima.ca>; scott.lister@york.ca; Beth Williston <bwilliston@trca.on.ca>; Quentin Hanchard <qhanchard@trca.on.ca>; Maryam Nassar <mnassar@trca.on.ca>  
**Subject:** 59144 - Response to Notice of Commencement - Highway 404 Collector Roads EA

Hi Nehal,

Please find the attached TRCA response letter for the above project.

Thank you,  
Harsha Gammanpila M.Sc., PMP  
Planner II, Planning and Development | Toronto and Region Conservation Authority | Office Location and Courier  
Address: 101 Exchange Avenue, Concord, ON, L4K 5R6 | tel: 416 661-6600 ext. 5629 | fax: 416-661-6898 | email:  
[HGammanpila@trca.on.ca](mailto:HGammanpila@trca.on.ca) | website: [www.trca.on.ca](http://www.trca.on.ca)

**\*\*PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING, STORING OR FORWARDING THIS MESSAGE\***

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*Thank you."*

January 18, 2018

CFN 59144

**BY E-MAIL ONLY** ([nazmy@markham.ca](mailto:nazmy@markham.ca))

Nehal Azmy  
City of Markham  
101 Town Centre Boulevard  
Markham, ON  
L3R 9W3

Dear Ms. Azmy:

**Re: Response to Notice of Commencement  
Highway 404 North Collector Roads  
Municipal Class Environmental Assessment - Schedule C  
Rouge River Watershed; City of Markham; Regional Municipality of York**

Toronto and Region Conservation Authority (TRCA) staff received the Notice of Commencement for the above noted Environmental Assessment (EA) on November 16, 2017.

It is our understanding that this undertaking involves the completion of a Class Environmental Assessment Study (Class EA) to confirm the final alignment of the new north-south and east-west roads in the Markham Highway 404 North Planning District as per the approved OPA 149 Secondary plan and consequently to confirm the pattern of other roads within this district. The study area extends from approximately 400 meters north of 19<sup>th</sup> Avenue and south to approximately 600 meters north of Elgin Mills Road. Highway 404 defines the western limit and Woodbine Avenue defines the eastern limit.

### **TRCA Areas of Interest**

Staff has identified the following Areas of Interest within the study area:

#### TRCA Regulated Areas

- Regulation Limit
- Crest of Slope
- Meander Belt
- Wetlands
- Watercourses
- Regulatory Flood Plain

#### TRCA Program and Policy Areas

- Aquatic Species and Habitat
- Aquifers and Hydrogeological Features
- Archaeological and Heritage Resources
- Living City Programs:
  - Renewable Energy
  - Sustainable Communities
  - Sustainable Technologies
  - Living City Trails
- Terrestrial Natural Heritage System Strategy
- Terrestrial Species and Habitat

### Provincial Program Areas

- Greenbelt
- CTC Source Protection Plan
  - Highly Vulnerable Aquifer
  - Wellhead Protection Area Q
  - Significant Groundwater Recharge Area

Please contact the Ministry of Natural Resources to confirm if there are program interests related to this project for:

- Provincially Significant Wetlands
- Provincially Endangered Species

Please contact the relevant federal agency to confirm if there are issues related to:

- Federally Endangered Species

There may be additional consultation with other federal and provincial agencies to ensure that the requirements of such legislation are met. This list is not inclusive and the onus is on the proponent and its consultants to consult with other agencies as required.

### Selection of Alternatives

In consideration of TRCA's *Living City Policies*, Ontario Regulation 166/06, and TRCA's other programs and policies, staff requires that the preferred alternative meets the following criteria:

1. Prevents the risk associated with flooding, erosion or slope instability.
2. Protects and rehabilitates existing landforms, features and functions.
3. Provides for aquatic, terrestrial and human access.
4. Minimizes water/energy consumption and pollution.

Staff recommends that the preferred alternative meets the policies of section 7, in particular section 7.4.4, of *The Living City Policies for Planning and Development in the Watersheds of the Toronto and Region Conservation Authority*. Furthermore, staff recommends that the preferred alternative allows the detailed design to meet the policies of section 8, including section 8.9, of *The Living City Policies for Planning and Development in the Watersheds of the Toronto and Region Conservation Authority*.

### TRCA Review

Prior to selecting the preferred alternative solution and design, please arrange a meeting to discuss issues that relate to TRCA Areas of Interest. In addition, please add TRCA's Watershed Specialist Maryam Nassar (416 661 6600 ext 5937 [mnassar@trca.on.ca](mailto:mnassar@trca.on.ca)) to the project mailing list to receive any public information updates.

A copy of the TRCA Environmental Assessment Review Program Service Delivery Standards, and a summary chart is enclosed for your reference. We recommend you refer to these submission standards during the study to facilitate TRCA review. Please provide the following submissions to expedite TRCA review:

- Notices of public meetings and display material and handouts
- Four hard copies of the Phases 1 and 2 Report
- Four hard copies of the Phase 3 Report
- Four hard copies of the Draft EA Document
- One hard copy of the Final EA Document.

Please be advised that the fee for reviewing this Schedule C project is \$12, 680. In addition, staff has digital data that should be used in the selection of the preferred alternative. This digital data is available upon request. Upon receipt of the Environmental Assessment review fee, staff will complete its preliminary review of the Class EA materials.

Should you have any questions, please contact me at extension 5629 or at HGammanpila@trca.on.ca.

Yours truly,

  
Harsha Gammanpila  
Planner II, Environmental Assessment Planning  
Planning and Development

Encl.: TRCA Areas of Interest Summary Table  
Service Delivery Standards - Recommended TRCA Contact Points

**BY E-MAIL**

Consultant: Martin Scott, CIMA Canada Inc. (martin.scott@cima.ca)  
York Region: Scott Lister, Risk Management Inspector (Scott.Lister@york.ca)  
TRCA: Beth Williston, Associate Director, Environmental Assessment Planning  
Quentin Hanchard, Associate Director, Planning and Development  
Maryam Nassar, Rouge and Petticoat Watersheds

EA Requirements

Document and assess the status, potential impacts and opportunities for enhancement that relate to the following Areas of Interest through a review of background material, technical study, field assessment and detailed evaluation, as appropriate. Make reference to the applicable Program and Policy documents. Include in the EA Document appendices any minutes, structure summary sheets for watercourses or wetlands, or other material collected through meetings with TRCA staff. Natural features may need to be confirmed on site by TRCA staff.

Area of Interest / Data Availability	Program and Policy Concerns
<b>TRCA REGULATED AREAS</b>	
Regulation Limit	<p>In accordance with Ontario Regulation 166/06 (Development, Interference with Wetlands and Alterations to Shorelines and Watercourses), a permit is required from the TRCA prior to any development (e.g. construction) if, in the opinion of TRCA, the control of flooding, erosion, dynamic beaches or pollution or the conservation of land may be affected. The Regulation Limit defines the greater of the natural hazards associated with Ontario Regulation 166/06 (listed below).</p> <p>NOTE: The Regulation Limit provides a geographical screening tool for determining if Ontario Regulation 166/06 will apply to a given proposal. Through site assessment or other investigation, it may be determined that areas outside of the defined Regulation Limit require permits under Ontario Regulation 166/06. In these instances, it is the text of the regulation that will prevail; modifications to the regulation line may be required.</p> <p>Any development within the Regulation Limit must comply with the applicable sections of TRCA's <i>Living City Policies</i>.</p>
Crest of Slope	<p>Valley and stream corridors are dynamic systems that provide important natural functions and linkages for the physical, chemical and biological processes of wildlife, watercourses, and other natural features. The Crest of Slope identifies the physical limit of these corridors; however, due to ecological sensitivities, development restrictions typically extend beyond the actual Crest of Slope.</p>
Meander Belt	<p>Channel migration has a significant impact on infrastructure, structures and property located near river systems. Determining channel stability is important to ensure that damage from erosion, down-cutting or other natural channel processes is avoided.</p> <p>TRCA may require a meander belt delineation study or fluvial geomorphology analysis to confirm that any development does not conflict with natural channel processes.</p>
Regulatory Flood Plain	<p>The Regulatory Flood Plain is the approved standard used in a particular watershed to define the limit of the flood plain for regulatory purposes. Within TRCA's jurisdiction, the Regulatory Flood Plain is based on the greater of the regional storm, Hurricane Hazel, and the 100 year flood.</p> <p>Any development or alterations to existing structures within the Regulatory Flood Plain may introduce risk to life or property, and may not be compatible with existing natural features. TRCA's framework for Flood Plain Management is the <i>Living City Policies</i>.</p> <p>TRCA may require a flood study or hydraulic update to confirm that there will be no impacts to the storage or conveyance of flood waters.</p>

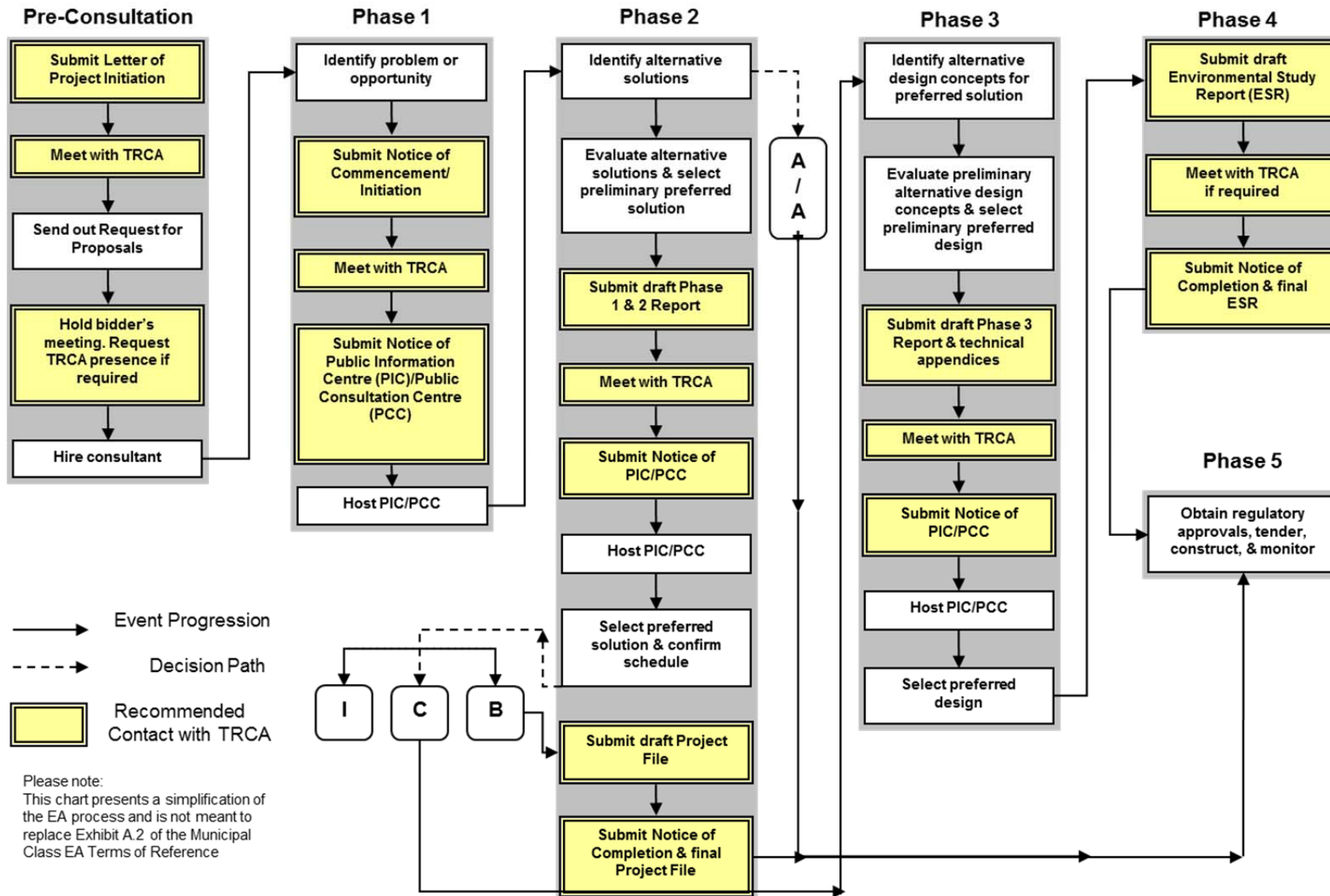


Wetlands	Wetlands are sensitive natural habitats that play an important role in numerous physical, chemical and biological processes, including storm water control, natural habitat and water quality improvement. Most wetlands are designated by the Ministry of Natural Resources as Provincially Significant or Locally Significant. Other wetlands have also been identified on a site specific basis by TRCA. All of these are regulated under Ontario Regulation 166/06. TRCA may require an environmental study or site confirmation of wetlands locations.
Watercourses	Typically, watercourses are associated with aquatic species and habitat. Any alteration or interference to a watercourse (e.g. straightening, diverting, realigning, altering baseflow) has the potential to impact fish communities, but may also affect the Regulatory Flood Plain, erosion or other natural channel processes. TRCA may require an environmental study or site confirmation of watercourse locations.
<p><b>TRCA PROGRAM AND POLICY AREAS</b>  <i>Note: Additional program and policy information may be available at <a href="http://www.trca.on.ca">www.trca.on.ca</a>, or by request.</i></p>	
Aquatic Species and Habitat	<p>TRCA has prepared watershed plans or strategies, as well as watershed-based fisheries management plans for some of its watersheds in partnership with Aurora District MNR. TRCA may require an assessment of the existing aquatic system, together with an evaluation as to how the proposal will meet the objectives articulated in the watershed and watershed-based fisheries management plans, as well as prevent negative impacts to the aquatic system.</p> <p>If requested, TRCA will provide an opinion as to whether the project and its implementation will cause <i>serious harm</i> to fish. If <i>serious harm</i> to fish could result, then works will need to be reviewed and authorized by Fisheries and Oceans Canada (DFO).</p>
Aquifers and Hydrogeological Features	<p>The extraction and discharge of groundwater has the potential to negatively impact surrounding natural features. Even small amounts of groundwater extraction may reduce contributions to groundwater dependent features such as wetlands, springs, or fish spawning habitat. In addition, the discharge of groundwater must be controlled to avoid impacts to watercourses and fish habitat from erosion, sedimentation and water quality concerns.</p> <p>TRCA may require geotechnical or hydrogeological investigations to confirm dewatering and discharge requirements, and to identify appropriate mitigation measures with respect to potential impacts to natural features (i.e., wetlands, watercourses, natural features and aquatic habitat).</p>
Living City Programs	<p>The Living City is a vision adopted by TRCA for a new kind of community, where human settlement can flourish forever as part of nature's beauty and diversity. The key objectives of the Living City are: healthy rivers and shorelines; regional biodiversity; sustainable communities; and business excellence.</p> <p>Programs associated with TRCA's Living City include: trails enhancement, renewable energy, sustainable communities, and the <i>Sustainable Technologies Evaluation Program (STEP)</i>.</p>
Terrestrial Natural Heritage System Strategy	TRCA has identified the need to improve both the quality and quantity of terrestrial habitat. TRCA's <i>Terrestrial Natural Heritage System Strategy</i> sets measurable targets for attaining a healthier natural system by creating an expanded and targeted land base. It includes strategic directions for stewardship and securement of the land base, a land use

	policy framework to help achieve the target system, and other implementation mechanisms.
Terrestrial Species and Habitat	<p>The terrestrial system includes landscape features, vegetation communities and flora and fauna species. Terrestrial species and habitat should be assessed based on their conservation status according to sensitivity to disturbance and specialized ecological needs, as well as rarity.</p> <p>TRCA may require a site assessment and terrestrial inventory to confirm impacts to these resources. TRCA's <i>Terrestrial Natural Heritage Strategy</i> may be applicable to any work that impacts terrestrial species and habitat. In addition, relevant legislation (e.g. <i>Migratory Bird Convention Act</i>, <i>Species at Risk Act</i>) should be applied.</p>
<b>PROVINCIAL AND FEDERAL PROGRAM AREAS</b>	
Greenbelt	<p>The Greenbelt consists of approximately 728,000 hectares of environmentally sensitive land and agricultural land in the Golden Horseshoe. The <i>Greenbelt Plan</i> identifies limits to urbanization to provide permanent protection to the agricultural land base and the ecological features and functions occurring within this landscape. Contact the Ministry of Municipal Affairs and Housing for more details.</p> <p>Alternatives must conform with Section 4.2 of the <i>Greenbelt Plan</i>.</p>
CTC Source Protection Plan. <ul style="list-style-type: none"> <li>• HVA ,</li> <li>• WHPA-Q</li> <li>• SGRA</li> </ul>	<p>Please be advised that the subject property appears to fall within a Significant Groundwater Recharge Area (SGRA), Wellhead Protection Area Q (WHPA-Q) and Highly vulnerable Aquifer (HVA) in accordance with the Credit Valley-Toronto &amp; Region-Central Lake Ontario Source Protection Plan (CTC SPP). TRCA supports the legislated protection of municipal drinking water sources through the <i>Clean Water Act</i> and acts as a technical advisor to municipalities in their role for implementing some aspects of the CTC SPP. For more information please visit <a href="http://www.ctcswp.ca/">http://www.ctcswp.ca/</a>. and contact Scott Lister, Risk Management Inspector (<a href="mailto:Scott.Lister@york.ca">Scott.Lister@york.ca</a>)</p>

## Service Delivery Standards

### Recommended TRCA Contact Points in the Municipal Class EA Planning & Design Process



**J**

**Appendix J-11 - Ministry of Natural  
Resources and Forestry**



## Eleni Dekaneas

---

**From:** Kowalyk, Bohdan (MNRF) <bohdan.kowalyk@ontario.ca>  
**Sent:** Tuesday, April 9, 2019 3:19 PM  
**To:** Jessica Dorgo; Andersen, Jeff (MECP)  
**Cc:** Martin Scott; Azmy, Nehal; Shapiera, Melanie (MNRF)  
**Subject:** RE: City of Markham - Highway 404 North Collector Roads EA

Hello Jessica,

MNRF would not be an approval authority for this project, but is available to provide technical advice on natural heritage components such as wetlands, woodlands, wildlife habitat, fisheries, and natural heritage systems.

As of April 1, the Ministry of the Environment, Conservation and Parks (MECP) has now assumed responsibility for the *Endangered Species Act* (ESA), including species at risk (SAR). Future correspondence related to ESA or SAR should be sent to [SAROntario@ontario.ca](mailto:SAROntario@ontario.ca) to reach MECP directly.

If supported by TRCA, an open bottom culvert crossing by Road A of the wetland with appropriate sizing and fencing maintaining the habitat and connectivity functions would seem to be defensible.

Although the woodland proposed to be crossed by Road E1 does not appear to be recognized in Markham's official plan, aerial photographs do not appear to show it to be entirely planted. For record purposes and possible design input, I would look forward to receiving your updated species inventory together with some quantitative description (e.g., tree diameters, heights) and ground-level photographs along the proposed route.

If there are any questions, please let me know.

Regards,

Bohdan Kowalyk, R.P.F.

District Planner, Aurora District, Ontario Ministry of Natural Resources and Forestry  
50 Bloomington Road, Aurora, Ontario L4G 0L8  
Phone: 905-713-7387; Email: [Bohdan.Kowalyk@Ontario.ca](mailto:Bohdan.Kowalyk@Ontario.ca)

---

**From:** Jessica Dorgo <Jessica.Dorgo@cima.ca>  
**Sent:** April-08-19 11:50 AM  
**To:** Kowalyk, Bohdan (MNRF) <bohdan.kowalyk@ontario.ca>; Andersen, Jeff (MECP) <Jeff.Andersen@ontario.ca>  
**Cc:** Martin Scott <Martin.Scott@cima.ca>; Azmy, Nehal <nazmy@markham.ca>  
**Subject:** RE: City of Markham - Highway 404 North Collector Roads EA

Good Morning Bohdan,

Thank you for your response regarding the Highway 404 North Collector Roads Class EA study. At this time we offer the following answers and responses to your questions.

**Question 1 : The green areas on your map represent parts of a provincially significant wetland. This wetland is proposed to be crossed by Road A north of 19th Avenue. Is there an analysis of the optimal future for this area?**

The City of Markham's long-term objectives for the planning precinct including the provincially significant wetland north of 19<sup>th</sup> Avenue are to develop this land for employment uses. The Development Plan for the OPA 149 Planning Area was completed before the designation of this wetland as part of a provincially significant wetland complex. As part of this Class EA however, we are only proposing one road crossing of the PSW with Road A. Future development within the planning precinct will be completed by the area developers. At this time, we are seeking MNRF's approval for the recommended collector road network which includes the crossing of the PSW with Road A.

Below are some of the proposed mitigation measures for this wetland crossing, assuming this is the only impact being proposed to this wetland. These mitigation measures will be included in the Environmental Study Report Commitments to Further Work table.

**Measures proposed to protect the identified Redside Dace habitat located downstream of wetland #15 (Source: Guidance for Development Activities in Redside Dace Protected Habitat, version 1.2, OMNRF, 2016)**

- For proposed road crossings in all indirect Redside Dace habitat (i.e., upstream of occupied reaches), there is more flexibility in the location and design of the crossings, as the impact on the habitat is lessened. If the form and/or function of these supporting features are maintained, an *Endangered Species Act* permit may be avoided. This can be achieved through the following:
  - In-water work should only be conducted during the recommended construction timing window of July 1 to Sept 15. This will ensure that Redside Dace and their habitats downstream are protected during the sensitive spawning period, as well as ensuring that the stream has stabilized and the riparian habitat is established before the winter months. Once construction is completed, the riparian habitat must be restored using native materials.
  - Construction should be undertaken during periods when the channel is dry or with minimal flow. Although flows may be absent, contingency plans should be established to address potential flows resulting from unanticipated storm events.
  - The length of time required for in-water work should be kept to a minimum.
  - Watercourses should not be blocked or flows impeded sufficiently to limit fish movement (i.e., pumping or diversion of flows around the work site can be used to avoid blocking flow during construction).
  - Appropriate sediment controls should be in place and measures taken to prevent sediment from exceeding 25 mg/L above background level during construction. Erosion and Sediment Control Plans should be designed to meet the above objectives by incorporating measures such as the following:
    - Erosion should be prevented by limiting the size of disturbed areas through such measures as:
      - Phasing grading and infrastructure installation;
      - Minimizing nonessential clearing and grading; and
      - Retaining existing vegetation.
    - Erosion should be minimized through measures including:
      - Minimizing the time that any area is exposed to erosion;
      - Focusing construction during a time of year when flows are minimal (e.g., summer) will help mitigate against potential erosion;
      - Any surface left exposed should have the soil stabilized (e.g., erosion control blankets, lockdown netting, seeding, spraying, utilization of methods to roughen the surface);
      - Minimize the slope length and gradient of disturbed areas; and
      - Store/stockpile soil outside of direct Redside Dace habitat and at least 30 m away from indirect Redside Dace habitat.
    - Sediment from the construction site should be captured through measures including:

- A multi-barrier approach to prevent sediment entering the stream;
  - Effective sediment and erosion ponds (i.e., appropriate structure, size and type required for site);
  - Methods to trap sediment (i.e., filter berms, sediment traps, vegetation, etc.); and
  - Monitor and maintain sediment and erosion controls at all times to ensure they are effective as well as monitor the receiving stream to ensure erosion and sediment controls are working effectively. Regular site meetings between the site inspector and contractors will ensure sediment and erosion controls are being emphasized and minor changes to improve effectiveness are being completed, as needed.
- Exposed soil should be graded to a stable angle and revegetated in a manner that prevents erosion.
  - Closed-bottom culverts should be installed so that the invert is embedded a minimum of 20 percent (of the culvert diameter) below the stream bed. This will facilitate fish passage by ensuring that the culvert is not perched during periods of low flow and help prevent flows from undercutting the culvert.
  - Slopes of culverts should mimic the natural stream bed.
  - Materials moved during construction activities should not be stockpiled where they can adversely affect drainage patterns and be a minimum of 30 m from the watercourse.
  - Utilities near streams should be located either over or under streams to avoid impact to Redside Dace habitat. By implementing these BMPs and avoiding impact to Redside Dace stream corridors, proponents can avoid the need for a permit. Utilities should be planned to be built in conjunction with new or replacement road crossings as part of the planning process.

#### **Measures proposed to protect wetland #15 as an identified groundwater seepage area**

- Subsurface investigations will be undertaken to confirm the need and extent of dewatering to construct footings, to ensure groundwater resources are not impacted.

#### **Measures proposed to preserve wetland #15 as a wildlife movement corridor (mainly for amphibians as wetlands downstream are recognized as a breeding ground for them)**

Design an Option B stream crossing as per *TRCA Crossings Guideline for Valley and Stream Corridors* (<http://www.trca.on.ca/dotAsset/214493.pdf>). The design will likely follow Option B.1 (these include structures such as open bottom culverts with dry passage provision alongside the watercourse) as the valley width is narrower than the movement capacity of the identified wildlife. These structures are expected to provide some level of connectivity for wildlife, provided the crossing design includes other important elements such as appropriate spacing between openings, adequate size, substrate, lighting condition, fencing considerations as outlined in Appendix 2C.

#### **Question 2: Proposed Road B north of 19th Avenue appears headed toward the wetland and contributing habitat of Redside Dace (endangered). Will it be able to avoid the sensitive habitats?**

Yes, after discussion with the Toronto and Region Conservation authority, it has been decided that this segment of Road B would not be proposed as part of the preferred road network as a large structure at a very high cost would be required to clear the full extent of the regulated area.

#### **Question 3: Proposed Road E1 crosses a wooded area. Do you have an inventory list of all tree species, including small seedlings, in this area (possibility of endangered Butternut)?**

The 2008 Background Natural Environment Report that was completed by Cunningham Environmental Associates for the *OPA 149 - Highway 404 North Secondary Plan Area* qualified this wooded area as an *Exotic Cultural Woodland* (CUW1-B) containing a variety of planted non-native (littleleaf linden, silver poplar, Scotch pine, Hoopsii blue spruce) and adventive and planted native species (Manitoba maple, white elm, common buckthorn, trembling aspen, basswood and white ash) and Butternut is not listed as a species that was observed on site at that time. An inventory will be completed in May of this year by CIMA+ to confirm that it is still the case.

We ask that you please advise if MNRF has any outstanding concerns with the recommended road network which is available on the FTP site below for download. The second Public Information Centre for this study is planned for April 24, 2019 and it would be greatly appreciated if you could provide any comments in advance of the public meeting.

## [Access the file transfer site](#)

Thank you,

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**JESSICA DORGO**, EIT  
Transportation

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---

**From:** Kowalyk, Bohdan (MNRF) <[bohdan.kowalyk@ontario.ca](mailto:bohdan.kowalyk@ontario.ca)>  
**Sent:** Thursday, March 14, 2019 3:12 PM  
**To:** Azmy, Nehal ([nazmy@markham.ca](mailto:nazmy@markham.ca)) <[nazmy@markham.ca](mailto:nazmy@markham.ca)>  
**Cc:** Jessica Dorgo <[Jessica.Dorgo@cima.ca](mailto:Jessica.Dorgo@cima.ca)>; Andersen, Jeff (MNRF) <[Jeff.Andersen@ontario.ca](mailto:Jeff.Andersen@ontario.ca)>; Martin Scott <[Martin.Scott@cima.ca](mailto:Martin.Scott@cima.ca)>  
**Subject:** RE: City of Markham - Highway 404 North Collector Roads EA

Hello,

I have not received any results of your environmental evaluations.

The green areas on your map represent parts of a provincially significant wetland. This wetland is proposed to be crossed by Road A north of 19<sup>th</sup> Avenue. Is there an analysis of the optimal future for this area?

Proposed Road B north of 19<sup>th</sup> Avenue appears headed toward the wetland and contributing habitat of Redside Dace (endangered). Will it be able to avoid the sensitive habitats?

Proposed Road E1 crosses a wooded area. Do you have an inventory list of all tree species, including small seedlings, in this area (possibility of endangered Butternut)?

Regards,

Bohdan Kowalyk, R.P.F.  
District Planner, Aurora District, Ontario Ministry of Natural Resources and Forestry  
50 Bloomington Road, Aurora, Ontario L4G 0L8  
Phone: 905-713-7387; Email: [Bohdan.Kowalyk@Ontario.ca](mailto:Bohdan.Kowalyk@Ontario.ca)

---

**From:** Andersen, Jeff (MNRF)  
**Sent:** March-14-19 10:41 AM



**To:** Strong, Steven (MNRF) <[steven.strong@ontario.ca](mailto:steven.strong@ontario.ca)>; Kowalyk, Bohdan (MNRF) <[bohdan.kowalyk@ontario.ca](mailto:bohdan.kowalyk@ontario.ca)>  
**Subject:** FW: City of Markham - Highway 404 North Collector Roads EA  
**Importance:** High

---

**From:** Azmy, Nehal <[nazmy@markham.ca](mailto:nazmy@markham.ca)>  
**Sent:** March 13, 2019 9:35 AM  
**To:** Andersen, Jeff (MNRF) <[Jeff.Andersen@ontario.ca](mailto:Jeff.Andersen@ontario.ca)>  
**Cc:** Jessica Dorgo <[Jessica.Dorgo@cima.ca](mailto:Jessica.Dorgo@cima.ca)>; Martin Scott - CIMA ([Martin.Scott@cima.ca](mailto:Martin.Scott@cima.ca)) <[Martin.Scott@cima.ca](mailto:Martin.Scott@cima.ca)>  
**Subject:** FW: City of Markham - Highway 404 North Collector Roads EA  
**Importance:** High

Hi Jeff,

I would like to follow up on the below information regarding the Highway 404 North Collector Roads EA Study.

A second public meeting is tentatively scheduled for April 2019 to present the final preferred alignment of the new north-south and east-west collector roads to the public.

Please let know if MNRF would like to meet and discuss before the public meeting.

Regards,

Nehal Azmy, P.Eng.  
Senior Capital Works Engineer  
T: 905.477.7000 Ext. 2197  
F: 905.479.7773  
E: [nazmy@markham.ca](mailto:nazmy@markham.ca)

---

**From:** Jessica Dorgo [<mailto:Jessica.Dorgo@cima.ca>]  
**Sent:** March 4, 2019 11:47 AM  
**To:** 'steven.strong@ontario.ca' <[steven.strong@ontario.ca](mailto:steven.strong@ontario.ca)>; 'aurora.mcallister@ontario.ca' <[aurora.mcallister@ontario.ca](mailto:aurora.mcallister@ontario.ca)>; 'steve.varga@ontario.ca' <[steve.varga@ontario.ca](mailto:steve.varga@ontario.ca)>; 'jeff.andersen@ontario.ca' <[jeff.andersen@ontario.ca](mailto:jeff.andersen@ontario.ca)>  
**Cc:** Martin Scott <[Martin.Scott@cima.ca](mailto:Martin.Scott@cima.ca)>  
**Subject:** City of Markham - Highway 404 North Collector Roads EA

Good Morning All,

As you may be aware, the City of Markham is conducting a Municipal Class EA study to confirm the final alignment of the new north-south and east-west collector roads in the Highway 404 North Planning District. A copy of the Notice of Study Commencement is attached for your reference. Several road networks and collector road alignments were developed and evaluated as part of the study. Prior to Public Information Centre #2, we would like to provide you with the preliminary recommended collector road network for your review and comment. A copy of the plan is available on the file transfer site below.

**[Access the file transfer site](#)**

Please feel free to contact us if you have any questions.

Thank you,

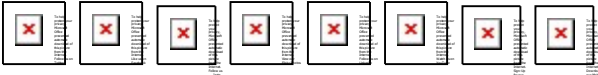
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**JESSICA DORGO, EIT**  
Transportation

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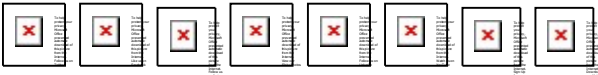
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**Connect with us:**



**J**

**Appendix J-12 - Town of  
Whitchurch-Stouffville**



## Eleni Dekaneas

---

**From:** Jessica Dorgo  
**Sent:** Wednesday, April 17, 2019 10:42 AM  
**To:** 'barry.laverick@townofws.ca'  
**Cc:** Martin Scott; 'Azmy, Nehal'  
**Subject:** FW: City of Markham - Highway 404 North Collector Roads EA

Hi Barry,

A copy of the draft PIC #2 display boards for the City of Markham Highway 404 North Collector Roads EA are available on the file transfer site below. We would appreciate if you could please review the boards and advise if the Town is agreeable to the proposed alignment of Road A. PIC #2 is scheduled for April 24<sup>th</sup> and we would appreciate your feedback prior to the public meeting, if possible.

### [Access the file transfer site](#)

Thank you,

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**From:** Jessica Dorgo  
**Sent:** Wednesday, April 3, 2019 10:47 AM  
**To:** 'Barry Laverick' <barry.laverick@townofws.ca>  
**Cc:** Martin Scott <martin.scott@cima.ca>; 'Azmy, Nehal' <nazmy@markham.ca>  
**Subject:** FW: City of Markham - Highway 404 North Collector Roads EA

Hi Barry,

We wanted to follow-up with you to confirm if the Town has any comments on the preliminary recommended plan for the Highway 404 North Collector Roads EA. We have an opportunity to protect for the extension of Road A northerly to the City boundary if this is something the Town is interested in. If not, we will proceed with the current alignment of Road A as shown on the plan. If you could please let us know if you have any comments in advance of our second Public Information Centre, it would be greatly appreciated.

Thank you,

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**JESSICA DORGO**, EIT  
Transportation

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---

**From:** Barry Laverick <[barry.laverick@townofws.ca](mailto:barry.laverick@townofws.ca)>  
**Sent:** Tuesday, March 12, 2019 11:28 AM  
**To:** Jessica Dorgo <[Jessica.Dorgo@cima.ca](mailto:Jessica.Dorgo@cima.ca)>  
**Cc:** Martin Scott <[Martin.Scott@cima.ca](mailto:Martin.Scott@cima.ca)>; Azmy, Nehal <[nazmy@markham.ca](mailto:nazmy@markham.ca)>  
**Subject:** RE: City of Markham - Highway 404 North Collector Roads EA

Understood Jessica. Thanks.

Regards,  
Barry

---

**From:** Jessica Dorgo <[Jessica.Dorgo@cima.ca](mailto:Jessica.Dorgo@cima.ca)>  
**Sent:** Tuesday, March 12, 2019 11:27 AM  
**To:** Barry Laverick <[barry.laverick@townofws.ca](mailto:barry.laverick@townofws.ca)>  
**Cc:** Martin Scott <[Martin.Scott@cima.ca](mailto:Martin.Scott@cima.ca)>; Azmy, Nehal <[nazmy@markham.ca](mailto:nazmy@markham.ca)>  
**Subject:** RE: City of Markham - Highway 404 North Collector Roads EA

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Hi Barry,

Mal Campagna owns two properties, one within the City of Markham jurisdiction and one within the Whitchurch-Stouffville jurisdiction. Both properties are adjacent to Woodbine Avenue but are not continuous across the municipal border. He noted that he is meeting with the mayor at the end of the month (March 25<sup>th</sup> in the evening).

Thanks,

---

**JESSICA DORGO**, EIT  
Transportation

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---

**From:** Barry Laverick <[barry.laverick@townofws.ca](mailto:barry.laverick@townofws.ca)>  
**Sent:** Monday, March 11, 2019 4:01 PM  
**To:** Jessica Dorgo <[Jessica.Dorgo@cima.ca](mailto:Jessica.Dorgo@cima.ca)>  
**Cc:** Martin Scott <[Martin.Scott@cima.ca](mailto:Martin.Scott@cima.ca)>; Azmy, Nehal <[nazmy@markham.ca](mailto:nazmy@markham.ca)>  
**Subject:** RE: City of Markham - Highway 404 North Collector Roads EA

Thanks Jessica. I have a couple of questions:

- Is the property owned by Mal Campagna contiguous across the Markham/Stouffville border?
- Who is the property owner meeting with in Stouffville -so I can distribute this accordingly.

Thanks in advance.

Regards,

Barry

---

**From:** Jessica Dorgo <[Jessica.Dorgo@cima.ca](mailto:Jessica.Dorgo@cima.ca)>  
**Sent:** Monday, March 11, 2019 2:42 PM  
**To:** Barry Laverick <[barry.laverick@townofws.ca](mailto:barry.laverick@townofws.ca)>  
**Cc:** Martin Scott <[Martin.Scott@cima.ca](mailto:Martin.Scott@cima.ca)>; Azmy, Nehal <[nazmy@markham.ca](mailto:nazmy@markham.ca)>  
**Subject:** City of Markham - Highway 404 North Collector Roads EA

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Hi Barry,

As discussed on the phone, the City of Markham is conducting a Municipal Class EA study to confirm the final alignment of the new north-south and east-west collector roads in the Highway 404 North Planning District. A copy of the Notice of Study Commencement is attached for your reference. Public Information Centre #1 was held on June 13, 2018 (presentation boards attached) and we are currently preparing for PIC #2 which is tentatively planned for April 2019. A plan of the preliminary recommended collector road network is available on the file transfer site below as well.

### [Access the file transfer site](#)

In advance of the second PIC, the Project Team held meetings with the impacted property owners. One property owner, Mal Campagna, mentioned that he owns property north of the EA study area within the Town of Whitchurch-Stouffville jurisdiction and has a meeting planned with the Town at the end of the month with respect to this property.

We kindly ask that you please distribute the study information to your team and provide us with any feedback or comments you may have. Please feel free to contact us if you have any questions.

Thank you,

---

**JESSICA DORGO**, EIT  
Transportation

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**J**

**Appendix J-13 - Hydro One**



## Derek Napoli

---

**From:** Jessica Dorgo  
**Sent:** Friday, May 10, 2019 11:25 AM  
**To:** 'maria.agnew@hydroone.com'  
**Cc:** 'Janet.O'Brien@HydroOne.com'; 'cory.ostrowka@infrastructureontario.ca'; Martin Scott; 'Azmy, Nehal'  
**Subject:** RE: City of Markham - Highway 404 North Collector Roads EA

Hi Maria,

As a follow up to my message below, could you kindly advise if a formal submission to the Licensees is required at this stage in the study. As part of the Class EA, the project team has met with the impacted properties owners including those for the registered easement north of 19th Avenue and the statutory easement at Collector Road D. It would be greatly appreciated if you could please advise if a more formal arrangement is required and if so, the process for submission.

Thank you,

---

**JESSICA DORGO, EIT**  
Transportation

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---

**From:** Jessica Dorgo  
**Sent:** Thursday, March 14, 2019 10:50 AM  
**To:** maria.agnew@hydroone.com  
**Cc:** Janet.O'Brien@HydroOne.com; cory.ostrowka@infrastructureontario.ca; Martin Scott <martin.scott@cima.ca>; Azmy, Nehal <nazmy@markham.ca>  
**Subject:** RE: City of Markham - Highway 404 North Collector Roads EA

Hi Maria,

Thank you for your response. Based on the information you provided, it is anticipated that the proposed collector roads will cross the transmission corridor in two locations:

- the registered easement north of 19<sup>th</sup> Avenue for Collector Road A
- the statutory easement at the location of Collector Road D (directly north of the TransCanada pipeline)

In order to receive approval from Hydro One to proceed with the current proposed alignments could you please advise regarding the process to submit a formal notification to the Licensees and applicable contact information, if possible.

Thank you,

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**JESSICA DORGO, EIT**  
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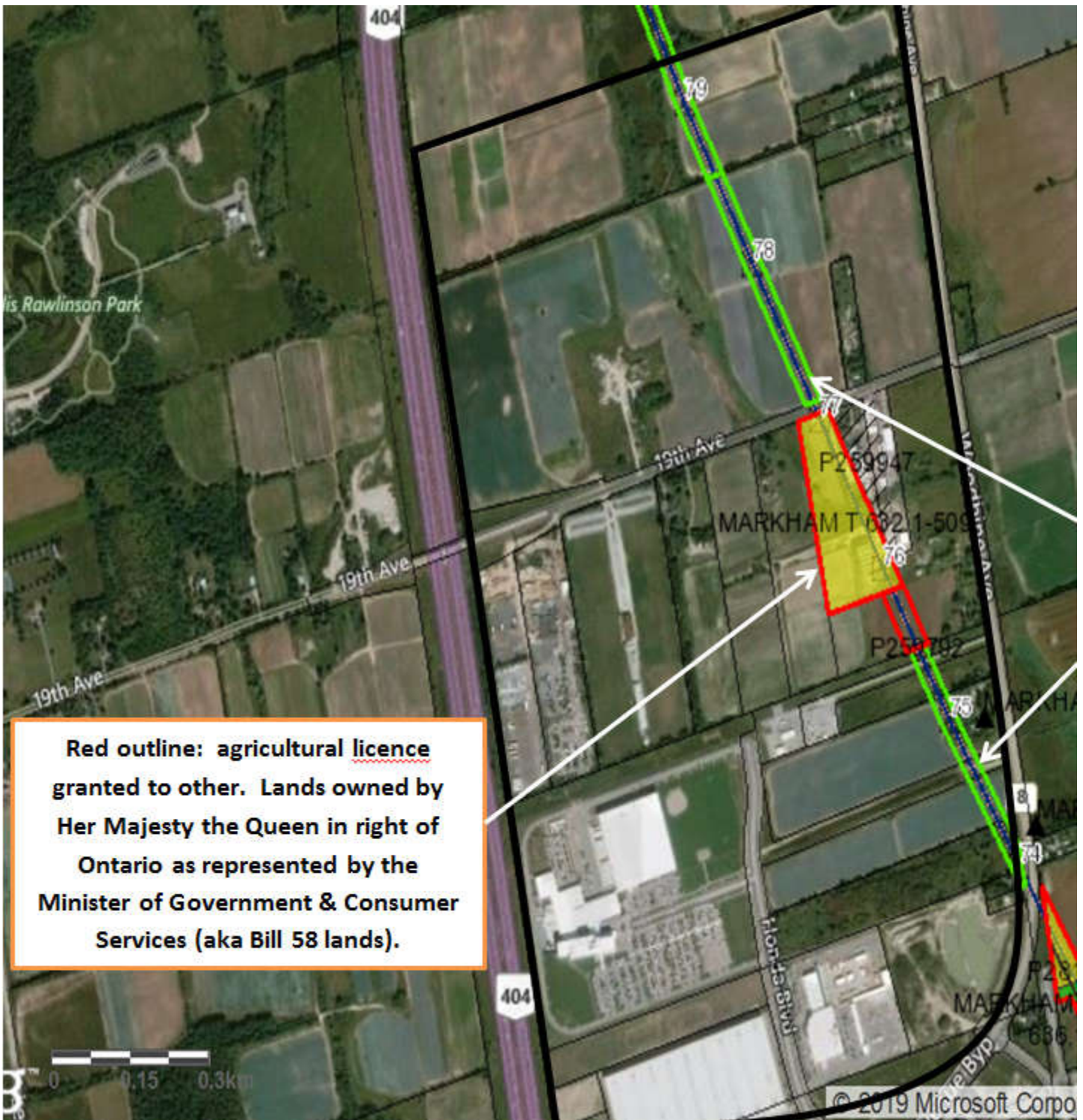


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**From:** [maria.agnew@hydroone.com](mailto:maria.agnew@hydroone.com) <[maria.agnew@hydroone.com](mailto:maria.agnew@hydroone.com)>  
**Sent:** Tuesday, March 12, 2019 11:56 AM  
**To:** Jessica Dorgo <[Jessica.Dorgo@cima.ca](mailto:Jessica.Dorgo@cima.ca)>  
**Cc:** Janet.O'Brien@HydroOne.com; [cory.ostrowka@infrastructureontario.ca](mailto:cory.ostrowka@infrastructureontario.ca)  
**Subject:** RE: City of Markham - Highway 404 North Collector Roads EA  
**Importance:** High

Good morning Jessica,

I can confirm that the City of Markham's Hwy 404 N Collector Rds Class EA will encompass Hydro One's 100 ft wide transmission corridor. That corridor consists of both registered (green) and statutory (red) easements. Please note that there is an existing licence (Markham T 632.1-509) within the red section of corridor. Therefore, formal notification to the Licensee would be required in advance of any plans by the City to carry out physical work or access onto that section of transmission corridor.



Feel free to contact me if you have any questions.

Thank you,

Maria Agnew  
Senior Real Estate Coordinator, Facilities & Real Estate, R32  
Hydro One Networks Inc.  
Tel: 905.946.6275  
Cell: 416.464.2045  
Fax: 905.946.6242

Email: [maria.agnew@HydroOne.com](mailto:maria.agnew@HydroOne.com)

---

**From:** Jessica Dorgo [<mailto:Jessica.Dorgo@cima.ca>]  
**Sent:** Tuesday, March 12, 2019 10:26 AM  
**To:** AGNEW Maria  
**Subject:** FW: City of Markham - Highway 404 North Collector Roads EA

**\*\*\* Exercise caution. This is an EXTERNAL email. DO NOT open attachments or click links from unknown senders or unexpected email. \*\*\***

Good Morning Maria & Antonette,

Following up on our February 25<sup>th</sup> correspondence, we were hoping you could please confirm if you are the correct contacts at Hydro One for our study. We kindly ask that you please let us know if Hydro One has any comments on this study. Please feel free to contact me if you have any questions.

Thank you,

---

**JESSICA DORGO**, EIT  
Transportation

T 289-288-0287 ext. 6819 F 289-288-0285  
400–3027 Harvester Road, Burlington, ON L7N 3G7 CANADA



---

**From:** Jessica Dorgo  
**Sent:** Monday, February 25, 2019 3:39 PM  
**To:** [maria.agnew@hydroone.com](mailto:maria.agnew@hydroone.com); [Antonette.TAVARES@HydroOne.com](mailto:Antonette.TAVARES@HydroOne.com)  
**Cc:** Martin Scott <[martin.scott@cima.ca](mailto:martin.scott@cima.ca)>  
**Subject:** City of Markham - Highway 404 North Collector Roads EA

Good Afternoon Maria & Antonette,

As you may be aware, the City of Markham is conducting a Municipal Class EA study to confirm the final alignment of the new north-south and east-west collector roads in the Highway 404 North Planning District. A copy of the Notice of Study Commencement is attached for your reference. There is a hydro corridor located within the study limits which we have been informed is not managed by Infrastructure Ontario. As such, the project team would like to invite you to attend an agency meeting to discuss the recommended alternative. The purpose of the meeting is to review the preliminary recommended alternative with the various property owners in the area to obtain your comments and feedback before proceeding to Public Information Centre #2. A plan of the preliminary recommended collector road network is available on the file transfer site below. We will be reviewing this plan at the meeting as well.

Can you please advise regarding your availability on the following dates:

- March 4, 2019
- March 5, 2019
- March 13, 2019

Once all attendees confirm availability we will provide you with the final meeting details. Please feel free to contact me if you have any additional questions.

[Access the file transfer site](#)

Thank you,

---

**JESSICA DORGO**, EIT  
Transportation

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