



January 16, 2020

Emilee O'Leary
Ministry of the Environment, Conservation and Parks
5775 Yonge Street, 8th floor,
Toronto ON, M2M 4J1

**Re: City of Vaughan
Municipal Class Environmental Assessment
Kirby Road Widening between Jane Street and Dufferin Street and
the Grade Separation of the Barrie Go Rail line at Kirby Road**

Dear Emilee O'Leary,

The City of Vaughan has initiated a Municipal Class Environmental Assessment (Class EA) for the widening of Kirby Road between Jane Street and Dufferin Street, grade separation of the Barrie Go Rail line at Kirby Road, and the elimination of the jog at the intersection of Kirby Road and Jane Street. The Study will fulfill the requirements of Schedule 'C' as outlined in the Municipal Engineers Association Municipal Class EA guidelines (October 2000, as amended in 2007, 2011, and 2015). The purpose of this letter is to inform your agency of the study and to invite a representative to participate as a member of the Technical Advisory Committee (TAC). The TAC will meet in advance of key decision points to review areas of interest, key findings and need for approvals.

We kindly request that you indicate your interest in the study and/or TAC by completing and returning the enclosed reply form to the undersigned before **February 14, 2020**. If this notice has reached you in error, we would appreciate it if you could forward this request to the appropriate contact within your organization or advise the undersigned.

We look forward to your reply. Should you have any questions, please do not hesitate to contact the undersigned at (289) 695-4653 or Tara.Erwin@hdrinc.com.

Yours truly,
HDR Corporation

Tara Erwin, P.Eng.
Consultant Project Manager

cc: Hilda Esedebe, P.Eng. City of Vaughan



TECHNICAL ADVISORY COMMITTEE (TAC) - REPLY FORM (Please Print)

**Re: City of Vaughan
Municipal Class Environmental Assessment
Kirby Road Widening between Jane Street and Dufferin Street and
the Grade Separation of the Barrie Go Rail line at Kirby Road**

Date:

Name:

Title:

Agency:

Address:

..... **Postal Code:**

Phone: **Fax:**

Email:

Does your agency wish to be kept informed of the Study? (Circle Yes or No)

Yes No

**Does your agency wish to participate as a member of the Technical Advisory
Committee?** (Circle Yes or No) **Yes No**

Comments:

.....

Please return this form to the contact below by February 14, 2020.

Tara Erwin, P.Eng., Consultant Project Manager
Mailing Address: HDR Corp.
100 York Boulevard, Richmond Hill, ON L4B 1J8
Email: Tara.Erwin@hdrinc.com

With the exception of personal information, all comments will become part of the public record.



January 16, 2020

Maria Agnew
Hydro One
483 Bay Street, North Tower, 15th Floor Reception
Toronto ON M5G 2P5

**Re: City of Vaughan
Municipal Class Environmental Assessment
Kirby Road Widening between Jane Street and Dufferin Street and
the Grade Separation of the Barrie Go Rail line at Kirby Road**

Dear Maria Agnew,

The City of Vaughan has initiated a Municipal Class Environmental Assessment (Class EA) for the widening of Kirby Road between Jane Street and Dufferin Street, grade separation of the Barrie Go Rail line at Kirby Road, and the elimination of the jog at the intersection of Kirby Road and Jane Street. The Study will fulfill the requirements of Schedule 'C' as outlined in the Municipal Engineers Association Municipal Class EA guidelines (October 2000, as amended in 2007, 2011, and 2015). The purpose of this letter is to inform your agency of the study and to invite a representative to participate as a member of the Technical Advisory Committee (TAC). The TAC will meet in advance of key decision points to review areas of interest, key findings and need for approvals.

We kindly request that you indicate your interest in the study and/or TAC by completing and returning the enclosed reply form to the undersigned before **February 14, 2020**. If this notice has reached you in error, we would appreciate it if you could forward this request to the appropriate contact within your organization or advise the undersigned.

We look forward to your reply. Should you have any questions, please do not hesitate to contact the undersigned at (289) 695-4653 or Tara.Erwin@hdrinc.com.

Yours truly,
HDR Corporation

Tara Erwin, P.Eng.
Consultant Project Manager

cc: Hilda Esedebe, P.Eng. City of Vaughan

NOTICE OF COMMENCEMENT
ENVIRONMENTAL ASSESSMENT STUDY

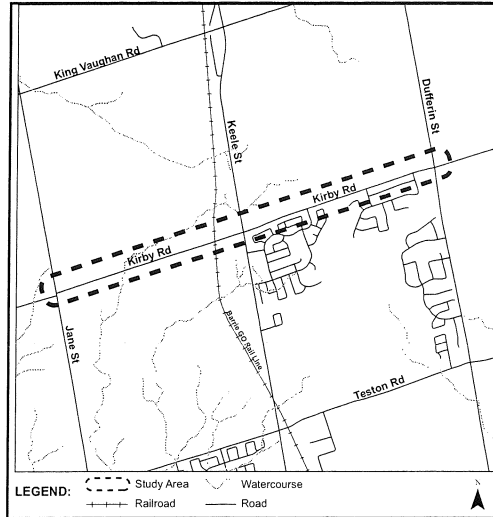
**Kirby Road Widening between Jane Street and
Dufferin Street and the Grade Separation of the
Barrie Go Rail line at Kirby Road**

THE STUDY

The City of Vaughan's North Vaughan and New Communities Transportation Master Plan (2019) recommended widening Kirby Road between Jane Street and Dufferin Street, grade-separation of the Barrie Go Rail line at Kirby Road and jog elimination at the intersection at Kirby Road and Jane Street. These recommendations were made to address capacity and operational improvements identified for Kirby Road and to accommodate planned growth in the City for all roadway users.

THE PROCESS

The study completed Phases 1 and 2 of the Municipal Class Environmental Assessment (EA) process, identifying improvements to address transportation needs for pedestrians, cyclists, transit users and motorists. Specifically for the Kirby Road corridor, the study recommended widening Kirby Road from two to four lanes between Jane Street and Dufferin Street with active transportation facilities, a grade-separation of the Barrie Go Rail line crossing at Kirby Road and elimination of the existing jog at the intersection at Kirby Road and Jane Street.



The City of Vaughan has initiated the Class EA Study for the Kirby Road corridor to complete Phases 3 and 4 of the Municipal Class EA process for the above noted improvements. The Class EA study will reconfirm the need and determine the preferred design for the widening, grade-separation and jog elimination for the corridor.

The Class EA study will assess the proposed improvements with consideration of impacts to transportation service and the natural, socio-economic and cultural environments. The Study will be completed in accordance with the planning and design process for Schedule 'C' projects, as outlined in the Municipal Engineers Association (MEA) Municipal Class EA guidelines (October 2000, as amended in 2007, 2011 and 2015). Upon study completion, an Environmental Study Report will be made available for public review and comment. The Class EA will document the study and consultation process and decision-making rationale.

CONSULTATION

The City of Vaughan values the voice of its citizens and is dedicated to having a dialogue with the community that is open, transparent, accessible and inclusive. Consultation with citizens is a key component of the study. The City will engage and collaborate with stakeholders to learn, educate and discuss possible ways to improve transportation choices to create a more sustainable and transportation-oriented future.

A Public Information Centre (PIC) will be held to present the study findings to-date, share alternative designs and evaluations, and study recommendations for public review and comment. PIC dates and other details will be advertised closer to consultation dates.

Join the conversation. Visit vaughan.ca/KirbyWidening for study updates and opportunities to get involved in the decisions for this project.

CONTACT US

To join the study mailing list or to share comments, please contact:

Hilda Esedebe, P.Eng.
City of Vaughan
Project Manager
2141 Major Mackenzie Dr.
Vaughan, ON L6A 1T1
T: 905-832-2281, ext. 8484
E: Hilda.Esedebe@vaughan.ca

Tara Erwin, P.Eng.
HDR Corp.,
Consultant Project Manager
100 York Blvd., Suite 300
Richmond Hill, ON L4B 1J7
T: 289-695-4653
E: Tara.Erwin@hdrinc.com

Information is being collected under the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

January 22, 2020

EMAIL ONLY

Tara Erwin
City of Vaughan
100 York Boulevard
Richmond Hill, ON L4B 1J8
Tara.Erwin@Hdrinc.com

MHSTCI File : **0011757**
Proponent : **City of Vaughan**
Subject : **Notice of Commencement**
Project : **Kirby Road Widening**
Location : **Between Jane Street and Dufferin Street and the Grade Separation of the Barrie and Go Rail line at Kirby Road**

Dear Tera Erwin:

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

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

Under the EA process, the proponent is required to determine a project's potential impact on cultural heritage resources. The recommendations below are for a Schedule C Municipal Class EA project, as described in the notice of study commencement. If any municipal bridges may be impacted by this project, we can provide additional screening documentation as formulated by the Municipal Engineers Association in consultation with MHSTCI.

Project Summary

The City of Vaughan's North Vaughan and New Communities Transportation Master Plan (2019) has recommended widening Kirby Road between Jane Street and Dufferin Street, grade separation of the Barrie Go Rail line at Kirby Road and jog elimination at the intersection at Kirby Road and Jane Street. These recommendations were made to address capacity and operational improvements identified for Kirby Road and to accommodate planned growth in the City for all roadway users.

Identifying Cultural Heritage Resources

While some cultural heritage resources may have already been formally identified, others may be identified through screening and evaluation. 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

This EA project may impact archaeological resources and should be screened using the MHSTCI [Criteria for Evaluating Archaeological Potential](#) to determine if an archaeological assessment is needed. MHSTCI archaeological sites data are available at archaeology@ontario.ca. If the EA project area exhibits archaeological potential, then an archaeological assessment (AA) should be undertaken by an archaeologist licenced under the *OHA*, who is responsible for submitting the report directly to MHSTCI for review.

Built Heritage and Cultural Heritage Landscapes

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

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

Environmental Assessment Reporting

All technical cultural heritage studies and their recommendations are to be addressed and incorporated into EA projects. Please advise MHSTCI whether any technical cultural heritage studies will be completed for this EA project, and provide them to MHSTCI before issuing a Notice of Completion or commencing any work on the site. If 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 MHSTCI on this project and please continue to do so throughout the EA process. If you have any questions or require clarification, do not hesitate to contact me.

Sincerely,

Joseph Harvey
On behalf of

Dan Minkin
Heritage Planner
Heritage Planning Unit
Dan.Minkin@ontario.ca

Copied to: Hilda Esedebe, P.Eng. City of Vaughan
Azadeh Heydari, MA.Sc. HDR

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. MHSTCI 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 MHSTCI 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 MHSTCI 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 Registrar, Burials of the Ministry of Government and Consumer Services (416-326-8800) must be contacted. In situations where human remains are associated with archaeological resources, MHSTCI 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*.

February 14, 2020

CFN 61133; X-Ref: 57560; 50568

BY E-MAIL ONLY

Ms. Hilda Esedebe, P.Eng., MBA, M.Sc. (hilda.esedebe@vaughan.ca)
Transportation Project Manager
Infrastructure Planning and Corporate Asset Management,
City of Vaughan,
2141 Major Mackenzie Drive,
Ontario, L6A 1T1

Dear Ms. Esedebe:

**Re: Notice of Commencement
Kirby Road Widening between Jane Street and Dufferin Street and the Grade Separation of the
Barrie Go Rail Line at Kirby Road
Municipal Class Environmental Assessment – Schedule C
Don River Watershed; City of Vaughan; Regional Municipality of York**

Toronto and Region Conservation Authority (TRCA) staff received the Notice of Commencement for the above noted Environmental Assessment on January 23, 2020.

PROJECT OVERVIEW

It is our understanding that this undertaking involves the widening of Kirby Road from Jane Street to Dufferin Street from two to four lanes with active transportation facilities, a grade separation of the Barrie GO Rail Line crossing and elimination of the existing jog at the intersection at Kirby Road and Jane Street.

Please note that staff reviewed the City of Vaughan's North Vaughan and New Communalities Transportation Master Plan and provided comments on October 11, 2019. Staff understands the Notice of Commencement is to initiate Phase 3 and 4 of the Municipal Class Environmental- Schedule C. TRCA staff reviewed the draft Terms of Reference (TOR) for this project and provided comments on March 13, 2019.

TRCA AREAS OF INTEREST

As detailed in TRCA's 2014 [The Living City Policies](#) (LCP), TRCA has a number of commenting roles relative to its review of this environmental assessment, including:

1. Regulatory Authority
2. Delegated Provincial Interests
3. Public Commenting Body
4. Resources Management Agency
5. Service Provider
6. Landowner

These are further detailed in **Appendix A: TRCA Commenting Roles**.

TRCA AREAS OF INTEREST

In relation to this application, TRCA staff has identified several areas of interest within the study area related to these various commenting roles, including:

1. TRCA Program and Policy Areas
 - A. Natural System Programs and Policies
 - B. Sustainability Programs and Policies
2. Provincial Program Areas
3. Federal Program Areas

Further details are provided in **Appendix B: TRCA Areas of Interest**.

In relation to these areas of interest, please be advised that TRCA has select digital data available through an open data platform on the [TRCA website](#) that should be used to supplement the existing conditions analysis in the development of the environmental assessment. Upon request, TRCA can provide additional data for areas of interest not available on the web. Please contact the undersigned as needed.

ASSESSMENT OF ALTERNATIVES

In developing, evaluating and selecting alternatives, staff require the LCP policies be considered. TRCA staff recommends the preferred alternative meets the policies of Section 7. In particular, impacts to and opportunities for the following should be addressed:

1. Flooding, erosion or slope instability
2. Existing landforms, features and functions
3. Aquatic and terrestrial habitat and functions, including connectivity
4. TRCA property and heritage resources
5. Environmental best management practices that support climate change mitigation and adaptation
6. Community and public realm benefits

TRCA requires that the preferred alternative considers avoiding, minimizing, mitigating, and compensating impacts to the ecosystem, and avoid, mitigate or remediate hazards, in that order. In order to fulfil requirements of Ontario Regulation 166/06 at the detailed design stage, staff also requires that the preferred alternative meets LCP policies in Section 8.

In order to ensure TRCA concerns are addressed early in the review process, it is recommended that the TRCA planner be contacted when key project milestones are reached, as detailed in **Appendix C: Recommended Contact Points**. Please contact the undersigned TRCA planner to discuss the appropriate time for a site visit, ensure the TRCA planner is included in all Technical Advisory Committee (TAC) meetings.

SUBMISSION REQUIREMENTS

As this project proceeds through the various stages of the environmental assessment process, please ensure the following is provided to TRCA for review and comment at the appropriate time. Please note that prior to submitting the technical reports and materials, as well as appendices related to the draft and final EA documents, it is recommended that the project manager be contacted so that review requirements can be scoped to the TRCA areas of interest.

Paper Copies

1. One copy of draft technical reports and associated materials, including a covering letter that outlines the project purpose and lists the reports enclosed for review.
2. One copy of draft evaluation criteria and matrices, including a summary that details how the criteria and weighting (if applicable) were established.
3. One copy of the draft EA document, including a covering letter that outlines how previous TRCA comments have been addressed.

4. One copy of the Final EA document, including a covering letter that outlines how previous TRCA comments have been addressed.

Digital Submissions

1. All TAC meeting agendas, as well as draft and final meeting minutes.
2. All TRCA technical meeting agendas, as well as draft and final meeting minutes.
3. Draft public information centre presentation boards, prior to public review.
4. Notices of public meetings, including final display material and handouts.
5. Draft technical reports and associated materials, including a covering letter that outlines the project purpose and lists the reports enclosed for review.
6. Draft evaluation criteria and matrices, including a summary that details how the criteria and weighting (if applicable) were established.
7. Draft EA document, including a covering letter that outlines how previous TRCA comments have been addressed.
8. Final EA document, including a covering letter that outlines how previous TRCA comments have been addressed.

Please ensure all materials are submitted in PDF format, with drawings pre-scaled to print on 11"x17" pages. Materials submitted through e-mail must be less than 2.5 MB, and materials submitted through a file transfer protocol (FTP) site must be posted a minimum of two weeks.

Should you have any questions, please contact me at extension 5715 or at mislam@trca.on.ca.

Yours truly,



Mirul Islam
Planner, Infrastructure Planning and Permits
Development and Engineering Services

Encl. Appendix A: TRCA Commenting Roles
 Appendix B: TRCA Areas of Interest
 Appendix C: Recommended TRCA Contact Points

BY E-MAIL

cc: Consultant Azadeh Heydari, M.A.Sc., HDR, azadeh.heydari@hdrinc.com

 City of Vaughan: Selma Hubjer (Selma.Hubjer@vaughan.ca)

 TRCA: Beth Williston, Associate Director, Infrastructure Planning and Permits
 Suzanne Bevan, Senior Planner, Infrastructure Planning and Permits
 Jackie Burkart, Senior Planner, Development Planning and Permit

APPENDIX A: TRCA COMMENTING ROLES

TRCA COMMENTING ROLES	
Public Commenting Body	
Planning Act	Pursuant to the Planning Act , conservation authorities are a “public commenting body”, and therefore must be notified of municipal policy documents and planning and development applications under the Planning Act. TRCA comments according to its Board-approved policies as a local resource management agency to the municipality planning approval authority on these documents and applications.
Environmental Assessment Act	Pursuant to the federal and provincial environmental assessment (EA) Acts, conservation authorities are a commenting body. Conservation authorities are also responsible for comments made under environmental assessment (EA) exemption regulations, and the Ontario and National Energy boards. TRCA reviews and comments on environmental assessment that occur within TRCA’s jurisdiction under these various forms of legislation.
Delegated Provincial Interests	
Hazard Lands	As outlined in the Conservation Ontario/ Ministry of Natural Resources and Forestry/ Ministry of Municipal Affairs and Housing Memorandum of Understanding on CA Delegated Responsibilities, CAs have been delegated the responsibility of representing the provincial interest on natural hazards encompassed by Section 3.1 of the PPS 2014.
Conservation Authorities Act	
Regulatory Authority	
Ontario Regulation 166/06, Development, Interference with Wetlands and Alterations to Shorelines and Watercourses	<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 The Living City Policies (2014).</p>
Resources Management Agency	
TRCA Programs	In accordance with Section 20 and 21 of the Conservation Authorities Act , CAs are local watershed-based natural resource management agencies that develop programs that reflect local resource management needs within their jurisdiction. TRCA has developed programs and policies related to our role as a resource management agency that include, but are not limited to, watershed plans, fisheries management plans, land management plans, ecosystem restoration programs, and The Living City Policy (2014), which are approved by the TRCA Board.

	Please confirm that the preferred alternative design for this project addresses TRCA concerns related to its program areas. These will be further defined through the EA review process.
Landowner	
TRCA Property	TRCA is a major landowner in the GTA, owning close to 18,000 hectares of land. TRCA comments provided as a landowner are separate from comments provided under a technical, advisory or regulatory role.
Acquisition and Easement	If TRCA property land transfer or easement is required for the implementation of the preferred alternative, permission and approval from TRCA and the Minister of Natural Resources and Forestry are required. The design must demonstrate that TRCA program and policy objectives are met. Formal approval typically takes 12 to 18 months from the completion of the EA document. Please contact Brandon Hester, Property Agent at Brandon.hester@trca.ca for additional information.
Permission to Enter	If TRCA property access is required for the purpose of completing technical studies associated with this project, a Permission To Enter (PTE) must be obtained from TRCA Property staff prior to entry. Please contact Brandon Hester, Property Agent at Brandon.hester@trca.ca for additional information.
Archaeological Resources	An archaeological review by TRCA's archaeological staff must precede any disturbance to TRCA property. If an archaeological assessment is required, scheduling will be subject to weather, seasonal programs and other field work and are at additional cost to the proponent. Please contact Alistair Jolly, Archaeologist at ajolly@trca.ca for additional information.
Service Provider	
	Service Level Agreements: TRCA has service level agreements to provide EA Review services to various partners within specific service delivery timelines. Fees are charged as per agreement stipulations; review fees are not charged for individual files. Memorandum of Understandings: The provision of planning advisory services to municipalities is implemented through a Memorandum of Understandings (MOU) with participating municipalities or as part of a CA's approved program activity. In this respect, the CA is essentially acting as a technical advisor to municipalities. The agreements cover the CA's areas of technical expertise such as water management, natural hazards, and natural heritage.
Restoration Opportunities	TRCA requires that the preferred alternative considers avoiding, minimizing, mitigating, and compensating impacts to ecosystems in that order. In areas where impacts are unavoidable, mitigation or compensation will be required. It is recommended that the costs associated with these impacts be factored into decisions made during the EA. TRCA has identified opportunities for habitat restoration and enhancement on TRCA property and some privately-owned lands, targeted to improve natural form and function based on goals in the watershed strategies. Should ecosystem restoration or compensation be required for this project, TRCA may be able to provide both restoration opportunities and restoration field services on a project specific basis. This will be further discussed through the EA review process.

<p>Community and Public Realm Benefits</p>	<p>TRCA understands that purpose of providing project-based community benefits is to provide measurable economic benefits to the local community, and that the purpose of providing public realm benefits is to support local opportunities for social and environmental improvements.</p> <p>As part of the TRCA Strategic Plan, TRCA has identified the need to achieve measurable positive impacts on the health of our watersheds and has developed a number of programs that actively engage with local communities to support a green, local economy. These programs include but are not limited to, Sustainable Neighbourhood Retrofit Action Plans, TRCA Conservation Land Care Program, TRCA Trails Program, TRCA Community Transformation Program and Partners in Project Green.</p> <p>It is recommended that commitment be made to work with TRCA and other partners to develop a Community and Public Realm Benefits Strategy for this project.</p>
---	--

APPENDIX B: TRCA AREAS OF INTEREST

<p>TRCA PROGRAM AND POLICY AREAS <i>Note: Additional program and policy information may be available at www.trca.on.ca, or by request.</i></p>	
<p>Natural System Programs and Policies</p>	
<p>Systems Approach</p>	<p>TRCA follows a systems approach in which the natural features and water resources are considered in relation to each other and the broader landscape in which they occur. The systems approach recognizes the role that linkages and connectivity within the natural system has in supporting ecological and hydrologic processes and functions that are vital to maintaining a healthy and robust natural system that is resilient against the impacts of urbanization and climate change.</p> <p>An assessment of the existing systems, together with an evaluation as to how the proposal may impact the systems is required.</p>
<p>Aquatic Systems, Species and Habitat</p>	<p>The aquatic system includes watercourses, wetlands, and flora and fauna species. Aquatic 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 has prepared watershed plans or strategies, as well as fisheries management plans for some watersheds. The proposal must prevent negative impacts to the aquatic system, and as such, TRCA requires an assessment of the existing aquatic system, an evaluation as to how the proposal will meet the objectives articulated in the watershed plan or strategy, and/or an evaluation as to how the proposal will meet the objectives of the fisheries management plan.</p>

<p>Terrestrial System, Species and Habitat</p>	<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 has identified the need to improve both the quality and quantity of terrestrial habitat. TRCA's Terrestrial Natural Heritage System Strategy 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.</p> <p>TRCA requires an assessment of the existing terrestrial species and habitat, together with an evaluation as to how the proposal will meet the objectives articulated in the watershed plan or terrestrial natural heritage strategy, as well as prevent negative impacts to the terrestrial system.</p>
<p>Groundwater Systems</p>	
<p>Aquifers and Hydrogeological Features and Functions</p>	<p>Groundwater systems include aquifers and their functional connections to surface water. The extraction and discharge of groundwater has the potential to negatively impact surrounding natural features and their functions. 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 temperature, erosion and sedimentation, as well other water quantity and quality issues.</p> <p>TRCA requires geotechnical or hydrogeological investigations to confirm dewatering and discharge requirements, and to identify appropriate mitigation measures with respect to potential impacts to natural features and functions.</p>
<p>Surface Water Systems</p>	
<p>Watercourses</p>	<p>Typically, watercourses are associated with aquatic species, and direct or indirect 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.</p> <p>TRCA requires an environmental study or site confirmation of watercourse locations.</p>
<p>Meander Belt</p>	<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 requires a meander belt delineation study or fluvial geomorphology analysis to confirm that any development does not conflict with natural channel processes.</p>
<p>Regulatory Flood Plain</p>	<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. TRCA's framework for Flood Plain Management is the LCP.</p> <p>TRCA requires a flood study or hydraulic update to confirm that there will be no impacts to the storage or conveyance of flood waters.</p>

Wetlands	<p>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 and Forestry as Provincially Significant or Locally Significant. Other wetlands have also been identified on a site-specific basis by TRCA.</p> <p>All wetlands are regulated under Ontario Regulation 166/06. TRCA requires an environmental study or site confirmation of wetland locations.</p>
Storm Water Management, including Green Infrastructure	<p>Stormwater management is integral to the health of streams, rivers, lakes, fisheries and terrestrial habitats, and source water protection is integral for managing the quality and quantity of drinking water at its source.</p> <p>TRCA requires all development, infrastructure and site alteration meet the criteria in the TRCA 2012 Stormwater Management Criteria document for water quantity, water quality, erosion control, discharge water temperature, and water balance for groundwater recharge and natural features.</p> <p>Green Infrastructure techniques, including Low Impact Development (LID) measures should be used to address issues related to stormwater management, as well as maximize ecosystem services and mitigate the impacts of urbanization and climate change.</p> <p>For further information, please refer to https://sustainabletechnologies.ca/home/urban-runoff-green-infrastructure, particularly the 2010 Low Impact Development Stormwater Management Planning and Design Guide.</p>
Valley Slopes	
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> <p>TRCA requires the determination of the long term stable crest of slope (or toe of slope) through a staking with TRCA staff, as well as a geotechnical assessment.</p>
PROVINCIAL PROGRAM AREAS	
Clean Water Act and Credit Valley - Toronto & Region - Central Lake Ontario (CTC) Source Protection Plan	<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. Please be advised that the subject property appears to fall within the Intake Protection Zone (IPZ) and Highly Vulnerable Aquifers (HVA) vulnerable areas under the Credit Valley - Toronto and Region - Central Lake Ontario Source Protection Plan (CTC SPP). For further information and the CTC Source Protection Plan, please refer to www.ctcswp.ca.</p>

Please confirm that the preferred alternative design for this project conforms with the **CTC SPP**.

Please contact the Ministry of Natural Resources and Forestry (MNRF) to confirm if there are program interests related to this project for:

- **Areas of Natural and Scientific Interest (ANSI)**
- **Provincially Significant Wetlands (PSW)**

Please contact the Ministry of Environment, Conservation and Parks (MOECP) to confirm if there are program interests related to this project for:

- **Provincially Endangered Species under the Species at Risk Act (SARA)**

Please be advised that this list is not inclusive, and the onus is on the proponent and its consultants to consult with other provincial agencies, as required, to ensure that requirements of their respective legislation is met.

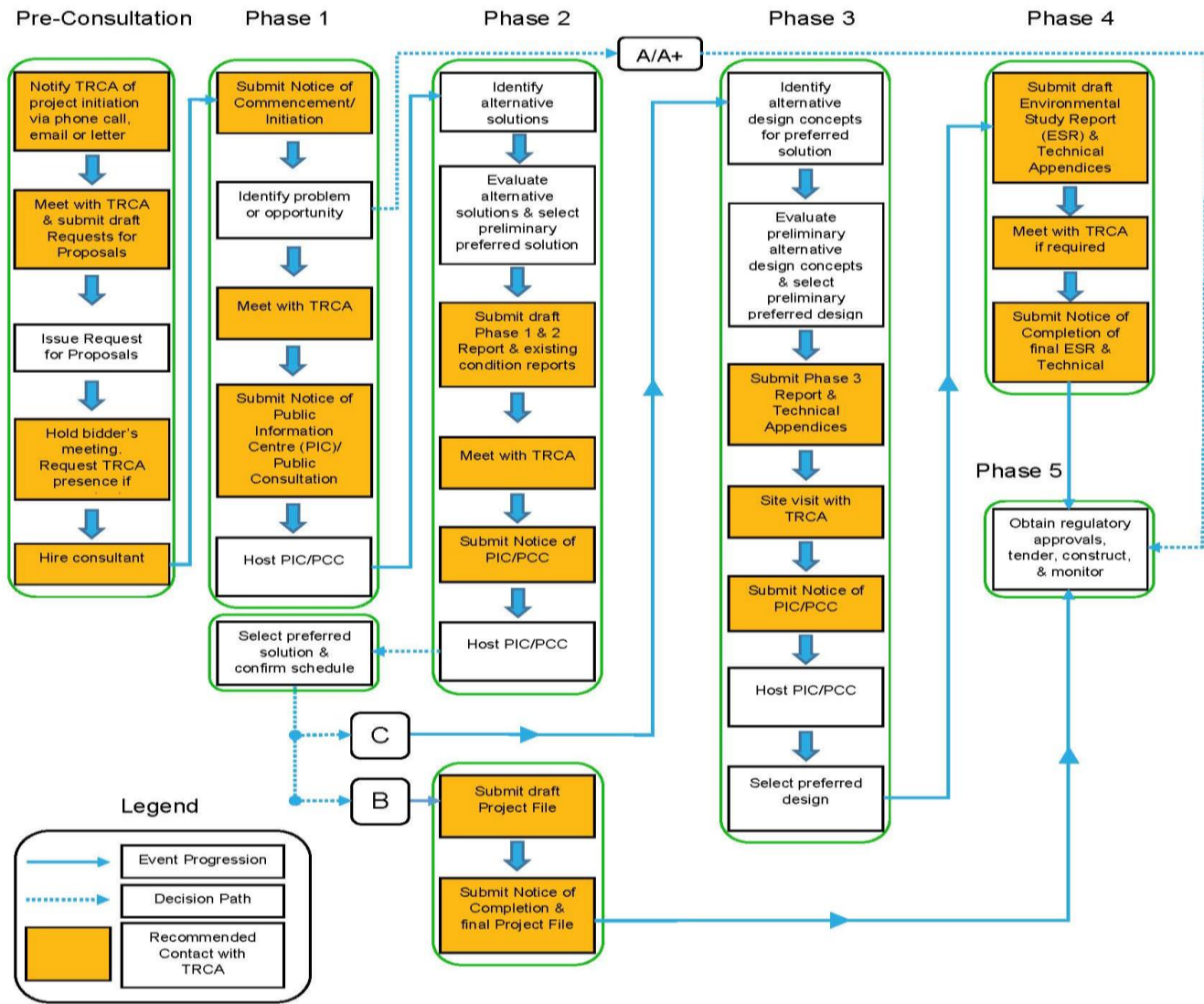
FEDERAL PROGRAM AREAS

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

- Asian Long-horned Beetle Regulated Area
- Federally Endangered Species under the **Endangered Species Act (ESA)**
- The **Fisheries Act**

Please be advised that this list is not inclusive and the onus is on the proponent and its consultants to consult with other provincial agencies, as required, to ensure that requirements of their respective legislation is met.

APPENDIX C: RECOMMENDED TRCA CONTACT POINTS IN THE MCEA PROCESS



APPENDIX A: TRCA COMMENTS AND PROPONENT RESPONSES

ITEM	TRCA COMMENTS (January 14, 2022)	PROPONENT/CONSULTANT RESPONSE
Water Resources Comments:		
1	<p>Please provide the digital HECRAS model, so that the model can be verified based on TRCA standards and to ensure no negative impacts during all design storm events (2 to 100 year and Regional) as a result of the proposed scenarios provided in Table 3-3 of Drainage Report. Staff understands that the recommended culvert crossing type identified in the Crossing Assessment Memo is replacement of existing twin CSP culvert with a single concrete box culvert of dimension of 3.9 m X 1.2 m. Since, the crossing is overtopped during the regional storm, TRCA strongly recommends to utilize this opportunity to improve the safety of the crossing by selecting the twin concrete box 3.9 m x 1.2 m culvert alternative, raising roadway profile to eliminate overtopping and increase in hydraulic capacity (Option C in Table 3-3 in the Drainage Report).</p>	
2	<p>Please note that there is a floodplain spill north of the proposed Metrolinx Railway underpass in the TRCA hydraulic model which may impact the flood conditions at the road. Please demonstrate that this spill will not affect the proposed underpass. Please ensure Metrolinx is aware of this comment and ensure future design works in the area are coordinated with Metrolinx.</p> <p>TRCA staff looks forward to working with the proponents to design the stormwater relief system of the Metrolinx Underpass.</p>	
3	<p>Staff recognizes that the proponent has provided quantity control calculations for unitary flow rates and 2- 100-year post to pre quantity controls. Please provide details to demonstrate that it is feasible to achieve the storage volume requirements within the Road Right of Way.</p> <p>With regards to LID options, staff recognizes that information is provided in Table 07 of the Draft Drainage and Stormwater Management Report. However, please provide the background calculations for the storage requirements in the table to demonstrate that TRCA water quality, water balance and erosion control criteria are met. Similarly, provide details on the feasibility of the bioretention facility within the project area.</p>	
4	<p>Staff recognizes that the Fluvial Geomorphological Report affirms the proposed culvert sizing. Please include additional recommendations from the Fluvial Geomorphological Report to the recommendation for the recommended structure on Page 9 of the Crossing Assessment Memo.</p>	

5	<p>During detailed design, please also ensure that the design flows be reviewed and verified to confirm any changes to the land-use and associated hydrologic information that may affect the peak flows presented in this Class EA study.</p>	
<p>Ecology Comments:</p>		
6	<ul style="list-style-type: none"> • For the proposed GO Transit crossing, TRCA staff recommends a waterproof structure so that permanent dewatering of the groundwater can be avoided. • All proposed street lighting should minimize potential light pollution into natural areas. • The proposed right-of-way should be minimized to the extent possible. • The Report indicates that construction timing will have consideration for the bird nesting season, however it should also include breeding times for amphibians, given the proposed wetland removals. • The report stated that ESC measures will be in accordance with OPSS, however TRCA staff request that for all areas regulated by the TRCA, that our ESC Guidelines for Urban Construction (2019) be utilized. In addition, all ESC monitoring should be in conformance with this guideline 	
7	<p>TRCA ecology staff support the recommendations within the Environmental Impact Study Report. In addition, staff supports the proposed wildlife passage for deer at the east end of the study area. During detailed design, wildlife movement and collisions with wildlife should be reviewed to confirm the requirement for wildlife passage in this area.</p> <p>The Crossing Assessment Memo also indicated that an eco-passage for deer might be possible west of Dufferin Street. Staff support the recommendations to determine if such a crossing structure is warranted and will work with the proponent at detailed design stage</p> <p>Please include the above as part of the EA commitments.</p>	
<p>Hydrogeology Comments:</p>		
8	<ul style="list-style-type: none"> • With respect to grade separation, staff prefer an overpass in order to minimize permanent dewatering. Staff understands that the preferred alternative is an underpass, therefore, TRCA prefer a water-tight configuration (please see comment no. 6) • At detailed design, staff recommends using trench plugs and anti-seepage collars where infrastructure located where appropriate. • At detailed design, please further refine the dewatering rates and radius of influence. 	

	<ul style="list-style-type: none"> At detailed design, please clarify how an infiltration rate of 98 mm/hr was determined. Please note that TRCA recommends for design of LIDs TRCA an insitu test (i.e. Guelph Permeameter, Single Well Response Test, etc.) at the site of the proposed LID. 	
TRCA Property and Archaeology Comments:		
9	<p>Dwg. 14 of 15 of the draft plan shows that there is a small area of TRCA property that will be impacted by grading and that has a 2m wide bench partially on TRCA-owned property. These are highlighted as requiring temporary/permanent easements. In addition, future archaeological works and tree protection and removals may occur on TRCA-owned property.</p> <ul style="list-style-type: none"> Figure 12 in the Stage 1 Archaeological Assessment shows the potential for archeological findings on TRCA-owned property southwest of Dufferin Street and Kirby Road, and indicates that a test pit survey will be required. Please note, any archaeological investigation on TRCA owned land is to be conducted by TRCA archeology staff. Please contact Alistair Jolly at Alistair.Jolly@trca.ca for requirements of archeological investigation on TRCA’s land. Please note, access to TRCA owned property for temporary works requires Permission to Enter (PTE), please contact Stella Ku at Stella.ku@trca.ca for PTE requirements. It appears on drawing 14 of 15 the bench location in on TRCA owned property, please provide details why the bench is on TRCA-owned property and why it can not be located wholly in the existing road right-of-way (ROW). Please contact Trina Seguin at Trina.Seguin@trca.ca for further information/requirements on temporary/permanent easement. Please note, long term easement requires TRCA Board of Directors approval, please schedule your project appropriately. 	



Hydro One Networks Inc
483 Bay St
Toronto, ON

February 19, 2020

Re: Kirby Road Widening between Jane Street and Dufferin Street and the Grade Separation of the Barrie Go Rail line at Kirby Road

Attention:
Tara Erwin, P.Eng.
hDR Corp.,
Consultant Project Manager

Following our preliminary assessment, we confirm there are no existing Hydro One Transmission assets in the subject area. Please be advised that this is only a preliminary assessment based on current information. we confirm there are no existing Hydro One Transmission assets in the subject area. to the current information.

However, if plans for the undertaking change or the study area expands beyond that shown, please contact Hydro One to assess impacts of existing or future planned electricity infrastructure.

Any future communications are sent to Secondarylanduse@hydroone.com.

Sent on behalf of,

***Secondary Land Use
Asset Optimization
Strategy & Integrated Planning
Hydro One Networks Inc.***

Ministry of the Environment,
Conservation and Parks
*Drinking Water and Environmental
Compliance Division*
Central Region

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

Ministère de l'Environnement, de
la Protection de la nature et des Parcs
*Division de la conformité en matière d'eau
potable et d'environnement*
Région du Centre

8^e étage, 5775, rue Yonge
North York ON M2M 4J1
Tél. : 416 326-6700
Télééc. : 416 325-6345



February 20, 2020

File No.: EA 01-06-05

Hilda Esedebe, P.Eng.
City of Vaughan
Project Manager
2141 Major Mackenzie Dr.
Vaughan, ON L6A 1T1
hilda.esedebe@vaughan.ca

BY EMAIL ONLY

Re: **Kirby Road Widening between Jane Street and Dufferin Street and the Grade Separation of the Barrie Go Rail line at Kirby Road
The City of Vaughan
Schedule C Municipal Class EA
Response to Notice of Commencement**

Dear Ms. Esedebe,

This letter is in response to the Notice of Commencement for the above noted project. The Ministry of the Environment, Conservation and Parks (MECP) acknowledges that the City of Vaughan 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 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.

An Air Quality Impact Assessment (AQIA) may be required to be included in the report and used as part of the decision-making process to address all potential air quality impacts to current and future sensitive receptors. This AQIA should include at a minimum the predicted traffic flows and the current and future emissions estimates, as well as any required mitigation measures. General guidance regarding the scope of AQIA requirements for Schedule C road improvement Municipal Class EA ESRs is attached to this letter for your reference. Please contact this office to determine potential AQIA requirements for this project.

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 the proponent may proceed with 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 MECP 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 proponent is required to consult with the following communities who have been identified as potentially affected by the proposed project:

- Mississaugas of the Credit First Nation
- Hiawatha First Nation
- Curve Lake First Nation
- Alderville First Nation
- Mississauga's of Scugog Island First Nation
- Huron-Wendat Nation, if there are potential archeological impacts

Nothing in the above guidance should prevent the City from reaching out to other Indigenous communities and/or organization which it understands may have an interest in the study, including those Indigenous communities and organizations that it notified during the Class EA study.

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

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 Assessment and Permissions Branch under the following circumstances subsequent to initial discussions with the communities identified by MECP:

- 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 can be notified either by email, mail or fax using the information provided below:

Email:	enviopermissions@ontario.ca Subject: Potential Duty to Consult
Fax:	416-314-8452
Address:	Environmental Assessment and Permissions Branch 135 St. Clair Avenue West, 1 st Floor Toronto, ON, M4V 1P5

The MECP 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 should additional steps and activities be required.

A Part II Order Request Form must be used to request a Part II Order. The Part II Order Request Form is available online on the Forms Repository website (<http://www.forms.ssb.gov.on.ca/>) by searching "Part II Order" or "012-2206E" (the form ID number). Please include reference to this in the Notice of Completion for this project.

Please note that there is a new long-term temporary address for the Minister of the Environment, Conservation and Parks. The new address is as follows:

Office of the Minister of the Environment, Conservation and Parks
777 Bay Street, 5th Floor
Toronto ON M7A 2J3
Tel.: 416-314-6790
minister.mecp@ontario.ca

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 us when completed.

Should you or any members of your project team have any questions regarding the material above, please contact me at Chunmei.Liu@ontario.ca or 416-326-4886.

Yours truly,



Chunmei Liu
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
Tara Erwin, Consultant Project Manager, HDR Corp.
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
Air Quality Impact Assessment Guidance for Municipal Road Class EAs

AREAS OF INTEREST

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

Species at Risk

- The Ministry of the Environment, Conservation and Parks has now assumed responsibility of Ontario's Species at Risk program. For any questions related to subsequent permit requirements, you may contact SAROntario@ontario.ca.

Planning and Policy

- Parts of the study area may be subject to [the A Place to Grow: Growth Plan for the Greater Golden Horseshoe](#) (2019), [Oak Ridges Moraine Conservation Plan](#) (2017), [Niagara Escarpment Plan](#) (2017), [Greenbelt Plan](#) (2017) or [Lake Simcoe Protection Plan](#) (2014). 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 [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.**

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.

- 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/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>. Use the “Map Legend” on the left side to turn on various layers (including Highly Vulnerable Aquifer and Significant Groundwater Recharge Area under Water Quality Layers). 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. 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 MECP.

□ **Climate Change**

A guide has now been finalized: "Considering Climate Change in the Environmental Assessment Process" (Guide), which is found online at: <https://www.ontario.ca/page/considering-climate-change-environmental-assessment-process>

The Guide is now a part of the Environmental Assessment program's Guides and Codes of Practice. The Guide sets out the ministry's expectation for considering climate change in the preparation, execution and documentation of environmental assessment studies and processes. The guide provides examples, approaches, resources, and references to assist proponents with consideration of climate change in EA. Please review this Guide in detail.

- We expect proponents to:
 1. Take into account during the assessment of alternative solutions and alternative designs, the following:
 - a. the project’s expected production of greenhouse gas emissions and impacts on carbon sinks (climate change mitigation); and
 - b. resilience or vulnerability of the undertaking to changing climatic conditions (climate change adaptation).
 2. Include a discrete section in the Project File/ESR 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.**

- The ministry has also prepared another guide to support provincial land use planning direction related to the completion of energy and emission plans. The "[Community Emissions Reduction Planning: A Guide for Municipalities](#)" document is designed to educate stakeholders on the municipal opportunities to reduce energy and greenhouse gas emissions, and to provide guidance on methods and techniques to incorporate consideration of energy and greenhouse gas emissions into municipal activities of all types. We encourage you to review the Guide for information.

□ 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. **Please contact this office for further consultation on the level of Air Quality Impact Assessment required for this project if not already advised.**
- If a quantitative Air Quality Impact Assessment is not required for the project, the Project File/ESR should still contain:
 - 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.
- Assessments for NOx emissions from diesel generators are required for permitting of municipal residential water systems. If the new pumping station will have a diesel generator system for standby power, please include the NOx POI assessment as supporting documentation for the EA.
- As a common practice, "air quality" should be used as 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.
- 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.bv.transports.gouv.qc.ca/mono/1173259.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, with the exception of certain water taking activities that 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. Please review the [Water Taking User Guide for EASR](#) for more information. Additionally, an Environmental Compliance Approval under the OWRA is required for municipal stormwater management works.

□ 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 Permit to Take Water (PTTW) under the OWRA will be required for any water

takings that exceed 50,000 L/day, with the exception of certain water taking activities that 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. Please review the [Water Taking User Guide for EASR](#) for more information.

□ **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 MECP'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 Assessment and Permissions Branch 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 but not limited to, MECP's PTTW, EASR Registrations and ECAs, conservation authority permits, species at risk permits, and approvals 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.

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.

Air Quality Impact Assessment Guidance for Municipal Road Class EAs

1. Study Area

The scope of the AQIA should be determined by the proponent and clearly outlined in the AQIA document based on the number and nature of scenarios/alternatives being considered, for example, the routes under consideration.

The focus should be on defining the “worst case scenario”, whether it is the length of roadway with the highest traffic volumes in close proximity to sensitive receptors or sections of roadways with on and off ramps and overpasses. The end result should be a defined study area.

2. List of Parameters

The list of parameters should focus mainly on the key pollutants released from mobile sources such as, but not limited to, the following:

- CO
- NO_x (with a focus on NO and NO₂)
- TSP
- PM₁₀
- PM_{2.5}
- Selected VOCs (benzene, 1-3 Butadiene, formaldehyde, acetaldehyde and acrolein)
- Benzo(a)pyrene – as a surrogate for PAHs

All averaging periods for which there is a corresponding standard or guideline should be assessed.

3. Background Data

Background data representative of the study area is generally summarized for the most recent 5 years from the nearest or most representative MOECC AQHI and/or NAPS stations. The 90th percentile should be used when assessing combined air quality concentrations for comparison against applicable standards and guidelines.

4. Emission Estimates

Emission estimates are based on current and proposed future traffic counts where MOVES is used to generate emission factors.

5. Traffic Data

Traffic data including fleet distribution and characteristics, road type, traffic signals, idling conditions, or roundabouts/stop signs may be considered or incorporated into the assessment.

6. Dispersion Modelling and Meteorological Data

Dispersion modelling, typically using CAL3QHCR or AERMOD, is conducted to determine maximum pollutant concentrations resulting from implementation of the project and the resulting air quality impacts at the most impacted sensitive receptors for the different scenarios. At a minimum, two modelling scenarios are to be conducted to determine the incremental difference between the current conditions (base case) and future scenario. The timing of the future scenario should be defined and take into consideration projected population growth and traffic/emissions impacts.

According to the Ministry of Transportations' *Environmental Guide for Assessing and Mitigating the Air Quality Impacts and Greenhouse Gas Emissions of Provincial Transportation Projects (June, 2012)*, “...local air quality impacts are assumed to be limited to a distance of approximately 500 m from the transportation facility, in each direction.” Therefore, the Cartesian grid system used to easily model concentrations at each receptor typically has a grid limit of approximately 500 m from the edge of the subject road.

The five most recent years of meteorological data should be used for dispersion modelling. However,

under certain conditions, one year of continuous data may be sufficient. Surface data can be obtained from facilities such as Pearson International Airport, Toronto Island, Buttonville or site-specific and upper air data obtained from Buffalo, New York.

All supporting documentation and assumptions that are inputted into the models should be summarized as appendices. A sample of the electronic dispersion model input and output files must be submitted for the ministry's review.

7. Sensitive Receptors

All key and potentially sensitive receptors located in the surrounding area must be identified and included in the model. Sensitive receptors include but are not limited to residences, schools, health care facilities and daycare centers. Future sensitive receptors should also be included in the assessment.

8. Combined Effects

In order to assess the combined effects at nearby sensitive receptors, the AQIA should sum the maximum modelled concentrations with the 90th percentile background concentrations for comparison against applicable standards and guidelines.

If exceedances or non-conformances are predicted, a discussion of possible mitigation measures should be included.

9. Applicable Guidelines

Applicable standards and guidelines may include:

- MOECC Ambient Air Quality Criteria (AAQCs)
- Canadian Ambient Air Quality Standards (CAAQs)

10. Results

The predicted results obtained from the dispersion modelling exercise are to be presented in detail in the AQIA and summarized in the ESR. This should include an analysis and discussion of the results and potential air quality impacts of the project.

Results for each contaminant should be discussed separately and should depict predicted maximum concentrations at the most impacted sensitive receptor(s), the overall maximum predicted concentrations and the combined concentrations, for each averaging period assessed. It may also be relevant to discuss receptor specific results.

11. Climate Change and Regional Impacts

The AQIA should consider climate change and regional air quality impacts when assessing the project's potential impacts and possible mitigation measures. This may include comparing impacts from the proposed undertaking with the provincial greenhouse gas totals reported by Environment Canada.

12. Summary and Mitigation Measures

The AQIA and ESR should summarize the key conclusions of the study based on the results as provided. In addition, general mitigation measures should be discussed, including those mitigation measures that will be implemented during construction to minimize off-site impacts.

For example, best management practices should be applied to mitigate any air quality impacts caused by construction dust. Please note that the ministry recommends that non-chloride dust suppressants be applied.

For a comprehensive list of fugitive dust prevention and control measures, please 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.bv.transports.gouv.qc.ca/mono/1173259.pdf>

13. Cumulative Impacts

The ministry is currently preparing draft guidance documents to address cumulative effects in EAs. In the interim, please use the following federal EA resources as references for addressing cumulative effects:

- Cumulative Effects Assessment Practitioners' Guide
<https://www.ceaa-acee.gc.ca/default.asp?lang=En&n=43952694-%201&offset=&toc=hide>
- Reference Guide: Addressing Cumulative Environmental Effects
<https://www.ceaa-acee.gc.ca/default.asp?lang=En&n=9742C481-%201&offset=&toc=hide>

14. Further Guidance

For further guidance, including additional references and information such as prediction of emissions from re-entrained road dust and silt loading factors, please refer to the Ministry of Transportations' *Environmental Guide for Assessing and Mitigating the Air Quality Impacts and Greenhouse Gas Emissions of Provincial Transportation Projects (June, 2012)* or any subsequent version.
<http://www.raqsb.mto.gov.on.ca/techpubs/eps.nsf/0/24FE4BB174A2AF7085257AA9006558F4?opendocument>



Hydro One Networks Inc
483 Bay St
Toronto, ON

July 02, 2021

Re: Kirby Road Widening between Jane Street and Dufferin Street and the Grade Separation of the Barrie Go Rail line at Kirby Road

Attention:
Michelle Mascarenhas, P.Eng.
HDR Corp.,
Consultant Project Manager

Thank you for sending us notification regarding (Kirby Road Widening between Jane Street and Dufferin Street and the Grade Separation of the Barrie Go Rail line at Kirby Road). In our preliminary assessment, we confirm there are no existing Hydro One Transmission assets in the subject area. Please be advised that this is only a preliminary assessment based on current information.

If plans for the undertaking change or the study area expands beyond that shown, please contact Hydro One to assess impacts of existing or future planned electricity infrastructure.

Any future communications are sent to Secondarylanduse@hydroone.com.

Be advised that any changes to lot grading and/or drainage within proximity to Hydro One transmission corridor lands must be controlled and directed away from the transmission corridor.

Sent on behalf of,

***Secondary Land Use
Asset Optimization
Strategy & Integrated Planning
Hydro One Networks Inc.***

December 21, 2021

EMAIL ONLY

Charlotte Yuen, B.E.S.
Transportation Planner
HDR
255 Adelaide Street W.
Toronto, ON M5H 1X9
Charlotte.Yuen@hdrinc.com

MHSTCI File : 0011704
Proponent : City of Vaughan
Subject : Draft Environmental Study Report
Project : Kirby Road Widening
Location : City of Vaughan, Ontario

Dear Ms. Yuen:

Thank you for providing the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) with the draft Environmental Study Report (ESR) for the above-referenced project, dated November 19, 3032, prepared by HDR. MHSTCI's interest in this Environmental Assessment (EA) project relates to its mandate of conserving Ontario's cultural heritage, which includes:

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

Project Summary

The purpose of the Kirby Road Widening Class EA study is to determine specific improvements to accommodate the current and future transportation needs of pedestrians, cyclists, transit users and motorists along Kirby Road from Jane Street to Dufferin Street.

Comments

We have reviewed the draft ESR and offer the following comments.

1. We note that the Stage 1 archaeological assessment report prepared under PIF # 383-0162-2019 and included as Appendix I of the draft ESR is currently under technical review by MHSTCI's Archaeological Program Unit. If the report is revised in the course of review before it is entered into the Ontario Public Register of Archaeological Reports, the related sections of the ESR will need to be revised accordingly. Until then the recommendations of the Stage 1 archaeological assessment report should be considered preliminary.
2. Section 2.5 notes that "The City clarified [to Curve Lake First Nation] ... that a Stage 2 Archaeological Assessment will not be conducted." This is inconsistent with the recommendations of the Stage 1 report, as described elsewhere in the draft ESR, which are that further archaeological work is necessary, and it does not reflect the September 3, 2021 letter from the City of Vaughan to Curve Lake First Nation included in Appendix C. We recommend that this statement be revised for accuracy.

3. Section 5.4 should be renamed Built Heritage Resources and Cultural Heritage Landscapes to reflect the proper terminology for the types of cultural heritage resources addressed in that section.
4. In Tables 8-2, 8-3 and 8-4, we recommend that the criterion “Preserve Archaeological and Cultural Heritage Features” be renamed “Conserve Cultural Heritage Resources”. Cultural heritage resources is the term that encompasses archaeological resources, built heritage resources and cultural heritage landscapes, and “conserve” expresses the full range of protection and management options that can be considered for these resources better than “preserve”.
5. Table 8-4 includes under each alternative “Potential to impact ossuary site which cannot be avoided with any widening alternative”. This wording may be taken to mean that the ossuary will unavoidably be impacted by the undertaking, which is inconsistent with the commitments to monitor the ossuary site for impacts. The exact nature of impacts and mitigation or avoidance strategies would be determined in later stages of archaeological assessment and Indigenous engagement. This text should be revised for clarity.
6. In Table 10-2, the Proposed Mitigation field in Row 2 (Archaeology) should acknowledge the possibility of further stages of archaeological assessment being recommended by the planned Stage 2 and 3 studies and include them as mitigation measures as appropriate.
7. In Table 10-2, we recommend that factor 3 (“Cultural Heritage”) be renamed Built Heritage Resources and Cultural Heritage Landscapes, since “cultural heritage” would include archaeology. In the same row, we note that there are some editorial errors in the Details/Anticipated Impact field to be corrected, such as the unfinished sentence in point a.
8. Section 11.3.2 should undertake that all outstanding stages of archaeological assessment (including those arising from the planned Stage 2 and 3 studies, as noted in comment #6 above) will take place as early as practicable during detailed design, and well before the commencement of ground-disturbing activities.
9. Point c of Section 11.3.2 uses this ministry’s previous name; this should be corrected. Additionally, MHSTCI does not provide “clearance” for archaeology; this point should be reworded to say that the reports will be submitted to MHSTCI for review and entry into the Ontario Public Register of Archaeological Reports.

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

Sincerely,

Dan Minkin
Heritage Planner
Dan.Minkin@Ontario.ca

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. MHSTCI 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 MHSTCI 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.

Ministry of the Environment,
Conservation and Parks

Ministère de l'Environnement, de la
Protection de la nature et des Parcs

Environmental Assessment Branch

*Direction des évaluations
environnementales*

1st Floor
135 St. Clair Avenue W
Toronto ON M4V 1P5
Tel.: 416 314-8001
Fax.: 416 314-8452

Rez-de-chaussée
135, avenue St. Clair Ouest
Toronto ON M4V 1P5
Tél. : 416 314-8001
Télé. : 416 314-8452



January 11, 2022

Hilda Esedebe, Transportation Project Manager (BY EMAIL ONLY)
City of Vaughan
Hilda.Esedebe@vaughan.ca

**Re: Kirby Road Widening from Jane Street to Dufferin Street
City of Vaughan
Municipal Class Environmental Assessment – Schedule C
Project Review Unit Comments**

Dear Project Team,

This letter is in response to the draft Environmental Study Report (ESR) and supporting appendices for the Kirby Road Widening Environmental Assessment Study from Jane Street to Dufferin Street in the City of Vaughan. The Ministry of the Environment, Conservation and Parks (MECP) provides the following comments for your consideration.

Section 2.5: Indigenous Communities Consultation

1. Section 2.5 states that “The City clarified that the study corridor is not situated within the Traditional Territory of Curve Lake First Nation and that a Stage 2 Archaeological Assessment will not be conducted”. However, Section 5.5 (Archaeology) states that parts of the Study Area exhibit archaeological potential and will require Stage 2 Archaeological Assessment and Section 11.3 (Commitments for Future Work) includes a commitment to complete Stage 2 AA and Stage 3 AA for impacted lands and to “consult with Indigenous communities (CLFN) to identify opportunities for participation in field investigations if Stage 2 and 3 AA are deemed warranted”.
 - a. Please revise and/or clarify the sentence in Section 2.5 indicating that a Stage 2 Archaeological Assessment will not be conducted.
 - b. Please revise the commitment to consult with Indigenous communities to include any Indigenous communities that expressed interest in the archaeological assessments.
2. Section 2.5 provides a summary of correspondence with Huron Wendat, Curve Lake First Nation and Alderville First Nation. Please provide a summary of the correspondence with

the other three Indigenous communities as well. If no response was received, please note this, as well as any efforts that were made to follow-up with the community.

3. Did the project team receive any further correspondence from Six Nations of the Grand River after providing a response on August 31, 2020?
4. MECP notes a reference in Appendix C to a meeting with Curve Lake First Nation on October 15, 2021. The EA documentation should provide a summary of any meetings that occurred and any concerns that were raised and how they were addressed. If the meeting was informational, this can be noted instead of a summary.

Section 5.2: Natural Environment

5. MECP recommends that Figures 5-2 and 5-3 identify the Areas of Natural and Scientific Interests (ANSI) and Environmentally Significant Areas (ESA) referred to in the text.

Section 9.12: Drainage/Stormwater Management Plan

6. According to the ESR, the project area transects two vulnerable areas: Significant Groundwater Recharge Area (SGRA) and Highly Vulnerable Aquifer (HVA), identified under the *Clean Water Act*. Since bioretention cells are filter and infiltration based treatment facilities, there would be a concern for the proposed bioretention cells to be used in these areas as the runoff generated from the roadway may contaminate the groundwater quality through infiltration or percolation processes, especially when the roadway contains a high level of dissolved matters, including road salts which cannot be removed by the bioretention filter media. MECP's guideline for LIDs to be used in these areas can be found in MECP's draft "LID Stormwater Management Guidance Manual". MECP recommends that the final ESR provide an assessment on the potential impact from the proposed bioretention cells on groundwater quality.
7. It is acknowledged that the ESR has provided a series of commitments to future works. MECP recommends that the committed work also include a detailed performance monitoring and maintenance plan to be developed during the detailed design for the proposed stormwater management facilities to remove any clogs and to ensure the treatment efficiency as per designed.
8. Based on Table 4-4 of the Stormwater Management Report, bioretention cells will be installed in Catchments A, C, E and oil and grit separators (OGS) will be provided for Catchment B only. It is unclear what treatment facility will be provided for Catchment D. Please clarify.
9. MECP recommends that the Drainage Area Plans in Appendix A of the Stormwater Management Report include the proposed online storage pipes and OGSs, in addition to the proposed bioretention cells.

10. The Stormwater Management Report (pg. 20) indicates that the stormwater management plan for surface runoff generated within the proposed underpass will be further investigated during the detailed design, which will include required water quality and quantity control measures. It is advised that the surface runoff collected from this area be treated properly if the final design decides to connect it to the Don River culvert.

Section 10.1 (Greenbelt Plan, 2017) and Section 10.2 (Oak Ridges Moraine Conservation Plan, 2017)

11. It would be helpful to include a map identifying the portions of the study area that are subject to the Greenbelt Plan and Oak Ridges Moraine Conservation Plan and the corresponding designations (e.g. Natural Core Area, Natural Linkage Area, Countryside Area and Settlement Area in the ORMCP). The [Provincial Land Base Map](#) is a helpful tool for creating these maps.
12. Section 10.1 and Table 10-1 indicate that there are no lands in the study area that are located within any Provincially designated Specialty Crop areas. However, the entire study area does contain prime agricultural area. This should be noted for clarity.
13. Table 10-1 provides a clear overview of how the policies of the Greenbelt Plan were considered. It would be beneficial to provide a similar table in Section 10.2 outlining the relevant ORMCP policies for the Natural Linkage and Natural Core Areas and how they were addressed, particularly any policies that do not overlap with policies in the Greenbelt Plan and are not already addressed in Table 10-1.
14. Was the draft ESR and Agricultural Impact Assessment shared with OMAFRA? If not, they should be provided an opportunity to comment during the 30-day comment period.

Construction and Post-Construction Monitoring

15. The ESR makes references to recommendations to develop monitoring plans:
 - a. Mitigation measures for wildlife and wildlife habitat (Table 10-2): vi. A detailed Monitoring Plan should be developed to identify pre-, during- and post-construction monitoring requirements.
 - b. Section 11.3 (Natural Environment): g. A detailed Monitoring Plan should be developed to identify pre-, during- and post-construction monitoring requirements.
 - c. Section 9.32 (Construction Monitoring and Maintenance Considerations): Construction and post-construction monitoring plans should be developed during Detailed Design in consultation with MECP and other regulatory agencies.

As described in Section A.2.5 (Phase 5 Implementation) of the MCEA (2015), “the monitoring program outlined in the ESR shall be undertaken to ensure that the environmental provisions and commitments made in the ESR are fulfilled and are effective”. Given the monitoring plans are deferred to detailed design, they should be listed as commitments that *will* be completed.

Section A.4.2.1 (Format and Content) of the MCEA (2015) describes the items that should be included in the monitoring program:

- key impacts to be monitored
- monitoring requirements during construction and during operation of the facility
- the period during which monitoring will be necessary
- frequency and timing of surveys, the location of monitoring sites and the methods of data collection, analysis and evaluation
- the content, manner and form in which records of monitoring data are to be prepared and retained
- where and for how long monitoring records and documentation will be on file
- specific requirements for monitoring appropriate to the particular circumstances and conditions under which the project will be implemented.

Section 11.3: Commitments for Future Work

As the project likely requires a Permit to Take Water (PTTW) for the purpose of construction dewatering, MECP notes that further detailed review of the project will be required during the PTTW application process when all of the detailed information becomes available, including the dewatering effluent/groundwater quality, the effluent discharge, monitoring and contingency plan and erosion control plan developed for the proposed construction.

Resource Suggestions

The following comments are offered as resource suggestions. No revisions to the ESR are required.

16. The study states that additional work is required to characterize soils in areas of potential concern. A FOI request to MECP may be made for properties along the road alignment for additional information.
17. As noted in the ESR, a Category 3 Permit to Take Water and associated hydrogeological assessment may be required. As part of this assessment, the proponent may contact the Oak Ridges Moraine Groundwater Program and/or the Regional Municipality of York to inquire about *City of Vaughan Groundwater "Areas of Concern" Mapping – v1.*, Technical Memo, August 25, 2021.

Administrative

18. The EA documentation should use the term "Section 16 Order" instead of Part II Order, as described on MECP's updated [webpage](#) on Section 16 orders.
19. Was the draft ESR and Cultural Heritage Report shared with MHSTCI? If not, they should be provided an opportunity to comment during the 30-day comment period.

Thank you for the opportunity to comment on this draft. Please provide responses to these comments, as well as a copy of the Notice of Completion and final ESR when completed. Should you or any members of your project team have any questions regarding the material above, please contact me at Erinn.Lee2@ontario.ca.

Sincerely,



Erinn Lee
Regional Environmental Planner
Project Review Unit, Environmental Assessment Branch
Ontario Ministry of the Environment, Conservation and Parks

cc Katy Potter, Supervisor, Project Review Unit, MECP
Celeste Dugas, Manager, York-Durham District Office, MECP
Zhiping Yang, Surface Water Specialist, MECP
Vincent Bulman, Hydrogeologist, MECP
Charlotte Yuen, HDR Inc.
Tara Erwin, HDR Inc.
Michelle Mascarenhas, HDR Inc.



Meeting Minutes

Project:	DT-7112-14 Kirby Road Widening EA	
Subject:	TAC Meeting #1	
Date:	Tuesday, April 07, 2020	
Location:	WebEx Online Platform	
Attendees:	Hilda Esedebe, City of Vaughan (City PM) Selma Hubjer, City of Vaughan Walter Fischer, City of Vaughan Justin Wong, City of Vaughan Ruth Rendon, City of Vaughan Petr Emelianov, City of Vaughan Dorothy Kowpak, City of Vaughan Andy Lee, City of Vaughan Mani Shahrokni, City of Vaughan Frank Facchini, City of Vaughan Arminé Hassakourians, City of Vaughan	Paul Grove, City of Vaughan Shahrzad Davoudi-Strike, City of Vaughan Peter Turezki, City of Vaughan Christopher Tam, City of Vaughan Carlos Couto, City of Vaughan Katrina Guy, City of Vaughan Cynthia Patterson, City of Vaughan Steve Mota, York Region Joshua Wang, York Region Tara Erwin, HDR (Consultant PM) Jonathan Chai, HDR Azadeh Heydari, HDR
Meeting Overview:	The purpose of the meeting is to introduce the Kirby Road Widening EA project, provide an update, and obtain feedback on the study including existing conditions review (key features and challenges, and TMP recommendations), key design parameters, alternative design concepts, draft evaluation criteria, study schedule and next steps.	

	Topic	Action
1	Welcome and Introductions <ul style="list-style-type: none"> City Project Manager introduced the study and asked everyone to briefly introduce themselves. 	<i>Information Only</i>
2	TAC Presentation (attached) <ul style="list-style-type: none"> See attached file 	<i>Information Only</i>
3	Q & A <ul style="list-style-type: none"> Katrina Guy (City of Vaughan): <i>The four-lane widening will impact the identified archaeological sites including sites concerning Huron-Wendat Nation, have they been in contact with you?</i> <ul style="list-style-type: none"> HDR confirmed that they have been in contact with the Huron-Wendat Nation and as the widening approach (about the centerline, north, or south) is still not decided they cannot yet confirm the extent of the impact to these lands. Shahrzad Davoudi-Strike (City of Vaughan): <i>Why wasn't an option presented that includes separate facilities for vehicles, pedestrians and cyclists - the ROW seems wide enough to accommodate that?</i> Dorothy Kowpak (City of Vaughan) made the same inquiry. <ul style="list-style-type: none"> The concepts shown in the presentation are conceptual and layouts are not final. The next phase of the project which 	



- includes evaluation of alternatives will finalize these concepts. The project team agrees that separation between cyclists and pedestrians is ideal where possible.
- Post-meeting note: It was clarified to SHG that Alternative 1 – Cycle Track and Sidewalk represents separated and designated pedestrian and cyclist facilities, and although shown side by side in the presentation can also be separated further with landscaping if this option is carried forward to further study. HDR
 - Petr Emelianov (City of Vaughan): *The left turn lanes at intersections, bus bays and intersections typically require additional space. Where would that space come from?*
 - The property impact at the intersections will be identified during the next phase of the study and once the widening approach (about the centerline, north, or south) is confirmed.
 - Post meeting note: a note was added to the slides for the SHG that roadway sections may vary. HDR
 - Petr Emelianov (City of Vaughan): *The 2019 Pedestrian and Bicycle Master Plan (PBMP) recommends in-boulevard cycling facilities – Why was alternative 4 (On-Street Bike Lane and Sidewalks) considered?*
 - Post-meeting note: All reasonable alternatives are documented in the EA study. A note was added to the SHG ppt to clarify that Alternatives 3 and 4 are not consistent with the vision in the City’s PBMP. HDR
 - Dorothy Kowpak (City of Vaughan): *Have you considered narrowing the lane widths to 3.3 m?*
 - Narrowing the lane width may be considered, however, given that Kirby Road is identified as strategic goods movement corridor, reducing the lane widths may not be appropriate. Lane widths must also consider Kirby Road as a Frequent Transit Network to support transit vehicles and will need to be designed to Regional Road standards for four lane roads. HDR
 - Dorothy Kowpak (City of Vaughan): *Is it necessary to show the lane width in the stakeholder group presentation (April 14th) to the public?*
 - The lane widths are shown to provide a preliminary allocation of the cross sections, however, they may be removed for the SHG presentation. HDR
 - Steve Mota (York Region): *The number of GO trains at the crossing is shown as 12 trains per day (source: NVNCTMP) – I believe the number is closer to 30 now – Please confirm with Metrolinx.*
 - The project team has been in contact with Metrolinx and is in the process of confirming the number of trains per day at the crossing. City/YR/HDR

- Steve Mota (York Region): *The public may inquire about the reasoning behind the study limits – specifically why it has not been extended to Weston Road.*
 - It was discussed that MTO's GTA West Transportation Corridor EA study is still undergoing. The eastern limit of the study is Highway 400. The Kirby Road Widening Study limits begin east of Highway 400 to minimize impacts from GTA West EA study. City/HDR

- Steve Mota (York Region): *It would be good to note that all the three intersections within the study area are under the jurisdiction of York Region – It is good that the Design Criteria considers regional standards.*
 - Noted. City/YR/HDR

- Steve Mota (York Region): *As part of York Region's evaluation process, roundabouts should be considered as an alternative for all intersections.*
 - To be further discussed with the Region. City/YR/HDR

- Steve Mota (York Region): *It would be good to note the lane width and active transportation facility recommended in the Kirby Road Extension (Dufferin to Bathurst) Study for consistency.*
 - This will be reviewed with the road design. City/HDR

- Steve Mota (York Region): *With regards to the grade separation alternatives, it would be beneficial to have another alternative including the four-lane widening and at grade crossing as an interim solution but protect for the ultimate grade separation.*
 - To be further discussed with the Region. City/YR/HDR

- Arminé Hassakourians (City of Vaughan): *Are block 27 representatives participating in the stakeholder group meeting on April 14th?*
 - Yes, Delta Urban has confirmed attendance. City
 - Post meeting note: LEA Consulting also attended the SHG Meeting.

If there are any errors or omissions in these notes, please contact **Azadeh Heydari** at azadeh.heydari@hdrinc.com within five business days.

Circulated to attendees and TRCA (Manirul Islam and Suzanne Bevan) by their request.

Meeting Minutes

Project:	DT-7112-14 Kirby Road Widening EA	
Subject:	TAC (TRCA) Meeting #1	
Date:	Tuesday, April 07, 2020	
Location:	Microsoft Teams Online Platform	
Attendees:	Hilda Esedebe, City of Vaughan (City PM) Manirul Islam, TRCA Suzanne Bevan, TRCA Kristina Anderson, TRCA Alison MacLennan, TRCA	Maria Parish, TRCA Jackie Burkart, TRCA Tara Erwin, HDR (Consultant PM) Azadeh Heydari, HDR
Meeting Overview:	The purpose of the meeting is to introduce the Kirby Road Widening EA project, provide an update, and obtain feedback on the study including existing conditions review (key features and challenges, and TMP recommendations), key design parameters, alternative design concepts, draft evaluation criteria, study schedule and next steps.	

	Topic	Action
1	<p>Welcome and Introductions</p> <ul style="list-style-type: none"> City Project Manager introduced the study and asked everyone to briefly introduce themselves. City Project Manager let the TRCA team know that the exact same presentation will be shown to the TAC in the afternoon. Alison MacLennan mentioned that she is replacing Rebecca Elliott for the meeting. 	<i>Information Only</i>
2	<p>TAC Presentation (attached)</p> <ul style="list-style-type: none"> See attached file 	<i>Information Only</i>
3	<p>Q & A</p> <ul style="list-style-type: none"> Manirul Islam (TRCA): <i>The City has requested comments on the presentation by Thursday April 9th – This might prove challenging given the tight deadline.</i> <ul style="list-style-type: none"> Only urgent comments that may affect the presentation material are needed by April 9th, prior to the SHG meeting on April 14th (and ahead of the holiday weekend). The rest of the comments may be provided by next week. Manirul Islam (TRCA): <i>The land on the south-west corner of Kirby Road at Dufferin Street is owned by TRCA – if there are any disturbances on the land, TRCA would like to undertake a separate archaeological assessment.</i> <ul style="list-style-type: none"> Noted. 	TRCA

- Manirul Islam (TRCA): *TRCA can forward their correspondence with the NVNCTMP team in relation to block 27 to the Kirby Road Widening EA team*
 - Noted and thank you.

- Alison MacLennan (TRCA): *Has the team received Hec-RAS model and other required data?* TRCA
 - Manirul noted that the data request has been submitted and that it would be completed by the end of April. He also noted that the East Humber River Tributary data is ready to be shared.

- Alison MacLennan (TRCA): *As the East Humber River Tributary data is available now, does HDR wish to receive all the data together?* TRCA
 - HDR confirmed that it would be better to have the available data as soon as possible given the tight project schedule.

- Alison MacLennan (TRCA): *Do the cross sections consider and account for LIDS, and quality and quantity management?*
 - This will be reflected and considered in the next phase of the study.

- Suzanne Bevan (TRCA): *TRCA wishes to be included in the TAC meeting minute circulation. TRCA is especially interested in Metrolinx involvement.* City and HDR
 - The meeting minutes will be sent to TRCA.

- Manirul Islam (TRCA): *TRCA prefers to receive all the material required for their review together in order to get a better understanding of the overall picture.*
 - City noted that while they understand the reasoning behind this request, this may prove challenging as some of the field survey's won't be completed until later in the year due to timing windows and it would be hard to implement comments later in the study as the study needs to progress.

If there are any errors or omissions in these notes, please contact **Azadeh Heydari** at azadeh.heydari@hdrinc.com within five business days.

Meeting Minutes

Project:	DT-7112-14 Kirby Road Widening EA (Jane Street to Dufferin Street)	
Subject:	TAC Meeting #2 – Internal City Staff	
Date:	Tuesday, November 24, 2020	
Location:	Microsoft Teams Online Platform	
Attendees:	Hilda Esedebe, City of Vaughan (City PM) Selma Hubjer, City of Vaughan Arminé Hassakourians, City of Vaughan Ben Nagarajah, City of Vaughan Carlos Couto, City of Vaughan Cynthia Patterson, City of Vaughan Dorothy Kowpak, City of Vaughan Katrina Guy, City of Vaughan Mani Shahrokni, City of Vaughan Paul Grove, City of Vaughan	Peter Turezki, City of Vaughan Petr Emelianov, City of Vaughan Ruth Rendon, City of Vaughan Shahrzad Davoudi-Strike, City of Vaughan Walter Fischer, City of Vaughan Winnie Lai, City of Vaughan Tara Erwin, HDR (Consultant PM) Michelle Mascarenhas, HDR Azadeh Heydari, HDR

Meeting Overview: The purpose of the meeting is to provide an update on the Kirby Road Widening EA (Jane Street to Dufferin Street), with a focus on the Phase 3 Evaluation and Design package (provided prior to the meeting) to obtain the City of Vaughan’s internal staff comments. The package includes alternatives design concepts, draft evaluations and the consultants’ preliminary technical recommendations. The feedback from this meeting will be considered along with feedback from external review agencies and the stakeholder group to update and finalize the evaluations and recommendations, and to inform the development of the preferred design.

	Topic	Action
1	Welcome and Introductions <ul style="list-style-type: none"> City Project Manager introduced the study and the study team 	<i>Information Only</i>
2	TAC Presentation (attached) <ul style="list-style-type: none"> HDR provided a presentation as per attached file 	<i>Information Only</i>
3	Q & A <ul style="list-style-type: none"> Petr Emelianov (City of Vaughan): <i>Are dedicated left and right turns included in the typical sections? Are dedicated left and right turns included in the draft plan and profile designs? There is always concern whether there is enough space within the ROW for pedestrians and cyclists</i> <ul style="list-style-type: none"> The typical sections were developed for the midblock only. The draft plan and profile include dedicated left and right turn lanes as per the traffic analysis recommendations. Pavement markings to denote the auxiliary turn lanes will be added in the development of the preferred design 	

- Petr Emelianov (City of Vaughan): *Could the reduction in MUP width from 4.0m to 2.4m in the boulevards labelled 8.10 m to 5.5m be made more gradual? Are there opportunities to increase the width of the reduced MUP by modifying the width of the boulevards?*

- HDR clarified there are opportunities to review and adjust the width of the boulevard to allocate additional space to the MUP where it is reduced from 4.0m. One option is to reduce the available planting area. The typical sections have been developed with a minimum 3.5m planting area. The City prefers to maintain planting areas. **City of Vaughan to confirm the minimum available planting area width.**
- Transitions of boulevard widths will be reviewed and refined in the development of the preferred design.
- **HDR to review opportunities to expand the minimum MUP width in the constrained section.**

City of Vaughan

- Shahrzad Davoudi-Strike (City of Vaughan): *Would it be possible to combine the underground utility zone with the MUP instead of allocating a separate 2.0m space? This could allow for expansion of the width of the MUP at constrained locations.*

- HDR clarified that the 2.0 m utility zone is for above ground utilities (light poles and hydro poles and respective offsets) and cannot be eliminated.

HDR

- Shahrzad Davoudi-Strike (City of Vaughan): *York Region has recently changed its guidelines and accepts a reduction in lane widths – was that considered?*

- HDR clarified the Design Criteria was developed and reviewed with the Region's recent design standards which permits a reduction in lane widths to 3.3m and 3.5m, from the 3.5m and 3.75m proposed in the Typical Sections. The draft Design Criteria was also circulated to the Region for comment.
- The 3.5m and 3.75m lane widths are proposed for the Kirby Road Widening corridor as it will be a goods movement corridor and for continuity in the lane widths proposed in the Kirby Extension EA (Dufferin Street to Bathurst Street).

- Ruth Rendon (City of Vaughan): *Has the wetland located on the north side of Kirby Road between Keele Street and Dufferin Street been evaluated by the Province?*

- **HDR to confirm and get back to Ruth with the response.**

HDR

- Ruth Rendon (City of Vaughan): *Considering that there are woodlands east of Keele Street and sensitive natural features, have opportunities to reduce impacts to the natural features been considered similar to the review of alternatives at the jog elimination and grade separation?*

- HDR clarified that the Typical Section development and screening document alongside the widening evaluation

table were developed following a context sensitive approach to minimize adverse impacts, including those to natural features. This includes the typical section developed to minimize impacts to the wetland east of Keele Street and the typical section developed for areas adjacent to natural features where the boulevard width is reduced to minimize grading impacts to woodlands.

- Petr Emelianov (City of Vaughan): *Could the raised centre island at intersections (1.7m) for traffic signal poles be allocated to the boulevard?*
 - HDR clarified the 5.0m that is allocated is for the left turn lane and centre median for traffic signal poles. **HDR to review and get back to Petr with the response if it can be removed.**

- Ben Nagarajah (City of Vaughan): *What is the width of the median? Is the median planted?*
 - HDR noted that the median is not planted and is only identified at intersections to accommodate traffic poles. There is no centre median recommended in the corridor for centre median landscaping.

- Walter Fischer (City of Vaughan): *In discussions with the Land Owners Group (LOG), has there been an option for the future GO Station to have its main access to the west of the Barrie GO Rail tracks versus on the east side? There appears to be a lot of traffic in this section between the proposed grade separation (underpass), the gas station, the future GO entrance and the two existing driveways.*
 - **City staff to discuss internally, especially as it relates to the Block 27 Secondary Plan area. Metrolinx to be consulted.**

HDR

City of Vaughan

4 Next Steps

- **City Staff to complete their review of the Design and Evaluation package and circulate any comments to Hilda by Friday November 27th.**
- Project Team will hold External TAC Meeting on Wednesday December 2nd and Stakeholder Group Meeting on Monday December 14th, 2020

City of Vaughan

If there are any errors or omissions in these notes, please contact **Azadeh Heydari** at azadeh.heydari@hdrinc.com within five business days.



Meeting Minutes

Project:	DT-7112-14 Kirby Road Widening EA	
Subject:	External TAC Meeting #2	
Date:	Wednesday, December 02, 2020	
Location:	Microsoft Teams Online Platform	
Attendees:	Hilda Esedebe, City of Vaughan (City PM) Selma Hubjer, City of Vaughan Aslam Shaikh, Metrolinx Manirul Islam, TRCA Suzanne Bevan, TRCA	Mehrak Hakimi, York Region Yvonne Kaczor, York Region Tara Erwin, HDR (Consultant PM) Michelle Mascarenhas, HDR Azadeh Heydari, HDR
Meeting Overview:	The purpose of the meeting is to provide an update on the Kirby Road Widening EA (Jane Street to Dufferin Street), with a focus on the Phase 3 Evaluation and Design package (provided prior to the meeting). The package includes alternative design concepts, draft evaluations and the consultants' preliminary technical recommendations. The feedback from this meeting will be considered along with feedback from internal City staff and the stakeholder group to update and finalize the evaluations and recommendations, and to inform the development of the preferred design	

	Topic	Action
1	Welcome and Introductions <ul style="list-style-type: none"> City Project Manager introduced the study and the study team 	<i>Information Only</i>
2	TAC Presentation (attached) <ul style="list-style-type: none"> See attached file 	<i>Information Only</i>
3	Q & A <ul style="list-style-type: none"> Suzanne Bevan (TRCA): <i>From the materials presented it appears that key areas of typical concern for TRCA have been identified/acknowledged and the design approach is reviewing opportunities to minimize impacts to the natural environment. TRCA will review the package in more detail and provide formal comments.</i> <ul style="list-style-type: none"> Noted. Suzanne Bevan (TRCA): <i>Has consideration for groundwater been included in the evaluation, in particular to inform the requirements for the grade separation?</i> <ul style="list-style-type: none"> The detailed evaluation tables circulated to the TAC do include considerations for groundwater. It is anticipated that the proposed Underpass will require a pumping station which will be reviewed further in the development of the recommended design. A Hydro-G Assessment has also been completed and is under review by the project team. 	Project Team

Project Team to circulate the Hydro G Report to TRCA once complete.

- Suzanne Bevan (TRCA): *Who will be responsible for the cost of the underpass crossing – Metrolinx or City?*
 - Cost-sharing agreements/discussions are to be determined.

- Aslam Shaikh (Metrolinx): *The information shared during the meeting and the evaluation package should be forwarded to the corridor planning team at Metrolinx as well. From a station planning perspective, I have no comments at this time.*
 - Noted. **Terri Cowan is the Metrolinx contact for the study and will coordinate the circulation of review materials to internal Metrolinx departments.**

- Manirul Islam (TRCA): *Has any consideration been given to Low Impact Development (LIDs) and the Stormwater Management (SWM) strategy?*
 - Opportunities for LIDs will be reviewed and identified through the hydraulic and drainage study. It will be completed with the development of the preferred design and circulated to TRCA for review.

- Manirul Islam (TRCA): *If impact to certain areas such as wetland [including provincially significant wetlands (PSW)] cannot be avoided, TRCA has a compensation protocol which should be followed.*
 - Noted. Although the recommended design will aim to minimize impacts, impacts to natural features are still anticipated, including to PSWs. Compensation requirements will be identified in the Environmental Study Report under future commitments to be confirmed during Detailed Design.

- Manirul Islam (TRCA): *Has a need for wildlife crossings been identified at the Tributary to the Don River?*
 - The Natural Heritage subconsultant has identified ecology requirements at the Tributary to the Don River to accommodate passage of small wildlife only as is currently accommodated. Lands north and south of Kirby Road at the crossing are agricultural.

Metrolinx
(T.Cowan)

4 Next Steps

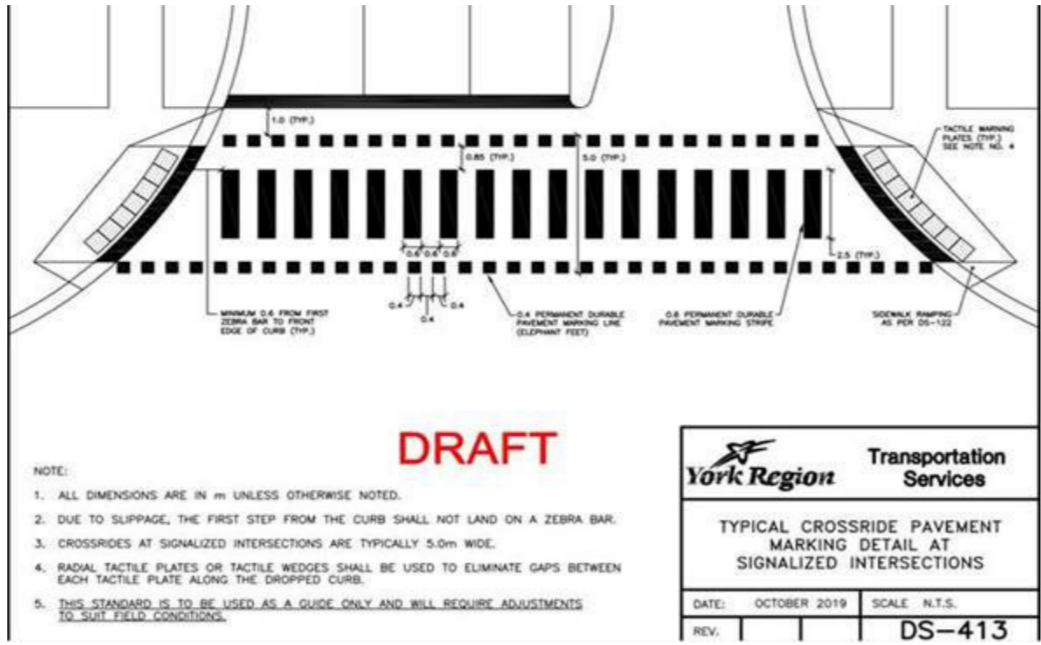
- **TAC to review the package and advise of any key concerns by December 9, 2020, in advance of the Stakeholders Group Meeting scheduled for December 14, 2020. Other comments can be provided afterwards, but in a manner that supports the study schedule as noted during the presentation.**

TRCA, York
Region, Metrolinx

If there are any errors or omissions in these notes, please contact **Azadeh Heydari** at azadeh.heydari@hdrinc.com within five business days.

NO.	Agency	Name	Comment Date	Comment Format	Comment / Request	Response Date	Response Format	Response / Action	Status
Draft Preliminary Design Circulation Comments									
1	Metrolinx	Tony To	10-May-21	Email	Metrolinx looks forward to reviewing the future ESR to ensure the commitments noted are included to be considered during detailed design.	May 31, 2021 updated Oct 21, 2021	Email	Comment noted - See Section 11.3 Commitments for Future Work of Draft ESR and Section 9 Preferred Design	Complete
2	Metrolinx	Tony To	10-May-21	Email	It was recently determined that Metrolinx would not be exploring hydrogen power technology as an alternative fuel source for the GO Transit network (https://blog.metrolinx.com/2021/02/10/powering-up-why-an-updating-on-electric-transit-may-create-the-tracks-forward-for-metrolinx/)	May 31, 2021 updated Oct 21, 2021	Email	Comment noted	No change
3	Metrolinx	Tony To	10-May-21	Email	The Kirby Road subway (road under rail grade separation) proposed at Mile 20.66 on the Newmarket Subdivision is subject to the most up to date version of the Electrification Standards. The current version is available at: http://www.gosite.ca/engineering_public/electrification_standards.aspx . Metrolinx will work with the proponent, during the Detailed Design stage, to ensure the Grounding and Bonding of the subway is included in the construction scope.	May 31, 2021 updated Oct 21, 2021	Email	Comment noted - See Section 9.2 Design Criteria of Draft ESR	Complete

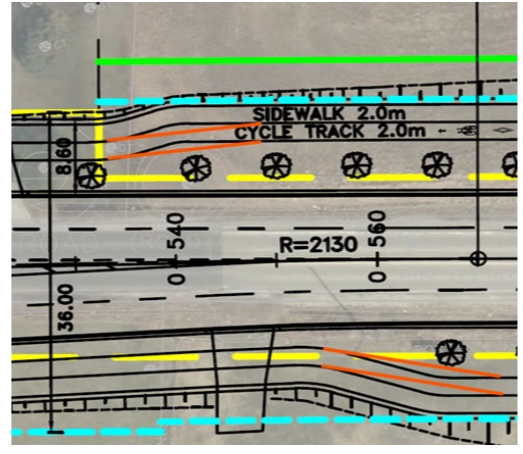
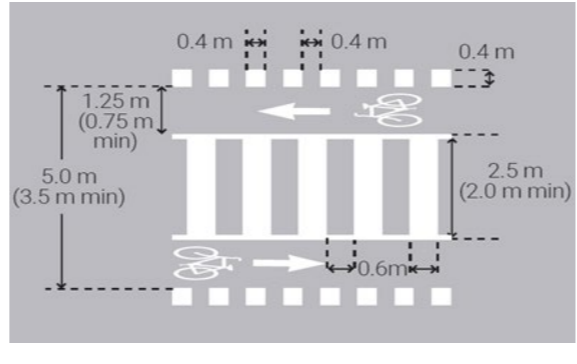
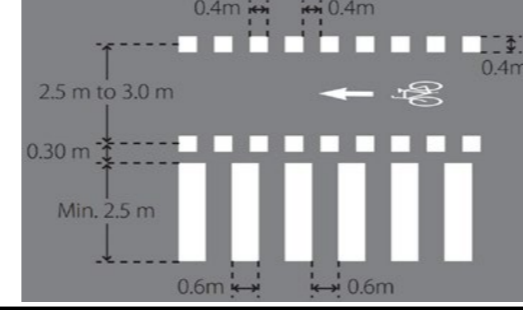
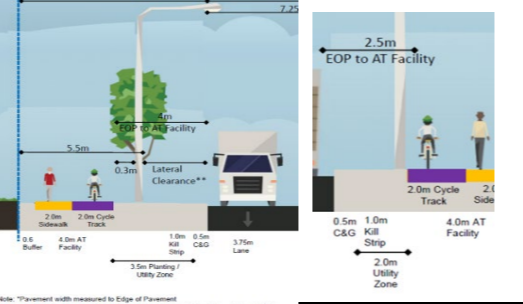
NO.	Agency	Name	Comment Date	Comment Format	Comment / Request	Response Date	Response Format	Response / Action	Status
Ecology Comments:									
1	TRCA	Manirul Islam	5-May-21	Letter/ Email	Jane Street to Keele Street – Please note that the angle of the culvert is proposed to be straightened from a skewed position. This may require the watercourse/feature to be realigned. Please refer to the TRCA Channel Modification Guideline for future submission requirements.	May 31, 2021 updated Oct 21, 2021	Email	The angle of the proposed culvert is changed to be straightened from a skewed position The TRCA Channel Modification Guideline will be referenced in designing the channel realignment for this watercourse.	Complete
2	TRCA	Manirul Islam	5-May-21	Letter/ Email	Keele Street to Dufferin Street - STA 3+000 - Ecology staff recommend that grading into the wetland be reduced to the extent possible which may require. Restoration. Compensation may be required at detailed design.	May 31, 2021 updated Oct 21, 2021	Email	Comment noted - potential for retaining walls to minimize grading impacts to be reviewed in Detail Design. See Section 11.3 Commitments to Future Work of Draft ESR Wetland impacts will be compensated for in accordance with TRCA guidelines and disturbed feature edges will be restored according to an Edge Management Plan.	Complete
3	TRCA	Manirul Islam	5-May-21	Letter/ Email	Keele Street to Dufferin Street - STA 3+500 - Ecology staff recommend that grading into the feature be reduced to the extent possible. Compensation will be required for vegetation removals. Restoration and Edge Management Plan will be required.	May 31, 2021 updated Oct 21, 2021	Email	Comment noted - potential for retaining walls to minimize grading impacts to be reviewed in Detail Design and added to ESR as future commitment. Woodland impacts will be compensated for in accordance with TRCA guidelines and disturbed feature edges will be restored according to an Edge Management Plan.	Complete
4	TRCA	Manirul Islam	5-May-21	Letter/ Email	Keele Street to Dufferin Street - STA 4+080 - Ecology staff recommend that grading into the feature be reduced to the extent possible. Compensation will be required for vegetation removals. Restoration and Edge Management Plan will be required.	May 31, 2021 updated Oct 21, 2021	Email	Comment noted - potential for retaining walls to minimize grading impacts to be reviewed in Detail Design and added to ESR as future commitment. Woodland impacts will be compensated for in accordance with TRCA guidelines and disturbed feature edges will be restored according to an Edge Management Plan.	Complete
5	TRCA	Manirul Islam	5-May-21	Letter/ Email	Keele Street to Dufferin Street - STA 4+300 - Ecology staff recommend that grading into the feature be reduced to the extent possible. Compensation will be required for vegetation removals. Restoration and Edge Management Plan will be required.	May 31, 2021 updated Oct 21, 2021	Email	Comment noted - potential for retaining walls to minimize grading impacts to be reviewed in Detail Design and added to ESR as future commitment. Woodland/wetland impacts will be compensated for in accordance with TRCA guidelines and disturbed feature edges will be restored according to an Edge Management Plan.	Complete
6	TRCA	Manirul Islam	5-May-21	Letter/ Email	The following ecology comments were sent out on January 21, 2021 on Environmental Impact Study Report, TAC 2 Presentation and Meeting Notes and are still ongoing/valid: a. There are a few crossing structures that will need to be replaced/widened and should be done in accordance with the TRCA Crossing Guideline for Valley and Stream Corridors. b. Any unavoidable removal of the Natural System should be done in accordance with TRCA Guideline for Determining Ecosystem Compensations. c. Low Impact Development Techniques be implemented as part of the Stormwater Management strategy.	May 31, 2021 updated Oct 21, 2021	Email	Comments noted. Wildlife crossing structures will conform to the TRCA Crossing Guideline for Valley and Stream Corridors. Any unavoidable removal of roadside Natural System features will be compensated for in accordance with TRCA guidelines and disturbed feature edges will be restored according to an Edge Management Plan. A series of bioretention cells integrated with the proposed streetscaping and parallel to storm sewers are proposed for quality treatment, erosion control, and water balance.	Complete
Water Resources Comments:									
7	TRCA	Manirul Islam	5-May-21	Letter/ Email	Water Resources staff is in agreement and thanks the proponent for the efforts to date on the assessment of the existing West Don River Tributary Crossing, and fully support the recommendation to replace the existing twin Corrugated Steel Pipe (CSP) culverts with a larger opening to address the hydraulics capacity requirements. Based on the Draft Water Crossing Evaluation prepared by HDR, please confirm that the recommendations for the hydraulics and fluvial geomorphology have been made by a qualified Professional Engineer Ontario or Professional Geomorphologist. Staff looks forward to reviewing the associated reports for further review and comment.	May 31, 2021 updated Oct 21, 2021	Email	Comment noted. Fluvial G and SWM Reports will be circulated to TRCA for review. Hydraulic design has been provided by Professional Engineer Ontario Fluvial G report prepared by Geomorphix	Complete
8	TRCA	Manirul Islam	5-May-21	Letter/ Email	Please review the recommendations for the Subwatershed Studies and Master Environmental Servicing Plan (MESP) for Block 27 (as well as any other background report for the area) in regard to sizing of culverts as any development(s) proposed may have an impact on the sizing required.	May 31, 2021 updated Oct 21, 2021	Email	The background info has been reviewed; the design peak flows were obtained from the existing hydraulic models. It is recommended that during the Detailed Design, the design flows be reviewed and verified to confirm any changes to the land-use and associated hydrologic information that may affect the peak flows presented in this Class EA study	Complete
9	TRCA	Manirul Islam	5-May-21	Letter/ Email	The following Water Resources Comments were sent out on January 21, 2021 on Environmental Impact Study Report, TAC 2 Presentation and Meeting Notes and are still ongoing/valid. It has been indicated that the hydraulics as well as stormwater management (SWM) reports are in progress. Staff looks forward to reviewing the drainage and SWM reports with all information provided including reviewing the low impacts developments (LIDs) proposed in the design. Please explore all opportunities to provide LID options and provide reasoning for the LID technologies not included. If additional LID sizing or general information is needed, please consult www.wiki.sustainabletechnologies.ca a. Staff look forward to reviewing the hydraulics and structure sizing in the next submission as indicated in the TAC2 presentation. Please ensure to provide TRCA the hydraulic report with all drawings, supporting documentation and all digital models. b. TRCA also wants to reiterate comments made during the TAC meeting on April 7, 2020, that the proponent considers and evaluate all LIDs and space constraints at this time to meet TRCA Stormwater Management Criteria.	May 31, 2021 updated Oct 21, 2021	Email	The proposed stormwater management plan for the project has been developed by examining the opportunities and constraints within the entire study corridor. A series of bioretention cells are proposed since they can be integrated with the proposed roadway design and grades without the need for significant alteration. The TRCA criteria for quality control, water balance and erosion control are met with the proposed design. The hydraulic outputs with all drawings, supporting documentation and HecRas model are also provided	Complete
Hydrogeology Comments:									
10	TRCA	Manirul Islam	5-May-21	Letter/ Email	a. Please finalize both Geotech Report (Thurber) and HydroG Report (HDR) prior to permit authorization. b. Please show the zone of influence (ZOI) in relation to the natural heritage studies (NHS), in particular for the underpass dewatering.	May 31, 2021 updated Oct 21, 2021	Email	ZOI has been added to Hydrogeological Assessment Report	Complete
TRCA Property:									
11	TRCA	Manirul Islam	5-May-21	Letter/ Email	a. TRCA property is located at the east end of the project study limits (east of Keele Street and south of Kirby Road). It appears TRCA property at southwest corner of Dufferin and Kirby Road may be required for the proposed works. Please note that any works/access on TRCA's property will require an archaeological screening or study by TRCA archaeological staff. b. Please contact TRCA property section should access to TRCA property (Permission to Enter) or property be required (permanent easement). Please factor this process in to the project schedule.	May 31, 2021 updated Oct 21, 2021	Email	Future commitment for Detail Design to address TRCA archaeological assessment requirements on TRCA impacted property included in Draft ESR - Section Section 11.3 Future Commitments, under sub-heading 2.Archaeology.	Complete

NO.	Agency	Name	Comment Date	Comment Format	Comment / Request	Response Date	Response Format	Response / Action	Status
Draft Preliminary Design Circulation Comments									
1	York Region - AT	Yvonne Kaczor	13-Apr-21	Email	<p>1. At the intersection of Kirby and Keele Street as well as Dufferin Street please change separated Crossrides to Combined crossrides as per Region's DS-413. Also please illustrate curb cuts as per below design standard</p> 	31-May-21	Email	Design updated to reflect combined crossrides. Detailing of curb cuts is beyond the scope of the EA study design, however reference will be included to DS-413 to inform the Detail Design to include curb cuts	Complete
2	York Region - Transportation Planning	Steve Mota, Mehrak Hakimi	23-Apr-21	Email	York Region's preference is for access to be maintained on Kirby Road, relocated as needed to accommodate the future grade separation.	31-May-21	Email	Comment noted	No change
3	York Region - Transportation Planning	Steve Mota, Mehrak Hakimi	23-Apr-21	Email	The EA project team is recommending the Kirby Road access be relocated to the east and restricted to RI/RO due to sight lines.	31-May-21	Email	-	No change
4	York Region - Transportation Planning	Steve Mota, Mehrak Hakimi	23-Apr-21	Email	The EA project team has requested that York Region consider a new access to Keele Street to mitigate the impact of restricting the existing Kirby Road access to RI/RO.	31-May-21	Email	-	No change
5	York Region - Transportation Planning	Steve Mota, Mehrak Hakimi	23-Apr-21	Email	York Region suggests a RI/RO access to Keele Street be assessed as an alternative to the proposed full move access to Keele Street.	26-May-22	Email	Complete. RIRO is recommended at Keele as per Keele Street Access Design Memo as circulated to YR	Complete
6	York Region - Transportation Planning	Steve Mota, Mehrak Hakimi	23-Apr-21	Email	Full move access to Keele Street, if approved by York Region, will require construction of exclusive left turn and right turn lanes on Keele Street. Given proximity to the Keele Street and Kirby Road intersection, the left turn should be continuous north from Kirby Road to accommodate back-to-back left turn lanes.	26-May-22	Email	Comment noted. Full movements is not recommended as per Keele Street Design Memo as circulated to YR	Complete
7	York Region - Transportation Planning	Steve Mota, Mehrak Hakimi	23-Apr-21	Email	RI/RO access to Keele Street, if approved by York Region, will require construction of a center median along Keele Street to be extended north from the Kirby Road/Keele Street intersection	26-May-22	Email	Comment noted. As per follow-up correspondence with YR a centre porkchop island is proposed to manage RIRO movements.	Complete
8	York Region - Transportation Planning	Steve Mota, Mehrak Hakimi	23-Apr-21	Email	Either full moves or RI/RO access to Keele Street will require street lighting.	26-May-22	Email	Comment noted. Illumination requirements will be addressed in Detailed Design.	No change
9	York Region - Transportation Planning	Steve Mota, Mehrak Hakimi	23-Apr-21	Email	Please share the traffic analysis for the Kirby Road and Keele Street access alternatives along with sightline analysis before final access configuration can be determined.	26-May-22	Email	Complete	Complete
10	York Region - Transportation Planning	Steve Mota	8-Dec-21	Email	I've checked with the other York Region Transportation Services staff copied on this email and we don't have any comments on the draft ESR. Thanks for circulating for our review.	None Provided		No Action Required	No change

NO.	Agency	Name	Comment Date	Comment Format	Comment / Request	Response Date	Response Format	Response / Action	Status
Draft Preliminary Design Circulation Comments									
1	York Region Transit	Nicole Ratti, Bhakti Rathod	17-May-21	Email	<p>While York Region Transit (YRT) has plans to provide service along Kirby Road between Jane Street and Dufferin Street in the future, we have not identified future transit stop locations at this time.</p> <p>Generally, transit stops are located at major, signalized intersections and are spaced approximately 500 metres apart. During detailed design, YRT will be able to comment on the preferred location for transit stops along the roadway.</p>	31-May-21	Email	Comment noted. Future Commitment added to Draft ESR to document City's follow-up with YRT during Detailed Design to confirm future stop locations.	Complete

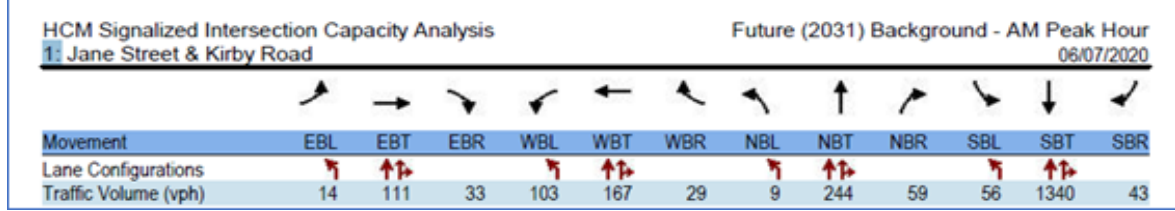
NO.	Agency	Name	Comment Date	Comment Format	Comment / Request	Response Date	Response Format	Response / Action	Status
General Comments									
1	Hydro One	Maria Agnew	28-Jan-20	Email	I am in receipt of the City of Vaughan's The City of Vaughan's proposal to widen Kirby Rd between Jane St and Dufferin St does not impact Hydro One's high voltage transmission corridor. Therefore, we have no objections nor further comments for the proposed works. Be advised, however, Hydro One owns and operates a distribution (wood pole) line within the road allowance of Dufferin St. See red line in aerial below. Hydro One distribution should be reviewing the proposal and providing comments. I have cc'd TWO operations centres as I am unsure which one is responsible for this area.	29-Jan-20	Email	Response by Max Ola as noted below	Complete
2	Hydro One	Max Olda	29-Jan-20	Email	Hi: This area is within Alectra's service territory. HONI has a 44 kV feeder (Armitage TS M34) that runs south on Dufferin at the Kirby Road intersection. HONI Dx would need to maintain this supply. I will forward this to the zone field business center. Thanks,	4-Feb-20	Email	Response by Laura Foley as noted below	Complete
3	Hydro One	Laura Foley	4-Feb-20	Email	Good Morning Tara and Hilda, With respect to the attached study and as mentioned below, Hydro one owns and maintains a 44 kV feeder (Armitage TS M34) that runs south on Dufferin St at the Kirby Road intersection. Please note that while we own and maintain this line, we do not own the poles. As this widening progresses, please ensure to keep Hydro One in the loop. Once you are at a stage requiring a Hydro One technician to review our assets and assess the proposed designs, please send all drawings and information to this email box (Zone8Scheduling@HydroOne.com), and any requests will be processed accordingly. We will require the proposed designs of Alectra prior to us being able to create Hydro One's plan. If you have any questions, please don't hesitate to reach out. Thanks, Laura	4-Feb-20	Email	Thank you for this information Laura.	Complete

NO.	Agency	Name	Comment Date	Comment Format	Comment / Request	Response Date	Response Format	Response / Action	Status
General Comments									
1	Hydro One	Raquel Kallideen	14-Feb-20	Email	<p>Good afternoon,</p> <p>Thank you for sending us the Notice of Commencement for the Kirby Road Widening and the Grade Separation of the Barrie Go Rail Line at Kirby Road in the City of Vaughan.</p> <p>While our initial scan indicates that there are no properties owned by the Minister of Government and Consumer Services within your project's study area, it is the proponent's responsibility to verify if any provincial government property is within the study area. Title documents may identify owners of provincial government property as any of the following or variations:</p> <ul style="list-style-type: none"> •Her Majesty the Queen •His Majesty the King •Hydro One •Hydro One Networks Inc. •Management Board Secretariat (MBS) •Minister of Economic Development, Employment and Infrastructure (MEDEI) •Minister of Energy and Infrastructure (MEI) •Minister of Government and Consumer Services (MGCS) •Minister of Infrastructure (MOI) •Minister of Natural Resources and Forestry (MNR) •Minister of Public Infrastructure Renewal (PIR) •Minister of Public Works •Minister of Transportation (MTO) •Ontario Lands Corporation (OLC) •Ontario Realty Corporation (ORC) <p>If the proponent confirms that no provincial government property exists in the project area, please remove the following stakeholder from the contact list for this project:</p> <p>Lisa Myslicki Infrastructure Ontario, 1 Dundas Street West, Suite 2000 Toronto, ON M5G 1Z3 Lisa.Myslicki@infrastructureontario.ca</p> <p>If provincial government property is in the study area but not required for the project, you should continue to consult us as a directly affected stakeholder. However, if government property is required for the project, the proponent should contact us so that we can advise about requirements for obtaining government property.</p>			Noted	Complete

NO.	Agency	Name	Comment Date	Comment Format	Comment / Request	Response Date	Response Format	Response / Action	Status
Draft Preliminary Design Circulation Comments									
1	City of Vaughan - Archeology & CH	Katrina Guy	22-Apr-21	Email	<p>Regarding archaeology along the preferred route, the Stage 1 AA and supplementary report identified that there were six known archaeological sites in the Study area, that will need further assessment. There is also an area along Kirby road that has Ossuary potential. This work will need to be done prior to further work. From the AA report:</p> <ol style="list-style-type: none"> The Study Area exhibits archaeological potential. These lands require Stage 2 archaeological assessment by test pit/pedestrian survey at five metre intervals, where appropriate, prior to any proposed impacts to the property; AIGv-117, AIGv-118, AIGv-121, AIGv-122, AIGv-123, and AIGv-404 are within 50 metres of the Study Area and are considered to exhibit CHVI. All six sites should be subject to Stage 3 assessment, if impacted, prior to any proposed construction activities as per S & G Section 3.2; Part of the Study Area is located within 1000 metres of a documented ancestral Huron-Wendat village site and within 300 metres of any current or former water source. If impacted, these areas should be subject to ossuary monitoring during construction, consistent with the recommendations of the York Region Archaeological Management Plan. Any areas of disturbance that overlap with ossuary potential should also be subject to archaeological monitoring, as per above recommendation. <p>We agree with the above recommendations and that they should be implemented as the study moves forward.</p> <p>In regards to the Built Heritage and CHR, the proposed area of study will likely have potential for significant impact on the Listed property 2480 Kirby Road. Along with the general recommendations of the CHRA study, we recommend that mitigation measures be implemented to protect this property from the proposed works.</p>	31-May-21	Email	<ol style="list-style-type: none"> Comment noted - Stage 2 AA is recommended and anticipated to be completed in Detailed Design Comment noted. Stage 3 AA to the sites impacted is recommended and anticipated to be completed in Detailed Design Comment noted. Requirement to identify monitoring requirements for construction during Detailed Design will be included in impact assessment and future commitments for the EA Study's ESR. Comment noted. Impacts to lands for 2480 Kirby Road (CHLS) are anticipated. The design incorporates a reduced boulevard to minimize property takings. Mitigation measures will be identified for the Draft ESR and further refinements to the design will be considered where possible. 	Complete
2	City of Vaughan - AT	Petr Emelianov	22-Apr-21	Email	<p>The lateral transitions of the cycle track should be adjusted to a minimum 1:6 taper where possible. This is done to accommodate the maneuvers of cyclists with trailers or tandem ad-on for kids. Example below</p> 	31-May-21	Email	To be updated	Complete
3	City of Vaughan - AT	Petr Emelianov	22-Apr-21	Email	<p>Major Intersections A consistent crossside should be implemented on all legs of the intersection York Regional standard is the combined crossside shown below.</p> 	31-May-21	Email	To be updated	Complete
4	City of Vaughan - AT	Petr Emelianov	22-Apr-21	Email	<p>Minor side street intersections Separated crossside markings(at cross streets) should include a bicycle symbol and a through directional arrow in place of a sharrow(a bicycle symbol with chevrons) as shown below.</p> 	31-May-21	Email	To be updated	Complete
5	City of Vaughan - AT	Petr Emelianov	22-Apr-21	Email	<p>Typical Roadway Cross Sections: The cyclist on the cross-sections seems to be travelling in the same direction on both sides of the street. As it is a vehicle the directionality should be indicated</p>	31-May-21	Email	<p>Directional marking to be added to cycle track Direction Arrow is added on both sides, every 300m</p>	Complete
6	City of Vaughan - AT	Petr Emelianov	22-Apr-21	Email	<p>General comment: It is my understanding that curb lane widths are typically measured to curb face. Please confirm that lane width specified in the guiding design documents refer to pavement width and are not measured to curb face(I.E centre of 0.5 C&G).</p>	31-May-21	Email	Curb lanes are dimensioned to edge of pavement as per design standards for York Region as Kirby Road is designed to YR standards for future upload to the Region	No Change
7	City of Vaughan - AT	Petr Emelianov	23-Apr-21	Email	<p>Can you clarify why the lateral clearance from the planting to the roadway is much larger than the clearance from cycling facility to the plants/furniture? The current designs do not accommodate passing of cyclists and micro-mobility scooters. It is understandable based on current cycling volumes. In the future, when volumes go up, it would be easier to implement passing zones if it did not include utility relocation and tree removal.</p> 	31-May-21	Email	<p>The typical section indicates an above ground utility corridor for hydro poles / light poles which is referenced as "utility zone" or where plantings are also included "planting / utility zone". In areas where street trees can not be accommodated, this area is reduced to a 2.0m utility zone. In areas where street trees are proposed within the utility zone a minimum 3.5m planting/utility zone is identified. The lateral clearance noted on the typical section is based on a pole placement that is 0.3m offset from face of pole to edge of cycle track to account for pedal overhang. Final placement of the poles and resulting lateral clearance within the "utility zone" will be reviewed and confirmed during Detailed Design. It is noted the combined width of the AT facility (Cycle Track with sidewalk) is 4 m and shown to have the cycle track adjacent to the sidewalk</p>	No Change
8	City of Vaughan - Urban Design	Ben Nagarajah, Rob Bayley	23-Apr-21	Memo/ Email	<p>1. Please note that there are segments of the proposed Kirby development that does not include any street trees within the Road Right of Way, Urban Design staff recommend to create opportunities for seamless streetscape enhancement right throughout the street development.</p>	31-May-21	Email	<p>Keele to Dufferin Boulevard street trees were not recommended in constrained locations including to minimize impacts to sensitive natural features (wetland across from Ravineway Drive, along the perimeter to sensitive woodland features, and at steep slopes near Dufferin). To minimize impacts to the woodlands and natural features, street trees were removed as the more mature and sensitive habitat would provide a tree canopy. Jane to Keele Boulevard street trees were also not recommended east of Jane Street on the south side to minimize property requirements to active agricultural property and to minimize impacts to the resident on south side of Jane Street beyond the 36.0m official plan ROW. Street trees are not proposed within the underpass but has potential to be planted behind the underpass</p>	No change

9	City of Vaughan - Urban Design	Ben Nagarajah, Rob Bayley	23-Apr-21	Memo/ Email	2. It is noted on the response to our previous comments that the narrow boulevard sections are only 2.0m wide of utility strip including a 1m wide splash trip and therefore inadequate to accommodate street tree planting. The street sections devoid of trees are unacceptable from Urban Design standpoint. Please consider widening the utility corridor to accommodate 2.3 to 2.5 m wide planting strip to include trees.	31-May-21	Email	Please see response above for areas where the typical section was reduced to minimize impacts	No Change
10	City of Vaughan - Urban Design	Ben Nagarajah, Rob Bayley	23-Apr-21	Memo/ Email	3. Alternately if the above road widening measures not achievable, there should be consideration to either mitigate the slopes between the Multi Use Path and the street line to accommodate the require street tree corridor. It is possible to plant trees on slope but it should be shallow slopes for survivability.	May 31, 2021 updated Oct 21, 2021	Email	Please note the recommended Active Transportation facility type is a 2.0m directional boulevard cycle track adjacent to a 2.0m sidewalk, not a multi-use path. Please see response above for areas where the typical section was reduced to minimize impacts. Opportunities to plant in slopes where tree planting opportunities are limited to be added as future commitment to be reviewed in Detailed Design with the development of the tree planting plan	Complete
11	City of Vaughan - Urban Design	Ben Nagarajah, Rob Bayley	23-Apr-21	Memo/ Email	4. Based on our review of the certain street profile sections, there may be opportunity to migrate the MUP towards the street line.	31-May-21	Email	Please note the recommended Active Transportation facility type is a 2.0m directional boulevard cycle track adjacent to a 2.0m sidewalk, not a MUP. The AT facilities were placed closer to the property line to maximize the physical separation from the AT users and vehicle travel lanes	No Change
12	City of Vaughan - PM	Hilda Esedebe	23-Apr-21	Email	How are the other existing entrances impacted (besides the ones by the grade separation) and how do are they being addressed? 1. Entrances N and S of Kirby, just east of Jane 2. Golf course entrance (west of rail) 3. Badha (west of Dufferin) 4. Laurentian (west of Dufferin) 5. Foot Hills (west of Dufferin) 6. Raven View (east of Keele) 7. Petro Canada (west of rail)	May 31, 2021 updated Oct 21, 2021	Email	Driveways are redesigned to urban residential and commercial entrances. Existing entrance widths are maintained. Proposed modifications to Petro Canada driveway identified with the preliminary design plan.	Complete
13	City of Vaughan - Policy Planning and Environmental Sustainability	Ruth Rendon	25-Apr-21	Comment on Road Widening Evaluation document	PPES will await for the technical report identifying mitigation measures and compensation to the significant woodlands Please note that individual tree and significant woodlands should be compensated differently, as per City Tree Private and Public Tree By-law/Urban Design Valuation and City of Vaughan Official Plan 2010 policies. For significant woodland compensation, we suggest that the TRCA's Determination of Ecosystem Compensation Guidelines be considered.	May 31, 2021 updated Oct 21, 2021	Email	Comment noted and has been addressed in describing compensation requirements within the TPP and NEA reports	Complete
14	City of Vaughan - Policy Planning and Environmental Sustainability	Ruth Rendon	25-Apr-21	Comment on Road Widening Evaluation document	City will defer to TRCA to review and approve mitigation measures and compensation for regulated areas and features (Ontario Regulation 166/06).	31-May-21	Email	Comment noted.	No Change
15	City of Vaughan - Policy Planning and Environmental Sustainability	Ruth Rendon	25-Apr-21	Comment on Barrie GO Rail Crossing Evaluation document	Please confirm that the natural heritage features below are not in Greenbelt.	May 31, 2021 updated Oct 21, 2021	Email	Please refer to the Natural Heritage Report Maps 1A and 1B. The proposed grade separation falls outside of the Greenbelt area. The tributary east of Jane Street is the only crossing of the Greenbelt area within the study corridor. See Section 10.1 of the Draft ESR for documentation of impacts to the Greenbelt Plan from the project.	Complete
16	City of Vaughan - Policy Planning and Environmental Sustainability	Ruth Rendon	25-Apr-21	Comment on Barrie GO Rail Crossing Evaluation document	City's Private Tree Bylaw includes trees over 20 dbh and over. This should be used for individual trees only, not for woodlands.	May 31, 2021 updated Oct 21, 2021	Email	Noted. Tree compensation requirements have been described in the TPP and NEA reports	Complete
17	City of Vaughan - Policy Planning and Environmental Sustainability	Ruth Rendon	25-Apr-21	Comment on Barrie GO Rail Crossing Evaluation document	The Block 27 Subwatershed Study identified SWF in the PSW. From what I recall there were significant frogs in the landscape. Can this be reviewed please.	May 31, 2021 updated Oct 21, 2021	Email	According to the Natural Heritage Assessment Report completed for the SWS (Beacon Environmental 2016), the previously identified amphibian breeding SWH within the Kirby Rd EA study area was re-evaluated and found not to meet MNR criteria for SWH according to the more recent (2015) SWH criteria tables that were available at that time. No amphibian breeding SWH was confirmed within the Kirby Rd EA study area.	Complete

NO.	Agency	Name	Comment Date	Comment Format	Comment / Request	Response Date	Response Format	Response / Action	Status
Draft Preliminary Design Circulation Comments									
1	City of Vaughan - Planning & Growth Management	Paul Grove	20-Apr-21	Email	Understanding the preliminary preferred does not include auxiliary lanes at the Block 27 collector road intersections, can we confirm that a WBL and an EBR lane could both be accommodated at each potential location of Streets 4, 5 and 6 (particularly Street 5 which will be Major Collector) and that sufficient storage/taper lengths are available to the nearest up/downstream crossings?	28-Apr-21	Email	The current design generally protects for the 36.0m Official Plan ROW for Kirby Road between Jane Street and Keele Street, except where there are more constrained locations (existing residential north and south) and through the underpass. This additional property should be sufficient for the provision of future auxiliary lanes at these intersections however additional property at the intersections may be required, for example to accommodate sight distance triangles. The storage lengths recommended at both Jane Street and Keele Street are based on the future traffic demand extracted from the NVNCTMP model.	No change
2	City of Vaughan - Planning & Growth Management	Paul Grove	20-Apr-21	Email	Through the Block 27 Block Plan and Collector Roads EA it is expected that turning lanes and possibly signals will be recommended at Street 5 at the least. Will there be provisions for modifying the design of intersections though detailed design should the timing of these recommendations overlap with the Kirby Road works? The concern here is to avoid throwaway costs by either the City or the Landowners Group.	28-Apr-21	Email	A future commitment can be added to the ESR for the City to review and coordinate with latest recommendations from the Block 27 collector roads and accommodate as applicable during Detailed Design	Added to Draft ESR Complete
3	City of Vaughan - Planning & Growth Management	Paul Grove	20-Apr-21	Email	Have the potential grading impacts beyond the ROW been shared with the Landowners Group at this point? If not, please keep us updated on any comments they might have through the consultation activities.	28-Apr-21	Email	The design plans will be shared with the SHG (which includes representatives from Block 27 Landowners Group (i.e. Irene Hauzar)) following the internal and external TAC circulation. The SHG and members of the public will also have an opportunity to review and comment on the design plans during the Public Information Centre. The project team will share feedback from the Landowners Groups to City staff as requested	Design circulated to TAC and SHG and to general public with Open House- Complete
4	City of Vaughan - Planning & Growth Management	Paul Grove	20-Apr-21	Email	Active transportation facility design comments to be deferred to Petr / Dorothy.	28-Apr-21	Email	Noted	No change

NO.	Agency	Name	Comment Date	Comment Format	Comment / Request	Response Date	Response Format	Response / Action	Status
Draft Preliminary Design Circulation Comments									
1	City of Vaughan - Planning & Growth Management	Pirooz Davoodnia	23-Apr-21	Email	<p>1-The previous Block 34E transportation study, which is going to be updated by another consultant, assumed/proposed a different lane configuration at Kirby/Jane intersection (See Synchro snapshot below). My question is that, have the lane configurations at this intersection incorporated the Block 34E traffic volume?</p> 	23-Apr-21	Email	<p>1.The project team will review regarding traffic volumes and the Kirby/Jane intersection configuration, but if you could provide Block 34E traffic volumes as soon as you can, that would be helpful for our checks. Also, could you confirm if these lane configurations have been reviewed by the Region? I know the Region has already reviewed our proposed Kirby/Jane intersection recommended design.</p>	Volumes were requested and the request was followed up upon during the Study. No volumes were received during the study.
2	City of Vaughan - Planning & Growth Management	Pirooz Davoodnia	23-Apr-21	Email	<p>2-The second question is that will there be an opportunity to incorporate the Block 34E potential required road improvements in the EA preferred design? Or an EA amendment will be required? This will become more important in the event that an interchange (even a partial interchange) is proposed at Kirby/Hwy400.</p>	23-Apr-21	Email	<p>2.The Block 34E road network is beyond the scope of work for the Kirby Road Widening EA (Jane to Dufferin) and beyond the study limits. The project schedule/progress has advanced based on the background information that was available. Our planning horizon is 2031 and for the purposed of this EA, an interchange at Kirby/Hwy 400 is not anticipated within that horizon, more unlikely if GTA West completes the EA process. I believe I mentioned this during a Block 34E meeting that we've been advised by the GTA West project team that an interchange at Kirby/Hwy 400 is unlikely with the geometry/location of the proposed freeway-freeway interchange.</p>	No Change
3	City of Vaughan - Planning & Growth Management	Pirooz Davoodnia	23-Apr-21	Email	<p>3-This may be too early in the design process but now that the pavement markings are being displayed, the stop bar locations should be checked by the large trucks swept paths. Not sure if this is done but from the look of it, it seems there may be conflicts between NBL turning WB-20 trucks and vehicles behind the EBL turn stop bar.</p>	23-Apr-21	Email	<p>3.The project team will review, thank you.</p> <p>Truck turning simulation was performed using AutoTurn with WB-20 Vehicle. The truck turning path is not in conflict with the stop bar.</p>	Complete - no change

January 14, 2022

CFN 61133

BY E-MAIL ONLY (Hilda.Esedebe@vaughan.ca)

Hilda Esedebe, P.Eng., MBA, M.Sc.
Transportation Project Manager
Infrastructure Planning and Corporate Asset Management,
City of Vaughan,
2141 Major Mackenzie Drive,
Ontario, L6A 1T1

Dear Hilda Esedebe,

**Re: Draft Environmental Study Report (ESR)
Kirby Road Widening between Jane Street and Dufferin Street and Grade Separation of Barrie Go Rail Line at Kirby Road
Municipal Class Environmental Assessment – Schedule C
Don River Watershed; City of Vaughan; Regional Municipality of York**

Toronto and Region Conservation Authority (TRCA) staff received the draft Environmental Study Report (ESR) dated November 19, 2021, and technical studies for the above noted project on November 22, 2021.

PROJECT OVERVIEW

Staff understands that the draft ESR involves the widening of Kirby Road from Jane Street to Dufferin Street from two to four lanes with active transportation facilities, a grade separation of the Barrie GO Rail Line at Kirby Road and elimination of the existing jog at the intersection at Kirby Road and Jane Street. Staff also understands that the study has reconfirmed the recommendations for the corridor as identified in the City of Vaughan's Transportation Master Plan (2012), York Region's Transportation Master Plan (2016), City's North Vaughan and New Communities Transportation Master Plan (NVNCTMP, 2019), City's Pedestrian and Cyclist Master Plan, and has completed Phases 3 and 4 of the Municipal Class EA process for Schedule 'C' projects as outlined in the MEA guidelines (October 2000, as amended in 2007, 2011 and 2015).

Staff notes that the study area is part of the North Vaughan New Communities Transportation Master Plan (NVNCTMP). Please note that TRCA staff provided comments through review of the NVNCTMP and expect those comments to be considered, addressed and coordinated through the Environmental Assessment and Planning processes.

Staff understands that the preferred alternative is to widen the Kirby Road from a two lane rural cross-section to a four lane urban cross-section between Jane Street and Dufferin Street, an underpass with Kirby Road under

Barrie GO Rail Crossing, widen Kirby road about centerline (for road horizontal alignment), jog elimination at Kirby Road and Jane Street, and installation of boulevard cycle tracks and sidewalks on both sides of Kirby Road.

PROJECT REVIEW

While staff has no objection in principle to the preferred alternative, the comments in Appendix A need to be addressed in the final document. These comments should be included as an appendix in the final EA report.

RESUBMISSION REQUIREMENTS

Please ensure TRCA receives a digital copy of the Notice of Study Completion, as well 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 5 MB), or through file transfer protocol (FTP) sites (if posted for a minimum of two weeks).

Should you have any questions or require any additional information please contact me at extension 5715 or at Manirul.islam@trca.ca

Regards,



Manirul Islam
Planner, Infrastructure Planning and Permits
Development and Engineering Services

/MI

Attached: Appendix A

BY E-MAIL

cc: Consultant: HDR Corporation, Tara Erwin (Tara.Erwin@hdrinc.com)

TRCA: Victoria Kramkowski, Government and Community Relations Specialist, Peel/York Watersheds
Mark Howard, Senior Planner, Development Planning and Permits
Trina Seguin, Senior Property Agent, Property, Assets and Risk Management
Don Ford, Senior Manager, Hydrogeology and Source Protection

ID#	Section	Commentor	Comment	HDR Response	Status
1	2.5	Erinn Lee	Section 2.5 states that "The City clarified that the study corridor is not situated within the Traditional Territory of Curve Lake First Nation and that a Stage 2 Archaeological Assessment will not be conducted". However, Section 5.5 (Archaeology) states that parts of the Study Area exhibit archaeological potential and will require Stage 2 Archaeological Assessment and Section 11.3 (Commitments for Future Work) includes a commitment to complete Stage 2 AA and Stage 3 AA for impacted lands and to "consult with Indigenous communities (CLFN) to identify opportunities for participation in field investigations if Stage 2 and 3 AA are deemed warranted".	Text has been updated. It is clarified that the statement in the ESR was intended to reference that the Stage 2 and 3 Archaeological Assessment was not being undertaken during the EA Study but would be completed during Detailed Design. Wording revised.	Modified in the ESR
1a	2.5	Erinn Lee	Please revise and/or clarify the sentence in Section 2.5 indicating that a Stage 2 Archaeological Assessment will not be conducted	Text has been updated. It is clarified that the statement in the ESR was intended to reference that the Stage 2 and 3 Archaeological Assessment was not being undertaken during the EA Study but would be completed during Detailed Design. Wording revised.	Modified in the ESR
1b	2.5	Erinn Lee	Please revise the commitment to consult with Indigenous communities to include any Indigenous communities that expressed interest in the archaeological assessments.	This commitment has been added in Section 11 of the ESR	Modified in the ESR
2	2.5	Erinn Lee	Section 2.5 provides a summary of correspondence with Huron Wendat, Curve Lake First Nation and Alderville First Nation. Please provide a summary of the correspondence with the other three Indigenous communities as well. If no response was received, please note this, as well as any efforts that were made to follow-up with the community.	Additional correspondence with Indigenous communities has been added	Modified in the ESR
3	2.5	Erinn Lee	Did the project team receive any further correspondence from Six Nations of the Grand River after providing a response on August 31, 2020?	No additional correspondence was received. The Project team will notify them of the ESR filing date and 30 day review period as requested.	Modified in the ESR
4	2.5	Erinn Lee	MECP notes a reference in Appendix C to a meeting with Curve Lake First Nation on October 15, 2021. The EA documentation should provide a summary of any meetings that occurred and any concerns that were raised and how they were addressed. If the meeting was informational, this can be noted instead of a summary.	Text summarizing the discussion on October 15, 2021 has been added to section 2.5 of the ESR	Modified in the ESR
5	5.2	Erinn Lee	MECP recommends that Figures 5-2 and 5-3 identify the Areas of Natural and Scientific Interests (ANSI) and Environmentally Significant Areas (ESA) referred to in the text.	Additional figures added to ESR from the natural heritage report	Modified in the ESR
6	9.12	Erinn Lee	According to the ESR, the project area transects two vulnerable areas: Significant Groundwater Recharge Area (SGRA) and Highly Vulnerable Aquifer (HVA), identified under the Clean Water Act. Since bioretention cells are filter and infiltration based treatment facilities, there would be a concern for the proposed bioretention cells to be used in these areas as the runoff generated from the roadway may contaminate the groundwater quality through infiltration or percolation processes, especially when the roadway contains a high level of dissolved matters, including road salts which cannot be removed by the bioretention filter media. MECP's guideline for LIDs to be used in these areas can be found in MECP's draft "LID Stormwater Management Guidance Manual". MECP recommends that the final ESR provide an assessment on the potential impact from the proposed bioretention cells on groundwater quality.	To ensure, stormwater does not contaminate groundwater source of municipal drinking water, several ways are identified by MOECC SWM Manual, 2017, to remove constituents before they can reach groundwater resources. The LID design factors for enhancing removal rate specified in Table 4.2.7.1 of MOECC SWM Manual are considered for LID design in following section and should be followed during the detailed design as well. For the purpose of EA, additional text has been added to the Drainage and Stormwater Management Report, acknowledging the project area is within Significant Groundwater Recharge Area (SGRA) and Highly Vulnerable Aquifer (HVA), and providing a reference for design. The LID design has been updated with changing filter media depth from 0.5 to 0.75m as recommended in the manual manual.	Modified in the SWM report

7	9.12	Erinn Lee	It is acknowledged that the ESR has provided a series of commitments to future works. MECP recommends that the committed work also include a detailed performance monitoring and maintenance plan to be developed during the detailed design for the proposed stormwater management facilities to remove any clogs and to ensure the treatment efficiency as per designed.	A future commitment (Section 11.2 of ESR) to include a detailed performance monitoring and maintenance plan to be developed during the detailed design for the proposed stormwater management facilities to remove any clogs and to ensure the treatment efficiency as per designed has been added.	Modified in the ESR
8	9.12	Erinn Lee	Based on Table 4-4 of the Stormwater Management Report, bioretention cells will be installed in Catchments A, C, E and oil and grit separators (OGS) will be provided for Catchment B only. It is unclear what treatment facility will be provided for Catchment D. Please clarify.	The drainage area D ultimately discharging to municipal systems and should be pre-treated using catchbasin inserts and OGS units. The recommendations are modified in the Drainage and Stormwater Management Report.	Modified in the SWM report
9	9.12	Erinn Lee	MECP recommends that the Drainage Area Plans in Appendix A of the Stormwater Management Report include the proposed online storage pipes and OGSs, in addition to the proposed bioretention cells.	The location and pipe sizing are added to the drainage plans, in addition to location of OGS units. Orifice sizing of the online storage pipes will be determined during the detailed design.	Added to the plans
10	9.12	Erinn Lee	The Stormwater Management Report (pg. 20) indicates that the stormwater management plan for surface runoff generated within the proposed underpass will be further investigated during the detailed design, which will include required water quality and quantity control measures. It is advised that the surface runoff collected from this area be treated properly if the final design decides to connect it to the Don River culvert.	Yes, required treatment will be provided before discharging to the Don River. Further design details, including required water quality and quantity control measures will be completed in the detailed design of the underpass.	No action required
11	10.1	Erinn Lee	It would be helpful to include a map identifying the portions of the study area that are subject to the Greenbelt Plan and Oak Ridges Moraine Conservation Plan and the corresponding designations (e.g. Natural Core Area, Natural Linkage Area, Countryside Area and Settlement Area in the ORMCP). The Provincial Land Base Map is a helpful tool for creating these maps.	A map has been added to Section 10.1 identifying the portions of the study area that are subject to the Greenbelt Plan and Oak Ridges Moraine Conservation Plan	Modified in the ESR
12	10.1	Erinn Lee	Section 10.1 and Table 10-1 indicate that there are no lands in the study area that are located within any Provincially designated Specialty Crop areas. However, the entire study area does contain prime agricultural area. This should be noted for clarity.	It has been clarified that the study area contains prime agricultural area in ESR Section 10.1 and Table 10-1	Modified in the ESR
13	10.1	Erinn Lee	Table 10-1 provides a clear overview of how the policies of the Greenbelt Plan were considered. It would be beneficial to provide a similar table in Section 10.2 outlining the relevant ORMCP policies for the Natural Linkage and Natural Core Areas and how they were addressed, particularly any policies that do not overlap with policies in the Greenbelt Plan and are not already addressed in Table 10-1.	Table outlining relevant ORMCP policies have been added to ESR Section 10.2	Modified in the ESR
14	10.1	Erinn Lee	Was the draft ESR and Agricultural Impact Assessment shared with OMAFRA? If not, they should be provided an opportunity to comment during the 30-day comment period.	The ESR will be shared with OMAFRA during the 30-day comment period. OMAFRA added to notice of completion mailing list	Complete

15	Construction and Post-Construction Monitoring	Erinn Lee	<p>The ESR makes references to recommendations to develop monitoring plans:</p> <p>a. Mitigation measures for wildlife and wildlife habitat (Table 10-2): vi. A detailed Monitoring Plan should be developed to identify pre-, during- and post-construction monitoring requirements.</p> <p>b. Section 11.3 (Natural Environment): g. A detailed Monitoring Plan should be developed to identify pre-, during- and post-construction monitoring requirements.</p> <p>c. Section 9.32 (Construction Monitoring and Maintenance Considerations): Construction and post-construction monitoring plans should be developed during Detailed Design in consultation with MECP and other regulatory agencies.</p> <p>As described in Section A.2.5 (Phase 5 Implementation) of the MCEA (2015), “the monitoring program outlined in the ESR shall be undertaken to ensure that the environmental provisions and commitments made in the ESR are fulfilled and are effective”. Given the monitoring plans are deferred to detailed design, they should be listed as commitments that will be completed.</p> <p>Section A.4.2.1 (Format and Content) of the MCEA (2015) describes the items that should be included in the monitoring program:</p> <ul style="list-style-type: none"> • key impacts to be monitored • monitoring requirements during construction and during operation of the facility • the period during which monitoring will be necessary • frequency and timing of surveys, the location of monitoring sites and the methods of data collection, analysis and evaluation • the content, manner and form in which records of monitoring data are to be prepared and retained • where and for how long monitoring records and documentation will be on file • specific requirements for monitoring appropriate to the particular circumstances and conditions under which the project will be implemented 	Items from Section A.4.2.1 (Format and Content) of the MCEA (2015) have been added to the list of recommendations when developing monitoring plans under ESR Section 11 Future Commitments of the ESR	Modified in the ESR
16	11.3	Erinn Lee	The study states that additional work is required to characterize soils in areas of potential concern. A FOI request to MECP may be made for properties along the road alignment for additional information.	Noted	No action required
17	11.3	Erinn Lee	As noted in the ESR, a Category 3 Permit to Take Water and associated hydrogeological assessment may be required. As part of this assessment, the proponent may contact the Oak Ridges Moraine Groundwater Program and/or the Regional Municipality of York to inquire about City of Vaughan Groundwater “Areas of Concern” Mapping – v1., Technical Memo, August 25, 2021.	Updated in future commitments in Section 11 of the ESR	Modified in the ESR
18	Administrative	Erinn Lee	The EA documentation should use the term “Section 16 Order” instead of Part II Order, as described on MECP’s updated webpage on Section 16 orders.	Changed	Modified in the ESR
19	Administrative	Erinn Lee	Was the draft ESR and Cultural Heritage Report shared with MHSTCI? If not, they should be provided an opportunity to comment during the 30-day comment period.	Yes, MHSTCI was circulated on the Draft ESR with all technical appendices including the CHR. They provided comments which will be updated and addressed as required	No action required

ID#	Section	Commentor	Comment	HDR Response	Status
1	n/a	Alexandra Goldstein	The grade crossing should comply with Metrolinx electrification standards which can be found here http://www.gosite.ca/engineering_public/electrification_standards.aspx	The grade crossing complies with Metrolinx's standards and are referenced in the ESR Section 9 preferred design.	No Action Required
2	n/a	Alexandra Goldstein	The grade crossing should be compliant with Metrolinx Bridges and Structures standards. http://mylinx/sites/RailServ/en/Mylinx%20Sharepoint/Metrolinx%20General%20Guidelines%20for%20Design%20of%20Railway%20Bridges%20%20Structures%20-%20Nov%2015%202018%20Rev%201.1%20-%20COMBINED%20FINAL.pdf	The grade crossing complies with Metrolinx's standards and are referenced in the ESR Section 9 preferred design	No Action Required
3	n/a	Alexandra Goldstein	The site could be may be subject to a work permit and review. The Region can find more information on the submission requirements here: https://www.metrolinx.com/en/projectsandprograms/constructionanddevelopment/third-party-projects-review.aspx	Noted and added as future commitment to confirm during Detailed Design.	No Action Required
				<p>TRCA requested that their comment on the Draft ESR be shared with Metrolinx:</p> <p>"There is a floodplain spill north of the proposed Metrolinx Railway underpass in the TRCA hydraulic model which may impact the flood conditions at the road. Please demonstrate that this spill will not affect the proposed underpass. Please ensure Metrolinx is aware of this comment and ensure future design works in the area are coordinated with Metrolinx. TRCA staff looks forward to working with the proponents to design the stormwater relief system of the Metrolinx Underpass."</p> <p>The project team's response:</p> <p>"Comment noted. There is a floodplain spill north of the proposed Metrolinx Railway underpass in the TRCA flood map. The spill is acknowledged in the drainage and stormwater management report section 3.3. The proposed design at detailed design stage will also address the existing floodplain spill north of the proposed Metrolinx Railway underpass. The City will coordinate with Metrolinx during Detailed Design for the future design works. The EA project team will share the comment with Metrolinx. "</p>	No Action Required

ID#	Section	Commentor	Comment	HDR Response	Status
1	Stage 1 AA	Dan Minkin	We note that the Stage 1 archaeological assessment report prepared under PIF # 383-0162-2019 and included as Appendix I of the draft ESR is currently under technical review by MHSTCI's Archaeological Program Unit. If the report is revised in the course of review before it is entered into the Ontario Public Register of Archaeological Reports, the related sections of the ESR will need to be revised accordingly. Until then the recommendations of the Stage 1 archaeological assessment report should be considered preliminary.	Noted	No change.
2	2.5	Dan Minkin	Section 2.5 notes that "The City clarified [to Curve Lake First Nation] ... that a Stage 2 Archaeological Assessment will not be conducted." This is inconsistent with the recommendations of the Stage 1 report, as described elsewhere in the draft ESR, which are that further archaeological work is necessary, and it does not reflect the September 3, 2021 letter from the City of Vaughan to Curve Lake First Nation included in Appendix C. We recommend that this statement be revised for accuracy.	Text has been updated. It is clarified that the statement in the ESR was intended to reference that the Stage 2 Archaeological Assessment was not being undertaken during the EA Study but completed during Detailed Design. Wording revised.	Modified in the ESR
3	5.4	Dan Minkin	Section 5.4 should be renamed Built Heritage Resources and Cultural Heritage Landscapes to reflect the proper terminology for the types of cultural heritage resources addressed in that section.	Revised	Modified in the ESR
4	Table 8-2, 8-3, 8-4	Dan Minkin	In Tables 8-2, 8-3 and 8-4, we recommend that the criterion "Preserve Archaeological and Cultural Heritage Features" be renamed "Conserve Cultural Heritage Resources". Cultural heritage resources is the term that encompasses archaeological resources, built heritage resources and cultural heritage landscapes, and "conserve" expresses the full range of protection and management options that can be considered for these resources better than "preserve".	The criterion has been renamed.	Modified in the ESR
5	Table 8-4	Dan Minkin	Table 8-4 includes under each alternative "Potential to impact ossuary site which cannot be avoided with any widening alternative". This wording may be taken to mean that the ossuary will unavoidably be impacted by the undertaking, which is inconsistent with the commitments to monitor the ossuary site for impacts. The exact nature of impacts and mitigation or avoidance strategies would be determined in later stages of archaeological assessment and Indigenous engagement. This text should be revised for clarity.	Rephrased to "Potential to impact ossuary site"	Modified in the ESR
6	Table 10-2	Dan Minkin	In Table 10-2, the Proposed Mitigation field in Row 2 (Archaeology) should acknowledge the possibility of further stages of archaeological assessment being recommended by the planned Stage 2 and 3 studies and include them as mitigation measures as appropriate.	Possibility of further stages of AA revised to impact bullet (a) of row 2 to Table 10-2 and mitigation expanded.	Modified in the ESR
7	Table 10-2	Dan Minkin	In Table 10-2, we recommend that factor 3 ("Cultural Heritage") be renamed Built Heritage Resources and Cultural Heritage Landscapes, since "cultural heritage" would include archaeology. In the same row, we note that there are some editorial errors in the Details/Anticipated Impact field to be corrected, such as the unfinished sentence in point a.	Table 10-2 has been renamed and editorial errors have been corrected.	Modified in the ESR
8	11.3.2	Dan Minkin	Section 11.3.2 should undertake that all outstanding stages of archaeological assessment (including those arising from the planned Stage 2 and 3 studies, as noted in comment #6 above) will take place as early as practicable during detailed design, and well before the commencement of ground-disturbing activities.	Commitment has been added	Modified in the ESR

9	11.3.2	Dan Minkin	Point c of Section 11.3.2 uses this ministry's previous name; this should be corrected. Additionally, MHSTCI does not provide "clearance" for archaeology; this point should be reworded to say that the reports will be submitted to MHSTCI for review and entry into the Ontario Public Register of Archaeological Reports.	The correct name has been added and the sentence about clearance revised.	Modified in the ESR
---	--------	------------	---	---	---------------------

ID#	Comments	Commentor	Comment	HDR Response	Status
1	Water Resources	Manirul Islam	Please provide the digital HECRAS model, so that the model can be verified based on TRCA standards and to ensure no negative impacts during all design storm events (2 to 100 year and Regional) as a result of the proposed scenarios provided in Table 3-3 of Drainage Report. Staff understands that the recommended culvert crossing type identified in the Crossing Assessment Memo is replacement of existing twin CSP culvert with a single concrete box culvert of dimension of 3.9 m X 1.2 m. Since, the crossing is overtopped during the regional storm, TRCA strongly recommends to utilize this opportunity to improve the safety of the crossing by selecting the twin concrete box 3.9 m x 1.2 m culvert alternative, raising roadway profile to eliminate overtopping and increase in hydraulic capacity (Option C in Table 3-3 in the Drainage Report).	Recommendation is modified in the report to slightly raise the road profile in addition to increasing the hydraulic capacity. The existing culverts would be replaced with two Single Concrete Box culverts with dimensions of 3.9m x 1.2m x 33.6m and 3.6m x 0.9m x 33.6m respectively, crossing perpendicular to Kirby Road. This will result in eliminating the existing overtopping depth, and avoid the effect on the upstream Regional flood level, and the MTO freeboard criteria would be met. The link to the Hydraulic analysis will be sent to TRCA for review.	Change made in ESR, Crossing Assessment Memo, and SWM and Drainage Report
2	Water Resources	Manirul Islam	Please note that there is a floodplain spill north of the proposed Metrolinx Railway underpass in the TRCA hydraulic model which may impact the flood conditions at the road. Please demonstrate that this spill will not affect the proposed underpass. Please ensure Metrolinx is aware of this comment and ensure future design works in the area are coordinated with Metrolinx. TRCA staff looks forward to working with the proponents to design the stormwater relief system of the Metrolinx Underpass.	Comment noted. There is a floodplain spill north of the proposed Metrolinx Railway underpass in the TRCA flood map. The spill is acknowledged in the drainage and stormwater management report section 3.3 . The proposed design at detailed design stage will also address the existing floodplain spill north of the proposed Metrolinx Railway underpass. The City will coordinate with Metrolinx during Detailed Design for the future design works. The EA project team will share the comment with Metrolinx.	Text updated in ESR and Drainage Report to better clarify acknowledgement of floodplain spill and considerations. Metrolinx notified of TRCA's draft ESR comment.
3	Water Resources	Manirul Islam	Staff recognizes that the proponent has provided quantity control calculations for unitary flow rates and 2- 100-year post to pre quantity controls. Please provide details to demonstrate that it is feasible to achieve the storage volume requirements within the Road Right of Way. With regards to LID options, staff recognizes that information is provided in Table 07 of the Draft Drainage and Stormwater Management Report. However, please provide the background calculations for the storage requirements in the table to demonstrate that TRCA water quality, water balance and erosion control criteria are met. Similarly, provide details on the feasibility of the bioretention facility within the project area.	The location and pipe sizing are added to the drainage plans. The pipes are sized to control the minor flows/design storm, major flows will be controlled by a combination of pipe storage and ponding. With regards to LID options, the required storage to meet the TRCA criteria and provided storage are provided in Table 4-2 and also in Appendix C of the Drainage and Stormwater Management Report.	Change made in Drainage Report
4	Water Resources	Manirul Islam	Staff recognizes that the Fluvial Geomorphological Report affirms the proposed culvert sizing. Please include additional recommendations from the Fluvial Geomorphological Report to the recommendation for the recommended structure on Page 9 of the Crossing Assessment Memo.	To be updated as requested.	Changes made in Crossing Memo
5	Water Resources	Manirul Islam	During detailed design, please also ensure that the design flows be reviewed and verified to confirm any changes to the land-use and associated hydrologic information that may affect the peak flows presented in this Class EA study.	The commitment is already provided Section 11 of the ESR and in Section 2.6.3 of the Drainage and Stormwater Management Report.	No Action Required

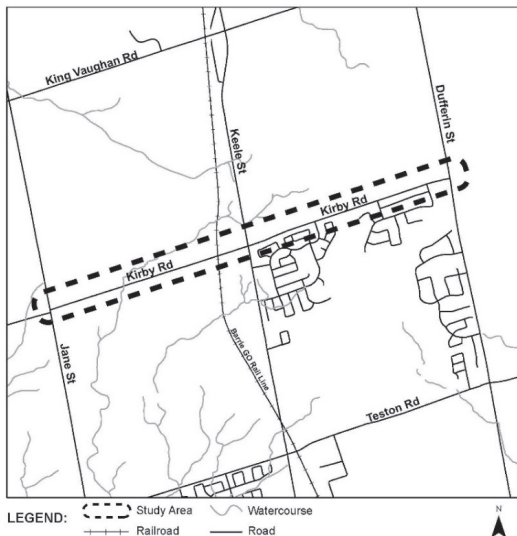
6	Ecology	Manirul Islam	<ul style="list-style-type: none"> For the proposed GO Transit crossing, TRCA staff recommends a waterproof structure so that permanent dewatering of the groundwater can be avoided. All proposed street lighting should minimize potential light pollution into natural areas. The proposed right-of-way should be minimized to the extent possible. The Report indicates that construction timing will have consideration for the bird nesting season, however it should also include breeding times for amphibians, given the proposed wetland removals. The report stated that ESC measures will be in accordance with OPSS, however TRCA staff request that for all areas regulated by the TRCA, that our ESC Guidelines for Urban Construction (2019) be utilized. In addition, all ESC monitoring should be in conformance with this guideline 	<ul style="list-style-type: none"> Noted. The Crossing Assessment Report indicates that the underpass structure is proposed to be a watertight structure to control the groundwater level; otherwise permanent drainage of the groundwater is required. The recommended structure type has been designed to be water tight and therefore a pumping station for ground water is not anticipated. Noted. During Detailed Design the illumination design and requirements will be finalized and a street lighting plan will consider opportunities to have directional lighting that avoids light wash of the adjacent natural features. To be added to ESR. Opportunities to further minimize right-of-way requirements and grading encroachments into the adjacent natural features will be explored during the Detailed Design stage. This is currently documented in the ESR under future commitments. The majority of the amphibian breeding period is covered under the period of April 1-August 31 during which it is recommended that vegetation removals not occur in order to effectively mitigate impacts to nesting birds. However, it is further recommended that any vegetation removals or site alterations within wetlands be maintained outside of the period March 15-June 30 to avoid impacts to breeding amphibians. To be added to the ESR. Noted. ESC measures will follow the TRCA's ESC Guidelines for Urban Construction (2019) and will be further clarified during the detailed design stage. Document reference to be updated in ESR. 	<ul style="list-style-type: none"> No change Documented in future commitments for ESR section 11 No change Changes made in ESR under section 10 and 11. Changes made in ESR under section 11.
7	Ecology	Manirul Islam	<p>TRCA ecology staff support the recommendations within the Environmental Impact Study Report. In addition, staff supports the proposed wildlife passage for deer at the east end of the study area. During detailed design, wildlife movement and collisions with wildlife should be reviewed to confirm their requirement for wildlife passage in this area.</p> <p>The Crossing Assessment Memo also indicated that an eco-passage for deer might be possible west of Dufferin Street. Staff support the recommendations to determine if such a crossing structure is warranted and will work with the proponent at detailed design stage</p> <p>Please include the above as part of the EA commitments.</p>	<p>During Detailed Design further review and agency consultation is needed to determine if measures to mitigate wildlife road mortality and hazards to motorists are warranted. In the segment between Keele Street and Dufferin Street, if existing data suggests that deer crossings are more concentrated, or if deer-vehicle collisions have occurred, potential mitigation measures may include deer crossing signage or wildlife eco-passage.. Commitment for Detailed Design to be added to ESR.</p>	<p>Change made in ESR in Section 11</p>
8	TRCA Property and Archaeology	Manirul Islam	<ul style="list-style-type: none"> With respect to grade separation, staff prefer an overpass in order to minimize permanent dewatering. Staff understands that the preferred alternative is an underpass, therefore, TRCA prefer a water-tight configuration (please see comment no. 6) At detailed design, staff recommends using trench plugs and anti-seepage collars where infrastructure located where appropriate. At detailed design, please further refine the dewatering rates and radius of influence. At detailed design, please clarify how an infiltration rate of 98 mm/hr was determined. Please note that TRCA recommends for design of LIDs TRCA an insitu test (i.e. Guelph Permeameter, Single Well Response Test, etc.) at the site of the proposed LID. 	<ul style="list-style-type: none"> Comment noted. Comment noted and added to Future Commitments Section 11 of ESR. Comment noted and added to Future Commitments Section 11 of ESR Comment noted and added to Future Commitments Section 11 of ESR Changes made in ESR under section 11. 	<p>Changes made in ESR in Section 11</p>

9	TRCA Property and Archaeology	Manirul Islam	<p>Dwg. 14 of 15 of the draft plan shows that there is a small area of TRCA property that will be impacted by grading and that has a 2m wide bench partially on TRCA-owned property. These are highlighted as requiring temporary/permanent easements. In addition, future archaeological works and tree protection and removals may occur on TRCA-owned property.</p> <ul style="list-style-type: none"> • Figure 12 in the Stage 1 Archaeological Assessment shows the potential for archaeological findings on TRCA-owned property southwest of Dufferin Street and Kirby Road, and indicates that a test pit survey will be required. Please note, any archaeological investigation on TRCA-owned land is to be conducted by TRCA archeology staff. Please contact Alistair Jolly at Alistair.Jolly@trca.ca for requirements of archaeological investigation on TRCA's land. Please note, access to TRCA owned property for temporary works requires Permission to Enter (PTE), please contact Stella Ku at Stella.ku@trca.ca for PTE requirements. • It appears on drawing 14 of 15 the bench location is on TRCA owned property, please provide details why the bench is on TRCA-owned property and why it can not be located wholly in the existing road right-of-way (ROW). Please contact Trina Seguin at Trina.Seguin@trca.ca for further information/requirements on temporary/permanent easement. Please note, long term easement requires TRCA Board of Directors approval, please schedule your project appropriately. 	<p>The ESR includes the following future commitment for Detailed Design under Section 11 : During Detailed Design, any property required from TRCA will be subject to a Stage 2 Archaeological Assessment completed by TRCA. A site visit can clarify if the investigation is required.</p> <p>It is clarified that beyond the existing ROW, additional lands are identified as temporary / permanent easement is for the slope embankment. During Detailed Design the City with consult TRCA to confirm the property requirements and designation as temporary / permanent easement or proposed right of way. It is clarified the area labelled as "bench" is the area of the proposed embankment that is flattened to help support the slope. The bench requirements are based on the geotechnical investigation recommendations for the embankment based on the height of the proposed slopes.</p>	No Action Required
---	-------------------------------	---------------	---	---	--------------------

ID#	Comments	Commentor	Comment	HDR Response	Status
1	Draft ESR	Steve Mota	I've checked with the other York Region Transportation Services staff copied on this email and we don't have any comments on the draft ESR. Thanks for circulating for our review.	Noted.	No change

NOTICE OF COMPLETION
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT (MCEA) STUDY

Kirby Road Widening
between Jane Street and Dufferin Street



THE STUDY

The City of Vaughan has completed a Municipal Class Environmental Assessment (MCEA) for improvements to Kirby Road between Jane Street and Dufferin Street. These recommendations were made to address capacity and operational improvements identified for Kirby Road and to accommodate planned growth in the City for all transportation modes including pedestrians, cyclists, transit users and motorists.

The recommended Kirby Road improvements include:

- Widening from two (2) to four (4) lanes and urbanization
- In-boulevard cycle tracks and sidewalks (both sides of the road)
- Jog elimination at Kirby Road and Jane Street
- Grade Separation (Underpass) of the Barrie Go Rail line

STUDY REPORT REVIEW PERIOD

This study was completed in accordance with the planning and design process for Schedule C projects, as outlined in the Municipal Engineers Association (MEA) Municipal Class EA guidelines (October 2000, amended 2007, 2011 and 2015), which is approved under the Ontario Environmental Assessment Act. The Environmental Study Report (ESR) documents the planning, consultation, preliminary design and decision-making process undertaken for the project and is available for review for 30 days starting **June 23, 2022** and ending on **July 22, 2022**. The report can be reviewed and downloaded on the City of Vaughan’s website at www.vaughan.ca/KirbyWidening.

Please provide written comments and outstanding concerns within the 30-day review period to:

Hilda Esedebe, P.Eng.
City of Vaughan Project Manager
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1
T: 905-832-8585, ext. 8484
E: Hilda.Esedebe@vaughan.ca

If there are any outstanding concerns regarding potential adverse impacts to constitutionally protected Aboriginal and treaty rights, a person may request the Minister of Environment, Conservation and Parks to issue a Section 16 Order on those matters for this project. Requests should include the requester contact information and full name. Requests should specify what kind of order is being requested (request for conditions or a request for an individual/comprehensive environmental assessment), how an order may prevent, mitigate or remedy potential adverse impacts on Aboriginal and treaty rights, and any information in support of the statements in the request. This will ensure that the Ministry is able to efficiently begin reviewing the request. The Section 16 Order request must be provided in writing and received by the Minister at the address below no later than July 22, 2022.

Minister
Ministry of Environment, Conservation and Parks
777 Bay Street, 5th Floor
Toronto ON M7A 2J3
E-mail: minister.mecp@ontario.ca

Director
Environmental Assessment Branch
Ministry of Environment, Conservation and Parks
135 St. Clair Ave. W, 1st Floor
Toronto ON, M4V 1P5
E-mail: EABDirector@ontario.ca

A copy of any Section 16 Order request must also be sent to the City of Vaughan project contact above.

This Notice was first issued June 23, 2022