

Stahl, Jason

From: Stefan Linder [Stefan.Linder@cn.ca]
Sent: October-09-12 8:32 AM
To: Stahl, Jason
Subject: RE: Bovaird Drive Class EA - From 1.45km west of Heritage Road to Lake Louise Drive/Worthington Avenue, Region of Peel - Draft ESR

Follow Up Flag: Follow up
Flag Status: Flagged

Jason,

Apologies if no one from CN has responded to the initial EA for Bovaird Drive. Understanding that some works was completed this year on the grade separation at CNR and Bovaird regarding the drainage of the road way and the impact on the abutments.

It is my understanding that this structure will be replaced in the near future and widened to accommodate the increased traffic flow. CNR would like to be kept in discussions with the EA and any impacts related to CNR.

Best Regards,
Stefan

Stefan Linder, B.Eng, MBA

Manager Public Works | Design & Construction | CN
4 Welding Way off Administration Road | Vaughan | ON | L4K 1B9
t (905) 669-3264 | c (416) 529-0167 | tc (905) 760-3406
email Stefan.Linder@cn.ca

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From: Bobb, Compton [<mailto:Compton.Bobb@brampton.ca>]

Sent: September-24-12 10:35 AM

To: Stahl, Jason

Cc: 'Smith, Neal'

Subject: RE: Bovaird Drive Class EA - From 1.45km west of Heritage Road to Lake Louise Drive/Worthington Avenue, Region of Peel - Draft ESR

Jason:

Below are our comments on the draft ESR for Bovaird Drive Class EA:

- Median shown on drawing sheets 9-10-11 shows a median width varying from 2.0 to 5.5 m but Table 6.4 Design Criteria shows the Actual Proposed to be 5.50 m (this should be changed to 2.0 – 5.50).
- The through lane widths on sheets 9-10-11 are 3.65m but Table 6.4 Design Criteria shows actual proposed to be 3.75m (need clarification which is correct and update the table/drawing, accordingly).
- City should request the Region to consider incorporating smart channels for the channelized intersections.
- Figure 6.30 typical cross sections shows the width of the multi-use path at 2.50m but our standard is 3.0m (we only allow a reduced width if approved by our Urban Design Group). Given this is an EA document, we should be showing the 3.0m width.
- The clear zone width for a 80 and 90 km/hr design speed are 5 and 6m respectively. The typical sections for intersections on Bovaird Drive at Heritage , James Potter Road, Ashby Field Road on the south side all show 3.5 m.
- ZUM style bus stops will only be required at Bovaird Drive and Mississauga Road. It should be noted that the westbound farside bus bay at this intersection can be designed as a 'conventional' bus stop.
- All other bus stops proposed along Bovaird Drive, except Mississauga Road shall be designed as conventional transit bus stops. See Tahar Singh's comments.
- Brampton Transit has secured funding for Phase 2 of their bus rapid transit initiative branded ZUM. In 2015 we will be launching the second of three future bus routes, ZUM Queen West, between Downtown Brampton to Mount Pleasant GO via Queen Street, Mississauga Road and Bovaird Drive. In order to meet our launch date we will be required to begin constructing our infrastructure (bus bays, queue jump lanes, enhanced stations) in the summer/fall of 2014. Brampton Transit and City of Brampton staff would like to meet with the Region of Peel to coordinate our efforts in order to minimize any throw away costs and roadway disruptions. Please contact Chris Lafleur in the ZUM project office to discuss further.
- Has there been consideration of a lower design speed in the vicinity of Mount Pleasant Village? The 90 km/h indicated is not consistent with the character of this mixed-land use and transit-oriented community, or the North West Brampton Urban Development Area (mentioned on pages 10-11). The current *Regional Roads Characterization Study* may suggest approaches to balancing the function of the roadway with the needs of the community.
- The area near Ashby Field Road still lacks a quality pedestrian connection across Bovaird to the Mount Pleasant GO station.
- Page 22 (3.3.5): Note that the Bovaird and Queen West extension (along Mississauga Road) ZUM lines are expected to begin service by 2014 and 2017, respectively, well in advance of 2031. Please contact Chris Lafleur of Brampton Transit for details and an updated map beyond what is shown in the TTMP.
- The attached document contains additional redlined comments on the following two sections: 6.1.4 Typical cross section and 6.2.9 Landscaping.

Regards,

Compton Bobb, LEL

Project Engineer

Engineering and Construction

Works and Transportation

City of Brampton

Ph: 905 874 2581

November 14, 2012

Neal Smith, C.E.T.
Project Manager, Transportation Program Planning
Public Works, Region of Peel
10 Peel Centre Drive, Suite B, 4th Floor
Brampton, ON L6T 4B9

Dear Mr. Smith:

**Re: Draft ESR and Meeting Minutes from November 7, 2012 meeting for Bovaird Drive from Lake Louise Drive/Worthington Avenue to 1.45km west of Heritage Road Municipal Class Environmental Assessment
City of Brampton
CVC File No. EA 09/008**

CVC staff has now had a chance to review the draft minutes from the November 7, 2012 meeting and offer the following comments for your consideration:

1. CVC is generally satisfied with the content of the minutes as presented. Please ensure that the formal response to follow addresses all our comments contained in the October 9, 2012 letter as not all comments required discussion at the November 7, 2012 meeting but still may require a response.
2. Culvert Crossing A specifically Point 11 of the minutes. In the Draft ESR, specifically in the purpose statement in Section 1.2, the Region commits to examining existing deficiencies within the study limit and to evaluate the options to address the deficiencies identified. Further, the review of existing conditions has also determined that improvements are needed along Bovaird Drive corridor including addressing drainage deficiencies identified by this study. As per our letter dated October 9, 2012 the ESR has identified a number of deficiencies at Culvert Crossing A. CVC recognizes that based on the studies carried out during the EA the road widening and limit of construction along Bovaird Drive will end 300m east of the Culvert Crossing A and that no works are proposed directly near or at the crossing and that any proposed works do not aggravate conditions at the culvert crossing. Further to our discussion at the meeting held on November 7, 2012 CVC finds acceptable the Region's proposal to defer improvements to Culvert A to a future separate project. It is our understanding that the Region will document the deficiencies discovered as part of the existing conditions reports for this EA and will commit to completing a separate culvert improvement project for this crossing in the future in the text of the

November 14, 2012

Re: Draft ESR and Meeting Minutes from November 7, 2012 meeting for Bovaird Drive from Lake Louise Drive/Worthington Avenue to 1.45km west of Heritage Road Municipal Class Environmental Assessment City of Brampton CVC File No. EA 09/008

final ESR. This commitment should be separate and not tied to any works or studies related the Heritage Heights planning exercise currently underway.

Should you have any questions about these comments or wish to discuss further please do not hesitate to contact me at jkilis@creditvalleyca.ca or (905) 670-1615 ext. 287

Kind Regards,

Original Signed By

Jakub Kilis, MCIP, RPP
Planner, Environmental Assessment

cc: Region of Peel - 10 Peel
Attn: Steve Ganesh, Manager, Transportation Program Planning

AMEC Environment & Infrastructure
3215 North Service Road, Burlington, ON L7N 3G2
Attn: David Sinke, Project Manager
Attn: Steve Chipps, Senior Project Manager
Attn: Jason Stahl, Design Engineer

Ministry of Natural Resources – Aurora District
Attn: Mark Heaton, Area Biologist
Attn: Melinda Thompson, Species at Risk Biologist

Hydro One Brampton Networks Inc.

175 Sandalwood Pkwy West
Brampton, Ontario L7A 1E8
Tel: (905) 840-6300

www.HydroOneBrampton.com



September-25-12

AMEC Environment & Infrastructure
3215 North Service Road
Burkington, ON
L7N 3G2

Attention: Jason Stahl, P.Eng

Re: Bovaird Drive Environmental Study Report (ESR) -Lake Louise to 1.45km west of Heritage Road within the City of Brampton

Dear Jason:

Hydro One Brampton has significant underground and overhead systems which will require relocation.

As part of the relocations, there may be a need for Easement requirements to accommodate Hydro One Brampton relocations. The location and the extent of the easements will be identified at the 30% Design stage of this project.

Project timelines must be implemented to accommodate Electrical outages. Outages are limited to certain months of the year due to circuit loading.

Existing plant locations should be confirmed on site, prior to digging, by calling 905-840-6300 extension 3241 for locates.

As part of the design process, a meeting is requested to review proposed Region of Peel timelines and to discuss Hydro One Brampton requirements.

Please call me at (905) 840-6300 ext. 5508 to arrange a mutually suitable meeting date.

Yours truly,
Hydro One Brampton Networks Inc.

A handwritten signature in black ink, appearing to read "RE", written over a horizontal line.

R. Evangelista, C.E.T.
Engineering Supervisor – Development Division
cc A. Sharpe - Planning Department – HOBNI

RE/lm

Ministry of the Environment

Central Region
Technical Support Section

5775 Yonge Street
8th Floor
Toronto, ON, M2M 4J1
Tel.: 416-326-6700
Fax: 416-325-6347

Ministère de l'Environnement

Région du Centre
Section d'appui technique

5775, rue Yonge 12^e étage
8^e étage
Toronto, ON, M2M 4J1
Tel. 416-325-6966
Télec. 416-325-6347



September 25, 2012

File: EA01-06-05

Jason Stahl
AMEC Environment and Infrastructure
3215 North Service Road
Burlington, ON L7N 3G2

**RE: TSS Comments:
Bovaird Drive from Lake Louise Drive/Worthington Avenue to 1.45 km West of
Heritage Road
Peel Region
Class Environmental Assessment
Draft Environmental Study Report**

Dear Mr Stahl,

The draft Environmental Study Report (ESR) for the above project has been reviewed and the following comments are offered for your consideration:

Surface Water

West Study Limits to West of Heritage Road (Outlets A and B)

The ESR proposes that enhanced grassed swales be implemented in this road section. However, enhanced grassed swales alone will not provide enhanced treatment of stormwater (80% TSS removal), according to the ministry's Stormwater Management Planning and Design Manual (2003).

Given the sensitivity of the receiver - a Credit River tributary, which is acknowledged as highly sensitive in the ESR - enhanced level treatment is recommended at this area. A treatment train approach is recommended.

West of Heritage Road to West of Mississauga Road (Outlets C, D and E):

The preferred stormwater management (SWM) alternative for this section of road is the use of a future SWM facility proposed for the Heritage Heights development. The ESR indicates that oil/grit separators may be used as an interim solution until the SWM facility is constructed.

- The ESR should confirm the status of the proposed development and future SWM facility, including timelines for construction and whether any agreement with the city/developer has been made regarding the use of this facility. Confirmation that the future SWM facility will be designed to achieve level 1 treatment and to provide standard quantity and erosion control requirements should also be provided. In addition, commitments to using oil/grit separators or other possible interim measures should be

provided in case of construction delays. If oil/grit separators (O/GS) are being proposed, consideration should be given to using them as part of a multi-component approach once the future SWM facility is in place

Huttonville Creek (Outlet F, includes E1 and E2)

For this section, O/GS and vegetative filter strips are proposed as part of a multi-component approach. The ESR indicates that treatment for Mississauga Road south of the West Huttonville crossing and north of Bovaird Drive could be integrated into a future SWM facility as part of the Heritage Heights development. If this is not possible, an oil/grit chamber is presented as the preferred alternative.

- The ministry's Stormwater Management Planning and Design Manual (2003) recommends that O/GS be used for small drainage areas (<2 ha). A key factor in assessing the performance of O/GS is the level at which by-pass conditions occur. Under conditions of high stormwater flows, the overall solids removal efficiency of O/GS usually decreases since the stormwater which is by-passed receives no treatment (Stormwater Management Planning and Design Manual, MOE 2003).
- If O/GS are used, O/GS sizing requirements will need to be considered in order to capture and treat at least 90% of the runoff volume that occurs at a site to achieve a long-term average basis for water quality objectives of 'enhanced protection'.
- For outlet F, the use of a proposed SWM facility within Mount Pleasant lands is preferred. Should the road expansion occur ahead of the construction of the SWM facility, interim measures are proposed (vegetative strips, oil/grit separators or interim SWM facility). As per our comments above, the ESR should confirm the status of the proposed development and future SWM facility, and indicate whether consultation has been undertaken relating to the use of the SWM facility. Confirmation that the SWM facility will be designed to achieve level 1 treatment and to provide standard quantity and erosion control requirements should be provided in the ESR.

Outlet G, G1, H and I

Both existing and ultimate roadway runoff have been planned to received quality and quantity control though the existing SWM ponds

- Please identify all existing SWM facilities on the drainage plan map for outlet G, G1, H, and I. The current level of treatment of the existing facilities should be discussed in the ESR.

Other Comments

- A summary table should be provided for the "Storm Drainage" section of the ESR indicating commitments regarding preferred SWM for each catchment/drainage outlet and how it would achieve quality and quantity control requirements.
- Please refer to the MOE's Guideline B-6 – Guidelines for Evaluating Construction Activities Impacting on Water Resources when developing erosion and sediment control plans. Sediment and erosion control measures should be maintained until site restoration has occurred and soils are stabilized.
- Please be advised that a Permit to Take Water would be required for any water takings above the allowable limit of 50,000 L/day including groundwater or surface water extraction, and the active diversion of surface water flows by pumping in exceedance of

50,000 LPD. In addition, specific requirements regarding the discharge of pumped water to surface water would also be assessed at the PTTW stage. The report to be prepared in support of the water taking application should also include details on the management of the discharge water, including targets for pollutant concentrations (typically TSS), how these targets will be achieved, quantity controls and monitoring requirements.

Thank you for the opportunity to comment on this project. Please forward our office the Notice of Completion and ESR when completed. Should you or any members of your project team have any questions regarding the above, please contact me at (416) 326-3469.

Yours sincerely,



Dorothy Moszynski
Environmental Resource Planner and EA Coordinator
Air, Pesticides and Environmental Planning

- c. Tina Dufresne, Manager, Halton Peel District Office, MOE
Dan Panko, Supervisor APEP Unit, Central Region MOE
Dan Orr, Manager Technical Support Section, Central Region
Central Region EA File
A & P File