

**A9**

Agency Comments on Draft ESR

## Thompson, Gillian

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**From:** Kilis, Jakub <jkilis@creditvalleyca.ca>  
**Sent:** May-23-17 10:43 AM  
**To:** Thompson, Gillian  
**Cc:** Dana.Glofcheskie@mississauga.ca; Dela Cruz, Gino; Stewart, Rebecca; McGlade, Kaitlyn  
**Subject:** CVC Comments - Draft ESR for Mavis Road - Courtney Park Dr. West to Ray Lawson Blvd. (CVC File No. EA 16/005)

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

Hi Gillie,

CVC staff has reviewed the Draft ESR for the Mavis Rd Municipal Class EA from Courtney Park Dr. West to Ray Lawson Blvd. and offer the following comments for your consideration:

### General Comments

1. Section 3.3 – Natural Environment – at end of last paragraph – consider adding ‘and under the jurisdiction of Credit Valley Conservation’.
2. Section 3.3.2 – Environmental Designations – consider adding SAR designation for Redside Dace including reference to the regulation as part of the Environmental Designations section.
3. Section 6 – consider adding MNRF explicitly to the list of agencies for further consultation found in the second paragraph.
4. Section 8.9 – Permits and Approvals – CVC regulation is O.Reg 160/06. Please correct the reference to CVC’s Reg.
5. The report does not seem to speak to consultation with MNRF regarding SAR found within the study area. As noted, SAR are found with the study area and the ESR should typically address this. Please comment.

### Stormwater Management Report

6. Please refer to [CVC’s Stormwater Management Criteria \(August 2012\)](#) for detailed information on Credit Valley Conservation Authority’s criteria for water quality, water quantity, water balance and erosion control criteria. This section of Mavis Road appears to be within the Fletcher’s Creek Subwatershed (#5 in CVC’s guidelines) with a small section within the Credit River – Norval to Port Credit Subwatershed (#9 in CVC’s guidelines). A figure that delineates the subwatershed boundaries will be useful during the detailed design review.
7. Note that the Region of Peel is developing their own SWM criteria, as well as an updated Streetscaping Toolbox expected to be public in 2017. Please incorporate these documents as required when released. Please contact the Region for further direction on how these guideline documents may be implemented into the design.
8. Catchments C1 to C6 drain to SWM Facility No. 4 which does not have a method of quantity control. Please further expand on how quantity control will be achieved for these catchment areas. A risk assessment may be required to evaluate the increase in water quantity to the facility.
9. Confirm that the outlets of SWM Facilities No. 4 and 5 are controlled structures that will not increase the discharge to Fletcher’s Creek with the increase in drainage to the facilities. No off-site flooding or erosion impacts are accepted as a result of proposed work.
10. Please identify the receiving feature of the roadside ditches (and minor system flows) within the Highway 407 Interchange area. Confirm that both the minor and major system flows conveyed to a regulated feature meets CVC’s SWM Criteria.
11. It has been defined that the storm sewers are designed and sized for the 10-year event. The storm sewer system will outlet to the existing SWM Facilities. What is the existing method of treatment for the overland flow

(flow events above the 10-year storm) within this section of Mavis Road. Subsequently, how will the overland flow be treated in proposed conditions?

12. For detailed design, please note that the infiltration rates should be determined based on the geotechnical and hydrogeological studies in order to appropriately size and design the enhanced grass swales.

Please let me know if you have any questions at this time,  
Jakub

**Jakub Kilis, RPP, Can-CISEC**

Senior Planner, Environmental Assessment Review | Credit Valley Conservation

905.670.1615 ext 287 | C: 647.212.6554 | 1.800.668.5557

[jkilis@creditvalleyca.ca](mailto:jkilis@creditvalleyca.ca) | [creditvalleyca.ca](http://creditvalleyca.ca)

**Mavis Road Class EA**

**Credit Valley Conservation Comments on Draft ESR and How the Comments Have Been Addressed**

**May 26, 2017**

#	CVC Comment	How Comment Has Been Addressed
1	Section 3.3 – Natural Environment – at end of last paragraph – consider adding ‘and under the jurisdiction of Credit Valley Conservation’.	ESR updated.
2	Section 3.3.2 – Environmental Designations – consider adding SAR designation for Redside Dace including reference to the regulation as part of the Environmental Designations section.	ESR updated.
3	Section 6 – consider adding MNRF explicitly to the list of agencies for further consultation found in the second paragraph.	Section 8.5 and Table 8-4 have been updated to explicitly commit to consultation with MNRF during detailed design.
4	Section 8.9 – Permits and Approvals – CVC regulation is O.Reg 160/06. Please correct the reference to CVC’s Reg.	ESR updated to reflect correct O.Reg. 160/06
5	The report does not seem to speak to consultation with MNRF regarding SAR found within the study area. As noted, SAR are found with the study area and the ESR should typically address this. Please comment.	<p>Consultation with MNRF has been added to Appendix A of the ESR and is attached to this response.</p> <p>Section 3.3.6 discusses SAR and Species of Conservation Concern found in the study area.</p> <p>Potential impacts to these species are discussed in Section 8.3:</p> <ul style="list-style-type: none"> <li>• As noted, Fletcher’s Creek will not be impacted since no works are proposed at the Fletcher’s Creek Bridge. Therefore SAR habitat associated with this area will not be impacted. No other natural areas will be impacted.</li> <li>• Very minor changes will occur within the Highway 407 interchange resulting in very minor edge removals of cultural meadow habitat.</li> </ul>
6	Please refer to for detailed information on Credit Valley Conservation Authority’s criteria for water quality, water quantity, water balance and erosion control criteria. This section of Mavis Road appears to be within the Fletcher’s Creek Subwatershed (#5 in CVC’s guidelines) with a small section within the Credit River – Norval to Port Credit Subwatershed (#9 in CVC’s guidelines). A figure	The Fletcher’s Creek Subwatershed boundary with study area will be included in the Drainage and SWM Report.

**Mavis Road Class EA**

**Credit Valley Conservation Comments on Draft ESR and How the Comments Have Been Addressed**

**May 26, 2017**

#	CVC Comment	How Comment Has Been Addressed
	that delineates the subwatershed boundaries will be useful during the detailed design review.	
7	Note that the Region of Peel is developing their own SWM criteria, as well as an updated Streetscaping Toolbox expected to be public in 2017. Please incorporate these documents as required when released. Please contact the Region for further direction on how these guideline documents may be implemented into the design	Noted. The Region of Peel is a co-proponent of the project and will continue to be directly involved in detailed design phase. All applicable Region guidelines / policies/ directives will be applied and will be reviewed during the detail design phase when released.
8	Catchments C1 to C6 drain to SWM Facility No. 4 which does not have a method of quantity control. Please further expand on how quantity control will be achieved for these catchment areas. A risk assessment may be required to evaluate the increase in water quantity to the facility.	Agreed. The flows draining to the SWM Facility No. 4 will increase by 0.01 m <sup>3</sup> /s in post-development which is considered negligible. However, as part of the current MTO 401 Improvements Project, SWM Facility Facilities No. 4 and 5 will be deepened. So, any additional increase in runoff volume will be taken care addressed during Highway 401 Improvements.
9	Confirm that the outlets of SWM Facilities No. 4 and 5 are controlled structures that will not increase the discharge to Fletcher's Creek with the increase in drainage to the facilities. No off-site flooding or erosion impacts are accepted as a result of proposed work.	SWM Facilities No. 4 and 5 both have an orifice to control the flow and the increase in drainage area will not affect the discharge to Fletcher's Creek. Appropriate reference has been added to the report text and plan and profile have been added as an appendix to the Drainage and SWM Report.
10	Please identify the receiving feature of the roadside ditches (and minor system flows) within the Highway 407 Interchange area. Confirm that both the minor and major system flows conveyed to a regulated feature meets CVC's SWM Criteria.	Our analysis indicates that the post-development flow increase of 0.01 m <sup>3</sup> /s at most culvert locations within the interchange is considered negligible. The flow to Culvert CV4 and CV2 increases by 0.04 m <sup>3</sup> /s and 0.06 m <sup>3</sup> /s respectively, which is considered nominal. Also, outflows from these culverts travel long paths before discharging into the regulated features. For example, the outflow from Culvert CV4 drains through almost 800 m of vegetated swale and the outflow from Culvert CV5 drains through almost 1300 m of vegetated swale, before discharging into regulated features, including the Credit River.

**Mavis Road Class EA**

**Credit Valley Conservation Comments on Draft ESR and How the Comments Have Been Addressed**

**May 26, 2017**

#	CVC Comment	How Comment Has Been Addressed
		The existing drainage system at the Highway 407 interchange is under the ownership / operation of MTO and 407ETR. While changes to the existing drainage system within the interchange are not proposed as part of the Mavis Road Class EA, the Region of Peel will work with MTO and 407ETR during detailed design to ensure that water quality is appropriately managed that the final design meets MTO and MOECC requirements.
11	It has been defined that the storm sewers are designed and sized for the 10-year event. The storm sewer system will outlet to the existing SWM Facilities. What is the existing method of treatment for the overland flow (flow events above the 10-year storm) within this section of Mavis Road? Subsequently, how will the overland flow be treated in proposed conditions?	Mavis Road consists of an urban road cross-section on both east and west sides. Under existing conditions, the major storm runoff flows overland along Mavis Road towards the road low point, which is ultimately captured by catch basins and conveyed to SWM Facilities No. 4 and 5 via storm sewers. This drainage pattern is maintained for proposed conditions.
12	For detailed design, please note that the infiltration rates should be determined based on the geotechnical and hydrogeological studies in order to appropriately size and design the enhanced grass swales.	Noted and Agreed.

Ministry of the Environment  
and Climate Change

Central Region  
Technical Support Section

5775 Yonge Street, 8<sup>th</sup> Floor  
North York, Ontario M2M 4J1

Tel.: (416) 326-6700  
Fax: (416) 325-6347

Ministère de l'Environnement et de  
l'Action en matière de changement climatique

Région du Centre  
Section d'appui technique

5775, rue Yonge, 8<sup>ième</sup> étage  
North York, Ontario M2M 4J1

Tél. : (416) 326-6700  
Télééc. : (416) 325-6347



May 23, 2017

File No.: EA 01-06-05

Dana Glofcheskie, P.Eng.  
Project Manager  
City of Mississauga  
201 City Centre Drive, Suite 800  
Mississauga, ON L5B 2T4  
[dana.glofcheskie@mississauga.ca](mailto:dana.glofcheskie@mississauga.ca)

**RE: Mavis Road Class EA Study from Courtneypark Drive West to Ray Lawson Boulevard  
City of Mississauga and Region of Peel  
Schedule C Municipal Class Environmental Assessment  
Draft Environmental Study Report, April 2017**

Dear Ms. Glofcheskie,

The Ministry of the Environment and Climate Change (MOECC) has reviewed the draft Environmental Study Report (ESR) for the proposed Mavis Road Improvements from Courtneypark Drive West to Ray Lawson Boulevard in the City of Mississauga, dated April 2017. We understand that the preferred solution consists of a combination of intersection improvements, providing multi-use trail and sidewalk connections, and widening Mavis Road from four to six general traffic lanes between Courtneypark Drive West and Ray Lawson Boulevard. The following comments are offered for your consideration.

#### **Air Quality Comments**

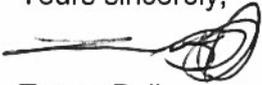
1. Please note that the Canada Wide Standards have been replaced by the Canadian Ambient Air Quality Standards (CAAQS) for PM<sub>2.5</sub>.

#### **Surface Water Comments**

1. The reports indicate that some of the runoff from the expanded road surface will be routed to two existing SWM facilities which are also shown to be capable of handling the added flow. Runoff from remaining new road surfaces will be routed to existing swales along Highway 407. In our opinion, the existing swales are not capable of achieving the enhanced level of quality treatment. It is recommended that a treatment train approach be employed to achieve enhanced level of treatment for runoff from the remaining new impervious surfaces.

Thank you for the opportunity to review and comment on the draft ESR. Should you or your team have any questions regarding the above, please contact me directly at 416-326-3577 or by email at [trevor.bell@ontario.ca](mailto:trevor.bell@ontario.ca).

Yours sincerely,



Trevor Bell  
Environmental Resource Planner and EA Coordinator  
Air, Pesticides and Environmental Planning  
Central Region Technical Support Section  
Ministry of the Environment and Climate Change

- c. G. Dela Cruz, Project Manager, Region of Peel
- G. Thompson, Senior Planner, WSP/MMM Group
- WSP/MMM Project Team email
- P. Martin, Supervisor, APEP, Central Region, MOECC
- T. Webb, Manager, Halton Peel District Office, MOECC
- Central Region EA File
- A & P File

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June 1, 2017

Trevor Bell  
Environmental Resource Planner and EA Coordinator  
Ministry of the Environment and Climate Change  
5775 Yonge St., 8th Floor  
Toronto, ON M2M 4J1

**Re: City of Mississauga and Region of Peel - Mavis Road Class Environmental Study  
Courtneypark Drive West to Ray Lawson Boulevard  
Ministry of the Environment and Climate Change (MOECC) Comments on the  
Draft Environmental Study Report (ESR) MOECC File No. 01-06-05**

Dear Mr. Bell,

On behalf of the City of Mississauga and the Region of Peel, thank you for your agency's review of the Mavis Road Class EA Draft ESR and the comments provided for our consideration.

With respect to the comment noting the change in Air Quality Standards, the final Air Quality Reports and ESR have been updated to reflect the updated standard.

With respect to the surface water comments related to stormwater management within the Highway 407 interchange area, your comments have been noted.

Our analysis indicates that the post-development flow increase of 0.01 m<sup>3</sup>/s at most culvert locations within the interchange is considered negligible. The flow to Culvert CV4 and CV2 increases by 0.04 m<sup>3</sup>/s and 0.06 m<sup>3</sup>/s respectively, which is considered nominal. Also, outflows from these culverts travel long paths before discharging into the regulated features. For example, the outflow from Culvert CV4 drains through almost 800 m of vegetated swale and the outflow from Culvert CV5 drains through almost 1300 m of vegetated swale, before discharging into regulated features, including the Credit River.

The existing drainage system at the Highway 407 interchange is under the ownership / operation of MTO and 407ETR. While changes to the existing drainage system within the interchange are not proposed as part of the Mavis Road Class EA, the Region of Peel will work with MTO and 407ETR during detailed design to ensure that water quality is appropriately managed that the final design meets MTO and MOECC requirements.

Please feel free to contact the undersigned at 289-835-2620 (direct) or 905-823-8500 (office) if you have any further questions or comments.

Yours truly,

WSP|MMM Group



Gillian Thompson, B.Sc., MCIP, RPP, Senior Planner

cc. Dana Glofcheskie, City of Mississauga  
Gino Dela Cruz, Region of Peel

**A10**

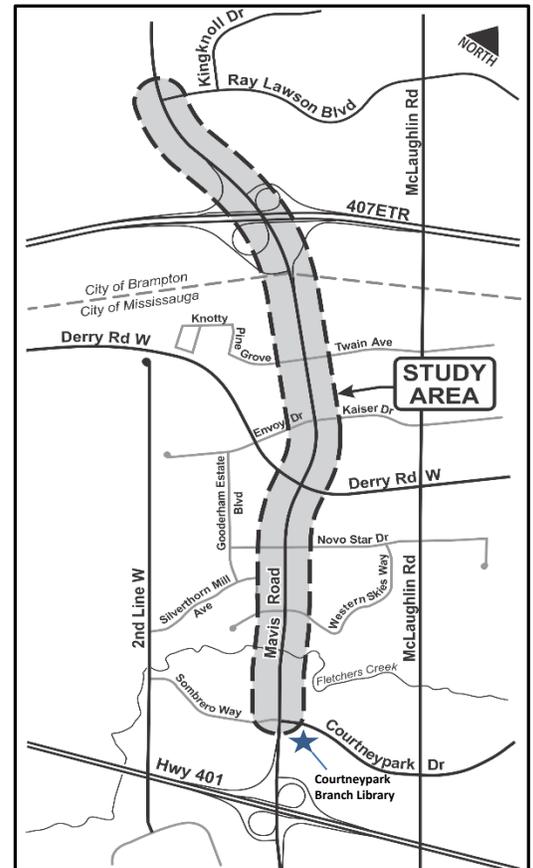
Notice of Completion Summary

The City of Mississauga, in partnership with the Region of Peel, has completed a Municipal Class Environmental Assessment (Class EA) study and preliminary design for the section of Mavis Road from Courtneypark Drive West, in the City of Mississauga, to Ray Lawson Boulevard, in the City of Brampton. The Study was conducted in accordance with the planning and design process for 'Schedule C' projects as outlined in the Municipal Engineers Association *Municipal Class Environmental Assessment* document, as amended in 2015, which is approved under the *Ontario Environmental Assessment Act*.

The study was undertaken to investigate the need for additional north-south capacity and address current and future needs to best serve a variety of users including motorists, transit users, pedestrians and cyclists. A context sensitive design approach was used in recognition of the multi-modal transportation needs of the area while protecting the established residential community and businesses.

The Preferred Design for Mavis Road generally includes the following key elements:

- Widening Mavis Road to 6 through-lanes;
- Reducing the posted speed from 70km/hr to 60 km/hr in the City of Mississauga;
- A sidewalk (east side) and multi-use trail (west side);
- Widening the Highway 407 Bridge to accommodate the additional lanes, sidewalk and multi-use trail;
- No impacts to natural features within the Fletcher's Creek valley;
- Intersection improvements;
- A southbound transit queue jump lane at Derry Road West intersection; and
- Streetscape/landscape mitigation and enhancements.



The Environmental Study Report (ESR) has been prepared to document the planning and decision-making process for this study. By this Notice, the ESR is being placed on the public record for a thirty (30) day review period from and including June 6 to July 5, 2017 at the following locations and through the website [www.mississauga.ca/mavisroadea](http://www.mississauga.ca/mavisroadea):

**The City of Mississauga  
Office of the City Clerk**  
300 City Centre Drive, 2<sup>nd</sup> Floor  
Mississauga ON L5B 3C1  
Telephone: 905.615.4311  
Monday-Friday: 8:30 am to 4:30 pm  
Weekends: Closed

**The Region of Peel Clerk's  
Division**  
10 Peel Centre Drive  
Brampton ON L6T 4B9  
Telephone: 905.791.7800  
Monday-Friday: 8:30 am to 4:30 pm  
Weekends: Closed

**Courtneypark Branch Library**  
730 Courtneypark Drive West  
Mississauga ON L5W 1L9  
Telephone: 905.615.4745  
Monday-Friday: 8:00 am to 9:00 pm  
Saturday: 9:00 am to 5:00 pm  
Sunday: 1:00 pm to 5:00 pm

Interested persons may provide written comments to the City of Mississauga's Project Manager, Dana Glofcheskie (see contact information below). If concerns regarding this project cannot be resolved in discussions with the City of Mississauga and Region of Peel, a person or party may request the Minister of the Environment and Climate Change to make an order (referred to as a Part II Order) for the project to comply with Part II of the Environmental Assessment Act which addresses Individual Environmental Assessments. The written request must be received by the Minister within the thirty (30) calendar day review period, with a copy to the Director, Environmental Approvals Branch and the City of Mississauga Project Manager.

Honorable Glen Murray  
Minister of Environment and Climate Change  
77 Wellesley Street West, 11<sup>th</sup> Floor  
Toronto ON M7A 2T5

Director, Environmental Approvals Branch  
Ministry of the Environment and Climate Change  
135 St. Clair Avenue West, 1<sup>st</sup> Floor  
Toronto ON M4V 1P5

City of Mississauga Project Manager  
Dana Glofcheskie, P. Eng.  
201 City Centre Drive, Suite 800  
Mississauga ON L5B 2T4  
Tel: 905.615.3200 ext. 8243  
[dana.glofcheskie@mississauga.ca](mailto:dana.glofcheskie@mississauga.ca)

**To:** Dana Glofcheskie  
City of Mississauga

**Date:** May 11, 2017

**From:** Gillian Thompson

**Job No.:** 3215102

**Subject:** City of Mississauga  
Mavis Road Class EA  
Notice of Study Completion Summary

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The following summarizes the Notice of Study Completion notification timing and logistics.

1. The City notified relevant City of Mississauga staff via email on **Tuesday May 30, 2017**. Peel Region staff coordinated internal notifications.
  2. The City notified City of Mississauga, City of Brampton and Peel Region Councillors of the study via email on **Wednesday May 31, 2017**.
  3. The City placed the Notice of Study Completion in *The Mississauga News* and *The Brampton Guardian* to run on **Thursday June 1 and Thursday June 8, 2017**.
  4. The City posted the Notice of Study Completion [www.mississauga.ca/mavisroadea](http://www.mississauga.ca/mavisroadea) on **Thursday June 1, 2017**.
  5. The City mailed a Notice of Study Completion letter to Aboriginal communities and organizations on **Thursday June 1, 2017**.
  6. MMM sent the Notice of Study Completion to all property owners within the defined catchment area (within City of Brampton and City of Mississauga) on **Thursday June 1, 2017**.
  7. MMM sent the Notice of Study Completion to Technical Agencies on **Thursday June 1, 2017**. Materials were sent via email only, where email addresses were known. All other notices were sent by regular mail on **Friday June 2, 2017**.
  8. MMM sent the Notice of Study Completion to Utilities on **Friday June 2, 2017**.
  9. Hard Copies and Digital Copy of Final ESR at locations and on City's website Tuesday June 6, 2017.
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