Appendix C

Meeting Minutes

AECOM
105 Commerce Valley Dr. West, 7th Floor
Markham, ON L3T 7W3 Canada
www.aecom.com
tel 905-886-7022

Minutes of Meeting

Subject	Highway 410 Improvements from South of Queen Street to North of Bovaird Drive Joint Municipal Meeting
Date	February 23, 2023
Time	10:00AM-11:00AM EST
Location	Microsoft Teams Teleconference (Virtual)

Attendees		
	Parshad Patel	MTO – Project Manager
	Chris Barber	MTO – Environmental
	Tim Sorochinsky	AECOM – Project Manager
	Heather Nottbeck	AECOM – Deputy Project Manager
	Jarrid Radoslav	AECOM – Environmental
	Zack Misketis	AECOM – Highways
	Syeda Banuri	Region of Peel
	Bappy Ahsan	Region of Peel
	Wilson Paje	Region of Peel
	David Abreu	Region of Peel
	Stephanie Singh	Region of Peel
	Ucchas Saha	Region of Peel
	Nour Al-Huda Tabieh	Region of Peel
	Osama Alfalahi	Region of Peel
	Rene Gomez	Region of Peel
	Sally Eshak	Region of Peel
	Steven Kovach	Region of Peel
	Gage Thomson	Region of Peel
	Nimarta Gill	Region of Peel
	Nicole Sartor	Region of Peel
	Arthur Lee	Region of Peel
	Damian Jamroz	Region of Peel
	Melvin Gonzalez	Region of Peel
	Finbarr Mulcahy	Region of Peel
	Borendra Sanyal	City of Brampton

Prepared by: AECOM

Distributed to: All attendees and regrets

Errors or omissions to these minutes shall be identified and provided to projectteam@highway410queentobovaird.ca within seven (7) days of the distribution and publication of these materials. Comments provided within this seven (7) day period will be considered and incorporated.

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Summary of Meeting

Introduction
AECOM provided an overview of the Project using a slide presentation, included as part of the record of consultation for this meeting. A roundtable was held to introduce the MTO and AECOM Project Team, Region of Peel and City of Brampton Staff.
Study Overview
The purpose of the meeting was outlined and a study overview for the Project was provided. An overview for the environmental assessment process, consultation, and the environmental studies that will be completed as part of the project was presented. Details of the proposed rehabilitation and improvements work, ongoing projects in the area, and schedule/timing were discussed.
Overview of Discussion / General Inquiries
AECOM noted the presentation component of the meeting had concluded and opened up the meeting for open discussion and general inquiries. • AECOM confirmed a Stormwater Management Report, Geotechnical Report, and Foundation Report will be completed as part of this assignment. • As part of the Preliminary Design, AECOM will identify additional property requirements. These will be flagged prior to the Public Information Centre. It is possible there may be widening outside of the current ROW. • Municipal plans for crossing roads, including active transportation, will be reviewed as part of this study. If bridge widening is required as part of the Highway 410 widening, or future municipal plans, it will be captured as part of this study. • MTO noted that timelines for construction will depend on Provincial funding. A Detail Design project will be undertaken after the Preliminary Design study is completed. Detail Design will include consultation which will inform the municipalities of timelines for construction. The earliest construction could begin is 2026. • Peel Region has had previous discussions with MTO on Clark interchange and inquired if there are any improvements planned as part of this project. MTO confirmed that safety improvements at Clark Interchange will be part of this project. MTO was not aware of any specific improvements planned at the Clark Interchange. • MTO confirmed a detailed traffic assessment will be part of a future Detail Design assignment. Peel Region noted the Brampton traffic contact is Kevin Minaker [redacted]. • Peel Region inquired about the Project Team's contact with Metrolinx Queen Street BRT. MTO is aware of the project and has participated in meetings. o **Action: Metrolinx and MTO to set up a meeting to discuss project coordination.** • Peel Region identified a future 900 mm watermain crossing at Williams Parkway is in the planning stages. Design completion is anticipated by Fall 2024. Peel Region will be interested in the preferred plan as soon as it is available to coordinate the design of the watermain crossing. • The MTO PM (P. Patel) noted that he will be taking over for Mike Marinelli (previous MTO contact for Williams Parkway).

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- AECOM confirmed the Project Team will review Region and City plans for Active Transportation and will consider opportunities for incorporating AT facilities on bridges where practical. Any impacts to the bridges will be identified prior to the PIC.
- **Action: Attendees were asked to provide any additional details on projects that are in the planning or design stages within the Highway 410 Improvements Study Limits. Project information can be sent to:** [redacted]
- The following is a summary of key projects noted during the meeting:
  - Dixie Road Reconstruction from Queen to North of Mayfield; includes new watermain
  - Williams Parkway (Brampton contact is Ghazanfar Mohammad)
  - Fibre: Queen, Bovaird and Clarke (Brampton contact for fibre: [redacted])
- Sabrina Khan was designated as the main point of contact for Peel Region. Ucchas Saha will be the secondary point of contact.

Next Steps and Closing Remarks

AECOM noted that all the information presented in today's meeting will be distributed to the attendees and posted on the Project Website.

The Project Team's next steps are to review project and active transportation information provided by the Region of Peel and City of Brampton and develop highway widening design alternatives.

The Project Team thanked the group, and the meeting was adjourned.

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Minutes of Meeting

Subject	Highway 410 Improvements from South of Queen Street to North of Bovaird Drive Joint Municipal Meeting #2	
Date	March 6, 2024	
Time	3:00 PM – 4:00 PM EST	
Location	Microsoft Teams Teleconference (Virtual)	
Attendees	Parshad Patel	MTO – Project Manager
	Chris Barber	MTO – Environmental
	Tim Sorochinsky	AECOM – Project Manager
	Heather Nottbeck	AECOM – Deputy Project Manager
	Sarah Pal	AECOM – Environmental
	Lucy Horne	AECOM – Environmental
	Jon Newman	AECOM – Highways
	Zack Misketis	AECOM – Highways
	Hardeep Sohl	Region of Peel
	Rick Nesbitt	Region of Peel
	Gopinath Chandran	Region of Peel
	Tamara Alexander	Region of Peel
	David Abreu	Region of Peel
	Ucchas Saha	Region of Peel
	Emily Nix	Region of Peel
	Asra Chaudhry	Region of Peel
	Wilson Paje	Region of Peel
	Arthur Lee	Region of Peel
	Asha Saddi	Region of Peel
	Rene Gomez	Region of Peel
	Melvin Gonzalez	Region of Peel
	Vincenzo Policheni	Region of Peel
	Gage Thomson	Region of Peel
	Shahid Quraishi	Region of Peel
	Kayle McMillen	Region of Peel
	Finbarr Mulcahy	Region of Peel
	Felipe Serna	Region of Peel
	Jagwinder Dhensa	Region of Peel
	Borendra Sanyal	City of Brampton
	Nelson Cadete	City of Brampton
	Kumar Ranjan	City of Brampton
	David Monaghan	City of Brampton
	Brian Lakeman	City of Brampton
	Bishnu Parajuli	City of Brampton
	Compton Bobb	City of Brampton
	Jia He	City of Brampton
	Fernanda Duarte Peixoto Soares	City of Brampton
	Emily Byford-Vicari	Metrolinx
	Robert Ofori	Hatch
	Nardine Wasef	Hatch
Prepared by:	AECOM	Distributed to: All attendees and regrets

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Summary of Meeting

Introduction

AECOM provided an overview of the Project using a slide presentation, included as part of the record of consultation for this meeting.

A roundtable was held to introduce the MTO and AECOM Project Team, Region of Peel, City of Brampton Staff, Metrolinx and Hatch attendees.

Study Overview

The purpose of the meeting was to provide a project update on the Preliminary Design and Class EA Study to the City of Brampton, Region or Peel and Metrolinx since the last meeting in February 2023, and to obtain an update on any completed studies, or future planned improvements, by the Municipalities that may impact the design at the Highway 410 interchanges.

An overview of the project, environmental assessment process, consultation, environmental studies, and the alternative development and evaluation process were presented.

Details of the proposed rehabilitation and improvements work were provided, followed by a review of the five Preliminary Design Alternatives developed as part of the study.

Ongoing projects in the area, schedule/timing, construction staging and detours, and the upcoming Public Information Centre (PIC) were discussed.

Overview of Discussion / General Inquiries

AECOM opened up the meeting for open discussion and general inquiries.

- AECOM clarified the acronym SCL refers to Speed Change Lanes.
- MTO noted there are no new details on funding approval and construction timelines.
- AECOM has reviewed the potential for a Parclo A4 for the west ramps at Williams Parkway. This concept would have major impacts to the residential community in the SW quadrant, the park and residents in the NW quadrant, and the Franceschini pedestrian bridge west abutments located south of Williams Parkway. Given these major impacts, a Parclo A4 configuration has not been proposed.
- AECOM confirmed bridge widening is not proposed as part of this study. The structural work will primarily be under the bridges to cut back slope paving and installing a toe walls/ retaining walls to accommodate the highway widening.
- City of Brampton noted the Williams Parkway watermain project is a separate project from the Dixie Road Reconstruction.
- Region of Peel advised the Dixie Road Reconstruction watermain project Phase 1 is out for tender. The second phase is planned for tender in the fall with construction starting in 2025. This phase will cross Highway 410 at Clark Boulevard.
- AECOM will provide preliminary design plans to all ongoing municipal projects when they are available.
- The Municipalities noted there have been several complaints related to highway traffic noise from residents adjacent to Highway 410. AECOM confirmed a noise study is underway and noise recommendations will be presented at the PIC.
- AECOM is not proposing changes to the ramp terminal intersections.
- The City of Brampton inquired about the possibility of “urbanizing” loop ramps at Queen Street, Williams Parkway and Bovaird Drive to accommodate pedestrian and cyclist movements. The MTO Transit group is reviewing ramp urbanization as part of the Queen Street BRT project. MTO will review the possibility at Williams Parkway and Bovaird Drive.
- The Municipalities inquired if there an option for bridge widening to accommodate Active Transportation and rapid transit infrastructure. AECOM has reviewed Municipal Active Transportation Plans and found widening is not required on any of the bridges to

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accommodate approved plans. The highway widening will not preclude or add any new preclusions for any future widening of the bridges for AT or rapid transit.
- Queen Street BRT project accommodates AT. AECOM confirmed the current assignment will not preclude any of the Queen Street BRT options.
- A multiuse path was recently constructed on the Bovaird Drive bridge.
- Vodden Road has existing bike lanes.
- The Williams Parkway project includes AT on the existing bridge.
- There are no existing AT plans for Clark Boulevard.

Next Steps and Closing Remarks

AECOM noted that all the information presented in today's meeting will be distributed to the attendees.

The Project Team's next steps are to meet with the Municipalities in advance of the PIC to share the recommended plan, hold the Virtual PIC in the spring, address PIC comments and make required updates and publish the TESR for public review.

The Project Team thanked the group, and the meeting was adjourned.

AECOM
105 Commerce Valley Dr. West, 8th Floor
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tel 905-886-7022

Minutes of Meeting

Subject	Highway 410 Improvements from South of Queen Street to North of Bovaird Drive Joint Municipal Meeting #3	
Date	May 27, 2024	
Time	2:00 PM – 3:00 PM EST	
Location	Microsoft Teams Teleconference (Virtual)	
Attendees	Parshad Patel	MTO – Project Manager
	Chris Barber	MTO – Environmental
	Tim Sorochinsky	AECOM – Project Manager
	Heather Nottbeck	AECOM – Deputy Project Manager
	Emma Docherty	AECOM – Environmental
	Lucy Horne	AECOM – Environmental
	Jon Newman	AECOM – Highways
	Zack Misketis	AECOM – Highways
	Hardeep Sohl	Region of Peel
	Gopinath Chandran	Region of Peel
	Tamara Alexander	Region of Peel
	David Abreu	Region of Peel
	Ucchas Saha	Region of Peel
	Asra Chaudhry	Region of Peel
	Asha Saddi	Region of Peel
	Gage Thomson	Region of Peel
	Shahid Quraishi	Region of Peel
	Kayle McMillen	Region of Peel
	Felipe Serna	Region of Peel
	Michelle Hui	Region of Peel
	Reza Ghobadpour	Region of Peel
	Mohammad Hassan	Region of Peel
	Mega Tibits	Region of Peel
	Nishat Hassan	Region of Peel
	Nimarta Gill	Region of Peel
	Sunil Ganesh	Region of Peel
	William Toy	Region of Peel
	Nicole Sartor	Region of Peel
	James Wall	Region of Peel
	Hashim Hamdani	Region of Peel
	Kyle Van Boxmeer	Region of Peel
	Mark Knuckle	Region of Peel
	Gayle Gorman	Region of Peel
	Mohamed Maslati	Region of Peel
	Frank Pugliese	Region of Peel
	Vincenzo Policheni	Region of Peel
	Iris Wagner	Region of Peel
	Syeda Banuri	Region of Peel
	Arthur Lee	Region of Peel
	Borendra Sanyal	City of Brampton
	Brian Lakeman	City of Brampton
	Bishnu Parajuli	City of Brampton

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	Compton Bobb	City of Brampton
	Ghazanfar Mohammad	City of Brampton
	Edmund Wu	Metrolinx
	Emily Byford-Vicari	Metrolinx
	Pauline McFarlane	Metrolinx
	Balthazar Crane	Metrolinx

Prepared by: AECOM Distributed to: All attendees and regrets

Summary of Meeting

Introduction

AECOM provided an overview of the Project using a slide presentation, included as part of the record of consultation for this meeting.

A roundtable was held to introduce the MTO and AECOM Project Team, Region of Peel, City of Brampton, and Metrolinx attendees.

Study Overview

The purpose of the meeting was to provide an overview of material to be presented at the upcoming PIC to the City of Brampton, Region of Peel and Metrolinx. Details of the PIC timing and location were provided.

The meeting focused on an overview of the PIC, the evaluation summary and recommended alternative and the traffic noise assessment.

The PIC slides were reviewed, consisting of an overview of the project, environmental assessment process and consultation, environmental studies and mitigation measures, the alternative development and evaluation process, evaluation summary and the Preliminary Technically Preferred Alternative.

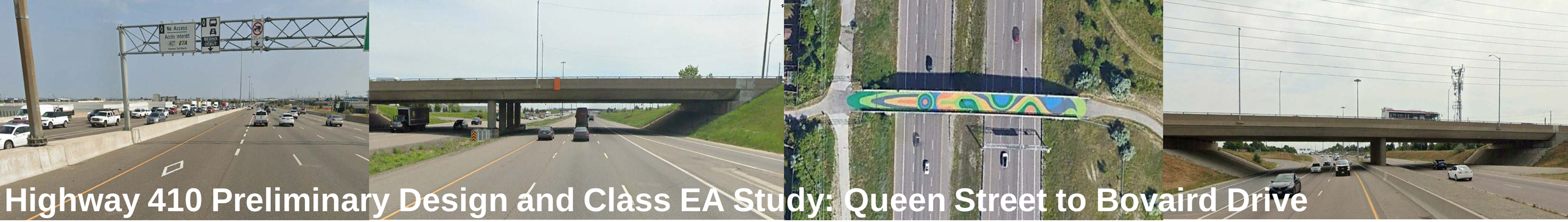
Roll plans highlighting the configurations for the preferred alternative and the other alternatives were presented and will be included as part of the PIC materials.

Overview of Discussion / General Inquiries

AECOM opened up the meeting for open discussion and general inquiries.

- The City of Brampton identified an interest in having active transportation (multi-use path or at minimum sidewalks) on both sides of the underpasses/overpasses. AECOM completed a review of active transportation and added a sidewalk on the south side of Clark Boulevard underpass to the design. Sidewalks on the Queen Street underpass will be included as part of the Queen Street BRT assignment.
- MTO noted there are no new details on funding approval and construction timelines.
- The City of Brampton has received a large number of complaints about Highway 410 traffic noise and the lack of noise barriers in the area. They inquired if the Noise Assessment identifies necessary improvements to the existing noise walls installed by developers (owned by residents). MTO noted the noise assessment does not show improvements for existing walls.
- The City of Brampton requested to review the noise assessment report including any assumptions.
- Region of Peel requested clarification on whether the noise assessment report included all noise sensitive areas or just those highlighted on the map. AECOM confirmed it included all areas.
- AECOM provided details of the PIC mailout: 13756 notices mailed out. The notices were dropped off at Canada Post on May 14 to be distributed to all mailing routes that fell within 250 m of the study area.
- AECOM advised the PIC slides would be posted on the project website on May 30th.

Next Steps and Closing Remarks
All the information presented in today's meeting will be distributed to the attendees with the minutes. The Project Team's next steps are to host the PIC, address PIC comments and make the required updates and publish the TESR for public review. The Project Team thanked the group, and the meeting was adjourned.



Highway 410 Improvements from South of Queen Street to North of Bovaird Drive

Class Environmental Assessment & Preliminary Design Study

(Assignment No. 2020-E-0030)

Joint Municipal and Transit Meeting #3

City of Brampton, Region of Peel and Metrolinx

May 27, 2024

Ontario

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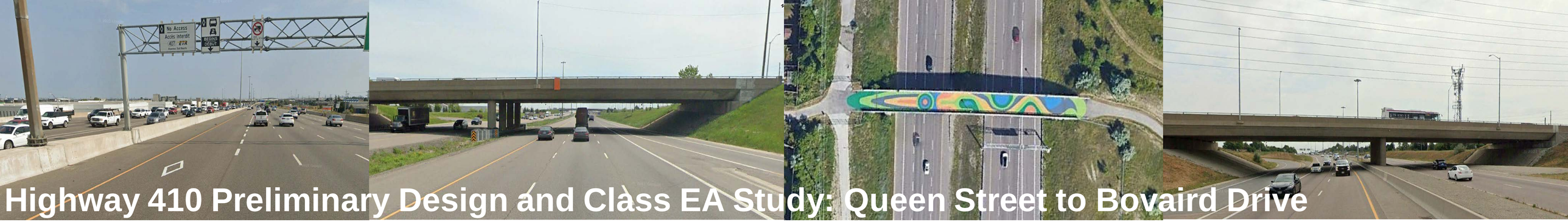


Agenda

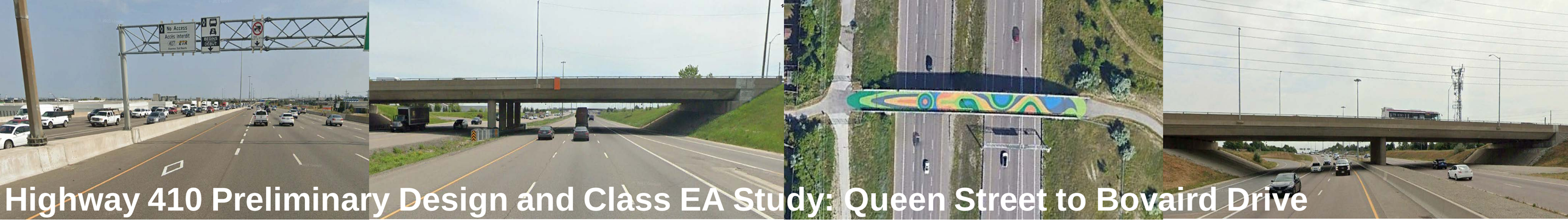
- Purpose of the Meeting
- Review of Previous Meeting (March 2024)
- Public Information Centre Overview
- Evaluation Summary and Recommended Alternative
- Traffic Noise Assessment
- Next Steps
- Open Discussion

Purpose of Meeting

- To meet with the City of Brampton, Region or Peel and Metrolinx in advance of the Public Information Centre (PIC) to share the recommended plan.
- The PIC will be held in-person at Professor's Lake Recreation Centre – Auditorium. The purpose of the PIC is to receive feedback on the preliminary design recommendations and potential mitigation strategies to minimize environmental and community impacts.

Review of Previous Meeting

- The Municipalities noted there have been several complaints related to highway traffic noise from residents adjacent to Highway 410.
- The noise study is complete and noise recommendations will be presented at the PIC.



Highway 410 Improvements from South of Queen Street to North of Bovaird Drive

Class Environmental Assessment & Preliminary Design Study

City of Brampton, Region of Peel

Public Information Centre

May 29, 2024

If you require any assistance regarding the accessibility of these materials, please let us know by emailing ProjectTeam@hwy410queentobovaird.ca. We would be happy to assist you.
Pour de l'aide en français, veuillez communiquer avec Amy Ingriselli (amy.ingriselli@aecom.com)

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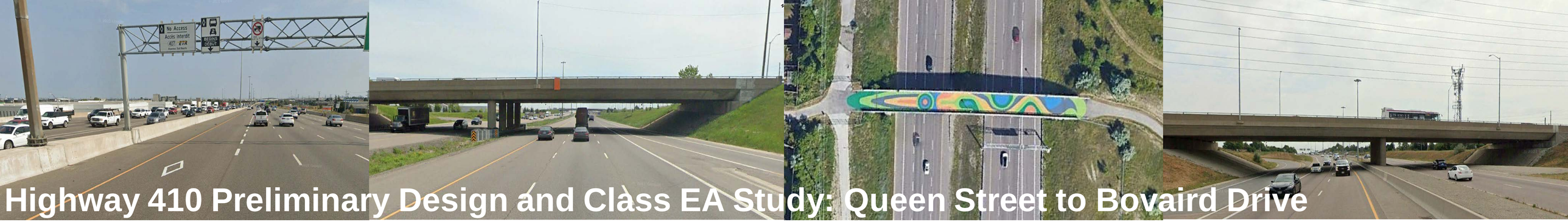
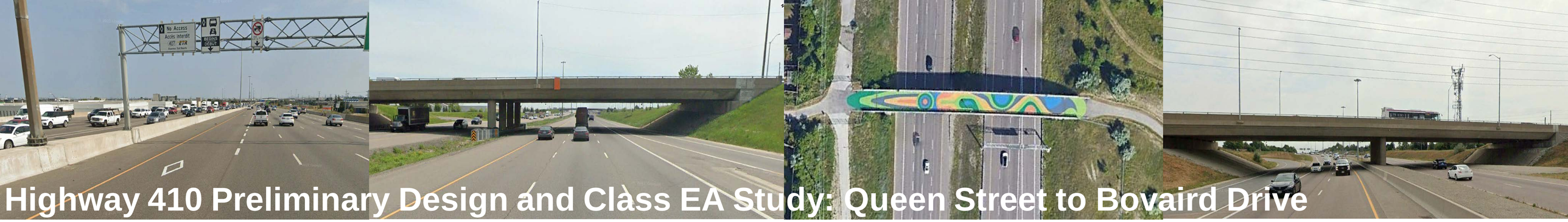


Land Acknowledgement

The Ministry of Transportation (MTO) would like to acknowledge that MTO's Central Region as well as the Highway 410 Improvements project is geographically located in an area that is rich in Indigenous history, and that there are many groups, that have resided in, and travelled through the region since time immemorial. MTO encourages attendees of this PIC to learn whose traditional territory in which their home and work are located.

For this project, we acknowledge the presence of the Haudenosaunee people of Six Nations, Huron-Wendat Nation, as well as the Anishinaabe people of Mississaugas of the Credit First Nation within the project area.



Purpose of the Public Information Centre

The purpose of this Public Information Centre is to present and receive feedback on the following:

- Study overview
- Environmental Assessment process and consultation
- Overview of the assessment and evaluation of alternatives
- Summary of the preliminary Technically Preferred Alternative
- Construction staging and detours
- Environmental protection and mitigation measures
- Schedule of the study and timing of the proposed works
- How to provide feedback

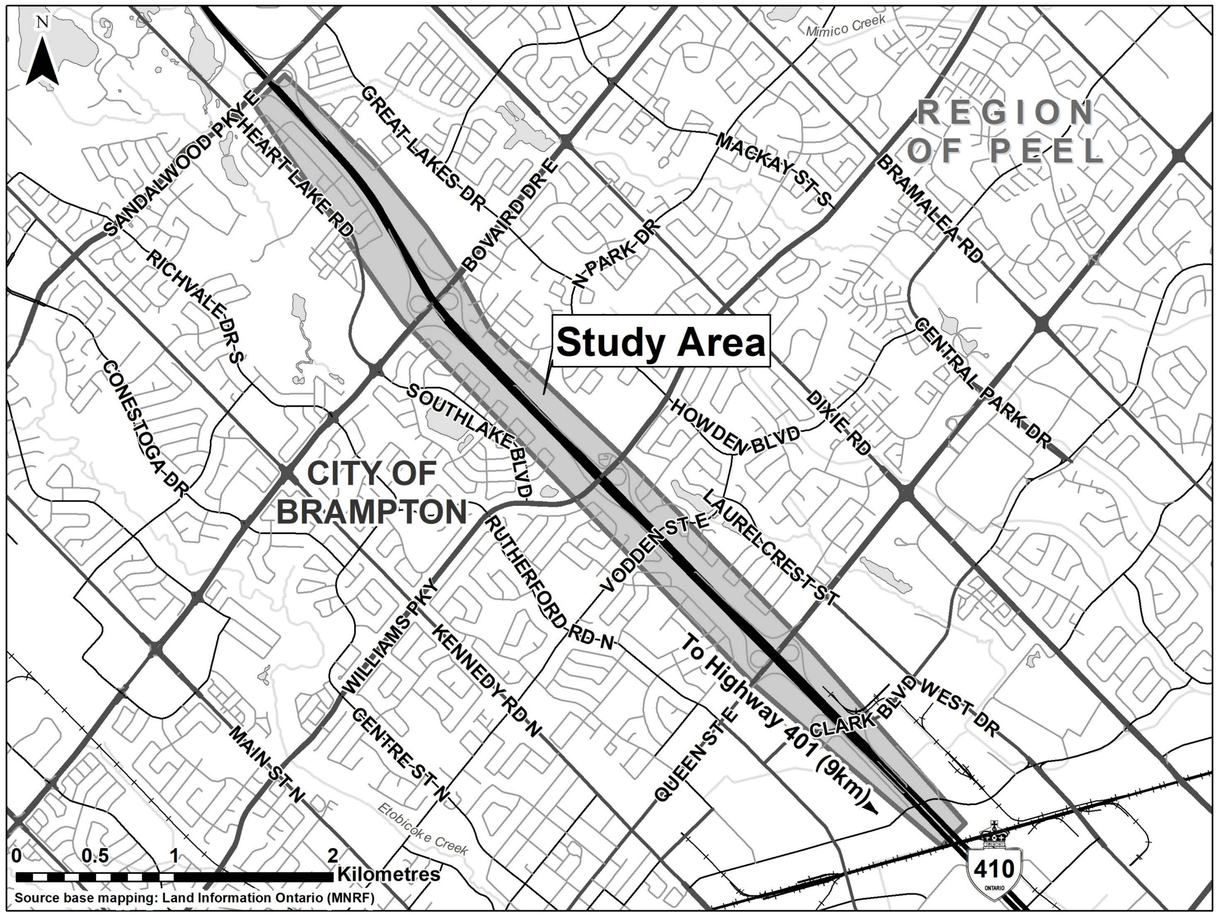
The following information available at this PIC will be available on the Study website:

- PDF (downloadable) copy of the PIC Presentation slides
- PDF (downloadable) copy of draft Roll Plans illustrating the alternatives and preliminary Technically Preferred Alternative
- An online PIC Comment form

We encourage you to fill out the PIC Comment Form either in person or through the study website at **www.hwy410queentobovaird.ca/consultation**

Your input is important to us!

Project Overview



Study Area:

The Highway 410 study limits extend from south of Queen Street northerly to north of Bovaird Drive.

Study Scope:

The primary focus of this study is to review and confirm the operational needs and improvements for the corridor. The recommendations of this study will also ensure that future rehabilitation that takes place along the corridor can accommodate the future traffic needs of Highway 410.

Reasonable design alternatives for highway widening and High Occupancy Vehicle (HOV) lanes have been developed and evaluated leading to the selection of a preliminary Technically Preferred Alternative (TPA).

Recommended improvements include the widening of Highway 410 to provide additional mainline capacity, implementation of dedicated HOV lanes, assessment of bridges, culverts, retaining walls, MTO noise walls, etc., along with considerations of upgrades to illumination and traffic signals.

Environmental Assessment (EA) Process and Consultation

- This Study is following the approved planning process for a Group ‘B’ project under the MTO *Class Environmental Assessment for Provincial Transportation Facilities (2000)* (Class EA).
- Consultation with Indigenous communities, public, stakeholders, municipalities and government agencies is being undertaken throughout the study.
- A Transportation Environmental Study Report (TESR) will be prepared and made available for a 30-day public and agency comment period at the completion of the study which will provide a description of the evaluation of alternatives and selection of the Technically Preferred Alternative, a summary of potential environmental effects and mitigation measures, and a summary of consultation undertaken throughout the project.
    - This project includes a review and update of the Highway 410 Extension (Bovaird Drive to Highway 10) Environmental Study Report (October 1999) for the unconstructed portion of the project north of Bovaird Drive. The review and update will be documented in the TESR.
- Notification, advising of the times and locations of the availability of the TESR for review will be published in local newspapers, mailed to those on the Project Contact List and posted on the Study website.
- To be added to the Project Contact List, please complete a comment sheet or email the Project Team at projectteam@hwy410queentobovaird.ca.

Study Process Graphic – Class Environmental Assessment

Generate and Assess Preliminary Design Alternatives

Evaluate and Select the Preliminary Preferred Design Alternative

Develop Preferred Preliminary Design Alternative

Environmental Clearance

Future Stages of Design and Construction

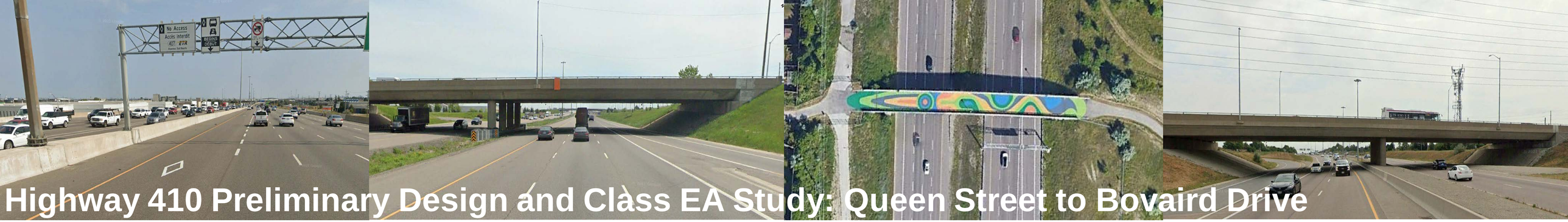
Notice of Study Commencement

Public Information Centre May 2024

We are here

TESR 30-day Public Comment Period

Notice of Completion and Transportation Environmental Study Report (TESR) Submission



Environmental Protection and Mitigation Measures

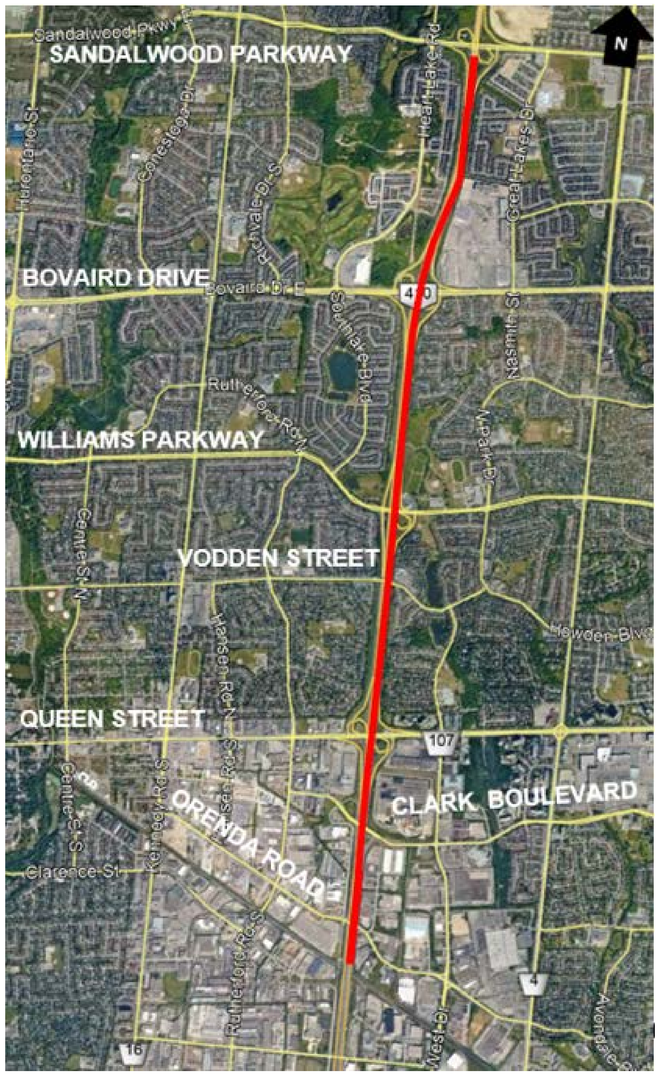
The following environmental studies have been or are being completed to identify potential environmental and community impacts as well as mitigation measures associated with the proposed highway improvements:

- Fish and Fish Habitat Existing Conditions and Impact Assessment Report
- Terrestrial Ecosystems Existing Conditions & Impact Assessment Report
- Noise Impact Assessment Report
- Land Use Report
- Contamination Overview Study
- Cultural Heritage Resource Assessment Report
- Stage 1 Archaeological Assessment Report
- Air Quality Impact Assessment Report
- Erosion and Sediment Control Overview Risk Assessment
- Preliminary Landscape Plan
- Groundwater Impact Assessment Report

The findings from these studies will be documented in the Transportation Environmental Study Report

Overview of Proposed Improvements

- Widening of Highway 410 to extend the existing median HOV lanes from south of Clark Boulevard northerly to Bovaird Drive and add auxiliary lanes in each direction to address mainline capacity deficiencies.
- Improvements to interchange ramp geometry.
- Addition of tall wall median barrier.
- New storm sewers and roadside drainage.
- Adjustments to interchange illumination and high-mast lighting.
- Pavement rehabilitation of existing Highway 410 lanes.
- Rehabilitation of structures within the study area, including:
    - Orenda Road Overpasses
    - Clark Boulevard Underpass
    - Queen Street East Underpass
    - Vodden Street East Underpass
    - Williams Parkway Underpasses
    - Franceschini Drive Underpass
    - Bovaird Drive Underpasses
    - Bovaird Drive Access Underpass
    - Culvert South of Clark Boulevard
    - Culvert North of Bovaird Drive



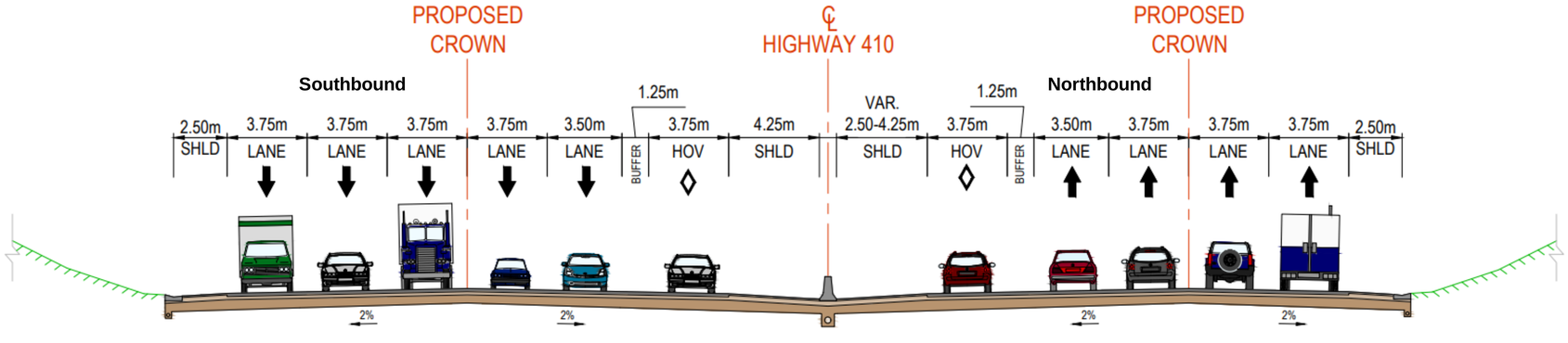
Overview of Alternative Evaluations

- The criteria outlined in the table to the right were used to evaluate alternatives.
- A Reasoned Argument (trade-off) method of evaluation was used to identify the advantages and disadvantages in order to select the preferred alternative.
- Alternatives were evaluated based on their ability to address future capacity and operational issues; improve safety conditions; address future rehabilitation needs and minimize impacts to the natural, social, economic, and cultural environment.
- The Transportation/Constructability category was given the highest weighting compared to the other Evaluation Components, as potential impacts to the natural, socio-economic and cultural environments are minimal and similar between alternatives. The higher weighting aligns with identifying the alternative that best meets the study needs and achieves the strongest solution for the project.

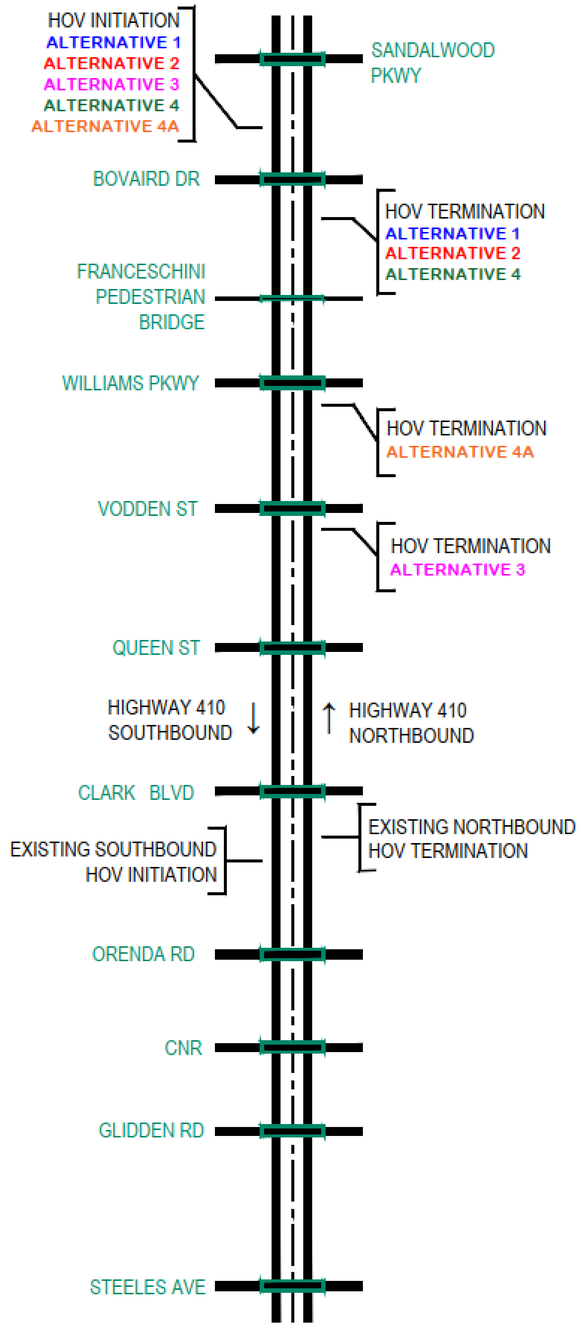
Evaluation Component	Criteria	
Transportation/ Constructability	• Traffic Operations • Safety & Geometrics • High Occupancy Vehicle Lane Ingress/Egress Locations	• Constructability • Existing utility and servicing infrastructure
Natural Environment	• Fish and Fish Habitat • Species at Risk • Terrestrial Ecosystems • Surface Water / Drainage	• Groundwater • Designated Natural Areas & Wetlands
Socio-Economic Environment	• Community Effects • Commercial / Industrial Operations • Contamination • Agricultural Operations • Municipal / Provincial Land Use Planning / Policies / Goals / Objectives	• Noise & Air Quality • Climate Change • Landscape Composition • Recreational Trails / Active Transportation Networks
Cultural Environment	• Archaeological • Built Heritage Resources and Cultural Heritage Landscapes	
Cost	• Construction Costs	

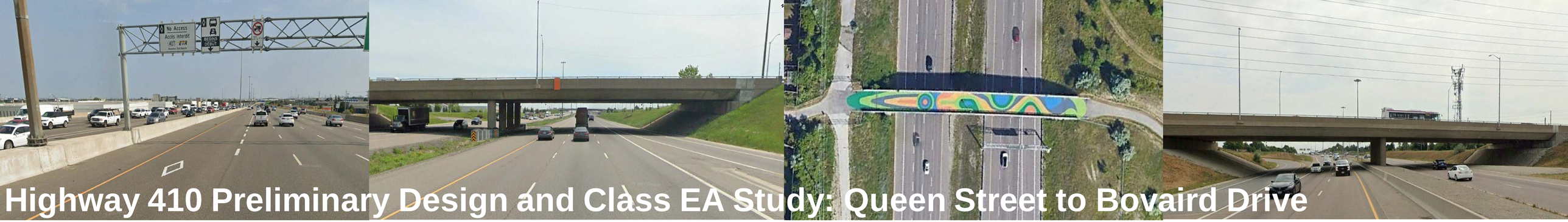
Preliminary Design Alternatives

- Five preliminary design alternatives were developed to extend HOV lanes in the northbound and southbound directions, within the project limits.
- All alternatives have the same HOV initiation point; however, the northbound termination location varies between alternatives.
- To optimize traffic operations, each alternative provides additional lanes at various locations along Highway 410 to address capacity requirements.
- With the numerous operational and capacity improvements for each alternative, the following slide highlights these key and complex variations in each alternative.
- **See roll plans for outlines of each alternative.**



Proposed Highway 410 Widening from South of Queen Street to South of Williams Parkway





Preliminary Design Alternatives – Key Improvements

- In addition to HOV lane extensions, the five alternatives also include additional lanes, as shown in the table below.

Additional Lanes	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 4A
Northbound					
South of Orenda Road to Clark Boulevard	♦	♦	♦	♦	♦
Clark Boulevard to Queen Street			♦	♦	♦
Queen Street to Williams Parkway		♦	♦	♦	♦
Williams Parkway to Bovaird Drive			♦		♦
Bovaird Drive to Sandalwood Parkway	♦	♦	♦	♦	♦
Southbound					
Sandalwood Parkway to Bovaird Drive, and Williams Parkway to Queen Street		♦			
Sandalwood Parkway to Queen Street			♦	♦	♦

See roll plans for outlines of each alternative.

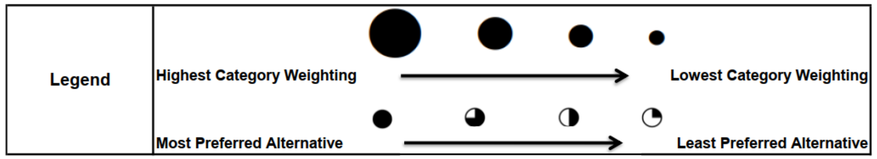
Evaluation Summary

Based on the evaluation of alternatives, **Alternative 4 is the preliminary technically preferred alternative** with the following key advantages:

- Considerable to significant improvements to traffic operations
- Considerable improvements to traffic bottlenecks and merging/weaving issues
- Meets the objective of this study to maximize the extent of the HOV lane (i.e., to south of Bovaird Drive)
- Does not preclude future extension of the HOV lane north of Bovaird Drive.

Alternative 1 scored highest in the Natural Environment, Socio-Economic Environment and Cost Categories, however, it does not improve the traffic operations (including traffic bottlenecks and merging/weaving issues), as it does not provide additional capacity in areas with these operational issues.

CATEGORY	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 4A
Transportation/ Constructability					
Natural Environment					
Socio-Economic Environment					
Cultural Environment					
Cost					
RECOMMENDATION	✗	✗	✗	✓	✗



Detailed evaluation tables are available at this PIC for viewing.

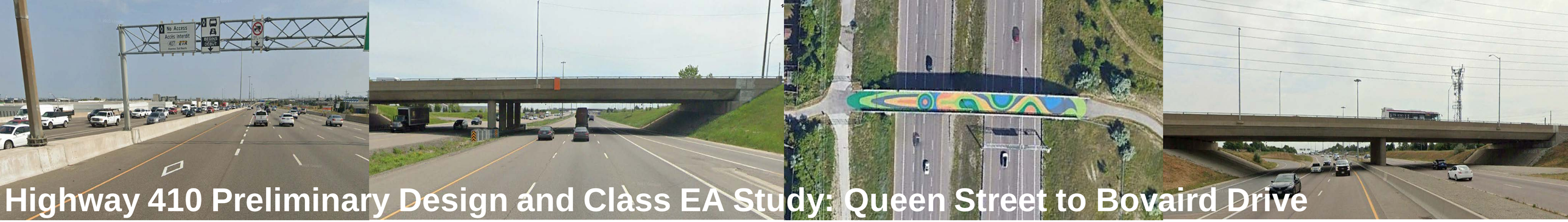
Construction Staging and Detours

- To facilitate the work, short-term closures of Highway 410 and some interchange ramps will be required.
- For all closures, advanced notification and signage will be provided, including a corresponding detour plan for full closures.
- Consultation with municipalities regarding detour routes will be undertaken during future design stages.
- Staging strategies will be confirmed during future design stages, and notification will be provided to stakeholders at that time.
- It is expected that:
  - The widening work will be completed in stages, with traffic shifts to create required work zones;
  - Existing lanes will be maintained along Highway 410 in both directions during peak traffic periods (off-peak night-time lane reductions may be required);
  - Night-time / weekend closures of existing ramps are anticipated to complete tie-ins between the existing road / ramps and newly constructed road / ramps.

Traffic Noise Assessment

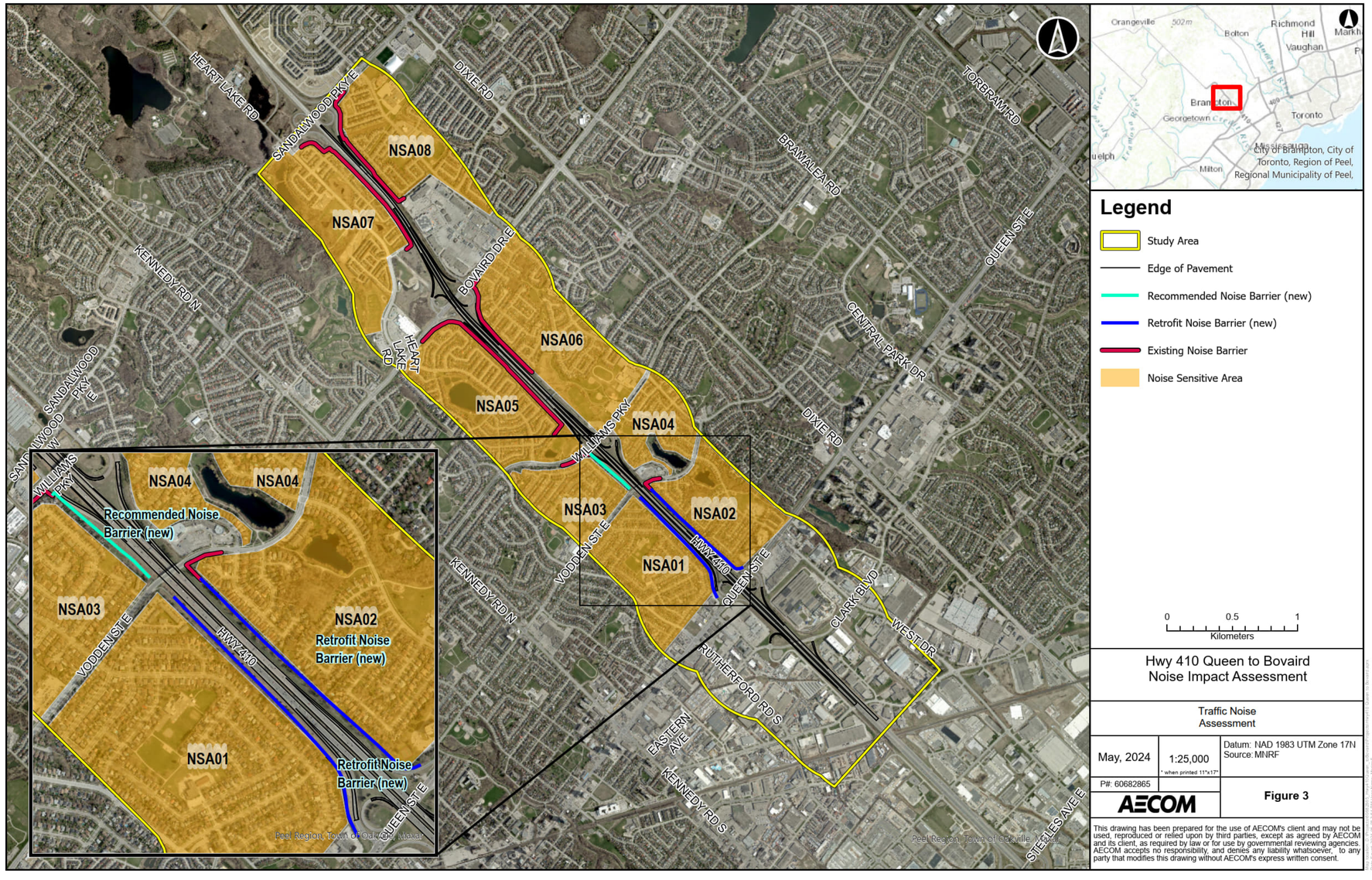
- MTO has a Noise Barrier Retrofit Policy for **existing provincial freeways**:
  - Noise sensitive areas must have outdoor, ground level, leisure areas that were approved for development under the Planning Act before February 8, 1977 and where the sound levels are above 60 dBA.
  - Further details on requirements are in MTO's Noise Barrier Retrofit Policy.
  - Three pre-1977 residential noise sensitive areas are included under the Noise Barrier Retrofit Policy. These are located at the south end of the study area between Queen Street and Williams Parkway (shown as NSA01, NSA02 and NSA03 on the next slide).
- As part of this Study, a Traffic Noise Assessment was prepared in accordance with the *Ministry of Transportation Environmental Guide for Noise (MTO Guide).*
  - Under the MTO Guide, the "noise impact" is defined as the difference between the "No Project" and the "With Project" noise levels during the subject year of assessment (Horizon Year), which is typically 10 years post-construction.
  - The horizon year of 2041 was used as the basis of assessment.

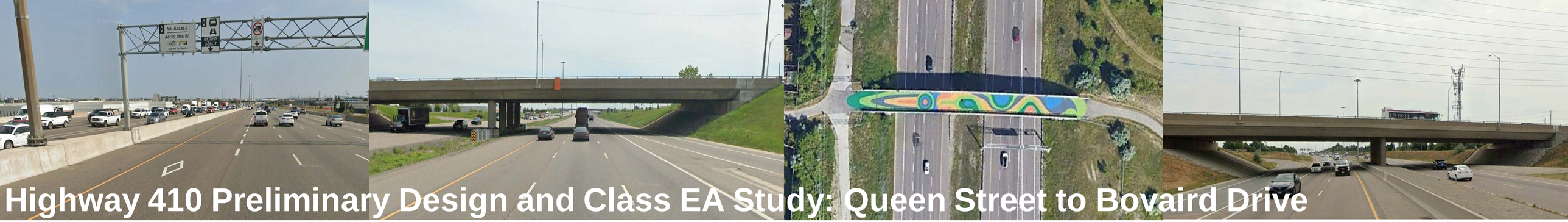
Change in Noise Level Above Future Ambient / Projected Noise Levels with Proposed Improvements	Mitigation Effort Required
< 5 dB Change AND <65 dBA Overall	• None
≥ 5 dB Change OR ≥ 65 dBA Overall	• Investigate noise control measures on right of way • Introduce noise control measures within right of way and mitigate to ambient if technically, economically, and administratively feasible. • Noise control measures, where introduced, should achieve a minimum of 5 dBA attenuation, over first row receivers.



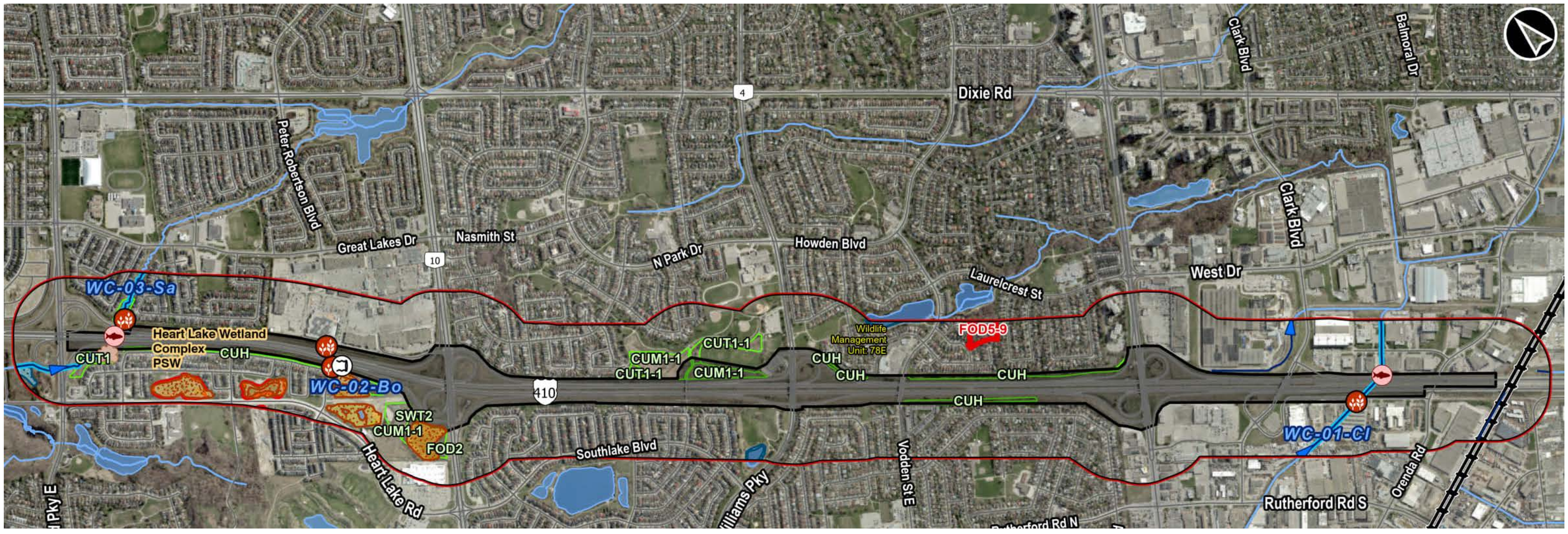
Traffic Noise Assessment (continued)

- MTO currently has no noise barriers along Highway 410 in the study area. Existing non-MTO noise barriers are identified in the figure to the right.
- Noise sensitive areas (NSA01, NSA02, NSA03) are included in the pre-1977 MTO Noise Barrier Retrofit List at the south end of the Study Area.
- Construction of the Retrofit Noise Barriers for NSA01 and NSA02 will be considered in the future based on provincial planning priorities.
- The Noise Assessment concluded that one of the noise sensitive areas (NSA03) on the west side of Highway 410 between Vodden Street and Williams Parkway warrants noise mitigation as a result of the proposed improvements (shown as Recommended Noise Barrier (new)).





Existing Environmental Conditions



Ecological Land Classification (ELC) Code	Description
FOD2	Dry – Fresh Oak – Maple Deciduous Forest
CUH	Cultural Hedgerow
CUM1-1	Dry – Moist Old Field
CUT1	Mineral Cultural Thicket
CUT1-1	Sumac Cultural Thicket

Environmental Protection and Mitigation Measures

The following potential impacts, key mitigation measures and commitments to future work are preliminary and a final impact assessment will be completed during detail design.

Potential Impacts	Summary of Potential Impacts, Key Mitigation Measures / Commitments to Future Work
Natural Environment	
Fish and Fish Habitat	*Potential Impacts* In addition to general construction activities (vegetation clearing / grubbing, excavation, grading, riparian planting, etc.) the following impacts have potential to occur at each watercourse: • WC-01-CI (direct, warmwater fish habitat; Culvert South of Clark Boulevard): Construction of retaining walls to support the embankment at the east outlet (northbound side of Highway 410). Rehabilitation may also be required and may include patch and crack repairs. The culvert will be temporarily isolated and dewatered during repairs. • WC-02-Bo (indirect, warmwater fish habitat; Culvert North of Bovaird Drive): Grading is proposed to the immediate left and right of the culvert inlet and outlet. No works on the culvert or within the channel are proposed. • WC-03-Sa (direct, warmwater fish habitat): Proposed works will be limited to grading surrounding the culvert inlet and outlet. These works may be within 30 m of the watercourse; however, in-water works are not anticipated. *Key Mitigation Measures / Commitments to Future Work* • In-water works shall be carried out during the appropriate in-water work timing window of July 16 – March 14 (i.e. no in-water work is permitted from March 15 – July 15) of any year. • Implement erosion and sediment control measures, and containment measures to prevent the release of sediment or other contaminants to all waterbodies. • Materials used or generated during construction shall be stored and managed in a way that prevents the release of these materials to a waterbody. • A Spills Management Plan shall be prepared and shall include materials, instructions, education, and emergency numbers. The plan shall be kept onsite at all times, communicated to work crews and be properly implemented in the event of accidental spills. • Stabilize the banks of a waterbody that have been disturbed during construction and restore to pre-construction conditions or better. • Near-water work shall be monitored to ensure mitigation measures are properly implemented, functioning, maintained and repaired as needed, and removed following construction.

Environmental Protection and Mitigation Measures

Potential Impacts	Summary of Potential Impacts, Key Mitigation Measures / Commitments to Future Work
Natural Environment (continued)	
Terrestrial Ecosystems	*Potential Impacts* • Loss or degradation of vegetation cover, wildlife habitat, significant wildlife habitat and Species at Risk habitat. • Disturbance to wildlife including Species at Risk or Species of Conservation Concern. *Key Mitigation Measures / Commitments to Future Work* • Keep vegetation removal, grading and soil compaction to a minimum. • Restore disturbed areas to existing conditions following construction. • Erosion and sediment control fencing should be installed along the construction footprint within 30 m of the Heart Lake Provincially Significant Wetland Complex. • Vegetation removal to occur outside of the overall bird nesting period of April 1 to August 31 to avoid disturbance to breeding migratory birds including Species at Risk and/or destruction to their nests. • If vegetation removal must occur within this time period, active nest searches must be conducted prior to removal by a qualified biologist to ensure that no active nests of breeding migratory birds or bird Species at Risk are destroyed, in order to prevent contravention of the Migratory Birds Convention Act and/or the Endangered Species Act. • Structures likely to be affected by construction may provide suitable nesting habitat in the future for birds protected by the Migratory Birds Convention Act. It is recommended that structures be examined to confirm the presence or absence of migratory or Species at Risk bird nests the year prior to construction.
Erosion and Sediment Control	*Potential Impacts* • Potential erosion to newly exposed slopes and ground surfaces. *Key Mitigation Measures / Commitments to Future Work* • Standard mitigation measures will be developed during detail design (e.g. sediment/silt fence, seed and mulch, sod, erosion control blankets, as required).
Landscaping	Preliminary Landscape Plan is being prepared for disturbed / impacted areas along the Highway 410 corridor and will be documented in the TESR.




Environmental Protection and Mitigation Measures

Potential Impacts	Summary of Potential Impacts, Key Mitigation Measures / Commitments to Future Work
Natural Environment (continued)	
Groundwater	*Potential Impacts* • Potential for groundwater dewatering during construction. *Key Mitigation Measures / Commitments to Future Work* • Determine the need for groundwater dewatering and potential permit or registration requirements during detail design: • Register for an Environmental Activity and Sector Registry (EASR) if the amount of water taking exceeds 50 m³/day and is below 400 m³/day . A Category 3 Permit to Take Water (PTTW) must be obtained from the Ministry of Environment, Conservation and Parks if the amount of water taken exceeds 400 m³/day. Further site-specific investigations including drilling/installation of groundwater monitoring wells, groundwater and/or soil sampling will be required as part of the hydrogeological assessment in support of the EASR registration and/or Category 3 PTTW applications.
Excess Soils	*Potential Impacts* • Excess soils may be excavated during construction activities. *Key Mitigation Measures / Commitments to Future Work* • Manage excess soils in accordance with Ontario Regulation 406/19 – On-site and Excess Soil Management.
Socio-Economic Environment	

Noise	*Potential Impacts*
	• Increase in noise levels due to the proposed highway improvements and temporary noise during construction.
	Key Mitigation Measures / Commitments to Future Work
	• The Noise Assessment concluded that one of the noise sensitive areas (NSA03) on the west side of Highway 410 between Vodden Street and Williams Parkway warrants noise mitigation as a result of the proposed improvements.
	• Implement best practices for noise control measures during construction such as:
	  • Set up a noise complaint process in accordance with MTO's Environmental Guide for Noise and investigate and address noise complaints in accordance with the guide.
	  • Equipment shall comply with sound emission standards for construction noise equipment.
	  • Where feasible, equipment with broadband alarms instead of tonal alarms shall be utilized.
	  • Equipment shall be maintained in an operating condition that prevents unnecessary noise.
	  • Idling of equipment shall be restricted to the minimum necessary to perform the specified work.

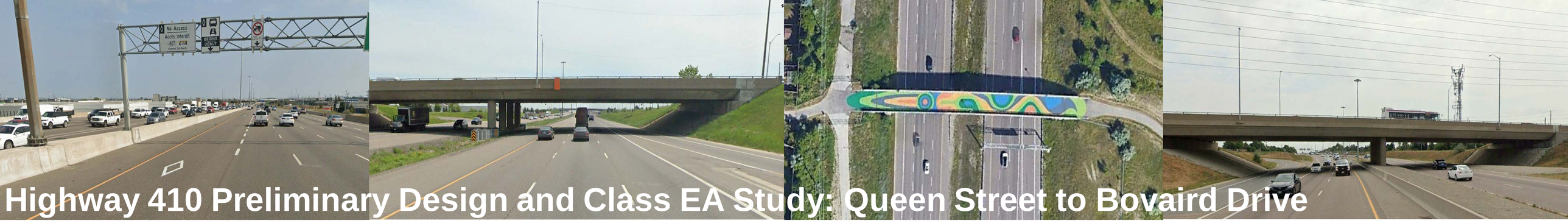
Environmental Protection and Mitigation Measures

Potential Impacts	Summary of Potential Impacts, Key Mitigation Measures / Commitments to Future Work
Socio-Economic Environment (Continued)	
Air Quality	*Potential Impacts* • Potential for effects of construction operations at adjacent sensitive receivers. *Key Mitigation Measures / Commitments to Future Work* • Follow best management practices such as dust suppression and periodic watering, as required
Cultural Environment	
Cultural Heritage	There are no direct or indirect impacts to potential Built Heritage Resources or Cultural Heritage Landscapes as none were identified in the study area.
Archaeology	*Potential Impacts* • Potential to impact undisturbed areas that are identified as having archaeological potential. *Key Mitigation Measures / Commitments to Future Work* • Undertake Stage 2 Archaeological Assessments in areas identified as having archaeological potential.
Technical Considerations	
Traffic During Construction	*Potential Impacts* • Potential impacts to traffic during construction. *Key Mitigation Measures / Commitments to Future Work* • For all closures, advanced notification and signage will be provided, including a corresponding detour plan for full closures. Consultation with municipalities will be undertaken during future stages of design regarding detour routes. • Staging strategies will be confirmed during future design stages and notification will be provided to stakeholders at that time.
High Mast Lighting	*Potential Impacts* • Potential for light trespass as a result of high mast lighting. *Key Mitigation Measures / Commitments to Future Work* • High mast lighting will be upgraded with LEDs. • Shielded luminaires will be installed to meet MTO light trespass criteria and minimize visible luminaire brightness.

Schedule / Timing of Proposed Works

Task	2022	2023		2024	
	July - December	January - June	July - December	January - June	July - December
Notice of Study Commencement	★				
Site Visits / Field Investigations					
Development of Alternatives					
Evaluate Alternatives, Identify and Develop Preferred Alternative					
Public Information Centre (May 29, 2024)				★	
Finalize the Technically Preferred Alternative and Preliminary Design, Prepare Transportation Environmental Study Report and Preliminary Design Report					
Transportation Environmental Study Report Comment Period (30-days)					★
Address comments from the Transportation Environmental Study Report Review					

Note: Schedule is subject to change



How to Provide Feedback

We encourage you to contact members of the Project Team below if you have any questions, comments or concerns regarding the information provided. Thank you for your participation!

Parshad Patel, M.Eng.
Project Manager, Ministry of Transportation
Project Delivery Section – Peel/Halton
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Toronto, ON M3M 0B7
Toll free number: 1-844-698-9876
E-mail: ProjectTeam@hwy410queentobovaird.ca

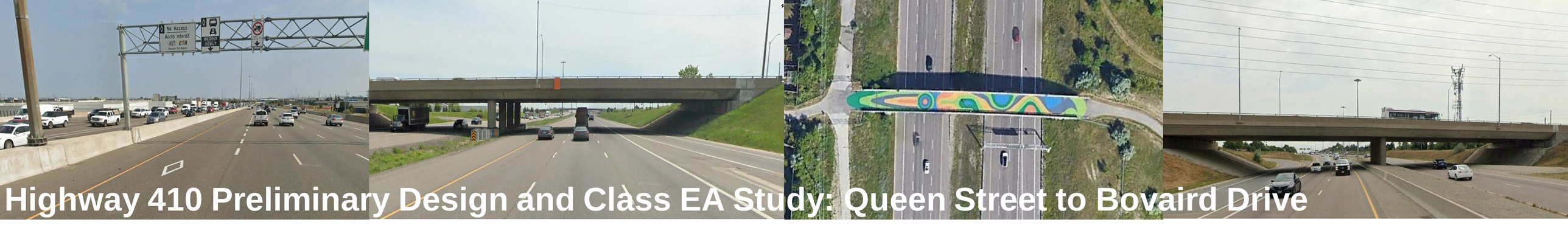
Tim Sorochinsky, P.Eng.
Project Manager, AECOM
105 Commerce Valley Drive West, 7th Floor
Markham, ON L3T 7W3
Toll free number:1-844-698-9876
E-mail: ProjectTeam@hwy410queentobovaird.ca

Comment Forms can be found via the Project Website: https://hwy410queentobovaird.ca/consultation

Please provide any comments by July 2, 2024.

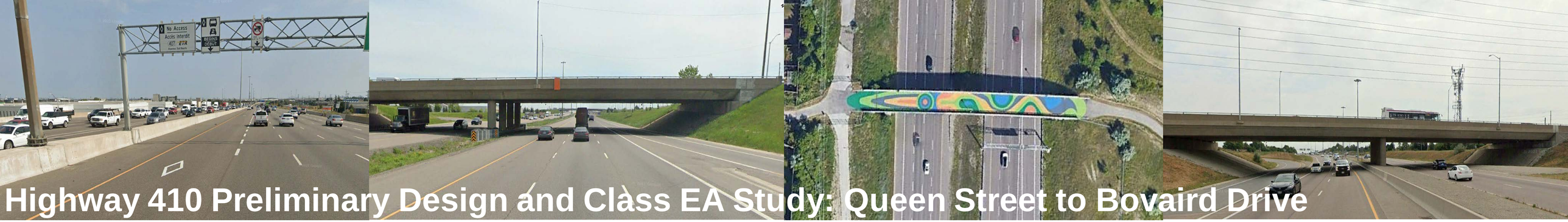
Freedom of Information and Protection of Privacy Act and Accessibility

- Comments and information regarding this study are being collected to assist MTO and AECOM in meeting the requirements of the Ontario *Environmental Assessment Act*. This material will be maintained on file for use during this study and may be included in study documentation.
- Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.
- If you require any assistance regarding the accessibility of these materials, please let us know by emailing ProjectTeam@hwy410queentobovaird.ca. We would be happy to assist you.



Next Steps

- In-Person PIC (May 29, 2024)
- Address comments received from PIC and make updates as required
- TESR Publication and Review period



Open Discussion

AECOM
105 Commerce Valley Dr. West, 8th Floor
Markham, ON L3T 7W3 Canada
www.aecom.com
tel 905-886-7022

Minutes of Meeting

Subject	MTO Preliminary Design and EA Study, Highway 410 Improvements from Queen Street to Bovaird Drive [redacted] Discussion	
Date	July 24, 2025	
Time	9:00 am – 9:40 am	
Location	Microsoft Teams Teleconference (Virtual)	
Attendees	Frank Mac Chris Barber Tim Sorochinsky Heather Nottbeck Lucy Horne [redacted]	MTO – Area Manager MTO – Environmental AECOM – Project Manager AECOM – Deputy Project Manager AECOM – Environmental [redacted]
Prepared by: AECOM		Distributed to: All attendees and regrets

Summary of Meeting

Introduction

A roundtable was held to introduce the meeting attendees.

AECOM provided an overview of the project and a status update.

Meeting Overview

The purpose of the meeting was to discuss concerns about the potential property impact at [redacted], as a result of the Highway 410 widening.

The Preliminary Design Study is nearing completion. The widening work is currently not programmed; the timing of the future detail design phase and construction are unknown at this time.

General Discussion

- [redacted] provided details about subject property and noted the constraints that impact development potential, including:
  - The irregular shape of the property
  - Provincially Significant Wetland to the north, with setback requirements
  - Highway 410 (MTO ROW) to the east, with 14 m setback requirements
- It was noted this is a small development site as a result of the above constraints.
- [redacted] noted they had pre-consultation with the City of Brampton, and it is assumed that MTO would have provided preliminary feedback at this time. A pre-consultation meeting was held, but they do not recall MTO representatives attending the meeting.
- [redacted] advised that preliminary conversations were held in 2022/2023. AECOM noted the Preliminary Design Study started in Spring 2022.

- For this property, there is a site plan but with no status. The current design was informed by the comments received during the pre-consultation.
- It is unclear if MTO Corridor Management reviewed the site plan as part of the pre-consultation.
- [redacted] will reach out to the MTO Corridor Management Office to see if there are any records of the pre-consultation.
- T. Sorochinsky noted that 14 m setbacks are in place to protect for future improvements to the highway. The current Highway 410 Preliminary Design Study looked at traffic projections and improvements to Highway 410, including the future Highway 413 connection.
- [redacted] inquired if there are any alternatives that could be mutually agreeable.
- H. Nottbeck noted the current ramp design adjacent to the property has been designed to meet MTO's current design standards.

Action Items

- **Action MTO:** Reach out to the MTO Corridor Management Office to see if there are any records of the pre-consultation.
- **Action GSAI:** Provide any previous correspondence with MTO and pre-consultation material provided to the City of Brampton.