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**LANGSTAFF ROAD MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT (EA)  
WESTON ROAD TO HIGHWAY 7**

**YORK REGION**

**APPENDIX C: CONSULTATION RECORD**

**PART 4: Correspondence Record**

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**LANGSTAFF ROAD MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT (EA)  
WESTON ROAD TO HIGHWAY 7**

**YORK REGION**

**TORONTO AND REGION CONSERVATION AUTHORITY (TRCA) CORRESPONDENCE**

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March 6, 2017

CFN 54827

**BY E-MAIL ONLY** ([brian.wolf@york.ca](mailto:brian.wolf@york.ca))

Mr. Brian Wolf  
Regional Municipality of York  
17250 Yonge Street  
Newmarket, Ontario  
L3Y 6Z1

Dear Mr. Wolf:

**Re: Response to Kick-Off Meeting (Phase 1)  
Langstaff Road Improvements – Weston Road to Highway 7  
Municipal Class Environmental Assessment – Schedule C  
Don River Watershed; City of Vaughan; Regional Municipality of York**

Toronto and Region Conservation Authority (TRCA) staff attended Kick-Off Meeting Phase 1 for the above-noted Environmental Assessment (EA) held on February 16, 2017 in fulfillment of task 1.4 of the Service Delivery Standards agreement between York Region and TRCA. TRCA staff understands that the EA will examine the potential improvements to Langstaff Road to accommodate the existing and future transportation needs. The proposed improvements include a possible connection across CN MacMillan Rail Yard and an interchange improvement at Highway 400.

Please find attached TRCA's preliminary comments and study requirements. Note that these do not represent meeting minutes. Further comments will be provided, and study requirements may be refined, as the study progresses.

Should you have any questions, please contact me at extension 5744 or at [hpruthi@trca.on.ca](mailto:hpruthi@trca.on.ca).

Yours truly,



Harsimrat Pruthi  
Acting Planner II, Environmental Assessment Planning  
Planning and Development

Encl. Appendix A: Preliminary Comments and Study Requirements

**BY E-MAIL**

cc: York Region: Tim Kwan ([tim.kwan@york.ca](mailto:tim.kwan@york.ca))  
WSP/MMM: Neil Ahmed ([ahmedn@mmm.ca](mailto:ahmedn@mmm.ca))  
TRCA: Scott Smith, Planner II, Environmental Assessment Planning

### APPENDIX A: Preliminary Comments and Study Requirements

TRCA Objective Areas	
Natural Hazards*	Requirements/Comments
Flooding	Review existing floodplain mapping and the latest hydraulic and hydrologic modelling. Please ensure that the proposed works will not negatively impact the flood limits at both upstream and downstream of the crossing.
Channel Erosion	Please confirm the locations where fluvial geomorphic study is required. Please note that meander belt delineation and 100 year erosion limit calculations to inform determination of crossing dimensions may be required.
Slope Stability	Undertake geotechnical study to support proposed crossing, earthworks and structures based upon slope stability and erosion hazard assessments and structural protection proposed.
Natural Features and Areas*	
Terrestrial	Undertake field investigations
	Undertake impacts assessment of road widening, Highway 404 ramp, Langstaff missing link to CNR yard, West Don River crossing and Barrie Go Line grade separation on wetlands, habitat and wildlife connectivity. Staff notes that there is a Regional Greenlands System.
	Undertake detailed assessments to determine crossing size and design elements to maintain or enhance terrestrial habitat and wildlife connectivity
	Undertake impact assessments of potential watercourse realignments at Black Creek and Westminster Creek Tributary.
Aquatic	Undertake field investigations
	Undertake impacts assessment of road widening, Highway 404 ramp, Langstaff missing link to CNR yard, West Don River crossing and Barrie Go Line grade separation on habitat and wildlife connectivity, and potential watercourse realignments at Black Creek and Westminster Creek Tributary.
	Undertake detailed assessments to determine crossing size and design elements to maintain or enhance aquatic habitat and wildlife connectivity.
	Please assess the study area for other natural features. Based upon a high level screening, TRCA notes the presence of crossings of Black Creek Tributary, West Don River and Westminster Creek and Tributary.
	Please note that it appears that there are crossing designs that may have impacts on the Natural Heritage Systems (NHS). If selected design disturbs the NHS, please propose net ecological benefits.
Water Resources	
	Please reference TRCA's Stormwater Management Criteria Guidelines. Requirements include: erosion control of 5mm onsite retention, treatment of 80% TSS with OGS only credited with 50% requiring a treatment train approach, and quantity control to pre-development release rates. Please advise the consultant to reference the MTO Highway Drainage Design Standards and the MTO Highway Drainage Manual regarding design storms.
	TRCA advises that an assessment of the potential for Low Impact Development (LID) measures be included or thermal mitigation measures be implemented.
	Please also provide preliminary discussions/design options at the next meeting to initiate discussions for the required SWM measures to satisfy

TRCA Objective Areas	
	the TRCA SWM criteria.
Hydrogeology	TRCA will require an investigation of hydrogeological conditions within a geotechnical investigation or as a separate hydrogeological investigation, as appropriate.
	Under the Source Protection, please discuss Wellhead Protection Area (WHPA-Q), Significant Groundwater Recharge Areas (SGRAs), and Highly Vulnerable Aquifers (HVAs), if applicable.
	Please check for Ecologically Significant Groundwater Areas within the study area, if applicable.
	To facilitate TRCA review, TRCA suggests that the consultant reference the Hydrogeological Assessment Submissions Guidelines, June 2013 ( <a href="http://trca.on.ca/dotAsset/214690.pdf">http://trca.on.ca/dotAsset/214690.pdf</a> ).
Climate Change	
	<p>The Ministry of Environment and Climate Change (MOECC) Guide on “Consideration of Climate Change in Environmental Assessment in Ontario” expects climate change mitigation and adaptation to be considered in infrastructure planning. TRCA staff recommends that climate change mitigation and adaptation be incorporated into the EA.</p> <p>Climate change has wide ranging implications for most aspects of TRCA’s regulation and broader mandate, including natural hazards, natural features, and water resources.</p> <p>Potential climate change resources:</p> <ol style="list-style-type: none"> <li>1. MOECC Guideline on EAs and Climate Change</li> <li>2. Theresa Cline’s work with the Ontario Climate Consortium on adapting Toronto’s climate change risk assessment tool for York Region</li> <li>3. York Region’s Environmental Services’ Climate Change White Paper</li> <li>4. PIEVC framework (<a href="https://www.pievc.ca/">https://www.pievc.ca/</a>)</li> <li>5. Ontario Climate Consortium (<a href="http://climateconnections.ca/">http://climateconnections.ca/</a>)</li> </ol>

\*To facilitate TRCA review, please ensure the consultant reviews and references the TRCA Crossings Guideline for Valley and Stream Corridors, September 2015 (<http://www.trca.on.ca/dotAsset/214493.pdf>)

May 1, 2018

CFN 54827

**BY E-MAIL ONLY** ([brian.wolf@york.ca](mailto:brian.wolf@york.ca))

Mr. Brian Wolf  
Regional Municipality of York  
17250 Yonge Street  
Newmarket, Ontario, M6P 4E1

Dear Mr. Wolf:

**Re: Response to EA Draft Phase 1 and Phase 2, and Natural Environment Reports  
Langstaff Road Improvements - Weston Road to Highway 7  
Municipal Class Environmental Assessment (EA) - Schedule C  
Don River Watershed; City of Vaughan; Regional Municipality of York**

Toronto and Region Conservation Authority (TRCA) staff has reviewed the draft Phase 1 and 2 Report, and draft Natural Environment Report (NER) received on March 12, 2018 for the above noted EA. A revised draft of the Phase 1 and 2 report was received digitally on April 18, 2018 with the updated Section 1.1 and Figure 1e (Appendix A) illustrating the overall study area and focused study area.

It is our understanding that this undertaking examines the potential improvements to Langstaff Road to accommodate the existing and future transportation needs. The Phase 1 and 2 Report presents the problem/opportunity statement through discussion of anticipated development and associated population growth, and the need for improvements to Langstaff Road to accommodate future travel demands and goods movement. The Report also discusses the alternative solutions and identifies the preferred solution for improvements required to address the existing and future transportation needs in the Langstaff Road corridor. Staff also reviewed the draft NER presenting existing natural environmental features.

A project meeting was held on April 5, 2018 to discuss the above mentioned draft reports and TRCA's feedback. TRCA staff understands that the draft reports discuss the preferred alternative solution, and the detailed assessment of the alternatives will be presented in the Phase 3 Report. Staff looks forward to reviewing the technical memo/reports on the drainage and stormwater, hydrogeology and other aspects addressing TRCA's areas of interest as part of the Phase 3 Report. Please refer to the TRCA Living City Policies (2014) and TRCA Crossing Guidelines for Valley and Stream Corridors through Phase 3 alternative design analysis and mitigation of impacts.

Should you have any questions or require any additional information please contact me at (416) 661-6600 extension 5744 or by email at [hpruthi@trca.on.ca](mailto:hpruthi@trca.on.ca).

Regards,

*Harsimrat Pruthi*

Harsimrat Pruthi, M.A, M.Pl.  
Planner II, Environmental Assessment Planning  
Planning and Development

**CC BY E-MAIL**

WSP:	Neil Ahmed ( <a href="mailto:neil.ahmed@wsp.com">neil.ahmed@wsp.com</a> )
TRCA:	June Little, Senior Manager, Development, Planning and Regulations Suzanne Bevan, Senior Planner, Environmental Assessment Planning Arlen Leeming, Don River Watershed Project Manager

June 25, 2021

CFN 54827

**BY E-MAIL ONLY** ([colin.wong@trca.ca](mailto:colin.wong@trca.ca))

Colin Wong  
Regional Municipality of York  
17250 Yonge Street  
Newmarket, Ontario, M6P 4E1

Dear Colin Wong,

**Re: Phase 3 Technical Reports  
Langstaff Road Improvements - Weston Road to Highway 7  
Class Environmental Assessment – Schedule C  
Don River Watershed; City of Vaughan; Regional Municipality of York**

Toronto and Region Conservation Authority (TRCA) staff received the Phase 3 technical studies and supporting documents for the above noted project on May 28, 2021 as listed below and updated details on June 16, 2021.

1. Drainage and Stormwater Management Report (Draft), prepared by WSP; dated April 14, 2021
2. Preliminary Geotechnical Investigation Report, prepared by Thurber Engineering LTD; dated February 11, 2021
3. Hydrogeological Assessment, prepared by WSP; dated March 2018
4. Natural Environment Report (Final); prepared by WSP; dated May, 2021
5. Tree Inventory Report; prepared by WSP.; dated December 19, 2017
6. Drawing - Don River Bridge Preliminary General Arrangement
7. Draft Contamination Overview Study, prepared by WSP; dated January 2018
8. Langstaff Road Preliminary Recommended Plan

It is our understanding that this undertaking examines the potential improvements to Langstaff Road to accommodate the existing and future transportation needs. Staff has provided comments on the draft Stormwater Management Report in an email dated June 16, 2021 and are also included in this letter. The draft Environmental Study Report (ESR) document must address the detailed comments provided in Appendix A.

Please ensure that TRCA staff receives one (1) digital copy of the draft **ESR/EA document**. The draft EA document should be accompanied by a covering letter that 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).

Please contact me at extension 5744 or at [harsimrat.pruthi@trca.ca](mailto:harsimrat.pruthi@trca.ca) to arrange a meeting if clarification on these comments is required.

Yours truly,



Harsimrat Pruthi, M.A, M.Pl.  
Senior Planner, Infrastructure Planning and Permits  
Development and Engineering Services

Encl.: Appendix A

**BY E-MAIL**

cc: York Region: Tim Kwan ([tim.kwan@york.ca](mailto:tim.kwan@york.ca))  
Gerard Sullivan ([gerard.sullivan@york.ca](mailto:gerard.sullivan@york.ca))  
WSP: Jian Guan ([jian.guan@wsp.com](mailto:jian.guan@wsp.com))  
TRCA: Quentin Hanchard, Associate Director, Development Planning and Permits  
Victoria Kramkowski, Government and Community Relations Specialist, Peel/York  
Watersheds  
Suzanne Bevan, Senior Manager, Infrastructure Planning and Permits

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

ITEM	TRCA COMMENTS (June 25, 2021)	PROponent/CONSULTANT RESPONSE
Water Resources Comments		
1.	Based on the TRCA Don Hydrology model, the culvert LC1 has a catchment area of roughly 175 ha and a 100-year flow of 6.525 m <sup>3</sup> /s. TRCA recognises that this model is a watershed scale model and therefore, detailed site information may refine these values. Please provide supporting documentation to clarify the drainage area and flow information for this culvert. Please also confirm whether this is a newly proposed culvert or existing culvert replacement. Furthermore, please show that the proposed culvert does not negatively impact the flooding during the 2 to 100 year and regional events, in the vicinity of the culvert.	
2.	As per 2.2 Erosion control section, TRCA understands that 5 mm onsite retention criteria will be met for Erosion Control. However, please note that 5 mm onsite retention is the TRCA criteria for Erosion Control and update the section accordingly.	
3.	Please note that for drainage from catchments 190, 195, 205 and 210, appropriate SWM controls will need to be implemented.	
4.	Please provide the existing, updated existing and proposed conditions hydrologic and hydraulic models associated with this submission. Please note that the unitary flow rates, orifice plates, quantity controls and SWM pond calculations will be reviewed when the digital models are received.	
5.	Please note that for all crossings within the project extent, TRCA has updated hydraulic models. TRCA recommends that the proponents use the updated hydraulic models for future submissions. You can email <a href="mailto:Alwish.gnanaraj@trca.ca">Alwish.gnanaraj@trca.ca</a> to get the updated hydraulic models.	
6.	We acknowledge detailed modelling has already been provided for the Bowes bridge. However, since TRCA has an updated hydraulic model, please consider incorporating the proposed Bowes bridge in the updated TRCA Don hydraulic model.	
7.	Please clarify whether the existing sewer system provides quality control for catchments 105 and 110. If not, please provide an OGS for quality control to these subcatchments.	
8.	Please note that TRCA accepts only 50% TSS removal for OGS regardless of manufacturer. Please confirm whether the provided LID features act as a treatment train or please consider providing Jellyfish filter systems instead of OGS.	
9.	Please note that the hydrologic models (existing and proposed) have used an initial abstraction of 2.0 mm for impervious areas. TRCA typically accepts 1 mm initial abstraction for impervious areas in hydrologic modelling. Please update as necessary.	
10.	Please note that typically, TRCA requires 1 m separation depth between the seasonally high groundwater table and the bottom of the proposed infiltration galleries. Please provide seasonally high ground water elevations	



	at the locations of the proposed infiltration galleries to facilitate verification of the separation depth. These details will be reviewed at future stages of the review process.	
Ecology Comments		
11.	As part of the enhancements to the aquatic and terrestrial habitats, and maintenance (or improvement) of connectivity, TRCA requires that all proposed natural feature crossings adhere to requirements outlined in the TRCA Valley and Stream Corridor Guideline (available at: <a href="https://drive.google.com/file/d/0BxjqkzmOuaaRMmt1TmdyWUlmUDg/view?resourcekey=0-28vf3yb-j9nnP99nNDPr6A">https://drive.google.com/file/d/0BxjqkzmOuaaRMmt1TmdyWUlmUDg/view?resourcekey=0-28vf3yb-j9nnP99nNDPr6A</a> ). As discussed during April 5, 2018 meeting, TRCA staff had requested a review of all proposed crossings be undertaken to demonstrate how the proposed crossings adhere to the requirements above with least environmental impacts. Please provide the afore-mentioned review as part of the draft ESR.	
12.	TRCA requires that all proposed crossings follow the requirements outlined in the Fish and Wildlife Crossing Guideline, available at: <a href="https://cvc.ca/wp-content/uploads/2017/05/CVC-Fish-and-Wildlife-Crossing-Guidelines-final-web.pdf">https://cvc.ca/wp-content/uploads/2017/05/CVC-Fish-and-Wildlife-Crossing-Guidelines-final-web.pdf</a> .	
13.	TRCA staff understand that at this time details of the crossings may not be finalized and requires a commitment to ensure all natural features crossings are compliant with requirements outlined in the TRCA Valley and Stream Corridor Guideline and the Fish and Wildlife Crossing Guideline. TRCA staff wants to ensure the above noted Guidelines will inform the ultimate design of each crossing, including: <ul style="list-style-type: none"> <li>a. If any changes or improvements (including extension) are proposed for crossings over Black Creek, the new structures will need to comply with both Guidelines.</li> <li>b. The new culvert (LC1) proposed at Station 4 + 390 in an unnamed tributary of West Don River, which has not been assessed by the Natural Environmental Report (NER), should also comply with both of the above mentioned Guidelines. Prior to design of this culvert, please evaluate this tributary to assess the design requirements for this culvert from an ecological perspective.</li> <li>c. While the new proposed 30m span bridge over Don River (to replace Bowes Bridge) seems to already meet the main requirements on the Valley and Stream Crossing Guideline, all the details for aquatic and terrestrial passage both during construction and post-construction (final design) will need to be discussed with TRCA and should comply with both Guidelines.</li> <li>d. If any changes or improvements (including extension) are proposed for crossing over Westminster Creek, the new structures will need to comply with both Guidelines.</li> <li>e. New culvert proposed for the Tributary of Westminster Creek should comply with both Guidelines.</li> </ul>	
14.	TRCA staff requests that water balance of watercourse and wetland features is maintained. The NER does not discuss water balance from an ecological perspective. Please provide an addendum to NER addressing this comment.	
15.	TRCA mapping shows unevaluated wetland ELC unit within Unit 4 (FOD 5-5), which is not shown on NER (see Table 1). Please clarify if the FOD5-5 community has been verified for additional wetland inclusions in the field.	

Table 1 – On the left, image from NER shows small community of MAM2-2 outside of FOD5-5 community. On the right, image from TRCA database shows larger unevaluated wetland (hatched area) within the FOD5-5 community.



In addition, TRCA staff notes there are riverine wetland units along the Black Creek (see Table 2) and Don River West Branch that have not been identified in the NER. Please clarify if all wetland inclusions have been identified. Please adjust the ELC figures of the NER to reflect all wetland inclusions.

Table 2 - On the left, image from NER shows Black Creek surrounded by CUM1-1 community (Unit 7). On the right, the red lines delineate what appears to be wetland communities along the Black Creek



16.

Please provide the estimated area for natural feature loss including all grading, fill, outfall connections from road drainage, LIDS, etc. to quantify the impacts to the natural features. TRCA will require an accurate

	<p>assessment of removals and areas impacted to inform compensation requirement. Please provide addendum to NER addressing this comment.</p> <p>Please note that if calculation of impacts is not possible at this stage, please provide a commitment outlining that all impacts to natural features will be quantified and that appropriate compensation, informed by requirements outlined at TRCA’s Guideline for Determining Ecosystem Compensation, will be implemented. This Guideline is available at: <a href="https://s3-ca-central-1.amazonaws.com/trcaca/app/uploads/2019/11/27105627/TRCA-Guideline-for-Determining-Ecosystem-Compensation-June-2018_v2.pdf">https://s3-ca-central-1.amazonaws.com/trcaca/app/uploads/2019/11/27105627/TRCA-Guideline-for-Determining-Ecosystem-Compensation-June-2018_v2.pdf</a></p> <p>While TRCA staff understands the compensation requirements for Infrastructure projects and would work with York Region to ensure the best possible outcome for the natural features on site.</p>	
17.	<p>At this time, it is unclear what is being proposed to the Tributary of Westminster Creek, located between the Westminster Creek and Dufferin Street, on the north side of Langstaff Road, since different reports mention different strategies.</p> <p>The Drainage and Stormwater Report states that: “Under existing conditions, the north side ditch located between Westminster Creek and Dufferin Street used to convey the flow from the 900 mm diameter storm outlet pipe from Dufferin Street. Due to the widened urbanized road, the existing ditch needs to be eliminated. The 900 mm outlet pipe will be connected to a new 900 mm diameter storm sewer and discharged to Westminster Creek on the north side of Langstaff Road from the same existing outlet as in existing conditions. There will also be a swale on the northside of the ROW to convey the overland flow from the external area on the north side.” This report seems to disregard that this “ditch” conveys a watercourse and needs to be maintained in the landscape; and seems to propose the watercourse to be piped.</p> <p>While the Natural Environment Report states that realignment of the Tributary of Westminster Creek is being proposed, which is quite different than proposing to pipe it.</p> <p>While TRCA recognizes that this is an urbanized watercourse, it still has ecological and hydrological functions that should be preserved after proposed realignment; and those functions will not be able to be preserved through enclosure of this watercourse in a pipe. The proposed works to this watercourse and ultimate design need to be finalized as part of the EA as it might change the proposed design of the road improvements along its reach.</p> <p>In order for TRCA to consider the realignment of a watercourse, please provide the following information: Channel Modification Design and Submission Requirements, available at: <a href="https://trcaca.s3.ca-central-1.amazonaws.com/app/uploads/2016/02/17185407/CHANNEL_MODIFICATION_REQUIREMENTS.pdf">https://trcaca.s3.ca-central-1.amazonaws.com/app/uploads/2016/02/17185407/CHANNEL_MODIFICATION_REQUIREMENTS.pdf</a> Please note that all the existing functions will need to be maintained, and ecological enhancement will need to be demonstrated in order for TRCA to consider supporting realignment of this watercourse.</p>	


18.	The Preliminary Recommended Plan states that “ <i>proposed improvements for Highway 400/ Langstaff Road interchanges are subject to on going discussion with MTO and in consultation with the City of Vaughan</i> ”. TRCA request a review of the proposed design to assess if any environmental impacts will occur. Please note any potential impacts to Black Creek, its hydrological balance or the vegetation communities that are contiguous to it (MAS2-1/ SWT2-5, CUM1-1 [Unit 7]) should be avoided and minimized where possible, and mitigation measures should be reviewed by TRCA. As per Comment 2a, if any changes or improvements (including extension) are proposed for the Black Creek crossings, the new structures will need to comply with TRCA Valley and Stream Corridor Guideline and the Fish and Wildlife Crossing Guideline.	
19.	Please provide a commitment to design and implement mitigation and restoration measures during the detail design, aiming to improve the level of ecosystem services provided by the Natural System, as per TRCA’s Living City Policies (2014).	
20.	The proposed replacement to Bowes Bridge will move the current structure, which is essentially working as the riverbank in that section, away from the watercourse. This is considered an ecological gain and is supported by TRCA Ecology staff. However, this means that a new riverbank will be created. At this stage, please provide a commitment stating that for the design of the riverbank will be submitted to TRCA staff for review and that green/hybrid designs will be incorporated as much as possible.	
21.	Tree Inventory Report: <ul style="list-style-type: none"> <li>a. TRCA staff supports the proposed Buckthorn Management Plan, as outlined in the Tree Inventory Report, and recommends that it is paired with planting of native species.</li> <li>b. At detail design, TRCA requires that the Tree Inventory Chart is updated with the proposed recommendation for each tree and the Tree Inventory Plans are provided showing proposed removals</li> </ul>	
22.	For Catchments 190, 195, 201 and 210, there is a “potential alternative outlet” being shown on Exhibit 3-20. This outlet will be a new addition and may create additional impact to the watercourse located to the SW of Connie Crescent and Langstaff Road. Please note that TRCA Ecology staff strongly encourages exploring alternatives to provide the required SWM controls within existing outlets, as opposed to creating a new outlet into the Natural System.	
Hydrogeology Comments		
23.	Staff looks forward to reviewing additional hydrogeological studies for the areas associated with the grade separations. Please note that significant permanent dewatering may be required.	

## Dabagh, Nadia

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**From:** Dabagh, Nadia  
**Sent:** October 29, 2021 4:00 PM  
**To:** Harsimrat.Pruthi@trca.ca  
**Cc:** Quentin.Hanchard@trca.ca; Victoria.Kramkowski@trca.ca; Suzanne.Bevan@trca.ca; Wong, Colin; Kwan, Tim; Katherine Jim; George-Hiebert, Rhonda  
**Subject:** Langstaff Road EA from Weston Road to Highway 7 – Draft ESR for Agency Review  
**Attachments:** 16M-01457-01 Langstaff Rd EA\_TRCA Phase 3 Comments and Responses Table\_Final.pdf; 16M-01457-01\_Langstaff Rd\_Figure 1.pdf; 16M-01457-01\_Langstaff Rd\_Figure 2.pdf

Hi Harsimrat,

On behalf of the Langstaff Road EA Project Team, we would like to thank TRCA's continued participation and support on the study. Please find the Langstaff Road EA draft ESR for your review and comment in the folder here:  [Langstaff Road EA - Draft ESR for Agency Review](#). We kindly request TRCA to provide consolidated comments to the Project Team by **Friday, November 26, 2021**.

Please note Appendices A, B, and D will be added to the same folder early next week.

In addition, please find attached the Project Team responses to the TRCA comments received on June 25, 2021. The Drainage and Stormwater Management Report has also been updated per TRCA June 25, 2021 comments and is included in Appendix I of the ESR.

Please let us know if you have any concerns meeting this review timeline or any questions related to the draft ESR.

Kind Regards,  
Nadia



**Nadia Dabagh, B.Sc.**

Environmental Planner  
*She / Her*

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**Langstaff Road EA**  
**Response of TRCA Comments (June 25, 2021)**

Item	TRCA COMMENTS (June 25, 2021)	PROPONENT/CONSULTANT RESPONSE
<b>Water Resources Comments</b>		
1.	<p>Based on the TRCA Don River Hydrology model, the culvert LC1 has a catchment area of roughly 175 ha and a 100-year flow of 6.525 m<sup>3</sup>/s. TRCA recognises that this model is a watershed scale model and therefore, detailed site information may refine these values. Please provide supporting documentation to clarify the drainage area and flow information for this culvert. Please also confirm whether this is a newly proposed culvert or existing culvert replacement. Furthermore, please show that the proposed culvert does not negatively impact the flooding during the 2 to 100 year and regional events, in the vicinity of the culvert.</p>	<p>WSP has investigated in detail about the drainage area draining to proposed Langstaff Culvert (LC1). We have reviewed drainage boundary prepared for the PCSWMM Hydrologic Model. We also requested York Region to provide the storm sewer information to determine the actual sewershed area since the area upstream of the Langstaff Road is all developed.</p> <p>Two figures (<b>Figure 1</b> and <b>Figure 2</b>) are prepared and attached with this response to describe the drainage conditions of the area.</p> <p><b>Figure 1</b> represents the drainage boundary based on the PCSWMM hydrologic Model of the West Don River. As per the PCSWMM model:</p> <ul style="list-style-type: none"> <li>• Catchment A (98.9 ha) drains to <b>SWM Pond A</b> which provides peak flow control. Controlled flow from Catchment A drains to Catchment B and then from Catchment B to Catchments C and D as shown in flow schematic included in Figure 1.</li> <li>• The model does not include any storage facility for Catchment B (62.3 ha) and C (51.7ha).</li> <li>• Catchment D (70.6 ha) drains to the <b>SWM Pond C</b> via Channel 1 and culverts shown in Figure 1.</li> <li>• As per the flow Schematic, combined flow from Catchments A, B and C is not connected to SWM Pond C, but added with the outflow from Pond C and drains downstream to Catchment E.</li> </ul> <p>However, as per the Storm Sewer information received from the Region (as depicted in <b>Figure 1</b>), it does not fully represent the real drainage pattern of the area. We have also recently visited the site to understand the drainage conditions of the area more thoroughly. Based on the storm sewer information received from the Region, as well as from the information gathered from recent site investigation, a <b>Figure 2</b> has been prepared which illustrates the existing drainage pattern of the area.</p> <ul style="list-style-type: none"> <li>• <b>Catchment A</b> does not completely drain to <b>SWM Pond A</b>. Only Area A1 drains to <b>Pond A</b> and remaining almost half of the area (Area A2) drains to <b>Pond B</b> via <b>Storm Sewer E</b>. Controlled flow from <b>Pond A</b> is conveyed by <b>Storm Sewer A</b> to the outlet point at West Don River as shown in <b>Figure 1</b>. Outflow from <b>Pond B</b> also discharges to the West Don River.</li> <li>• Similarly, <b>Catchment B</b> is divided in three segments. <ul style="list-style-type: none"> <li>— Area B1 is drained by <b>Storm Sewer A</b> and outlets to the West Don River.</li> <li>— Runoff from Area B2 is conveyed by <b>Storm Sewer C</b> which runs southerly along Creditstone Road and directed to <b>Pond C</b>.</li> <li>— Runoff from Area B3 is conveyed by <b>Storm Sewer D</b> which runs southerly as shown in <b>Figure 1</b> and discharged south of Langstaff Road and east of CN Yard Access Road by a 1650 mm diameter storm sewer. Therefore, Area B3, drainage area of 26.5 ha (Catchment 305) contributes to Culvert LC1.</li> </ul> </li> <li>• <b>Catchment C</b> is divided into two segments. <ul style="list-style-type: none"> <li>— Runoff from Area C1 is conveyed by <b>Storm Sewer C</b> and directed to <b>Pond C</b>.</li> <li>— Runoff from Area C2 is conveyed by <b>Storm Sewer D</b> which was continued from Area B3 and discharges just south of Langstaff Road as discussed above.</li> </ul> </li> <li>• <b>Catchment D</b> is divided into three segments. <ul style="list-style-type: none"> <li>— Runoff from Area D1 is conveyed by Storm Sewer B and directed to Pond B for runoff quality and quantity control.</li> <li>— Runoff from Area D2 together with Area C2, total drainage area 21.7 ha (Catchment 300) contributes drainage to Culvert LC1.</li> <li>— Runoff from Area D3 is conveyed by existing culverts and channel to Pond C as shown in Figure 2.</li> </ul> </li> </ul> <p>Therefore, as discussed above, Catchment 300 (drainage area 21.7 ha, Area C2 +Area D2) and Catchment 305 (drainage area 26.5 ha, Area B3) contribute runoff to Culvert LC1. The total drainage area draining to Culvert LC1 will be 48.2 ha and not 175 ha area as noted in the comment. These areas are drained by a 1650 mm diameter sewer (Storm Sewer D) and discharged south of Langstaff Road and east of CN Yard rail track / maintenance</p>

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		<p>access Road along the rail track. The outflow from this storm sewer ultimately drains to Pond C for runoff quality and quantity control via existing ditch.</p> <p>As the runoff from the Langstaff Road will be controlled to the unit flow rate through dry pond and pipe storage systems, the contribution of flow from Langstaff Road to Culvert LC1 will be negligible as compared to the flow from the 48.2 ha area. This will give a flow of 2.897 m<sup>3</sup>/s and 3.214 m<sup>3</sup>/s for the 50-year and 100-year storm events, respectively. The hydrological analysis will be provided in the report. The Culvert LC1 will be designed to convey this flow. The existing ditch which conveys the runoff from the storm sewer outlet to Pond C will be maintained.</p> <p>Currently, there is no survey information available in the vicinity of Culvert LC1 and CN Yard. The elevation of Langstaff Road near CN Yard Access Road is close to Elev. 108 m. Based on the revised flows, the proposed culvert size for LC1 is 2.40 m span x 1.50 m rise, which will give HWL of 206.24 m and 206.30 m for the 50-year and 100-year respectively. Therefore, we do not expect impact in the vicinity of the culvert; however, we will recommend in the Drainage and SWM Report to review the flooding impact with detailed survey in the vicinity of Culvert LC1 during the detailed design phase of the CN Yard overpass design and culvert size will be revised accordingly during the detailed design.</p> <p>We also recommend in the Drainage and SWM Report to investigate the drainage area and capacity of SWM Pond C during the detailed design as permission to enter was not granted by CN during the EA.</p>
2.	As per 2.2 Erosion control section, TRCA understands that 5 mm onsite retention criteria will be met for Erosion Control. However, please note that 5 mm onsite retention is the TRCA criteria for Erosion Control and update the section accordingly.	Noted. The Drainage and SWM Report will be updated to include the criteria.
3.	Please note that for drainage from catchments 190, 195, 205 and 210, appropriate SWM controls will need to be implemented. Please note that TRCA is currently reviewing technical reports for the EA and might have an update to this comment.	Runoff from Catchments 190, 195, 205 and 210 will be controlled through two storage pipe systems (DSP-3A and DSP-3B). The outflow from these storage pipes is proposed to discharge via existing storm sewer. Under existing conditions, Catchments 205 and 210 drains to this storm sewer. Therefore, the storage pipe is designed to control the combined flow equivalent to the 10-year flow of Catchments 205 and 210 to maintain the existing flow conditions at the existing storm sewer.
4.	Please provide the existing, updated existing and proposed conditions hydrologic and hydraulic models associated with this submission. Please note that the unitary flow rates, orifice plates, quantity controls and SWM pond calculations will be reviewed when the digital models are received.	Noted. Digital copy of the approved hydraulic model was provided with Don River Bridge Hydraulic Memo on May 2020. There is no modification in the model after that. The digital copy of the Visual OTTHYMO hydrologic model is being provided as part of this response.
5.	Please note that for all crossings within the project extent, TRCA has updated hydraulic models. TRCA recommends that the proponents use the updated hydraulic models for future submissions. You can email <a href="mailto:Alwish.gnanaraj@trca.ca">Alwish.gnanaraj@trca.ca</a> to get the updated hydraulic models.	The updated hydraulic model for all crossing will be used in the detail design phase, as discussed with the Region.
6.	We acknowledge detailed modelling has already been provided for the Bowes bridge. However, since TRCA has an updated hydraulic model, please consider incorporating the proposed Bowes bridge in the updated TRCA Don hydraulic model.	The hydraulic analysis for Bowes Bridge will be further reviewed according to the TRCA's most updated hydraulic model in the detail design phase.
7.	Please clarify whether the existing sewer system provides quality control for catchments 105 and 110. If not, please provide an OGS for quality control to these subcatchments.	The existing storm sewer from Langstaff Road runs southerly via Silmar Drive and Jevlan Drive and drains to existing SWM facility located east Jevlan Drive and the north of Chrislea Road. However, for additional quality measure under future conditions, two OGSs will also be provided.
8.	Please note that TRCA accepts only 50% TSS removal for OGS regardless of manufacturer. Please confirm whether the provided LID features act as a treatment train or please consider providing Jellyfish filter systems instead of OGS.	The Region has investigated Jellyfish Filter system for many years (since its inception) and the Region have had the designers in personally to discuss its usage in high traffic, high run-off Regional Road settings. While this type of system is effective in smaller settings, the Region's investigations have shown that these systems are ineffective on Regional Road settings. The Filter Cartridge Membranes get plugged with particles very quickly, which in turn allows pollution to bypass the system entirely. The frequency, management and maintenance (replacement of cartridges) of such systems would go beyond the budgets and resources of Regional Road Maintenance Department. The system would provide inferior water quality protection when compared to other





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		OGS systems and secondary treatments. The Region is open to new technologies, but the Jellyfish System does not meet the protection measures that the Region strive for.
9.	Please note that the hydrologic models (existing and proposed) have used an initial abstraction of 2.0 mm for impervious areas. TRCA typically accepts 1 mm initial abstraction for impervious areas in hydrologic modelling. Please update as necessary.	We expect only minor changes in flow values by changing the initial abstraction of impervious area from 2 mm to 1 mm. This change can be completed during the detailed design phase. Therefore, we will include a note in the Drainage and SWM Report to use 1.0 mm of initial abstraction for impervious area during the detailed design phase and review the SWM facility accordingly.
10.	Please note that typically, TRCA requires 1 m separation depth between the seasonally high groundwater table and the bottom of the proposed infiltration galleries. Please provide seasonally high ground water elevations at the locations of the proposed infiltration galleries to facilitate verification of the separation depth. These details will be reviewed at future stages of the review process.	We have reviewed the depth of groundwater table from the borehole information provided in the Preliminary Geotechnical Investigation Report prepared by Thurber Engineering Limited. In one location, i.e. east of Creditstone Road, Sta. 4+160, the groundwater table is located approximately 2.0 m below the ground surface. In this section of the road, the infiltration gallery is not feasible, as there is not enough clearance. In other location, groundwater table was not encountered within the borehole depth of 3.7 m, which will provide above 1.0 m separation from the bottom of infiltration galleries. We will provide a recommendation in the Drainage and SWM report to further review on the seasonally high groundwater table and adjust the depth of infiltration gallery accordingly during the detailed design phase. A table of subsurface soil conditions and depth of groundwater table based on Preliminary Geotechnical Investigation Report will be provided in Appendix E of the Drainage and SWM Report.
<b>Ecology Comments</b>		
11.	As part of the enhancements to the aquatic and terrestrial habitats, and maintenance (or improvement) of connectivity, TRCA requires that all proposed natural feature crossings adhere to requirements outlined in the TRCA Valley and Stream Corridor Guideline (available at: <a href="https://drive.google.com/file/d/0BxjqkzmOuaaRMmt1TmdyWUImUDg/view?resourcekey=0-28vf3yb-j9nnP99nNDPr6A">https://drive.google.com/file/d/0BxjqkzmOuaaRMmt1TmdyWUImUDg/view?resourcekey=0-28vf3yb-j9nnP99nNDPr6A</a> ). As discussed during April 5, 2018 meeting, TRCA staff had requested a review of all proposed crossings be undertaken to demonstrate how the proposed crossings adhere to the requirements above with least environmental impacts. Please provide the afore-mentioned review as part of the draft ESR.	Crossing designs at watercourses, where permissions to enter were granted, are designed to consider the TRCA Valley and Stream Corridor Guideline and Fish and Wildlife Crossing Guideline. These locations include Don River West Branch and the Tributary of Westminster Creek. The proposed new culvert (LC1) of an unnamed tributary of West Don River was not assessed in the field (as access into the CN Yard was not permitted) as such design details do not include specific ecological considerations. No proposed changes to the current Westminster Creek crossing are anticipated and the Black Creek crossing will be addressed in a future study.
12.	TRCA requires that all proposed crossings follow the requirements outlined in the Fish and Wildlife Crossing Guideline, available at: <a href="https://cvc.ca/wp-content/uploads/2017/05/CVC-Fish-and-Wildlife-Crossing-Guidelines-final-web.pdf">https://cvc.ca/wp-content/uploads/2017/05/CVC-Fish-and-Wildlife-Crossing-Guidelines-final-web.pdf</a> .	Noted. The NER has been updated to include mention of the TRCA Valley and Stream Corridor Guideline and Fish and Wildlife Crossing Guideline.
13.	TRCA staff understand that at this time details of the crossings may not be finalized and requires a commitment to ensure all natural features crossings are compliant with requirements outlined in the TRCA Valley and Stream Corridor Guideline and the Fish and Wildlife Crossing Guideline. TRCA staff wants to ensure the above noted Guidelines will inform the ultimate design of each crossing, including: <ul style="list-style-type: none"> <li>a. If any changes or improvements (including extension) are proposed for crossings over Black Creek, the new structures will need to comply with both Guidelines.</li> <li>b. The new culvert (LC1) proposed at Station 4 + 390 in an unnamed tributary of West Don River, which has not been assessed by the Natural Environmental Report (NER), should also comply with both of the above mentioned Guidelines. Prior to design of this culvert, please evaluate this tributary to assess the design requirements for this culvert from an ecological perspective.</li> <li>c. While the new proposed 30m span bridge over Don River (to replace Bowes Bridge) seems to already meet the main requirements on the Valley and Stream Crossing Guideline, all the details for aquatic and terrestrial passage both during construction and post-construction (final design) will need to be discussed with TRCA and should comply with both Guidelines.</li> <li>d. If any changes or improvements (including extension) are proposed for crossing over Westminster Creek, the new structures will need to comply with both Guidelines.</li> <li>e. New culvert proposed for the Tributary of Westminster Creek should comply with both Guidelines.</li> </ul>	<ul style="list-style-type: none"> <li>a. Improvements to the Highway 400 / Langstaff Road interchange will be addressed in a future study. As such, the Black Creek crossing will not be impacted as a result of Langstaff Road improvements as part of the current EA Study and will be addressed in a future Highway 400 corridor study; therefore, it is not discussed in the current NER.</li> <li>b. PTE was not granted by CN to access the CN MacMillan Rail yard. A commitment will be included in the NER to address the design of this culvert during detailed design with the TRCA Guideline in consideration.</li> <li>c. A commitment will be included in the NER for detailed design.</li> <li>d. No changes are anticipated for the existing structure over Westminster Creek. However, a commitment will be added in the NER for any changes/improvements that they comply with TRCA Guidelines.</li> <li>e. Recent design changes eliminates the need for channel realignment of the Tributary of Westminster Creek. During the interim 4-lane scenario, the existing watercourse that conveys the ditch will be maintained. For the ultimate 6-lane scenario, to accommodate the widened road section, the watercourse section will be modified with retaining wall along the side of Langstaff Road and the channel bottom widened to allow for conveyance of flows. The current ecological functions will be maintained with the new culvert crossing. A commitment will be added into the NER for this location.</li> </ul>
14.	TRCA staff requests that water balance of watercourse and wetland features is maintained. The NER does not discuss water balance from an ecological perspective. Please provide an addendum to NER addressing this comment.	Per below, the proposed road widening on Langstaff Road will be to the west of the Langstaff Road / Dufferin Street only. The wetland noted in Item 15 (i.e. northeast corner of Langstaff Road / Dufferin Street) will not be



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		impacted as a result of improvements to Langstaff Road, and therefore, water balance of watercourse was not carried out.
15.	<p>TRCA mapping shows unevaluated wetland ELC unit within Unit 4 (FOD 5-5), which is not shown on NER (see Table 1). Please clarify if the FOD5-5 community has been verified for additional wetland inclusions in the field.</p> <p>Table 1 – On the left, image from NER shows small community of MAM2-2 outside of FOD5-5 community. On the right, image from TRCA database shows larger unevaluated wetland (hatched area) within the FOD5-5 community.</p>  <p>In addition, TRCA staff notes there are riverine wetland units along the Black Creek (see Table 2) and Don River West Branch that have not been identified in the NER. Please clarify if all wetland inclusions have been identified. Please adjust the ELC figures of the NER to reflect all wetland inclusions.</p> <p>Table 2 - On the left, image from NER shows Black Creek surrounded by CUM1-1 community (Unit 7). On the right, the red lines delineate what appears to be wetland communities along the Black Creek</p> 	<p>Observations were made from the accessible areas on the feature located in the northeast corner of Langstaff Road / Dufferin Street (i.e. FOD5-5). FOD5-5 is not anticipated to be impacted by the preferred plan for the proposed improvements on Langstaff Road; Langstaff Road will remain as 4-lane east of Dufferin Street.</p> <p>Improvements to the Highway 400 / Langstaff Road interchange will be addressed in a future study. As such, the assessment of Black Creek near Highway 400 is not included in this EA.</p>
16.	<p>Please provide the estimated area for natural feature loss including all grading, fill, outfall connections from road drainage, LIDS, etc. to quantify the impacts to the natural features. TRCA will require an accurate assessment of removals and areas impacted to inform compensation requirement. Please provide addendum to NER addressing this comment.</p> <p>Please note that if calculation of impacts is not possible at this stage, please provide a commitment outlining that all impacts to natural features will be quantified and that appropriate compensation, informed by requirements outlined at TRCA’s Guideline for Determining Ecosystem Compensation, will be implemented. This Guideline is available at: <a href="https://s3-ca-central-1.amazonaws.com/trcaca/app/uploads/2019/11/27105627/TRCA-Guideline-for-Determining-Ecosystem-Compensation-June-2018_v2.pdf">https://s3-ca-central-1.amazonaws.com/trcaca/app/uploads/2019/11/27105627/TRCA-Guideline-for-Determining-Ecosystem-Compensation-June-2018_v2.pdf</a></p>	Detail information is not available at this stage to calculate the impacts. A commitment to address this calculation is added to the NER.

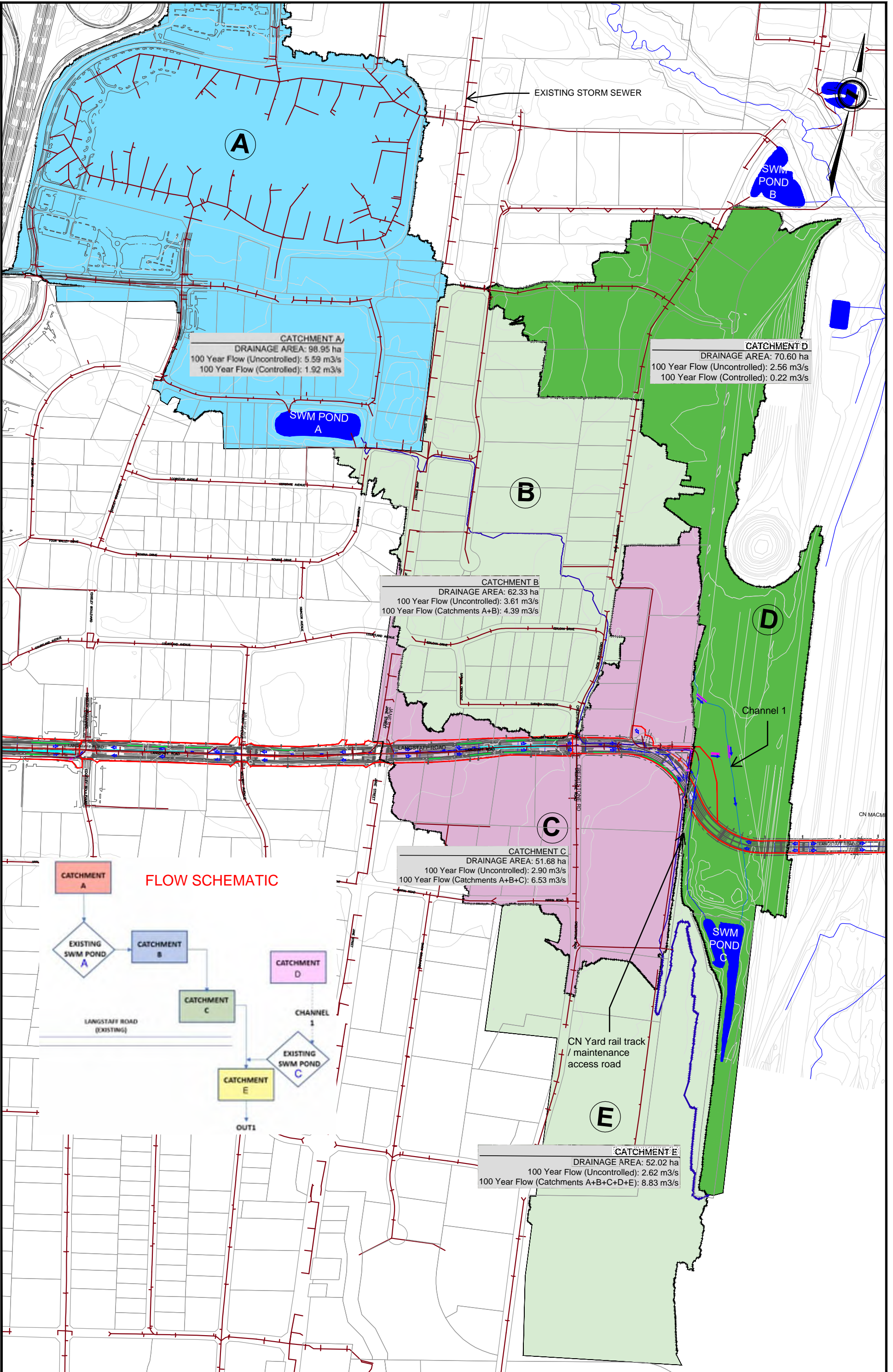
**Langstaff Road EA**  
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	<p>While TRCA staff understands the compensation requirements for Infrastructure projects and would work with York Region to ensure the best possible outcome for the natural features on site.</p>	
17.	<p>At this time, it is unclear what is being proposed to the Tributary of Westminster Creek, located between the Westminster Creek and Dufferin Street, on the north side of Langstaff Road, since different reports mention different strategies.</p> <p>The Drainage and Stormwater Report states that: "Under existing conditions, the north side ditch located between Westminster Creek and Dufferin Street used to convey the flow from the 900 mm diameter storm outlet pipe from Dufferin Street. Due to the widened urbanized road, the existing ditch needs to be eliminated. The 900 mm outlet pipe will be connected to a new 900 mm diameter storm sewer and discharged to Westminster Creek on the north side of Langstaff Road from the same existing outlet as in existing conditions. There will also be a swale on the northside of the ROW to convey the overland flow from the external area on the north side." This report seems to disregard that this "ditch" conveys a watercourse and needs to be maintained in the landscape; and seems to propose the watercourse to be piped.</p> <p>While the Natural Environment Report states that realignment of the Tributary of Westminster Creek is being proposed, which is quite different than proposing to pipe it.</p> <p>While TRCA recognizes that this is an urbanized watercourse, it still has ecological and hydrological functions that should be preserved after proposed realignment; and those functions will not be able to be preserved through enclosure of this watercourse in a pipe. The proposed works to this watercourse and ultimate design need to be finalized as part of the EA as it might change the proposed design of the road improvements along its reach.</p> <p>In order for TRCA to consider the realignment of a watercourse, please provide the following information: Channel Modification Design and Submission Requirements, available at: <a href="https://trcaca.s3.ca-central-1.amazonaws.com/app/uploads/2016/02/17185407/CHANNEL_MODIFICATION_REQUIREMENTS.pdf">https://trcaca.s3.ca-central-1.amazonaws.com/app/uploads/2016/02/17185407/CHANNEL_MODIFICATION_REQUIREMENTS.pdf</a> Please note that all the existing functions will need to be maintained, and ecological enhancement will need to be demonstrated in order for TRCA to consider supporting realignment of this watercourse.</p>	<p>Recent design changes eliminates the need for channel realignment of the Tributary of Westminster Creek. During the interim 4-lane scenario, the existing watercourse that conveys the ditch will be maintained. For the ultimate 6-lane scenario, to accommodate the widened road section, the watercourse section will be modified with retaining wall along the side of Langstaff Road and the channel bottom widened to allow for conveyance of flows. During detailed design, the most current guideline will be referenced.</p>
18.	<p>The Preliminary Recommended Plan states that "<i>proposed improvements for Highway 400/ Langstaff Road interchanges are subject to on going discussion with MTO and in consultation with the City of Vaughan</i>". TRCA request a review of the proposed design to assess if any environmental impacts will occur. Please note any potential impacts to Black Creek, its hydrological balance or the vegetation communities that are contiguous to it (MAS2-1/ SWT2-5, CUM1-1 [Unit 7]) should be avoided and minimized where possible, and mitigation measures should be reviewed by TRCA. As per Comment 2a, if any changes or improvements (including extension) are proposed for the Black Creek crossings, the new structures will need to comply with TRCA Valley and Stream Corridor Guideline and the Fish and Wildlife Crossing Guideline.</p>	<p>Per above, improvements to the Highway 400 / Langstaff Road interchange will be addressed in a future study. As such, the Black Creek crossing not be impacted as a result of Langstaff Road improvements as part of the current EA Study and will be addressed in a future Highway 400 corridor study; therefore, it is not discussed in the current NER.</p>
19.	<p>Please provide a commitment to design and implement mitigation and restoration measures during the detail design, aiming to improve the level of ecosystem services provided by the Natural System, as per TRCA's Living City Policies (2014).</p>	<p>A commitment to address this is added to the NER.</p>
20.	<p>The proposed replacement to Bowes Bridge will move the current structure, which is essentially working as the riverbank in that section, away from the watercourse. This is considered an ecological gain and is supported by TRCA Ecology staff. However, this means that a new riverbank will be created. At this stage, please provide a commitment stating that for the design of the riverbank will be submitted to TRCA staff for review and that green/hybrid designs will be incorporated as much as possible.</p>	<p>This has been brought to the attention of York Region. Restoration of the channel is to be included as part of detailed design.</p>
21.	<p>Tree Inventory Report:</p> <ol style="list-style-type: none"> <li>a. TRCA staff supports the proposed Buckthorn Management Plan, as outlined in the Tree Inventory Report, and recommends that it is paired with planting of native species.</li> </ol>	<p>Reference in the ESR has been updated with regards to the proposed plan to be paired with planting of native species.</p>

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	At detail design, TRCA requires that the Tree Inventory Chart is updated with the proposed recommendation for each tree and the Tree Inventory Plans are provided showing proposed removals	
22.	For Catchments 190, 195, 201 and 210, there is a “potential alternative outlet” being shown on Exhibit 3-20. This outlet will be a new addition and may create additional impact to the watercourse located to the SW of Connie Crescent and Langstaff Road. Please note that TRCA Ecology staff strongly encourages exploring alternatives to provide the required SWM controls within existing outlets, as opposed to creating a new outlet into the Natural System.	The “potential alternative outlet” is not considered further, therefore, relevant reference have been removed from the report. The runoff from Langstaff Road will be connected to existing storm sewer in the area.
<b>Hydrogeology Comments</b>		
23.	Staff looks forward to reviewing additional hydrogeological studies for the areas associated with the grade separations. Please note that significant permanent dewatering may be required.	Additional hydrogeological studies for the areas associated with grade separations will be carried out in detailed design.

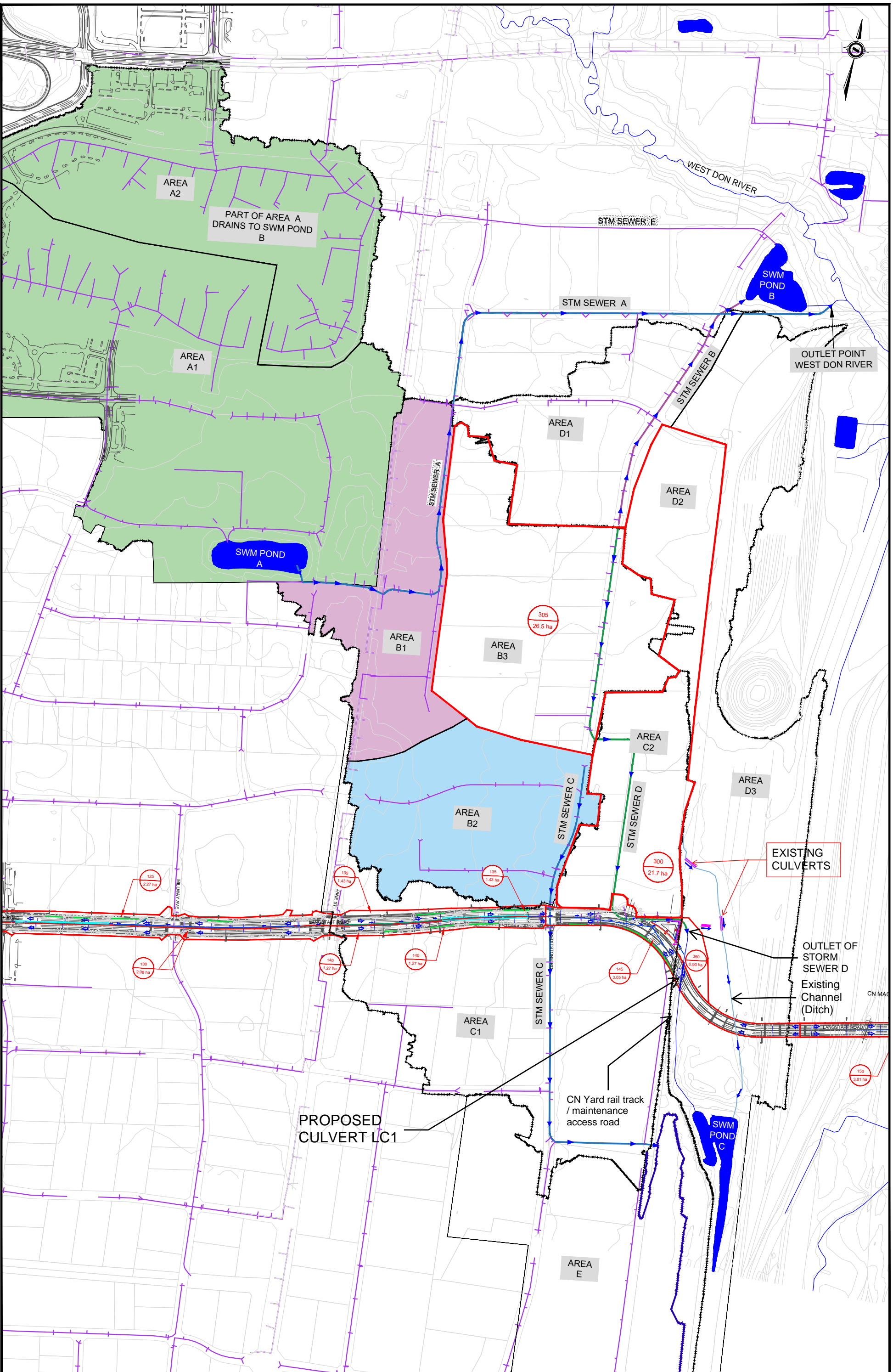




DRAINAGE BOUNDARY PER PCSWMM MODEL  
LANGSTAFF ROAD IMPROVEMENTS ENVIRONMENTAL ASSESSMENT  
FROM WESTON ROAD TO HIGHWAY 7



DRAWING NAME: \\THFLER1\ENGCAD\$\DIV38\2016\16M-01457-01 (32:16079) LANGSTAFF RD\_EA\DRAWINGS\DRAINAGE\FINAL DRAWINGS\OBS\16M-01457-01 LANGSTAFF RD\_PROPOSED DRAINAGE (FINAL06A).DWG



DRAINAGE MOSAIC FOR CULVERT LC1

LANGSTAFF ROAD IMPROVEMENTS ENVIRONMENTAL ASSESSMENT  
FROM WESTON ROAD TO HIGHWAY 7

FIGURE

2



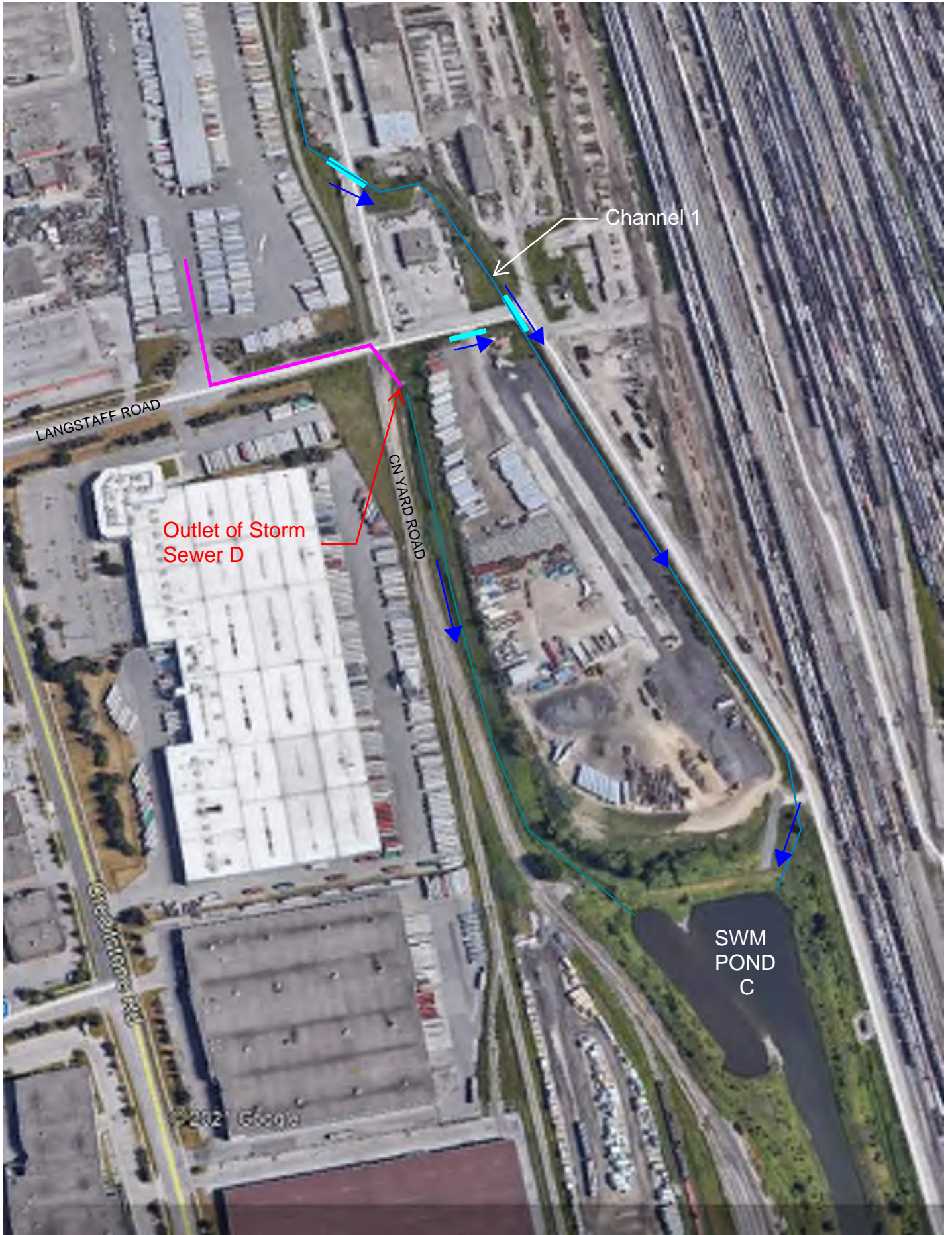


Figure 2, Additional Information

## Dabagh, Nadia

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**From:** Harsimrat Pruthi <Harsimrat.Pruthi@trca.ca>  
**Sent:** November 23, 2021 4:28 PM  
**To:** Wong, Colin  
**Cc:** Katherine Jim; George-Hiebert, Rhonda; Kwan, Tim; Dabagh, Nadia  
**Subject:** RE: Langstaff Road EA from Weston Road to Highway 7 – Draft ESR for Agency Review  
**Attachments:** CFN 54827-Draft Appendix A - Nov 23, 2021.pdf

Hello Colin,

TRCA staff have reviewed the draft ESR for the above noted project. Please see attached the draft Appendix A – TRCA comments from Water Resources, Hydrogeology and Geotechnical staff. Please note that TRCA Planning Ecologist is currently reviewing the submission and I should be able to send you the formal response including the ecology comments by this week.

Should you have any questions or concerns, please let me know.

Thank you.

**Harsimrat Pruthi, M.A., M.Pl. (she, her, hers)**

Senior Planner

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**From:** Dabagh, Nadia <Nadia.Dabagh@wsp.com>  
**Sent:** Thursday, November 4, 2021 4:25 PM  
**To:** Harsimrat Pruthi <Harsimrat.Pruthi@trca.ca>  
**Cc:** Wong, Colin <Colin.Wong@york.ca>; Katherine Jim <Katherine.Jim@cima.ca>; George-Hiebert, Rhonda <Rhonda.George-Hiebert@wsp.com>; Kwan, Tim <tim.kwan@york.ca>  
**Subject:** RE: Langstaff Road EA from Weston Road to Highway 7 – Draft ESR for Agency Review

Hi Harsimrat,

Please note that Appendix A – The Preferred Design Plan and Appendix B – Interim Four Lane Concept Plan have been added to the OneDrive link below.

 [Appendices](#)

Thank you,  
Nadia



**Nadia Dabagh, B.Sc.**

Environmental Planner  
*She / Her*

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**From:** Kwan, Tim <[Tim.Kwan@york.ca](mailto:Tim.Kwan@york.ca)>  
**Sent:** November 3, 2021 10:26 AM  
**To:** Dabagh, Nadia <[Nadia.Dabagh@wsp.com](mailto:Nadia.Dabagh@wsp.com)>; Harsimrat Pruthi <[Harsimrat.Pruthi@trca.ca](mailto:Harsimrat.Pruthi@trca.ca)>  
**Cc:** Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Katherine Jim <[Katherine.Jim@cima.ca](mailto:Katherine.Jim@cima.ca)>; George-Hiebert, Rhonda <[Rhonda.George-Hiebert@wsp.com](mailto:Rhonda.George-Hiebert@wsp.com)>  
**Subject:** RE: Langstaff Road EA from Weston Road to Highway 7 – Draft ESR for Agency Review

Hi Harsimrat,

We forgot to include the Comment Log table. I hope it will provide better QA/QC in tracking the comments. Please use this table to assist with consolidating TRCA's comments.

Please feel free to contact me if there are any questions.

Thanks,  
Tim

**Tim Kwan**, P.Eng., PMP | Project Manager  
Capital Planning and Delivery Branch, Transportation Services Department  
Office: 1-877-464-9675 ext. 73177 | Direct: 289-338-7604

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---

**From:** Dabagh, Nadia <[Nadia.Dabagh@wsp.com](mailto:Nadia.Dabagh@wsp.com)>  
**Sent:** Tuesday, November 2, 2021 8:40 AM  
**To:** Harsimrat Pruthi <[Harsimrat.Pruthi@trca.ca](mailto:Harsimrat.Pruthi@trca.ca)>  
**Cc:** Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Kwan, Tim <[Tim.Kwan@york.ca](mailto:Tim.Kwan@york.ca)>; Katherine Jim <[Katherine.Jim@cima.ca](mailto:Katherine.Jim@cima.ca)>; George-Hiebert, Rhonda <[Rhonda.George-Hiebert@wsp.com](mailto:Rhonda.George-Hiebert@wsp.com)>  
**Subject:** RE: Langstaff Road EA from Weston Road to Highway 7 – Draft ESR for Agency Review



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Hi Harsimrat,

Chapter 9 – Project Description discusses the ultimate 6-lane preferred plan as well as the interim four-lane concept plan (Section 9.2.1).

Thanks,  
Nadia



**Nadia Dabagh, B.Sc.**

Environmental Planner

*She / Her*

T+ 1 289-835-2519

---

**From:** Harsimrat Pruthi <[Harsimrat.Pruthi@trca.ca](mailto:Harsimrat.Pruthi@trca.ca)>

**Sent:** November 1, 2021 5:58 PM

**To:** Dabagh, Nadia <[Nadia.Dabagh@wsp.com](mailto:Nadia.Dabagh@wsp.com)>

**Cc:** Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Kwan, Tim <[tim.kwan@york.ca](mailto:tim.kwan@york.ca)>; Katherine Jim <[Katherine.Jim@cima.ca](mailto:Katherine.Jim@cima.ca)>;

George-Hiebert, Rhonda <[Rhonda.George-Hiebert@wsp.com](mailto:Rhonda.George-Hiebert@wsp.com)>

**Subject:** RE: Langstaff Road EA from Weston Road to Highway 7 – Draft ESR for Agency Review

Thanks Nadia,

Is the Preferred Design Plan and Interim Four Lane Concept Plan included in the draft ESR document.

Regards.

**Harsimrat Pruthi, M.A., M.Pl. (she, her, hers)**

Senior Planner

Infrastructure Planning and Permits | Development and Engineering Services

T: (416) 661-6600 ext. 5744

C: (416) 628-7745

E: [harsimrat.pruthi@trca.ca](mailto:harsimrat.pruthi@trca.ca)

A: 101 Exchange Avenue, Vaughan, ON, L4K 5R6 | [trca.ca](http://trca.ca)



---

**From:** Dabagh, Nadia <[Nadia.Dabagh@wsp.com](mailto:Nadia.Dabagh@wsp.com)>

**Sent:** Monday, November 1, 2021 4:19 PM

**To:** Harsimrat Pruthi <[Harsimrat.Pruthi@trca.ca](mailto:Harsimrat.Pruthi@trca.ca)>

**Cc:** Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Kwan, Tim <[tim.kwan@york.ca](mailto:tim.kwan@york.ca)>; Katherine Jim <[Katherine.Jim@cima.ca](mailto:Katherine.Jim@cima.ca)>; George-Hiebert, Rhonda <[Rhonda.George-Hiebert@wsp.com](mailto:Rhonda.George-Hiebert@wsp.com)>

**Subject:** RE: Langstaff Road EA from Weston Road to Highway 7 – Draft ESR for Agency Review

Hi Harsimrat,

Appendix A is the Preferred Design Plan, Appendix B is the Interim Four Lane Concept Plan, and Appendix D is the Traffic Analysis Report. Appendix D was added today and can be found in the appendices folder ([Appendices](#)). Appendices A and B will be added early this week.

Thanks,  
Nadia



**Nadia Dabagh, B.Sc.**

Environmental Planner

*She / Her*

T+ 1 289-835-2519

---

**From:** Harsimrat Pruthi <[Harsimrat.Pruthi@trca.ca](mailto:Harsimrat.Pruthi@trca.ca)>

**Sent:** November 1, 2021 4:07 PM

**To:** Dabagh, Nadia <[Nadia.Dabagh@wsp.com](mailto:Nadia.Dabagh@wsp.com)>

**Cc:** Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Kwan, Tim <[tim.kwan@york.ca](mailto:tim.kwan@york.ca)>; Katherine Jim <[Katherine.Jim@cima.ca](mailto:Katherine.Jim@cima.ca)>; George-Hiebert, Rhonda <[Rhonda.George-Hiebert@wsp.com](mailto:Rhonda.George-Hiebert@wsp.com)>

**Subject:** RE: Langstaff Road EA from Weston Road to Highway 7 – Draft ESR for Agency Review

Hello Nadia,

Could you please advise what does Appendices A, B, and D include.

Thank you.

**Harsimrat Pruthi, M.A., M.Pl. (she, her, hers)**

Senior Planner

Infrastructure Planning and Permits | Development and Engineering Services

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C: (416) 628-7745

E: [harsimrat.pruthi@trca.ca](mailto:harsimrat.pruthi@trca.ca)


A: 101 Exchange Avenue, VaHughan, ON, L4K 5R6 | [trca.ca](http://trca.ca)



---

**From:** Dabagh, Nadia <[Nadia.Dabagh@wsp.com](mailto:Nadia.Dabagh@wsp.com)>  
**Sent:** Friday, October 29, 2021 4:00 PM  
**To:** Harsimrat Pruthi <[Harsimrat.Pruthi@trca.ca](mailto:Harsimrat.Pruthi@trca.ca)>  
**Cc:** Quentin Hanchard <[Quentin.Hanchard@trca.ca](mailto:Quentin.Hanchard@trca.ca)>; Victoria Kramkowski <[Victoria.Kramkowski@trca.ca](mailto:Victoria.Kramkowski@trca.ca)>; Suzanne Bevan <[Suzanne.Bevan@trca.ca](mailto:Suzanne.Bevan@trca.ca)>; Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Kwan, Tim <[tim.kwan@york.ca](mailto:tim.kwan@york.ca)>; Katherine Jim <[Katherine.Jim@cima.ca](mailto:Katherine.Jim@cima.ca)>; George-Hiebert, Rhonda <[Rhonda.George-Hiebert@wsp.com](mailto:Rhonda.George-Hiebert@wsp.com)>  
**Subject:** Langstaff Road EA from Weston Road to Highway 7 – Draft ESR for Agency Review

Hi Harsimrat,

On behalf of the Langstaff Road EA Project Team, we would like to thank TRCA's continued participation and support on the study. Please find the Langstaff Road EA draft ESR for your review and comment in the folder here:  [Langstaff Road EA - Draft ESR for Agency Review](#). We kindly request TRCA to provide consolidated comments to the Project Team by **Friday, November 26, 2021**.

Please note Appendices A, B, and D will be added to the same folder early next week.

In addition, please find attached the Project Team responses to the TRCA comments received on June 25, 2021. The Drainage and Stormwater Management Report has also been updated per TRCA June 25, 2021 comments and is included in Appendix I of the ESR.

Please let us know if you have any concerns meeting this review timeline or any questions related to the draft ESR.

Kind Regards,  
Nadia



**Nadia Dabagh, B.Sc.**

Environmental Planner  
*She / Her*

T+ 1 289-835-2519

WSP Canada Inc.  
610 Chartwell Road, Suite 300  
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L6J 4A5 Canada

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

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-LAEhHhHzdJzBITWfa4Hgs7pbKl

**APPENDIX A: TRCA COMMENTS - DRAFT**

ITEM	TRCA COMMENTS (June 25, 2021)	TRCA COMMENTS (November 23, 2021)
Water Resources Comments		
1.	Based on the TRCA Don Hydrology model, the culvert LC1 has a catchment area of roughly 175 ha and a 100-year flow of 6.525 m <sup>3</sup> /s. TRCA recognises that this model is a watershed scale model and therefore, detailed site information may refine these values. Please provide supporting documentation to clarify the drainage area and flow information for this culvert. Please also confirm whether this is a newly proposed culvert or existing culvert replacement. Furthermore, please show that the proposed culvert does not negatively impact the flooding during the 2 to 100 year and regional events, in the vicinity of the culvert.	Staff notes the response mentions that the catchment area for the culvert is only 48.2 ha, which is based on minor systems. However, it should be noted that for TRCA's Regional hydrology models, the SWM controls are not considered as per MNR guidelines. Therefore, please calculate the Regional flow using catchments generated based on major flow system. Furthermore, TRCA recognises that there is a lack of detailed field survey information in the vicinity of Culvert LC1. At point, the most detailed information available is LiDAR survey, which could be used to produce a preliminary flood impact analysis for 2 to 100 and regional events.
2.	As per 2.2 Erosion control section, TRCA understands that 5 mm onsite retention criteria will be met for Erosion Control. However, please note that 5 mm onsite retention is the TRCA criteria for Erosion Control and update the section accordingly.	No further comment.
3.	Please note that for drainage from catchments 190, 195, 205 and 210, appropriate SWM controls will need to be implemented.	No further comment.
4.	Please provide the existing, updated existing and proposed conditions hydrologic and hydraulic models associated with this submission. Please note that the unitary flow rates, orifice plates, quantity controls and SWM pond calculations will be reviewed when the digital models are received.	TRCA recognises that the hydraulic model was provided with Don River Bridge Hydraulic Memo. However, the digital copy of the Visual OTTHYMO hydrologic model is not yet received. Therefore, please provide the existing, updated existing and proposed conditions hydrologic models associated with this submission. Please note that the unitary flow rates, orifice plates, quantity controls and SWM pond calculations will be reviewed when the digital models are received.
5.	Please note that for all crossings within the project extent, TRCA has updated hydraulic models. TRCA recommends that the proponents use the updated hydraulic models for future submissions. You can email <a href="mailto:Alwish.gnanaraj@trca.ca">Alwish.gnanaraj@trca.ca</a> to get the updated hydraulic models.	No further comment. Staff notes that the updated hydraulic modelling for all crossings will be undertaken during the detailed design phase. Please include this as a commitment in the ESR.
6.	We acknowledge detailed modelling has already been provided for the Bowes bridge. However, since TRCA has an updated hydraulic	No further comment. Staff notes that the hydraulic analysis for Bowes Bridge will be further reviewed according to TRCA's most updated

	model, please consider incorporating the proposed Bowes bridge in the updated TRCA Don hydraulic model.	hydraulic model in the detailed design phase. Please include this as a commitment in the ESR.
7.	Please clarify whether the existing sewer system provides quality control for catchments 105 and 110. If not, please provide an OGS for quality control to these subcatchments.	No further comment.
8.	Please note that TRCA accepts only 50% TSS removal for OGS regardless of manufacturer. Please confirm whether the provided LID features act as a treatment train or please consider providing Jellyfish filter systems instead of OGS.	TRCA recognises the limitations of Jellyfish filter as provided in the response. Please explore all possible options to provide 80% TSS removal through a treatment train approach since TRCA accepts only 50% TSS removal for OGS regardless of manufacturer.
9.	Please note that the hydrologic models (existing and proposed) have used an initial abstraction of 2.0 mm for impervious areas. TRCA typically accepts 1 mm initial abstraction for impervious areas in hydrologic modelling. Please update as necessary.	No further comment.
10.	Please note that typically, TRCA requires 1 m separation depth between the seasonally high groundwater table and the bottom of the proposed infiltration galleries. Please provide seasonally high ground water elevations at the locations of the proposed infiltration galleries to facilitate verification of the separation depth. These details will be reviewed at future stages of the review process.	No further comment.
Hydrogeology Comments		
11.	Staff looks forward to reviewing additional hydrogeological studies for the areas associated with the grade separations. Please note that significant permanent dewatering may be required.	No further comment.
Geotechnical Comments		
12.		Please note, stamped engineering drawings of all of the proposed structures (i.e. retaining walls etc.) to be submitted.



---

**LANGSTAFF ROAD MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT (EA)  
WESTON ROAD TO HIGHWAY 7**

**YORK REGION**

**ONTARIO MINISTRY OF ENVIRONMENT, CONSERVATION AND PARKS (MECP)  
CORRESPONDENCE**

---

**From:** Wolf, Brian <Brian.Wolf@york.ca>  
**Sent:** February-17-17 8:42 AM  
**To:** O'Leary, Emilee (MOECC)  
**Cc:** Jim, Katherine; Kwan, Tim; Ahmed, Neil  
**Subject:** RE: MOECC Response to Notice of Commencement - Langstaff Road (York Region)

Emilee,  
This will confirm receipt of your emails below and attachments contained therein.

**Brian Wolf, P. Eng.** | Senior Project Manager  
Capital Planning and Delivery Branch, Transportation Services Department

---

The Regional Municipality of York | 17250 Yonge Street | Newmarket, ON L3Y 6Z1  
**O:** 1-877-464-9675 ext.75543 | [brian.wolf@york.ca](mailto:brian.wolf@york.ca) | [www.york.ca](http://www.york.ca)  
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**From:** O'Leary, Emilee (MOECC) [<mailto:Emilee.OLeary@ontario.ca>]  
**Sent:** Thursday, February 16, 2017 3:21 PM  
**To:** Wolf, Brian  
**Cc:** roads.ea  
**Subject:** RE: MOECC Response to Notice of Commencement - Langstaff Road (York Region)

Please see attached the document referred to in my letter titled "A Proponent's Introduction to the Delegated Aspects of Consultation with Aboriginal Communities."

Thank you,

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

---

**From:** O'Leary, Emilee (MOECC)  
**Sent:** February-16-17 2:39 PM  
**To:** 'brian.wolf@york.ca'  
**Cc:** 'roads.ea@york.ca'; Martin, Paul (MOECC); Dugas, Celeste (MOECC)  
**Subject:** MOECC Response to Notice of Commencement - Langstaff Road (York Region)

Dear Mr. Wolf,

Attached please find the Ministry of the Environment and Climate Change's response to the Notice of Commencement for York Region's class EA project, "Langstaff Road."



***This serves as the Ministry's formal correspondence. Please kindly acknowledge receipt of this email.***

Thank you,

**Emilee O'Leary** | Environmental Planner/Environmental Assessment Coordinator  
*Technical Support Section, Central Region, Ministry of the Environment and Climate Change*  
5775 Yonge Street, Toronto ON, M3M0B1  
Phone: 416-326-3469 | [emilee.oleary@ontario.ca](mailto:emilee.oleary@ontario.ca)

**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  
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**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>ème</sup> étage  
North York, Ontario M2M 4J1

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



February 16, 2017

File No.: EA 01-06-05

Brian Wolf (BY EMAIL ONLY)  
Senior Project Manager  
The Regional Municipality of York  
17250 Yonge Street  
Newmarket ON L3Y 6Z1

**Re: Langstaff Road (from Weston Road to Highway 7)  
The Regional Municipality of York  
MEA Class EA – Schedule C, Road  
Response to Notice of Commencement**

Dear Mr. Wolf:

This letter is in response to the Notice of Commencement for the above noted project. The Ministry of the Environment and Climate Change (MOECC) acknowledges that York Region has indicated that its study is following the approved environmental planning process for a Schedule C project under the Municipal Engineers Association 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 your project and ensure they are addressed. Proponents who address all of the applicable areas of interest can minimize potential delays to their project schedule.

Considering that this project is a Schedule C Municipal Class EA for a 9 km stretch of roadway that is close sensitive receptors, an Air Quality Impact Assessment (AQIA) is required to be included in the report, and used as part of the decision making process for the preferred alternative to address all potential air quality impacts to 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 available from the MOECC by request. Please also refer to the Ministry of Transportation's Environmental Guide for Air Quality Impacts and Greenhouse Gas Emissions for additional information.

[http://www.raqsb.mto.gov.on.ca/techpubs/eps.nsf/8cec129ccb70929b852572950068f16b/24fe4bb174a2af7085257aa9006558f4/\\$FILE/MTO%20Environmental%20Guide%20for%20Air%20Quality%20Final%20June%202012.pdf](http://www.raqsb.mto.gov.on.ca/techpubs/eps.nsf/8cec129ccb70929b852572950068f16b/24fe4bb174a2af7085257aa9006558f4/$FILE/MTO%20Environmental%20Guide%20for%20Air%20Quality%20Final%20June%202012.pdf)

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

Your 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 your proposed project, **the MOECC is delegating the procedural aspects of rights-based consultation to you 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 you have provided to date and the Crown's preliminary assessment you are required to consult with the following communities who have been identified as potentially affected by your proposed project.

- Alderville First Nation
- Curve Lake First Nation
- Hiawatha First Nation
- Mississaugas of the New Credit First Nation
- Mississaugas of Scugog Island First Nation

The Huron-Wendat should be notified if there is potential for archaeological remains to be discovered.

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

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

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

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

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

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

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

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

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

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

Yours truly,



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

cc: Paul Martin, Supervisor, Technical Support Section, MOECC  
Celeste Dugas, Manager, York Durham District Office, MOECC  
Cathy Parmer, Communications and Community Engagement Specialist, York Region

Central Region EA File  
A & P File

## AREAS OF INTEREST

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

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

The Clean Water Act, 2006 (CWA) aims to protect existing and future sources of drinking water. To achieve this, several types of vulnerable areas have been delineated around surface water intakes and wellheads for every municipal residential drinking water system that is located in a source protection area. These vulnerable areas are known as a Wellhead Protection Areas (WHPAs) and surface water Intake Protection Zones (IPZs). Other vulnerable areas that have been delineated under the CWA include are 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 may include activities that, if located in a vulnerable area, could be a threat to sources of drinking water (i.e. have the potential to adversely affect the quality or quantity of drinking water sources) and the activity could therefore be subject to policies in a source protection plan. Where an activity poses a risk to drinking water, policies in the local source protection plan may impact how or where that activity is undertaken. Policies may prohibit certain activities, or they may require risk management measures for these activities. Municipal Official Plans, planning decisions, Class EA projects (where the project includes an activity that is a threat to drinking water) and prescribed instruments must conform with policies that address significant risks to drinking water and must have regard for policies that address moderate or low risks.

- As part of the project, the proponent 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, whether there were any source protection plan policies that applied, and if so, how they impacted the project, as well as identify mitigating measures to address any negative environmental impacts to those sources (considering natural, economic and social/cultural environmental impacts). As you may be aware, in October 2015, the MEA Parent Class EA document was amended to include reference to the Clean Water Act (Section A.2.10.6) and indicates that proponents undertaking a Municipal Class EA project must identify early in their process whether a project is or could potentially be occurring with a vulnerable area. Given this requirement, the proponent should include a section in the Project File/ESR on source water protection.
- While most source protection plans focused on including policies for significant drinking water threats in the WHPAs and IPZs it should be noted that even though source protection plan policies may not apply in HVAs, these are areas where aquifers are sensitive and at risk to impacts and within these areas, activities may impact the quality of sources of drinking water for systems other than municipal residential systems.
- In order to determine if this project is occurring within a vulnerable area, proponents can use this mapping tool: <http://www.applications.ene.gov.on.ca/swp/en/index.php> . The mapping tool will also provide a link to the appropriate source protection plan in order to identify what policies may be applicable in the vulnerable area.
- For further information on the maps or source protection plan policies which may relate to their project, proponents should contact the Project Manager for Drinking Water Source Protection at the local source protection authority (i.e., conservation authority).

### More Information

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

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

#### □ **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 (MNRF), 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. We recommend that 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.

#### □ **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 litres per day.

#### □ **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, a quantification of air quality impacts by determining emission rates and conducting dispersion modelling, and an assessment of effects. The assessment will compare to all available standards for any contaminants of concern. Please contact this office during the scoping process to confirm the appropriate level of assessment.
- 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 Project File/ESR should consider the potential impacts of increased noise levels during the operation of the undertaking due to potentially higher traffic volumes resulting from this project. The proponent should explore all potential measures to mitigate significant noise impacts during the assessment of alternatives.

## □ **Servicing and Facilities**

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

## □ **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.

## □ **Mitigation and Monitoring**

- 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.
- All waste generated during construction must be disposed of in accordance with ministry requirements.
- 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. The proponent's construction and post-construction monitoring plans should be documented in the Project File/ESR.



## □ Planning and Policy

- Parts of the study area may be subject to the [Oak Ridges Moraine Conservation Plan](#), [Niagara Escarpment Plan](#), [Greenbelt Plan](#), [Lake Simcoe Protection Plan](#), or [Growth Plan for the Greater Golden Horseshoe](#). The Project File/ESR should demonstrate 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, including designated vulnerable areas mapped in source water protection assessment reports under the *Clean Water Act* (CWA). Applicable policies should be referenced in the Project File/ESR, and the proponent should demonstrate how this proposed project is consistent with these policies. Assessment reports can be found on the Conservation Ontario website at: <http://www.conservation-ontario.on.ca/uncategorised/143-otherswpreionsindex>.

## □ Class EA Process

- 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 Project File/ESR should provide clear and complete documentation of the planning process in order to allow for transparency in decision-making. The Project File/ESR must also demonstrate how the consultation provisions of the Class EA have been fulfilled, including documentation of all public consultation efforts undertaken during the planning process. Additionally, the Project File/ESR should identify all concerns that were raised and how they have been addressed 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.
- 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.
- Please include in the Project File/ESR a list of all subsequent permits or approvals that may be required for the implementation of the preferred alternative, including MOECC's PTTW and ECAs, conservation authority permits, and approval under the *Canadian Environmental Assessment Act* (CEAA).
- Ministry guidelines and other information related to the issues above are available at <http://www.ontario.ca/environment-and-energy/environment-and-energy> under the publications link. We encourage you to review all the available guides and to reference any relevant information in the Project File/ESR.

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

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### **DEFINITIONS**

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

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

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

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

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

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

### **I. PURPOSE**

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

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

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

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

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

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

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

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

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

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

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

- Ensure that the delegation of procedural aspects of consultation and the responsibilities of the proponent are clearly communicated to the proponent;
- Identify which Aboriginal communities must be consulted;
- Provide contact information for the Aboriginal communities;
- Revise, as necessary, the list of Aboriginal communities to be consulted as new information becomes available and is assessed by the Crown;
- Assess the scope of consultation owed to the Aboriginal communities;

- Maintain appropriate oversight of the actions taken by the proponent in fulfilling the procedural aspects of consultation;
- Assess the adequacy of consultation that is undertaken and any accommodation that may be required;
- Provide a contact within any responsible ministry in case issues arise that require direction from the Crown; and
- Participate in the consultation process as necessary and as determined by the Crown.

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

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

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

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

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

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

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

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

- provide the Crown with copies of any consultation plans prepared and an opportunity to review and comment;
- ensure that any necessary follow-up discussions with Aboriginal communities take place in a timely manner, including to confirm receipt of information, share and update information and to address questions or concerns that may arise;
- as appropriate, discuss with Aboriginal communities potential mitigation measures and/or changes to the project in response to concerns raised by Aboriginal communities;
- use language that is accessible and not overly technical, and translate material into Aboriginal languages where requested or appropriate;
- bear the reasonable costs associated with the consultation process such as, but not limited to, meeting hall rental, meal costs, document translation(s), or to address technical & capacity issues;
- provide the Crown with all the details about potential impacts on established or asserted Aboriginal or treaty rights, how these concerns have been considered and addressed by the proponent and the Aboriginal communities and any steps taken to mitigate the potential impacts;
- provide the Crown with complete and accurate documentation from these meetings and communications; and
- notify the Crown immediately if an Aboriginal community not identified by the Crown approaches the proponent seeking consultation opportunities.

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

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

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

- the date of meetings, the agendas, any materials distributed, those in attendance and copies of any minutes prepared;
- the description of the proposed project that was shared at the meeting;
- any and all concerns or other feedback provided by the communities;
- any information that was shared by a community in relation to its asserted or established Aboriginal or treaty rights and any potential adverse impacts of the proposed activity, approval or disposition on such rights;

- any proposed project changes or mitigation measures that were discussed, and feedback from Aboriginal communities about the proposed changes and measures;
- any commitments made by the proponent in response to any concerns raised, and feedback from Aboriginal communities on those commitments;
- copies of correspondence to or from Aboriginal communities, and any materials distributed electronically or by mail;
- information regarding any financial assistance provided by the proponent to enable participation by Aboriginal communities in the consultation;
- periodic consultation progress reports or copies of meeting notes if requested by the Crown;
- a summary of how the delegated aspects of consultation were carried out and the results; and
- a summary of issues raised by the Aboriginal communities, how the issues were addressed and any outstanding issues.

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

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

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

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

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

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

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

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

- responding to the consultation notice;
- engaging in the proposed consultation process;
- providing relevant information;
- 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.

## Enoae, Jenny

---

**From:** Species at Risk (MECP) <SAROntario@ontario.ca>  
**Sent:** May 20, 2021 7:48 AM  
**To:** Enoae, Jenny  
**Subject:** RE: Don River West Branch - Question regarding Redside Dace

Jenny;

The tributary in question is historical Redside Dace habitat and holds no current status.

Regards;

JJA

JEFF J. ANDERSEN

MANAGEMENT BIOLOGIST  
PERMISSIONS AND COMPLIANCE SECTION, SPECIES AT RISK BRANCH  
LAND AND WATER DIVISION  
ONTARIO MINISTRY OF THE ENVIRONMENT, CONSERVATION AND PARKS

50 Bloomington Road, Aurora ON L4G 0L8 | [jeff.andersen@ontario.ca](mailto:jeff.andersen@ontario.ca) | 289-221-1705



---

**From:** Enoae, Jenny <Jenny.Enoae@wsp.com>  
**Sent:** May 19, 2021 7:36 AM  
**To:** Species at Risk (MECP) <SAROntario@ontario.ca>  
**Subject:** Don River West Branch - Question regarding Redside Dace

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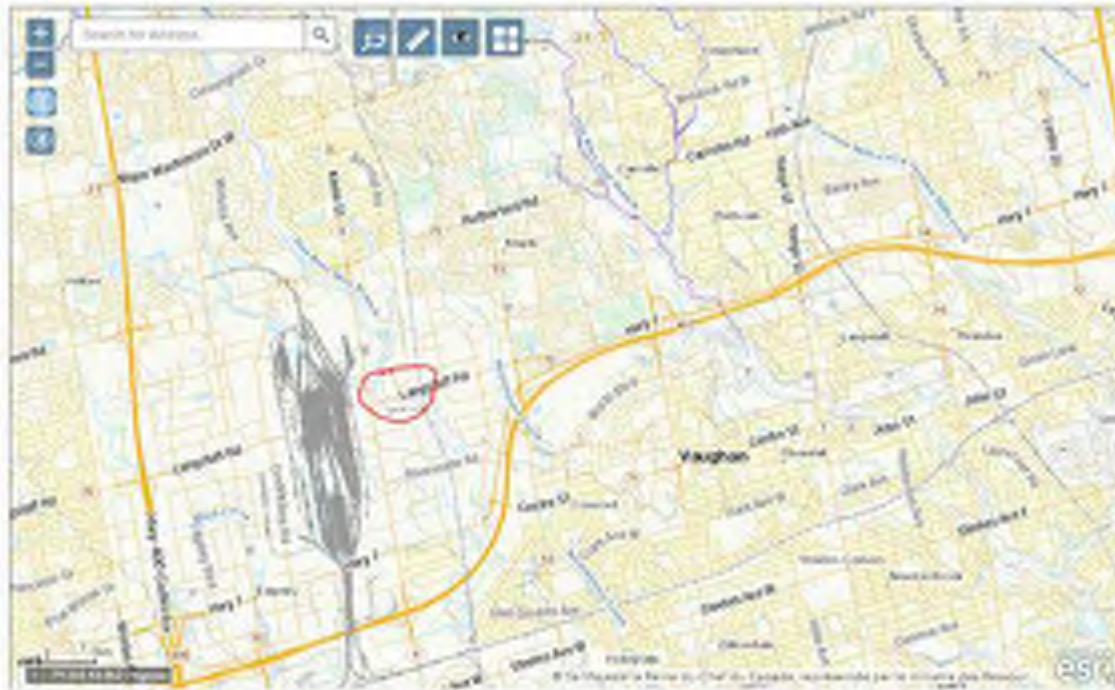
Hello;

WSP is currently working with the Regional Municipality of York Region for a Class EA and Preliminary Design of Langstaff Road from Weston Road to Dufferin Street. A request for SAR information was sent to MNRF in 2017, where a response was received (attached). In that response letter, MNRF did not indicate the regulation of habitat for Redside Dace in the Don River West Branch of the study area (43 49'08.77"N 79 30'05.78W) – could the MECP confirm?

I've also included a location figure: the area circled in red is the crossing location in question and the map is from the DFO Aquatic SAR Mapping reviewed on May 18, 2021 (no indication of regulated habitat).

Thank you





**Jenny Enoae, M.Sc.**

Team Lead – Ecology, Ontario

Ecology and Environmental Impact Assessment (EIA)



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## Dabagh, Nadia

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**From:** Lee, Erinn (MECP) <Erinn.Lee2@ontario.ca>  
**Sent:** November 16, 2021 8:47 AM  
**To:** Katherine Jim; Dabagh, Nadia  
**Cc:** Kwan, Tim; 'Wong, Colin'; George-Hiebert, Rhonda  
**Subject:** RE: Langstaff Road EA from Weston Road to Highway 7 – Draft ESR for Agency Review

Hi Katherine,

November 22<sup>nd</sup> from 9-10 am works great for me.

Thanks,

### Erinn Lee

Regional Environmental Planner | Ministry of the Environment, Conservation and Parks  
Project Review Unit, Environmental Assessment Branch  
135 St. Clair Ave W, Toronto, ON M4V 1P5  
P : 1 (416) 357-1511 E: [Erinn.Lee2@ontario.ca](mailto:Erinn.Lee2@ontario.ca)

---

**From:** Katherine Jim <Katherine.Jim@cima.ca>  
**Sent:** November 12, 2021 2:05 PM  
**To:** Lee, Erinn (MECP) <Erinn.Lee2@ontario.ca>; 'Dabagh, Nadia' <Nadia.Dabagh@wsp.com>  
**Cc:** 'Kwan, Tim' <tim.kwan@york.ca>; 'Wong, Colin' <Colin.Wong@york.ca>; 'George-Hiebert, Rhonda' <Rhonda.George-Hiebert@wsp.com>  
**Subject:** RE: Langstaff Road EA from Weston Road to Highway 7 – Draft ESR for Agency Review

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Hi Erinn,

Thank you very much for your call and email earlier this week. In checking with the broader Project Team, unfortunately, there is some conflict with schedules on Nov 19.

Will you be available for the following date/time:

- Nov 22 9-10 am
- Nov 23 2-3 pm or 3-4 pm

If so, we can send a meeting invitation.

Thanks,  
Katherine

---

**KATHERINE JIM, M.Eng., P.Eng.**  
Senior Project Manager / Transportation

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



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**From:** Lee, Erinn (MECP) <[Erinn.Lee2@ontario.ca](mailto:Erinn.Lee2@ontario.ca)>

**Sent:** November 10, 2021 2:50 PM

**To:** Katherine Jim <[Katherine.Jim@cima.ca](mailto:Katherine.Jim@cima.ca)>; 'Dabagh, Nadia' <[Nadia.Dabagh@wsp.com](mailto:Nadia.Dabagh@wsp.com)>

**Cc:** 'Kwan, Tim' <[tim.kwan@york.ca](mailto:tim.kwan@york.ca)>; 'Wong, Colin' <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; 'George-Hiebert, Rhonda' <[Rhonda.George-Hiebert@wsp.com](mailto:Rhonda.George-Hiebert@wsp.com)>

**Subject:** RE: Langstaff Road EA from Weston Road to Highway 7 – Draft ESR for Agency Review

**EXTERNAL EMAIL**

Hi Katherine,

As discussed on the phone, MECP will provide any comments we have by November 26<sup>th</sup> and follow up separately with any outstanding technical reviews (e.g. noise, potentially air) after that date. Similar to if we were providing comments during the formal public comment period, any necessary changes can be incorporated as errata documentation or clarification included in the project file record.

Are you available on the 19<sup>th</sup> for a meeting? I am available any time on that day. That will give me some time to do a preliminary review of the materials prior to meeting.

Thank you,

**Erinn Lee**

Regional Environmental Planner | Ministry of the Environment, Conservation and Parks  
Project Review Unit, Environmental Assessment Branch  
135 St. Clair Ave W, Toronto, ON M4V 1P5  
P : 1 (416) 357-1511 E: [Erinn.Lee2@ontario.ca](mailto:Erinn.Lee2@ontario.ca)

---

**From:** Katherine Jim <[Katherine.Jim@cima.ca](mailto:Katherine.Jim@cima.ca)>

**Sent:** November 10, 2021 2:17 PM

**To:** Lee, Erinn (MECP) <[Erinn.Lee2@ontario.ca](mailto:Erinn.Lee2@ontario.ca)>; 'Dabagh, Nadia' <[Nadia.Dabagh@wsp.com](mailto:Nadia.Dabagh@wsp.com)>

**Cc:** 'Kwan, Tim' <[tim.kwan@york.ca](mailto:tim.kwan@york.ca)>; 'Wong, Colin' <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; 'George-Hiebert, Rhonda' <[Rhonda.George-Hiebert@wsp.com](mailto:Rhonda.George-Hiebert@wsp.com)>

**Subject:** RE: Langstaff Road EA from Weston Road to Highway 7 – Draft ESR for Agency Review

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Hi Erinn,

Further to my voice message, we have discussed with the Project Team and because we are working towards a very tight timeline to file the ESR, we would not be able to extend the review of the draft ESR beyond November 26. However, we would be more than happy to arrange a meeting /teleconference with MECP to address any questions you may have to assist with the review process.

Please feel free to reach out to the Project Team.

Thanks,  
Katherine

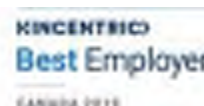
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**KATHERINE JIM, M.Eng., P.Eng.**  
Senior Project Manager / Transportation

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**From:** Lee, Erinn (MECP) <[Erinn.Lee2@ontario.ca](mailto:Erinn.Lee2@ontario.ca)>  
**Sent:** November 8, 2021 11:01 AM  
**To:** 'Dabagh, Nadia' <[Nadia.Dabagh@wsp.com](mailto:Nadia.Dabagh@wsp.com)>  
**Cc:** 'Kwan, Tim' <[tim.kwan@york.ca](mailto:tim.kwan@york.ca)>; 'Wong, Colin' <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Katherine Jim <[Katherine.Jim@cima.ca](mailto:Katherine.Jim@cima.ca)>; 'George-Hiebert, Rhonda' <[Rhonda.George-Hiebert@wsp.com](mailto:Rhonda.George-Hiebert@wsp.com)>  
**Subject:** RE: Langstaff Road EA from Weston Road to Highway 7 – Draft ESR for Agency Review

**EXTERNAL EMAIL**

Hi Nadia,

Confirming that I have received all of the Appendices and the draft ESR.

I have circulated the files to the technical reviewers and based on their feedback would like to request a one week extension to provide comments. Would it be possible for MECP to provide our comments on Monday December 6<sup>th</sup>?

Thank you,

## Erinn Lee

Regional Environmental Planner | Ministry of the Environment, Conservation and Parks  
Project Review Unit, Environmental Assessment Branch  
135 St. Clair Ave W, Toronto, ON M4V 1P5  
P : 1 (416) 357-1511 E: [Erinn.Lee2@ontario.ca](mailto:Erinn.Lee2@ontario.ca)

---

**From:** Lee, Erinn (MECP)

**Sent:** November 5, 2021 2:22 PM

**To:** Dabagh, Nadia <[Nadia.Dabagh@wsp.com](mailto:Nadia.Dabagh@wsp.com)>

**Cc:** Kwan, Tim <[tim.kwan@york.ca](mailto:tim.kwan@york.ca)>; Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Katherine Jim <[Katherine.Jim@cima.ca](mailto:Katherine.Jim@cima.ca)>;  
George-Hiebert, Rhonda <[Rhonda.George-Hiebert@wsp.com](mailto:Rhonda.George-Hiebert@wsp.com)>

**Subject:** RE: Langstaff Road EA from Weston Road to Highway 7 – Draft ESR for Agency Review

Hi Nadia,

Confirming that I was able to download the ESR and Appendices (with the exception of A and B) and that I will provide MECP comments in the provided table.

I will be distributing the reports for review this afternoon and will let you know if any of the technical reviewers have concerns with the November 26<sup>th</sup> timeline.

Thanks,

## Erinn Lee

Regional Environmental Planner | Ministry of the Environment, Conservation and Parks  
Project Review Unit, Environmental Assessment Branch  
135 St. Clair Ave W, Toronto, ON M4V 1P5  
P : 1 (416) 357-1511 E: [Erinn.Lee2@ontario.ca](mailto:Erinn.Lee2@ontario.ca)

---

**From:** Dabagh, Nadia <[Nadia.Dabagh@wsp.com](mailto:Nadia.Dabagh@wsp.com)>

**Sent:** November 3, 2021 1:22 PM

**To:** Lee, Erinn (MECP) <[Erinn.Lee2@ontario.ca](mailto:Erinn.Lee2@ontario.ca)>

**Cc:** Kwan, Tim <[tim.kwan@york.ca](mailto:tim.kwan@york.ca)>; Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Katherine Jim <[Katherine.Jim@cima.ca](mailto:Katherine.Jim@cima.ca)>;  
George-Hiebert, Rhonda <[Rhonda.George-Hiebert@wsp.com](mailto:Rhonda.George-Hiebert@wsp.com)>

**Subject:** RE: Langstaff Road EA from Weston Road to Highway 7 – Draft ESR for Agency Review

**CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.**

Hi Erinn,

We forgot to include the Comment Log table. I hope it will provide better QA/QC in tracking the comments. Please use this table to assist with consolidating MECP's comments.

Please feel free to contact me if there are any questions.

Thanks,

Nadia



**Nadia Dabagh, B.Sc.**  
Environmental Planner  
*She / Her*

T+ 1 289-835-2519

---

**From:** Dabagh, Nadia  
**Sent:** November 1, 2021 4:41 PM  
**To:** [Erinn.Lee2@ontario.ca](mailto:Erinn.Lee2@ontario.ca)  
**Cc:** Kwan, Tim <[tim.kwan@york.ca](mailto:tim.kwan@york.ca)>; Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Katherine Jim <[Katherine.Jim@cima.ca](mailto:Katherine.Jim@cima.ca)>; George-Hiebert, Rhonda <[Rhonda.George-Hiebert@wsp.com](mailto:Rhonda.George-Hiebert@wsp.com)>  
**Subject:** RE: Langstaff Road EA from Weston Road to Highway 7 – Draft ESR for Agency Review

Hi Erinn,

Hope you had a lovely weekend. Appendix D was added today and can be found in the appendices folder ([Appendices](#)). Appendices A and B (the Preferred Design Plan and the Interim Four Lane Concept Plan, respectively) will be added early this week.

Thanks,  
Nadia



**Nadia Dabagh, B.Sc.**  
Environmental Planner  
*She / Her*

T+ 1 289-835-2519

---

**From:** Dabagh, Nadia  
**Sent:** October 29, 2021 4:00 PM  
**To:** [Erinn.Lee2@ontario.ca](mailto:Erinn.Lee2@ontario.ca)  
**Cc:** Kwan, Tim <[tim.kwan@york.ca](mailto:tim.kwan@york.ca)>; Wong, Colin <[Colin.Wong@york.ca](mailto:Colin.Wong@york.ca)>; Katherine Jim <[Katherine.Jim@cima.ca](mailto:Katherine.Jim@cima.ca)>; George-Hiebert, Rhonda <[Rhonda.George-Hiebert@wsp.com](mailto:Rhonda.George-Hiebert@wsp.com)>  
**Subject:** Langstaff Road EA from Weston Road to Highway 7 – Draft ESR for Agency Review

Hi Erinn,

As noted in Katherine's email earlier today and further to the Ministry of the Environment, Conservation and Parks letter dated February 16, 2017, please find the Langstaff Road EA draft ESR for your review and comment in the folder here: [Langstaff Road EA - Draft ESR for Agency Review](#). We kindly request MECP to provide consolidated comments to the Project Team by **Friday, November 26, 2021**.

Please note Appendices A, B, and D will be added to the same folder early next week.

Please let us know if you have any concerns meeting this review timeline or any questions related to the draft ESR.

Kind Regards,  
Nadia



**Nadia Dabagh, B.Sc.**

Environmental Planner

*She / Her*

T+ 1 289-835-2519

WSP Canada Inc.  
610 Chartwell Road, Suite 300  
Oakville, Ontario  
L6J 4A5 Canada

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

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-LAEmlHhHzdJzBITWfa4Hgs7pbKl

## Dabagh, Nadia

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**From:** Lee, Erinn (MECP) <Erinn.Lee2@ontario.ca>  
**Sent:** November 30, 2021 5:38 PM  
**To:** Katherine Jim; 'Wong, Colin'; transportation@york.ca  
**Cc:** Dabagh, Nadia; Kwan, Tim; Potter, Katy (MECP); Dugas, Celeste (MECP); George-Hiebert, Rhonda  
**Subject:** MECP Comments on Draft ESR and Appendices for Langstaff Road MCEA  
**Attachments:** Agency Review of Draft ESR Comment Log (MECP).xlsx

Good evening,

Please find attached MECP's initial comments on the draft ESR and appendices for the Langstaff Road Municipal Class Environmental Assessment study for improvements to Langstaff Road from Weston Road to Highway 7 within the City of Vaughan. The comments have been provided in the Excel tracking chart as requested. As previously discussed, MECP will provide additional comments once the outstanding technical reviews are completed.

Please do not hesitate to contact me if you have any questions and thank you for your patience.

Thank you,

### **Erinn Lee**

Regional Environmental Planner | Ministry of the Environment, Conservation and Parks  
Project Review Unit, Environmental Assessment Branch  
135 St. Clair Ave W, Toronto, ON M4V 1P5  
P : 1 (416) 357-1511 E: [Erinn.Lee2@ontario.ca](mailto:Erinn.Lee2@ontario.ca)





**LANGSTAFF ROAD FROM WESTON ROAD TO HIGHWAY 7 MCEA STUDY**  
**York Region**  
**AGENCY REVIEW OF DRAFT ENVIRONMENTAL STUDY REPORT (ESR)**

Item No.	Reviewer Name	Reviewer Org/Office	Chapter / Section Number	Page Number	Comment	Project Team Response	Status
1	Erinn Lee	MECP	Drainage and Stormwater Management Report		8 The report states that, "a target of a long-term removal of 80% of total suspended solids (TSS) on an average annual basis" was considered in the preliminary design of the SWM, although the report recognizes that oil and grit separators are not expected to achieve the 80% TSS removal. Please clarify what water quality control level (Enhanced, Normal, Basic) would be achieved overall by the proposed SWM facilities for both the Humber River and Don River watersheds and discuss the rationale for and sufficiency of the water quality control level provided to the receiving waters.		
2	Erinn Lee	MECP	Section 10.5: Drainage and Stormwater Management		342 The stormwater quality control for this project, with the exception of the proposed wet SWM pond, would largely rely on oil and grit separators to be installed at the outlet of each storage pipe. Frequent OGS inspections and maintenances will be critical to maintain the OGS treatment efficiency as designed. MECP recommends that the ESR include a commitment to develop a detailed monitoring and maintenance plan for the proposed SWM facilities during detailed design.		
3	Erinn Lee	MECP	Section 10.5: Drainage and Stormwater Management		342 It is noted that the proposed culvert (LC1) and outflow from the proposed dry SWM pond are to be discharged into an existing SWM pond (SWM Pond C). Please provide an assessment of potential impacts from the increased flow to the performance of the existing SWM pond.		
4	Erinn Lee	MECP	Section 10.9: Design and Construction	pg. 350	It is acknowledged that both the main report and the appendices have provided a series of comprehensive commitments and recommendations for future works. Please also include a commitment in the ESR to develop a general monitoring program during detailed design which shall be implemented during construction to measure and monitor any potential project impacts on the watercourses, including identifying contingency measures to mitigate or minimize the impact if any.		
5	Erinn Lee	MECP	Section 10.5: Drainage and Stormwater Management	pg. 342	There is potential for increased dissolved road salts entering the Black Creek and West branch of the Don River and its tributary through the river crossing/bridge and sewer system due to an increase in salt load, especially during the snowmelt season. Please include a discussion on road salt management in the project area, potential impacts on the receiving watercourses, and proposed mitigation measures.		
6	Erinn Lee	MECP	Drainage and Stormwater Management Report	Table 6-1	The impervious percentages (%) for both existing and proposed conditions provided in Table 6-1 appear to be incorrect. All numbers should be multiplied by 100 if percentage is used as the unit.		
7	Erinn Lee	MECP	Section 10.9: Design and Construction	pg. 351	Section 10.9 indicates that a permit will likely be required from MNRF under the Endangered Species Act and will be confirmed subject to MNRF input to the Information Gathering Form. Please note that MECP is responsible for the Endangered Species Act. The Species at Risk Branch can be contacted at SAROntario@ontario.ca		
9	Erinn Lee	MECP	Section 10.1.7: Climate Change	pg. 322	Section 10.1.7 states that "project-specific recommendations outlined in Chapter 8.9.2 of this report directly support many of these policies and involve measures that will aid the Region in mitigating climate change". Chapter 8.9.2 is entitled "Langstaff Road Canadian National (CN) MacMillan Rail Yard Crossing Alignment" and does not outline project-specific recommendations or measures related to climate change. Please provide this information and/or revise the section reference. Additionally, this section provides no discussion of climate change adaptation considerations. Additional information should be included.		
10	Erinn Lee	MECP	Section 10.11: Monitoring	pg. 355	Section A.4.2.1 of the MCEA document outlines what information should be included in the monitoring section of the ESR. This chapter should describe the monitoring program developed during the planning process designed to be carried out during and after construction. It is noted that the ESR includes commitments to monitor the construction impacts and the effectiveness of the mitigation measures and to revise the activities and mitigation measures as needed. Other information outlined in the MCEA that should be provided in the ESR includes: <ul style="list-style-type: none"> <li>• key impacts to be monitored.</li> <li>• the period during which monitoring will be necessary</li> <li>• frequency and timing of surveys, the location of monitoring sites and the methods of data collection, analysis and evaluation</li> <li>• the content, manner and form in which records of monitoring data are to be prepared and retained</li> </ul>		
11	Erinn Lee	MECP	Appendix C (Consultation Record)	General	Appendix C (Consultation Record) is difficult to navigate. There is no Table of Contents and some of the correspondence appear to be scanned so it is challenging to search for particular correspondence in a document of that size. MECP recommends that a Table of Contents be provided. For example, it would be helpful to have section headings for the notices, responses, Indigenous correspondence and agency correspondence to help navigate the document.		

12	Erinn Lee	MECP	Section 2: Consultation	General	Please provide a list of the agencies, utilities, Resident Ratepayer Associations, and interest groups notified in the ESR. This is difficult to find in Appendix C.		
13	Erinn Lee	MECP	Section 2.2: Consultation	pg. 36	Please provide a list of the Indigenous communities notified in the ESR. This is difficult to find in Appendix C.		
14	Erinn Lee	MECP	Section 2.2: Consultation	pg. 36	Please briefly describe the "York Region response to MCFN" in Table 2-2. Is MCFN the only Indigenous community that provided a response to the notifications?		
15	Erinn Lee	MECP	Section 2.3: Technical agencies	pg. 38	Section 2.3 states that, "the list of technical agencies contacted, and comments received are documented in Appendix C of the ESR". The ESR should identify which other agencies (besides TRCA, CN, MTO, Metrolinx, City of Vaughan and TRCA) provided comments and provide a high-level summary of key comments and how they were considered/addressed, rather than relying on the reader to navigate the 1330-page Appendix. It should be clear in the ESR who you heard from, what their concerns were and how they were considered/addressed.		
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**LANGSTAFF ROAD MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT (EA)  
WESTON ROAD TO HIGHWAY 7**

**YORK REGION**

**ONTARIO MINISTRY OF NATURAL RESOURCES AND FORESTRY (MNRF)  
CORRESPONDENCE**

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February 20, 2018

Ontario Ministry of Natural Resources and Forestry - Aurora District  
50 Bloomington Road  
Aurora, Ontario L4G 0L8

**Attention: Bohdan Kowalyk, A/ Management Biologist**

Dear Sir:

**Subject: Class EA Study for Improvements to Langstaff Road from Weston Road to Highway 7 - Species at Risk Survey Results**

The Regional Municipality of York (York Region) is carrying out a Class Environmental Assessment (Class EA) study for improvements to Langstaff Road (York Road 72) from Weston Road (Y.R. 56) to Highway 7 (Y.R. 7), within the City of Vaughan. Proposed works on Langstaff Road including a new connection across the CN MacMillan Yard, the widening of Langstaff Road to 6 lanes, grade separation at the GO Rail corridor and improvements to the Highway 400 interchange. The proposed improvements along Langstaff Road are largely within the existing Right-of-Way (ROW), with some edge encroachment to adjacent man-made landscapes. Other improvements along Highway 400 are still under review. At the end of the EA Study, an Environmental Study Report (ESR) will be prepared to document the decision making process carried out during the Class EA study.

As part of the EA Study, a review of the natural environment is being carried out. This letter serves to update the Ministry of Natural Resources and Forestry (MNRF) regarding the Species at Risk (SAR) surveys and findings for this project.

## BACKGROUND DATA

In previous correspondence with MNRF for this project (B. Kowalyk, February 7, 2017), ten SAR records were identified in the vicinity of the study area: Butternut (endangered), Blanding's Turtle (threatened), Barn Swallow (threatened), Common Nighthawk (special concern), Eastern Wood-pewee (special concern), Wood Thrush (special concern), and four endangered bats (Eastern Small-footed Myotis, Little Brown Myotis, Northern Myotis, Tri-colored Bat). The SAR screening completed by WSP identified potential for one additional SAR to occur in the study area; Monarch (special concern).

## SURVEYS COMPLETED

In addition to general wildlife, habitat assessments and botanical surveys conducted on October 17, 2016 and June 9, June 23 and July 26, 2017, breeding bird surveys were completed on June 9, June 23, 2017. Breeding bird surveys were conducted according to standard protocols established in the Ontario Breeding Bird Atlas (Cadman et al. 2007). The two survey visits were completed during appropriate timing (morning surveys, at least ten (10) days apart during breeding season) and suitable weather conditions (low wind and no precipitation). Breeding bird surveys were conducted by qualified, experienced staff and involved wandering transects through and adjacent to habitat features with frequent listening / observation stops. Species, abundance and level of breeding evidence were recorded for all avifauna observations.

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## SUMMARY OF FINDINGS

### MONARCH

Field surveys in 2017 confirmed the presence of one wildlife SAR, Monarch, within the study area. Four individuals were observed foraging south of Langstaff Road, and two were observed foraging north of Langstaff Road, all in ELC Unit 2 (refer to the mapping in the associated attachments). This species is common within the broader landscape and likely to forage in a variety of cultural meadow habitats found throughout the study area; however, a patch of moderately concentrated milkweed plants was identified in Unit 2 along the edge of Unit 1, approximately 50 m south of Langstaff Road.

Monarch is listed as special concern under the ESA (2007). No direct impacts to this species are anticipated. Further, the majority of habitat, including the concentration of milkweed plants, will not be impacted by the proposed road improvements as the widening of Langstaff Road will occur generally within 25 m of the existing edge of pavement or along Highway 400. Although impacts to monarch habitat will be avoided or mitigated where possible, Monarch habitat is not protected under the ESA (2007), and no further review under the ESA is required.

### SAR BATS

There is potential for two SAR bat species to occur within the study area; Little Brown Bat and Northern Long-eared Bat. Small-footed Myotis typically uses rocky areas / talus slopes, which are not present in the study area, and Tri-coloured are generally less common in the Region. These species were not confirmed during field surveys, and targeted acoustic monitoring / exit surveys were not part of the project scope. Suitable foraging habitat is present over all natural areas and there is limited potential for day roosting within natural areas of the study area. Low quality potential maternity colony habitat may be present in standing snags with only two cavities observed in Unit 1. Potential maternity colony habitat is likely present in Unit 4, though no cavity trees were explicitly observed during field survey as this unit was surveyed from the roadside only (refer to the mapping in the associated attachments).

Little Brown Bat and Northern Long-eared Bat are listed as endangered under the ESA (2007). No direct impacts to this species are anticipated. The two potential cavity trees observed in Unit 1 will be avoided as the widening will be limited to the widening of the bridge structure and there are no anticipated encroachments to the Unit 4 woodlot as the road between Dufferin and Highway 7 is not anticipated to be widened further than existing conditions (i.e. to remain as 4-lanes). Further, the majority of habitat, including all of the potential maternity colony habitat and the cavity trees observed, will not be impacted directly by the proposed road improvements, as such no further review under the ESA is required.

## ESA IMPLICATIONS

It is our understanding that no further consultation with MNRF is required for this project as we are not impacting potential SAR habitat. Please kindly advise if the MNRF is in agreement with conclusions of our studies or if any further information is required.

Sincerely,

Jenny Enoae  
Project Ecologist

Sophie Gibbs  
Ecologist

## Aurora MNR Information Request Form

Name:	Valerie Stevenson	
Company Name:	WSP/MMM	
Proponent Name:	York Region	
Phone Number:	519-743-8777; ext 2283	
Email Address:	stevensonv@mmm.ca	
Project Name:	Langstaff Road EA - Weston Rd to HWY 7	
Property Location:	Langstaff Road - Weston to HWY 7, York Region	
Township:		
Lot & Concession:		
UTM Coordinates:	Easting (X) <input type="text"/>	Northing (Y) <input type="text"/>

**Brief Description of Undertaking** MMM is completing a natural heritage assessment as part of a Class EA for proposed road improvements

Have you previously contacted someone at MNR for information on this site?  Yes  No

If yes, when and who?

Provide a map of accurate scale to illustrate footprint/study area of the proposed activity in relation to the surrounding landscape (e.g. property boundaries, roads, waterbodies, natural features, towns, transmission corridors, and other human landmarks). Use of aerial photography is strongly encouraged. Include scale, north arrow and legend.

**ATTACHMENTS** - I have attached a:

Picture  Map  Other

**REQUEST** - I would like to request the following information for the property identified above:

*\*Requires an appointment and remittance of fees. See Information Request Guideline for details.*

\*Fish Dot Information (fish and other aquatic species found in a particular area of a watercourse)

\*Wetland evaluation and data record - please provide name of wetland if known

\*ANSI check- sheet - please provide name of ANSI if known

Species at Risk

Other sensitive wildlife habitat; significant features

Please forward the completed form to: [esa.aurora@ontario.ca](mailto:esa.aurora@ontario.ca)

Or send by mail:

**Aurora District, Ministry of Natural Resources  
50 Bloomington Rd Aurora, ON L4G 0L8**

February 17, 2017

Valerie Stevenson  
Project Manager/Ecologist  
MMM Group Limited  
583 Lancaster Street West  
Kitchener, ON N2K 1M3  
519-743-8777 ext. 2283  
[stevensonv@mmm.ca](mailto:stevensonv@mmm.ca)

**Re: Langstaff Road, Weston Road to Highway 7, Vaughan**

Dear Valerie Stevenson,

In your email dated October 14, 2017 you requested information regarding the above location. Apologies for the delayed response.

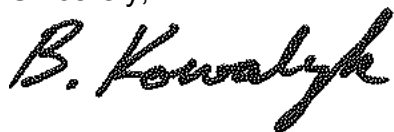
Species at risk recorded in the vicinity include Butternut (endangered), Blanding's Turtle (threatened), Barn Swallow (threatened), Common Nighthawk (special concern), Eastern Wood-pewee (special concern) and Wood Thrush (special concern). There is potential for endangered bats (i.e., Eastern Small-footed Myotis, Little Brown Myotis, Northern Myotis, Tri-colored Bat) in cavities. A significant woodland occurs immediately northeast of Langstaff Road and Dufferin Street.

Absence of information provided by MNR for a given geographic area, or lack of current information for a given area or element, does not categorically mean the absence of sensitive species or features. Many areas in Ontario have never been surveyed and new plant and animal species records are still being discovered for many localities. Appropriate inventory work is needed depending on the undertakings proposed. Approval from MNR may be required if work you are proposing could cause harm to any species that receive protection under the *Endangered Species Act 2007*.

Species at risk information is highly sensitive and is not intended for any person or project unrelated to this undertaking. Please do not include any specific sensitive information in reports that will be available for public record. As you complete your fieldwork in these areas, please report all information related to any species at risk to our office. This will assist with updating our database and facilitate early consultation regarding your project.

If you have any questions or comments, please do not hesitate to contact [ESA.aurora@ontario.ca](mailto:ESA.aurora@ontario.ca) or [Bohdan.Kowalyk@Ontario.ca](mailto:Bohdan.Kowalyk@Ontario.ca).

Sincerely,



Bohdan Kowalyk, R.P.F.  
Technical Specialist, Aurora District, Ontario Ministry of Natural Resources and Forestry



**From:** Kowalyk, Bohdan (MNRF) <bohdan.kowalyk@ontario.ca>  
**Sent:** Thursday, April 06, 2017 1:02 PM  
**To:** Stevenson, Valerie  
**Subject:** RE: Background Information Request, Langstaff Rd Weston Rd to Hwy 7, Vaughan

Hello Valerie,

These would be considered warm-water watercourses. In-water works should occur outside the April 1 – June 30 period.

Regards,

Bohdan Kowalyk, R.P.F.  
Technical Specialist  
Aurora District  
Ontario Ministry of Natural Resources and Forestry  
50 Bloomington Road, Aurora, Ontario L4G 0L8  
Phone: 905-713-7387; Email: [Bohdan.Kowalyk@Ontario.ca](mailto:Bohdan.Kowalyk@Ontario.ca)

---

**From:** Stevenson, Valerie [<mailto:StevensonV@mmm.ca>]  
**Sent:** April-06-17 12:41 PM  
**To:** Kowalyk, Bohdan (MNRF)  
**Subject:** RE: Background Information Request, Langstaff Rd Weston Rd to Hwy 7, Vaughan

Hi Bohdan,

We were wondering if you could please provide thermal regimes and timing windows for watercourses situated within the study area.

Thanks,  
Valerie



**Valerie Stevenson**  
Project Manager/Ecologist  
Ecology Department

**MMM Group Limited**  
583 Lancaster Street West  
Kitchener, ON N2K 1M3 Canada  
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F +1 519-743-8778  
[stevensonv@mmm.ca](mailto:stevensonv@mmm.ca)

[www.mmmgrouplimited.com](http://www.mmmgrouplimited.com) | [www.wspgroup.ca](http://www.wspgroup.ca)

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---

**From:** Kowalyk, Bohdan (MNRF) [<mailto:bohdan.kowalyk@ontario.ca>]  
**Sent:** Friday, February 17, 2017 1:41 PM  
**To:** Stevenson, Valerie <[StevensonV@mmm.ca](mailto:StevensonV@mmm.ca)>  
**Subject:** RE: Background Information Request, Langstaff Rd Weston Rd to Hwy 7, Vaughan

Valerie,

The woodland (technically forest) is significant according to criteria established by this Ministry. It has an area of over 1 ha dominated by representative long-lived native species in a municipality (Vaughan) with 12.8% woodland cover. It is identified as a Core Feature in Vaughan's official plan (Schedule 2 – Natural Heritage Network).

Regards,

Bohdan Kowalyk, R.P.F.  
Technical Specialist  
Aurora District  
Ontario Ministry of Natural Resources and Forestry  
50 Bloomington Road, Aurora, Ontario L4G 0L8  
Phone: 905-713-7387; Email: [Bohdan.Kowalyk@Ontario.ca](mailto:Bohdan.Kowalyk@Ontario.ca)

---

**From:** Stevenson, Valerie [<mailto:StevensonV@mmm.ca>]  
**Sent:** February-17-17 1:16 PM  
**To:** ESA Aurora (MNRF)  
**Subject:** RE: Background Information Request, Langstaff Rd Weston Rd to Hwy 7, Vaughan

Thank you Bohdan.

Can you please provide additional detail on the statement provided below in terms of what makes the woodland 'significant'?

"A significant woodland occurs immediately northeast of Langstaff Road and Dufferin Street."

Thank you,  
Valerie



**Valerie Stevenson**  
Project Manager/Ecologist  
Ecology Department

**MMM Group Limited**  
583 Lancaster Street West  
Kitchener, ON N2K 1M3 Canada  
T +1 519-743-8777 #2283  
F +1 519-743-8778  
[stevensonv@mmm.ca](mailto:stevensonv@mmm.ca)

[www.mmmgrouplimited.com](http://www.mmmgrouplimited.com) | [www.wspgroup.ca](http://www.wspgroup.ca)

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---

**From:** ESA Aurora (MNRF) [<mailto:ESA.Aurora@ontario.ca>]  
**Sent:** Friday, February 17, 2017 12:27 PM  
**To:** Stevenson, Valerie <[StevensonV@mmm.ca](mailto:StevensonV@mmm.ca)>  
**Subject:** RE: Background Information Request, Langstaff Rd Weston Rd to Hwy 7, Vaughan

Hello,

Attached is a screening for the area. Apologies for the delay.

Regards,

Bohdan Kowalyk, R.P.F.  
Technical Specialist  
Aurora District  
Ontario Ministry of Natural Resources and Forestry  
50 Bloomington Road, Aurora, Ontario L4G 0L8  
Phone: 905-713-7387; Email: [Bohdan.Kowalyk@Ontario.ca](mailto:Bohdan.Kowalyk@Ontario.ca)

---

**From:** Stevenson, Valerie [<mailto:StevensonV@mmm.ca>]  
**Sent:** February-17-17 9:45 AM  
**To:** ESA Aurora (MNRF)  
**Subject:** FW: Background Information Request

Please see below request sent in October.

Thank you,  
Valerie



**Valerie Stevenson**  
Project Manager/Ecologist  
Ecology Department

**MMM Group Limited**  
583 Lancaster Street West  
Kitchener, ON N2K 1M3 Canada  
T +1 519-743-8777 #2283  
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[stevensonv@mmm.ca](mailto:stevensonv@mmm.ca)

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---

**From:** Stevenson, Valerie  
**Sent:** Friday, October 14, 2016 9:47 AM  
**To:** ESA Aurora (MNRF) ([ESA.Aurora@ontario.ca](mailto:ESA.Aurora@ontario.ca)) <[ESA.Aurora@ontario.ca](mailto:ESA.Aurora@ontario.ca)>  
**Subject:** Background Information Request

Please see attached background data request for the Langstaff Road EA project.

Regards,  
Valerie



**Valerie Stevenson**  
Project Manager/Ecologist  
Ecology Department

<http://mmmgrouplimited.com/anti-spam-commitment>. For any concern or if you believe you should not be receiving this message, please forward this message to [caslcompliance@wspgroup.com](mailto:caslcompliance@wspgroup.com) so that we can promptly address your request. This message is intended only for the addressee and may contain information which is privileged, confidential, proprietary, or exempt from disclosure under applicable law. If you are not the intended recipient, you are strictly prohibited from disclosing, distributing, copying, or in any way using this message. If you have received this communication in error, please notify the sender and delete any copies you may have received.

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MMM Group Limited  
582 Lancaster St. West,  
Kitchener, ON, N2K 1M3  
T: 519-741-1464; F: 519-743-8778  
[www.mmm.ca](http://www.mmm.ca)

October 20, 2016

Toronto and Region Conservation Authority,  
5 Shoreham Drive  
Downsview, ON  
M3N 1S4

Dear TRCA Staff,

MMM Group Limited (MMM), a WSP Company has been retained by York Region to undertake a natural heritage assessment as part of a Class Environmental Assessment (EA) for proposed road improvements on Langstaff Road from Weston Road to HWY 7.

Background ecological information is required for the study area (see attached map). As such, we are formally contacting you to request any available natural heritage information pertinent to the study area.

We understand that GIS data layers of natural heritage features are now to be ordered directly from LIO by the consultant. Our intention is to contact you directly for any other pertinent data that cannot be obtained from LIO. Please note that the Ministry of Natural Resources and Forestry (MNRF) have also been contacted for available information.

Information we are seeking includes:

#### Terrestrial

- Wildlife and vegetation species observation records;
- Sensitive wildlife habitat locations (nesting/breeding/hibernation);
- Sensitive avian nesting sites (heronries, stick nest locations);
- Wildlife road mortality data (if available);
- Updated digital boundary information for designated natural features that may not yet be available in LIO/NRVIS (e.g., recent updated wetland boundaries, ELC communities, Environmentally Sensitive Areas (ESA's), etc.); and
- Natural Areas Inventory (NAI) information and mapping

Aquatic

- Fish sampling locations (e.g., fish dot mapping) along with sample dates and species occurrence records for waterbodies that are located within the study area;
- Confirmed or potential spawning/rearing/foraging habitat locations;
- Mapping of thermal and flow regimes of associated watercourses;
- Surface water quality data, flow data, and benthic invertebrate data

Species at Risk (SAR)

- Locations, observation dates and any other relevant information about SAR – if possible, please provide the UTM's/accuracy codes; and
- Locally rare species lists or species records known from the study area.

If further information is required please feel free to contact the undersigned at 519-743-8777 ext. 2283 or through email at [stevensonv@mmm.ca](mailto:stevensonv@mmm.ca). Thank-you for your assistance, it is greatly appreciated.

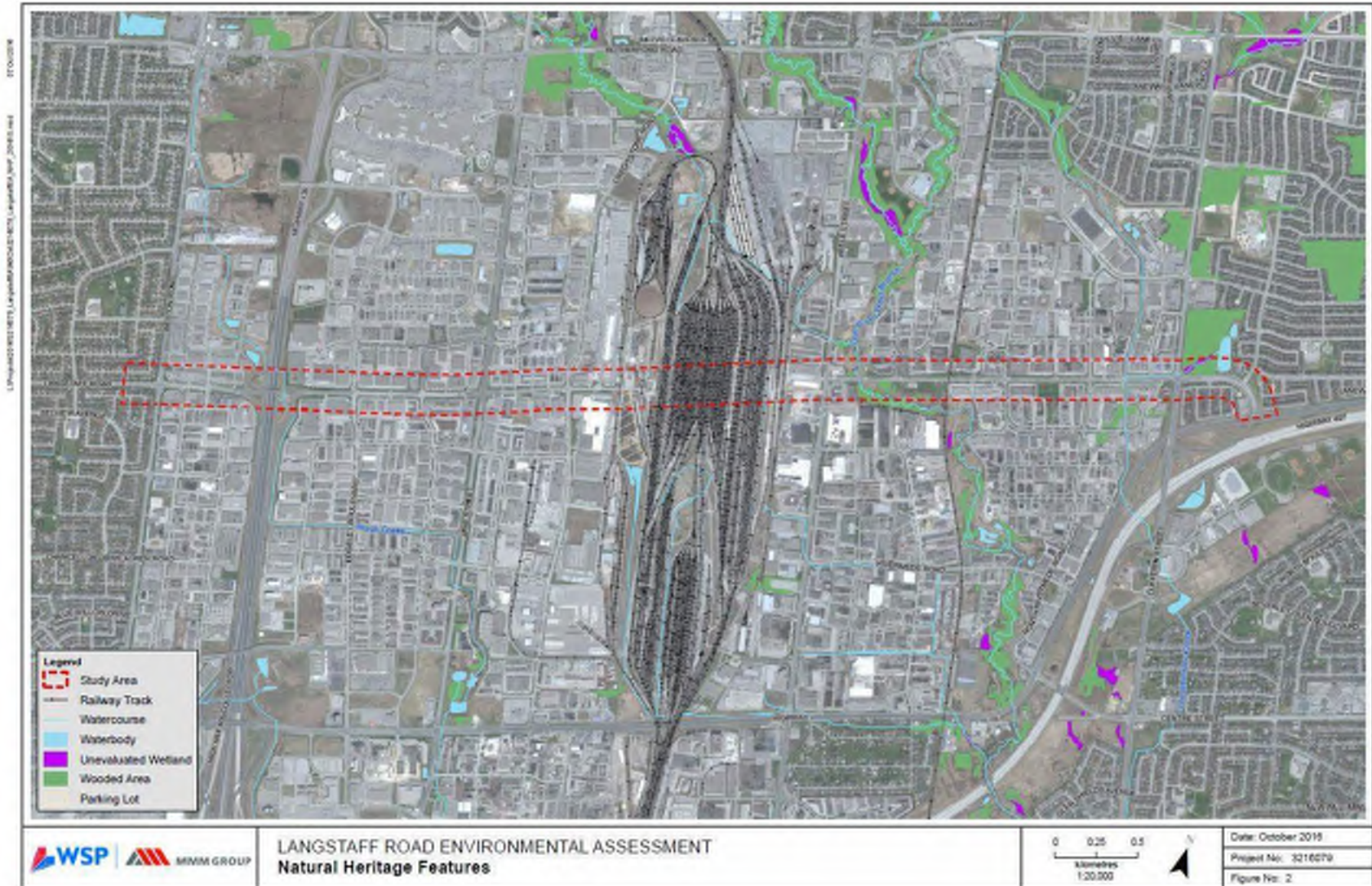
Sincerely,



Valerie Stevenson, Dip Env.  
Project Manager/Ecologist  
Ecology Department



Study Area – Langstaff Road EA



StationName	StationStatus	Watershed	SubWatershed	UTMNorthing	UTMEasting	UTMDatum	SampleYear	VisitDate	Common_Name	TotalWeight	TotalNum
DN017WM	Active	Don River	UPPER WEST DON	4852573	621273	17	2014	07/14/2014	Blacknose Dace	6.1	2
DN017WM	Active	Don River	UPPER WEST DON	4852573	621273	17	2014	07/14/2014	Bluntnose Minnow	1	1
DN017WM	Active	Don River	UPPER WEST DON	4852573	621273	17	2014	07/14/2014	Common Shiner	32	1
DN017WM	Active	Don River	UPPER WEST DON	4852573	621273	17	2014	07/14/2014	Creek Chub	63.1	4
DN017WM	Active	Don River	UPPER WEST DON	4852573	621273	17	2014	07/14/2014	Fathead Minnow	13	6
DN017WM	Active	Don River	UPPER WEST DON	4852573	621273	17	2014	07/14/2014	Pumpkinseed	27	1
DN017WM	Active	Don River	UPPER WEST DON	4852573	621273	17	2014	07/14/2014	White Sucker	95.1	6
DN017WM	Active	Don River	UPPER WEST DON	4852573	621273	17	2008	2/7/2008	Blacknose Dace	10	3
DN017WM	Active	Don River	UPPER WEST DON	4852573	621273	17	2008	2/7/2008	Catostomus sp.	1.1	11
DN017WM	Active	Don River	UPPER WEST DON	4852573	621273	17	2008	2/7/2008	Creek Chub	34.5	8
DN017WM	Active	Don River	UPPER WEST DON	4852573	621273	17	2008	2/7/2008	Fathead Minnow	5	1
DN017WM	Active	Don River	UPPER WEST DON	4852573	621273	17	2008	2/7/2008	Pumpkinseed	22	7
DN017WM	Active	Don River	UPPER WEST DON	4852573	621273	17	2008	2/7/2008	White Sucker	529	4
DN017WM	Active	Don River	UPPER WEST DON	4852573	621273	17	2002	06/28/2002	Blacknose Dace	4	1
DN017WM	Active	Don River	UPPER WEST DON	4852573	621273	17	2002	06/28/2002	Fathead Minnow	16	4
DN017WM	Active	Don River	UPPER WEST DON	4852573	621273	17	2005	06/21/2005	Blacknose Dace	319.1	89
DN017WM	Active	Don River	UPPER WEST DON	4852573	621273	17	2005	06/21/2005	Bluntnose Minnow	1	1
DN017WM	Active	Don River	UPPER WEST DON	4852573	621273	17	2005	06/21/2005	Common Shiner	9	1
DN017WM	Active	Don River	UPPER WEST DON	4852573	621273	17	2005	06/21/2005	Creek Chub	108	17
DN017WM	Active	Don River	UPPER WEST DON	4852573	621273	17	2005	06/21/2005	Fathead Minnow	41.4	21
DN017WM	Active	Don River	UPPER WEST DON	4852573	621273	17	2005	06/21/2005	Johnny Darter	0.1	1
DN017WM	Active	Don River	UPPER WEST DON	4852573	621273	17	2005	06/21/2005	White Sucker	25.9	114
DN017WM	Active	Don River	UPPER WEST DON	4852573	621273	17	2011	06/15/2011	Catostomidae	0.3	3
DN017WM	Active	Don River	UPPER WEST DON	4852573	621273	17	2011	06/15/2011	Creek Chub	79	5
DN017WM	Active	Don River	UPPER WEST DON	4852573	621273	17	2011	06/15/2011	Pumpkinseed	0	1
DN017WM	Active	Don River	UPPER WEST DON	4852573	621273	17	2011	06/15/2011	White Sucker	379	6





Photo 1: View of the edge of Unit 1 looking south, showing the sparse willow canopy and adjacent Cultural Meadow Vegetation (Unit 2), June 23, 2017.



Photo 2: View of Unit 2 south of Langstaff Road, with Unit 1 in the background, June 23, 2017.



Photo 3: View of the canopy of Unit 2 north of Langstaff Road with Units 5 and 6 to the left and right, June 23, 2017.



Photo 4: View of Unit 5 and Langstaff Road looking west, June 23, 2017.



Photo 5: View of Unit 3, looking north, June 23, 2017.



Photo 6: View of the Don River West Branch flowing through Unit 1, July 26, 2017.



Photo 7: View of cavity / wildlife trees within Unit 1, July 26, 2017.



Photo 8: View of Unit 4, looking northeast from the corner of Langstaff Road and Dufferin Street, April 3, 2017.



Langstaff Road EA  
REPRESENTATIVE SITE PHOTOGRAPHS

Date: December 2017

Project No: 16M-01457-01

Appendix: F



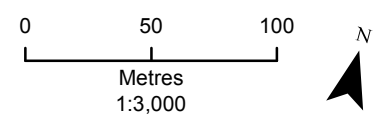


**Legend**

- Direct Fish Habitat
- Flow Direction
- Aquatic Features**
- Culvert
- Permanent Watercourse
- Study Area
- Terrestrial Features**
- Vegetation Community
- ELC - Description**
- CUM1-1: Dry – Moist Old-Field Cultural Meadow



**LANGSTAFF ROAD ENVIRONMENTAL ASSESSMENT**  
**Natural Environment Features**



Date: February 2018  
 Project No: 16M-01457-01  
 Figure No: 2 – 1



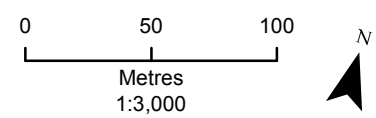
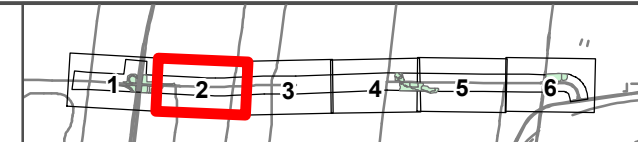


**Legend**

- Study Area
- Terrestrial Features**
- Vegetation Community
- ELC - Description**
- CUM1-1: Dry – Moist Old-Field Cultural Meadow

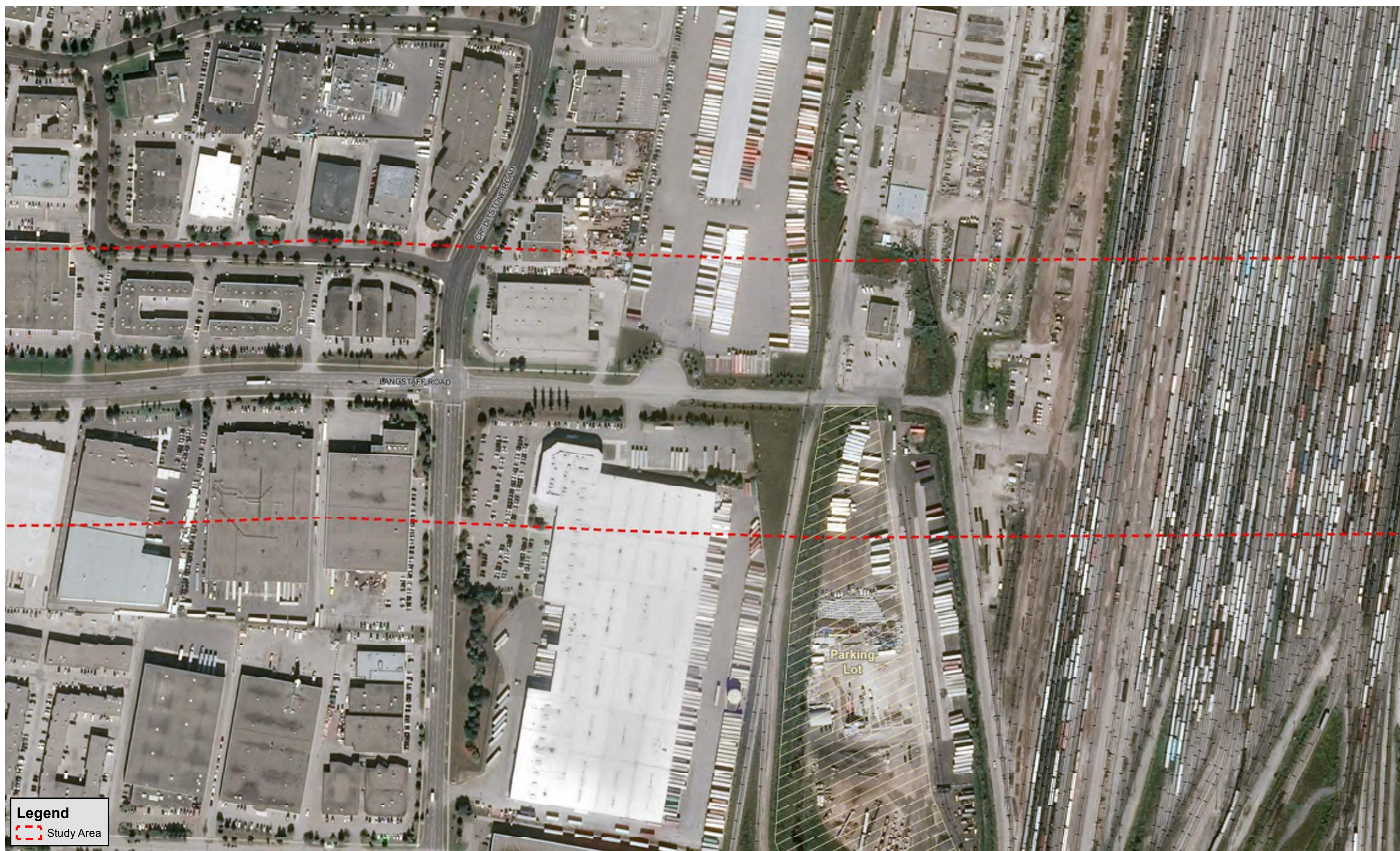


**LANGSTAFF ROAD ENVIRONMENTAL ASSESSMENT**  
**Natural Environment Features**



Date: February 2018  
 Project No: 16M-01457-01  
 Figure No: 2 – 2

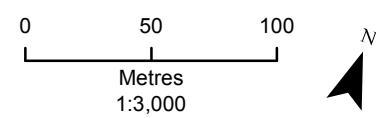
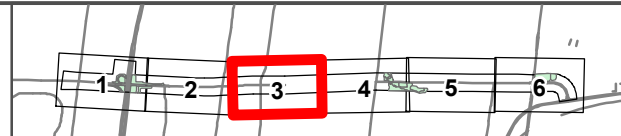




**Legend**  
 Study Area

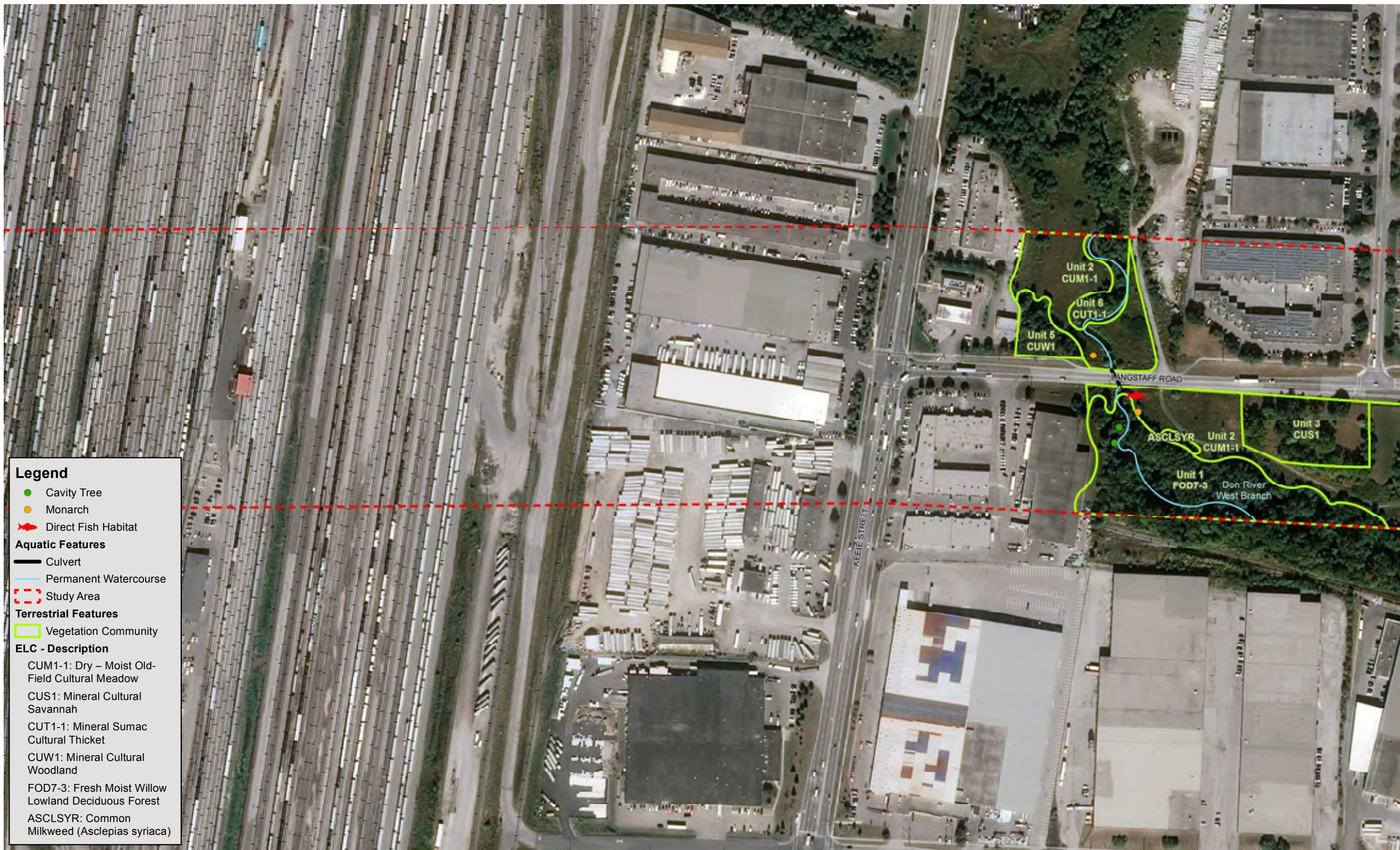


**LANGSTAFF ROAD ENVIRONMENTAL ASSESSMENT**  
**Natural Environment Features**



Date: February 2018  
 Project No: 16M-01457-01  
 Figure No: 2 – 3





**Legend**

- Cavity Tree
- Monarch
- ➔ Direct Fish Habitat

**Aquatic Features**

- Culvert
- Permanent Watercourse
- ▭ Study Area

**Terrestrial Features**

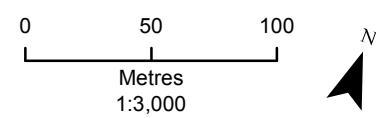
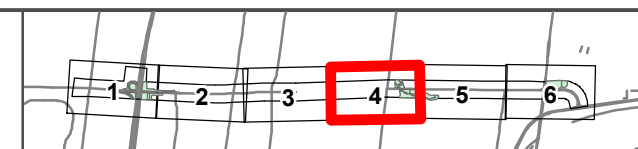
- ▭ Vegetation Community

**ELC - Description**

- CUM1-1: Dry – Moist Old-Field Cultural Meadow
- CUS1: Mineral Cultural Savannah
- CUT1-1: Mineral Sumac Cultural Thicket
- CUW1: Mineral Cultural Woodland
- FOD7-3: Fresh Moist Willow Lowland Deciduous Forest
- ASCLSYR: Common Milkweed (*Asclepias syriaca*)

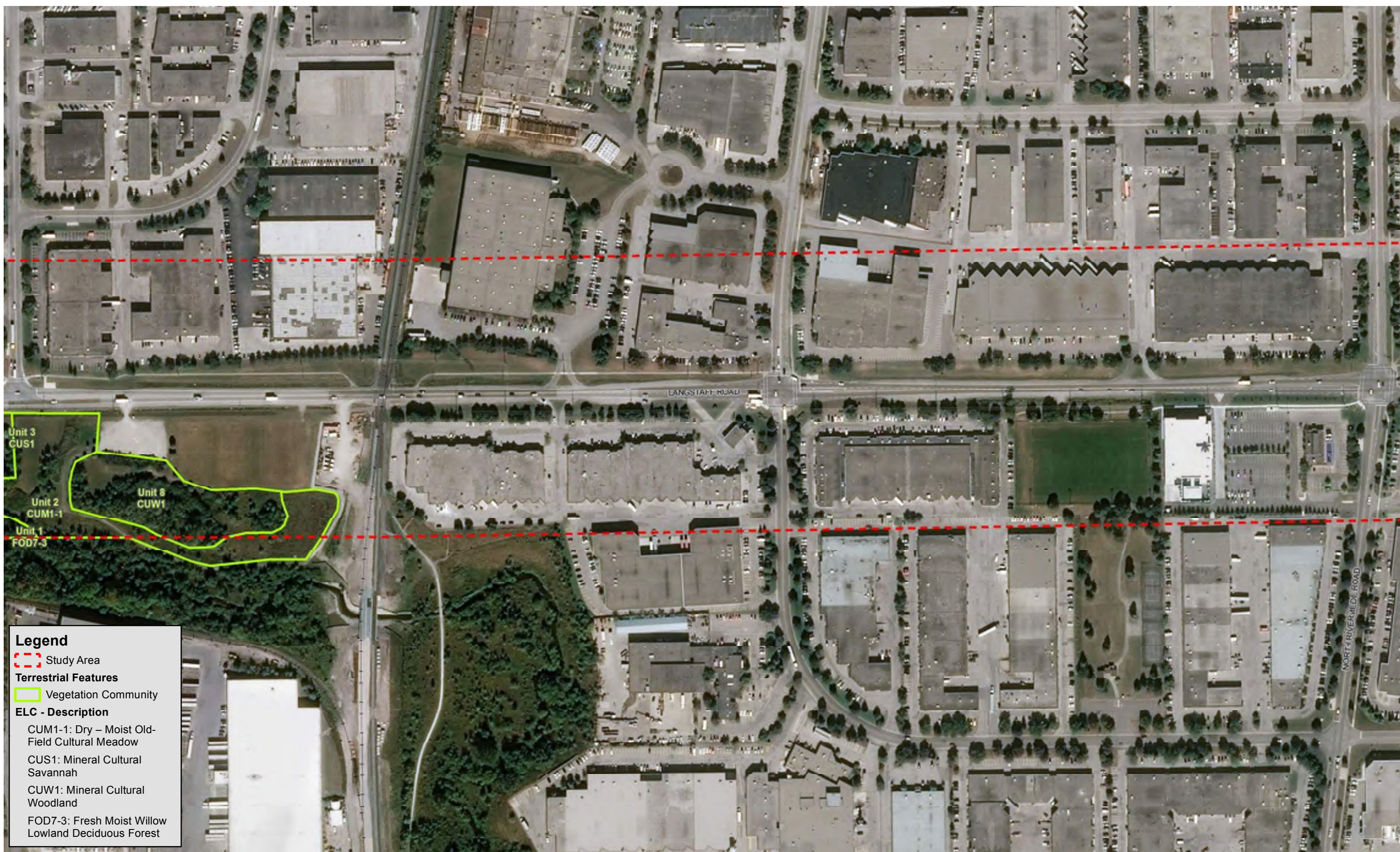


**LANGSTAFF ROAD ENVIRONMENTAL ASSESSMENT**  
**Natural Environment Features**

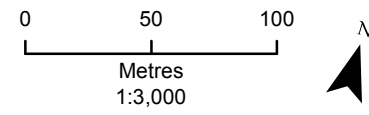
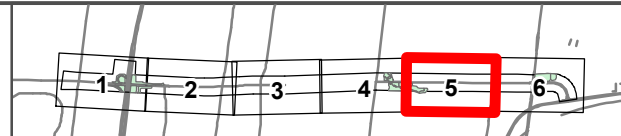


Date: February 2018  
 Project No: 16M-01457-01  
 Figure No: 2 – 4



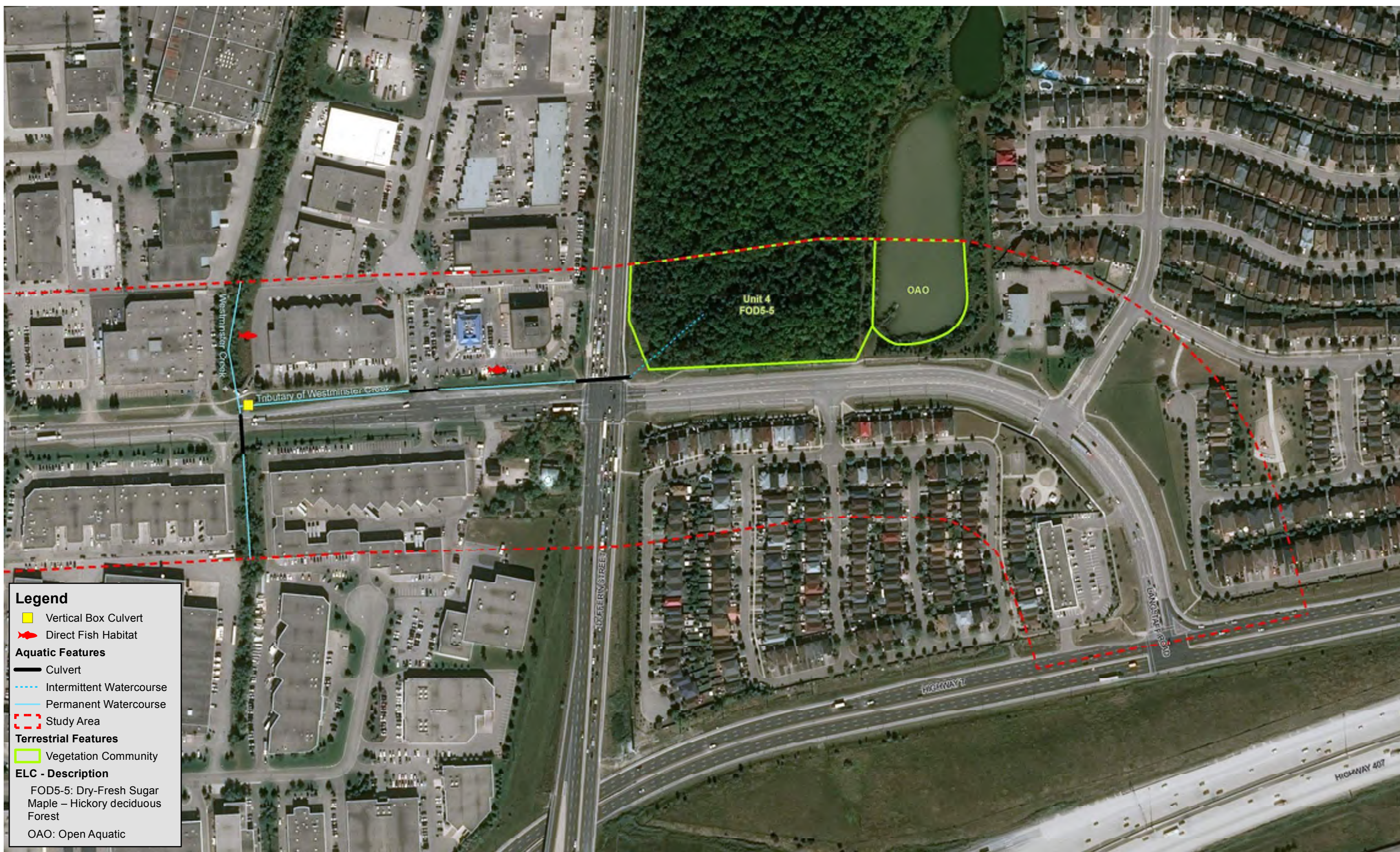


**LANGSTAFF ROAD ENVIRONMENTAL ASSESSMENT**  
**Natural Environment Features**

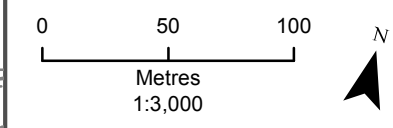


Date: February 2018  
Project No: 16M-01457-01  
Figure No: 2 – 5





**LANGSTAFF ROAD ENVIRONMENTAL ASSESSMENT**  
**Natural Environment Features**



Date: February 2018  
 Project No: 16M-01457-01  
 Figure No: 2 – 6



**From:** Kowalyk, Bohdan (MNRF) [<mailto:bohdan.kowalyk@ontario.ca>]  
**Sent:** March-16-18 1:30 PM  
**To:** Enoae, Jenny <[Jenny.Enoae@wsp.com](mailto:Jenny.Enoae@wsp.com)>  
**Cc:** Ahmed, Neil <[Neil.Ahmed@wsp.com](mailto:Neil.Ahmed@wsp.com)>; Jim, Katherine <[Katherine.Jim@wsp.com](mailto:Katherine.Jim@wsp.com)>; [Brian.Wolf@york.ca](mailto:Brian.Wolf@york.ca); [tim.kwan@york.ca](mailto:tim.kwan@york.ca); Drost, Alden <[Alden.Drost@wsp.com](mailto:Alden.Drost@wsp.com)>  
**Subject:** RE: Class EA Study for Improvements to Langstaff Road

Jenny,

I have accepted your report and have no further comments unless you have a specific aspect about which you need clarification.

Regards,

Bohdan Kowalyk, R.P.F.  
Aurora District, Ontario Ministry of Natural Resources and Forestry  
50 Bloomington Road, Aurora, Ontario L4G 0L8  
Phone: 905-713-7387; Email: [Bohdan.Kowalyk@Ontario.ca](mailto:Bohdan.Kowalyk@Ontario.ca)

---

**From:** Enoae, Jenny [<mailto:Jenny.Enoae@wsp.com>]  
**Sent:** March-16-18 1:10 PM  
**To:** Kowalyk, Bohdan (MNRF)  
**Cc:** ESA Aurora (MNRF); Ahmed, Neil; Jim, Katherine; [Brian.Wolf@york.ca](mailto:Brian.Wolf@york.ca); [tim.kwan@york.ca](mailto:tim.kwan@york.ca); Drost, Alden  
**Subject:** RE: Class EA Study for Improvements to Langstaff Road

Hi Bohdan,

Have you had a chance to review the SAR screening results?

Please note that Alden Drost (cc'd) will be taking over this project for me as I'm going on maternity leave next week. All correspondence from herein should be directed to him.

Thank you,

**Jenny Enoae, M.Sc.**  
**T +1 905-882-4211 #1382**



**PARENTAL LEAVE NOTICE: March 22, 2018.**

---

**From:** Kowalyk, Bohdan (MNRF) [<mailto:bohdan.kowalyk@ontario.ca>]  
**Sent:** February-27-18 16:18

**To:** Enoae, Jenny <[Jenny.Enoae@wsp.com](mailto:Jenny.Enoae@wsp.com)>

**Cc:** ESA Aurora (MNRF) <[ESA.Aurora@ontario.ca](mailto:ESA.Aurora@ontario.ca)>; Ahmed, Neil <[Neil.Ahmed@wsp.com](mailto:Neil.Ahmed@wsp.com)>; Jim, Katherine <[Katherine.Jim@wsp.com](mailto:Katherine.Jim@wsp.com)>; [Brian.Wolf@york.ca](mailto:Brian.Wolf@york.ca); [tim.kwan@york.ca](mailto:tim.kwan@york.ca)

**Subject:** RE: Class EA Study for Improvements to Langstaff Road

Thanks.

Bohdan Kowalyk, R.P.F.

Aurora District, Ontario Ministry of Natural Resources and Forestry

50 Bloomington Road, Aurora, Ontario L4G 0L8

Phone: 905-713-7387; Email: [Bohdan.Kowalyk@Ontario.ca](mailto:Bohdan.Kowalyk@Ontario.ca)

---

**From:** Enoae, Jenny [<mailto:Jenny.Enoae@wsp.com>]

**Sent:** February-27-18 2:55 PM

**To:** Kowalyk, Bohdan (MNRF)

**Cc:** ESA Aurora (MNRF); Ahmed, Neil; Jim, Katherine; [Brian.Wolf@york.ca](mailto:Brian.Wolf@york.ca); [tim.kwan@york.ca](mailto:tim.kwan@york.ca)

**Subject:** Class EA Study for Improvements to Langstaff Road

Hello Bohdan,

Please find attached our SAR screening results for the following project: Class EA Study for Improvements to Langstaff Road from Weston Road to Highway 7.

Regards,

**Jenny Enoae, M.Sc.**

Project Ecologist - Fisheries

Ecology & Environmental Impact Assessment (EIA)



T+ 1 905-882-4211 #1382

M+ 1 416-885-0721

**PARENTAL LEAVE NOTICE: March 22, 2018.**

100 Commerce Valley Drive West

Thornhill, Ontario

L3T 0A1 Canada

wsp.com

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