

**APPENDIX N**

# TRCA Comment Response Matrix



## Appendix N - TRCA Comment Matrix

## Complete Street: TRCA COMMENT RESPONSE

ITEM	TRCA TAC 2 & 3 COMMENTS	TRCA COMMENTS (April 1, 2021)	PROPONENT/CONSULTANT RESPONSE
	<b>NEW COMMENTS</b>		
1.	(blank)	Please clarify whether the trail alternatives remain under consideration in addition to the complete street options and when TRCA staff can expect additional details for review.	Addressed by separate MUT TRCA comments from May 5, 2021.
2.	(blank)	Should retaining walls (or any other proposed structures) be required in the regulated area, engineering drawings should be provided to TRCA for review. Please note that all engineering drawings should be signed and sealed by a licensed Professional Engineer.	No retaining walls are proposed at this EA level. Should retaining walls be introduced at detailed design, the designs will be circulated to TRCA for review and will be signed and sealed by a licensed Professional Engineer.
	<b>PREVIOUS COMMENTS (TAC #3)</b>		
	<b>Water Resources</b>		
3.	Options 3 and 4 propose the greatest length of new roadway within the floodplain and as such, appear to substantially increase hazard risk to public who will utilize these roads, and the infrastructure (new road right of way) in comparison to Options 1 and 2. In addition, it appears that there will be substantial fill within the floodplain for Options 3 and 4 which may result in a significant loss in floodplain storage volumes.	This comment no longer applies with the understanding that Option C-1 is the only option being carried forward.	No response required.
4.	Please note that previous comments provided on the last TAC presentation also apply and should be referred to.	Comments from the referred to previous TAC (#2) may still apply to the overall study. The comments provided here (starting at Item 13) are related to the complete street evaluation only. For ease of reference, we have attached our response to TAC #2 to this response.	No response required.
	<b>General</b>		

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5.	Staff note that a public consultation meeting was held on September 23, 2020, however no TRCA staff received a meeting invite. Please ensure moving forward TRCA staff are invited to all future public consultation events.	This comment is still applicable for future consultation events.	No response required.
6.	<p>Staff note that the preferred public choice of all options presented was no new north-south road being constructed. Of the road options presented the highest public preference was shown for Option 1.</p> <p>TRCA staff note similar preferences, where it is preferred no new road north of Cowdray Court to Sheppard Avenue East through the valley system be constructed. Of the road options identified Options 1 and 2 are preferred as they significantly reduce floodplain impacts and proposed fill placement within the floodplain in comparison to Options 3 and 4.</p>	TRCA understands that the preferred alternative is Option 1.	No response required.
7.	<p>As per staff comment during the meeting, a comprehensive alternatives analysis which includes both qualitative and quantitative analyses is required. This includes completing all relevant technical analyses in support of the proposed alternatives to demonstrate what the potential environmental impacts of each proposed option may be. Studies that should be included at a minimum to inform the alternatives assessment are geotechnical investigations, hydrogeological investigations, hydraulic analysis, existing natural environmental conditions, etc. The preferred options must clearly be demonstrated to be feasible options and ones that assess the environmental constraints present in the area.</p> <p>Staff note that during the meeting it was implied a general qualitative assessment would be completed of</p>	This comment is still applicable. TRCA staff understand that Option C-1 has been selected as the preferred option; however, a comprehensive alternatives analysis for all 4 options needs to be documented in the ESR should it be determined at a later stage that Option C-1 cannot be carried forward.	Tables of hydraulic impacts (changes to flood velocity, depths) and amount of fill required for each option will be provided in the ESR, demonstrating that Option C-1 provides the least impact.

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	the proposed alternative options. This level of analysis will not be sufficient in determining whether TRCA staff may be able to support any of the proposed options.		
8.	TRCA staff note that the co-dependency between the proposed road and the approval of private development at Cowdray Court has not been identified or clarified. It has been staff understanding from the beginning of the EA that approval of the Gemterra development at Cowdray Court is contingent on a north south road connection being constructed to Sheppard Avenue from Cowdray Court. If this understanding is correct, then this co-dependency must be clearly identified and explained within the Class EA and to stakeholders as it changes the reasoning behind the need for this proposed road. If this understanding of co-dependency is incorrect then please clarify this.	Comment not addressed.	<p>There are multiple objectives to the road, including much needed access (public and emergency) for the community of Village Green Square, and similar alternative access for the potential future community at Cowdray Court, which, like Village Green Square, currently terminates in a cul-de-sac. The EA investigations have brought additional rationale for the need for the improvements, including a better understanding of the emergency access issues related to the current street connectivity (one way in/out) at Village Green Square. The future connection has been a long-awaited one for the community of Village Green Square where an underpass location was conveyed/secured through development on the south side of the CP Rail line.</p> <p>The EA team has been in consultation with Gemterra throughout the EA study process along with City Planning, and there are currently no property-</p>

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			related issues for alignment C-1, as proposed. <b>At this time C-1 is the only north-south complete street option being considered for recommendation within this EA.</b>
9.	<p>TRCA staff note that each of the proposed conceptual street alignments either require private property acquisition or expropriation in order to be constructed. In the case of Option 4, staff understand that approval from the condominium residents is required by way of majority vote for the disposition of land for the option to move forward. Please clarify if each of the affected property owners have been consulted about potential acquisition of their property or whether the City intends to pursue expropriation. Landowner authorization is a key component associated with permitting. The feasibility of options should be confirmed at this stage to determine whether property acquisition may be factor preventing options from moving forward or not.</p> <p>For example, please clarify whether the Option 1 alignment presented is a feasible alternative that can be carried forward for further assessment. Staff note that as per Slide 12 of 29 of the presentation that the alignment proposes to go through Block 3 of the proposed Gemterra development. Please confirm if Gemterra is aware of this proposed route and whether it can be supported.</p>	TRCA staff understand that Option C-1 has been selected as preferred. However, further design or discussions with impacted properties may result in a change to the preferred alternative. For example, please clarify how the impacts to private development, such as Gemterra, have been addressed. As such, this comment is still applicable until it is confirmed that Option C-1 is the only option being carried forward.	<p>The EA team had notified all of the potentially impacted property owners in the first round of public consultation in 2020. This includes having the condo board at the 4091 and 4101 Sheppard Avenue East contact all residents. Feedback were received from several residents in the condos.</p> <p>Since then, with the preferred alignment having been identified as C-1 based on a holistic evaluation, which includes property impact considerations. All of the property owners that may be impacted due to the C-1 alignment have been engaged prior to the second round public engagement meeting held on July 13, 2022. There are various mechanisms to secure the properties required and these items will be advanced beyond the EA stage. It should be noted that alignment C-1 does not impact the condo property. As noted earlier to the comment above, Gemterra</p>

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			has been advised on the current alignment of C-1 and is working to accommodate the alignment in their development concept.
10.	Staff note that the mitigation hierarchy of avoid, mitigate, and compensate should be a guiding principle when developing and assessing feasible alignment options. At this stage, it has not been shown that these principles have been applied for road alignments proposed in the valley system. For both Options 3 and 4, please develop and assess different designs which minimize the ROW required for the road alignment north of Collingwood Street to Sheppard Avenue East (e.g., only road lanes and adjacent sidewalks). Given the significant flooding concerns present options that either avoid or minimize impacts to the greatest extent possible must be assessed as part of the alternatives evaluation.	Comment still applicable for all options under consideration. Should it be determined at a later stage that Option C-1 cannot be carried forward, this comment would apply to all options.	The proposed alignments for the alternatives present in the valley system are related to geometric constraints on roadway design. The alternatives were developed in a manner that allows for the shortest crossing lengths of the Bendale branch of Highland Creek.
11.	Going forward Emergency Services (i.e., police, fire, EMS) of the City of Toronto should provide comment on how they intend to provide service to this neighborhood under the various “Alternative Options”. As per discussion at TAC #3, Toronto Fire Services indicated that their Emergency vehicles may not be able to use roadways that become flooded.	Comment still applicable for all options under consideration.	The alternatives were developed to provide the least amount of roadway within flood impacted conditions. The ESR will provide commentary on service provision for all alternatives being carried forward.
12.	Design drawings need to more clearly identify the Regional Storm Flood Line on the plan view of all Alternative Options. Staff note that the flood line was there but was very faint and difficult to identify. The Regional Flood line should also be clearly identified on the cross section drawings of the various “Alternative Options”, as it was missing entirely.	This comment will remain as a general suggestion throughout the study.	Floodlines will be more prominently displayed on all relevant figures
	<b>RELEVANT COMMENTS FROM TAC #2</b>		

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13.	For the Multi-Use Trail Improvements, Option D-3 is preferred as it appears to be mostly outside of the 25-year erosion rate of the watercourse, appears to be situated outside of the TRCA Regulatory floodplain and does not appear to result in adverse impacts to floodplain storage volumes due to negligible fill within the floodplain.	Comment applicable to multi-use trail alternatives. TRCA staff will provide further comments once the alignments have been evaluated.	50 year & Regional Floodlines will be shown on MUT alignments along with 25 Year Erosion Hazard
14.	<p>Please note that for all new street alignments under the draft evaluation criteria for policy framework, constructability and design, and the natural environment, the following would need to be quantified to understand the impacts, if any, and provide mitigation measures:</p> <ul style="list-style-type: none"> <li>a. Hydraulic impacts due to crossing as per Comment no.15 below, if any.</li> <li>b. Loss of floodplain storage volumes due to proposed fill within the floodplain, if any, and mitigation measures to minimize fill through design or provide an equal cut as per Comment no.6 below.</li> <li>c. Scoped fluvial geomorphology study to inform crossing design as per Comment no.7 below.</li> <li>d. Coordination with the TRCA Watershed Highland Restoration Plans for this area as per Comment no. 21 below.</li> <li>e. Ensure safe egress/aggress, final street surface elevations should be above the TRCA Regulatory floodplain elevation where they are within the Regulatory floodplain (i.e., Highland Creek crossing).</li> </ul> <p>Please note that all these items (Comment no.15-18) will fall under the draft evaluation criteria for policy framework, constructability and design, and the natural environment and would be required at the EA</p>	Comment still applicable for all options under consideration should it be determined at a later stage that Option C-1 cannot be carried forward.	<ul style="list-style-type: none"> <li>a. to be shown in ESR tables</li> <li>b. to be shown in ESR tables.</li> <li>c. Not applicable for Option C-1. For other options, the concrete lining of the channel limits the scope of the fluvial geomorphology study to commentary only.</li> <li>d. Can be deferred to detailed design.</li> <li>e. will be shown for various options.</li> </ul>



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	stage. Please include this as part of the evaluation criteria.		
15.	Please note that fill within the Regulatory floodplain is not typically supported as it results in a loss in floodplain storage volumes. For all alternatives, fill within the floodplain should be defined at the EA stage and be part of the evaluation criteria for policy framework, constructability and design, and the natural environment. In addition, the bridge design should as a first step, minimize any fill within the Regulatory floodplain via design. A brief discussion should be provided on how the design ensures that fill within the floodplain is minimized. Secondly, a cut/fill analysis is required at every 0.3m increments or less between each design storm (between 2-year, 5-year, 10-year, 25-year, 50-year, 100-year and Regional) using a 3D terrain or GIS for existing and proposed conditions. If there is an incremental fill under proposed conditions, then an equal cut at the same elevation increment is required to balance the floodplain storage volumes.	Comment applicable to Option C-1; may be applicable to multi-use trail alternatives. Should it be determined at a later stage that Option C-1 cannot be carried forward, this comment applies to all options.	<p>Cut/Fill balance for Option C-1 only applicable near Sheppard. and only for Regional Event.</p> <p>MUT in floodplain areas should balance cut/fill across the cross-section in 0.3m lifts, which will not require fill to be imported into the floodplain. The only change would be the surface material type.</p>
16.	A fluvial geomorphic study is needed to provide professional advice related to the tie-in with the existing channel, the design of the bridge and abutments, the location and design of all local sewer and water infrastructure that may be provided on the road, and to ensure that erosion risks are mitigated. For all alternatives, fluvial geomorphology advice on the crossings in terms of constructability and design, and the natural environment should be part of the evaluation criteria at the EA stage. It appears that the channel here is partially concrete (banks); since an unsteady state 2D HEC-RAS model is being provided, initial fluvial geomorphologist assessment and advice,	Comment not applicable to Option C1; however, comment may be applicable to multi-use trail alternatives. Additionally, should it be determined at a later stage that Option C-1 cannot be carried forward, this comment applies to Option C-3 and C-4.	<p>At present, Option C1 is being carried forward, and the fluvial geomorphology concerns will be a factor in the final alternative assessment published in the ESR. As for MUT alternatives, it is anticipated that the trail designs will be cut/fill balanced across their cross-section and connect to the existing pedestrian crossing, avoiding in-water impacts from them. Additionally, runoff from the trails will be managed within</p>

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	along with interpretation from the existing modelling should discuss whether or not there is a potential increase in erosion near or above the concrete lining and provide an erosion threshold analysis.		the trail section, avoiding increases in erosive energy to Highland Creek.
17.	Please note that there is a greening and restoration plan in the vicinity of this area of Highland Creek; which will impact the manning's n roughness and the results of the hydraulic analysis; and ultimately may impact the bridge design. As such, a coordination meeting with TRCA Watershed strategies to understand the proposed works and timelines of the restoration plans in this area would be beneficial to inform the hydraulic analysis and design as necessary.	Comment not applicable to Option C1; however, comment may be applicable to multi-use trail alternatives. Additionally, should it be determined at a later stage that Option C-1 cannot be carried forward, this comment applies to all options.	Option C1 is being carried forward, so the comment will be addressed when and if Option C1 is determined to be infeasible.
18.	For all trail alternatives, please find below TRCA's typical trail criteria which may constitute as part of the evaluation criteria for policy framework, constructability and design, and the natural environment at this stage of the EA. <ul style="list-style-type: none"> <li>a. Outside of the 25-year floodplain elevation, where feasible.</li> <li>b. Outside of the 25-year erosion hazard rate of the watercourse, typically, determined by the fluvial geomorphologist.</li> <li>c. Minor earthworks anticipated; and should result in no net fill within the floodplain to preserve floodplain storage volumes.</li> </ul>	Comment applicable to all multi-use trail alternatives.	<ul style="list-style-type: none"> <li>a. all options generally outside flood impacts, save for crossing areas.</li> <li>b. Due to the concrete lining of the channel, neither a 25 nor 100 year erosion rate can be accurately determined. Please see the appended Erosion Rate Fluvial Geomorphology Assessment.</li> <li>c. Addressed if MUT options balance cut/fill within each cross-section.</li> </ul>
19.	The watershed impermeability in the Highland Creek currently stands at 57% far exceeding the commonly used threshold of 10% where it is generally accepted that aquatic ecosystem health starts to decline. Mitigation for water quality, quantity, thermal impacts, and salt should be added to the Natural Environment section. This should include improvements to the existing conditions.	This comment is still applicable. This should also include robust use of LIDs.	A statement on the required use of LIDs in SWM at the detailed design will be added to Natural Environment section of the ESR along with a description of applicable techniques to be considered.

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20.	In addition to the assessments listed in Natural Environment section TRCA also requests that the ample restoration and ecological improvement opportunities for this area be explored as part of the EA.	This comment is still applicable.	Restoration and ecological improvements relevant to the options considered will be added as text additions to the ESR.
21.	<p>Please include the City of Toronto's Strategic Forest Management Plan and the Highland Creek Greening Strategy in the Draft Evaluation Criteria:</p> <ul style="list-style-type: none"> <li>a. <a href="https://www.toronto.ca/wp-content/uploads/2017/12/8e0e-Strategic-Forest-Management-Plan-2012_22.pdf">https://www.toronto.ca/wp-content/uploads/2017/12/8e0e-Strategic-Forest-Management-Plan-2012_22.pdf</a></li> <li>b. Please note the Highland Creek Greening Strategy is expected to be released to the public in September 2020.</li> </ul>	This comment is still applicable, and staff note that the <i>Highland Creek Greening Strategy</i> <sup>1</sup> is now available.	The ESR will include relevant consideration of the referenced documents in the alternative analysis.

<sup>1</sup> [https://trcaca.s3.ca-central-1.amazonaws.com/app/uploads/2020/11/10121608/Highland-Creek-Watershed-Greening-Strategy\\_final-AODA.pdf](https://trcaca.s3.ca-central-1.amazonaws.com/app/uploads/2020/11/10121608/Highland-Creek-Watershed-Greening-Strategy_final-AODA.pdf)

Appendix N - TRCA  
Comment Matrix

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1.	TRCA staff prefer the Do-Nothing option as it requires the least amount of infrastructure within the floodplain. Option D2 is the second preferred as it requires less trails within the floodplain. Option D1 is the least preferred as it requires longer trails within the parklands and floodplain. However, we support Options D1 and D2 utilizing the existing pedestrian bridge crossing of the Highland Creek tributary.	No response required.
<b>Floodplain Management</b>		
2.	For both Options D1 and D2, please address the following: a) If the channel is concrete, but the floodplain banks are vegetated, advice and supporting study from a fluvial geomorphologist is still required. The condition of the concrete channel, where the concrete transitions to natural floodplain and the natural floodplain (vegetated area) should all be noted. The design for the new trail should be set-back outside of the 50-year floodplain, and at pinch points, outside of the 25-year erosion hazard rate as determined by a fluvial geomorphologist. b) There should be no net fill within the floodplain. The trail should follow existing ground elevations, and with minor earthworks (50m3). A cut/fill analysis may be required to confirm this at the detailed design stage.	a) Lines outlining the 50 year floodplain will be added to relevant figures. The 25 year and 100 year erosion rates cannot be estimated due to the concrete lining of the existing channel. b) MUT in floodplain areas should balance cut/fill across the cross-section in 0.3m lifts, which will not require fill to be imported into the floodplain. The only change would be the surface material type.
<b>Greening Opportunities</b>		
3.	There are multiple opportunities for improvements to the natural heritage system in this area. Invasive species management, buffer plantings, decreases in the impervious surfaces and the use of LIDs should all be included as part of the trail design. Please see the Highland Creek Greening Strategy to help with this process: <a href="https://trcaca.s3.ca-central-1.amazonaws.com/app/uploads/2020/11/10121608/Highland-Creek-Watershed-Greening-Strategy_final-AODA.pdf">https://trcaca.s3.ca-central-1.amazonaws.com/app/uploads/2020/11/10121608/Highland-Creek-Watershed-Greening-Strategy_final-AODA.pdf</a>	Opportunities for improvements relative to the various options will be outlined in the ESR document and direction to include them in the detailed design process will be added.
<b>Structures</b>		
4.	Should retaining walls (or any other proposed structures) be required in the regulated area, engineering drawings should be provided to TRCA for review. Please note that all engineering drawings should be signed and sealed by a licensed Professional Engineer.	No retaining walls are proposed at this EA level. Should retaining walls be introduced at detailed design, the

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		designs will be circulated to TRCA for review and will be signed and sealed by a licensed Professional Engineer.
	<b>TRCA Commenting Role</b>	
5.	Responses to TRCA comments should be provided with the submission of the Draft Environmental Study Report.	Responses to TRCA comments will be provided in the appendices of the ESR document.
6.	Please provide the PIC 2 presentation materials to TRCA staff for review.	PIC 2 presentation materials will be provided to the TRCA.

**END OF APPENDIX A**



**Yu, Peter**

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**From:** Margie Akins <Margie.Akins@trca.ca>  
**Sent:** October 4, 2021 9:35 AM  
**To:** Yu, Peter  
**Cc:** Caroline Mugo; Asad Yousfani; Cassidy Ritz; Gough, Jim; Shukla, Shveta  
**Subject:** RE: CFN 61097 – SW Agincourt Transportation Connections Class EA - TRCA Updated Multi-Use Trail Selection

Hi Peter,

Thank you for the update. Other than the previous comments TRCA staff provided, we have no additional comments for the D1 preferred route selection. However, we reiterate that it is the expectation of TRCA staff that the EA demonstrate specific opportunities for ecological and stormwater management improvements as per comment #3 of the comment table.

Thanks,

**Margie Akins, B.URPI (*she/her/hers*)** (*mar-jee ay-kinz*)  
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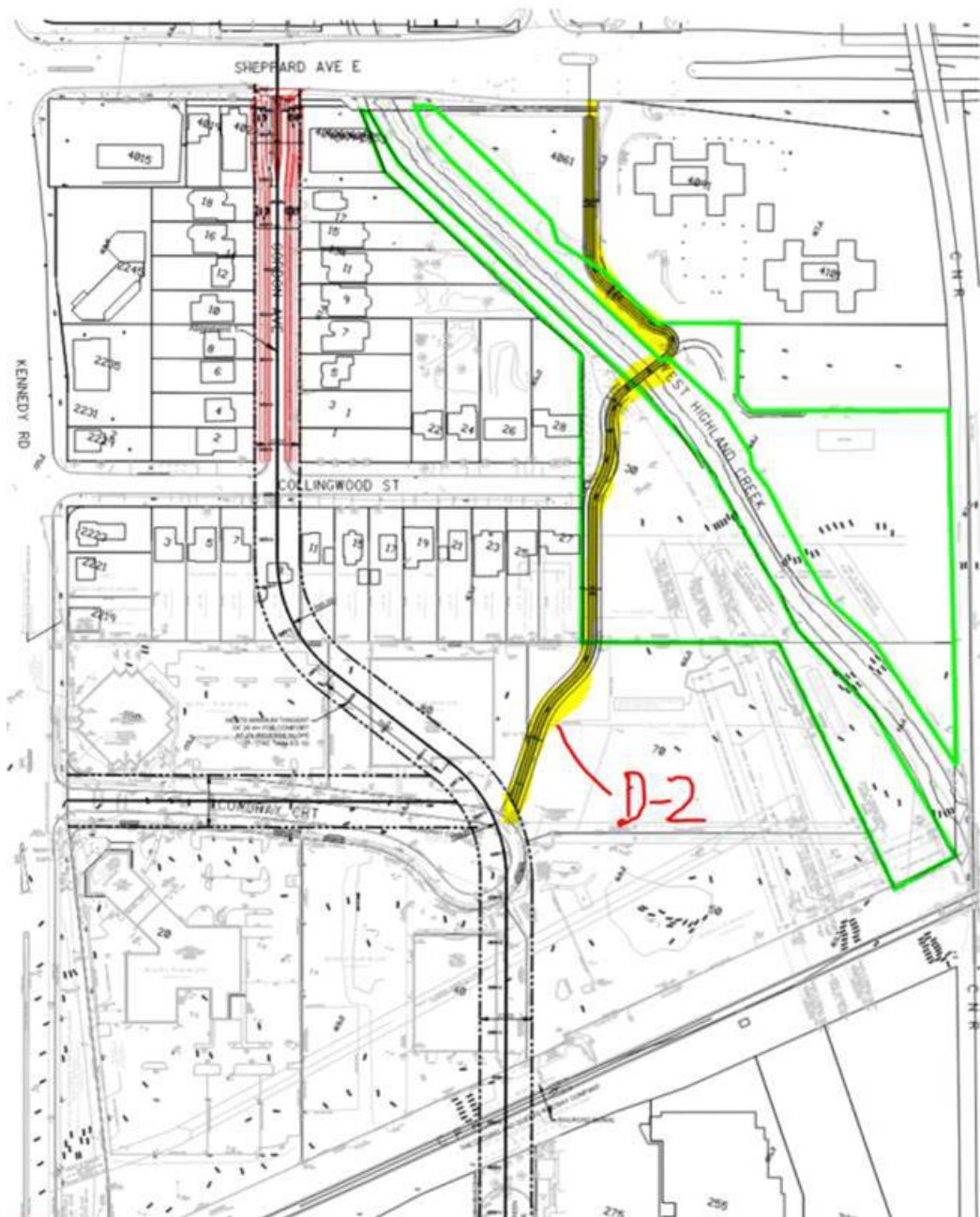
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**From:** Yu, Peter <Peter.Yu@wsp.com>  
**Sent:** Monday, September 27, 2021 9:27 AM  
**To:** Margie Akins <Margie.Akins@trca.ca>  
**Cc:** Caroline Mugo <Caroline.Mugo@trca.ca>; Asad Yousfani <Asad.Yousfani@toronto.ca>; Cassidy Ritz <Cassidy.Ritz@toronto.ca>; Gough, Jim <Jim.Gough@wsp.com>; Shukla, Shveta <Shveta.Shukla@wsp.com>  
**Subject:** [WARNING: MESSAGE ENCRYPTED - CES] CFN 61097 – SW Agincourt Transportation Connections Class EA - TRCA Updated Multi-Use Trail Selection  
**Importance:** High

Morning Margie,

Since our last communication back in May 2021 (email chain below) regarding the SW Agincourt EA and the proposed multi-use trail through Collingwood Park, **there has been an update on the selection of the preferred multi-use trail alignment.**

Previously, the preliminary assessment identified multi-use trail D-2 (shown below) as the preferred. However, based on a more holistic evaluation (network resiliency, ability to serve the neighbourhood without having to criss-cross with the roadway), **multi-use trail D-1 (shown below and attached) has now been selected as the preferred.**



Can TRCA please review and provide comments on the D-1 alignment attached – beyond the comments already provided previously (attached), which we will consider moving forward.

Lastly, the project team is now aiming to host the second set of Public Engagement later this fall (likely November 2021). We will be in touch with the draft presentation material and a TAC meeting invite.

Thank you

Peter



**Peter Yu, P.Eng., PMP**

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**From:** Margie Akins <[Margie.Akins@trca.ca](mailto:Margie.Akins@trca.ca)>  
**Sent:** May 5, 2021 12:13 PM  
**To:** [Cassidy.Ritz@toronto.ca](mailto:Cassidy.Ritz@toronto.ca); Stephanie Gris Bringas <[Stephanie.GrisBringas@toronto.ca](mailto:Stephanie.GrisBringas@toronto.ca)>  
**Cc:** Caroline Mugo <[Caroline.Mugo@trca.ca](mailto:Caroline.Mugo@trca.ca)>; Yu, Peter <[Peter.Yu@wsp.com](mailto:Peter.Yu@wsp.com)>  
**Subject:** [INFO: MESSAGE ENCRYPTED - CES][INFO: MESSAGE ENCRYPTED - CES] CFN 61097 – Southwest Agincourt Transportation Connections Class EA - TRCA Comments on Multi-Use Trail Alternatives

Hi Cassidy and Stephanie,

Please find attached TRCA staff's comments on the multi-use trails analysis and evaluation for the above-noted project.

For your convenience, a WORD version of our comment table is attached for you to include detailed responses for each TRCA comment when you re-submit.

Should you have any questions, please let me know.

Thanks,

**Margie Akins, B.URPI (she/her/hers)**

(mar-jee ay-kinz)

Planner

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**From:** Gough, Jim <[Jim.Gough@wsp.com](mailto:Jim.Gough@wsp.com)>  
**Sent:** Wednesday, April 28, 2021 9:38 AM  
**To:** Yu, Peter <[Peter.Yu@wsp.com](mailto:Peter.Yu@wsp.com)>; Stephanie Gris Bringas <[Stephanie.GrisBringas@toronto.ca](mailto:Stephanie.GrisBringas@toronto.ca)>; Sasha Terry <[Sasha.Terry@toronto.ca](mailto:Sasha.Terry@toronto.ca)>; Jennifer Hyland <[jennifer.hyland@toronto.ca](mailto:jennifer.hyland@toronto.ca)>; [Kelly.Jones@toronto.ca](mailto:Kelly.Jones@toronto.ca); Andrew Au <[Andrew.Au@toronto.ca](mailto:Andrew.Au@toronto.ca)>; Hao Zhang <[Hao.Zhang@toronto.ca](mailto:Hao.Zhang@toronto.ca)>; John Stuckless <[John.Stuckless@toronto.ca](mailto:John.Stuckless@toronto.ca)>; [Patrick.Cheung@toronto.ca](mailto:Patrick.Cheung@toronto.ca); Pezhman Imani <[Pezhman.Imani@toronto.ca](mailto:Pezhman.Imani@toronto.ca)>; Dhiren Barot <[Dhiren.Barot@toronto.ca](mailto:Dhiren.Barot@toronto.ca)>; 'david.fallows@ontario.ca'; 'laurence.lui@ttc.ca'; 'anjhela.salonga@ttc.ca'; 'brandon.gaffoor@metrolinx.com'; [Anam.Rafiq@metrolinx.com](mailto:Anam.Rafiq@metrolinx.com); Alan Filipuzzi <[Alan.Filipuzzi@toronto.ca](mailto:Alan.Filipuzzi@toronto.ca)>; Joe Muller <[Joe.Muller@toronto.ca](mailto:Joe.Muller@toronto.ca)>; Alison Torrie-Lapaire <[alison.torrie-lapaire@toronto.ca](mailto:alison.torrie-lapaire@toronto.ca)>; Jessica Beare <[Jessica.Beare@toronto.ca](mailto:Jessica.Beare@toronto.ca)>; 'mrapus@trca.on.ca'; Saleem Khan <[Saleem.Khan@toronto.ca](mailto:Saleem.Khan@toronto.ca)>; Mark Rapus <[Mark.Rapus@trca.ca](mailto:Mark.Rapus@trca.ca)>; Erin Smith <[Erin.Smith@toronto.ca](mailto:Erin.Smith@toronto.ca)>; Terry Bruining <[Terry.Bruining@toronto.ca](mailto:Terry.Bruining@toronto.ca)>; Christopher Loader <[Christopher.Loader@toronto.ca](mailto:Christopher.Loader@toronto.ca)>; 'Jennifer Benedict' <[Jennifer.Benedict@cpr.ca](mailto:Jennifer.Benedict@cpr.ca)>; Mathu Kamalakaran <[Mathu.Kamalakaran@toronto.ca](mailto:Mathu.Kamalakaran@toronto.ca)>; Lucia Stanciu <[Lucia.Stanciu@toronto.ca](mailto:Lucia.Stanciu@toronto.ca)>; [Kristjan.Naelapea@ttc.ca](mailto:Kristjan.Naelapea@ttc.ca); Muyuan Ma <[Muyuan.Ma@toronto.ca](mailto:Muyuan.Ma@toronto.ca)>; 'Alexander.Takarabe@ttc.ca'; Lukasz Pawlowski <[Lukasz.Pawlowski@toronto.ca](mailto:Lukasz.Pawlowski@toronto.ca)>; Kristina Hausmanis <[kristina.hausmanis@toronto.ca](mailto:kristina.hausmanis@toronto.ca)>; Vesna Stevanovic-Briatico <[Vesna.Stevanovic-Briatico@toronto.ca](mailto:Vesna.Stevanovic-Briatico@toronto.ca)>; Stephen (Jingyuan) Li <[Stephen.Li@toronto.ca](mailto:Stephen.Li@toronto.ca)>; Sukhmani Bola <[Sukhmani.Bola@trca.ca](mailto:Sukhmani.Bola@trca.ca)>; Margie Akins <[Margie.Akins@trca.ca](mailto:Margie.Akins@trca.ca)>; [Cassidy.Ritz@toronto.ca](mailto:Cassidy.Ritz@toronto.ca); Kung, Katherine <[Katherine.Kung@wsp.com](mailto:Katherine.Kung@wsp.com)>  
**Subject:** RE: SW Agincourt EA - Draft Multi-use Trail Evaluation for review - slight correction  
**Importance:** High

Hello again,

Just a small correction – please note that the project team is aiming to **host the second public meeting in late June 2021**. In order to achieve this, we ask that you **provide your comments by Wednesday May 5, 2021** (a week today). This is with consideration of the fact that the MUT comparison is more straight forward than the street comparison.

Thank you very much.

Jim

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**From:** Gough, Jim

**Sent:** Tuesday, April 27, 2021 10:01 PM

**To:** Yu, Peter <[Peter.Yu@wsp.com](mailto:Peter.Yu@wsp.com)>; Stephanie Gris Bringas <[Stephanie.GrisBringas@toronto.ca](mailto:Stephanie.GrisBringas@toronto.ca)>; Sasha Terry <[Sasha.Terry@toronto.ca](mailto:Sasha.Terry@toronto.ca)>; Jennifer Hyland <[Jennifer.Hyland@toronto.ca](mailto:Jennifer.Hyland@toronto.ca)>; Kelly Jones <[Kelly.Jones@toronto.ca](mailto:Kelly.Jones@toronto.ca)>; Andrew Au <[Andrew.Au@toronto.ca](mailto:Andrew.Au@toronto.ca)>; Hao Zhang <[Hao.Zhang@toronto.ca](mailto:Hao.Zhang@toronto.ca)>; John Stuckless <[John.Stuckless@toronto.ca](mailto:John.Stuckless@toronto.ca)>; Patrick Cheung <[Patrick.Cheung@toronto.ca](mailto:Patrick.Cheung@toronto.ca)>; Pezhman Imani <[Pezhman.Imani@toronto.ca](mailto:Pezhman.Imani@toronto.ca)>; Dhiren Barot <[Dhiren.Barot@toronto.ca](mailto:Dhiren.Barot@toronto.ca)>; 'david.fallows@ontario.ca'; 'laurence.lui@ttc.ca'; 'anjhela.salonga@ttc.ca'; 'brandon.gaffoor@metrolinx.com'; [Anam.Rafiq@metrolinx.com](mailto:Anam.Rafiq@metrolinx.com); Alan Filipuzzi <[Alan.Filipuzzi@toronto.ca](mailto:Alan.Filipuzzi@toronto.ca)>; Joe Muller <[Joe.Muller@toronto.ca](mailto:Joe.Muller@toronto.ca)>; Alison Torrie-Lapaire <[Alison.Torrie-Lapaire@toronto.ca](mailto:Alison.Torrie-Lapaire@toronto.ca)>; Jessica Beare <[Jessica.Beare@toronto.ca](mailto:Jessica.Beare@toronto.ca)>; 'mrapus@trca.on.ca'; Saleem Khan <[Saleem.Khan@toronto.ca](mailto:Saleem.Khan@toronto.ca)>; Mark Rapus <[Mark.Rapus@trca.ca](mailto:Mark.Rapus@trca.ca)>; Erin Smith <[Erin.Smith@toronto.ca](mailto:Erin.Smith@toronto.ca)>; Terry Bruining <[Terry.Bruining@toronto.ca](mailto:Terry.Bruining@toronto.ca)>; Christopher Loader <[Christopher.Loader@toronto.ca](mailto:Christopher.Loader@toronto.ca)>; 'Jennifer Benedict' <[Jennifer.Benedict@cpr.ca](mailto:Jennifer.Benedict@cpr.ca)>; Mathu Kamalakaran <[Mathu.Kamalakaran@toronto.ca](mailto:Mathu.Kamalakaran@toronto.ca)>; Lucia Stanciu <[Lucia.Stanciu@toronto.ca](mailto:Lucia.Stanciu@toronto.ca)>; Kristjan Naelapea <[Kristjan.Naelapea@ttc.ca](mailto:Kristjan.Naelapea@ttc.ca)>; Muyuan Ma <[Muyuan.Ma@toronto.ca](mailto:Muyuan.Ma@toronto.ca)>; 'Alexander.Takarabe@ttc.ca'; Lukasz Pawlowski <[Lukasz.Pawlowski@toronto.ca](mailto:Lukasz.Pawlowski@toronto.ca)>; Kristina Hausmanis <[Kristina.Hausmanis@toronto.ca](mailto:Kristina.Hausmanis@toronto.ca)>; Vesna Stevanovic-Briatico <[Vesna.Stevanovic-Briatico@toronto.ca](mailto:Vesna.Stevanovic-Briatico@toronto.ca)>; Stephen (Jingyuan) Li <[Stephen.Li@toronto.ca](mailto:Stephen.Li@toronto.ca)>; Sukhmani Bola <[Sukhmani.Bola@trca.ca](mailto:Sukhmani.Bola@trca.ca)>; Margie Akins <[margie.akers@trca.ca](mailto:margie.akers@trca.ca)>; Cassidy Ritz <[Cassidy.Ritz@toronto.ca](mailto:Cassidy.Ritz@toronto.ca)>; Kung, Katherine <[Katherine.Kung@wsp.com](mailto:Katherine.Kung@wsp.com)>; van Haren, Steven <[Steven.Vanharen@wsp.com](mailto:Steven.Vanharen@wsp.com)>

**Subject:** RE: SW Agincourt EA - Draft Multi-use Trail Evaluation for review

Hello

Please find attached the draft evaluation table for the multi-use trail options, for your review.

We would appreciate receiving any comments by Friday May 7 COB, in order to keep on schedule.

Please note that Peter is off for a few weeks, Katherine and I will be doing our best to fill his shoes.

Thank you.

Jim

PS **Cassidy** if you can pass on the new contacts for Parks and Heritage, we will forward the evaluation to them (unless you would rather do it, to introduce the project). Thank you.

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## APPENDIX A: TRCA COMMENTS

ITEM	TRCA COMMENTS (September 15, 2022)	PROPONENT/CONSULTANT RESPONSE
	<b>HYDRAULIC ANALYSIS</b>	
1.	TRCA prefers the recommended Option C1 for the road right of way. Please note that there should be no net fill within the TRCA Regulatory floodplain for crossings, or trails. It is noted that Trail Option D1 for the multi-use trail using an existing pedestrian bridge. Trail Option D1 should be at existing grade to minimize fill within the TRCA Regulatory floodplain. A cut/fill analysis may be required to confirm this at the detailed design stage.	Request to defer to detailed design. Trail Option D1 is intended to be at existing grade subject to minor changes needed for acceptable grades to meet AODA requirements. All grading within the TRCA Regulatory Floodplain is intended to be cut/fill balanced.
2.	For the crossing on Sheppard Avenue, it is noted that existing lanes will be narrowed by the bridge so that the existing curb cuts will be in place and so that the existing bridge is functional. However, if this changes, and if Sheppard Avenue is widened by the bridge, then additional hydraulic analysis should be provided to support the bridge opening.	Noted. Widening of the Sheppard Avenue bridge is not contemplated within the scope of the EA.
3.	While it is noted that Road Option C1 is mostly outside of the TRCA Regulatory floodplain to the degree feasible and road alignment has been approved in principle by TRCA. Please explore the following at detailed design: <ul style="list-style-type: none"> <li>a. As there is still flooding on Gordon Street, for any proposed roads that are completely new streets (for example Gordon Street New Street Option C1), please <u>explore options</u> to determine <u>whether it is technically feasible</u> to raise the road to the degree technically feasible (0.2m or greater) to reduce TRCA Regulatory floodplain impacts on Gordon Street enhance safe egress/aggross. Please use the approved TRCA 1D HEC-RAS model for the Regional water surface elevations and the 2D HEC-RAS model for investigation purposes only (and to understand risk) to explore the feasibility of slightly raising the grade of the new proposed road while still ensuring that there are no off-site Regional water surface elevation and velocity impacts to adjacent properties. This comment is deferred to detailed design.</li> </ul>	Noted.
	<b>GEOTECHNICAL</b>	
4.	The following comment is for Trail Option D1: Based on our review of the documents submitted, it appears that a portion of Trail D1 (north of the creek and	<i>The alignment of Trail option D1 is constrained at these two locations (north of the existing pedestrian</i>

ITEM	TRCA COMMENTS (September 15, 2022)	PROPONENT/CONSULTANT RESPONSE
	<p>south of the underpass) is located very close to the top of bank. To ensure the trail is not negatively impacted by slope erosion, it should be located at least 6 m from the top of bank. The top of bank south of the underpass is 168.5 m and north of the creek it's 165.5m. Please specify the distance between Trail D1 and the top of bank. If the distance is less than 6 m then Trail D1 should be shifted west and the drawings should be revised.</p>	<p><i>bridge crossing West Highland Creek and south of the CP Rail underpass) These two locations represent the only feasible alignments given the surrounding context. The northerly location is adjacent to a condominium and property impact on this property cannot be attained, therefore the MUT is narrowed in overall width north of the pedestrian bridge to minimize impacts. The actual MUT is only 3m wide, the adjacent 1.2m buffer on either sides are for grading/buffer space only. Further refinements may be explored during detailed design to minimize impacts to the creek. The similar principle applies south of the CP Rail crossing where the MUT alignment is steered to the west as early as possible once it has cleared the CP Rail crossing. The CP Rail MUT crossing is also located as far west as feasible under the piers.</i></p>
5.	<p>Please provide a signed/stamped Geotechnical Investigation Report for our records.</p>	<p>Please refer to <b>Appendix O</b> of technical memo 2 for the geotechnical report.</p>
	<p><b>NATURAL HERITAGE</b></p>	
6.	<p>From a natural heritage perspective, it is still preferable to go with street alignment option C1 and trail option D2 as they have little to no impact to terrestrial and aquatic habitat. However, it appears that D1 is the preferred alternative. Although the existing pedestrian crossing will be used, it appears the southern portion of the trail may require some removal and disturbance of treed areas and vegetation (e.g., cultural woodland). Efforts to avoid or minimize impact and removals to the natural system should be demonstrated.</p>	<p>Any impact arising from the street or trail will be documented along with mitigating measures such as tree replacement ratios in the Environmental Study Report (ESR). The mitigation measures will be further explored in the detailed design stage. Please see Appendix B for the arborist report providing clarification on extent of natural environment impact and proposed mitigation measures.</p>
7.	<p>At detail design, please provide an update of the natural heritage report with the potential impacts of the preferred approach, tree inventory and tree protection plan, a robust restoration plan, invasive species management (if deemed necessary), erosion and sediment control plan among other requested items.</p>	<p>Noted. Request to defer to detailed design and noted in the ESR.</p>

ITEM	TRCA COMMENTS (September 15, 2022)	PROPONENT/CONSULTANT RESPONSE
	<b>PERMIT REQUIREMENTS</b>	
8.	<p>Permits under O. Reg. 166/06 will be required for works in TRCA's Regulated Area. For future TRCA permit applications, please ensure that plans /drawings show the following:</p> <ul style="list-style-type: none"> <li>a. Regulation Limits</li> <li>b. Regional Storm Flood Plain lines</li> <li>c. Physical extent of existing natural features (vegetation, wetlands, surface water features, contour lines, Lake Ontario, etc.)</li> <li>d. Construction limits (east, west, north, south)</li> <li>e. Proponent's property boundaries (if not a municipal project)</li> <li>f. TRCA property limits</li> <li>g. Municipal Roads, trails, bridges, staircases, and tunnels.</li> </ul>	Noted. Request to defer to detailed design and noted in the ESR.
9.	<p>For works that require a TRCA permit, in general the following details are required on design drawings:</p> <ul style="list-style-type: none"> <li>a. Existing conditions details (as is condition) including profiles and cross sections.</li> <li>b. Details regarding removals and decommissioning of existing infrastructure as required.</li> <li>c. Design detail for new sections/local improvements (cross- and longitudinal sections).</li> <li>d. Method(s) for managing creek flows during construction.</li> <li>e. Watercourse protection.</li> <li>f. Stockpile and construction staging areas, access routes.</li> <li>g. Erosion controls during and post construction (following the Erosion and Sediment Control Guideline for Urban Construction, December 2019).</li> <li>h. Site restoration and enhancement opportunities.</li> </ul>	Noted. Request to defer to detailed design and noted in the ESR.
10.	In addition to detailed design drawings, all supporting documentation (hydraulic modeling, environmental assessment/studies, etc.) used to determine outfall channel design details, if applicable, should be submitted to TRCA for review.	Noted. Request to defer to detailed design and noted in the ESR.
11.	<p>In general, please ensure that the works within TRCA regulated areas are designed in line with these TRCA guidelines that can be downloaded from our website:</p> <ul style="list-style-type: none"> <li>• <a href="#">TRCA Stormwater Management Criteria (2012)</a></li> </ul>	Noted. Request to defer to detailed design and noted in the ESR.

ITEM	TRCA COMMENTS (September 15, 2022)	PROPONENT/CONSULTANT RESPONSE
	<ul style="list-style-type: none"> <li>• <a href="#">Low Impact Development Stormwater Management Planning and Design Guide (2010)</a></li> <li>• <a href="#">TRCA Erosion and Sediment Control Guidelines for Urban Construction (2019)</a></li> <li>• <a href="#">TRCA Geotechnical Engineering Design and Submission Requirements (2007)</a></li> <li>• <a href="#">TRCA Crossings Guideline for Valley and Stream Corridors (2015)</a></li> <li>• <a href="#">TRCA Post Construction Restoration Guidelines (2004)</a></li> <li>• <a href="#">TRCA Guideline for Determining Ecosystem Compensation (2018)</a></li> <li>• <a href="#">TRCA Seed Mix Guidelines (2022)</a></li> <li>• <a href="#">TRCA Environmental Impacts Statement Guidelines (2014)</a></li> </ul>	
12.	Efforts should be made to coordinate with affected utilities (including Toronto Hydro, Toronto Water and other utility companies) where the relocation of utilities is required to facilitate the construction of key project components. Early coordination will help minimize the overall impacts of the project on the existing natural heritage system. Please note that these works may require separate permits from TRCA.	Noted. Request to defer to detailed design and noted in the ESR.
13.	If dewatering is identified as a requirement during preliminary design, consultation with TRCA should be initiated.	Noted, dewatering has not been identified as a requirement for the MUT design.

END OF APPENDIX A

APPENDIX A: TRCA COMMENTS ON FINAL TAC AND FOR DETAILED DESIGN

ITEM	TRCA COMMENTS (April 27, 2023)	PROPONENT/CONSULTANT RESPONSE (May 2023)	TRCA RESPONSE (July 10, 2023)
	<b>WATER RESOURCES</b>		
1.	<p>For detailed design, please submit a stormwater management report and plan since there is an increase of impervious surface proposed.</p> <p>Please note that for Highland Creek, TRCA’s stormwater management criteria is as follows:</p> <ul style="list-style-type: none"><li>a. <u>Erosion Control</u>: Retention of the 5 mm storm onsite with the use of LIDs (Green roofs, permeable pavers, bioswales, etc.). If discharging to a City sewer, then TRCA defers review to the City of Toronto.</li><li>b. <u>Quantity Control</u>: Post development runoff peak flow must equal pre-development peak flow runoff. If discharging to a City sewer, then TRCA defers review to the City of Toronto.</li><li>c. <u>Quality Control Recommendation</u>: For runoff directly entering a City storm sewer, TRCA defers quality control review to the City of Toronto. For runoff that directly enters the watercourse, TRCA recommends that 80% TSS removal be provided utilizing LIDs or a treatment train approach with an OGS. If there are space constraints TRCA accepts a filtration system (e.g., Jellyfish) when sized correctly to provide 80% TSS removal.</li></ul>	Deferred until future design stages.	Comment deferred to detailed design stage.
2.	For the extension of the Stouffville GO culverts, please include them as a HEC-RAS scenario for existing and proposed conditions. Upon detailed design, please provide TRCA with a contact from AECOM so that we can acquire the construction drawings and get an understanding on the timing of the culvert extension works.	“Highland_ProAgincourt2D_Reg_Current_NEW4” in the separately submitted hydraulic model transmission represents conditions after the extension, but before the introduction of the proposed rail and MUP conditions. The scenario representing the existing conditions is coded into the 1D model retrieved from the TRCA. Conversion of the 1D model into a 1D/2D coupled model was not in the scope for the EA study.	No further comment at this stage.
3.	As mentioned in TRCA TAC comment Sept 2022, HEC-RAS 2D assessments are acceptable only as an understanding of risk, and to more accurately visualize flooding implications from proposed grading. This area of Highland Creek is modelled in 1D, and in order to update the Regulatory floodplain, any assessments	The HEC-RAS 2D assessment has only been applied to understand project risk and to inform related project issues such as alignments for the roadway and MUP systems. Updating the Regulatory Floodplain is not within the scope of the	Comment deferred to detailed design. Note that a 1D floodplain update may be required due to minor grading changes within the

ITEM	TRCA COMMENTS (April 27, 2023)	PROPONENT/CONSULTANT RESPONSE (May 2023)	TRCA RESPONSE (July 10, 2023)
	must be completed with TRCA’s approved 1D model. In the subsequent detailed design submission, please include a 1D assessment with cross sections cut reflecting the proposed grading as well.	Environmental Assessment, but WSP notes that the complexities of the culvert system for Highland Creek at the double rail crossing are best modelled within a 2D environment, and that the 1D coding of this hydraulic structure fails to capture the overflow hydraulics of the Metrolinx rail system due to the skewed rail alignment. If the floodplain update is included in the scope of the detailed design, then the methodology to do so will be negotiated with the TRCA.	TRCA Regulatory floodplain, as such, please ensure that a floodplain mapping update for the 1D HEC-RAS model is included in the scope of the detailed design. In addition, note the comments on Technical Memo 1 dated Sept 2022.
4.	Please provide preliminary grading plans of the Multi Use Trail in future submissions.	Noted	Comment deferred to detailed design stage.
5.	Please have relevant floodplain elevations labelled on Multi Use Trail cross sections that are impacted	Noted.	Comment deferred to detailed design stage.
GEOTECHNICAL			
6.	The Geotechnical Report should be engineer-stamped and provided to TRCA at this stage.	Please see Appendix O of Technical memo 2 for the finalized geotechnical report.	Appendix O was not provided. It can be provided at the detailed design stage.
7.	<p>The following comment is for Trail Option D1, previously submitted in September 2022, and can be addressed at detailed design:</p> <p>Based on our review of the documents submitted, it appears that a portion of Trail D1 (north of the creek and south of the underpass) is located very close to the top of bank. To ensure the trail is not negatively impacted by slope erosion, it should be located at least 6m from the top of bank. The top of bank south of the underpass is 168.5 m and north of the creek it’s 165.5m. Please specify the distance between Trail D1 and the top of bank. If the distance is less than 6m then Trail D1 should be shifted west and the drawings should be revised.</p>	Deferred until future design stages.	Comment deferred to detailed design stage.
PLANNING ECOLOGY			
8.	<p>TRCA staff looks forward to reviewing the following technical drawings submitted through the detailed design process:</p> <p>a. Grading Plan</p> <p>b. Erosion and Sediment Control Plan (refer to <a href="#">Erosion and Sediment Control Guide for Urban Construction</a>)</p>	Deferred until Detailed Design.	Comment deferred to detailed design stage.



ITEM	TRCA COMMENTS (April 27, 2023)	PROPONENT/CONSULTANT RESPONSE (May 2023)	TRCA RESPONSE (July 10, 2023)
	<ul style="list-style-type: none"><li>c. Dewatering Plans and any plans for in-water work (please confirm)</li><li>d. Restoration Plan, including requirements laid out within the <a href="#">Highland Creek Watershed Greening Strategy (2020)</a> and an Invasive Species Management Plan.</li><li>e. SWM Plan with robust use of LIDs</li></ul>		
9.	Please ensure the recommendations put forth in the Natural Environment EC and IA Report (15 March 2023) are carried forward into detailed design.	Deferred until Detailed Design.	Comment deferred to detailed design stage.
	<b>PERMIT REQUIREMENTS</b>		
10.	<p>Permits under O. Reg. 166/06 will be required for works in TRCA’s Regulated Area. For future TRCA permit applications, please ensure that plans /drawings show the following:</p> <ul style="list-style-type: none"><li>a. Regulation Limits</li><li>b. Regional Storm Flood Plain lines</li><li>c. Physical extent of existing natural features (vegetation, wetlands, surface water features, contour lines, Lake Ontario, etc.)</li><li>d. Construction limits (east, west, north, south)</li><li>e. Proponent’s property boundaries (if not a municipal project)</li><li>f. TRCA property limits</li><li>g. Municipal Roads, trails, bridges, staircases, and tunnels.</li></ul>	Noted, and deferred until detailed design.	Comment deferred to detailed design stage. Note that many TRCA documents have recently been updated and can be found at the following: <a href="https://trca.ca/planning-permits/projects-that-require-a-permit/infrastructure-planning/">https://trca.ca/planning-permits/projects-that-require-a-permit/infrastructure-planning/</a>
11.	<p>For works that require a TRCA permit, in general the following details are required on design drawings:</p> <ul style="list-style-type: none"><li>a. Existing conditions details (as is condition) including profiles and cross sections.</li><li>b. Details regarding removals and decommissioning of existing infrastructure as required.</li><li>c. Design detail for new sections/local improvements (cross- and longitudinal sections).</li><li>d. Method(s) for managing creek flows during construction.</li><li>e. Watercourse protection.</li><li>f. Stockpile and construction staging areas, access routes.</li><li>g. Erosion controls during and post construction (following the Erosion and Sediment Control Guideline for Urban Construction, December 2019).</li></ul>	Deferred until Detailed Design.	Comment deferred to detailed design stage.

ITEM	TRCA COMMENTS (April 27, 2023)	PROPONENT/CONSULTANT RESPONSE (May 2023)	TRCA RESPONSE (July 10, 2023)
	h. Site restoration and enhancement opportunities.		
12.	In addition to detailed design drawings, all supporting documentation (hydraulic modeling, environmental assessment/studies, etc.) used to determine outfall channel design details, if applicable, should be submitted to TRCA for review.	Deferred until Detailed Design.	Comment deferred to detailed design stage.
13.	<p>In general, please ensure that the works within TRCA regulated areas are designed in line with these TRCA guidelines that can be downloaded from our website:</p> <ul style="list-style-type: none"><li>• <a href="#">TRCA Stormwater Management Criteria (2012)</a></li><li>• <a href="#">Low Impact Development Stormwater Management Planning and Design Guide (2010)</a></li><li>• <a href="#">TRCA Erosion and Sediment Control Guidelines for Urban Construction (2019)</a></li><li>• <a href="#">TRCA Geotechnical Engineering Design and Submission Requirements (2007)</a></li><li>• <a href="#">TRCA Crossings Guideline for Valley and Stream Corridors (2015)</a></li><li>• <a href="#">TRCA Post Construction Restoration Guidelines (2004)</a></li><li>• <a href="#">TRCA Guideline for Determining Ecosystem Compensation (2018)</a></li><li>• <a href="#">TRCA Seed Mix Guidelines (2022)</a></li><li>• <a href="#">TRCA Environmental Impacts Statement Guidelines (2014)</a></li></ul>	Deferred until Detailed Design.	Comment deferred to detailed design stage. Refer to the following link for the latest guidelines: <a href="https://trca.ca/planning-permits/procedural-manual-and-technical-guidelines/">https://trca.ca/planning-permits/procedural-manual-and-technical-guidelines/</a>
14.	Efforts should be made to coordinate with affected utilities (including Toronto Hydro, Toronto Water and other utility companies) where the relocation of utilities is required to facilitate the construction of key project components. Early coordination will help minimize the overall impacts of the project on the existing natural heritage system. Please note that these works may require separate permits from TRCA.	Deferred until Detailed Design.	Comment deferred to detailed design stage.
	NEW COMMENTS:		
15.			TRCA recommends that replacement plantings are considered in natural areas within the West Highland valley system as opposed to within the City ROW limits as suggested by the Arborist Report.

ITEM	TRCA COMMENTS (April 27, 2023)	PROPONENT/CONSULTANT RESPONSE (May 2023)	TRCA RESPONSE (July 10, 2023)
16.			The ELC figure within the Arborist is not consistent with the vegetation described in Section 2.1.1. Please update.

END OF APPENDIX A